Spelthorne Local Plan

REGULATION 19

Officer Site Assessments – Discounted Alternative Allocation Sites

June 2022

SPELTHORNE
BOROUGH COUNCIL

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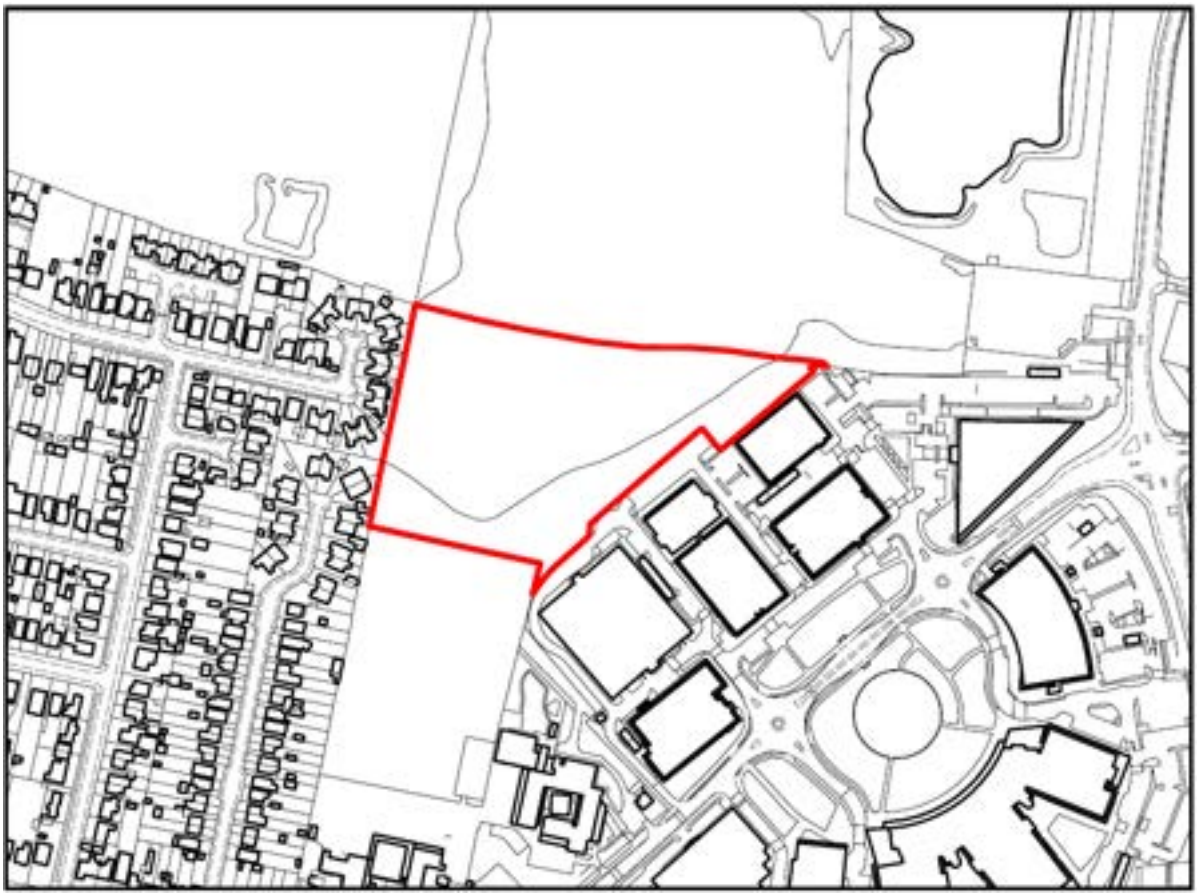
AC3/001 Lakeside, Chertsey Road, Sunbury

Site Information	
Site ID	AC3/001
Site name/ address	Lakeside, Chertsey Road, Sunbury, TW16 7LN
Site area (ha)	2.3
Site description & context	The site is occupied by a recreation ground used by BP employees. The surrounding area is a mix of residential to the west and south and the BP offices to the east. The site sits within a large swathe of Green Belt which runs northwards into the London Borough of Hounslow.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Site previously assessed at Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	The site will make a 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. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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 not well located and there is a considerable distance to the local health centre and convenience retail. Loss of open space could negatively impact well-being.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding.	-	The site is within flood zone 1 and therefore not subject to flood risk. The western half of the site is in an area (1km squared) whereby >75% is susceptible to groundwater flooding. The site is greenfield and replacement with hardstanding and structures will impact on drainage at the site. Although this can be mitigated through permeable surfaces this is unlikely to fully mitigate compared to undeveloped land.
4. To reduce land contamination and protect soil quality and quantity.	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. This will mean that there will be no need for remediation. Development will have an adverse effect on soil quality.
5. To reduce air and noise pollution.	-	The site is within a residential area but is some distance away from the main roads. The development of the site will lead to an increase in localised air pollution. The site is located a fair distance from public transport links and therefore would unlikely encourage a modal shift from car use.
6. To conserve and enhance biodiversity, habitats and species	0	The site is not a designated biodiversity site and is maintained as an area for recreation. As such, maintenance practices will likely keep biodiversity to a minimum on the site. Re-development however would completely remove any

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		potential biodiversity on the site unless hedgerows and other features were retained.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Development of the site would not impact on the historic environment either negatively or positively.
8. To protect, enhance and manage Borough's open space and landscape character.	-	The site is within a strategically important swathe of Green Belt which covers a significant area to the east of the Borough, which would be negatively impacted if developed. The site also offers some amenity to the employees of BP however this is not publicly accessible. The surrounding area is largely developed and there are limited views to the remainder of the Green Belt land.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	The site is on the edge of the built-up area of Ashford-Sunbury and is a significant distance away from public transport links. 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.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Development of the site will not positively or negatively impact on the Borough's economic growth. The site is adjacent to a large employment site but will not lead to an increase in office space. It is unlikely that the site will provide for mixed use. Short term construction employment.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	The site is unlikely to reduce emissions given the lack of access to public transport, although there is a bus stop within walking distance. 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. To maintain and improve water quality and promote the efficient use of water.	-	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 however this will still be higher than in existing use.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	The site is not weakly performing Green Belt and contributes to the strategic function across the wider area.
Higher proportion of Previously Developed Land	1	The site is undeveloped greenfield land.
Additional benefits to the community	2	Potential to open access into the site and provide an area of amenity
Feedback from the Preferred Options consultation	N/A	No specific comments received in relation to the site.
Smaller sites	2	The site is of moderate size and would not contribute to the dispersion of small Green Belt development sites around the borough.
Sustainability of location	2	The site is located at the edge of the Sunbury built up area. Some local services are within a distance accessible using active and sustainable travel, whilst others are further afield.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	The site will contribute to meeting housing needs however this will be relatively insignificant given the small size of the site. Development will result in the loss of open space albeit not publicly accessible. The site is strongly performing Green Belt land and not brownfield so development of this would not accord with the strategy.

Stage 2b – Non Absolute Constraints
Summary

- The site is not within an area of flood risk; performs a limited biodiversity role and no heritage impacts have been identified on site.
- The site is on part of a historic landfill. Site investigation and remediation may be required.
- The site is not within a Surrey landscape character area however the site forms part of a wider area of Green Belt stretching beyond the borough boundary into Hounslow. This provides significant landscape character through views across the open land. The immediate area surrounding the site is built up however development on the site would reduce these views and as a result impact on the openness character

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	2	The site offers some recreation value however it is not publicly accessible and is used for the

Stage 2c – Open Space and Recreation Value Summary		
		benefit of BP's employees. As such, there is no wider public benefit in terms of recreation.

Stage 2d – Sustainable Location Summary
Local services vary in accessibility with some in walking distance i.e. primary school and access to a major centre; whereas others are less accessible i.e. health centre and secondary school. New access to the site would be required.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
The site performed strongly at both stage 1 and stage 2 of the Green Belt Assessment. The site forms part of a strategic swathe of Green Belt running along the Borough's north-eastern boundary.
Stage 3b – Previously Developed Land
There is no previously developed land on site as it is in use as private recreation land.
Stage 3c – Visual Amenity
The change from open space to built development would be limited as the space has restricted views from the road. However the change for those properties surrounding the space would be significant as they have a clear view over the land towards the wider Green Belt land beyond. This view would almost certainly be lost. Major impact on neighbouring residential properties as this would have a significant impact on the views and change the nature of this from open space to built development. The loss of openness would have a significant detrimental impact. Whilst the site is not viewable from the road, the open space does provide a role in terms of visual amenity for the properties which back onto the space. A permanent loss of this space would have a significant impact on views for these residents. The loss of the site could also impact on the wider landscape beyond.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site has a mixed score from stage 2 – reasonably sustainable location however access to health centre, secondary schools and retail convenience are some distance away. There are no absolute constraints and the loss of open space is limited to views rather than publicly accessible recreation land. The site contributes to spatial strategy in terms of meeting housing needs however would result in the loss of strategic Green Belt which is at odds with the preferred strategy.
Stage 3 Summary
The site forms part of strongly performing Green Belt which is considered to be strategically important in the role it plays in maintaining the separation between Spelthorne and Hounslow. The loss of this site to development would lead to a

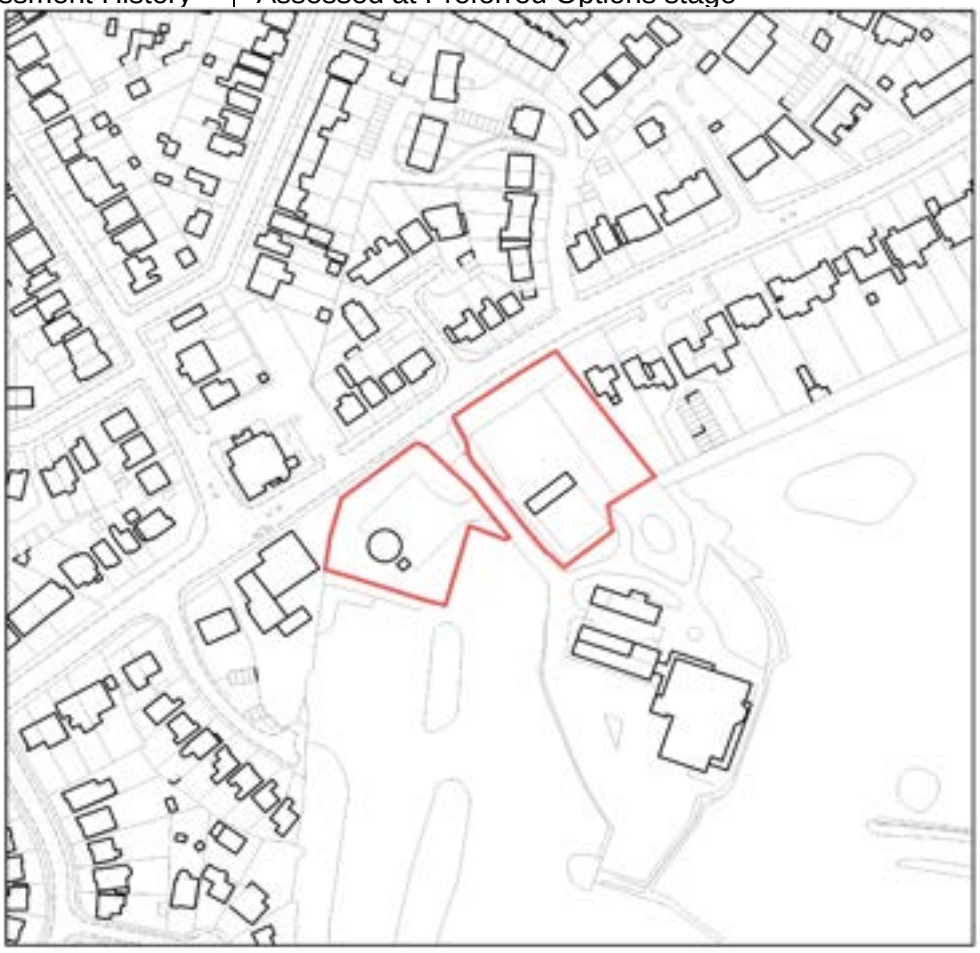
weakening of the wider Green belt and an incursion into this. The visual impact of redevelopment of the site would be limited to views for immediate adjoining properties, the neighbouring school and BP. The site is not viewable from the main road however the visual impact through loss of view for the adjoining properties would be significant.
SA Summary (note: If poor performance do not consider deliverability)
The site scores well against the delivery of housing however its location does not lend its self to sustainable access to all services. The site scores poorly against environmental objectives such as, landscape, water consumption and land contamination.
Overall conclusions
Site is considered unsuitable to take forward as it is identified within a strategically important swathe of Green Belt which is strongly performing in both Stage 1 and 2 of the Green Belt Assessment. The loss of the site would weaken the existing Green Belt which has been identified as strategically important. The impact on the Green Belt and the environmental impacts will outweigh the delivery of housing which would be limited due to size and nature of the space. The site forms part of an important area of Green belt and its loss could impact on the integrity of the wider Green Belt as well as having a detrimental impact on landscape. Discount from consideration – not suitable.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	No
Comments	Site promoted to call for sites.
Viability comments	Need for access to be created into the site which may impact on viability

Stage 4c – Site Capacity	
Site size (ha)	2.3
Landowner/promoter preferred use and units (residential or commercial)	Residential
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Site is not considered suitable for development.

AE1/003 Land at Ashford Manor Golf Club, Ashford

Site Information	
Site ID	AE1/003
Site name/ address	Land at Ashford Manor Golf Club, Ashford
Site area (ha)	0.56
Site description & context	The site is part of Ashford Manor Golf Course, with Site A (west) occupied by a green keepers compound and Site B (east) occupied by a visitors car park. The proposed development sites are situated in the western part of the site. Access into the Golf Course is achieved via Fordbridge Road to the north west. The proposed development sites are located within a larger site which consists of a large open green area and golf course with many trees and vegetation. Staines Road West is situated to the south of the site and various residential roads border the Golf Course site. The character of the area is largely residential to the north, with mineral workings and the Queen Mary Reservoir situated further south.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints on site.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	The site will contribute to the Borough's housing provision however this will be on a small scale. The site is likely to provide limited opportunity to meet specific needs of the population.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	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. There are opportunities for the scheme to incorporate measures to contribute to a secure built environment, however the site is somewhat shielded from the main road with mature trees along Fordbridge Road. There are a number of local services within walking distance that could encourage healthy lifestyles.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	The effects are somewhat uncertain at this stage, however part of the southern portion of the site is located within Flood Zone 2 therefore this could potentially increase the number of properties at risk of flooding. The site is in an area (1km squared) whereby >75% is susceptible to groundwater flooding. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. To reduce land contamination and protect soil quality and quantity		The site is not agricultural land, will not remediate contaminated 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. The site is not contaminated however land either side of the site may be contaminated which could impact land quality.
5. To reduce air and noise pollution	-	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		properties exposed to noise. There are however opportunities for walking/cycling to local services which could reduce private vehicle use.
6. To conserve and enhance biodiversity, habitats and species	0	The site is not located near any internationally, nationally or locally designated nature sites. The site is located within the Thames Valley BOA but development is not considered to have a significant impact. Given the small size of the site there are not considered to be notable opportunities to improve biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Development on the site is not considered to have negative or positive impacts on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	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. There are limited views to the wider countryside as the golf clubhouse lies to the south of the site and restricts views to the wider Green Belt. The site has an urban character.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is located on the periphery of the urban settlement of Ashford and is within 900m of local services which could provide the opportunity to promote sustainable modes of transport. There are bus stops within walking distance to the centre of Staines. The site does not provide opportunities for on-site provision due to its size.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Development of the site is not considered to positively or negatively affect employment/ economic growth in the Borough. There could be minor positive impacts on construction jobs however this would be short term and on a small scale.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	The small scale of the site is unlikely to provide a notable opportunity for the incorporation of renewable or low-carbon energy generation. The scheme is not likely to reduce emissions.
12. To maintain and improve water quality and promote the efficient use of water	0	The effects on water quality are uncertain, however they are unlikely to be significantly positive or negative. Water

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		consumption will rise, however there may be opportunities to improve efficiency.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Stage 1 and 2 GBA scoring.
Higher proportion of Previously Developed Land	2	Carpark and greens keeper facilities on site.
Additional benefits to the community	1	No additional benefits identified.
Feedback from the Preferred Options consultation	1	Lack of support. Concern over the increase in development and need to relocate carpark elsewhere.
Smaller sites	3	Reasonably small site, adding to distribution across borough
Sustainability of location	3	Sustainable location in Ashford urban area, close to local services.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site will meet needs by providing residential development, however due to the small size of the site this will not be of particularly significant scale. Given the site's location within the Green Belt this could provide the opportunity for the Council to request specific housing needs to be met, such as affordable, through a potential allocation. In addition, the spatial strategy prefers the release of weakly performing Green Belt where it would not adversely affect the integrity of the strategic Green Belt. Site AE1/003 is weakly performing Green Belt, as evidenced by the Stage 1 and Stage 2 Green Belt Assessments. As such, weaker performing Green Belt will be preferred over stronger performing Green Belt.

Stage 2b – Non Absolute Constraints Summary
• Partly within flood zone 2 • No recorded past uses with significant contaminative potential. • No noise and heritage impacts identified. • The site is situated within the grounds of Ashford Manor Golf Course. Mature trees screen the site from Fordbridge Road at present, therefore there may be an opportunity to maintain all or part of this screen.

- The wider area is largely residential in character so the specific design of the scheme would need to be in keeping with this.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site is currently in use as a visitor carpark and greenkeepers compound, therefore it is not deemed to hold recreation value. As the golf course is privately owned and managed the site as a whole is considered to hold limited recreation function.

Stage 2d – Sustainable Location Summary
The site is in a reasonably sustainable location as is within walking distance to local services and transport links. The site is within 2km of all services and transport services as per the site selection methodology.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
The site is weakly performing at both stage 1 (Local Area 22) and stage 2 (Sub-area 22-a) of the Green Belt Assessment. Whilst the boundary adjoining the urban area is strong, with Fordbridge Road to the north, the boundaries to the rest of the Green Belt are weak at present, therefore they would require strengthening should the parcel be removed from the Green Belt. This may be through the use of specific allocation policies and planning conditions in order to provide permanent and readily recognisable boundaries. The remaining Local Area is currently privately owned as part of Ashford Manor Golf course therefore opportunities to increase accessibility are limited and would require discussions with the landowner.
Stage 3b – Previously Developed Land
The site is approximately 33% previously developed land. The northern part of the site is currently in use as a carpark (0.17ha). The site is currently used as a greens keepers' compound and visitor carpark, indicating that the site has previously been developed to some extent, with limited openness. The site in its existing use is of limited value and has limited contribution to Green Belt in terms of preventing urban sprawl by keeping land permanently open.
Stage 3c – Visual Amenity
There is considered to be a high significance of impact on visual amenity. This is because existing properties to the north and east are high visual receptors, with permanent effects and considerable deterioration in view, although the existing view is of mature trees which could potentially be maintained to some extent. There will also be low visual receptors from Fordbridge Road with temporary effects. The site has limited connections to the wider Green Belt to the south due to planted buffers and the presence of the golf course and club house. There are strong views to the

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
adjacent settlement in the east, whilst properties to the north are also somewhat connected, although the presence of mature trees screens the site somewhat. This should be maintained to limit the visual impacts of development.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site is considered to somewhat contribute to the delivery of the spatial strategy as the site is currently weakly performing Green Belt and its release would not adversely affect the integrity of the wider Green Belt. The site also provides the opportunity to deliver a small-scale increase in residential units. The site is well-located on the edge of the urban area with a number of services within walking distance. The site is not subject to any absolute constraints but potential land contamination in close proximity to the site requires investigation. The site is also located within a minerals safeguarding area therefore Surrey County Council may require consultation.
Stage 3 Summary
The site is weakly performing Green Belt and has been recommended for further consideration through the Green Belt Assessment Stage 1 and 2. There is approximately 30% built form on site as the northern part of the site is in use a carpark. In visual amenity terms, the site performs a limited function as it is not well connected to the wider Green Belt. The site is screened from the urban area by mature trees fronting Fordbridge Road therefore these should be maintained.
SA Summary (note: If poor performance do not consider deliverability)
The site is in a reasonably sustainable location with local services within walking distance of the site, therefore performing positively against objective 9. Development of the site would increase homes in the Borough but due to its small scale there are unlikely to be significant impacts (objective 1). The site is likely to have neutral impacts on objectives 2, 6, 7, 8, 10 and 12. There are expected to be negative impacts against objectives 3, 4, 5 and 11. Mitigation could potentially include maintaining the mature trees along the northern boundary of the site to screen the site from the road and incorporating flood risk measures where appropriate.
Overall conclusions
The site could make a contribution to meeting the Borough's housing requirement. The site is weakly performing Green Belt with limited value. The site is within a reasonably sustainable location, in close proximity to the urban area with local services largely within walking distance. If developed mature trees onsite should be maintained to screen development from the road. There was a limited amount of positive response at the preferred options consultation however the site is considered to largely fulfil the spatial strategy. The decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes

Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	The site is reasonably small in scale therefore phasing is not considered necessary, however given the site's split into two parcels either side of the golf club's access road, there may be an opportunity to develop each at different times.
Comments	
Viability comments	Need for access to be created into the site. No specific viability issues identified.

Stage 4c – Site Capacity	
Site size (ha)	0.56
Landowner/promoter preferred use and units (residential or commercial)	Residential Site A: 6+ units Site B: 8+ units
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Residential properties surrounding the site are mixed in character, with semi-detached housing opposite on Fordbridge Road, some detached properties and small flatted development further west and east of the site. If the site were to accommodate flats at a similar density to that in the wider area it is considered that site A could accommodate approximately 8 units and site B could accommodate 11 units. This is at approximately 35dph therefore there could be scope to increase to around 13 and 18 units respectively at 55dph.

AE1/007 Ashford Manor Golf Club (Site 2), Ashford

Site Information	
Proforma Created	17/01/2022
Proforma last updated	17/01/2022
Site ID	AE1/007
Site name/ address	Ashford Manor Golf Club (site 2), Fordbridge Road/Manor Road, Ashford
Site area (ha)	0.58
Site description & context	The site is located within the north-eastern corner of Ashford Manor Golf Course. This site currently forms part of the golf course area being the former 7th hole teeing ground and which has remained disused for many years because errant tee shots were damaging property and vehicles in Manor Road which adjoins this part of the site.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to the call for sites
Assessment History	New site – not previously assessed

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[1]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	The site will contribute to the Borough's housing provision however this will be on a small scale. The site is likely to provide limited opportunity to meet specific needs of the population.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	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. 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	The site is outside of the flood risk areas. The scheme should implement SuDS.

[1] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
4. To reduce land contamination and protect soil quality and quantity	-	The site is not agricultural land, will not remediate contaminated 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. The site is not contaminated. The site is however undeveloped open land within the Green Belt so would result in the loss off greenfield and would not contribute to the efficient use of land.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	-	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.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Limited impact on the historic environment identified.
8. To protect, enhance and manage Borough's open space and landscape character.	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 be impacted.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is located on the periphery of the urban settlement of Ashford and is within 900m of local services which could provide the opportunity to promote sustainable modes of transport. There are bus stops within walking distance to the centre of Staines. The site does not provide opportunities for on-site provision due to its size.
10. Maintain high levels of employment and economic growth which is inclusive	+	Development of the site is not considered to positively or negatively affect employment/ economic growth in the Borough. There could be minor positive impacts on construction jobs

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
and sustainable across the Borough.		however this would be short term and on a small scale.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	The small scale of the site is unlikely to provide a notable opportunity for the incorporation of renewable or low-carbon energy generation. The scheme is not likely to reduce emissions.
12. To maintain and improve water quality and promote the efficient use of water	-	The effects on water quality are uncertain. Water consumption will rise, however there may be opportunities to improve efficiency.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	The site could provide a small number of dwellings to contribute to meeting housing needs.
Meets specific needs	1	Limited number of units proposed with limited opportunity to meet specific needs.
Opportunities for higher density development, where appropriate	2	Unlikely given small size of site, however flats could be accommodated on site to increase density.
Opportunities for infrastructure provision	1	The site is considered to be too small to accommodate any infrastructure.
Brownfield land	1	The site is greenfield land.
Opportunities for mixed use development	1	Limited opportunities due to size and housing needs will likely outweigh provision of mixed use.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	Small site.
Additional factors		
Weakly performing Green Belt	3	

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments

Weakly performing Green Belt	3	Weakly performing at stage 1 of the Green Belt Assessment.
Higher proportion of Previously Developed Land	1	Greenfield land.
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	New site identified since the Preferred Options consultation.
Smaller sites	3	Smaller site contributing to the distribution of Green Belt sites across the borough.
Sustainability of location	2	Sustainable location in close proximity to local services. The site is set back from the main road therefore access would be needed.

Spatial Strategy Score	
Score	Comments
2	The site contributes to the spatial strategy in that it is weakly performing Green Belt, is a small site and is in a reasonably sustainable location. The site is however greenfield land and due to its size makes a limited contribution to housing delivery.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	3	• The site is outside the flood risk areas • Low surface water flood risk on site
Minerals/waste safeguarding	1	• Minerals Safeguarding Areas (MSA): Concreting Aggregate – consult Surrey CC
Biodiversity	2	• Thames valley BOA • Unused area of golf course may hold some local biodiversity value
Agricultural Land Classification	3	• No impacts identified
Land and water contamination	2	• Historical maps indicate a gravel pit adjacent to the site present in the 1930s. Two further former gravel pits are located 75m and 170m from the site. Made Ground/infill is therefore likely to be present. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use.

		• The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP32 is situated approximately 400m north at Feltham Road (X 507349, Y 171461). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 36.4 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Outside noise contours
Heritage Assets	3	• No impact on historic environment identified
Landscape Character and Townscape	3	• Identified as 'River Floodplain' in Surrey Landscape Character Assessment. • The site is situated within the grounds of Ashford Manor Golf Course. Mature trees screen the property from Manor Road at present, therefore there may be an opportunity to maintain all or part of this screen. • The wider area is largely residential in character so the specific design of the scheme would need to be in keeping with this.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	• This site currently forms part of the golf course area being the former 7th hole teeing ground and which has remained disused for many years because errant tee shots were damaging property and vehicles in Manor Road which adjoins this part of the site. The land serves no recreational purpose and is abutted on three sides with existing housing development.
What is the nature and quality of its role?	Unused area of golf course	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision	No	

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not form a recreation role as it is an unused area of the golf course. Although the wider Ashford Manor Golf Club site holds recreation value, this is deemed to be limited as it is privately owned and is not publicly accessible.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	St Michael Primary School – 1.1km/13 Mins
Distance to secondary school	2	Thomas Knyvett College – 1.9km/23 Mins
Distance to health centre or GP surgery	3	Fordbridge Medical Centre – 800m/ 10 Mins
Distance to local convenience retail	2	Coop, Ashford – 900m/ 11 Mins
Distance to major centres or centres of employment	3	To Staines – walk to bus stop, 290 bus to Staines (20 mins)
Distance to bus stop with good service	3	Fordbridge Road – 800m/ 10 Mins
Distance to train station with good service	2	Ashford station – 1.4km/17 Mins
Qualitative Assessment		The site is in a reasonably sustainable location with local services within walking distance
Potential impacts of planned infrastructure		New access into site required onto Manor Road
Opportunities to improve connectivity or provide supporting infrastructure		None identified

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	3	Weakly performing Local Area 22
Green Belt Assessment Stage 2 score	N/A	Not assessed
Green Belt Assessment Stage 3 score	N/A	Not assessed
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to		The site is at the edge of the urban area in a weakly performing Local Area of Green Belt. The site could be removed from the Green Belt with boundary strengthening at its edges should the remaining area be retained in the Green

Stage 3 Applies to sites located within the Green Belt only	
Stage 3a – Green Belt	
environmental quality and accessibility of remaining Green Belt	Belt. The wider parcel is owned by the golf club therefore there could be potential for compensatory improvements to the surrounding land to improve the environmental quality.

Stage 3b – Previously Developed Land	
Total site area	0.58
Amount of PDL (%)	0%
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site is undeveloped unused land associated with the golf course. As such there is no PDL on site.
Overall PDL Score	1

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The site forms part of the wider Ashford Manor Golf Course landscape. The site is within the north eastern corner and adjoins the urban area. The site borders residential development to the north and east, with mature vegetation linings its edges.
Existing valued features, vegetation and infrastructure	Mature trees to north and eastern boundaries.
Sense of tranquillity, remoteness and rural character	The site is somewhat tranquil as is part of the open golf course, however the site borders residential gardens to the east. This also limits the sense of remoteness and gives the site an urban feel. Outlook to the west has a higher sense of tranquillity and remoteness, although the managed nature of the open space limits its rural character.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	The visibility of the site is open from the golf course, whereas there is a more truncated view from residential properties along Manor Road and Rex Avenue. Mature trees shield the site
Sensitivity of site and wider landscape	The wider landscape is considered to have limited sensitivity given its urban environment and close proximity to residential dwellings. The golf course forms a green open space in the middle of a largely residential area and this helps to break up the urban environment. The managed nature of the space however limits its sensitivity and it holds a largely urban character.

Stage 3c – Visual Amenity	
	The site within the golf course is not connected to the wider Green Belt so is considered to have limited value in this regard.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	The landowner has proposed either a small, flatted scheme on site or a detached dwelling development. The tree band lining the site could be maintained which would reduce its visibility, but development would be 2-2.5 storeys, in an area previously free of development. A block of flats may create a larger mass of development on site whilst a series of detached dwellings would disperse development across the site more widely. The site is adjacent to existing residential development which would likely limit the significance of any visual impacts.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Receptors are likely to be limited to golf course users and members and residents of Manor Road and Rex Avenue. Golfers will experience temporary impacts associated with the use of the course. Residents and visitors of nearby residential roads will experience more permanent changes in viewpoint, although the maintenance of trees on site will help to limit the sites' visibility. The view is considered to be of limited value given the small size of the site and small role within the wider environment.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The scale of change in view is considered to be notable given that the site is undeveloped at present. It is however of a small size thus limiting its impact. Views are likely to be most prominent from the upper floors of dwellings on Rex Avenue and Manor Road. Views from ground floors and gardens are expected to be limited given the presence of trees bordering the site. The site is immediately adjacent to nearby properties meaning the extent of the view occupied by any new development would be somewhat significant. New development would be of high contrast compared to the existing site but could be integrated with nearby development given that it sits adjacent to residential development.
Significance of impacts • Refer to Table 8 of methodology	Impacts would be expected to be of major/high significance. This is due to the receptors affected (residential properties and golf course users) and the extent of the view impacted (considerable change in view expected)
Potential mitigation measures	Maintenance of trees lining the site with the potential for additional planting/screening.
Overall visual amenity score	2

Stage 3c – Visual Amenity	
Commentary	Whilst development of the site would result in a notable change in view for nearby residents, this would be limited to upper floors and would impact a select number of properties that border the site. The site itself is reasonably small in size thus further limiting its impact. Maintenance of trees on site or adjacent to it would help to mitigate any impacts.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site is considered to somewhat contribute to the delivery of the spatial strategy as the site is currently weakly performing Green Belt and its release would not adversely affect the integrity of the wider Green Belt. The site also provides the opportunity to deliver a small-scale increase in residential units. The site is small in nature and would help to distribute Green Belt release across the borough, in line with the spatial strategy. The site is well-located on the edge of the urban area with a number of services within walking distance. The site is not subject to any absolute constraints but the site is located within a minerals safeguarding area therefore Surrey County Council may require consultation.
Stage 3 Summary
The site is weakly performing Green Belt and has been recommended for further consideration through the Green Belt Assessment Stage. The site does not contain any previously developed land and is occupied by mature vegetation and an open area of disused golf course. In visual amenity terms, the site performs a moderate function, particularly for nearby residential properties, however impacts for golf users will be more limited due to the temporary nature of their experience and the location of the site, towards the far north east corner of the site. The site within the golf course is not connected the wider Green Belt so is considered to have limited value in this regard.
SA Summary (note: If poor performance do not consider deliverability)
The site is in a reasonably sustainable location with local services within walking distance of the site, therefore performing positively against objective 9. Development of the site would increase homes in the Borough but due to its small scale there are unlikely to be significant impacts (objective 1). The site is likely to have neutral impacts on objectives 2, 3, 7 and 8. There are expected to be negative impacts against several environmental objectives given the greenfield, undeveloped nature of the site. 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.
Overall conclusions

Overall, the site is in a sustainable location and contributes to the sustainable strategy in that it is a small site and is weakly performing Green Belt. The site does not offer additional benefits to the community due to its size and location but could offer the opportunity for a small-scale residential scheme in a location. A new access into the site would be required which would result in the loss of some trees. The site scored moderately against the SA but its greenfield nature creates negative impacts on environmental objectives. The site is weakly performing Green Belt but lacks any existing built development. In visual amenity terms, the site performs a moderate function, as whilst it is detached from the wider Green Belt, offers some value for local residents. The site generally scores well against the site selection criteria as it largely fits with the spatial strategy, however offers limited additional community benefit. The site is weakly performing Green Belt, is sustainably located and there are no overriding constraints. The site is considered to largely fulfil the spatial strategy. The decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – submitted to the call for sites
Consideration of development phasing	Site considered too small to warrant phasing.
Comments	
Viability comments	No issues that would impinge the delivery of the site identified.

Stage 4c – Site Capacity	
Site size (ha)	0.5
Landowner/promoter preferred use and units (residential or commercial)	4-5 detached dwellings or 12 flats within a 2.5 block
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	A detached dwelling scheme would result in a low density scheme therefore the Council would seek development that would make an efficient use of land i.e. above 35 dph. As such approximately 20 units could be accommodated on site, subject to ancillary space being present and a suitable design being implemented.

AE3/005 28-44 Feltham Road, Ashford

Site Information	
Proforma Created	18/01/2022
Proforma last updated	18/01/2022
Site ID	AE3/005
Site name/ address	28-44 Feltham Road, Ashford, TW15 1DL
Site area (ha)	0.47
Site description & context	The site lies on the corner of Feltham Road and School Road (B378) and is to the south of Ashford High Street. Permission was granted in 2018 for change of use of part of the site from car sales to car wash. The surrounding area is predominately residential however there is a parade of shops a short distance from the site.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Allocated in Core Strategy and Policies DPD 2009 – reviewed site
Assessment History	Previously assessed at Preferred Options Stage

Stage 1 – Absolute constraints

Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site to meet needs. No specific uses identified by landowner at present however previously split ownership has stopped the site coming forward – ownership issues need to be further explored.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Small size of site means any amenity space would be limited. Proximity to two main roads will result in noise and air pollution issues for new occupiers which could have negative health impacts but this could be mitigated. Potential for affordable housing to be included on the site depending on number of units. The site is reasonably well located which could facilitate healthy lifestyles.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	Existing site has hardstanding and structures in place. Site is not in flood zone and SUDs could be included to mitigate any surface water flooding. The site is in an area (1km squared) whereby >75% is susceptible to groundwater flooding.
4. To reduce land contamination and protect soil quality and quantity	+	Due to previous and existing use, site is likely to be contaminated. Further site investigation required but redevelopment could lead to remediation. Use of brownfield land over greenfield land.
5. To reduce air and noise pollution	0	No particular noise or air pollution effects although future occupiers would likely rely on car use. Close to existing areas of noise and air pollution, although in the long term there is uncertainty. Local services are however within walking distance in Ashford.
6. To conserve and enhance biodiversity, habitats and species	0	No impacts on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Site within Ashford historic core. Possible Bronze Age cemetery – further investigation required. The current use does not provide any historic value.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
8. To protect, enhance and manage Borough's open space and landscape character.	0	Limited ability to provide amenity space on the site and unable to support publicly accessible open space therefore no positive or negative impacts.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	Site is close to bus stops with services to Hounslow and Feltham. Walking distance to further stops in Ashford to Staines as well as access to Heathrow airport and main railway station. Local services largely within walking distance.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Current use employs a number of people. The loss of this could impact on these jobs causing loss. Short-term employment and economic benefits from housing construction though within a completely different industry
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use has an impact as cars access the site regularly. Potential vehicle movements could be reduced with re-development however this is likely to have limited impact.
12. To maintain and improve water quality and promote the efficient use of water	0	Existing car wash use will be a drain on water resources due to consumption. Redevelopment to housing would also continue to apply pressure to water resources. Potential for new development to include water meters or similar to limit or control use of water in comparison to current use.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy		
Spatial Strategy Score		
Score	Comments	
2	Potential for housing development on site with the opportunity to meet community needs, such as affordable, but the site has not yet been identified as available with multiple landowners. The site is deemed too small to contribute to infrastructure or mixed-use development. Part of the site has recently gained consent for change of use to car wash and therefore is likely to be a viable business. Land ownership issues have previously presented the site from coming forward as an allocation in the current core strategy.	

Stage 2b – Non Absolute Constraints Summary
• Limited non-absolute constraints on site – not in flood risk area; no biodiversity value; no impact on heritage assets identified. • Historic industrial use on site – possible contamination requires further examination.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing recreation or public access function.

Stage 2d – Sustainable Location Summary
The site is in a reasonably sustainable location, with local services within walking distance. The site is within the Ashford urban area with sustainable and active travel options available.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
N/A
Stage 3b – Previously Developed Land
N/A
Stage 3c – Visual Amenity
N/A

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – the site is in a highly sustainable location with good access to shops, local services and public transport. The site could meet housing needs and include affordable provision. However there is likely to be limited scope for additional infrastructure provision. The site is a current allocation in the Core Strategy however land ownership issues have prevented the site from coming forward previously.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs moderately with positive impacts on housing, transport but negatively against economic objectives due to the potential loss of a viable business. Neutral impacts are largely expected on health, flood risk, heritage, water, biodiversity and landscape.
Overall conclusions
The site would contribute to the spatial strategy and will have limited environmental impacts. Issues over land ownership are however a concern as part of the site has recently been granted permission to change of use to a viable business and such issues have prevented the site coming forward previously. Whilst the site is considered suitable for redevelopment, issues remain over its availability, particularly with regards to the continuing economic uses on site. It is therefore discounted from further consideration as an allocation. The site may come forward as windfall development however given the uncertainty over its availability it is not considered appropriate to allocate. Retain in the SLAA and include as a Brownfield Tier 2 site.

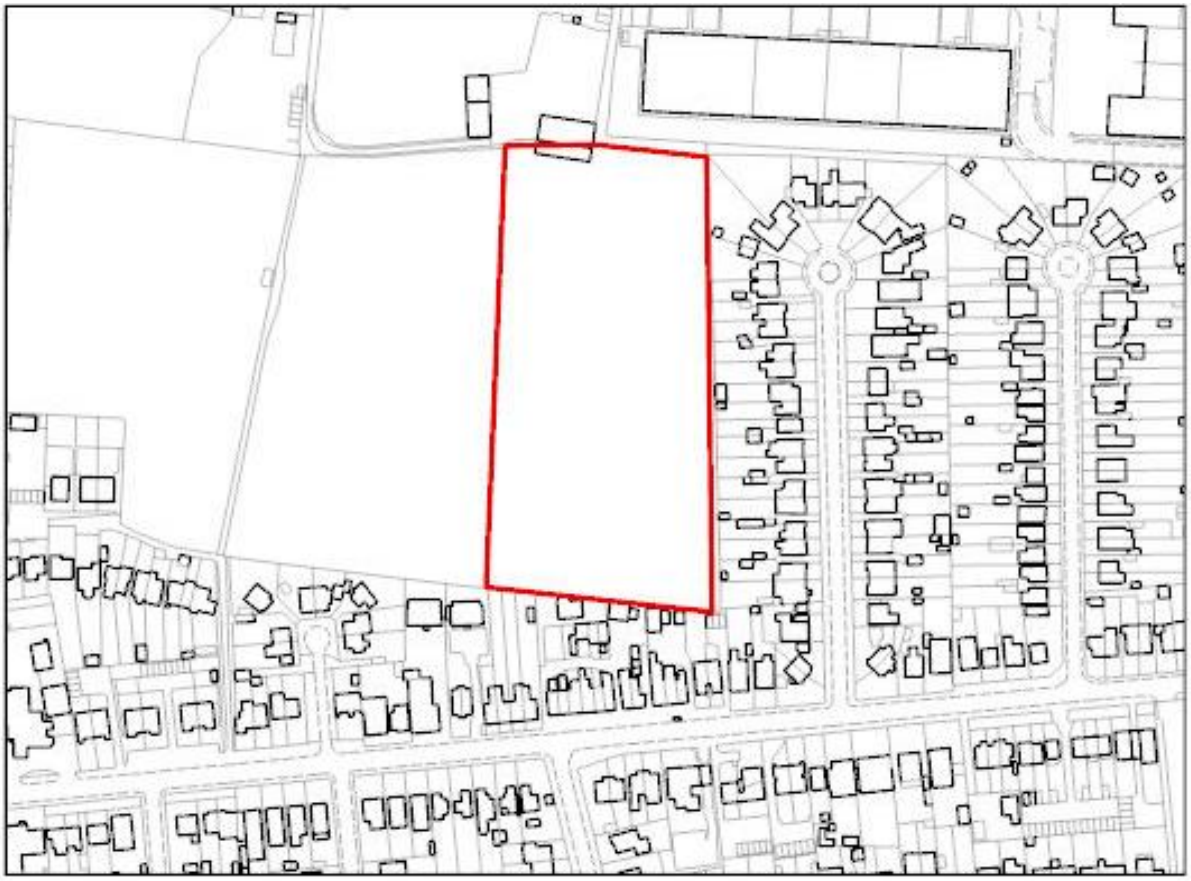
Stage 4b – Deliverability	
Has the site been confirmed as available?	Unknown
Has the owner been contacted?	Landowner contacted but awaiting response
Consideration of development phasing	Site is fairly small so phasing is not likely to be a consideration.
Comments	The site was previously allocated in the Core Strategy and Policies DPD for post 2024 but recently granted permissions indicate that the site will remain in economic uses for the foreseeable future.
Viability comments	Viability issues only with regards to current use.

Stage 4c – Site Capacity	
Site size (ha)	0.47
Landowner/promoter preferred use and units (residential or commercial)	No uses yet to be identified by landowner; current allocation for housing in Core Strategy
Council comments on potential use and yield • Location and character	Within an urban area with residential development around the site. Size of the site does limit number of units that could be

• Type of development promoted • Mix of units • Density assumptions • Net developable area	brought forward and existing allocation is for 23 dwellings. This would remain a reasonable density for the site.

AE3/009 Land at Chattern Hill, Ashford

Site Information	
Proforma Created	18/01/22
Proforma last updated	18/01/22
Site ID	AE3/009
Site name/ address	Land at Chattern Hill, Chattern Hill, Ashford, TW15
Site area (ha)	4.95 (1.66 net developable area)
Site description & context	The site is rectangular in shape, the majority of which is occupied by allotments with an access road to the south from Feltham Road. Approximately a third of the site to the east is occupied by open land. This is situated to the rear of residential properties along Feltham Road and Chattern Road. The surrounding character is semi-urban, with residential use to the south and east and small holdings to the north.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Sub area assessed in Green Belt Assessment Stage 2. Recommended for further consideration.
Assessment History	Assessed at Preferred Options stage



Stage 1 – Absolute constraints Summary
3.29 ha occupied by allotments (66%). The eastern part of the site could potentially accommodate development therefore this section will be assessed and the area occupied by allotments discounted.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site to meet community needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone but potential loss of permeable land and introduction of hardstanding although this can be mitigated through permeable surfaces. Low level risk of surface water flooding (1 in 100 and 1 in 1000 on a third of net developable site) and the site is in an area (1km squared) whereby >75% is susceptible to groundwater flooding. Would need to include permeable surfaces and SuDS but unlikely to fully mitigate compared to undeveloped land.
4. To reduce land contamination and protect soil quality and quantity	-	Development of site would not avoid development of greenfield over brownfield land. No loss of best and most versatile agricultural land. Potential high density development but this is dependent upon character. Potential ground gas contamination from nearby historic landfill therefore remediation may be required.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	-	Loss of open green space/infrastructure but no particular habitat or biodiversity value.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	Reasonably sustainable site in proximity to local services and public transport. Development could increase private vehicle use as there is currently none on site.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	Current use has little/no impact on resources, emissions or carbon use, although could be mitigated through sustainable construction.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Potential for housing development on site with the opportunity to meet community needs, such as affordable. The site is reasonably small in size so would unlikely be able to accommodate infrastructure or mixed use. The site is greenfield land but has been identified as weakly performing Green Belt, making a less important contribution to the wider strategic Green Belt.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	The site is weakly performing Green Belt

Higher proportion of Previously Developed Land	1	The site is greenfield land
Additional benefits to the community	1	The site offers limited opportunities for wider community benefits.
Feedback from the Preferred Options consultation	1	Lack of support at the Preferred Options stage.
Smaller sites	2	The whole site is considered to be reasonably large whereas the site, discounting the allotment area, is considered to contribute to the preference for small sites.
Sustainability of location	3	Sustainable location adjacent to the urban area

Stage 2b – Non Absolute Constraints
Summary

- The site is not within a flood risk area with low level risk of surface water flooding.
- No biodiversity role on site, however development would result in the loss of open green space.
- Site is adjacent to historic landfill site Bedfont Lakes South - it may therefore be impacted by migration of ground gases. Further investigation into potential contamination required.
- Area of high archaeological potential therefore a site survey is required.
- The surrounding area is somewhat urban in character with the site possessing a semi-urban character. No significant impacts on townscape identified.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing recreation or public access function.

Stage 2d – Sustainable Location
Summary

The site is reasonably sustainably located, close to local services in Ashford. A new access point into the site is required. Potential to link to Feltham and Ashford with more sustainable modes of travel.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

Local Area 10 – strongly performing. At stage 1 the site performed strongly, making an important contribution to the wider strategic Green Belt, forming the essential gap between Spelthorne and Greater London. Sub Area 10-b – Weakly performing Green Belt, less important to the wider strategic Green Belt. Area recommended for further consideration in isolation. At stage 2 the site performs weakly against the Green Belt purposes and is less important to the wider strategic Green Belt. Its release would not harm the performance of the wider strategic Green Belt. Boundaries adjoining the Green Belt to the north are not clearly defined or readily recognisable, comprising a fragmented tree line and irregular backs of housing. Boundaries adjoining the urban area are strong and readily recognisable comprising the backs of residential properties. If released, the sub-area would result in the designation of weaker boundaries than existing. Consideration would need to be given to opportunities to strengthen boundaries of the net developable area (minus the allotment) if released as the current boundaries are not considered to be readily recognisable and permanent.
Stage 3b – Previously Developed Land
The site total area is 4.95 (1.66 net developable area). Less than 1% of the site is PDL.
Stage 3c – Visual Amenity
Whilst the site is not viewable from the road, the open space does provide a role in terms of visual amenity for the properties which back onto the space. A permanent loss of this space would have a significant impact on views for these residents. Impacts are however somewhat limited by the context of built form that surrounds it and few numbers of receptors.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – reasonably sustainable, close to other residential use and few to none non-absolute constraints. The site contributes moderately to the spatial strategy as no particular uses have yet to be identified by the landowner, however residential development could be accommodated on part of the site. Release from the Green Belt would not harm the overall integrity of the wider Green Belt therefore this fulfils element of the strategy.
Stage 3 Summary
Site is strongly performing at GBA Stage 1 but recommended for release at Stage 2 as is weakly performing and as the Local Area could be subdivided without harming the integrity and performance of the wider Green Belt. The sub-area identified for consideration includes allotments which are deemed an absolute constraint. Consideration therefore needs to be given to whether the whole site could be released or only the net developable area with defensible and permanent boundaries. Little previously developed land on site. Visual impact moderate to significant but limited by the context of built form that surrounds it and few numbers of receptors.
SA Summary (note: If poor performance do not consider deliverability)
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.
Overall conclusions

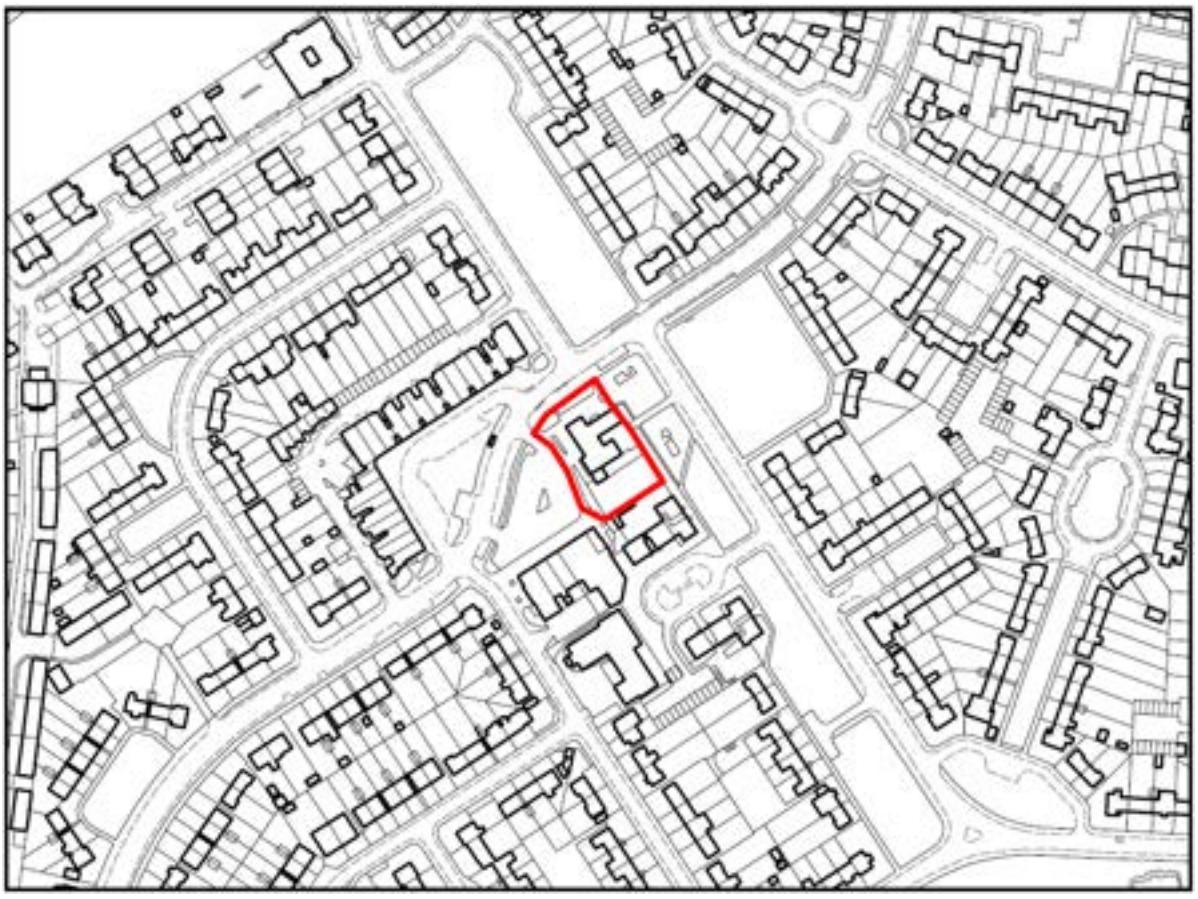
Site considered to somewhat contribute to the spatial strategy; has a lack of overriding constraints; has limited landscape value, although there would be a loss of visual amenity for surrounding properties. The recommendations of the Stage 2 GBA concluded it could be released without harming the integrity of the Green Belt however the site is largely greenfield land. The site did not perform well against many of the environmental objectives in the SA, this is because it is undeveloped open land. The benefits in contributing to a key aim of the spatial strategy to deliver housing, especially affordable, is an important factor in evaluating the SA scoring. The site was somewhat negatively received at the Preferred Options stage, given the proximity to nearby dwellings and the lack of road access into the site. The landowner has also indicated that the site may now not be available for development and instead could be utilised as a compensatory location for community uses i.e. allotments, should another site be redeveloped.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Uncertain
Has the owner been contacted?	Yes
Consideration of development phasing	Unlikely to be required
Comments	The landowner, Surrey County Council, has confirmed that there is uncertainty as to the site's availability for redevelopment, however has advised that it could fulfil an alternative compensatory function, should another site in its ownership be developed. This could include the relocation of allotments to this site for example.
Viability comments	No viability issues identified that could affect deliverability however further consideration as to the access into the site is required.

Stage 4c – Site Capacity	
Site size (ha)	4.95 (1.66 net developable area)
Landowner/promoter preferred use and units (residential or commercial)	Possible Green Belt compensation site, dependent upon other development under the same ownership
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable for further consideration.

AS1/004 Happy Landing PH, Clare Road, Stanwell

Site Information	
Proforma Created	19/01/22
Proforma last updated	21/01/22
Site ID	AS1/004
Site name/ address	Sir John Gibson Public House (Formerly Happy Landing), Clare Road, Stanwell, TW19 7QT
Site area (ha)	0.16
Site description & context	Public House located on Clare Road adjacent to parade of shops. The public house has areas of amenity space immediately adjoin to the north and east. Beyond this there is a large residential area.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Review of pre-application submissions
Assessment History	Assessed at Preferred Options stage



Stage 1 – Absolute constraints
Summary

No absolute constraints on site.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Pre-app discussions have previously focused around housing.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Affordable housing provision could be secured through re-development of the site, however would likely result in the loss of a community facility, unless a mixed use scheme could be developed.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	The site is not within flood risk areas. The site is already developed so is likely to have limited impact on permeable surfaces. Potential low level (0.1%, 1 in 1000) surface water flood risk therefore permeable surfaces could be incorporated into new development. The site is in an area (1km squared) whereby >75% is susceptible to groundwater flooding.
4. To reduce land contamination and protect soil quality and quantity	+	The site is occupied by hardstanding and the public house. Historically the site was used for agricultural purposes. Use of PDL over greenfield land. Further site investigations required.
5. To reduce air and noise pollution	0	No particular noise or air pollution effects. Existing use has vehicle movements which would largely be replicated by housing provision. Potential for these to increase but likely to have minimal impacts.
6. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	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.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	The site is located within close proximity to bus stops providing access to Hounslow and Staines. The site is not within a comfortable walking distance of Ashford rail station although some other services are within the preferred distance. As such it is likely that many future occupiers would be car dependant due to limited public transport options.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Loss of the public house would result in job losses associated with this use. There would be a short term increase in construction jobs for the development however no long term benefits.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would likely result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within the urban area, providing the opportunity to provide housing. The site is a reasonably sustainable location close to shops and services but with limited public transport access. Development will result in the loss of the Public House, unless a

	mixed use scheme could be accommodated on site with an alternative community facility.

Stage 2b – Non Absolute Constraints Summary
• Limited risk of flooding on site. • No minerals/waste; biodiversity; agricultural or heritage constraints identified. • The site is outside of the 66 Leq noise contour. • No landscape character issues identified. The site is located within the urban area and is not adjacent to any open landscape sites. • The surrounding area is urban and the site holds limited visual appeal meaning limited impact on the townscape has been identified.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing recreation function. There may be an opportunity to provide small scale open space on site.

Stage 2d – Sustainable Location Summary
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. Good access to Staines town centre available by public transport, although access to Heathrow Airport as an employment area could be improved as part of a wider infrastructure scheme.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
N/A
Stage 3b – Previously Developed Land
N/A
Stage 3c – Visual Amenity
N/A

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site scores reasonably well at Stage 2 – the site is in a sustainable location, close to residential development with local services largely within the preferred maximum walking distance. There are few non-absolute constraints, however ground surface water flood risk requires surveying as well as potential contamination. The site contributes to the spatial strategy as could accommodate residential development at a on a brownfield site. The public house is one of few in the local area and this loss of this could be an issue

locally therefore a mixed use scheme with a community use retained would be preferable.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against housing and land use but negatively against water use and employment with the change of use from public house to residential.
Overall conclusions
The site is located within the urban area of Stanwell. The site is located close to local shops and other services and on a main bus route to Staines and Hounslow. As such the site can be considered sustainable although the nearest rail station is outside the preferred walking distance. The site is brownfield land which can accommodate medium to high density of residential and so accords with the strategy. The retention of a community use on site would be preferred given the local importance. Whilst the site is suitable for redevelopment, it is not considered necessary to allocate the site given the limited benefits from doing so and its non-strategic nature. Include as windfall and retain the Strategic Land Availability Assessment to count towards the borough's urban land supply. Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	No
Consideration of development phasing	
Comments	
Viability comments	Public House currently viable and in use. Redevelopment would result in a loss.

Stage 4c – Site Capacity	
Site size (ha)	0.16
Landowner/promoter preferred use and units (residential or commercial)	Pre-app discussion over development of flats
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site is within a residential area, close to shops and other services. Pre-app discussions previously have been based around a scheme of circa 30 flats on the site. This was considered over-development therefore a revised design of high quality is required to ensure constraints are overcome.

AS1/008 Ashford Hospital (East Yard), Town Lane, Ashford

Site Information	
Proforma Created	20/01/22
Proforma last updated	20/01/22
Site ID	AS1/008
Site name/ address	Ashford Hospital (East Yard), Town Lane, Ashford, TW15 3AA
Site area (ha)	0.82
Site description & context	The site is currently in use as an estates yard associated with Ashford Hospital. The site is occupied by a parking area and several single storey buildings located in the northern part of the site. The site consists of a nursery, estate workshops and staff car parking and is accessed via Victory Close and Town Lane. The wider area is of urban character, with Ashford Hospital located to the south west of the site, with residential development surrounding the site to the north, east and south.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Publicly owned
Assessment History	Assessed at Preferred Options stage

Stage 1 – Absolute constraints

Summary
No absolute constraints on site.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Potential housing provision on site to meet community needs. The site could potentially accommodate a notable quantity of units.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. The site is within a deprived area therefore regeneration could contribute to reducing existing deprivation. The site is close to Tesco Stanwell and Ashford Hospital. Impact on local health facilities is likely to increase.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	The site is not within flood risk areas. The site is already developed so is likely to have limited impact on permeable surfaces. Low level (0.1%, 1 in 1000) surface water flood risk on part of site. The site is within an area whereby 75% is susceptible to groundwater flooding.
4. To reduce land contamination and protect soil quality and quantity	+	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. Possible contamination from previous uses on site therefore requires investigation and possible basic remediation. The site is in an urban location so could achieve high density.
5. To reduce air and noise pollution	-	Development will increase exposure to pollution and is close to the A30. Cumulatively, the amount of development approved may also lead to negative impacts as all of Spelthorne is an AQMA and impacts may worsen. Mitigation could include more sustainable and active travel links.
6. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment,	0	No positive or negative impacts identified on the historic environment.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
heritage assets and their settings.		
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is located within close proximity to local services in Ashford. Bus stops are present along Town Lane and London Road. Development could potentially increase private vehicle use in the area.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Redevelopment would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy

Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within the urban area, providing the opportunity to provide housing in a reasonably sustainable location and close to transport facilities, in line with the preferred strategy. The site is unlikely to be big enough for infrastructure provision or mixed use but could accommodate high density development. Redevelopment would help to regenerate the area, particularly with recent development adjacent near Ashford Hospital. The site is in a somewhat deprived part of the Borough so the provision of affordable units could help to reduce existing deprivation.

Stage 2b – Non Absolute Constraints
Summary

- The site is not within a flood risk area and has a low risk of surface water flooding.
- No minerals/waste constraints; no biodiversity or agricultural constraints identified.
- Potential contamination on site due to previous uses – further investigation required.
- No heritage constraints identified on site.
- No landscape character issues identified. The site is located within the urban area and is not adjacent to any open landscape sites.
- The surrounding area is urban in character with Ashford Hospital, Tesco and flatted development to the west. Residential development is present to the north, east and west.
- The site is currently occupied by a carpark and low level buildings which lack visual appeal. Sensitive and high quality design could ensure that development fits with the wider character and improves the townscape.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing recreation or public access function.

Stage 2d – Sustainable Location
Summary

The site is considered to be reasonably well connected with all services within the preferred maximum walking distance. There is potential to improve connectivity to Heathrow Airport to the north by public transport for employment purposes. There may be a more long term opportunity to link pedestrian access into Ashford town centre from the site.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

N/A

Stage 3b – Previously Developed Land

N/A

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Stage 3c – Visual Amenity
N/A

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores reasonably well at Stage 2 – the site is in a sustainable location, close to residential development with local services largely within the preferred maximum walking distance. There are few non-absolute constraints, however ground surface water flood risk requires surveying as well as potential contamination. The site contributes moderately to the spatial strategy as could accommodate residential development at a high density on a brownfield site. The site could potentially provide affordable housing.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against social objectives and could help to tackle existing deprivation through regeneration and the provision of affordable housing. The site also performs well against transport and economic objectives, with positive influences on land quality/quantity. Neutral impacts expected on heritage, biodiversity, flooding and landscape. Negative impacts are expected on water and pollution objectives.
Overall conclusions
The site is located within the urban area and is deemed suitable for development. The site is in close proximity to existing residential use and could potentially accommodate a notable quantity of housing development. The site generally performs positively in the sustainability appraisal with positive impacts on social, economic and some environmental objectives. Whilst the site is suitable for redevelopment, it is anticipated that the site will come forward prior to the adoption of the new Local Plan, therefore allocation is not required.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Land owned by Spelthorne Borough Council.
Consideration of development phasing	Site is fairly small so phasing is not likely to be a consideration. Flatted development likely to come forward as one.
Comments	The site has been confirmed as available by Spelthorne Borough Council for development.
Viability comments	Potential de-contamination works could impact viability but this is expected to be basic remediation.

Stage 4c – Site Capacity	
Site size (ha)	0.82

Landowner/promoter preferred use and units (residential or commercial)	Housing – planning application now granted 127 units.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Planning application granted for 127 units (20/00802/FUL).

AS1/009 540 – 544 London Road, Ashford

Site Information	
Proforma Created	20/01/22
Proforma last updated	20/01/22
Site ID	AS1/009
Site name/ address	540-544 London Road, Ashford
Site area (ha)	0.23
Site description & context	The site is located on the south side of London Road, some 75m due west of the A30 junction with Town Lane and Stanwell Road. The site is currently occupied by a car sales/workshop and is square in shape. The character of the area is mixed with commercial uses to the west (although has planning permission for residential use) and a block of flats further west. A fast food restaurant is present to the east with residential dwellings to the rear of the site along Kenilworth Road.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Officer search of the urban area (SLAA)
Assessment History	New site identified in 2021 SLAA

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[2]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Redevelopment of the site will help contribute to the supply of homes in the borough. Affordable Housing is likely to be provided through development.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. The site is within a deprived area therefore regeneration could contribute to reducing existing deprivation. The site is close to Tesco Stanwell and Ashford Hospital. Impact on local health facilities is likely to increase.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	The site is not within flood risk areas. The site is already developed so is likely to have limited impact on permeable surfaces. Low level (0.1%, 1 in 1000) surface water flood risk on part of site. The site is within an area whereby 75% is susceptible to groundwater flooding.
4. To reduce land contamination and	+	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.

[2] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
protect soil quality and quantity		Possible contamination from previous uses on site therefore requires investigation and possible basic remediation. The site is in an urban location so could achieve high density.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is located within close proximity to local services in Ashford. Bus stops are present along London Road. Development could potentially increase private vehicle use in the area.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Short-term employment and economic benefits from housing construction. Negative impacts expected if an alternative location cannot be identified for the existing commercial use on site.
11. To promote the efficient use of resources, to reduce	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.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
greenhouse gas emissions and move to a low carbon economy.		
12. To maintain and improve water quality and promote the efficient use of water	-	Redevelopment would result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	3	The site could accommodate residential development on site.
Meets specific needs	2	Given the small size of the site there is limited potential to meet specific needs of the community, but there is scope for some affordable housing.
Opportunities for higher density development, where appropriate	2	The site is within an urban area and could accommodate medium to high density flats, although the limited site size and heights of nearby buildings somewhat limit this.
Opportunities for infrastructure provision	1	Site likely to be too small.
Brownfield land	3	The site is previously developed and in the urban area.
Opportunities for mixed use development	1	Site likely to be too small.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	No other benefits identified
Additional factors		N/A

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	

Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within the urban area, providing the opportunity to provide housing in a reasonably sustainable location and close to transport facilities, in line with the preferred strategy. The site is unlikely to be big enough for infrastructure provision or mixed use but could accommodate medium to high density development. Redevelopment would help to regenerate the area, particularly with recent development adjacent near Ashford Hospital. The site is in a somewhat deprived part of the Borough so the provision of affordable units could help to reduce existing deprivation.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	2	• The site is not within flood risk areas. • Potential moderate level (0.1%, 1 in 1000) surface water flood risk on northern part of site. • The site is within an area whereby 75% is susceptible to groundwater flooding.
Minerals/waste safeguarding	3	• No constraints identified.
Biodiversity	3	• No biodiversity role on site.
Agricultural Land Classification	3	• No constraints identified.
Land and water contamination	2	• Potential impact from the former adjacent garage/filling station. The adjacent site has been redeveloped and subject to a Site Investigation in October 2012 - a capping layer was installed in landscaping areas and three Underground Storage Tanks (UST's) removed. In addition, the site is located 70m from an infilled gravel pit. Made Ground/infill is therefore likely to be present. In accordance with the NPPF, any future redevelopment would require a

		Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP31 is situated approximately 200m north east at Ashford Hospital (X 506265, Y 172681). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site, however the maximum annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 39.4 µg m3 in 2016 which was close to an exceedance. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Site outside of 66 Leq noise contour.
Heritage Assets	3	• No impact on heritage assets identified.
Landscape Character and Townscape	3	• No landscape character issues identified. The site is located within the urban area and is not adjacent to any open landscape sites. • The surrounding area is urban in character with Ashford Hospital, Tesco and flatted development to the north. Commercial development is present to the east and west. • The site is currently occupied by a car sales/workshop which lack visual appeal. Sensitive and high quality design could ensure that development fits with the wider character and improves the townscape. • Limited impact on townscape identified.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site does not perform an open space or recreation role as it is currently occupied by a car sales/workshop.
What is the nature and quality of its role?	Commercial	

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing recreation or public access function.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Ashford Park Primary School – 1km/12minute walk
Distance to secondary school	3	Thomas Knyvett College – 600m/8 minute walk
Distance to health centre or GP surgery	3	Stanwell Road Surgery – 700m/9 minute walk
Distance to local convenience retail	3	Tesco Extra – 650m/8 minute walk
Distance to major centres or centres of employment	3	Staines Town Centre – 14 minute bus journey
Distance to bus stop with good service	3	London Road – 60 metres/1 minute walk
Distance to train station with good service	2	Ashford Rail station – 1.1km/14 minute walk
Qualitative Assessment		The site is in a sustainable urban location with local services generally within the preferred walking distance. The site has good access to transport links and is well connected.
Potential impacts of planned infrastructure		Potential to improve connectivity to Heathrow Airport to the north by public transport for employment purposes.
Opportunities to improve connectivity or provide supporting infrastructure		There may be a more long term opportunity to link pedestrian access into Ashford town centre from the site.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores reasonably well at Stage 2 – the site is in a sustainable location, close to residential development with local services largely within the preferred maximum walking distance. There are few non-absolute constraints, however ground surface water flood risk requires surveying as well as potential contamination. The site contributes moderately to the spatial strategy as could accommodate residential development at a medium to high density on a brownfield site. The site could potentially provide a small

amount of affordable housing. The loss of a commercial use on site would need an alternative location to avoid a negative impact.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against social objectives and could help to tackle existing deprivation through regeneration and the provision of a small amount of affordable housing. The site also performs well against transport objectives, with positive influences on land quality/quantity. Neutral impacts expected on heritage, biodiversity, flooding, landscape and pollution. Negative impacts are expected on water objectives and employment objectives if an alternative location for the existing use cannot be identified. .
Overall conclusions
The site is located within the urban area and is deemed suitable for development. The site is in close proximity to existing residential use and could potentially accommodate a small quantum of housing development, aiding the regeneration of the area. The site generally performs positively in the sustainability appraisal with positive impacts on social and some environmental objectives. Further analysis is required into the potential economic impacts. Whilst the site is suitable for redevelopment, it is not considered necessary to allocate the site given the limited benefits from doing so and its non-strategic nature. Include as windfall and retain the Strategic Land Availability Assessment to count towards the borough's urban land supply. Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Landowner contacted – awaiting response
Has the owner been contacted?	Awaiting response
Consideration of development phasing	Site considered too small to warrant phased development.
Comments	
Viability comments	Further analysis required to consider the potential impacts if the existing commercial use on site is lost.

Stage 4c – Site Capacity	
Site size (ha)	0.23
Landowner/promoter preferred use and units (residential or commercial)	None identified at present
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site is in a sustainable urban location and could be redeveloped to accommodate a small scale flatted development. Development of approximately 17 units would equate to 74 dph which, with high quality design, could be appropriate on site in order to make an efficient use of land. This quantum of development would also result in the provision of a small quantity of affordable housing units.

AS2/003 648 London Road (Garage), Ashford

Site Information	
Proforma Created	25/01/22
Proforma last updated	25/01/22
Site ID	AS2/003
Site name/ address	(Garage) 648 London Road, Ashford, TW15 3AW
Site area (ha)	0.22
Site description & context	The site is located on the south side of London Road with flats immediately west and south. The site is currently occupied by a garage/ car sales unit. The wider area is urban in character, with the area south of the A30 built up and the area to the north in use as sports facilities.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Officer identified – urban area search
Assessment History	Assessed at the Preferred Options Stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high-quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site to meet community needs, although the site has not been promoted by the landowner.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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 the preferred maximum walking distance. The site is adjacent to the busy London Road which may not be considered safe for pedestrians, although there may be opportunities for improvement.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	The site is not within flood risk areas. The site is already developed so is likely to have limited impact on permeable surfaces. Limited to no surface water flood risk but the site is in an area (1km squared) whereby >75% is susceptible to groundwater flooding.
4. To reduce land contamination and protect soil quality and quantity	+	The site is occupied by previously developed land in the urban area therefore would avoid developing greenfield land. Possible contamination from previous uses on site therefore requires investigation and possible remediation. The site is in a largely urban location so could achieve high density.
5. To reduce air and noise pollution	-	The site is adjacent to the A30 so could have negative air quality and noise impacts which require mitigation.
6. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity, although the site is adjacent to an SNCI to the south.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment. Area of archaeological potential located to the north of the site.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is in a largely urban area, although an area of Green Belt does separate it from the wider Ashford settlement. A bus stop is located to the north with most services generally within the preferred maximum walking distance. Potential increase in car use.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Short-term 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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate energy but may be too small.
12. To maintain and improve water quality and promote the efficient use of water	-	Redevelopment would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within a largely urban location, with the opportunity for increased densities, in line with the preferred strategy. The site is unlikely to be big enough for infrastructure provision or mixed use. Redevelopment would improve the quality and appearance of the site. Redevelopment for residential use would fit with the character of the wider area, with housing bordering the site on three sides.

Stage 2b – Non Absolute Constraints
Summary

- The site is not within flood risk areas. Limited surface water flood risk. The site is within an area whereby 75% is susceptible to groundwater flooding.
- No minerals and waste constraints on site
- The site does not perform a biodiversity role
- No agricultural land use
- Historic uses may have led to contamination – further investigation required
- The site is outside the 66 Leq noise contour
- No impact on heritage assets identified.
- The site is located within a largely urban area but is adjacent to Green Belt to the west. This land however is strongly connected to the settlement with a semi-urban character and is weakly performing Green Belt. The site is currently in use as a car wash and garage so redevelopment could improve the quality and appearance of the site. Residential uses border the site on three sides to the west, south and east. Limited impact on townscape and landscape identified.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space or recreation role as it is currently occupied by a car wash and garage.

Stage 2d – Sustainable Location
Summary

The site is reasonably well connected to local services within the urban area. Services are generally within the preferred maximum walking distance. There is potential more widely to improve connectivity to Heathrow Airport to the north by public transport for employment purposes.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

N/A

Stage 3b – Previously Developed Land

N/A
Stage 3c – Visual Amenity
N/A

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores reasonably well at Stage 2 – the site is brownfield in close proximity to existing residential uses and the urban area. The presence of a bus stop adjacent to the site improves connectivity with services generally within the preferred maximum walking distance. There is potential for high density development on site and there are few non-absolute constraints. The site may require remediation.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against social, and land use objectives. Neutral impacts are expected for pollution, biodiversity, heritage, flooding, landscape and emissions objectives. Negative impacts are expected on employment and water objectives, however it is considered that impacts could be mitigated to an acceptable level.
Overall conclusions
The site is located within the urban area, however is detached from the wider settlement of Ashford by a weakly performing parcel of Green Belt. The site is in a predominantly residential area with flats located to the south and west, indicating that the site could potentially accommodate a similar use, although remediation is likely to be required. The site generally performs well against the sustainability appraisal objectives and negative impacts could be mitigated. The site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. Availability has yet to be confirmed by its two landowners and it is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	No
Has the owner been contacted?	Landowner contacted as part of the SLAA however a response has yet to be received.
Consideration of development phasing	Site is fairly small so phasing is not likely to be a consideration.
Comments	The site is split into two landholdings therefore both parties would need to agree to development.
Viability comments	Potential de-contamination works could impact viability.

Stage 4c – Site Capacity

Site size (ha)	0.22
Landowner/promoter preferred use and units (residential or commercial)	The landowner has been contacted however no response has been received.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site is surrounded by residential development with the wider character semi-urban. The site is neighboured by flats to the west and south at approximately 100 dph, therefore if a similar development was accommodated on site approximately 21 units could be delivered. The size mix of units could be guided by that required in the SHMA update.

AS2/005 Land West of Edward Way, Ashford

Site Information	
Proforma Created	25/01/22
Proforma last updated	25/01/22
Site ID	Land to the west of Edward Way, Ashford, TW15
Site name/ address	1.87
Site area (ha)	The site is currently occupied by fields at Edward Way which are allocated in the existing Core Strategy for public open space (A11). This land is used for grazing horses at present with no formal public access. The site fronts the A30 to the north with residential development adjoining to the east along Edward Way.
Site description & context	Yes
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Green Belt stage 2 – identified for further consideration. Review of allocations in 2009 Allocations DPD.
Sit	Sub itted t call f sit

Stage 1 – Absolute constraints

Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Opportunity to meet community needs through housing provision.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	The site is not within flood risk areas but is undeveloped greenfield land. Loss of undeveloped permeable surfaces if developed. Limited to no surface water flood risk but the site is within an area whereby 75% is susceptible to groundwater flooding.
4. To reduce land contamination and protect soil quality and quantity	-	The site is occupied by greenfield land. The site is partly in grazing use. Possible contamination from previous uses on site therefore requires investigation and possible remediation.
5. To reduce air and noise pollution	-	No particular noise or air pollution effects, although a large portion of the site is adjacent to the A30. Development will increase emissions on site.
6. To conserve and enhance biodiversity, habitats and species	-	The site is adjacent to an SNCI to the south east. As the site is an open green field, it may hold some minor biodiversity value which would be lost if developed.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Area of archaeological potential located to the north of the site but no positive or negative impacts identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Re-development of the site could lead to the loss of an open green field although it is not publicly accessible. The site was allocated in the 2009 Core Strategy Allocations DPD for public open space with the timescale of 2009-2014, but has not materialised.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction. The existing use may provide some small scale agricultural income.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Redevelopment would result in likely additional water consumption but potential to incorporate efficient water measures.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	The site is weakly performing and recommended for further consideration through the stage 2 Green Belt Assessment
Higher proportion of Previously Developed Land	1	No PDL on site
Additional benefits to the community	2	Limited wider community benefits, although the option to deliver travelling show people plots will help meet specific needs.
Feedback from the Preferred Options consultation	1	Numerous objections received in relation to the site, partially in relation to the loss of the visual amenity and partly in relation to the proposed use on site
Smaller sites	3	Reasonably small site – opportunity to deliver 30-60 units would help to distribute development across the borough
Sustainability of location	2	Reasonably sustainable location. Links along London Road into Staines. A new

		access point would need to be created onto the A30.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is Green Belt land but was recommended for further consideration in Stage 2 of the Green Belt Assessment. The site would however provide the opportunity to housing in a sustainable and accessible location. The landowner has proposed either residential dwellinghouses or a mix of dwellinghouses and travelling show people pitches. This would help meet local needs.

Stage 2b – Non Absolute Constraints
Summary

- The site is not within flood risk areas. Limited surface water flood risk. The site is within an area whereby 75% is susceptible to groundwater flooding.
- No minerals/waste constraints identified
- The site does not have a biodiversity designation but is adjacent to an SNCI
- The site is not in agricultural use
- Potentially contaminated from previous uses therefore further investigation is required and some remediation anticipated to make site suitable for use.
- The site is outside the 66 Leq noise contour
- No heritage constraints identified
- The site is classified as 'Significant greenspaces within urban areas' through the Surrey Landscape Character Assessment.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform a recreation role. Not publicly accessible and used for grazing. Adjacent to school playing fields. Allocated in 2009 Allocations DPD but did not materialise in 2009-2014 timescale.

Stage 2d – Sustainable Location
Summary

Links along London Road into Staines. A new access point would need to be created onto the A30. Most services are within the preferred maximum walking distances. More widely the site could provide the opportunity for improvements to active travel and bus services along A30/London Road.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1 - Strongly performing – Local Area 8
GBA stage 2 - Weakly performing; less important to the wider strategic Green Belt.
Recommended for further consideration – sub area 8-b

The site is considered to be less important within Stage 2 on the basis that it performs weakly against the NPPF purposes. Release of the wider sub-area would result in the designation of boundaries of the same strength however if the site alone were to be released, boundaries would require strengthening as a small fence currently separates the site from the sub area.

Stage 3b – Previously Developed Land

The site is an open field currently used for grazing with no built form or previously developed land present.

Stage 3c – Visual Amenity

There are a number of properties located immediately to the west along Edward Way, with somewhat open views. The site is likely to provide some visual relief from the surrounding built form. There are also views from the school to the south and more distant views for housing along Lodge Way further west, but this is some 200m away. The impact on the school is expected to be medium as the associated use is not constant, whereas for properties along Edward Way the impact is expected to be high due to the nature of the use.
The site is immediately adjacent to London Road however experiences from this location are temporary through the use of vehicles.

The change of view from an open field to built development would result in a permanent change in view from London Road and the properties to the east and further west of the site. Given the presence of existing housing to the east, there could be an opportunity for the site to be integrated, however the change from the existing use is expected to be significant.
A new access road into the site will considerably increase views into the site.
It would be considered to be a major impact on visual amenity were the site be developed for views from London Road and the adjoining properties.
The change from open grazing field to built form would result in a significant change, particularly for nearby receptors along Edward Way, the school fields to the south, the A30 road to the north and properties further west. The site does however possess somewhat of an urban character due to the presence of built form immediately to the east and longer views to the built up area of Ashford.

Stage 4

Stage 4a – Overall Performance of sites

Stage 2 summary

The site scores reasonably well at stage 2 as will help to meet community needs and was identified as an area of weakly performing Green Belt, thus contributing moderately to the spatial strategy. Feedback from the Preferred Options consultation was generally negative however and there was a consensus that the scheme would not be suitable for travelling showpeople plots given its limited size and neighbouring residential use. There are not considered to be any overriding non-absolute constraints on site, however further investigation of the potential contamination is required. The site does not perform an

open space role but was allocated in the 2009 Allocations DPD, but did not materialise. The site is considered to be somewhat reasonably sustainably located but services are generally above the desired walking distance.
Stage 3 Summary
Site has been identified in Stage 2 of the GBA as being one for which consideration could be given as to whether the site should deemed suitable for release. Stage 2 states that the site meets the main purposes weakly.
SA Summary (note: If poor performance do not consider deliverability)
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. 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.
Overall conclusions
The site is located on the edge of the Ashford urban area. The site is within Green Belt and is occupied by an open grazing field. It is however adjacent to built form and therefore possesses a semi-urban character, with several urban influences acting on it. The site is not considered to make an important contribution to the wider strategic Green Belt and is weakly performing. Additional screening measures could reduce the impacts of development. The site is somewhat sustainably located, however there could be an opportunity to improve active travel links between the site and the wider built up area of Ashford. In addition, a new access road is required. The site moderately meets the spatial strategy as is weakly performing Green Belt and is reasonably small in size, however feedback from the Preferred Option consultation indicated that other sites could be more suitable for the proposed use. The site could deliver housing development to help meet needs however the site options available should be weighed up to determine which are the most suitable and sustainable to deliver the Local Plan.

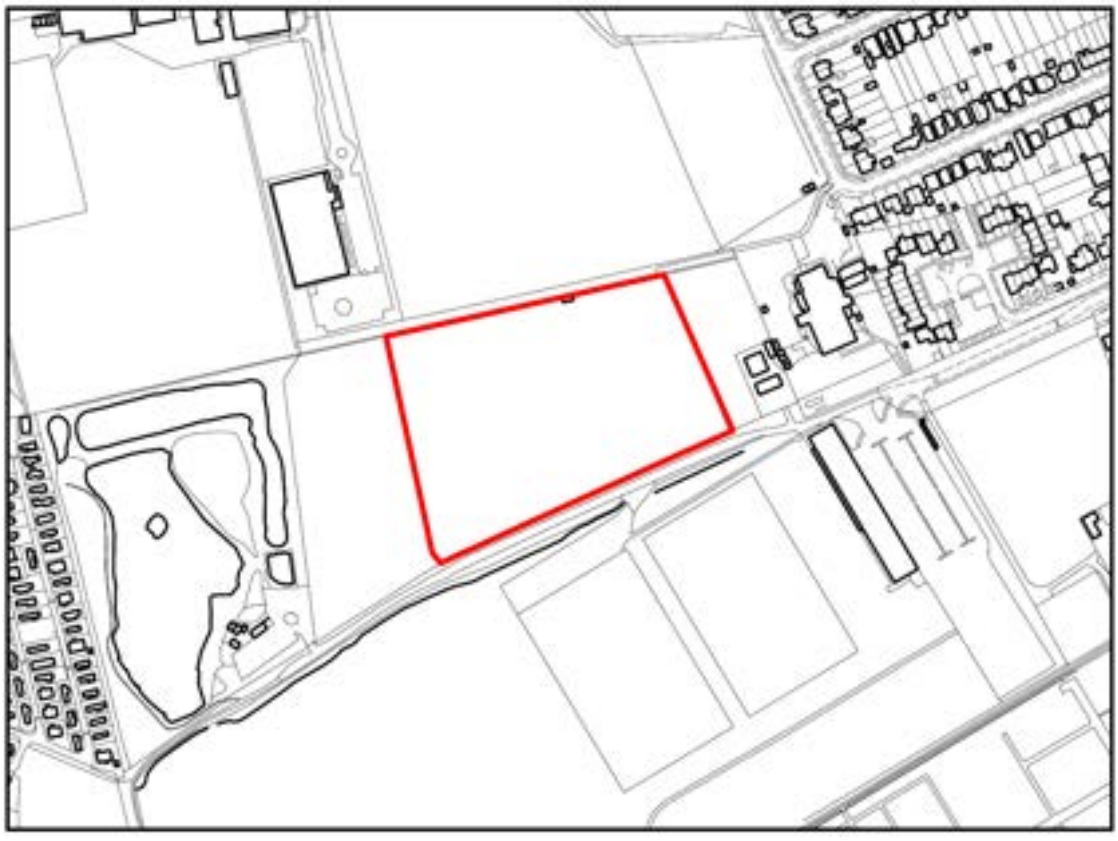
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – submitted to call for sites
Consideration of development phasing	Site is reasonably small so may not be required, although it could be phased to account for the different uses proposed, if taken forward
Comments	
Viability comments	Development of housing on site is likely to improve the viability of accommodating pitches. The landowner has indicated that either a housing scheme or housing/travelling show people mix could be accommodated. This would require testing should it be taken forward.

Stage 4c – Site Capacity	
Site size (ha)	1.87
Landowner/promoter preferred use and units (residential or commercial)	The landowner has indicated that the site could accommodate 60 dwellinghouses or 30 houses/15 travelling showpeople plots.

Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site could potentially accommodate a mix of housing and travelling showpeople plots. The location is considered to be appropriate for development however its fulfilment of the spatial strategy should be weighed against the performance of other alternative site options. If taken forward the mix should have regard to the SHMA update 2019.

HS1/003 Land North of Croysdale Avenue, Sunbury

Site Information	
Proforma Created	01/02/2022
Proforma last updated	02/02/2022
Site ID	HS1/003
Site name/ address	Land North of Croysdale Avenue, Croysdale Avenue, Sunbury, TW16 6EQ
Site area (ha)	2.4
Site description & context	The site is a parcel of unused scrub land with belts of trees and bushes along its northern and southern boundaries. To the north of is a substantial area of scrub grazing and this is also the case to the west before it gives way to Sivyers Lake a private angling lake. Immediately to the east is the Royal Airforce Cadet Centre with Hawkedale Infant School beyond. The site fronts Croysdale Avenue/Hazelwood Drive to the south with London Irish Rugby Club training grounds on the other side. The area around the site is thus predominantly open and green.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at the Preferred Options Stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	The site provides the opportunity for a residential scheme of different mix including affording housing. Opportunities for housing to meet specific identified needs of the community.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Loss of open green space that is not publicly accessible. The majority of local services are within walking distance, however some of these are towards the preferred maximum. There are no proposed infrastructure improvements that would enhance health and well-being, nor is the site considered large enough to support this. There are opportunities for on-site recreation or leisure facilities and Cedars Recreation ground is a 10 minute walk away which could positively impact health and wellbeing. The integration of affordable and market housing could reduce inequalities.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	The site is not within a flood zone but there is some risk of groundwater and surface water flooding. If developed, this would result in the loss of permeable open land.
4. To reduce land contamination and protect soil quality and quantity	-	The site is not in agricultural use however survey data suggests that it is grade 2 land, therefore further investigation is required. Development would result in the loss of open greenfield. Potential contamination on site which could be remediated with development.
5. To reduce air and noise pollution	-	Site is not located in proximity to any generators of significant noise or air pollution but redevelopment would increase pollutants and car use given that the existing unused site does not generate this.
6. To conserve and enhance biodiversity, habitats and species	-	Site located within Thames Valley BOA. The unused scrub on site is likely to perform a minor biodiversity role. This would be lost with development.
7. To conserve and enhance the historic environment,	0	Neutral impacts on historic environment.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
heritage assets and their settings.		
8. To protect, enhance and manage Borough's open space and landscape character.	-	Area of greenfield contributing to open landscape of area that is not publicly accessible but is highly visible from many vantage points. The trees lining the site contribute to a sense of enclosure on site. The site has a more rural character to the west and more urban qualities to the east.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term positive impacts from jobs generated from a mixed-use scheme or from the house building.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use has little/no impact on resources, emissions or carbon use. Development would likely result in a rise in emissions but the opportunity for sustainable construction and the inclusion of renewable energy provision or energy efficiency measures.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Open greenfield land
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	Limited response to the site.
Smaller sites	1	The site is considered to be too small to be able to accommodate infrastructure
Sustainability of location	2	The site is within a reasonably sustainable location, although access to

		some services could be improved. The site can tap into Crossrail 2 infrastructure in the near future. Opportunities for improving walking and cycling connectivity can help to facilitate healthy and active lifestyles. If HS1/010 was developed to the north there could be an opportunity to accommodate infrastructure to support the cumulative impacts of development.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site provides an opportunity for primarily housing and would accommodate a residential scheme to meet specific identified needs of the community, which is in line with the spatial strategy. Due to the relatively limited size of the site, it is unlikely to be able to accommodate infrastructure provision on site and there is likely to be limited scope for high density development. The site is however strongly performing Green Belt so development would result in the loss of strategic Green Belt which is contrary to the preferred spatial strategy.

Stage 2b – Non Absolute Constraints
Summary

- Site not in a flood zone. Site within an area (1km squared) whereby >75% is susceptible to groundwater flooding. Low level surface water flood risk.
- Restored minerals site.
- Limited constraints identified in terms of minerals/waste, agricultural land and heritage assets.
- Site within Thames Valley BOA.
- Site outside of noise contours.
- Potential contamination associated with previous landfill uses on site - Site investigation and mediation required to ascertain whether filled material is likely to result in contamination.
- The site is within a Surrey Landscape Character Area – River Valley Floor.
- The site is largely rural in character with urban influences further to the east.
- The site is an open greenfield land contributing to the area's landscape thus sensitive siting and design could help to mitigate harm.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform a recreation or open space role as it is not publicly accessible and is an overgrown paddock.

Stage 2d – Sustainable Location

Summary
The majority of local services are within the preferred maximum walking distance (2km) however access to major centres and centres of employment such as Kingston upon Thames and Windmill Road Employment Area, and the distance to a train/rail station with good service are relatively limited, with Upper Halliford Rail Station deemed to be a 'moderate service'. There is potential to improve connectivity to major centres and the rail station.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 32 – strongly performing GBA stage 2: Sub area 32-e – moderately performing Site performed slightly less well at Stage 2 than Stage 1. Stage 2 concludes the sub-area plays an important role with respect to the wider GB Local Area and its release would harm the performance and integrity of the Green Belt. Not recommended in GBA.
Stage 3b – Previously Developed Land
0% The site is occupied by an overgrown paddock and does not contain any built form.
Stage 3c – Visual Amenity
The site has a somewhat rural character as it is surrounded on three sides by open greenfield land. The air cadets building and school to the east create some urbanising influences on the site. The sense of remoteness is limited by the gymnastics centre to the north and caravan site further west. There is a truncated view of the site due to mature vegetation lining the site and the lack of neighbouring uses. The site is accessed via a private road to the south. The wider landscape is considered to be mixed. There is a lack of development to the north, although this area has also been promoted for development. Land to the south is undeveloped but performs a recreation role associated with London Irish Rugby Club. To the west is a small fishing lack with a mobile home park further west. The western end of the site is considered to be more sensitive whilst the east, which adjoins the urban area, is less sensitive. The site and wider area generally has a rural character. There are limited receptors immediately adjacent to the site, with the air cadets building and school closest, although these receptors are of medium sensitivity as they do not occupy the site continuously. There are limited views into the site from the gymnastics centre and fishing lake, with the view of limited importance locally. Development would result in a considerable visual impact due to the significant level of change that would be experienced. There may be an opportunity to integrate development with the more urban character to the east, however given the open nature of the wider area, particularly to the north and south, development would reduce the potential for long-reaching views across the area and would have negative impacts on the rurality of the wider area. There are limited receptors in close proximity to the site with no residential properties adjacent, thereby limiting the magnitude of impacts. There are considered to be high impacts on visual amenity. Whilst there is considered to be a considerable magnitude of visual impacts with the site being open Green Belt land, the visual receptors are limited, largely due to the air cadets building and school to the west. Sensitive design and integration with surrounding landscape features.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
At stage 2 the site moderately meets the spatial strategy as would provide housing and could meet a range of needs but would result in the loss of strategic Green Belt which is against the preferred strategy. The site is not subject to any overriding non-absolute constraints, although further investigation into its agricultural land performance and potential contamination is necessary. The site does not perform a recreation role and is reasonably sustainably located. Most services are however towards the maximum walking distance.
Stage 3 Summary
At stage 3 the site is considered to perform an important Green Belt role as was identified as strongly performing at Stage 1 and moderate at Stage 2 but was deemed to perform an important function strategically due to the presence of open Green Belt to the west, north and south. The site does not contain any previously developed land. The site is considered to have high visual amenity impacts as whilst there are limited receptors in close proximity, the site performs an important visual role when viewed in the wider context.
SA Summary (note: If poor performance do not consider deliverability)
The performance of the site against the SA framework is mixed. There are positive impacts expected on housing and the economy due to the construction of new homes, however negative impacts are expected on flood risk, pollution, land quality, biodiversity, landscape, transport, emissions and water consumption. This is largely due to the site being undeveloped greenfield land. Whilst the majority of services are within walking distance, this is generally towards the preferred maximum, therefore private vehicle use is likely to rise. Neutral impacts are expected on health and wellbeing.
Overall conclusions
The site is within a reasonably sustainable location, although access to some services could be improved. The site is however strategic Green Belt and release would result in the wider integrity being compromised. The site performs largely negatively at the SA stage due to it being open greenfield land. The site makes some contribution to the preferred spatial strategy however the strategic nature of the Green Belt limits its support. Given the strategic nature of the site and the importance when viewed in the context of the wider neighbouring Green Belt, the site is considered to play a significant role. The site does not offer many additional advantages, such as infrastructure, and the benefits of housing development on site are not considered to outweigh the impacts of losing Green Belt, therefore the site should be discounted from consideration.

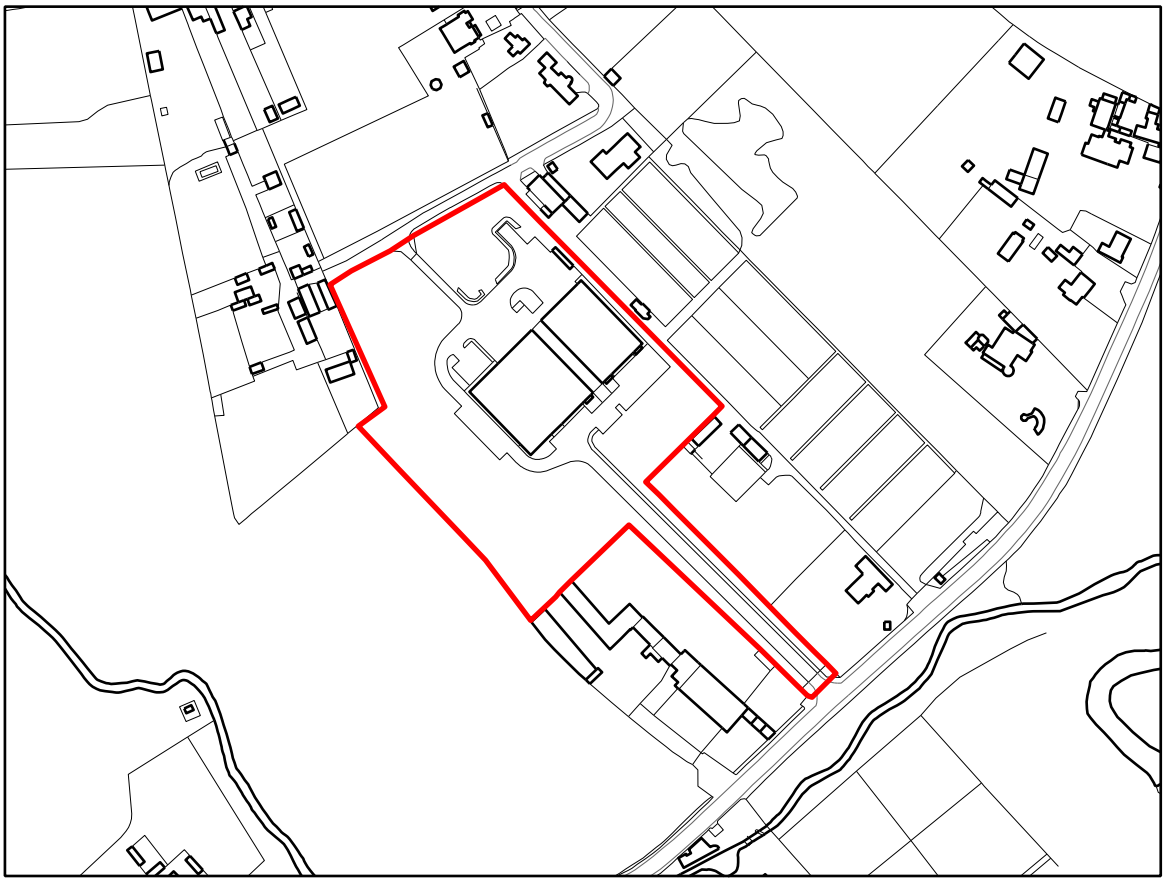
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the Call for Sites
Consideration of development phasing	N/A
Comments	N/A
Viability comments	N/A

Stage 4c – Site Capacity

Site size (ha)	2.4
Landowner/promoter preferred use and units (residential or commercial)	Housing development (50-70 units), although employment uses also likely to be accommodated.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Discount from consideration. Site unsuitable.

HS1/004 Units 1 & 2 Longwood Business Park, Fordbridge Road

Site Information	
Proforma Created	27/01/22
Proforma last updated	27/01/22
Site ID	HS1/004
Site name/ address	Units 1 and 2, Longwood Business Park, Fordbridge Road, Sunbury, TW16 6AZ
Site area (ha)	2.3
Site description & context	The site is previously developed land in the Green Belt (Longwood Business Park) and comprises two elements Unit 1 (1.76 ha) and Unit 2 (0.5 ha). The site contains two 2-storey office/warehouse buildings covering approx. 3,100sqm and totalling 6,000sqm over the two storeys. There are 43 car parking spaces on site and a good yard at the back. To the north is residential development whilst a builder's merchant is situated to the south. To the east is a former nurseries and to the west is open land.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Yes
Site source	Call for sites
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	The site has the potential for housing delivery, including affordable housing.
2. To facilitate the improved health and well-being of the whole population and 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. 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	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.
5. To reduce air and noise pollution	0	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. An air quality assessment is required.
6. To conserve and enhance biodiversity, habitats and species	-	The site is not a designated biodiversity site but the grassed area to the front of the site could be lost if developed.
7. To conserve and enhance the historic environment,	0	Development is not considered to have any notable positive or negative impacts

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
heritage assets and their settings.		on heritage assets and the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	0	Site is currently occupied by 2 storey 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. Open space to the front of the site may be lost.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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 significant 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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	6,000 sqm of employment floorspace will be lost to residential. Short term construction benefits.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	There may be opportunities to incorporate energy efficiency measures on site which could result in minor positive effects. Development would increase energy use but this should be minimised where possible.
12. To maintain and improve water quality and promote the efficient use of water	-	Development would increase water use however the effects are largely unknown at present. The site is not located in close proximity to any waterbodies therefore impacts during construction are not considered to be significant.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately performing Green Belt

Higher proportion of Previously Developed Land	3	The site is occupied by commercial uses at present
Additional benefits to the community	1	None identified
Feedback from the Preferred Options consultation	N/A	No comments received
Smaller sites	2	Moderately sized site
Sustainability of location	1	The site is considered to be somewhat disconnected from the urban area with most services beyond the preferred maximum walking distance

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site would increase housing provision in the Borough and may provide the opportunity for a proportion of on-site affordable housing. The site is moderately performing Green Belt however it is PDL and its release and redevelopment for housing would not have a greater impact on the Green Belt. Given the character of the wider area it is anticipated that high density development would not be suitable.

Stage 2b – Non Absolute Constraints
Summary

- The site is in flood zone 2 with the access in Flood zone 3a. Potential ground water flood risk (site is in an area (1km squared) whereby >75% is susceptible).
- The site is not within a minerals/waste safeguarded area
- The site performs a limited biodiversity role and is not within close proximity to environmentally sensitive areas
- Over 100 years of light industrial use so potential for contamination to be present. Past investigation found elevated levels of ground gas and some soil contamination from metals. Basic remediation is anticipated.
- The site is not within the Heathrow Leq noise contours
- No heritage impacts identified
- Surrey landscape character area River Floodplain. The site is occupied by employment uses with warehousing type units on site so holds limited landscape value.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform a recreation role as it is in commercial use.

Stage 2d – Sustainable Location
Summary
The site is not considered to be particularly sustainable in location as most services are beyond the preferred maximum walking distance (2km). This would likely encourage the use of the private vehicle. There is potential to improve walking/cycling connections with local services.

Stage 3
Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1 – Local Area 32: strongly performing GBA stage 2 – Sub area 32-m: moderately performing but important to the wider strategic Green Belt The site has a strong boundary to the south – Fordbridge Road. To the north is the smaller Highfield Road. To the east lies a wide tree belt. The west boundary is much more difficult to define as a builder's yard and service area forms part of the boundary however open fields make up the remainder.
Stage 3b – Previously Developed Land
40% of the site is previously developed land. The site is currently occupied by 2 x 2 storey commercial buildings of 6000 sqm. The buildings occupy approx. 0.7 ha (40%) of the site. Development on site would result in the use of PDL.
Stage 3c – Visual Amenity
The site comprises a business park with two commercial units and a tree-lined road. The site is already considered to have a semi-urban character with uses to the west. These uses along with Fordbridge Road to the south act as strong urbanising influences. Whilst this is the case, there are connections to the wider Green Belt to the south. The site promoter has identified an opportunity for 50 residential units on site. Given the existing development on site impacts may be limited, although there may be some impacts on properties along Highfield Road to the north. Given the existing commercial units on site impacts are considered to be limited. There are few receptors in the wider area, with the most significant impacts on road users along Fordbridge Road and neighbouring commercial uses. Impacts are considered to be low due to existing commercial uses on site. There may be opportunities to improve the visual amenity of the site with redevelopment. Given the existing commercial uses on site and lack of significant visual receptors within the wider vicinity it is considered that with redevelopment impacts would be low.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site performs moderately against the spatial strategy but it not considered to be well-connected to local services and does not facilitate public transport use. The site is also subject to flood risk.

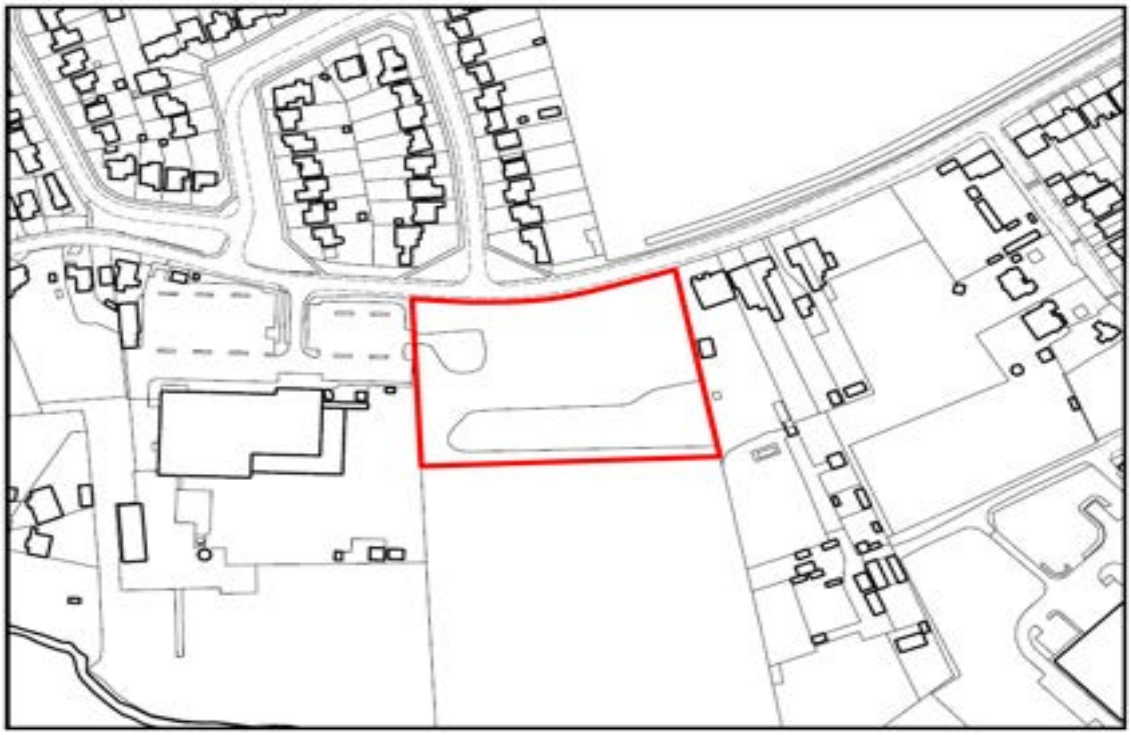
Stage 3 Summary
The site is moderately performing Green Belt but is approximately 40% previously developed land with existing commercial uses on site. There are not considered to be significant visual amenity impacts with redevelopment given the lack of significant receptors in close proximity. The site performed moderately in the Green Belt Assessment Stage 2 but makes an important contribution to the wider strategic Green Belt.
SA Summary (note: If poor performance do not consider deliverability)
Whilst development would result in an increase in housing provision there are likely to be negative impacts on employment, health and flooding. The site is not considered to be in a sustainable location and would benefit from improved connectivity.
Overall conclusions
The access road into the site is within flood zone 3a with the site itself in flood zone 2. As such, the site cannot demonstrate safe access or egress and should not be developed for housing use. The site is not located within a sustainable location with many services beyond preferred maximum walking distances. The site is therefore not considered to be particularly well-located and others are likely to be more sustainable in nature.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Promoted through the call for sites.
Consideration of development phasing	Possible phasing could be implemented.
Comments	
Viability comments	No impacts identified.

Stage 4c – Site Capacity	
Site size (ha)	2.3
Landowner/promoter preferred use and units (residential or commercial)	50 units
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site may be able to accommodate the proposed 50 units however the sustainability of the location is limited and access into the site is constrained by flooding.

HS1/005 Land adj to Squires Garden Centre, Halliford Road, Shepperton

Site Information	
Proforma Created	01/02/2022
Proforma last updated	04/02/2022
Site ID	HS1/005
Site name/ address	Land adjacent to Squires Garden Centre, Halliford Road, Shepperton, TW17 8SG
Site area (ha)	1.05
Site description & context	The site is a rectangular field used as overflow car parking for the adjacent garden centre. The area is predominantly grassed, however, there is a belt of planting along its northern frontage with a more substantial group of trees along its southern boundary. Squires Garden Centre is located immediately to the west of the site. There is an arable field to the south and a series of residential properties in substantial plots to the east. To the north, on the other side of Halliford Road, is a residential estate.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at Preferred Options Stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Residential scheme promoted.
2. To facilitate the improved health and well-being of the whole population and 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. 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Site is within flood zone 2 so would require mitigation. Potential loss of permeable land as the site is currently open greenfield. Introduction of hardstanding therefore development proposal would need to include permeable surfaces and SuDS to contribute to mitigation. Potential surface water flooding on site. Low level ground water flood risk.
4. To reduce land contamination and protect soil quality and quantity	-	The site is not agricultural land however survey indicates it could be grade 2 land. Development of site would not avoid development of greenfield over brownfield land. Investigation required to determine if the site is contaminated.
5. To reduce air and noise pollution	0	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 can be expected to neutralise.
6. To conserve and enhance biodiversity, habitats and species	0	The site operates as an overflow carpark so there is no particular habitat or biodiversity value.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
7. To conserve and enhance the historic environment, heritage assets and their settings.	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. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion.	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	There may be opportunities to incorporate energy efficiency measures on site which could result in minor positive effects. Development would increase energy use given its scale but this should be minimised where possible
12. To maintain and improve water quality and promote the efficient use of water.	-	Development would increase water use however the effects are largely unknown at present.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately performing Green Belt.
Higher proportion of Previously Developed Land	1	The site is greenfield land.

Additional benefits to the community	1	Opportunities for improved connectivity and access to local sustainable transport modes.
Feedback from the Preferred Options consultation	N/A	Limited response received.
Smaller sites	2	Relatively small site.
Sustainability of location	1	The site is within a reasonably sustainable location with local services generally within walking distance, however the regularity of bus services could be improved.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	The site is located within the Green Belt and is not weakly performing therefore does not contribute to the spatial strategy in this respect. The site is important to the overall integrity of the wider Green Belt so is at odds with the strategy. The site would provide the opportunity to provide residential units and there may be an opportunity to improve access to site and connectivity more widely.

Stage 2b – Non Absolute Constraints
Summary

- Site within flood zone 2 and in an area (1km squared) whereby >75% is susceptible to groundwater flooding - Flood risk assessment required.
- Minerals/Waste safeguarded area – Surrey consultation required.
- Site performs a limited biodiversity role and is not within close proximity to environmentally sensitive areas.
- Survey suggests site is partly Grade 2 agricultural land (partly) although site not within agricultural use - further investigation required.
- No record of contamination from past uses - site investigation required for redevelopment to ensure that the site is suitable for the proposed use.
- Site located outside of 66 Leq noise contour.
- Site is within an area of high archaeological potential – further investigation required.
- Surrey Landscape character Area – River Floodplain.
- The site is an open area of Green Belt with visual links to the built-up area to the west and east. Therefore, the impact on character would be less severe.

Stage 2c – Open Space and Recreation Value Summary	
Overall open space score	Qualitative Assessment/ Commentary

Stage 2c – Open Space and Recreation Value Summary		
	3	The site is in use as an overflow carpark for the garden centre so performs no recreation or open space role.

Stage 2d – Sustainable Location Summary
Most services are beyond the preferred maximum walking distances. New access to the site from Halliford Road required. Improved regularity of bus services would reduce reliance on cars. Local transport connectivity could be improved.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 32 - Strongly performing GBA stage 2: Sub Area 32-k - Moderately performing The site is moderately performing Green Belt at stage 2 but is important to the wider strategic Green Belt. The site plays a fundamental role with respect to the wider Green Belt. Release would result in partially weaker boundaries. Not recommended for further consideration.
Stage 3b – Previously Developed Land
0% No PDL on site.
Stage 3c – Visual Amenity
The site is an open field and is used for overflow parking for the adjacent garden centre. The site is part of a large area of Green Belt and is surrounded by built development, with the garden centre to the west and several houses to the east. The site is bounded to the north by Halliford Road. The site therefore offers limited tranquillity or a feeling of remoteness and is largely part of the urban area associated with Upper Halliford. A housing scheme is proposed which would have a notable impact on the wider environment. The promoter had indicated that 17 units could be accommodated which would be low density. The development could be designed to respect the rural character of the surrounding area. A formal access from Halliford Road will be required. Limited views expected from residential properties along Halliford Road. Current vegetation somewhat screens the site, however. Views from other angles are deemed to be insignificant. The site would be visible from the garden centre and potentially from the road, although experiences would be temporary, and this would depend on if the existing hedges lining the site would be retained. The change from open space to built development would be significant as the site is open at present, although it is somewhat screened from view so the change could be limited. Development could be integrated with the housing to the north and east but would be less integrated with the more open land to the south. The extent of view occupied by the development would be limited as there are no properties directly facing the site, with

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
properties along Minsterley Avenue perpendicular to the site. Development would result in a noticeable magnitude of visual impact, with visual receptors largely road users and garden centre users. As such, impacts will be low for these groups. Properties along Halliford Road will be more sensitive receptors but there are limited views of the site due to existing vegetation and the angle of the site. Nonetheless, impacts would be moderate/high. A low-density residential scheme with well-designed features and maintenance of existing boundaries could mitigate some of the loss

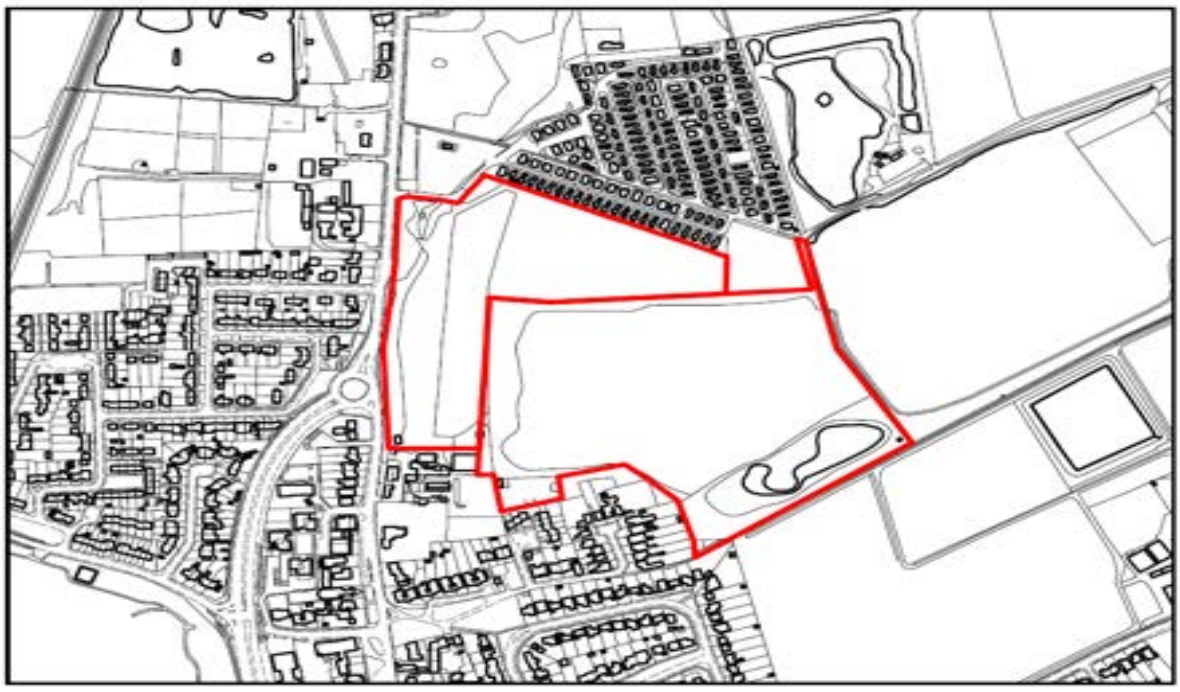
Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site performs weakly against the spatial strategy as although it offers the opportunity to meet housing needs, its relatively small size limits the yield and provides minimal opportunities for infrastructure, specialist accommodation or mixed use. The site is also important to the wider strategic Green Belt so goes against this element of the strategy. The site is not subject to any major non absolute constraints, although further investigation into its minerals/waste safeguarding status and agricultural land scoring is required. The site is within a reasonably sustainable location with local services generally within walking distance, however the regularity of bus services could be improved.
Stage 3 Summary
The site is moderately performing Green Belt at stage 2 but is important to the wider strategic Green Belt. The visual amenity value of the site is limited by the enclosed nature of the site and current use as an overflow carpark; however, the visual impacts could be increased if existing screening were to be removed with development.
SA Summary (note: If poor performance do not consider deliverability)
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. Mitigation could include improved sustainable transport links and suitable flood risk mitigation measures. The regularity of public transport services could be improved.
Overall conclusions
Overall, given the small size of the site, it is considered to offer limited benefits and the loss of strategic Green Belt is not considered to outweigh the gains from a small number of residential units. Discount from consideration.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – submitted to call for sites
Consideration of development phasing	No
Comments	N/A
Viability comments	Need for access to be created into the site which may impact on viability.

Stage 4c – Site Capacity	
Site size (ha)	1.05
Landowner/promoter preferred use and units (residential or commercial)	Residential scheme promoted - At an estimate of 60% of the site being developable and taking an average of 30dph, the site promoter proposes that the site could deliver approximately 17 units.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

HS1/006 Land at Hazelwood & Upper Halliford Road, Sunbury

Site Information	
Proforma Created	01/02/2022
Proforma last updated	04/02/2022
Site ID	HS1/006
Site name/ address	Land at Hazelwood and Upper Halliford Road, Sunbury, TW16 6QU
Site area (ha)	12.46
Site description & context	The site comprises two land parcels which sit adjacent to each other but have clear boundaries between them through being heavily treed and vegetated. Both parcels are occupied by open greenfield land.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at Preferred Options Stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	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. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	A large proportion of the site is within Flood zone 2. Potential loss of permeable land and introduction of hardstanding. Would need to include permeable surfaces and SuDS to mitigate.
4. To reduce land contamination and protect soil quality and quantity	-	Development of site would not avoid development of greenfield over brownfield land. Site B is used for agricultural purposes however this would not lead to the loss of Grade 1, 2 or 3 land. Potential contamination on site requires further investigation
5. To reduce air and noise pollution	-	Development would lead to an increase in noise and air pollution within the local area. Exposure to traffic along A244.
6. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on historic environment identified.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space that contributes to the character of the landscape and forming part of a wider area of strategic Green Belt.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	The development of the site is likely to increase car use given its significant scale. Potential to improve active travel links.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would increase pressure on water resources and would not enhance water quality particularly.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	The site will contribute to meeting housing needs by providing a significant number of dwellings, with the possibility of affordable housing provision. The loss of the site from the Green Belt which separates Ashford/Sunbury-on-Thames/ Stanwell and Upper Halliford would however be significant. This is against the preferred strategy.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Open greenfield land

Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	Limited feedback received
Smaller sites	1	Larger site
Sustainability of location	1	Reasonably sustainable site in proximity to local services and public transport.

Stage 2b – Non Absolute Constraints
Summary

- Significant proportion of the site falls within flood zone 2. Potential surface water and groundwater flood risk.
- Site performs low level biodiversity function.
- Limited constraints identified in terms of minerals/waste, agricultural land and heritage assets.
- Possible contamination from past and neighbouring uses – requires further investigation.
- Site outside of 66 Leq noise contour.
- Site within landscape character area (River Valley Floor).
- The immediate surrounding area to the north, south and west of the site is predominantly in residential use. Development would increase the urban character of the area given the large scale of the site. Large-scale development of the site could not be mitigated to avoid significant impact on the open character of the landscape.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	2	Part of the site is in agricultural use and the other is a private training facility that has no public access. Whilst this would lead to a loss of recreation land, as this is not open to the public the impact is considered to be less severe.

Stage 2d – Sustainable Location
Summary

The site is in a reasonably sustainable location with good access to secondary schools, retail and a mainline train station. Although in proximity to local services and public transport, new and improved accesses would be required onto Upper Halliford Road.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 32 – strongly performing GBA stage 2: Sub area 32-d – strongly performing Site forms part of Local Area 32 which has been identified as strongly performing. Sub-area 32-d forms a significant part of the gap between Ashford/Sunbury-on-Thames/ Stanwell and Upper Halliford and plays a strategic role in preventing merging of settlements. Release of the sub area would result in stronger boundaries than existing, however there would be negative impacts on the integrity of neighbouring sub areas. Not recommended for further consideration.
Stage 3b – Previously Developed Land
0% The site is open greenfield land.
Stage 3c – Visual Amenity
The site is part of a large area of Green Belt and is surrounded by built development to north, south and west. The site forms part of a wider area of open space which is a key element of the local landscape. The site is in agricultural use and land associated with a sports club. The site offers limited tranquillity or a feeling of remoteness and is largely part of the urban area. This is also due to the presence of the A244 running to the west. The views into the site from the road are limited by heavily treed boundaries and residential properties along the edge. The main impact would be the loss of views for the immediate residential properties. These properties would lose the green, open aspect to the rear of their properties and this would be a significant change and permanent and would lead to a loss of some recreational land albeit this is not accessible by the public. The development proposed is a large-scale housing scheme. This would offer potential to retain and enhance planting to boundaries and landscape within the site. The development could be designed to respect the suburban character of the surrounding area however the closer to the open land to the east, the likely lower density would be required. A more formal access from Upper Halliford Road would be required and another access point would likely be needed. Such further assessment would be required. Given the scale of housing proposed, the size is likely to be significant. A low density residential scheme with well-designed open spaces and the potential for boundary enhancement could mitigate some of the loss.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site has a mixed score from stage 2 – reasonable sustainable location with good access to secondary schools, retail and a mainline train station. There are no absolute constraints, and the loss of open space is limited to views rather than publicly accessible recreation land. Contributes to spatial strategy in terms of meeting housing needs but due to the strategic importance of the Green Belt, the site is not considered favourably.
Stage 3 Summary

e sub-area forms a significant part of the gap between Ashford/Sunbury-on-Thames/ Stanwell and Upper Halliford, preventing development that would significantly visually and physically reduce the distance between these settlements, and would result in the merging of settlements. This is a strategically important part of Green Belt.
SA Summary (note: If poor performance do not consider deliverability)
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. 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.
Overall conclusions
Site is considered unsuitable to take forward as it is identified within a strategically important swathe of Green Belt which is strongly performing in Stage 1 and in Stage 2 of the Green Belt Assessment and subsequently does not meet the preferred spatial strategy. The loss of the open space will have a significant impact on the immediate adjoining properties of the site in terms of loss of view. The site performed negatively against many of the environmental Sustainability Appraisal objectives as is open greenfield land. It is unclear at this point how access would be achieved into the site and this may need to be contrived. The impact on the Green Belt and the environmental impacts will outweigh the delivery of housing. Do not take forward for further consideration.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes – submitted to call for sites
Has the owner been contacted?	Yes
Consideration of development phasing	Yes
Comments	The land promoter indicates that the site could be developed in two phases: • The development of Site A for circa 225 – 375 homes within years 1-5 and 6-10; and • The development of Site B for circa 129 – 215 homes within years 10-15.
Viability comments	No immediate viability issues raised however the site may require new access points.

Stage 4c – Site Capacity	
Site size (ha)	12.46
Landowner/promoter preferred use and units (residential or commercial)	Residential – 354-590 dwellings at 30-50 dph.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site is within a fairly low-density suburban area on the edge of a wider area of open land. The development proposed is of significant number to play a role in meeting housing needs. A density range of 30-50 has been proposed and it is likely that any scheme would need to be on the lower end of such a range.

HS1/007 Land at Fordbridge Road, Sunbury

Site Information	
Proforma Created	01/02/2022
Proforma last updated	01/02/2022
Site ID	HS1/007
Site name/ address	Land at Fordbridge Road, Sunbury, TW16 6DW
Site area (ha)	4.67
Site description & context	The site is a green field which is currently used for agricultural purposes. The site is rectangular in shape and sits between Halliford Road and Fordbridge Road. There are residential properties to the north-east along Loudwater Road.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at Preferred Options Stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Housing promoted on site and could meet a range of community needs within the Borough.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	There are no proposed infrastructure improvements that would enhance health and well-being, 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone. 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. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	Adjacent to Halliford Road. Development of the site would bring about a notable number of vehicles and in turn increase pollution.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space but no particular habitat or biodiversity value
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on historic environment identified.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
8. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Greenfield land currently used for agricultural purposes.
Additional benefits to the community	1	Limited site size offers limited opportunity for community benefits
Feedback from the Preferred Options consultation	N/A	Limited feedback received
Smaller sites	2	Site size would contribute to the distribution of development across the borough
Sustainability of location	3	Services are generally above the desirable walking distance.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	The site will contribute to meeting housing needs by providing at least 125 units and delivering affordable housing. The site is unlikely to be big enough to accommodate infrastructure and mixed use. The loss of the site from the Green Belt which separates Ashford/Sunbury-on-Thames/ Stanwell and Upper Halliford would be significant. This is against the preferred strategy. There should be other options considered before this site be brought forward for development.

Stage 2b – Non Absolute Constraints
Summary

- Not within an area of flood risk. In an area (1km squared) whereby >75% is susceptible to groundwater flooding.
- Site performs limited biodiversity role.
- Potential partly Grade 2 agricultural land - mapping requires further investigation.
- Limited constraints identified in terms of minerals/waste and heritage assets.
- Possible contamination from past uses – requires further investigation.
- Site outside of 66 Leq noise contour.
- Site within landscape character area (River Valley Floor).
- The immediate surrounding area of the site is predominantly residential. Therefore, the impact on character would be less severe.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site is in agricultural use so is not publicly accessible. Therefore, there is no wider public benefit in terms of recreation.

Stage 2d – Sustainable Location
Summary

Services are generally above the desirable walking distance. The site is more than 800m from bus stops with regular services so development should look to increase connectivity and access to local sustainable transport modes. New access to the site would be required from Fordbridge Road and improved access from Halliford Road.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 32 – strongly performing GBA stage 2: Sub area 32-h – moderately performing At GBA Stage 2, sub-area 32-h forms (almost all of) the essential gap between Ashford/Sunbury-on-Thames/ Stanwell and Upper Halliford, preventing development that would significantly visually and physically reduce the distance between these settlements, and would result in the merging of settlements. The site plays a fundamental role with respect to the wider Green Belt. Release would result in partially weaker boundaries.
Stage 3b – Previously Developed Land
0% Greenfield land currently used for agricultural purposes.
Stage 3c – Visual Amenity
The site is part of a large area of Green Belt and is surrounded by built development to the northeast (along Loudwater Road). The site is bounded to the north by Halliford Road and to the south by Fordbridge Road. The site is bounded to the north by Halliford Road and to the south by Fordbridge Road. Opposite the site to the north is the Vicarage Farm business park. The site therefore offers limited tranquillity or a feeling of remoteness and is largely part of the urban area. Somewhat open views of the site from residential properties along Loudwater Road and a few properties along Tadmor close. The immediate environment has a number of residential properties whose occupiers view the land from their rear windows and gardens. As such, the landscape is sensitive. The change from open space to built development would be significant as the site is open at present. The change of view would be significant and permanent and would lead to a loss of amenity space albeit one which is not accessible by the public. Major impact on neighbouring residential properties as this would have a significant impact on the views, changing from open space to built development. Whilst the open space has minimal landscape value, the loss of openness would undoubtedly have a significantly detrimental impact. A low-density residential scheme with well-designed open spaces and the potential for boundary enhancement could mitigate some of the loss.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site has a mixed score from stage 2 – moderately sustainable location with walking distances generally above the desirable distance. There are no absolute constraints, and the loss of open space is limited to views rather than publicly accessible recreation land. Contributes to spatial strategy in terms of meeting housing needs but the loss of strategic Green Belt would be negative.
Stage 3 Summary

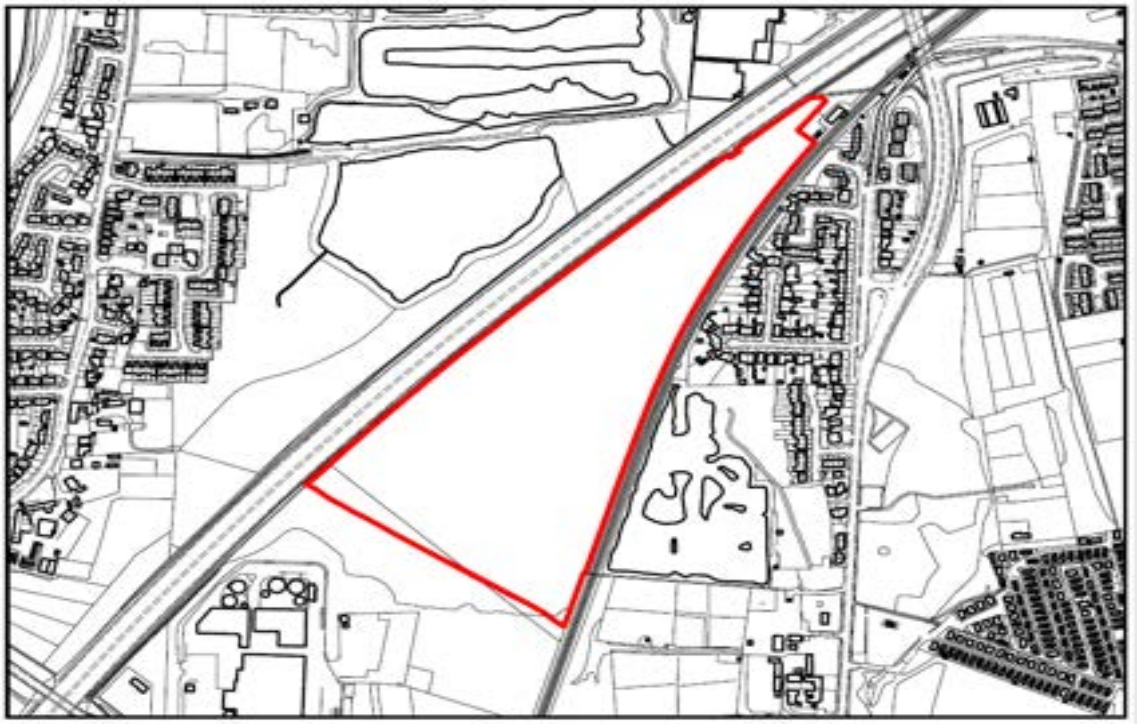
The sub-area forms (almost all of) the essential gap between Ashford/Sunbury-on Thames/ Stanwell and Upper Halliford, preventing development that would significantly visually and physically reduce the distance between these settlements, and would result in the merging of settlements. The site performs an important role at the strategic level.
SA Summary (note: If poor performance do not consider deliverability)
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. 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.
Overall conclusions
Site is considered unsuitable to take forward as it is identified within a strategically important swathe of Green Belt which is strongly performing in Stage 1 and Stage 2 of the Green Belt Assessment. The loss of the open space will have a significant impact on the immediate adjoining properties of the site and with a current lack of access. The impact on the Green Belt and the environmental impacts will outweigh the delivery of housing which would be limited due to size and nature of the space.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – submitted to call for sites
Consideration of development phasing	No
Comments	
Viability comments	Need for access to be created into the site which may impact on viability.

Stage 4c – Site Capacity	
Site size (ha)	4.67
Landowner/promoter preferred use and units (residential or commercial)	Residential – approximately 125 units
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

HS1/008 Land north of Charlton Lane, Sunbury

Site Information	
Proforma Created	01/02/2022
Proforma last updated	02/02/2022
Site ID	HS1/008
Site name/ address	Land north of Charlton Lane, Sunbury
Site area (ha)	12.64
Site description & context	The site is a triangular piece of land formerly worked for gravel and tipped with inert material following extraction to reinstate the ground back to land. It is currently used as grazing land. The site is enclosed by the M3 to the north and west and by the Shepperton to London railway line to the south and east. The Charlton Lane Eco Park is situated to the south-west.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at Preferred Options Stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	Site not put forward for housing development.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Loss of green space (not public) but off-set by creation of employment opportunities which could improve wellbeing and inequalities.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. Potential increase surface runoff and ground water flood risk.
4. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	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 be less severe.
6. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	Development is not considered to have any notable positive or negative impacts on heritage assets and the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	- -	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	++	Employment use promoted. Site within proximity of established industrial estate (Windmill Road).
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use has little/no impact on resources, emissions or carbon use. The site promoter has indicated that the site could utilise residual heat from nearby Eco Park facility.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Open greenfield land used for grazing
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	Limited response to the site.
Smaller sites	1	Larger site
Sustainability of location	2	Site enclosed by the M3 to the north and west and by the Shepperton to London railway line to the south and east.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	

	Site unlikely to be suitable for housing use, which is the priority need for the strategy to deliver. Employment sites are also needed to fulfil the spatial strategy to some extent but need would not override harm to Green Belt to justify release, i.e. exceptional circumstances.

Stage 2b – Non Absolute Constraints

Summary

- Low level surface water and ground water flood risk.
- Site within Thames Valley BOA although not designated, may perform low level biodiversity function.
- Restored minerals site.
- Limited constraints identified in terms of minerals/waste, agricultural land and heritage assets.
- Possible contamination as land was formerly worked for gravel and tipped with inert material during restoration– requires further investigation.
- Site outside of 66 Leq noise contour.
- Site within landscape character area (River Valley Floor).
- Wider character of area adversely affected by Eco Park, M3, railway line and Windmill Road industrial estate.

Stage 2c – Open Space and Recreation Value

Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	Land used for grazing, would only be suitable for built development with soundproofing due to proximity to M3 and railway line. Not performing recreation or public access function.

Stage 2d – Sustainable Location

Summary

Site located close to bus routes and Halliford Train Station on the Shepperton to Waterloo line included in Crossrail 2 proposals and is therefore unlikely to require additional connectivity.

Stage 3

Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 38 – strongly performing
GBA stage 2: Sub area 38-a – moderately performing
Site performed slightly less well at Stage 2 than Stage 1 but land parcel largely the same for both stages. Could be separated from Eco Park to the south but site would still perform well. Little opportunity to create new defined boundary within site if sub-divided and site promoter has included whole site anyway. Stage 2 concludes the sub-area plays a fundamental role with respect to the wider GB Local Area and its release would harm the performance and integrity of the Green Belt. Not recommended in GBA and officer agrees with conclusion on promoted site.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Stage 3b – Previously Developed Land
0% The site is open greenfield land following its restoration from mineral workings.
Stage 3c – Visual Amenity
The site is open grazing land, mainly grass with some hedging to boundaries and smaller trees and shrubs within the site. There are open views from the M3, railway, elevated part of Windmill Road/Upper Halliford Road. Some residential views are affected in Geneva Close, Haslett Rd and Birch Grove beyond railway line from upper floor windows. Developing the site for employment use as proposed by the landowner is likely to be utilitarian in design with large massing and limited opportunities for attractive design, although it is possible. No scale or design has been proposed by the site promoter. The site is not well screened, although additional planting to the boundaries could be introduced. The vantage points are limited to adjacent residential properties and large/strategic highways. The residential properties would lose the green, open aspect to the rear of their properties and would be negatively affected. The M3 and Windmill Road/Upper Halliford Road views would be affected but this would be in the context of 'driving past' and in proximity to other industrial/employment buildings in the Windmill Road estate, Sunbury Cross area and Eco Park. The same would apply to rail passengers' views while travelling. Views from these receptors are not considered to be as important if the development was acceptable in all other regards. The change of view would be significant and permanent but limited by the context of the site in proximity to the Windmill Road employment area and Eco Park. The utilitarian form of a development for employment purposes would exacerbate the change of view compared to a more sensitive design that a housing scheme could offer but residential use is unlikely to be acceptable due to noise factors from the M3 and railway line that border the site. High to Major/high impacts expected due to impact on existing residents but mitigated by the context in proximity to other industrial uses nearby. High to Major/High but mitigated by the context in proximity to other industrial uses nearby. Additional screening to boundaries with the railway line would screen residential properties beyond and could offer acoustic benefits from the railway and M3.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – reasonably sustainable, close to other similar employment uses, few to none non-absolute constraints, loss of open space limited to views rather than recreation value. Limited contribution to strategy as housing not proposed but depends on the type of employment use and whether there is a need in the borough.
Stage 3 Summary

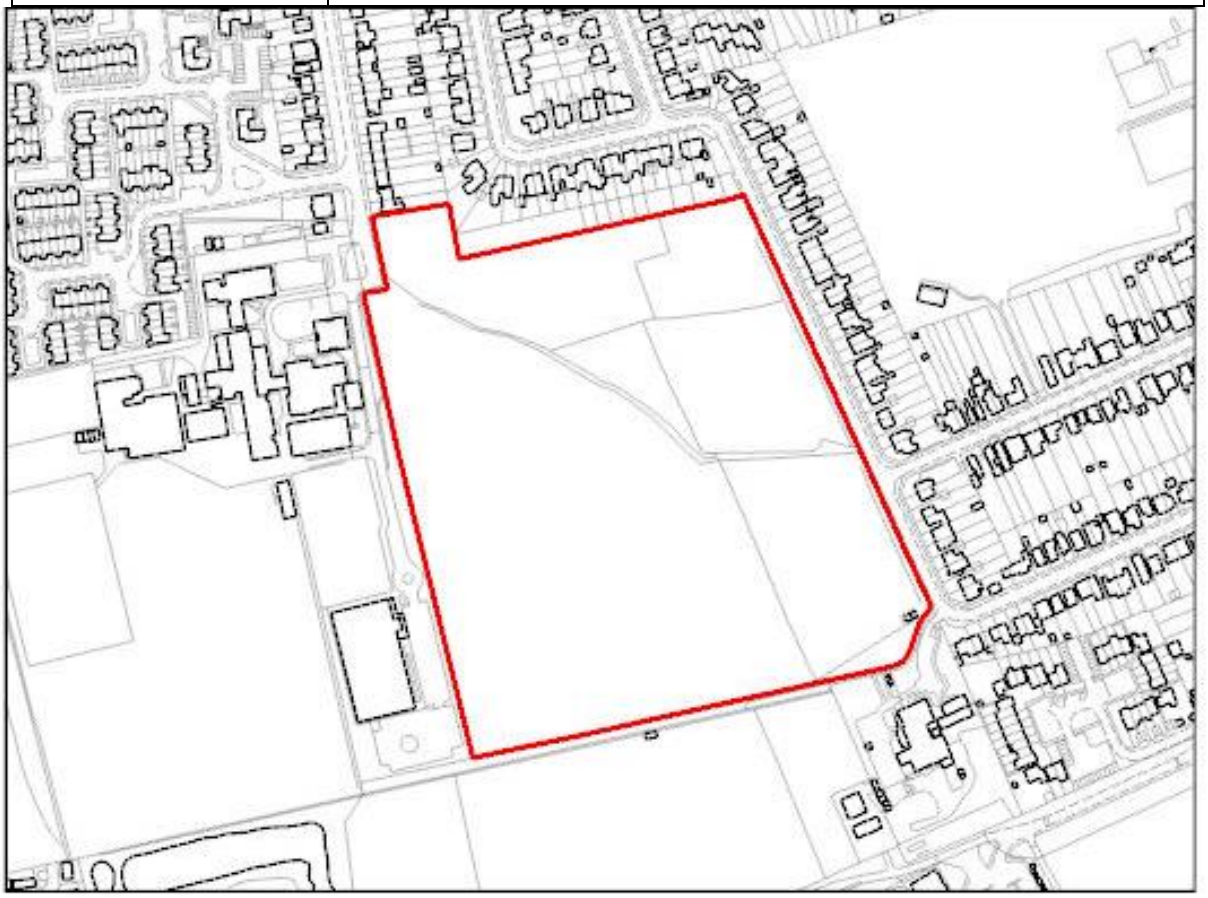
Site is strongly performing at GBA Stage 1 and moderate at Stage 2. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact significant but limited within wider context of other industrial buildings.
SA Summary (note: If poor performance do not consider deliverability)
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. 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.
Overall conclusions
The site makes a limited contribution to spatial strategy as housing use which is the priority need is not proposed. Its contribution is somewhat dependent upon the type of employment use and whether there is a need in the Borough. There are few to none non-absolute constraints on site. The site performed strongly in the Green Belt Assessment Stage 1 and moderately at Stage 2, although it was identified as playing a fundamental role in the wider strategic Green Belt. In terms of the Sustainability Appraisal, the site scored well against economic objectives but negative impacts were expected against environmental objectives.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – Submitted to Call for Sites
Consideration of development phasing	N/A
Comments	N/A
Viability comments	Possible decontamination costs

Stage 4c – Site Capacity	
Site size (ha)	12.64
Landowner/promoter preferred use and units (residential or commercial)	Economic development. Site promoter has ticked ‘yes’ to other uses but none specified. Noise issues from motorway and railway likely to rule out housing use.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

HS1/010 Land to the South and West of Stratton Road, Sunbury

Site Information	
Proforma Created	27/01/22
Proforma last updated	27/01/22
Site ID	HS1/010
Site name/ address	Land to South and West of Stratton Road, Sunbury, TW16 6PG
Site area (ha)	7.57
Site description & context	The site is rectangular parcel of scrub land used for grazing. Bishop of Wand School and Spelthorne Gymnastics gym are located to the west of the site. Residential properties abut the northern boundary, whilst Stratton Road defines the eastern site boundary with residential properties across the road. To the south there is further scrub land (Site HS1/003), the Royal Airforce Cadets building, and Hawkedale Infant School.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for sites



Stage 1 – Absolute constraints

Summary
No absolute constraints

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Approximately 230-260 homes proposed. Ability to meet a range of needs, including affordable housing provision
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	GP within 10 minute walk. There may be opportunity for small scale on site provision of green space. Cedars Recreation Ground is less than 400m walk 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not in flood risk area. Very minimal risk of surface water flooding however potential ground water flood risk (part 50-75% and part +75%). Loss of permeable open land.
4. To reduce land contamination and protect soil quality and quantity	-	The site is designated Green Belt and not PDL. The site could potentially be grade 2 agricultural land which is the best and most versatile so further investigation required. 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. To reduce air and noise pollution	-	Development is unlikely to reduce pollution with increased car use in the area. Exposure to noise pollution not considered significant. Minor negative impacts expected.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
6. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	Neutral impacts on historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Construction job generation from house building. Short term benefits identified.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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.
12. To maintain and improve water quality and promote the efficient use of water	-	Water use will increase. Site not near source protection zone so limited impact expected on water quality.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Weakly performing Green Belt

Higher proportion of Previously Developed Land	1	Site is undeveloped greenfield land
Additional benefits to the community	2	The site is large enough to accommodate an area of public open space and potentially a community use
Feedback from the Preferred Options consultation	1	Largely negative feedback received through the consultation relating to the loss of a green area, impacts on the environment, traffic concerns and general infrastructure.
Smaller sites	1	The site is considered to be reasonably large in size and the proposals for 230-260 units in a semi-urban environment is not considered to contribute to the distribution of small sites around the borough.
Sustainability of location	3	The site is considered to be reasonably sustainably located as it is at the edge of the urban area and local services are generally within the preferred maximum walking distance.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site provides the opportunity for large scale residential development and would help to meet specific needs of the community. There may be small scale opportunities for some commercial/service provision or an open space. The site does however form part of the Borough's open landscape and is greenfield but is recommended for further consideration with sub area 32-n as plays a lesser role than the Local Area, as set out in the Green Belt Assessment. There is deemed to be no harm to the integrity or performance of the wider Green Belt.

Stage 2b – Non-Absolute Constraints
Summary

- The site is not within a flood risk area although there is a risk of surface water and ground water flooding that requires further investigation.
- The site is within a minerals safeguarding area therefore Surrey CC require further consultation
- The site performs an informal biodiversity role although it does not hold a formal designation. Located within the Thames Valley BOA.
- 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 anticipated. Any development of the site likely to require ground gas protection measures. Site investigation will be required of the site.
- No noise or heritage constraints identified
- Potential impact on the landscape, although the site has a semi-urban character. The site is located outside of Sunbury and Upper Halliford so the impact on the

townscape is likely to be limited, although development would increase the overall urban character of the area.

- Site identified as 'River Valley Floor' in Surrey Landscape Character Assessment.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	2	The site is occupied by horse grazing land. Whilst the land could potentially be publicly accessed given the lack of gates or fencing on parts of the site, the site does is not a formal recreation site. Cedar's recreation ground less than 400m walk from the site.

Stage 2d – Sustainable Location Summary
Local services are generally within the preferred maximum walking distance. The site is at the edge of the built up area of Sunbury and public transport access is generally good. There is potential to link the site to adjacent schools or to improve connectivity with local services, otherwise private vehicle use will increase in the area.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1 - Local area 32 strong but site identified as part of an area for further consideration (AC-13) GBA stage 2 - Sub area 32-o performs moderately but identified with part of 32-n as an area in combination recommended for further consideration (RC-4). If released in combination, this would result in the designation of a boundary of similar strength to the existing inner Green Belt boundary, defined by a dense tree line to the south, access road partly to the west and the rectilinear, well-defined edges of existing development to the south-west and partly to the west. Subject to further strengthening of this existing tree belt to ensure its durability, it is considered that these features would be sufficiently recognisable and likely to be permanent. There could be opportunities to provide small scale publicly accessible open space. Opportunities to improve access to remaining Green Belt may be dependent upon ownership. The site is less important to the strategic Green Belt
Stage 3b – Previously Developed Land
The majority of the sub-area comprises a low-grade overgrown field with dispersed mature trees throughout. The site does however possess a semi-urban character and performs weakly against Green Belt purpose 3.
Stage 3c – Visual Amenity

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
The site is an overgrown field. It possesses a semi urban character which reduces the sense of tranquillity. The site is adjacent to residential properties which subsequently limit the sense of remoteness. Large scale residential development is likely to have significant impact. Sensitive design could increase separation distances and include screening to reduce the impacts on existing properties. From Stratton Road and the north east the visual effect will be significant with reduced views to the countryside to the south. From the south west impacts are considered to be less. In terms of receptors, housing along Stratton Road would face a significant impact. A significant number of properties will be affected by the change therefore the view is considered to be somewhat important, however there is no/limited public access or rights of way on site so the impacts will be less from this perspective. Major visual impacts expected on visual amenity given the open views for properties along Stratton Road. Whilst the site is considered to have a semi-urban character and is identified as an area of further consideration in the Green Belt Assessment, if developed this would result in significant visual change for existing properties on Stratton Road. It is however acknowledged that there is no right to a view and impacts may be reduced with adequate screening and sensitive design.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site is a minerals safeguarding area which may constrain development therefore Surrey County Council need to be consulted. The site is considered to have a semi-urban character and development is likely to increase the overall urban character of the wider area. The site is identified as potentially contaminated therefore further investigation is required, although remediation is considered likely to be possible. The site is generally considered to be located within a sustainable location with local services nearby, however distance to a major centre and bus stop is more than the preferred level. The site makes a moderate contribution to the spatial strategy as would help to deliver a substantial number of housing units in a reasonably sustainable location, however it is reasonably large in size and received largely negative feedback at the Preferred Options consultation stage.
Stage 3 Summary
The site is identified as an area recommended for further consideration through the Green Belt Assessment stages 1 and 2. The majority of the site comprises low-grade overgrown field with dispersed trees. The sub-area that the site is located within has a strong sense of containment with strong perceptual and visual connections to the adjacent settlement edge. The site has a semi-urban character however development on site is considered to result in major visual amenity impacts, particularly for residents of Stratton Road. Impacts could be lessened with the use of screening.
SA Summary (note: If poor performance do not consider deliverability)
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. 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.
Overall conclusions
In terms of Green Belt performance, the site is identified as an area for further consideration in combination with a parcel to the north west. The sub-area that the site is located within has a strong sense of containment with strong perceptual and visual connections to the adjacent settlement edge and has limited visual links with the wider countryside to the south, therefore there would be little impact upon the visual openness and rurality of neighbouring sub-areas 32-e and 32-n. The site is not subject to any major constraints, although it is an area for minerals safeguarding. The SA shows that the site would deliver a substantial number of new homes and would provide the opportunity to meet a mix of community needs. The site would however not result in the efficient use of land as it is greenfield therefore environmental impacts are largely negative. Although the site contributes to the spatial strategy to a certain degree, it is at odds with some of the site selection criteria in that it is a larger site when compared to other available options, which may not aid distribution of development across the borough. It also received largely negative feedback at the Preferred Options stage. In weighing up whether to take this site forward, the potential housing provision in this location against the reception of the site in the community and impacts on the wider area need to be weighed against one another.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Promoted through the call for sites.
Consideration of development phasing	The site could be phased given its large scale.
Comments	
Viability comments	No identified impacts on deliverability.

Stage 4c – Site Capacity	
Site size (ha)	7.57 ha
Landowner/promoter preferred use and units (residential or commercial)	Residential use. 230-260 units at 35-40 dph.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site could accommodate a significant number of dwellings in line with the character of the wider area. The decision to take the site forward will however depend upon its performance against the spatial strategy and alternative site options that may meet the criteria to a differing degree.

HS1/013 Sunbury Golf Course, Charlton Lane, Shepperton

Site Information	
Proforma Created	27/01/22
Proforma last updated	27/01/22
Site ID	HS1/013
Site name/ address	Sunbury Golf Club, Charlton Lane, Shepperton, TW17 8QA
Site area (ha)	47ha Site A - West parcel – 25.5ha Site B - East parcel – 21.5ha
Site description & context	The site is occupied by a golf course which is split into two sites with the Shepperton rail line splitting the site and a footbridge providing access. Within Site A to the west, adjacent to Charlton Lane, the existing clubhouse and ancillary buildings are located together with the course car park. Site B is situated in the eastern part of the site and encompasses a linear pond in the centre of the site and a branch of the River Ash arcs off in the south-eastern corner. Trees line the periphery of the site. Immediately to the north across Charlton Lane is the site of the Surrey Eco Park and Recycling Centre with a residential area north of site B. The M3 bounds the site to the north-west. The River Ash demarcates its western (with Splash Meadow Open Space beyond) and southern (with the northern residential edge of Shepperton beyond) boundaries. The eastern boundary is formed by the A244 Upper Halliford Bypass with the built-up area of Upper Halliford beyond.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for sites
Assessment History	Assessed at the Preferred Options stage

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No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	The site provides the opportunity for a large quantity of homes of different mix. Opportunities to improve affordability and meet specific needs of the community.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Approximately 50% of site B is located within flood zone 2, with the southern part of both sites within flood zone 3. Low surface water flood risk. The site is in an area (1km squared) whereby 25-75% is susceptible to groundwater flooding. Development on site is likely to increase local flood risk. Any development should implement SuDS to ensure suitable drainage.
4. To reduce land contamination and protect soil quality and quantity	-	The site is not agricultural so would not result in the loss of the best and most versatile agricultural land. 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. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	The site borders the River Ash SNCI. This could be harmed by development: directly, during construction, or indirectly, post-

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		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. To conserve and enhance the historic environment, heritage assets and their settings.	0	The site is considered to have neutral impacts on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	The site is considered to make an important contribution to the Borough's open landscape character, particularly in the Shepperton – Upper Halliford area. Development would not protect and enhance the landscape character of the built up area. 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.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	There could be some minor positive impacts if local services generate jobs. Additional development in the area could boost the vitality of Shepperton to the south. Residents would need to travel to Sunbury or Chertsey for larger convenience goods shopping. Construction of housing would lead to job generation.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions	0	Shepperton has local services however current connectivity is limited. Smaller

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
and move to a low carbon economy.		scale services are present in Upper Halliford. Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. Any development on site will result in a greater use of energy than at present due to the site's open greenfield nature.
12. To maintain and improve water quality and promote the efficient use of water	-	There may be negative impacts due to the presence of the River Ash to the south of the site. The site is not within a source protection zone.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	The site is occupied by a golf course. Although this is managed, it is open and undeveloped, apart from the clubhouse.
Additional benefits to the community	3	New open space and woodland proposed, along with a new leisure & community facility
Feedback from the Preferred Options consultation	2	Limited response to the site. Representations received from the site promoter.
Smaller sites	1	The site is large in nature. Concentration of development on site B would reduce the impacts when compared to the scheme proposed at the Preferred Options stage but is still reasonably large, particularly when compared to alternatives which disperse development to a greater degree.
Sustainability of location	2	Reasonably sustainable location with services generally within walking distance, although access to regular bus services and primary education is more limited close to the site.

Stage 2a – Contribution to the delivery of the strategy

Spatial Strategy Score	
Score	Comments
2	Development of the site would allow for the provision of a large quantity of residential units and would help to meet specific needs of the community. There opportunity would also be present for the provision of open space. This would however mean developing strongly performing Green Belt. In addition to this, release of the site would mean that Upper Halliford and Shepperton could merge. The overall integrity of the Green Belt would be affected negatively as the site performs an important role in Strategic Area B, as set out in the Green Belt Assessment Stage 1. The revised site proposals submitted since the Preferred Options consultation have a much lower impact in comparison but would still result in the development of a reasonably large area of strongly performing Green Belt.

Stage 2b – Non Absolute Constraints
Summary

- A small part of the site is within flood zone 2 and 3a. Potential ground water and surface water flood risk. Flood risk assessment required.
- The site is partly within a waste consultation area so requires further investigation.
- The site is adjacent to the River Ash SNCI and is within the Thames Valley BOA.
- The site is comprised of two areas of land either side of the railway line, both currently occupied by golf course and both historic landfill sites. Site A (west) was filled over 26 years up to the mid-1970s. The western area received domestic refuse, incinerator ash and trade refuse. The current golf clubhouse is fitted with a ground gas alarm system and there are gas vents along the M3 boundary. The eastern area (site B) received predominantly domestic refuse. This side was filled over 13 years, late 1940s to 1960. Elevated levels of ground gas anticipated on-site. Further examination required.
- Development of the site would likely impact the wider landscape character given its largely open and rural feel associated with the golf course at present.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site is currently occupied by a private golf course without public access. The proposed scheme includes a woodland and large area of open space across the majority of site A. This would open up access to the public.

Stage 2d – Sustainable Location
Summary

The majority of local services are within the preferred maximum walking distance (2km) however access to primary schools and local transport links are limited, with bus services along Upper Halliford Road not deemed to be a ‘good service’. There is potential to improve connectivity to Shepperton and rail station.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1 - Local areas 45 and 47 both strongly performing Green Belt.
GBA stage 2 – N/A not assessed
If released there are considered to be defensible and permanent boundaries around to the west (M3 and Old Charlton Road), to the north (Charlton Lane) and to the west (Upper Halliford Bypass). It is noted that if sub-area 46a were also released this would substantially alter the existing Green Belt boundaries.
There could be an opportunity to provide some publicly accessible open space as part of the development. Enhancements in the south around the River Ash SNCI could also be incorporated into any development.
Development would however significantly alter the strategic Green Belt with Local Areas 45 and 47 performing strongly, particularly with regards to Green Belt purpose 2. The site performs almost all of the essential gap between Shepperton and Upper Halliford and development would cause the two settlements to merge.

Stage 3b – Previously Developed Land

Only a small portion of the site is previously development land, the existing golf course club house and carpark. The site is occupied by a landscaped golf course which is largely open in nature.

Stage 3c – Visual Amenity

The site is currently occupied by a landscaped golf course. This use reduces the overall rural feel of the site, although it is open and its undulating topography affords some longer views towards surrounding development which wraps around much of the Local Area. Some built form associated with the club housing and ancillary uses. The site has an overall rural character.

The site would be significantly altered by development. Given the existing rural character there would be a considerable impact on the landscape, although the development of a new open space and woodland would help to green the site and could create a more informal green space.

Approximately 220 homes are proposed alongside community/leisure facilities and a new country park. The visual amenity of the open space would likely result in positive impacts but the development of approximately 7 hectares with housing would result in a substantial change, particularly to the east along Charlton Lane and the Upper Halliford Bypass.

Significant change in view in the east. The current golf course is landscaped and therefore has some urbanising influences, however it has a largely rural character and change would be significant. The introduction of a new country park would increase the level of remoteness and sense of tranquillity however the duration of impact will be permanent for existing residents but temporary/transient for road users along the M3, Charlton Lane and Upper Halliford bypass. If developed suitable design and screening would be required.

Major/high impacts expected due to impact on existing residents. There are some current screening measures in place due to planting and the presence of the River Ash so the magnitude of visual impact is deemed considerable.

The site is considered to perform a moderate visual amenity role as there are notable areas of planting around the periphery of the site to screen the visual impacts. Although receptors of high sensitivity have been identified it is deemed that there will be a considerable rather than dominant visual impact due to the presence of the River Ash

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
and existing buffers. In addition, development would be concentrated in the north east portion of the site and this would therefore limit the extent of the impact and number of receptors.
Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site is subject to potentially significant contamination that may be expensive to remediate. There may be opportunities for some onsite provision of local services and open space. Shepperton services are less than 2km walk so some sustainable transport modes may be facilitated. There are no bus stops under 400m and distance to a primary school is more than 800m away. In terms of the spatial strategy, development of the site would allow for the provision of a large quantity of residential units and would help to meet specific needs of the community, however the site is large in site with 7 ha proposed for residential development. This would also mean developing on strongly performing Green Belt. In addition to this, release of the site would mean that Upper Halliford and Shepperton would merge. The overall integrity of the Green Belt would be affected negatively. The promoted scheme does however include a new country park, woodland and community facilities which would be beneficial for local residents.
Stage 3 Summary
The site is strongly performing Green Belt and performs an important role in preventing the merging of Shepperton and Upper Halliford. If released, there would be significant impacts on the strategic nature of the Green Belt and the character of the area which is largely rural, would be significantly altered.
SA Summary (note: If poor performance do not consider deliverability)
The site performs positively against objectives 1 and 2, with minor positive impacts on objective 10, although overall impacts are deemed neutral. Neutral impacts on objectives 7, 10, and 11. Impacts on objectives 3, 4, 5, 6, 8, 9 and 12 are likely to be negative. Whilst development would result in an increase in housing provision with some positive social impacts, there are likely to be negative environmental impacts associated with the north west area promoted for development. The provision of a new country park would however have some benefits for local biodiversity as would be a more informal space when compared to the existing managed golf course.
Overall conclusions
The site would provide the opportunity for large scale residential development and to meet a variety of community needs. The site is however part of a significant area of strongly performing Green Belt which performs an important strategic role. Overall development would result in a significant change in the character of the local area which at present is largely rural, particularly in the north east corner, whereby 220 homes are proposed across 7 hectares. This is somewhat at odds with the spatial strategy which favours the release of smaller areas of Green Belt. Historic landfill on site would require further investigation with potential costly remediation needed.

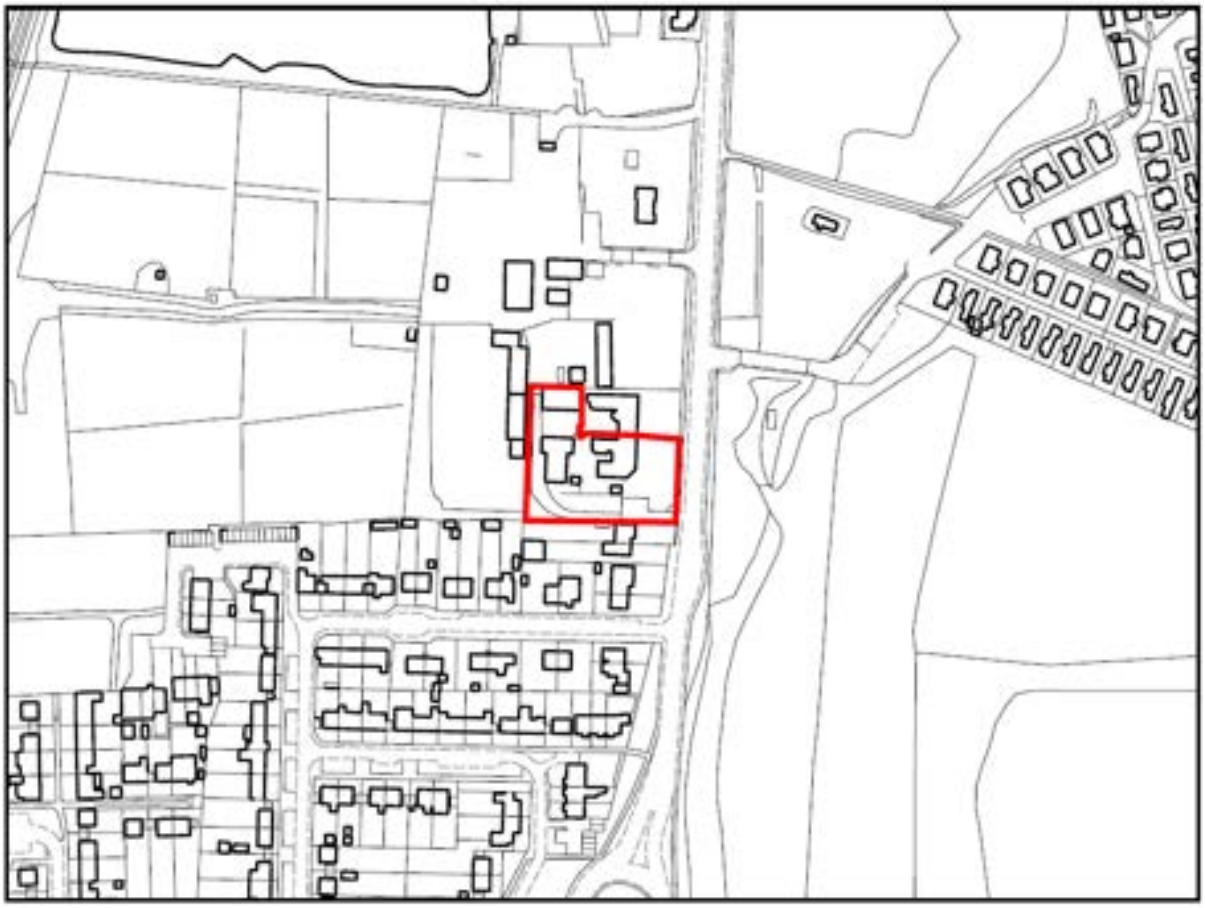
Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
The site performs negatively when assessed against elements of the Sustainability Appraisal. This is particularly in relation to noise and air pollution objectives due to increase exposure and on the use of greenfield land. Whilst the site offers a number of community benefits, particularly when compared to the previously promoted larger scheme, it is an area of strongly performing Green Belt and is reasonably large in size. It is therefore at odds with the spatial strategy and the benefits are not deemed to outweigh the harm. Consideration of the site should be judged against other alternative site options and how they are deemed to meet the criteria in comparison.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Promoted through the call for sites.
Consideration of development phasing	The site could be phased given its large scale.
Comments	
Viability comments	No identified impacts on deliverability but loss of golf course would need to be considered.

Stage 4c – Site Capacity	
Site size (ha)	47 ha
Landowner/promoter preferred use and units (residential or commercial)	220 residential units Country Park Community/leisure facilities
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site is of largely rural character despite its current use as a landscaped golf course. The site would provide the opportunity for large scale residential development alongside new community open space and facilities.

HS1/014 137 Upper Halliford Road, Shepperton

Site Information	
Proforma Created	27/01/22
Proforma last updated	27/01/22
Site ID	HS1/014
Site name/ address	137 Upper Halliford Road, Shepperton, TW17 8SN
Site area (ha)	0.25
Site description & context	The site is a residential property with a yard and former sheds that were previously part of Bugle nurseries. The site is located adjacent to Upper Halliford Road with residential properties to the southern boundary and waste processing and industrial uses associated with the former Bugle nurseries site to the rear.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Yes
Site source	Call for sites
Assessment History	Assessed at the preferred options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	The size of the site means that whilst it is possible to support residential development this will be of a small scale and unlikely to make a significant contribution to housing needs or provide enough units for affordable housing. However the call for sites submission does promote the site for homes for older people and for self-build.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Development on the site would have limited impact upon improving health and reducing inequalities given its small scale. There is no proposed open space. There is a recreation ground opposite the site which potential occupiers could benefit from.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	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. To reduce land contamination and protect soil quality and quantity	0	The site is not agricultural so would not result in the loss of the best and most versatile agricultural land. 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. To reduce air and noise pollution	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. To conserve and enhance biodiversity, habitats and species	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. To conserve and enhance the historic environment,	0	The site is considered to have neutral impacts on the historic environment.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
heritage assets and their settings.		
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	Development is likely to increase car use, albeit on a small scale. There are bus stops close to the site however these offer limited services to Egham and Addlestone. Services to Kingston and Staines are a much further walk from the site.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	There are no employment benefits as part of the development. Any short-term construction jobs will be limited due to the small scale nature of the proposed development.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. There will be an increase in resources on the basis that there will be at least one additional dwelling to that which is currently on the site
12. To maintain and improve water quality and promote the efficient use of water	-	The development will increase demand for water resources. The site is not within a source protection zone.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	3	Previously developed land however the site is small in scale
Additional benefits to the community	1	Limited site size offers limited opportunity for community benefits
Feedback from the Preferred Options consultation	N/A	No feedback received
Smaller sites	3	Small size site would contribute to the distribution of development across the borough

Sustainability of location	2	Reasonably sustainable location

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Development of the site would provide a small number of dwellings to meet the strategy however these could provide self-build plots or accommodation for older people. The land is PDL in the Green Belt although this is within a strongly performing area of Green belt within a strategically important swathe.

Stage 2b – Non Absolute Constraints
Summary

- The site is not in a flood zone. Potential groundwater flood risk.
- Adjacent to existing waste processing site but not within consultation area.
- Not close to designated biodiversity sites.
- Site is adjacent to waste processing use where there is identified contamination. Further site investigations required.
- Site is developed as existing and any change would have limited impact on character.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform a recreation role

Stage 2d – Sustainable Location
Summary

Most services are within walking distance, although access to bus stops with regular services are limited and require further travel. Access to local public transport (bus and rail) could be improved more widely.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1 – Local Area 39 - Strongly performing
GBA stage 2 - Sub area 39-b - Strongly performing

Site forms part of Local Area 39 which has been identified as strongly performing. This scores highly in fulfilling the purpose of preventing merging of settlements and retains the gap between Upper Halliford and Sunbury.

The railway lines form a defensible boundary and there are workings which sit adjacent to the railway line which act as a barrier when seeing through towards the M3 beyond.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
There are no identified compensatory measures that could improve environmental quality.
Stage 3b – Previously Developed Land
The whole site falls within the curtilage of existing buildings and is therefore PDL. The existing house and sheds constitute permanent structures on the site.
Stage 3c – Visual Amenity
The site sits on the edge of an urban area and could be described as semi-urban as it rolls into a wider area of greenfield and agricultural land. Promotor has not specified the number of units proposed however the size of the site limits the quantity of development. Given the semi-urban character, lower density would be more suitable to take into account landscape sensitivities. Limited existing view from the road due to heavily treed boundaries, it would be expected that development would alter this however given the existing dwelling on site, built development would remain though this would be likely at a greater density and have more of a visual impact. The change in view would be permanent however this is limited on the basis that there is existing built development in the form of an existing dwelling and other structures on the site. Although receptors of high sensitivity have been identified, for neighbouring properties, it is deemed that the change will be limited due to existing built development present on the site. The site does not perform much of a visual amenity role however the site is currently well-screened by dense vegetation and if removed impacts would increase.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site is subject to potential contamination due to its proximity to a waste processing plant. This would also impact on future occupiers of the site in terms of noise and air pollution. The site is not particularly sustainable with a few local shops a short distance from the site whilst pedestrians would have to cross the busy main road which has limited crossing points. Local schools and bus stops with good services are some distance from the site. In terms of the spatial strategy, development of the site would allow for the provision of a small number of residential units. There are limited opportunities to meet specific needs (although homes for older people and self-build are promoted). This would however mean developing on strongly performing Green Belt on previously developed land. Whilst being PDL means this should be prioritised over undeveloped greenfield, the site is within a strongly performing area of Green Belt and is not recommended for further consideration in the Green Belt Assessment. The overall integrity of the Green Belt would be affected negatively.
Stage 3 Summary

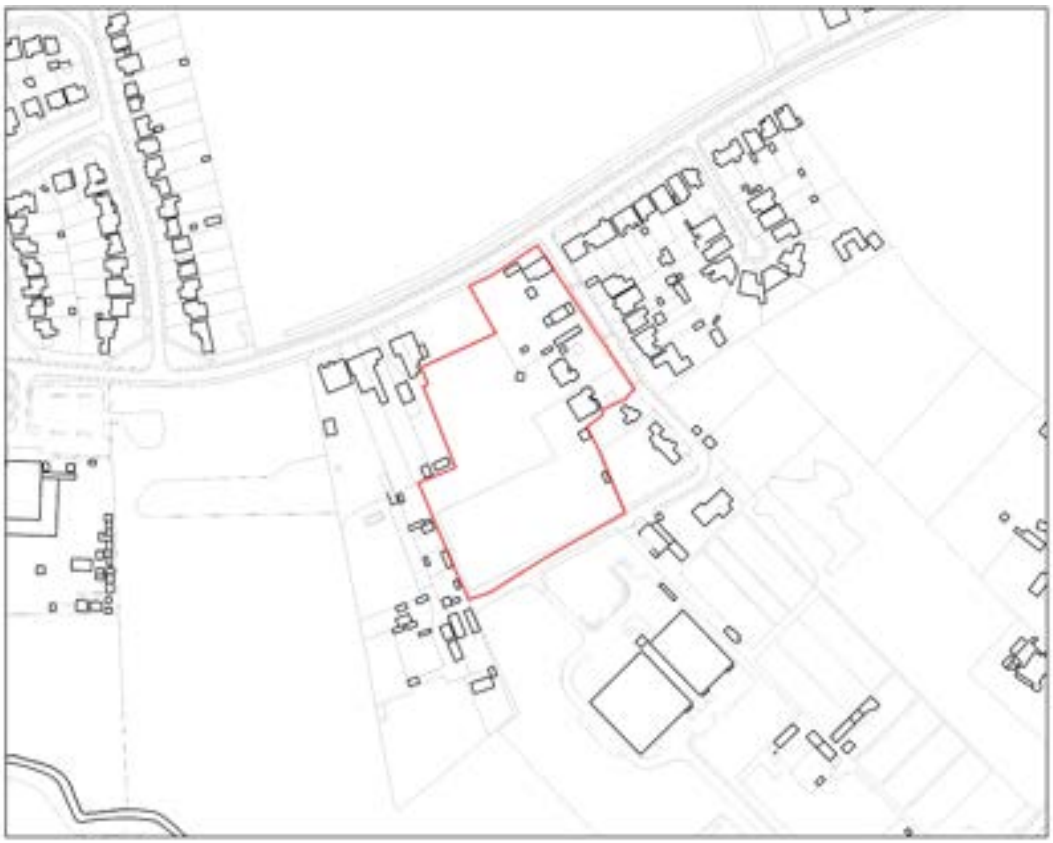
The site is strongly performing Green Belt and performs an important role in preventing the merging of Sunbury and Upper Halliford. If released, there would be impacts on the strategic nature of the Green Belt.
SA Summary (note: If poor performance do not consider deliverability)
The site would offer 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. Mitigation could include improved sustainable transport links. Sustainable construction and management of properties could reduce emissions and pollution.
Overall conclusions
The site would provide a small number of dwellings which would need to be designed in the context of the semi-urban character. The site is not considered to be particularly sustainable with few local services and bus stops with a 'good' service beyond the preferred maximum walking distance. The site is considered to make a limited contribution to the spatial strategy due to its small size, lack of opportunity to meet community needs and Green Belt performance. Whilst being PDL means this should be prioritised over undeveloped greenfield, the site is within a strongly performing area of Green Belt and is not recommended for further consideration in the Green Belt Assessment. The overall integrity of the Green Belt would be affected negatively. The site performs negative/neutral against the majority of the Sustainability Appraisal, with few identifiable benefits that outweigh the loss of Green Belt land. Given the strong Green Belt performance of the site it is not recommended for release.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Promoted through the call for sites.
Consideration of development phasing	N/A.
Comments	Existing access onto Upper Halliford Road for current dwelling on the site
Viability comments	Unclear however small nature of site suggests there would be limited barriers to development in terms of viability.

Stage 4c – Site Capacity	
Site size (ha)	0.25
Landowner/promoter preferred use and units (residential or commercial)	Quantity not specified/promoted for self-build and older people's homes
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not considered suitable for further consideration.

HS1/016 The Old Nursery, Highfield Road, Sunbury

Site Information	
Proforma Created	31/01/22
Proforma last updated	31/01/22
Site ID	HS1/016
Site name/ address	The Old Nursery, Highfield Road, Sunbury, TW16 6DL
Site area (ha)	1.53
Site description & context	The site is occupied by three dwellinghouses, outbuildings and gardens and is located west of Highfield Road. The previously developed houses are located to the front of the site onto Highfield Road, with open undeveloped land to the rear. The immediate area around the site is somewhat residential in character with detached houses along Highfield Road and Tadmor Close. Open fields are present to the north across Halliford Road and further west and east. A commercial site is located to the south across a field.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly - mixed
Site source	Submitted to Call for Sites
Assessment History	New site – not assessed previously



Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[3]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing scheme promoted. The site could help to meet local needs. The site promoter has not indicated that specialised needs could be met.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	The site is in reasonably close proximity to Upper Halliford but access to local services 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone. Moderate ground water flood risk on site. Loss of permeable land as the site is currently open greenfield therefore would need to include permeable surfaces and SuDS to contribute to mitigation.
4. To reduce land contamination and	0	The site is designated as Green Belt and is partly previously developed therefore development would have mixed impact on land. Development of site

[3] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
protect soil quality and quantity		would not avoid the development of greenfield over brownfield land as most of the site is green land in the west.
5. To reduce air and noise pollution	0	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.
6. To conserve and enhance biodiversity, habitats and species	-	Some loss of green space but no particular habitat or biodiversity value.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	None identified.
8. To protect, enhance and manage Borough's open space and landscape character.	0	Limited contribution to the borough's open space and landscape character. The western part of the site is however open green land.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and	0	Current use has some impact on resources, emissions and carbon use, however the addition of 30 dwellings would exacerbate impact, although could be mitigated to some extent through sustainable construction.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
move to a low carbon economy.		
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption in light of the residential development. Site outside of source protection zone.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	30 units promoted. This would help to contribute to meeting housing needs, albeit on a moderate scale.
Meets specific needs	1	No specific accommodation to meet needs promoted.
Opportunities for higher density development, where appropriate	1	Small site – wider character does not allow for higher density development
Opportunities for infrastructure provision	1	Small site – no opportunity for infrastructure provision
Brownfield land	2	Part of the site is occupied by housing
Opportunities for mixed use development	1	Too small
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	2	Part of the site is occupied by housing – the remainder is garden land
Additional benefits to the community	1	None identified
Feedback from the Preferred Options consultation	N/A	
Smaller sites	3	The site is small in character

Sustainability of location	2	Near to Upper Halliford but some services require better connectivity

Spatial Strategy Score	
Score	Comments
2	The proposed 30 units would make a moderate contribution to meeting housing needs, although would not assist in meeting specific community requirements. The site size limits the scope for wider community benefits and infrastructure. The site is in an area of strongly performing Green Belt and in the middle of a parcel, largely surrounded by the wider Green Belt. Whilst part of the site is previously developed, the remainder is open garden land.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	3	• Not in flood risk area • Moderate ground water flood risk
Minerals/waste safeguarding	3	• No minerals or waste constraints
Biodiversity	2	• No designations but some minor local biodiversity role given the open greenfield
Agricultural Land Classification	3	• Not in agricultural use
Land and water contamination	2	• Further investigation required
Heathrow Noise Contours	3	• Outside 66 Leq contour
Heritage Assets	3	• No heritage impacts identified
Landscape Character and Townscape	2	• The site is not in a landscape character area • The site is partly open greenfield land and redevelopment would alter the character of the area

Stage 2c – Open Space and Recreation Value

- Based on Open Space Assessment

Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site is not publicly accessible and does not perform a recreation role. The value of the open space is limited to visual however the vegetation screening largely screens it from view.
What is the nature and quality of its role?	Garden land/ housing	
Is the site publicly accessible?	No	

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	Site not performing a recreation or publicly accessible function.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Hawkedale Primary School – 1.9km/23 min walk
Distance to secondary school	2	Thamesmead School – 1.8km/ 23 min walk
Distance to health centre or GP surgery	2	Upper Halliford Medical Centre – 1.7km/21 min walk
Distance to local convenience retail	3	Londis Upper Halliford – 800m/ 10 min walk
Distance to major centres or centres of employment	1	Staines town centre – 39-50 minute by bus (1 change)
Distance to bus stop with good service	2	Bus stop adjacent to site but services are poor. 7 minute walk to regular services at Roxford Close
Distance to train station with good service	2	Shepperton Rail station – 1.8km/22 min walk
Qualitative Assessment		Access to local services is adequate however most services are to the upper end of the preferred maximum walking distances.
Potential impacts of planned infrastructure		None identified
Opportunities to improve connectivity or provide supporting infrastructure		Access to local buses and walking infrastructure to services could be improved more widely.

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	1	Strongly performing – Local Area 32
Green Belt Assessment Stage 2 score	2	Moderately performing & important to the wider Green Belt – Sub area 32-I
Green Belt Assessment Stage 3 score	N/A	
Qualitative Assessment		

Stage 3 Applies to sites located within the Green Belt only	
Stage 3a – Green Belt	
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt	The sub-area prevents further proliferation of the current development patterns and helps to maintain the gap between Ashford / Sunbury-on-Thames /Stanwell and Upper Halliford. If 32-I is released in isolation it would diminish the role of sub areas to the north preventing the merging of Upper Halliford and Ashford / Sunbury-on-Thames / Stanwell, by further perpetuating the pattern of ribbon development along Halliford Road and, reducing the connection to the wider swathe of Green Belt which separates the two settlements. Overall, the sub-area plays a fundamental role with respect to the wider Green Belt Local Area, and its release both in isolation and in combination with surrounding sub-areas would harm the performance of the wider strategic Green Belt.

Stage 3b – Previously Developed Land	
Total site area	1.53
Amount of PDL (%)	0.16 ha (11%)
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	Part of the site is occupied by detached residential dwellings at present whilst the remainder is open garden land and small fields to the rear.
Overall PDL Score	2

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The site is occupied by three dwellinghouses, outbuildings and gardens and is located west of Highfield Road.
Existing valued features, vegetation and infrastructure	Open small fields to the rear of the site
Sense of tranquillity, remoteness and rural character	Limited by the presence of residential development on and near the site. As a result of dense planting along, its the majority of its edges, the sub-area is highly self-contained, with limited visual links to the wider countryside. Consequently, despite the strong openness of the sub-area, overall it is considered to have a semi-urban character.
Existing visibility of site • Consider current screening	Truncated view of the site due to the heavy vegetation bordering the site.

Stage 3c – Visual Amenity	
• Truncated/no view • Partial view • Open view	
Sensitivity of site and wider landscape	If the site remains closed off and retains limited links to the wider landscape, its sensitivity is considered to be limited.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	The proposal for 30 units would bring about a significant change to the current site as it is largely open small fields. A new access road into the site would also open it up and increase views into it, whereas at present the site is screened by existing vegetation. Views into the site would largely be limited to properties along Halliford Road and Highfield Road. Existing properties back onto the site therefore the change would be significant.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Limited largely to properties along Halliford Road and Highfield Road. The site may become more visible with a new access road into the proposed 30 dwellings. The site contributes to the open view of some of these properties but several form part of the proposed development site. Given the limited extent of the site and its openness, the importance is considered to be limited.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The scale of change in view would be significant given the difference between the existing green fields and the proposed 30 units. The duration and nature of the effect would be permanent for properties along Halliford Road and Highfield Road, however views from nearby roads and properties further afield will be limited due to the site's enclosed nature.
Significance of impacts • Refer to Table 8 of methodology	Major/high impacts expected as existing properties along Halliford Road will experience a change in view from the rear of the properties. The site is not visible from Halliford Road due to the presence of vegetation/screening but it would become more visible if a new access road is created.
Potential mitigation measures	Additional screening and retention of the existing.
Overall visual amenity score	2
Commentary	Whilst the development of the site would bring about a significant change when compared to

Stage 3c – Visual Amenity	
	the largely open green fields in the south west of the site, it is connected to the urban area somewhat in that residential development adjoins it. Residential properties also form part of the development site. As a result of dense planting along its the majority of its edges, the site is self-contained, with limited visual links to the wider countryside. As a result, despite the strong openness of the sub-area, overall it is considered to have a semi-urban character. Development would somewhat impact the character but the houses already present limit the wider impacts.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site has a mixed performance against the spatial strategy as it is small in size and partly PDL but does not contribute to meeting specific needs and is within a parcel of moderately performing but strategically important Green Belt. The site is not subject to non-absolute constraints that would prohibit development. The site is reasonably connected to local services however access to regular bus services could be improved and walking distances are at the preferred maximum and could therefore limit active travel choices.
Stage 3 Summary
The site is moderately performing Green Belt and important strategically. The site is partly previously developed but the majority is small fields and garden land. As a result of dense planting along its the majority of its edges, the site is self-contained, with limited visual links to the wider countryside. As a result, despite the strong openness of the sub-area, overall it is considered to have a semi-urban character. Development of the site would bring about major/high impacts due to the presence of residential development adjacent to the site.
SA Summary (note: If poor performance do not consider deliverability)
The SA performance is mixed with positive impacts on housing provision and the economy but negative impacts on the environment largely in relation to the loss of open fields and garden land. Neutral impacts expected on heritage, landscape character, resource use, soil quality and pollution overall.
Overall conclusions
Whilst the site would help to provide a moderate number of houses, it is important to the wider strategic Green Belt and is largely small fields and garden land. The site is reasonably well shielded from the wider area and is enclosed due to existing planting. Overall the Green Belt performance and limited PDL does not comply with the spatial strategy and the limited opportunity for further benefits means it is not appropriate to consider further.

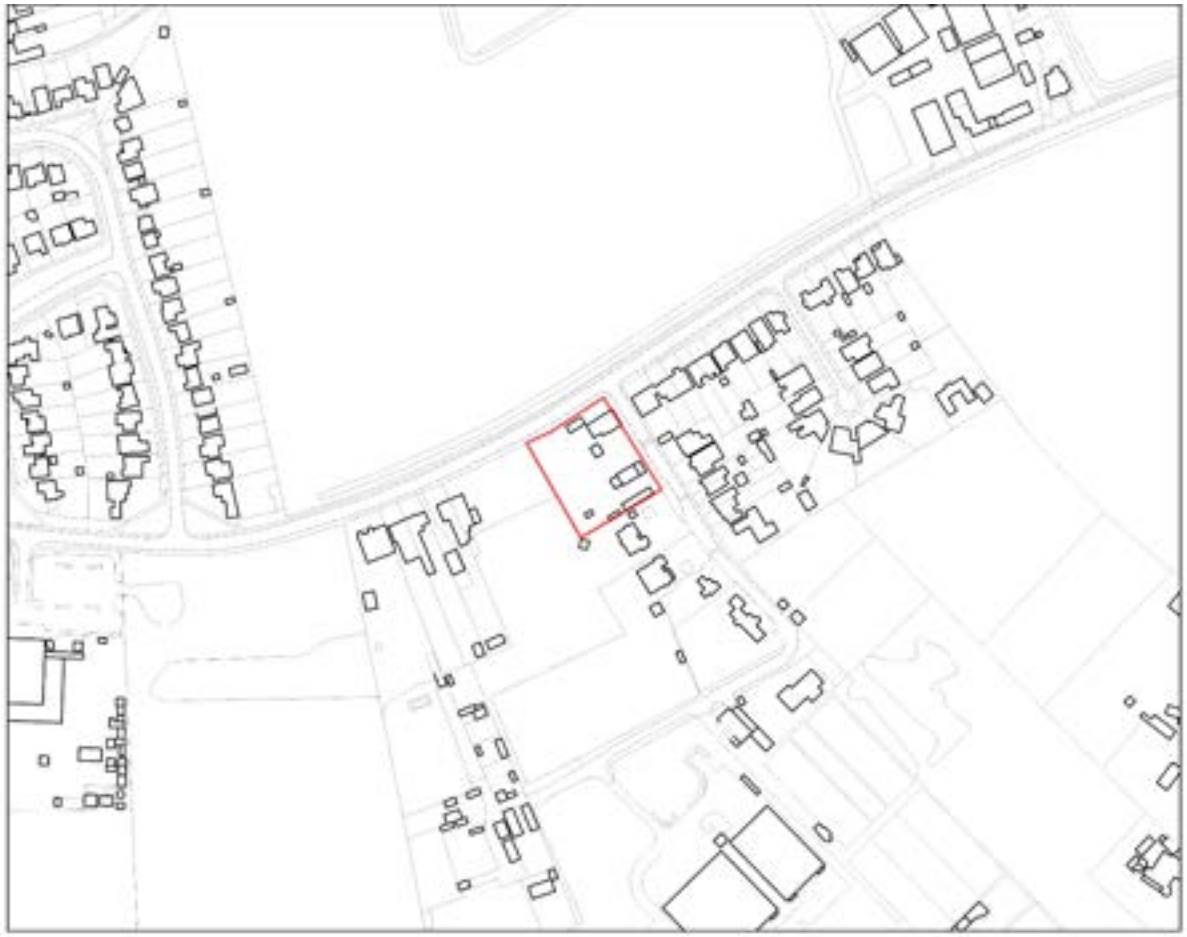
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	Small size would not require phasing

Comments	
Viability comments	No viability issues identified

Stage 4c – Site Capacity	
Site size (ha)	1.53
Landowner/promoter preferred use and units (residential or commercial)	30 units
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable for further consideration.

HS1/017 99 Halliford Road, Sunbury

Site Information	
Proforma Created	31/01/22
Proforma last updated	31/01/22
Site ID	HS1/017
Site name/ address	99 Halliford Road, Sunbury, TW16 6DN
Site area (ha)	0.26
Site description & context	The site is located on the urban fringe and is currently a residential property. The site was previously occupied by an old market garden. The site is surrounded on three sides by existing housing. The surrounding character is largely urban.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly - mixed
Site source	Submitted to call for sites
Assessment History	New site – not assessed previously



Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[4]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing scheme promoted. The site could help to meet local needs. The site promoter has not indicated that specialised needs could be met.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	The site is in reasonably close proximity to Upper Halliford but access to local services could be improved. The scheme itself does not provide the opportunity to provide small scale publicly accessible green space which could increase healthy lifestyles.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	Not within flood zone. 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. To reduce land contamination and	0	The site is designated as Green Belt with previously developed land therefore development would have mixed impact on land.

[4] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
protect soil quality and quantity		
5. To reduce air and noise pollution	0	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.
6. To conserve and enhance biodiversity, habitats and species	0	No particular habitat or biodiversity value.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	None identified.
8. To protect, enhance and manage Borough's open space and landscape character.	0	Limited contribution to the borough's open space and landscape character. The western part of the site is however open green land.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and	0	Current use has some impact on resources, emissions and carbon use, however the addition of 5 dwellings would increase impact, although could be mitigated to some extent through sustainable construction.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
move to a low carbon economy.		
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption in light of the residential development. Site outside of source protection zone.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	Promotion of 5 units. This small number of units would contribute to meeting needs but on a low level.
Meets specific needs	1	No specific accommodation to meet needs promoted.
Opportunities for higher density development, where appropriate	1	Small site – wider character does not allow for higher density development
Opportunities for infrastructure provision	1	Small site – no opportunity for infrastructure provision
Brownfield land	2	Part of the site is occupied by housing – the remainder is garden land
Opportunities for mixed use development	1	Too small
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	2	Part of the site is occupied by housing – the remainder is garden land
Additional benefits to the community	1	None identified
Feedback from the Preferred Options consultation	N/A	
Smaller sites	3	The site is small in character

Sustainability of location	2	Near to Upper Halliford but some services require better connectivity

Spatial Strategy Score	
Score	Comments
2	The site is reasonably small in size and would provide a minimal contribution to meeting housing needs. The site is in an area of strongly performing Green Belt and in the middle of a parcel, largely surrounded by the wider Green Belt. The site would not contribute to meeting specific community needs due to its small size. The site offers limited opportunities for wider benefits given its size and the presence of a large detached property already present, whilst previously developed, reduces the scope for development.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	3	• Not in flood risk area • Moderate ground water flood risk
Minerals/waste safeguarding	3	• No minerals or waste constraints
Biodiversity	2	• No designations but some minor local biodiversity role associated with the garden land
Agricultural Land Classification	3	• Not in agricultural use
Land and water contamination	2	• Historical maps indicate that the site is located on a former nursery. A Site Investigation undertaken at the site in November 1999 encountered Made Ground to a depth of 0.6m. Laboratory analysis identified elevated levels of lead and PAHs. In accordance with the NPPF, any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP11 is situated approximately 630m north west at the Halliford Bypass (X 509033, Y 168146). Over the last 5 years there has been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site in

		2016. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 41.3 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Outside 66 Leq contour
Heritage Assets	3	• No heritage impacts identified
Landscape Character and Townscape	2	• The site is not in a landscape character area • Redevelopment would alter the character of the area with the addition of 5 new dwellings on undeveloped garden land

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site is not publicly accessible and does not perform a recreation role. The value of the open space is limited to visual however the vegetation screening largely screens it from view.
What is the nature and quality of its role?	Garden land/ housing	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Overall open space score
	3	Site not performing a recreation or publicly accessible function.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Hawkedale Primary School – 1.9km/23 min walk
Distance to secondary school	2	Thamesmead School – 1.8km/ 23 min walk
Distance to health centre or GP surgery	2	Upper Halliford Medical Centre – 1.7km/21 min walk
Distance to local convenience retail	3	Londis Upper Halliford – 800m/ 10 min walk

Distance to major centres or centres of employment	1	Staines town centre – 39-50 minute by bus (1 change)
Distance to bus stop with good service	2	Bus stop adjacent to site but services are poor. 7 minute walk to regular services at Roxford Close
Distance to train station with good service	2	Shepperton Rail station – 1.8km/22 min walk
Qualitative Assessment		Access to local services is adequate however most services are to the upper end of the preferred maximum walking distances.
Potential impacts of planned infrastructure		None identified
Opportunities to improve connectivity or provide supporting infrastructure		Access to local buses and walking infrastructure to services could be improved more widely.

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	1	Strongly performing – Local Area 32
Green Belt Assessment Stage 2 score	2	Moderately performing & important to the wider Green Belt – Sub area 32-l
Green Belt Assessment Stage 3 score	N/A	
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		The sub-area prevents further proliferation of the current development patterns and helps to maintain the gap between Ashford / Sunbury-on-Thames /Stanwell and Upper Halliford. If 32-l is released in isolation it would diminish the role of sub areas to the north preventing the merging of Upper Halliford and Ashford / Sunbury-on-Thames / Stanwell, by further perpetuating the pattern of ribbon development along Halliford Road and, reducing the connection to the wider swathe of Green Belt which separates the two settlements. Overall, the sub-area plays a fundamental role with respect to the wider Green Belt Local Area, and its release both in isolation and in combination with surrounding sub-areas would harm the performance of the wider strategic Green Belt.

Stage 3b – Previously Developed Land	
Total site area	0.26
Amount of PDL (%)	0.05 (17%)
Qualitative Assessment	

• Consider existing use and value • Consider impact of PDL on potential development	The site is occupied by a detached dwellinghouse and various outbuildings whilst the remainder is garden land.
Overall PDL Score	2

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The site is occupied by a detached dwellinghouse and gardens and is located west of Highfield Road.
Existing valued features, vegetation and infrastructure	Vegetation borders the site along Highfield Road and Halliford Road
Sense of tranquillity, remoteness and rural character	Limited by the presence of residential development on and near the site. As a result of dense planting along its the majority of its edges, the sub-area is highly self-contained, with limited visual links to the wider countryside. As a result, despite the strong openness of the sub-area, overall it is considered to have a semi-urban character.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	Truncated view of the site due to the heavy vegetation bordering the site. A new access road would increase views into it.
Sensitivity of site and wider landscape	If the site remains closed off and retains limited links to the wider landscape, its sensitivity is considered to be limited.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	5 new properties would be a significant change from the existing garden land present. New access and parking would open up the site to the wider area. Views into the site would largely be limited to properties along Highfield Road and road users along Halliford Road.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Limited largely to properties along Highfield Road and road users of Halliford Road. The site may become more visible with a new access road into the proposed 5 dwellings. The site is reasonably enclosed and makes a limited contribution to views. Given the limited extent of the site and its openness, the importance is considered to be limited.
Magnitude of impacts • Scale of change in view	The scale of change in view would be significant given the difference between the existing garden and the proposed 5 units.

Stage 3c – Visual Amenity	
• Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The duration and nature of the effect would be permanent for properties along Highfield Road, however views from nearby roads and properties further afield will be limited due to the site's enclosed nature.
Significance of impacts • Refer to Table 8 of methodology	Medium impacts expected as existing properties along Highfield Road will experience a change in view from their properties, although the site is well screened and views would not be direct. The site would become more visible if a new access road is created.
Potential mitigation measures	Additional screening and retention of the existing.
Overall visual amenity score	2
Commentary	Whilst the development of the site would bring about a significant change when compared to the existing garden land, it is connected to the urban area somewhat in that residential development adjoins it. As a result of dense planting along its the majority of its edges, the site is self-contained, with limited visual links to the wider countryside. As a result, despite the strong openness of the sub-area, overall it is considered to have a semi-urban character. Development would somewhat impact the character but the houses already present limit the wider impacts.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site has a mixed performance against the spatial strategy as it is small in size and partly PDL but does not contribute to meeting specific needs and is within a parcel of moderately performing but strategically important Green Belt. The site is not subject to non-absolute constraints that would prohibit development. The site is reasonably connected to local services however access to regular bus services could be improved and walking distances are at the preferred maximum and could therefore limit active travel choices.
Stage 3 Summary
The site is moderately performing Green Belt and important strategically. The site is partly previously developed but the majority is garden land. As a result of dense planting along its the majority of its edges, the site is self-contained, with limited visual links to the wider countryside. As a result, despite the strong openness of the sub-area, overall it is

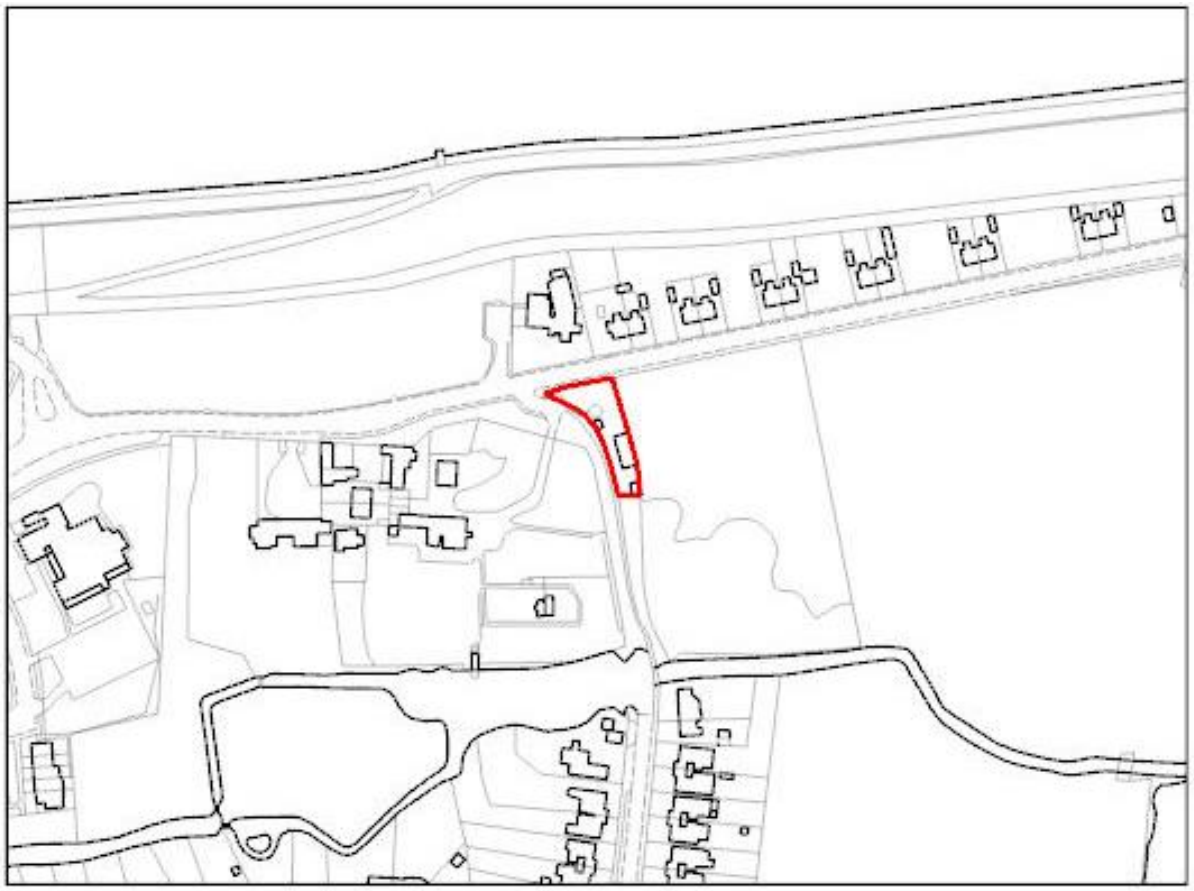
considered to have a semi-urban character. Development of the site would bring about major/high impacts due to the presence of residential development adjacent to the site.
SA Summary (note: If poor performance do not consider deliverability)
The SA performance is mixed with positive impacts on housing provision and the economy but negative impacts expected on health, transport and water quality. Neutral impacts expected on flood risk, heritage, landscape character, soil quality, biodiversity resource use and pollution overall.
Overall conclusions
Whilst the site would help to provide a modest number of houses, it is important to the wider strategic Green Belt and is largely garden land. The site is reasonably well shielded from the wider area and is enclosed due to existing planting. Overall the Green Belt performance and limited PDL does not comply with the spatial strategy and the limited opportunity for further benefits means it is not appropriate to consider further.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	Small size would not require phasing
Comments	
Viability comments	No viability issues identified

Stage 4c – Site Capacity	
Site size (ha)	0.26
Landowner/promoter preferred use and units (residential or commercial)	5 houses
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable for further consideration.

LS1/001 Linton Place, New Road, Shepperton

Site Information	
Proforma Created	01/02/22
Proforma last updated	01/02/22
Site ID	LS1/001
Site name/ address	Linton Place, New Road, Shepperton, TW17 0QG
Site area (ha)	0.07
Site description & context	The site is a roughly triangular area of land of approx. 0.07 hectares located on the southern side of New Road. The southern and western boundaries are marked by high brick walls and the eastern boundary is marked by close board fencing.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly
Site source	Call for Sites
Assessment History	Assessed at Preferred Options Stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Site has capacity for one permanent unit. Will provide a G&T pitch.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	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 housing for a minority group.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	The site is within flood zone 3a but is already occupied by a personal pitch.
4. To reduce land contamination and protect soil quality and quantity	0	Given the existing personal use on site the impacts are considered to be neutral.
5. To reduce air and noise pollution	0	Given the existing personal use on site the impacts are considered to be neutral.
6. To conserve and enhance biodiversity, habitats and species	0	Given the existing personal use on site the impacts are considered to be neutral.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Given the existing personal use on site the impacts are considered to be neutral.
8. To protect, enhance and manage Borough's open space and landscape character.	0	Given the existing personal use on site the impacts are considered to be neutral.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	Given the existing personal use on site the impacts are considered to be neutral.
10. Maintain high levels of employment and economic growth which is inclusive	0	Given the existing personal use on site the impacts are considered to be neutral.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
and sustainable across the Borough.		
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Given the existing personal use on site the impacts are considered to be neutral.
12. To maintain and improve water quality and promote the efficient use of water	0	Given the existing personal use on site the impacts are considered to be neutral.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	2	The site is entirely brick paved. Towards the north end of the site is an electricity sub-station. The site is in current sue as a gypsy site.
Additional benefits to the community	1	No specific community benefits identified.
Feedback from the Preferred Options consultation	N/A	No specific comments received.
Smaller sites	3	Small site
Sustainability of location	1	Most services beyond the preferred maximum walking distance.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site contributes to meeting a specific need identified in the spatial strategy. It is however of a small scale and already fulfils some need, however is restricted to personal use. Given the limited scale of the site it is not considered able to accommodate other uses or infrastructure.

Stage 2b – Non Absolute Constraints Summary
• The site lies within flood zone 3a. Potential ground water flood risk • No minerals/waste constraints identified • No specific designations

- The site is adjacent to a historic landfill which could lead to ground gas contamination therefore investigation is required.
- No impacts on heritage assets identified.
- The site is not within a Surrey Landscape Character Area.
- Given the personal pitch use on the site at present it is unlikely that allocation for a permanent pitch would have a significant impact on the landscape or townscape.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Site is not of recreational value. Would not lead to a loss of open space or potential open space.

Stage 2d – Sustainable Location Summary
Most services are beyond the preferred maximum walking distance (2km). There is limited access to public transport.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 42 – strongly performing GBA stage 2: Sub area 42-a – strongly performing The site considered at Stage 1 as land of land parcel 42. At stage 2 it was considered as part of the 21 ha parcel 42-a. The parcel is at the eastern end close to parcel 42b. As a whole, parcel 42a forms (almost all of) the essential gap between Ashford / Sunbury-on-Thames / Stanwell, and Littleton and Shepperton / Lower Halliford, preventing development that would significantly visually and physically reduce the perceived and actual distance between these settlements. In particular, the sub-area prevents ribbon development along New Road between Ashford / Sunbury-on-Thames / Stanwell and Littleton, ensuring that this gap is not reduced perceptually. However the site only forms 0.07ha of the 21 ha site.
Stage 3b – Previously Developed Land
15% PDL. The site is entirely brick paved. Towards the north end of the site is an electricity sub-station. The site is in current sue as a gypsy site.
Stage 3c – Visual Amenity
Site is entirely brick paved. Curved wall approximately 1m high to front of site given clear views in. East of the site is a field, fronted by railings. To the north is Springtime Nursery School housed in an old school building and 10 semi-detached houses. West of the site is Littleton Farm which comprises a number of buildings, fronted by a wall and gates. Given the existing personal pitch on site and limited current value, the impact is considered to be limited in terms of visual amenity.

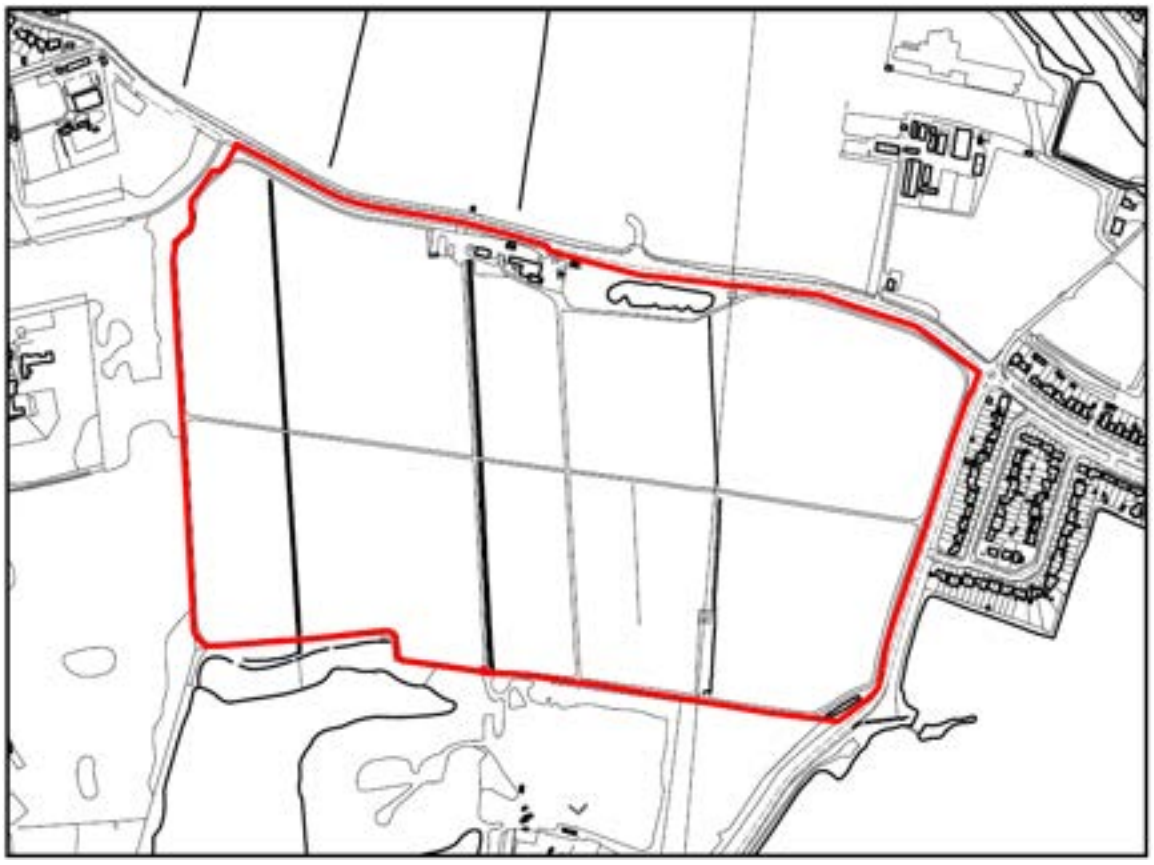
Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site scores moderately against Stage 2, with some contribution towards the spatial strategy identified. Its biggest strength is provision of a permanent Gypsy and Traveller pitch which are needed. The site is however not considered to be particularly sustainably located with services above preferred maximum walking distances.
Stage 3 Summary
Site was considered as part of a strongly performing Green Belt parcel at both stages of GBA. Not recommended for release as plays a role in the wider Green Belt area and the loss of the whole parcel would harm the integrity and performance of the Green Belt.
SA Summary (note: If poor performance do not consider deliverability)
The site is likely to be needed to meet the needs of a specific section of the community. Neutral impacts are expected on most objectives as the site is already in use as a pitch.
Overall conclusions
The site would provide the opportunity to provide a permanent gypsy and traveller pitch. However given the strong Green Belt performance of the site and its current personal use as a pitch, it should not be released from the Green Belt. The flood risk on site is also a constraint that would work against the proposed gypsy and traveller pitch proposed.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – submitted to call for sites
Consideration of development phasing	N/A
Comments	
Viability comments	N/A

Stage 4c – Site Capacity	
Site size (ha)	0.07
Landowner/promoter preferred use and units (residential or commercial)	Gypsy and Traveller pitch (continued use)
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Only suitable for one family pitch due to size.

LS1/002 Land off Shepperton Road, Shepperton

Site Information	
Proforma Created	01/02/22
Proforma last updated	01/02/22
Site ID	LS1/002
Site name/ address	Land off Shepperton Road, Shepperton Road, Shepperton, TW17
Site area (ha)	48
Site description & context	The site comprises former mineral workings that have been restored and the land is now in agricultural use.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints Summary
Only a small part of the site falls within 250m buffer around the urban area. Three significant parts of the site are located within Flood Zone 3b. There is some potential for development on the east side of the site, bounded by Shepperton Road and Littleton Lane.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	The site is put forward for economic use.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Loss of agricultural land which may impact well-being given its open green nature. The site is unlikely to be of a great enough scale to incorporate recreation facilities. Unlikely to address existing deprivation.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	- -	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.
4. To reduce land contamination and protect soil quality and quantity	-	Potential grade 1 agricultural land but further investigation is required. Former minerals and waste site. Previous historic landfill site and further investigation required.
5. To reduce air and noise pollution	-	All of Spelthorne is an AQMA. HGV movements could increase pollution exposure and lead to additional air and noise pollution.
6. To conserve and enhance biodiversity, habitats and species	0	No habitats or biodiversity designations and site is in active agricultural use so not likely to lose habitats.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on historic environment identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open land and landscape character but no public access to the site. The site performs an important Green Belt function.
9. To promote sustainable modes of travel, improve accessibility to public	-	Site located near bus routes and local services within walking distance but proposed use would increase need to travel more than existing agricultural use.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
transport and reduce road congestion		The site is not considered large enough to provide sustainable modes of travel however could integrate with existing sustainable transport modes.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	++	Would bring economic benefits if employment use pursued.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use is considered to have reasonably low level energy use due to small scale. Development would substantially increase energy use. Scheme specific measures may reduce emissions impact, for example solar energy generation.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption. The site is not within a groundwater source protection zone.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Moderately performing Green Belt
Higher proportion of Previously Developed Land	1	Greenfield land
Additional benefits to the community	1	None identified
Feedback from the Preferred Options consultation	N/A	Limited response received
Smaller sites	1	Large site
Sustainability of location	2	Access to local services is mixed with some beyond walking distance, although the site is promoted for commercial use.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	32% (approx. 14.7 ha) of the site is in flood zone 3b with even more in zone 3a which will significantly limit the amount of development it is possible to achieve on site.

	Site unlikely to be suitable for housing use, which is the priority need for the strategy to deliver. Employment sites are also needed but need would not override harm to Green Belt to justify release.

Stage 2b – Non Absolute Constraints Summary
• Flood zone 3b (32%); Flood zone 3a; Flood zone 2 • River floodplain. Risk of surface water and ground water flooding. • Former minerals & waste site but now in agricultural use • No specific biodiversity issued identified but adjacent to SNCI. • Potential high grade agricultural land - survey required. • Site is part of historic Littleton Lane Landfill Site, filled between the 1970s and late 1990s. Potential contamination on and adjacent to the site. Further investigation required. • River Flood plain in Surrey Landscape character assessment. • The site is located on the edge of Shepperton Green urban area therefore development is not considered to have an adverse impact on townscape.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing recreation or public access function.

Stage 2d – Sustainable Location Summary
Mixed access to local services, however the site is promoted for commercial use therefore access to schools, medical care etc. is less required. Access to public transport is mixed with a bus stop at Shepperton Road but access to Shepperton rail station beyond walking distance.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 43 – moderately performing GBA stage 2: N/A The site was not assessed To the north the site is bounded by Shepperton Road and to the east by Littleton Lane which would form boundaries. To the west there is a tree belt but this is not a strong defensible boundary. It would only be possible to develop the part of the site with lower flood risk however there are no boundaries between these and other parts of the site.
Stage 3b – Previously Developed Land
No PDL on site – current agricultural use.
Stage 3c – Visual Amenity

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
The site is in agricultural use with trees and hedges round the boundaries. Shepperton Road to the north and Littleton Lane to the east limit the sense of remoteness and tranquillity. However from the west (Laleham Park and lake to the south the site seems more rural and tranquil. Development of the site from current agricultural use to employment floorspace would have a significant visual impact. A development for employment use (as proposed) is likely to be utilitarian in design with large massing and limited opportunities for attractive design, although it is possible. No scale or design has been proposed by the promoter. The site is reasonably well screened along its boundaries and this should be maintained. The change of view would be significant and permanent but somewhat limited by the main views being from the roads and the existing screening. Views from the residential properties on Milton Road are across Littleton Lane. Views from the Park and Sports Ground will be more distant but here will be a significant deterioration. Considered to be major/high significance of impacts as the change will be so significant from the existing open nature of the site to a large employment building. The site is large and entirely in agricultural use. Any changes would have a large visual impact.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores low at Stage 2 – mixed sustainability of location, close to some local services but others are above the preferred maximum walking distance. A third of the site is limited by the absolute constraint of flood zone 3b. A detailed flood risk assessment would be required for the rest of the site and as potential grade 1 agricultural land a detailed survey would be required. Potential contamination on site associated with the previous use. The site would not contribute to delivering the housing part of the strategy but has potential for employment floorspace.
Stage 3 Summary
Site is assessed as moderately performing at GBA Stage 1 and was not assessed through stage 2. The large site has well defined boundaries to the north and east but they are not well defined to the east and south. There are no well-defined boundaries between the areas in flood zone 3b which would not be developed and those at lower risk. The visual impact of developing a site which is currently in agricultural use would be great. Potential cumulative impact on Green Belt openness with the recently approved Shepperton Studios application.
SA Summary (note: If poor performance do not consider deliverability)
Only scores well against employment/economic benefits. All other scores were neutral or negative.

Overall conclusions
The site is located close to some local services but others are beyond the preferred maximum walking distance. The site was identified as moderately performing through the Green Belt Assessment stage 1 therefore makes a very modest contribution to the spatial strategy. Approximately a third of the site is within flood zone 3b, with only a small part of the site within the 250m buffer around the urban area but there is some potential for development on the east side of the site, bounded by Shepperton Road and Littleton Lane. In terms of the Sustainability Appraisal, the site only performed positively against economic objectives. Overall due to the flood risk on site, loss of agricultural land, Green Belt performance and limited economic benefits it is not considered appropriate to take forward for further consideration.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – submitted to call for sites
Consideration of development phasing	No info provided
Comments	Site is being promoted for economic use in relation to Shepperton Studios. The Studios have expressed interest in using the site for film sets, filming lots, parking and ancillary uses.
Viability comments	

Stage 4c – Site Capacity	
Site size (ha)	48
Landowner/promoter preferred use and units (residential or commercial)	Economic use.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration. Flood risk and proposed economic use do not adhere to the spatial strategy.

LS1/003 Land & Works off Littleton Lane A, Shepperton Road, Shepperton

Site Information	
Proforma Created	11/03/19
Proforma last updated	12/03/19
Site ID	LS1/003
Site name/ address	Land and Works off Littleton Lane A, Shepperton Road, Shepperton, TW18 1SJ
Site area (ha)	15.95
Site description & context	The site comprises an area of land of varying width between two lakes. It is part of a wider area of semi-active mineral workings. A large portion of the site, which is flat, is occupied by plant, equipment and buildings. Some of these are ancillary to the mineral workings but others are used for recycling and separate industrial uses.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	In part
Site source	Call for Sites

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	No
Is the site located or largely located within flood zone 3b?	Yes
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	Yes in part
Is the site located within ancient woodland*?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	Site does not fall within 250m buffer around the urban area and is largely located within Flood Zone 3b. Site could have potential for redevelopment of existing buildings to form a more cohesive employment development site provided it does not have a greater impact on the openness of the area or flood risk but this would be better assessed through a planning application on the individual merits. DISCOUNT

* Note: Round Copse in Laleham is the only designated area in Spelthorne

LS1/004 Land off Staines Road, Laleham, Staines

Site Information	
Proforma Created	01/02/22
Proforma last updated	01/02/22
Site ID	LS1/004
Site name/ address	Land off Staines Road, Laleham, Staines, TW18 1SB
Site area (ha)	0.55
Site description & context	The site is a section of an agriculture field contained by the side boundaries of residential plots to the north and south and fronts onto Staines Road. The field is at a level gradient and is currently used as agricultural pasture. There are trees and bushes along the road frontage boundary. The site is bordered by detached housing to the north-west and south-east. The field broadens out behind the site to the east and Staines Road B376 borders it to the west. The character of this area is leafy and suburban with detached and semi-detached housing.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for sites
Assessment History	Assessed at the Preferred Options stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential to provide residential dwellings to help meet overall housing need. The site is however of a relatively small scale therefore opportunities to improve affordability or provide specialist accommodation will be limited.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. SuDS should be incorporated. The site is at medium risk from groundwater and surface water impacts.
4. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	Development is unlikely to improve air quality and noise pollution and will increase vehicle movements. The site is located along Staines Road and could increase exposure to road pollution.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space which may perform some biodiversity role. Within Thames Valley BOA.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Unlikely to impact on historic environment. Laleham conservation area located approximately 200m south however it is not considered that development would adversely affect the character of the

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		conservation area given the presence of development either side of the site.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Site forms part of Borough's open landscape. It is however a small parcel of land with residential development on either side. Loss of open space.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Unlikely to impact employment and economic growth in the Borough. Very small scale short term positive construction job impacts.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	There may be opportunities to incorporate energy efficiency measures on site which could result in minor positive effects. Development would increase energy use compared to the current use but this should be minimised where possible.
12. To maintain and improve water quality and promote the efficient use of water	-	Development would increase water use however the effects are largely unknown at present. The site is located approximately 110m from the River Thames therefore impacts during construction there could be minor negative impacts. The site is within groundwater source protection zone (zone 2 outer protection zone) therefore development may have negative impacts.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt, although not assessed at stage 2. The site could however form infill development to continue the pattern of development along Staines Road.
Higher proportion of Previously Developed Land	1	Greenfield land
Additional benefits to the community	1	None identified – site too small
Feedback from the Preferred Options consultation	N/A	Limited feedback received

Smaller sites	3	Small site that could perform an infill role along Staines Road
Sustainability of location	2	Mixed performance and access to services

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Small scale residential development on site is unlikely to make a significant contribution to the meeting of specific community needs or the provision of local benefits. The site is not brownfield and would mean developing strongly performing Green Belt which could have negative impacts on the integrity of the wider Green Belt, although the site alone has not been assessed and could potentially be infill development.

Stage 2b – Non Absolute Constraints
Summary

- The site is located within flood zone 3a and it is unlikely that a dry means of escape can be demonstrated. Flood risk assessment required.
- Site located within minerals and waste safeguarding area – Surrey County Council consultation required.
- Located in Thames Valley BOA
- The site may have low level biodiversity value given the vegetation lining the west of the site.
- No recorded past uses with contaminative potential.
- Site unlikely to impact historic environment
- Laleham conservation area is located under 200m to the south however development is not considered to have notable adverse impacts due the presence of existing housing either side of the site of mixed character.
- Potential impact on the character of Laleham therefore development of sensitive design would be required.
- Laleham conservation area approximately 200m south.
- The site is of rural character and its development would alter the character of the wider area with longer views into the rest of the Green Belt to the east.
- Surrey Landscape character Area – River Floodplain

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not currently perform a recreation role.

Stage 2d – Sustainable Location
Summary

Mixed access to local services – primary school, local retail and access to town centre is within the preferred maximum walking distance whereas access to secondary school, health care and train station is beyond walking distance.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Strongly performing local area 34.
GBA stage 2: Site not assessed as no defensible boundaries identified. Whole site assessed through Stage 1 assessment.

If released there would be a requirement to identify readily recognisable and permanent boundaries. At present the site is not separated by any such boundaries from the rest of Local Area 34 and the wider Green Belt. Boundaries would therefore be required as part of any development.

The site is part of a larger site owned by the same landowners therefore there may be opportunities to improve the quality and accessibility to the Green Belt to the rear of the site.

Stage 3b – Previously Developed Land

The site is currently open agricultural land with no built form on site. Greenfield land.

Stage 3c – Visual Amenity

The site forms part of a wider area of Green Belt and has a largely open landscape. A road runs to the west of the site and residential properties border it to the north and site. The site runs adjacent to Staines Road which is a reasonably busy road in peak hours. This limits the sense of remoteness and tranquillity. The site has a greater sense of rural character when viewed from the road into the rest of the wider Green Belt than when looking out from the site.

The site is surrounded by residential development to the north and south therefore already has a semi-urban character on the roadside. The character of the site however becomes increasingly more rural further east with connections to the wider Green Belt. Development on site would perform a degree of infilling given the presence of dwellings to neighbouring the site, however this would substantially reduce the openness of the Green Belt.

The site could accommodate approximately 19-30 dwellings at 35-55dph. If development was in keeping with the pattern of development to the north and south this would likely have a significant visual effect where the site is more open at present.

Significant change in view for residents neighbouring the site due to the notable increase in built form. Whilst development would align with the existing pattern of development along Staines Road this could be integrated to some extent however the impacts would be direct for neighbours with distances of potentially less than 30m. A significant proportion of the view is likely to be occupied by development.

Sensitive design could position dwellings to reduce the severity of impacts.
For properties opposite the site along Staines Road the site performs a significant role in terms of visual amenity as a large proportion of their view is occupied by the site, particularly where there is limited planting. There are also some impacts on the properties to the north and south but these are more indirect in nature. There is some screening present to the front of the site bordering the road which acts as screening in some areas, however planting is more dispersed further south with more open views facing west into the wider countryside which are considered somewhat significant.

Stage 4

Stage 4a – Overall Performance of sites
Stage 2 summary
The site contributes little to the spatial strategy as it is small in scale, is not brownfield and strongly performing Green Belt. This limits the opportunities to meet specific local needs and provide on-site service provision. The surrounding character is predominantly low density therefore it is unlikely that high density would be acceptable. The site is located within a minerals and waste consultation area therefore Surrey County Council will require consultation. The site is also located within flood zone 3a therefore a flood risk assessment would be required to demonstrate that there is a dry means of escape however it is not considered likely. The site does not play a recreation role. Whilst there are a number of local services within walking distance in Laleham village, some are above the preferred maximum distance and longer journey times to larger service centres are required.
Stage 3 Summary
The site is strongly performing Green Belt. If released there are no readily recognisable boundaries separating the site from the rest of the Green Belt. The site is not PDL and performs a somewhat significant visual amenity role. This is particularly important when facing east from Staines Road with views into the rest of the Green Belt. This adds to the sense of openness.
SA Summary (note: If poor performance do not consider deliverability)
Development of the site would result in a small net gain in residential units, contributing positively to objective 1. Due to its small scale it is unlikely that facilities will be provided on site, resulting in neutral impacts on objective 2. Further neutral impacts are also expected on objective 7, 9, 10 and 11. Negative impacts are expected on objectives 3, 4, 5, 6, 8 and 12, largely due to the site being undeveloped greenfield Green Belt.
Overall conclusions
The site makes a moderate contribution to the spatial strategy as it is small in scale, is not brownfield land and is strongly performing Green Belt. The site is also located within flood zone 3a and it is considered unlikely that a dry means of escape can be demonstrated. A flood risk assessment is required. Whilst there are a number of local services within walking distance in Laleham village, some are above the preferred maximum distance and longer journey times to larger service centres are required. The site is strongly performing Green Belt. If released there are no readily recognisable boundaries separating the site from the rest of the Green Belt. The site could perform an infill function along Staines Road if developed to continue to pattern of development. The site is not PDL and performs a somewhat significant visual amenity role. This is particularly important when facing east from Staines Road with views into the rest of the Green Belt. Whilst the site has an urban fringe character development is likely to reduce the perceived openness. The site could be developed to perform an infill roll along Staines Road as it is currently a green area between existing residential development, however it is in flood zone 3a and may not be able to demonstrate a dry means of escape. The site would therefore require further investigation to determine if constraints could be overcome and if harm to the Green Belt could be overcome. Discount at present due to flood risk and lack of safe access/egress.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes

Has the owner been contacted?		Promoted through the call for sites.
Consideration of development phasing		Small scale so phasing not required.
Comments	N/A	
Viability comments	N/a	

Stage 4c – Site Capacity	
Site size (ha)	0.55
Landowner/promoter preferred use and units (residential or commercial)	Residential use 8 units
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Development on site is limited due to the flood risk.

LS1/005 Land east of Charlton Road, Sunbury

Site Information	
Proforma Created	01/02/22
Proforma last updated	01/02/22
Site ID	LS1/005
Site name/ address	Land east of Charlton Road, Sunbury, TW17
Site area (ha)	10.39
Site description & context	Land formerly worked for gravel and partially tipped with inert material following extraction to reinstate the ground of approximately 5.8 ha back to land with the balance 3.6 ha left as a water body. Site currently used as grazing land. Largely rural character. The M3 runs to the south of the site, with a water body to the north and residential uses and farmland to the south and west.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for sites
Assessment History	Assessed at Preferred Options stage

Stage 1 – Absolute constraints Summary
Whilst the area is partly constrained by the SNCI designation, this does not preclude the whole site from being assessed.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	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. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	- -	The site is adjacent to the M3 motorway therefore this would increase the number

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		of residents exposed to noise and air pollution.
6. To conserve and enhance biodiversity, habitats and species	- -	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	A neutral impact is expected on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. The site is not particularly well connected to local services and is likely to require private car use.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Construction jobs positive impacts. Effects are short term however.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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.
12. To maintain and improve water quality and promote the efficient use of water	-	Development would increase water use however the effects are largely unknown at present. The site includes a water body, the quality of which may be negatively impacted during construction.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is located within the Green Belt and is not weakly performing therefore does not contribute to the spatial strategy in this respect. The site is important to the overall integrity of the wider Green Belt so is at odds with the strategy. The site would provide the opportunity to develop a large quantity of units, potentially to meet a range of needs, with stepped densities towards the centre of the site. Whilst the site would be predominantly in housing use there may be an opportunity to improve public access to St Georges Lake.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Greenfield land
Additional benefits to the community	1	Potential improved public access to the water body on site
Feedback from the Preferred Options consultation	N/A	Limited response received
Smaller sites	1	Large site compared to alternatives
Sustainability of location	1	Most services are beyond the preferred maximum walking distances

Stage 2b – Non Absolute Constraints Summary
• No flood risk issues on site. Some groundwater flood risk potential. • Waste consultation area – Surrey consultation required. • SNCI (Ashford Plant). Located within Thames Valley BOA. • Site is part of historic Charlton Lane North Landfill Site. Filled between 1961 and 1970. • Depth of capping is likely to be thin. Depending on what development were proposed on the site, it may be appropriate for site investigation to be undertaken. • Surrey Landscape character Area – River Floodplain. • The site has a semi-urban character with visual links to the built up area, particularly Charlton Village. • Development would increase the urban character of the wider area and would negatively impact on the water body to the north.

Stage 2c – Open Space and Recreation Value Summary	
Overall open space score	Qualitative Assessment/ Commentary

Stage 2c – Open Space and Recreation Value Summary		
	2	Limited recreation role as the site is in private ownership and is used for fishing. Development on site could potentially improve access to open space and could open St Georges Lake up to the public for recreation use. Whilst the site is not currently of public recreation value, it does perform some role privately.

Stage 2d – Sustainable Location Summary
Most services are beyond walking distance, although local retail and access to major centres (Staines) is within the preferred distance. Local transport connectivity could be improved.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Moderately performing GBA stage 2: Moderately performing (important contribution to wider Green Belt) If the sub area was released in its entirety this would result in the designation of a stronger Green Belt boundary than the existing inner boundary with the built up area as this is currently not readily recognisable or likely to be permanent. If the proposed development site was released there are not clearly defined boundaries with the rest of the sub area to the south west. There may be an opportunity to improve public access to the lake present on site. Opportunities for compensatory improvements off site will be dependent upon landowner assets and the ability to provide. There is other land within this Sub Area that has been promoted for development through the Call for Sites and this will be considered through a different site assessment.
Stage 3b – Previously Developed Land
The site is currently open scrub land and fishing lake with no built form on site. Greenfield land.
Stage 3c – Visual Amenity

Limited links with the wider countryside due to the flat topography with visual connections to the urban area in Charlton village. Low quality grazing land and scrubland. Residential development lines the north west of the site with more dispersed development further south along Charlton Road. The screening of the site to the north and south means that sensitivity is reduced, however sensitivity is likely to be higher when viewed from Hetherington Road. The site has strong visual links to the built up area and limited links with the wider countryside. Likely to result in change in character if developed.
Due to the presence of the lake on site the net developable area is considered to be considerably lower, with development concentrated in the western part of the site, adjacent existing housing. Open views are currently experienced from properties on Hetherington Road therefore development would result in a significant impact with views directly impacted.

Significant change in view for residents neighbouring the site due to the notable increase in built form and existing open views. A significant proportion of the view is likely to be occupied by development.

Sensitive design could position dwellings to reduce the severity of impacts.
The site is currently occupied by scrubland and grazing land therefore it is not considered to be of notable quality.

Major/high impacts due to impact on existing residents. There is currently limited to no screening in place for properties in Charlton that back onto the site. Whilst there will be a significant change in view the land is not considered to be of significant quality, therefore views may not substantially deteriorate with development.

For properties backing on to the site along Hetherington Road the site performs a significant role in terms of visual amenity as a large proportion of their view is occupied by the site, however its current use as scrubland and grazing somewhat limits its overall quality. There is screening present to the south, north and east therefore visual impacts on these areas are considered to be limited. Development would result in major/high impacts on visual amenity due to the existing open nature of the site and links with the built up area to the west.

Stage 4

Stage 4a – Overall Performance of sites

Stage 2 summary

The site contributes somewhat to the spatial strategy as it will provide housing at potentially high densities. The site is however moderately performing Green Belt and is considered important to the wider strategic Green Belt. Developing the site could facilitate improved public access to the onsite lake of St Georges.

The site is partly designated as a SNCI (Ashford Plant) which will have negative impacts on biodiversity.

The site is not considered to be well connected to local services or sustainable modes of transport. The existing road network does not connect to the site and the M3 to the south acts as a barrier to the south of the Borough and its services.

Stage 3 Summary

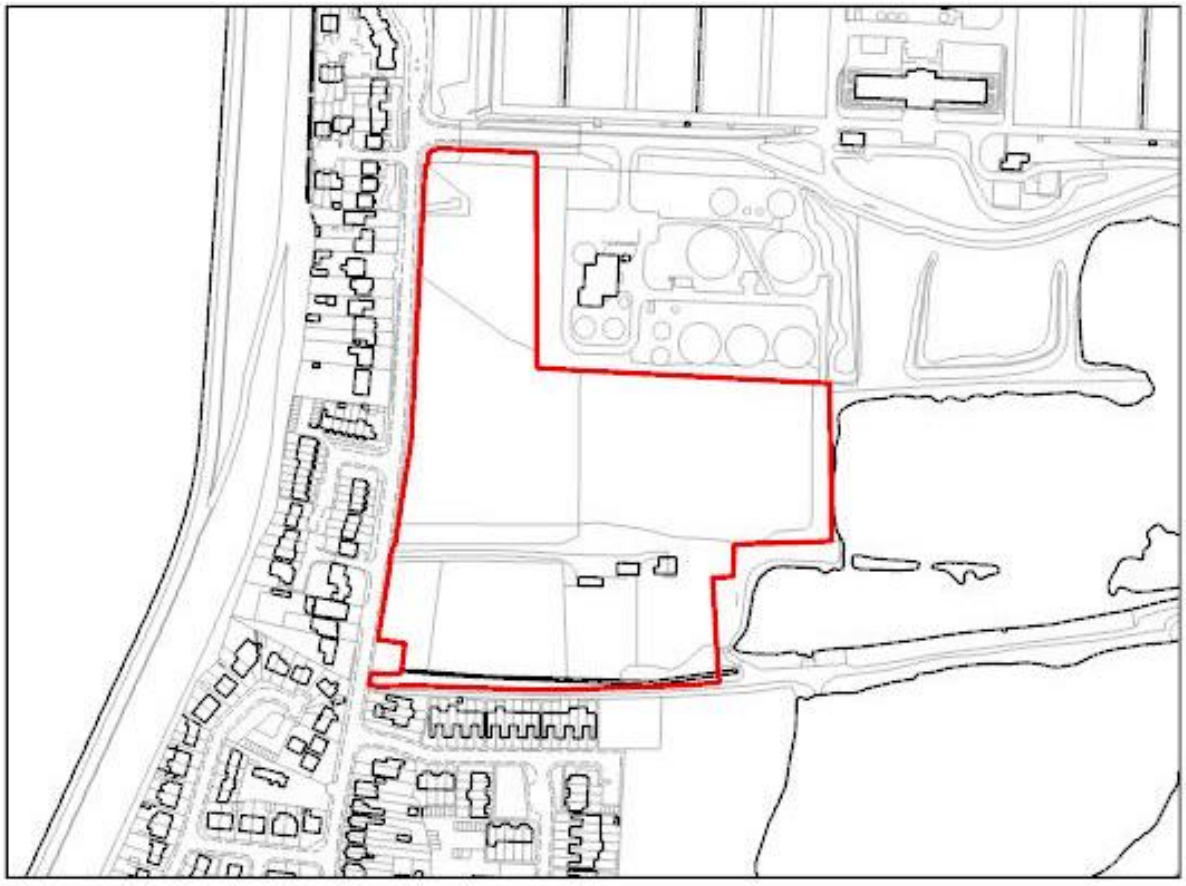
The site is moderately performing Green Belt and makes an important contribution to the wider Green Belt. Development would result in stronger boundaries than existing, however to the west of the site the split of the site from the rest of the sub area does not allow clear boundaries to be identified. The site is open with no PDL. The site is considered to perform a somewhat important visual amenity role for properties along Hetherington Road, however the current quality of the land is limited. The flat topography of the site means that are strong visual links with the urban area.
SA Summary (note: If poor performance do not consider deliverability)
The site is deemed to have positive impacts on housing provision, well-being and short term job creation. Development will negatively impact the environment, particularly regarding land use, pollution, biodiversity, landscape, emissions, and water.
Overall conclusions
56% of the site is designated as a Site of Nature Conservation Importance therefore development will be constrained in this area and should not be pursued. The western portion of the site is not designated as an SNCI however performs a visual amenity role for properties along Hetherington Road and development would substantially alter visual amenity. Screening would be required to reduce the visual impact and mitigation would be required to ensure that the locally designated nature site would not be negatively impacted. Given the constraints on site, in relation to the SNCI and contribution to the strategic Green Belt, the site should not be taken forward.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Promoted through the call for sites.
Consideration of development phasing	Landowner has indicated 1-5 years delivery.
Comments	
Viability comments	Potential access route into the site required.

Stage 4c – Site Capacity	
Site size (ha)	10.39 (net developable area ~3.6ha)
Landowner/promoter preferred use and units (residential or commercial)	Residential use 200-300 units at 35-55 dph
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Site not considered suitable to take forward.

LS1/007 Land south of Ashford Common Water Treatment Works, Charlton Road, Shepperton

Site Information	
Proforma Created	01/02/22
Proforma last updated	01/02/22
Site ID	LS1/007
Site name/ address	Land to the south of Ashford Common Water Treatment Works, Charlton Road, Shepperton, TW17 0SH
Site area (ha)	5.1
Site description & context	The site forms part of the operational area of Thames Water's plant at Ashford Common Water Treatment Works. The site is currently used as paddocks for horses. The site forms an 'L'-shape with residential development to the west boundary, the treatment works to the north and east and a mix of residential and open fields to the south. The southernmost part of the site is heavily lined by mature trees.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for sites.
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high-quality housing to enable people to live in a home suitable to their needs and which they can afford.	+ +	Opportunity to provide a high quantity of dwellings to meet a range of local needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone but 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. To reduce land contamination and protect soil quality and quantity	-	The site is not in agricultural use. Potential contamination from waterworks use and former sewage works therefore remediation is likely to be required. The site is undeveloped greenfield. 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.
5. To reduce air and noise pollution	-	Increase in development is likely to increase pollution and exposure.
6. To conserve and enhance biodiversity, habitats and species	--	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	No negative or positive impacts identified on historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open greenspace. The site has a somewhat urban character due to the presence of the waterworks, however

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Services are less accessible and private vehicle use is likely to increase. Bus services along Charlton road are not regular.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Opportunities for construction jobs in the short term. LS1/007 is identified as surplus to requirements so would not negatively impact employment.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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 and 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.
12. To maintain and improve water quality and promote the efficient use of water	-	Increase in water use. The site is not within a source protection zone.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Weakly performing area – less important in combination
Higher proportion of Previously Developed Land	1	Undeveloped greenfield land
Additional benefits to the community	2	Potential for open space on site
Feedback from the Preferred Options consultation	1	Objections received in relation to the quantum of development proposed in Charlton Village.
Smaller sites	1	Reasonably large site.
Sustainability of location	2	Mixed access to local services.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	LS1/007 would provide a significant quantity of housing but is unlikely to be able to provide infrastructure or mixed use. The site has been identified as less important to the strategic Green Belt so fulfils this element of the strategy.

Stage 2b – Non Absolute Constraints
Summary

- No flood risk issues identified
- No minerals/waste safeguarding issues
- SNCI (Ashford Plant) neighbouring the site.
- Located within Thames Valley BOA.
- Potential contamination from neighbouring light industrial farm buildings. Further investigation required.
- Surrey Landscape character Area – River Valley Floor
- Development would increase the urban character of the wider area and may negatively impact on the water body neighbouring the site.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	LS1/007 plays no recreation role. There may be an opportunity to increase on site provision.

Stage 2d – Sustainable Location
Summary

Access to schools is generally poor as primary and secondary schools are beyond walking distance.
Charlton Village is within walking distance however service provision is limited in this location. Potential to improve public transport connectivity with the site.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Recommended for sub division (LA 29 moderately performing)
GBA stage 2: Recommended for further consideration in combination (Sub area 29-c)
LS1/007 sits within sub area 29-c which performs moderately alone. It is considered to have an existing dense treeline to the south and somewhat to the east and north. An access road to the west and waterbody to the east also provide boundaries.
The area was however recommended for further consideration along with an area to the north as it makes a less important contribution to the strategic Green Belt.

Stage 3b – Previously Developed Land

There is no previously developed land on site as it is in use as private recreation land.

Stage 3c – Visual Amenity

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Trees along the west screen the site somewhat with truncated visibility. To the west along Millfield and Dolphin Road North there is a partial view of the site where there are gaps in vegetation. LS1/007 is largely concealed due to dense vegetation along its western boundary. The southern part of the site is more open but visibility is limited. It is expected that there will be a significant change in view, however the impacts are somewhat reduced due to the presence of existing vegetation around the southern and western boundaries of the site. The wider site is however already somewhat developed as it is part of the Ashford Common Water Treatment Works. Given this associated link the magnitude of impacts with this influence may be reduced somewhat. Residential properties will be impacted along Charlton Road and Hetherington Road however the site is somewhat shielded from view from vegetation. There will therefore be a moderate significance of impact on visual amenity. For LS1/007 the impacts are low if the existing mature tree belt is maintained along the western boundary. If removed however the impact would be major. Whilst there is a sense of openness in the south, views towards the adjacent water works and commercial warehouses further east diminish the rurality of the area. The site is well-shielded from vegetation on its periphery. If developed, this should be maintained to screen the site.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site meets the spatial strategy moderately as it is weakly performing Green Belt and would provide housing. The site is not subject to any major non-absolute constraints but is not considered to be sustainably located with services generally beyond the preferred maximum walking distance. Part of the south of the site is an SNCI. The site would provide a notable quantity of housing units but is unlikely to be able to provide infrastructure or mixed use. Release from the Green Belt has been recommended as the site makes a limited contribution to the wider strategic Green Belt. The site however received objections at the preferred options stage due to the quantum of development proposed in Charlton village. The site is also relatively large in size, whereas the spatial strategy identifies small sites as a preferred quality.
Stage 3 Summary
The site is identified as an area for further consideration in the Green Belt Assessment stage 1 and 2. Sub areas 29-a and 29-c were recommended for further consideration together. The site makes a less important contribution to the wider Green Belt. If released this would result in weaker boundaries than existing. The tree line running to the south of the site bordering the wider Green Belt is considered to be permanent and well-established however. The site has a semi-urban character due to its current association with the water treatment works. The site performs a moderate visual amenity role, however the site is well screened by mature trees which should be maintained if developed.
SA Summary (note: If poor performance do not consider deliverability)
The site performs positively with regards to housing provision but negatively or neutral against other objectives. The site is located on the urban periphery but local services are

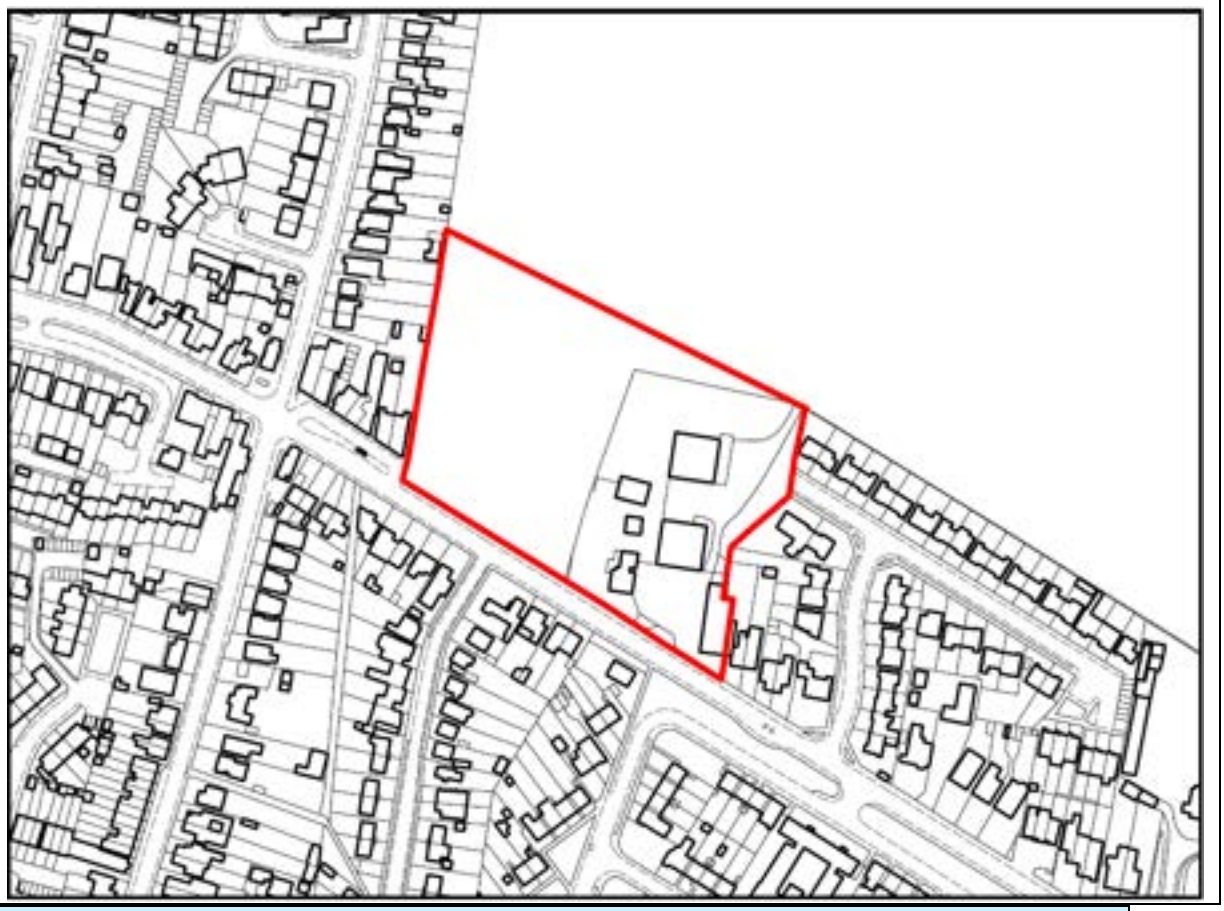
beyond preferred maximum walking distance therefore local connectivity could be improved. The site would provide construction jobs in the short term.
Overall conclusions
The site performs a limited role in strategic Green Belt terms but moderately against Green Belt purposes. The site is not subject to any major non-absolute constraints that cannot be overcome, although the southern portion of the site is an SNCI therefore this area should be avoided. The site performs well against housing provision objectives but negatively in terms of environmental objectives. If released, then Green Belt boundaries will require strengthening. The site however received objection at the Preferred Options stage and is also relatively large in size, a quality at odds with the spatial strategy. The site has qualities which adhere to the spatial strategy however following review of the Preferred Options consultation and revision of the strategy, it is considered that the site contributes less strongly to the spatial strategy.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	Large site would likely require phasing.
Comments	The site is owned by Thames Water. The site has been made available as it is surplus to requirements.
Viability comments	No issues identified.

Stage 4c – Site Capacity	
Site size (ha)	5.1
Landowner/promoter preferred use and units (residential or commercial)	178-280 units
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	If LS1/007 were developed this would result in 178-280 units at 35-55 dph. The site was identified as an area of Green Belt recommended for further consideration as part of a larger area in combination (including former LS1/006 now no longer available). The site could make a large contribution to meeting housing needs and could help to address local needs set out in the Spelthorne SHMA.

LS1/008 Staines Road Farm (Southern Site), Laleham Road, Shepperton

Site Information	
Proforma Created	01/02/22
Proforma last updated	01/02/22
Site ID	LS1/008
Site name/ address	Staines Road Farm (Southern Site), Laleham Road, Shepperton, TW17 0AH
Site area (ha)	1.64
Site description & context	The site occupies a plot fronting onto Laleham Road and part of the site contains farm buildings and the remainder is greenfield. The site is surrounded on three sides by predominately residential development with a small mix of retail units along the eastern boundary. The local area forms part of the Shepperton settlement and is characterised by residential units. To the north of the site is a vast expanse of Green Belt land that leads up to Charlton Lane.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly – farm buildings however this does not fall within the definition of PDL as agricultural uses are excluded.
Site source	Call for Sites
Assessment History	Assessed at preferred options stage



Stage 1 – Absolute constraints

Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing included in uses put forward. The site could accommodate a notable quantity of units.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	Potential grade 1 agricultural land therefore investigation required. Part of the site is previously developed and development would involve greenfield land. Higher densities generally not considered achievable on site. Potential contamination would require further investigation and possible remediation.
5. To reduce air and noise pollution	-	No particular noise or air pollution effects.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space. No habitats or biodiversity designations but size and condition of land would suggest some loss of habitats.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on historic environment identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of green space and landscape character but not public.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		sustainable modes of travel however could integrate with existing sustainable transport modes and encourage more active and sustainable travel links. The site is already in use.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use is considered to have reasonably low level energy use due to small scale. Development would substantially increase energy use. Scheme specific measures may reduce emissions impact, for example solar energy generation.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption. The site is not within a groundwater source protection zone.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	2	Part agricultural farm buildings, part greenfield land.
Additional benefits to the community	2	Extra care units identified as an option on site
Feedback from the Preferred Options consultation	N/A	Limited feedback identified.
Smaller sites	2	Moderately sized site
Sustainability of location	2	Local services generally within a sustainable distance and accessible.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site will provide a notable number of new homes with the potential to meet the specific needs of the local population. The site is however fairly small so would be unlikely to accommodate wider benefits such as infrastructure provision or open space. Development would result in the

	loss of strongly performing Green Belt which is at odds with the preferred spatial strategy.

Stage 2b – Non Absolute Constraints
Summary

- Flood zone 2. Low risk of groundwater flooding. Potential surface water flooding
- Flood risk assessment required
- No minerals/waste constraints
- No biodiversity issues identified. Within Thames Valley BOA
- Site is adjacent to the historic Staines Road Farm landfill site - filled late 1980s to early 00s.Possible contaminative light industrial uses at farm buildings. Further examination required
- River Flood plain in Surrey Landscape character assessment.
- The site is located within a semi-urban area therefore development is not considered to have an adverse impact on townscape.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site is occupied by farmland and associated farm buildings. A dwelling is situated on site. Not performing recreation or public access function.

Stage 2d – Sustainable Location
Summary

Local services are within the preferred maximum walking distance, although most are within a short distance and well connected (10 minute walk).

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 44 – strongly performing
GBA stage 2: N/A - Not assessed as unable to identify clear and defensible boundaries.

Stage 3b – Previously Developed Land

42% built form but in agricultural use. The eastern half of the site is occupied by buildings and associated fixed surface infrastructure. The western half of the site is occupied by an open field with a largely rural unspoilt character.

Stage 3c – Visual Amenity

The undeveloped western part of the site provides open views with links to the rest of the Green Belt to the north, although a treeline limits views in some areas. The eastern part of the site is in use as a farm so offers little landscape value.

Development of the site would result in infill development between Watersplash Road and Tanglyn Avenue. Development would be substantially greater in visual impact than at present. No scale or design has been proposed by the promoter. The site is well

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
screened to the south, although additional planting to the western and eastern boundaries could be provided. The vantage points are limited to adjacent residential properties, businesses and the public highway. The residential properties particularly on Tanglyn Road and Watersplash Road would lose the green, open aspect across the road from their properties and would be negatively affected. Properties along Laleham Road would also have direct opposite views impacted, although the impact to the bungalows most closely opposite would be reduced due to planting and the absence of first storey views. The two storey properties would however be impacted more significantly with the proposed development less attractive. Views of road users would be affected but this would be in the context of 'driving past' with significant screening present on the western part of the site. The change of view would be significant and permanent but somewhat limited by the infilling role of the site and existing screening. Development could be integrated with the wider setting due to the presence of built form on each side of the site. Impacts would be direct with properties to the west and east most closely located. The western part of the site is considered to have a rural character with extensive views to the rest of the Green Belt to the north. This part of the site is reasonably well screened to the south along Laleham Road. The eastern part of the site is occupied by farm buildings and is therefore of limited visual amenity value.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores reasonably well at Stage 2 – reasonably sustainable, close to local services and few non-absolute constraints, although a flood risk assessment would be required and the site may also be grade 1 agricultural land therefore a detailed survey would be required. Notable contribution to strategy due to the opportunity for housing provision, however the site's classification as strongly performing Green Belt limits its contribution.
Stage 3 Summary
Site is strongly performing at both GBA Stage 1 and was not assessed through stage 2 as no recognisable or permanent boundaries could be identified. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. The local area plays a significant role regarding Green Belt purpose 3. Visual impact significant towards the south but current screening of the site in the south west reduces impacts slightly. The site is adjacent to the urban area and could potentially perform an infill role with development along Tanglyn Avenue and Watersplash Road, however new Green Belt boundaries would be required.
SA Summary (note: If poor performance do not consider deliverability)
Only scores well against housing with minor employment/economic benefits. All other scores were neutral or negative due to the loss of an open green field.
Overall conclusions
Site not considered appropriate to take forward due to performance against Green Belt purposes. Whilst the site would perform some infilling function, there are no defensible, permanent or readily recognisable boundaries identified on site therefore this would

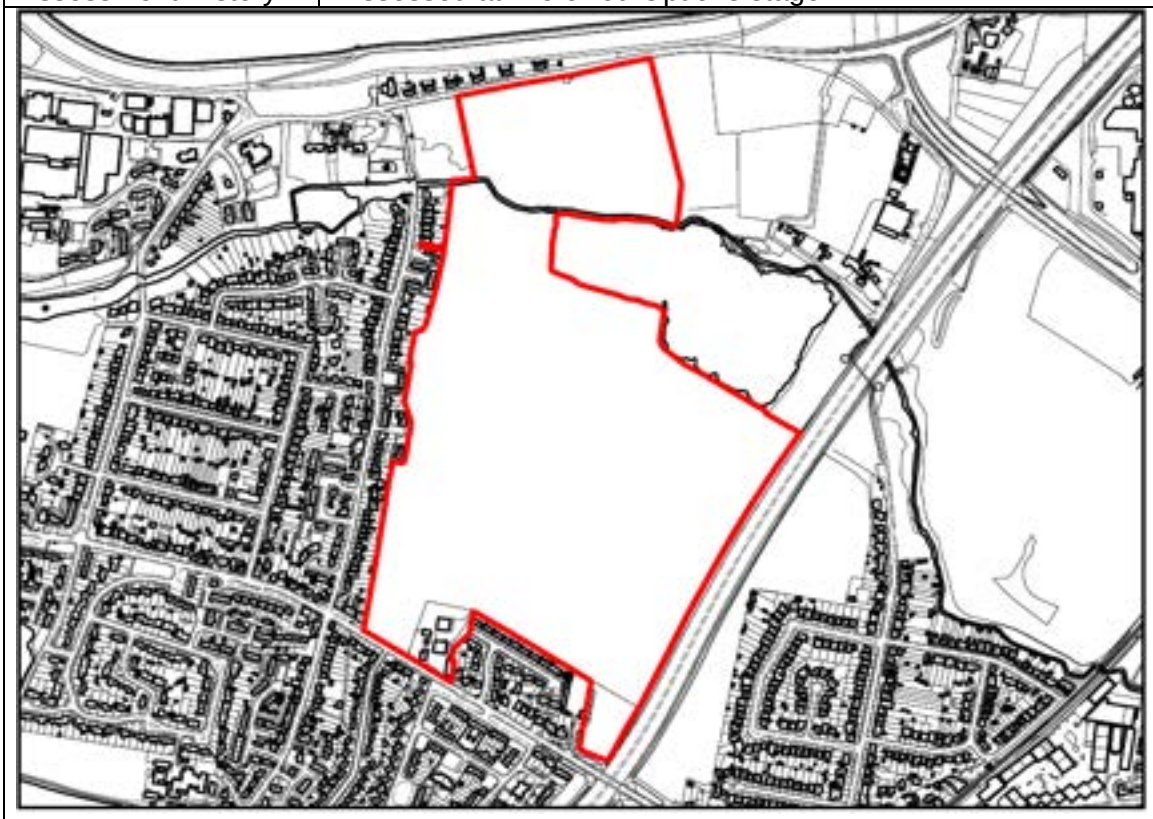
require further analysis should it be considered in future. The site has a mixed performance against the spatial strategy as it is in a reasonably sustainable location and is reasonably small in size however the impacts on the wider Green Belt require further investigation.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Small site therefore phasing not considered necessary
Comments	
Viability comments	No issues identified.

Stage 4c – Site Capacity	
Site size (ha)	1.64
Landowner/promoter preferred use and units (residential or commercial)	Residential development promoted (50 dwellings proposed)
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site could potentially perform an infill function

LS1/015 Staines Road, Farm (Southern Site), Laleham Road, Shepperton

Site Information	
Proforma Created	01/02/22
Proforma last updated	01/02/22
Site ID	LS1/015
Site name/ address	Staines Road Farm (Main Site), Laleham Road, Shepperton, TW17 0AH
Site area (ha)	37.06
Site description & context	Extensive area of land, previously a minerals site. The site is now open and is in agricultural use. Staines Road Farm is situated in the south of the site, with various outbuildings and the main farmhouse present. The land to the west of the site is in residential use along Watersplash Road, with the rear gardens of Tanglyn Avenue abutting the southern side of the site. The M3 is situated to the east of the site, with a small waterbody and New Road present to the north. Note: LS1/008 has been promoted within LS1/015 and separately by the same landowner therefore both boundaries have been considered.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Majority of site greenfield but farm buildings are present in the south of the site. This is however in agricultural use.
Site source	Call for Sites
Assessment History	Assessed at Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Large scale housing development promoted.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	--	Development of site would not avoid development of greenfield over brownfield land. Significant land take associated with developed. Site potentially partly grade 1 agricultural land therefore requires survey. Historic landfill on site may require remediation and further investigation.
5. To reduce air and noise pollution	-	Scale of development likely to increase pollution. The site is adjacent to the M3 so would increase exposure to noise and air pollution.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space/infrastructure, particularly along River Ash corridor. Site adjacent to Nutty Lane SNCI and within Thames Valley BOA.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	None identified.
8. To protect, enhance and manage Borough's open space and landscape character.	--	Loss of open space that contributes to the character of the landscape (River Floodplain). Significant land take associated with developed.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Reasonably sustainable site in proximity to local services and public transport. The scale of the development would however likely increase vehicle movements and congestion.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	Current use has little/no impact on resources, emissions or carbon use, although could be mitigated through sustainable construction.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption. Not within source protection zone.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	The site is largely open undeveloped greenfield land
Additional benefits to the community	2	Supporting ancillary uses and opportunity to meet specific needs given the size of the site.
Feedback from the Preferred Options consultation	N/A	Limited feedback received.
Smaller sites	1	The site is 37 hectares and therefore large
Sustainability of location	2	Reasonably sustainable location with services generally within the preferred maximum walking distance.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Provision of large scale housing and potential for affordable housing and accommodation for specialist needs, e.g. sheltered housing for the elderly, would contribute to the spatial strategy. The site promoter has indicated that the site could make a contribution towards infrastructure and related facilities on site. The site is strongly performing Green Belt and given its

	large scale may impact the integrity of the wider Green Belt. This is at odds with the preferred strategy.

Stage 2b – Non Absolute Constraints

Summary

- Partly within flood zone 2 and 3a. Small area within flood zone 3b along River Ash corridor.
- River Ash corridor; Adjacent to SNCI; Thames Valley BOA
- Site is the historic Staines Road Farm landfill site - filled late 1980s to early 00s.
- River Floodplain – Surrey Landscape Character Assessment
- The site is within a semi-urban area with predominantly residential use surrounding. Development would increase the urban character of the area given the large scale of the site. Large-scale development of the site could not be mitigated to avoid significant impact on the open character of the landscape.

Stage 2c – Open Space and Recreation Value

Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	Site not performing a recreation or publicly accessible function. Value as open space limited to visual as the site is not in recreation use or publicly accessible. Site large enough to consider including a play area within a development if required.

Stage 2d – Sustainable Location

Summary

The site is reasonably well located with services within walking distance, however this is generally above the desirable distance of 800m but within the maximum of 2km.

Stage 3

Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 44 – strongly performing; Local Area 42 – strongly performing
GBA stage 2: N/A Unable to identify clear and defensible boundaries – same parcel as GBA1.

At Stage 1, the wider Local Area performed strongly given its lack of built form and unspoilt rural character. The site contributes to the strategic separation of towns in Spelthorne.

Stage 3b – Previously Developed Land

The majority of the site is open grazing land with a cluster of farm buildings in the south. This is however a small proportion of the wider site. The remainder of the site is free of development with long views into the wider countryside.
0.7% is previously developed land but in agricultural use.

Stage 3c – Visual Amenity

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

Currently open grazing land with a small collection of farm buildings in the southern portion of the site.
Views from upper floor windows of houses along Watersplash Road and Tanglyn Avenue, whose rear gardens the field abuts. Properties along Laleham Road have a truncated view due to the presence of some screening, with some bungalows present without upper floor views. Properties along New Road in the north currently possess a partial view into the site, although views from upper floors are likely to be more open. Drivers along the M3 have an open view but their experience will be temporary.
The site is subject to some urbanising influences in the south, with the north more open and rural in character. The site is attractive from a visual perspective but is not publicly accessible. Boundaries are clearly defined by vegetation, roads and residential development.

A housing scheme with supporting services has been identified. This would offer potential to create publicly accessible recreation space to serve the development and wider community given its large scale. The development could be designed to respect the suburban and rural elements of the character of the surrounding area, particularly those properties that adjoin the site to the south and west, whilst increasing densities deeper into the site.

The change of view would be significant and permanent. Impacts would be limited in the south given the proximity to the surrounding suburban character of the area. In the north impacts would be more significant given its unspoilt rural character. A high quality design that introduced some public open space would be possible on a site of this size. Views would be significantly altered.

Considered to be Major/High due to the limited number of receptors and the loss of views over open space. Impacts would be moderate along the M3 given the open views afforded by the site, however impacts would be temporary for road users.
The site has a largely unspoilt rural character, particularly to the north of the site. The presence of the Nutty Lane Lake and River Ash Corridor adds to the sense of tranquillity of the site and the setting of these features. The site contributes to the openness of the Green Belt with long views into the countryside. Development would substantially alter this character, despite a slightly more urban quality to the south of the site.

Stage 4

Stage 4a – Overall Performance of sites

Stage 2 summary

Site scores well at Stage 2 – reasonably sustainable, close to other residential use in the south, few non-absolute constraints, although flood risk mitigation required and could potentially be grade 1 agricultural land, therefore a survey is required. Loss of open space for residential views but not recreation value. Contributes to spatial strategy due to housing use proposed.

Stage 3 Summary

Site is strongly performing at GBA Stage 1, split between two local areas. Visual impact significant but lessened in the south due to the context of built form that surrounds it. A number of receptors due to the properties that abut the site to the west and partly to the north and south that currently enjoy an attractive, open vista.

SA Summary

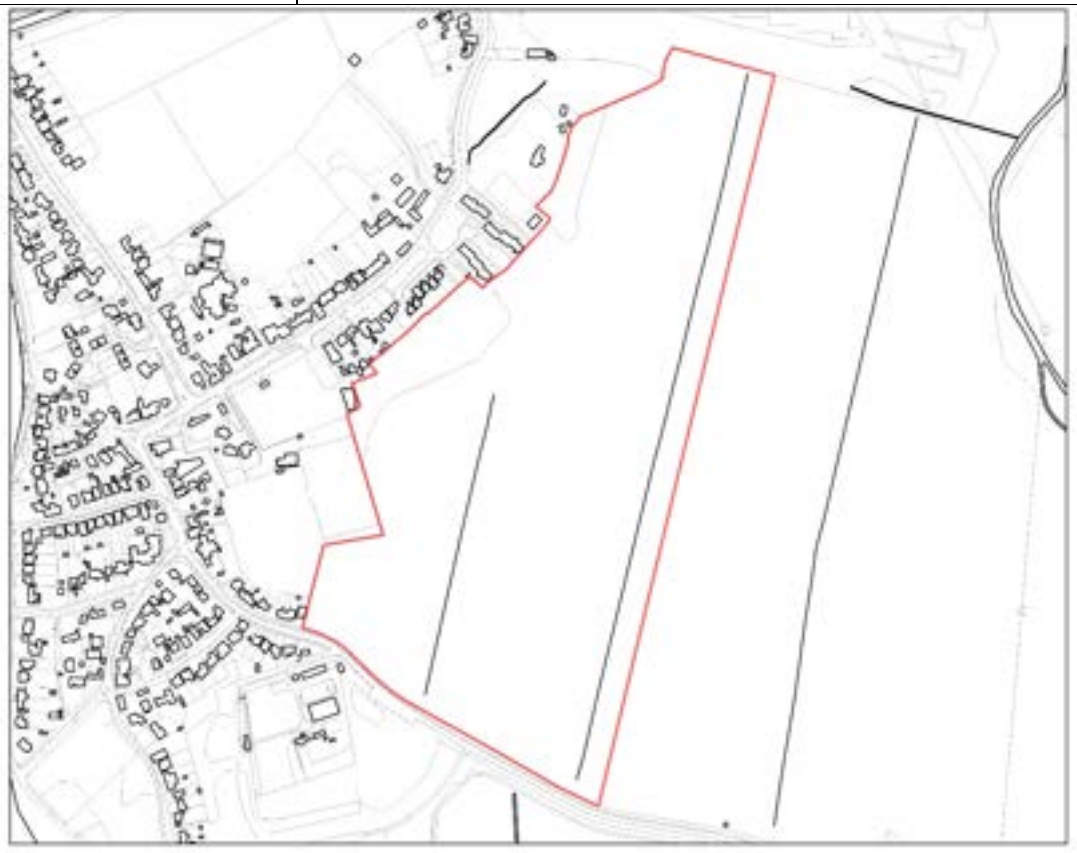
(note: If poor performance do not consider deliverability)
The site would help to deliver a significant number of dwellings and provide construction jobs, however the site is 37 hectares and loss to built form would substantially alter the landscape character. 1200 new homes would also result in a notable 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. Mitigation could include improved sustainable transport links to reduce pollution, flood risk mitigation, sustainable construction and management of properties could reduce emissions and pollution.
Overall conclusions
Due to the scale of the site, its strong performance against Green Belt purposes and its contribution to the openness of the Green Belt it is not considered suitable to pursue. This is in line with NPPF paragraph 133. Whilst the southern portion of the site contains an area of built form and has a slightly more urban character, no suitable permanent boundaries have been identified (see assessment LS1/008). The site would contribute substantially to housing provision in the Borough, however other negative impacts are deemed to outweigh this consideration.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	N/A
Comments	
Viability comments	No issues identified

Stage 4c – Site Capacity	
Site size (ha)	37.06
Landowner/promoter preferred use and units (residential or commercial)	The site promoter suggests 1200 units, at a density of 65 dph.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration due to the scale of the site and Green Belt performance.

LS1/016 Home Farm, Shepperton Road, Laleham

Site Information	
Proforma Created	01/02/22
Proforma last updated	01/02/22
Site ID	LS1/016
Site name/ address	Home Farm, Shepperton Road, Laleham, TW18 1RU
Site area (ha)	24.96
Site description & context	The site sits to the west of Laleham and consists of agricultural land. It is roughly rectangular in shape narrowing slightly towards the northern end of the site. Its boundaries are formed by the B376 to the south, Laleham to the west, open agricultural land to the east, and woodland and a solar PV array to the north. The Queen Mary Reservoir is located to the northeast. Home Farm has been extensively worked for sand and gravel extraction and has now been restored to its original agricultural use.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	In part to the west of the site. Majority of the site is a restored sand and gravel quarry but PDL definition does not include restored mineral sites.
Site source	Call for Sites
Assessment History	Assessed at Preferred Options stage – new scheme promoted since



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Housing scheme (plus other uses) of considerable size proposed.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	-	Development of the site could harm the Laleham Conservation Area and its setting to the west.
8. To protect, enhance and manage Borough's open space and landscape character.	- -	Loss of considerable area of open space and landscape character that is not publicly accessible across its full extent

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		but is highly visible from many vantage points
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Employment generating uses promoted alongside housing. Site within proximity of established Shepperton Studios site, especially once expanded which may provide employment opportunity. Temporary construction jobs.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	Current use has little/no impact on resources, emissions or carbon use. Development would likely result in a rise in emissions.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing
Higher proportion of Previously Developed Land	1	Open greenfield land
Additional benefits to the community	3	New sports and recreation space, a new community hub and play areas proposed as part of scheme.
Feedback from the Preferred Options consultation	N/A	Limited feedback received
Smaller sites	1	Large site
Sustainability of location	2	Mixed performance – the site is not well connected to services and public transport but its size offers the opportunity for some local improvements.

Stage 2a – Contribution to the delivery of the strategy

Spatial Strategy Score	
Score	Comments
2	The site is large enough to include a range of uses, primarily housing, that would contribute to the spatial strategy and accommodate other benefits such as public open space. The site is however strongly performing Green Belt and makes an important contribution to the strategic Green Belt.

Stage 2b – Non Absolute Constraints
Summary

- Part of the site is in flood zone 2. Low surface water and ground water flood risk but requires further investigation.
- Restored minerals site
- No specific biodiversity constraints although site is large enough to be likely to contribute to biodiversity and habitats.
- Potential contamination associated with previous landfill uses on site. Site investigation and mediation required to ascertain whether filled material are likely to result in contamination.
- Adjacent to Laleham Conservation Area. Sensitive siting and design could help to mitigate harm.
- Within River Floodplain landscape character area
- Large-scale development of the site could not be mitigated to avoid significant impact on the open character of the landscape due to its size and extent of vantage points.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Loss would be limited to visual rather than recreational and development could include provision of public open space and recreation land/facilities.

Stage 2d – Sustainable Location
Summary

Access to local services is mixed with a primary school within walking distance and access to Staines town centre within an achievable distance. Most services are within the preferred maximum walking distance, however access to rail services and secondary school provision is more limited.
Public transport enhancement would be needed. Small scale service provision on site may be required.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 33 – strongly performing GBA stage 2: Sub area 33-a – strongly performing At stage 2 the site was deemed to be strongly performing and there were no defensible boundaries identified to subdivide the site further. This is due to the open expanse of the site and lack of internal features that could form an existing or enhanced boundary. It was concluded at Stage 2 that the sub-area forms (almost all of) the essential gap between Laleham, Littleton and Shepperton where development would significantly visually and physically result in the merging of settlements. Release would harm the performance and integrity of the wider strategic Green Belt. Not recommended in GBA.
Stage 3b – Previously Developed Land
0% The site is open greenfield land following its restoration from mineral workings.
Stage 3c – Visual Amenity
The site is agricultural land, open and flat, 'River Floodplain' in Surrey Landscape Character Assessment (River Ash). Development for a mix of uses could take different forms in terms of scale, siting, design etc and opportunities to lay the site out in the most sensitive manner. Primary impact on pedestrians and road users along the B376 but this view is important in the context of the transition from one settlement to another and the rural character it creates. Some residential views affected in Laleham and Littleton from upper floor windows. The change of view would be significant and permanent. Due to the flat, open aspect of the majority of the site, it would be difficult if not impossible to mitigate the change for the receptor.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site scores moderately against Stage 2, with some contribution towards the spatial strategy identified, such as housing delivery, but not a particularly sustainable location and would need to provide some infrastructure on-site/nearby. The site is partly within flood risk areas and is strongly performing Green Belt. The site is also relatively large in size and would not contribute to this element of the spatial strategy, concentrating a significant quantum of development in a large undeveloped area.
Stage 3 Summary
Site is strongly performing Green Belt at both stages of GBA. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact significant and permanent.
SA Summary (note: If poor performance do not consider deliverability)

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. Mitigation could include improved sustainable transport links to reduce pollution, sustainable construction and management of properties could reduce emissions and pollution.
Overall conclusions
Site not considered appropriate to take forward due to performance against Green Belt purposes and impact on visual amenity, also taking account of the Sustainability Appraisal scoring. Development of a site of this scale would have significant impacts on the wider environment.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	Possible requirement of phasing given the size of the site.
Comments	
Viability comments	No viability issues identified.
	Possible decontamination costs and provision of social/community facilities and infrastructure as required.

Stage 4c – Site Capacity	
Site size (ha)	24.96 ha
Landowner/promoter preferred use and units (residential or commercial)	Up to 479 dwellings
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration due to Green Belt performance and conflict with some elements of the strategy.

LS1/018 Land around Manor Farm, Charlton Road, Shepperton

Site Information	
Proforma Created	02/02/22
Proforma last updated	02/02/22
Site ID	LS1/018
Site name/ address	Land around Manor Farm, Charlton Road, Shepperton, TW17 0RJ
Site area (ha)	7.65
Site description & context	The site is occupied by a number of former agricultural buildings plus associated green fields used for equestrian purposes. The site is now used for commercial/industrial premises. The southern and east parts of the site are more open with smaller structures present. The site can be accessed via Charlton Road and via a small access road to the west of the site. Trees and vegetation line the site to the south and east. The wider area is largely rural in character, although residential development is located to the north of the site in Charlton Village. The M3 is situated further south with the Queen Mary Reservoir located further north of the site.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly – Manor farm commercial buildings present on site.
Site source	Call for Sites
Assessment History	Assessed at Preferred Options stage – new scheme promoted since

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing promoted on site, with potential to meet a range of community needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone but potential loss of permeable land and introduction of hardstanding. 50-75% chance of ground water flooding. Small area of site with 0.1% chance of surface water flooding.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		Would need to include permeable surfaces and SuDS to contribute to mitigation.
4. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	Development may increase exposure to pollution given the presence of the M3 to the east of the site. Increase car movements expected.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space/infrastructure but no particular habitat or biodiversity value
7. To conserve and enhance the historic environment, heritage assets and their settings.	-	Locally listed buildings on site could be negatively impacted. Sensitive design required to mitigate impacts.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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. Development would provide the opportunity to boost local sustainable transport links.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current commercial uses likely to have some impact on resources, use has little impact on resources, emissions and carbon use, however intensification of the site and new development within the undeveloped areas will likely result in increases in emissions, although could be mitigated through sustainable construction.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Moderately performing Green Belt
Higher proportion of Previously Developed Land	2-3	Various site options proposed. The PDL only proposal has a stronger fulfilment of this criteria whereas the whole site development fulfils this criteria less due to the proposed development of greenfield land.
Additional benefits to the community	1-3	The PDL only element does not offer any additional benefits, however the whole site development proposes community uses alongside housing.
Feedback from the Preferred Options consultation	N/A	Limited comments received although support from the site promoter.
Smaller sites	2-3	The PDL only site is 1 hectare so fulfils this criteria, however the whole site development is somewhat larger in size and would have a reasonably large impact on Charlton Village in proportion,
Sustainability of location	2	Mixed performance in terms of location – the site is within Charlton Village however access to services is limited and likely to increase car use.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site would provide the opportunity for a notable quantity of residential development on a partially previously developed site. Due to its size, there may be some small scale opportunities for community benefits on site however this is not expected to be of a great scale. Mixed use also promoted by the developer. A range of development options have been proposed on site ranging from 150 to 300 dwellings on the whole site and on the previously developed

	part of the site alone. The PDL element has a stronger fulfilment of the spatial strategy.

Stage 2b – Non Absolute Constraints Summary
• Not within a flood zone. Potential 50-75% ground water flood risk. Very small portion of site subject to 0.1% surface water flood risk. • Waste consultation area – Surrey County Council require consultation. • No formal biodiversity designations. Thames Valley BOA • 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. In accordance with NPPF would require site investigation for redevelopment to ensure that the site is suitable for the proposed use. • Locally listed buildings on site (Manor Farm House, stables and barns). • Surrey Landscape Character Assessment - River Floodplain & River Valley Floor. • The surrounding area has a semi-urban character. Given the presence of some buildings on site it is considered that development would have a minimal impact on townscape.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Value as open space limited to visual not recreational. Site large enough to consider including a play area within a development if required. No public access currently.

Stage 2d – Sustainable Location Summary
The site is not considered to be particularly sustainably located as sustainable transport links are limited and will likely increase car use and dependency. Local services within Charlton village are limited. Site located close to bus routes but current services are poor therefore these could be improved.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 29 – moderately performing GBA stage 2: Sub Area 29-b – moderately performing. Important contribution to the wider strategic Green Belt. At Stage 1, the wider Local Area performed moderately whilst the Sub Area, including the proposed site, was deemed to perform an important role in its contribution to the wider strategic Green Belt. Consideration would need to be given to whether the whole site could be removed (as per the Stage 2 land parcel). If released this would result in a stronger Green Belt boundary than the existing inner boundary. There is other land within this Sub Area that

has been promoted for development through the Call for Sites and this will be considered through a different site assessment.

The landowner may own other green land in the surrounding vicinity which could be made publicly available if the site were to be developed to act as compensatory improvements.

Stage 3b – Previously Developed Land

0.81 hectares previously developed land.
Option 1: The whole site is 8 hectares (10%);
PDL only area is 1 hectare (81%);
PDL area + part greenfield land is 2.87 hectares (28%)

Part of the site consists of former farm buildings, now in commercial/industrial use. Much of the site however is open greenfield, particularly to the south.

It is noted that part of the site, which relates to the former farm buildings, has planning permission for commercial use (16/00430/FUL) and permission for residential use (13/00292/FUL) was dismissed at appeal, however was not considered inappropriate development in the Green Belt due to its PDL status.

Stage 3c – Visual Amenity

Former farm buildings now in commercial use in the centre of the site with open pastureland surrounding the site, adding to its rural character.

Site itself has a mixed character with the northern part somewhat linked to Charlton Village, creating a semi-urban character. There are some visual links with the built-up area and the M3 and Charlton Lane flyover which reduce the sense of tranquillity and remoteness. With the broad scale of the site, the pasture land in the east and south however does add to the sense of openness, lending itself to a largely rural character. Views from upper floor windows of houses along Charlton Road, particularly adjacent to the site, where gardens abut and also opposite with views across the road. Some views from more distant properties at Hetherington Road. Somewhat open view into the site for existing residents. Views from Charlton Lane flyover are partial, with some dispersed vegetation screening present. Views along the M3 are largely non-existent due to heavy screening from a dense tree belt along the site's eastern boundary, however vegetation is sparser in winter months.

The site has a semi-urban character, although there are areas which have a greater rural quality. Part of the site is already previously developed, therefore this part is likely to be less sensitive. The site is somewhat attractive from a visual perspective, although not publicly accessible and views into it are limited, with the industrial use on part of the site reducing its appeal. Some clearly defined boundaries by vegetation.

A housing or mixed use scheme has been identified. This would offer potential to create publicly accessible recreation space to serve the development and wider community and small scale services. The development could be designed to respect the semi-urban character of the surrounding area, particularly those properties that adjoin the site to the north, whilst increasing densities deeper into the site. Development of the very south and west of the site would increase built form. Development of the PDL area only would have a lesser impact on the visual amenity of the area subject to the level of built form proposed compared to the existing footprint.

Vantage points are present from residential properties along Charlton Road with some partial views along Charlton Lane and limited views along the M3. Properties along Hetherington Road and to the north of the site along Charlton Road would lose the green

open aspect to the rear of their properties. The built form already present on part of the site would however impact the expectations of receptors and may reduce the overall impact of development on site.

A housing or mixed use development would be seen in the context of other nearby buildings to the north and would not appear out of place, although development does become less concentrated further south from Charlton Village. The change of view would be significant and permanent, with more intensive use of the site. Development in the area becomes gradually more dispersed further south away from Charlton Village. Development would increase the overall sense of urban character and concentration of development.

A high-quality design that would introduce some small scale public open space would be possible given the size of the site. This may be strategically located to reduce the overall perception of built form.

Properties perpendicular along Charlton Road that neighbour the site would be most closely impacted however views appear to be largely indirect to the south, with longer more direct views from properties along Hetherington Road and opposite Charlton Road to the north.

The site has a mixed character with some urban links to the north and a somewhat rural character to the south where the land is more open. The site is more rural and open to the west away from Charlton Road, however this area borders the railway line which somewhat reduces its sense of openness and tranquility.

The site is already partly occupied by built form which could therefore limit the overall impact, although development would intensify the use of the site. Parts of the site are relatively well screened, however properties to the north and west would experience potentially negative visual amenity impacts. Development of the whole site would have a higher impact whilst development of the previously development area would have a lesser impact, although this is somewhat dependent upon the level of development proposed and change compared to the existing footprint.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site contributes to some elements of the spatial strategy in providing a notable number of homes, opportunities to meet community needs and potential mixed use. Various development options are proposed on site, with development of the PDL area only more in line with the proposed strategy as it is brownfield, relatively small in size and would help to distribute development across the borough. Development of the whole site would provide the opportunity for community facilities but would result in the development of greenfield Green Belt. The site is not considered to be sustainably located, with public transport improvements required. There are no major non-absolute constraints on site that would prohibit development.
Stage 3 Summary

The site is deemed to be moderately performing Green Belt but performs an important role in the contribution to the wider strategic Green Belt. The site contains a notable proportion of previously developed land, including former farm buildings now in industrial use. This may limit the overall visual impact of developing the site, however parts of the site have a sense of openness and a rural character. Impacts would be major/high for residential properties with lower visual amenity impacts on road users.
SA Summary (note: If poor performance do not consider deliverability)
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. Mitigation could include improved sustainable transport links to reduce pollution, sustainable construction and management of properties could reduce emissions and pollution.
Overall conclusions
The site is considered to make an important contribution to the wider strategic Green Belt and is not deemed to be located within a sustainable location. Whilst there are some services in Charlton Village and there may be an opportunity to provide small-scale on site provision, this is unlikely to substantially reduce car use. Whilst the site would provide the opportunity for a considerable amount of housing through the 'whole site development', the generally negative SA scoring and potential harm on the wider integrity of the Green Belt are considered to outweigh potential benefits. The NPPF indicates that brownfield land should be made use of as much as possible, however the promotion of the whole site would reduce the openness of the wider area. The previously developed area fulfils elements of the spatial strategy and would be the preferred scheme should it be taken forward due to its previously developed nature and close links to the urban area of Charlton village. The sustainability of this location is however somewhat limited. There was a limited amount of positive response at the preferred options consultation however the site is considered to largely fulfil the spatial strategy. The decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance.

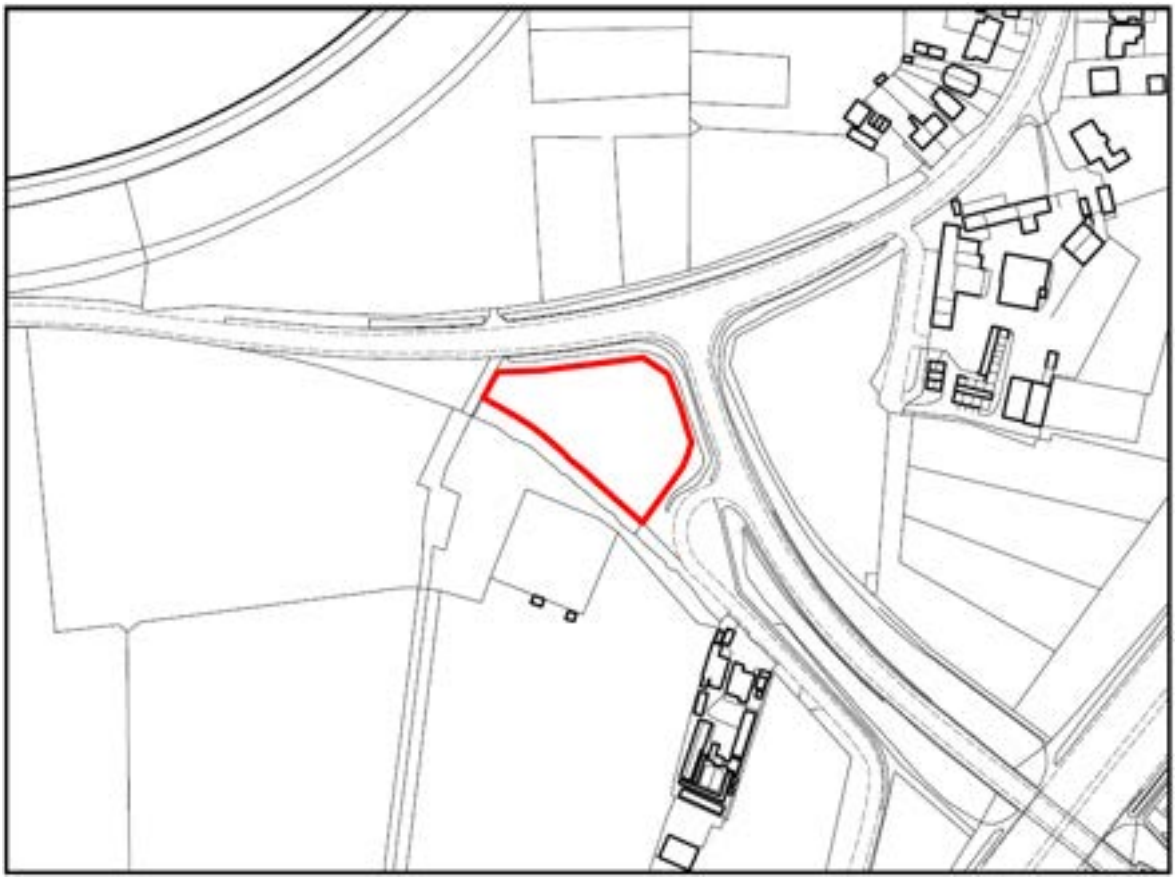
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	N/A
Comments	
Viability comments	No viability issues identified that could affect deliverability.

Stage 4c – Site Capacity	
Site size (ha)	1 hectare (previously developed land only) 7.65 hectares (whole site)

Landowner/promoter preferred use and units (residential or commercial)	150 dwellings – 300 dwellings
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The landowners have proposed 150 units on the previously developed area only. This would equate to 150 dph and is likely to be out of character with the surrounding area therefore approximately 40 units would be more appropriate on site. Regard should be had to the Spelthorne SHMA in relation to the mix of units.

LS1/019 Land West of Charlton Lane, Shepperton

Site Information	
Proforma Created	02/02/22
Proforma last updated	02/02/22
Site ID	LS1/019
Site name/ address	Land west of Charlton Lane, Shepperton, TW17 0RJ
Site area (ha)	0.33
Site description & context	The site is occupied by open green field land and is currently used for equestrian-related uses. The site is also utilised by the film industry. Trees and vegetation line the site on all sides. The wider area is largely rural in character, although residential development is located further to the north of the site in Charlton Village. The M3 is situated further south with the Queen Mary Reservoir located further north of the site. Charlton Road lies immediately north of the site, with Charlton Lane to the east.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing promoted on site, although unlikely to be large enough to meet a range of community needs. May be some small scale affordable provision.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Part flood zone 2, part flood zone 3a. Potential loss of permeable land and introduction of hardstanding. 50-75% chance of ground water flooding. Small area of site with 0.1% chance of surface water flooding. Would need to include permeable surfaces and SuDS to contribute to mitigation.
4. To reduce land contamination and protect soil quality and quantity	-	There would be loss of greenfield land. No loss of Grade 1, 2 or 3 agricultural land. Potential elevated soil contaminants and ground gases therefore remediation may be necessary.
5. To reduce air and noise pollution	0	No particular noise or air pollution effects. Potentially increased exposure to pollution from M3 however may be set back enough to limit impacts, particularly with screening measures.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space/infrastructure but no particular habitat or biodiversity value
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on historic environment identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space that contributes to the character of the landscape (River Floodplain – Surrey Landscape Character Assessment).

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	The site is not well located with poor connections to sustainable modes of transport. Unlikely to reduce car use and congestion however is of a limited size and has some links with Charlton Village, with the opportunity to improve sustainable transport links.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt.
Higher proportion of Previously Developed Land	1	Greenfield land
Additional benefits to the community	1	No other uses/community benefits identified.
Feedback from the Preferred Options consultation	N/A	Limited responses received in relation to the site.
Smaller sites	3	The site is reasonably small in size and contributes to this criteria.
Sustainability of location	2	The site is within Charlton Village however access to services is limited.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Small scale residential development on site is unlikely to make a significant contribution to the meeting of specific community needs or the provision of local benefits. The site is not brownfield and would mean developing

	strongly performing Green Belt which could have negative impacts on the integrity of the wider Green Belt which is at odds with the preferred strategy.

Stage 2b – Non Absolute Constraints Summary
• Partly flood zone 2. Possible low level ground water and surface water flood risk. • Waste consultation area – Surrey County Council require consultation. • Thames Valley BOA. No formal biodiversity designations. • The site is part of Charlton Lane West historic Landfill site. Potential elevated soil contaminants and ground gases. Site investigation required. • No heritage constraints identified. • Surrey Landscape Character Assessment - River Floodplain • The surrounding area has a semi-urban character, although built form is increasingly more dispersed further west, where the site is located. Development unlikely to have significant townscape impacts.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Value as open space limited to visual not recreational. No public access currently however unlikely to be of big enough size to incorporate open space on site.

Stage 2d – Sustainable Location Summary
The site is not considered to be particularly sustainably located as sustainable transport links are limited and will likely increase car use and dependency. Local services within Charlton village are limited.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 42 – strongly performing GBA stage 2: Sub Area 42-a – strongly performing The promoted site does not appear to contain strong defensible outer boundaries, however inner boundaries with the built up area are considered defensible and permanent with the presence of the road. Consideration would need to be given to whether the whole site could be removed (as per the Stage 2 land parcel). If released this would result in a stronger Green Belt boundary than the existing inner boundary. There is other land within this Sub Area that has been promoted for development through the Call for Sites and this will be considered through a different site assessment. Options for compensatory improvements would depend upon landowner discussions of surrounding land. It is noted that the site has been promoted along with two parcels under the same ownership therefore the site could perform some open space function for another site.
Stage 3b – Previously Developed Land
0.5% PDL. Small shed on site associated with equestrian uses.
Stage 3c – Visual Amenity

The site is a reasonably small open field used for grazing. The site has a somewhat rural character, with fields surrounding the site, although there are more urban influences to the north east towards Charlton Village. The site has a largely rural character given its visual links to the wider Green Belt to the south. The presence of New Road and Charlton Lane along the northern and eastern periphery of the site reduces the sense of tranquillity, with some urbanising influences to the north east. The site has a largely rural character, however there are some urbanising influences to the north east in Charlton Village. There is no PDL on site, although there is a small shed associated with agricultural use present.

The site is somewhat attractive from a visual perspective, although not publicly accessible and views into it are limited largely to New Road. The surrounding fields and visual links with the wider countryside to the south make the site somewhat sensitive, although the urbanising influences to the north east do create some visual associations, however the road and fields in between create some separation.

The change of view would be significant and permanent, with more intensive use of the site over its current greenfield status. Development in the area becomes gradually more dispersed further south away from Charlton Village with the site possessing a largely rural character. Development would increase the overall sense of urban character and concentration of development.

The site would substantially be in visual contrast to the existing, with little opportunity for integration.

Properties along Walnut Tree Road would be impacted, although they are somewhat set back from the site and the site only forms a small part of the view. The site does however contribute to the longer views into the countryside to the south.

Considered to be Major/High due to the loss of open views from surrounding properties, although the site only forms a small part of the view. For road users to the south and east impacts would be low due to the temporary experience of impacts and intermittent current screening present.

The site has a largely rural character with fields surrounding the site and no built form immediately adjacent. The presence of New Road reduces the sense of tranquillity, with more urbanising influences to the north east in Charlton Village. This is however at some distance from the site. A limited number of properties would be impacted, particularly along Walnut Tree Road, however the site does contribute to the open views into the wider countryside to the south.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site contributes to some elements of the spatial strategy in providing homes with the opportunity to meet community needs. The site is however not considered to be sustainably located, with public transport improvements required. There are no major non-absolute constraints on site that would prohibit development.
Stage 3 Summary

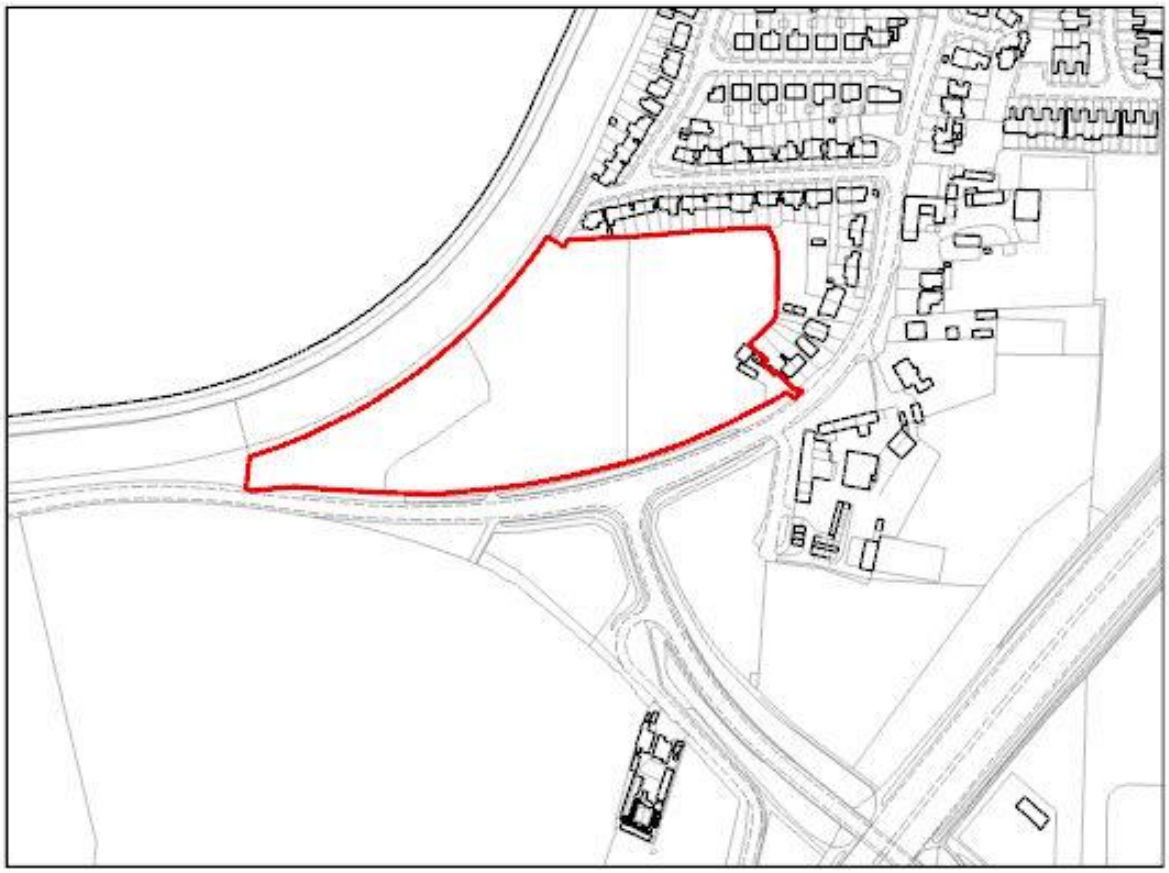
The site is deemed to be strongly performing Green Belt, forming almost all of the essential gap between settlement areas. There is no PDL on site, however a small agricultural shed is present. The site has a largely rural character with no development immediately adjoining it, contributing to open views into the wider countryside, however it is of small scale so its contribution is somewhat limited by this factor. The site could perform a compensatory role if a neighbouring site is developed.
SA Summary (note: If poor performance do not consider deliverability)
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. Mitigation could include improved sustainable transport links and flood risk mitigation. Sustainable construction and management of properties could reduce emissions and pollution.
Overall conclusions
The site is strongly performing Green Belt, particularly regarding purpose 2 and makes a fundamental contribution to the wider strategic Green Belt. The site has a largely rural character and is largely open, contributing to visual links with the wider countryside. While there are some urbanising influences from Charlton Village to the north east, the site is reasonably detached from existing built form. In addition, the site is not considered to be sustainably located and would require improvements in public transport. In terms of the SA, the site performs positively for housing and economic objectives, however performs largely negative against environmental objectives. Given the above, development is considered to result in largely negative impacts, particularly to the strategic Green Belt, and harm is considered to outweigh the benefits of increased housing. Site not considered suitable for further consideration.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	No
Consideration of development phasing	N/A
Comments	
Viability comments	No viability issues identified that could affect deliverability.

Stage 4c – Site Capacity	
Site size (ha)	0.33
Landowner/promoter preferred use and units (residential or commercial)	The site promoter suggests 19 dwellings, at 60 dph. The site promoter has also suggested that mixed use development could be accommodated on site, including retail, commercial or leisure uses.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Site not considered suitable for further consideration.

LS1/020 Land north of Charlton Road, Charlton Village

Site Information	
Proforma Created	02/02/22
Proforma last updated	02/02/22
Site ID	LS1/020
Site name/ address	Land north of Charlton Road, Charlton Village, Shepperton, TW17 0RJ
Site area (ha)	3.01
Site description & context	The site is occupied by open green fields and is currently used for equestrian-related uses. The site is also utilised by the film industry. Trees and vegetation line the south of the site. The wider area is semi-rural in character, with open space to the south and west and residential development immediately to the east along Walnut Tree Road. Queen Mary Reservoir is situated immediately to the north of the site.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at Preferred Options Stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Housing promoted on site, with potential to meet a range of community needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Site within flood zone 2 therefore flood risk assessment required. Potential loss of permeable land and introduction of hardstanding. 50-75% chance of ground water flooding. Part of site with 0.1% chance and part with 1% chance of surface water flooding. Would need to include permeable surfaces and SuDS to contribute to mitigation.
4. To reduce land contamination and protect soil quality and quantity	-	No PDL therefore loss of undeveloped greenfield land. No loss of Grade 1, 2 or 3 agricultural land. No previous uses that could give rise to contamination but the site is adjacent to historic Charlton Lane West landfill.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	-	Loss of green space/infrastructure but no particular habitat or biodiversity value. The site is adjacent to Queen Mary Reservoir SNCI.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on historic environment identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space that contributes to the character of the landscape (River Floodplain – Surrey Landscape Character Assessment). Loss of open land that

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		contributes to the local character of Charlton Village.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	The site is not well located with poor connections to sustainable modes of transport. Unlikely to reduce car use and congestion. Convenience/local community use promoted on site which could be accessed by foot.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction. Small scale retail use proposed alongside housing.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption. Site outside of source protection zone.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately performing Green Belt
Higher proportion of Previously Developed Land	1	Open greenfield land
Additional benefits to the community	2	Small scale retail proposed alongside housing
Feedback from the Preferred Options consultation	1	A high number of objections were received, noting the following concerns: loss of green open land; loss of permeable green land and increased risk of flooding; overdevelopment of Charlton Village and impact on character; impact on parking and infrastructure.
Smaller sites	2	The site is of moderate size and its development could lead to a disproportionate increase in development in Charlton Village
Sustainability of location	2	Although the site is within Charlton Village, access to local services is

		limited and likely to lead to an increase in car use.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site would provide the opportunity for a notable quantity of residential development however this would be on open greenfield. The site is deemed to make a less important contribution to the wider strategic Green Belt, which is in line with the preferred strategy. Due to its size, there may be some small-scale opportunities for open space provision however this is not expected to be of a great scale. Mixed use also promoted by the developer.

Stage 2b – Non Absolute Constraints
Summary

- Flood zone 2. Potential ground water and surface water flood risk. Further investigation required.
- No formal biodiversity designations. Thames Valley BOA. The site is adjacent to Queen Mary Reservoir SNCI.
- No formal recorded uses that could give rise to contamination, but it is adjacent to the historic Charlton Lane West landfill. In accordance with NPPF would require site investigation for redevelopment to ensure that the site is suitable for the proposed use, especially re ground gases.
- Surrey Landscape Character Assessment - River Floodplain
- The surrounding area has a semi-urban character however the site is considered to possess a largely rural character due to its openness therefore development would increase the urban nature of the area. Development would alter the townscape and character of Charlton Village due to its local value for residents.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	Value as open space limited to visual not recreational. No public access currently. Potential for on-site small scale open space.

Stage 2d – Sustainable Location
Summary

The site is not considered to be particularly sustainably located as sustainable transport links are limited and will likely increase car use and dependency. Local services within Charlton village are limited. Site located close to bus routes but current services are poor therefore these could be improved.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 25 – moderately performing GBA stage 2: Sub Area 25-b – moderately performing but less important contribution wider strategic Green Belt. Recommended for further consideration. At Stage 1, the wider Local Area performed moderately whilst the Sub Area, the majority of which comprises the site, performs moderately against NPPF purposes but plays a limited role in respect of the wider strategic Green Belt. If released this would result in a stronger Green Belt boundary than existing, with the presence of New Road/Charlton Road and the base of Queen Mary Reservoir.
Stage 3b – Previously Developed Land
4% built form which are used as stables. Part of the site consists of former farm buildings, now in commercial/industrial use. Much of the site however is open greenfield, particularly to the south. There are strong visual links to the surrounding urban features however with the site's openness and functional land use comprising open pony paddocks, the site retains a largely rural character.
Stage 3c – Visual Amenity
Currently pony paddocks with largely open character. There are substantive urbanising influences surrounding the site to the north west, with strong visual links to residential properties and gardens as well as Charlton Road and New Road to the south. These features, as well as the embankment of the Queen Mary Reservoir to the north-west, create a sense of visual containment and severance from the wider countryside, and a strong connection to the adjacent settlement edge. However, based on the openness of the sub-area and its functional land use, it retains a largely rural character. The site itself has a largely rural character due to the openness associated with the current horse grazing use. There are however urbanising influences from properties adjacent on Walnut Tree Road and New Road/Charlton Road to the south. This somewhat limits the sense of tranquillity and remoteness. The site has limited connections to the wider Green Belt given the presence of the reservoir embankment and urban features creating an enclosed nature. This acts as a slight impediment to the rural character. A housing or mixed-use scheme has been identified. This would drastically alter the visual amenity of the site which is currently open and provides visual amenity. The change of view would be significant and permanent, with more intensive use of the site than the current greenfield. Development would increase the overall sense of urban character and concentration of development, although there are visual links to the urban influences to the north at present. This would therefore allow some integration with existing features. Impacts are considered to be major due to the loss of open views for neighbouring properties. This is particularly in relation to the existing open field which form a large portion of the views of the adjacent properties. For road users to the south impacts

would be low due to the temporary experience of impacts and current irregular tree screening present.

The site possesses a largely rural character and forms a significant proportion of the view of properties along Walnut Tree Road and along the north side of Charlton Road. There are however urbanising influences to the north and the site is visually contained given the current boundaries. Any development would significantly alter visual amenity and could have a notable impact on the character of the area which is at present green and open.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
There are no major non-absolute constraints on site that would prohibit development. The site contributes to some elements of the spatial strategy in providing a notable number of homes. The site is however not considered to be sustainably located, with public transport improvements required. The site has a limited contribution to the wider strategic Green Belt therefore corresponds with this element of the spatial strategy; however it is an open green area of local value. The site is not previously developed and its identification at the preferred options stage identified several local concerns. Given the local importance and visual amenity role it plays for Charlton Village, the site is at odds with elements of the spatial strategy.
Stage 3 Summary
The site is deemed to be moderately performing against NPPF Green Belt purposes but performs a less important role in the contribution to the wider strategic Green Belt. The site is largely open and rural in character but there are strong urbanising links with development to the north east. The site is of a contained nature when viewed in relation to the wider Green Belt given the development bordering part of the site, however holds local value and does perform a role in local terms. Significant impacts on adjacent properties are expected, particularly to the north east which will experience a significant change in view.
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing and economic growth objectives but poorly against environmental objectives due to its reasonably unsustainable location and current green field status. Significant development on site would increase pressure on local infrastructure and resources with poor connectivity.
Overall conclusions
The site performs moderately in relation to the spatial strategy and would help to deliver a notable quantity of homes, however it is greenfield land and performs a strong local amenity role, contributing to the local landscape and character of Charlton Village. There are no overriding constraints on site and the site is reasonably well-connected to the urban area of Charlton Village to the north, however there are a limited number of services within desirable or maximum walking distances therefore development would likely encourage car use unless improvements to local transport were made. The site performs moderately against NPPF Green Belt purposes but was recommended for further consideration in the Green Belt stage 2 as it is less important to the wider strategic Green Belt. The site immediately adjoins properties to the north and east which would experience direct visual amenity impacts, whilst the site also performs an important visual amenity role and contributes to the openness of the area within Charlton Village. Given the local importance and value of the site in landscape character and visual amenity terms, the site is considered to be somewhat at odds with the spatial strategy. The performance of the site against Green Belt purposes contributes to the openness of

the area and performs an important function for local residents therefore the site is not to be taken further.	
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	N/A
Comments	
Viability comments	No viability issues identified that could affect deliverability.

Stage 4c – Site Capacity	
Site size (ha)	3.01
Landowner/promoter preferred use and units (residential or commercial)	130 dwellings and local retail provision.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable for further consideration.

LS2/001 Shepperton Studios, Studios Road, Shepperton

Site Information	
Proforma Created	03/02/22
Proforma last updated	03/02/22
Site ID	LS2/001
Site name/ address	Shepperton Studios, Studios Road, Shepperton, TW17 0QD
Site area (ha)	60
Site description & context	The land is located south of the Queen Mary Reservoir and comprises studios, other buildings and car parking/hardstanding. The main access is via Squires Bridge Road to the east with secondary access to the south from the Shepperton Road/Laleham Road roundabout. The site is bordered to the east and west by residential development, to the north by Studios Road and the reservoir beyond, and to the south by Laleham Nurseries. There is a residential estate within the centre of the site that does not form part of the promoted site.
Is the site located in the Green Belt?	Partly
Is the site previously developed land?	The non-Green Belt land has been previously developed and the Green Belt areas are partly previously developed and partly undeveloped.
Site source	Call for Sites
Assessment History	Assessed at Preferred Options stage. The site now has planning permission for the extension of Shepperton Studios: Outline consent ref. 18/01212/OUT; Reserved matters consent ref. 20/01108/RMA

Stage 1 – Absolute constraints Summary
Part of the site is within flood zone 3b however there is sufficient land outside Flood Zone 3b that means it does not amount to an insurmountable absolute constraint.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	The site already has planning permission for expansion of the Shepperton Studios site. Allocation in the Spelthorne Local Plan would not provide any housing.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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 which could lead to the loss of permeable land.
4. To reduce land contamination and protect soil quality and quantity	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. To reduce air and noise pollution	0	The site already has planning permission for expansion of the Shepperton Studios site. No additional impacts identified from allocation in the Local Plan.
6. To conserve and enhance biodiversity, habitats and species	-	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.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	The site already has planning permission for expansion of the Shepperton Studios site.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	The site already has planning permission for expansion of the Shepperton Studios site.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	++	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.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	The site already has planning permission for expansion of the Shepperton Studios site.
12. To maintain and improve water quality and promote the efficient use of water	0	The site already has planning permission for expansion of the Shepperton Studios site.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately and strongly performing. Partly less important strategically; partly important strategically.
Higher proportion of Previously Developed Land	3	Most of the site is already developed for economic uses.
Additional benefits to the community	1	No specific benefits identified beyond the existing planning permission.
Feedback from the Preferred Options consultation	2	Limited comments received, with support of the site from the site promoter. The general public did not comment on the site specifically however comments were raised regarding the cumulative level of development in the area, including the Shepperton Studios expansion, and impacts on the local area.
Smaller sites	1	Large site
Sustainability of location	2	Mixed access to local services however less relevance for the existing use.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1/2	The site already has planning permission for expansion of Shepperton Studios and the majority of the site is already developed. As such, this would not provide the opportunity for housing development, which is a key criteria for the spatial strategy. The site would however provide further

	employment benefits and could lead to improvements to River Ash Corridor and provision of open space, although benefits beyond the existing granted scheme are limited against the spatial strategy.

Stage 2b – Non Absolute Constraints
Summary

- Majority of the site within Flood Zone 2, large areas within Flood Zone 3a and small areas in 3b. Some potential ground water flood risk.
- Listed building outside site (Grade 1 Church of St Mary Magdalene), locally listed building outside site (The Lodge) and locally listed building within existing studio site (Littleton House) plus distant views from Laleham Conservation Area – impact on all of which could be mitigated.
- The site is not in agricultural use.
- No specific biodiversity designations, although the River Ash Corridor runs through the site.
- Large-scale development of the site could not be mitigated to avoid significant impact on the open character of the landscape due to its size and extent of vantage points. The site does however already hold planning permission for expansion.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	No impacts on open space/recreation identified.

Stage 2d – Sustainable Location
Summary

Mixed access to local services, with most either at the upper end of the preferred maximum walking distance and others beyond. Access to public transport is mixed with Shepperton Station beyond walking distance and bus access with 1.2km.
Potential to improve public transport access.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 25 – moderately performing; Local Area 33 – strongly performing
GBA stage 2: 25-a – less important, recommended for further consideration
33-a – important, not recommended for further consideration
33-d – partly less important – partly recommended for further consideration

The site promoted can be considered to cover three broad areas – the studio site (brownfield), the site north of the River Ash (Green Belt, wholly forms Sub-Area 25-a) and the site south of the River Ash (Green Belt, forms part of Sub-Area 33-a and part of Sub-Area 33-d). The two Green Belt parcels of the promoted site fall into two different Local Areas and three different Sub-Areas that all performed differently at Stages 1 and 2. This makes it difficult to draw conclusions on the release of the promoted site, which does not always follow defensible boundaries as the Local Areas and Sub-Areas do. A further complication is that outline planning permission has now been granted for expansion of the studios on the same land subject to the Call for Sites submission on the basis of Very Special Circumstances having been demonstrated to outweigh the harm. The grant of permission does not preclude consideration of release of the site from the Green Belt through the Local Plan process but does limit the purpose for release if the development has already been granted, albeit that the permitted scheme is only for studio expansion rather than for housing and other uses. The lack of defensible boundaries to some areas of the site and the strongly performing element within 33-a would suggest it is not recommended that the site as proposed be released wholesale and taking account of the limited benefits of releasing if no further development could be accommodated and therefore no need for an allocation. The site may also need to be reviewed again against Green Belt purposes once the development is complete as the presence of additional built form is likely to have an effect on the original assessment of the Local Areas and Sub-Areas.

Stage 3b – Previously Developed Land

Approx. 15-20% previously developed land.
Hardstanding and buildings north of Laleham Nurseries and a parking area between the studio site and the reservoir, believed to be in use by Shepperton Studios, and the nurseries site itself.

Stage 3c – Visual Amenity

Land generally open and flat land, ‘River Floodplain’ in Surrey Landscape Character Assessment (River Ash). The northern part of the site is occupied by built form in the shape of film studios and associated buildings with hardstanding carparks.

As the site already has planning permission for the expansion of the film studios, the currently more open areas to the south are expected to become more developed and less open. At present the site makes a significant contribution to the landscape given its scale.

The change of view would be significant and permanent. Due to the flat, open aspect of the majority of the site, it would be difficult if not impossible to mitigate the change for the receptor. Some visual impact can already be attributed to the studio site and the buildings at Laleham Nurseries, which new development would be seen in the context of.

Stage 4

Stage 4a – Overall Performance of sites

Stage 2 summary

As the site already has planning permission for the expansion of the studios, its contribution to the strategy is limited. Allocation and de-designation from the Green Belt would not bring about additional development at this stage, with no indication of housing delivery on site. This is a key element of the strategy and the only exceptional circumstance for Green Belt release identified. The site is not a particularly sustainable location and would need to provide some infrastructure on-site/nearby and improve public transport access. Non-absolute constraints would not preclude development.
Stage 3 Summary
Due to overlap with multiple differently scoring Sub-Areas, difficult to draw conclusions on Green Belt implications of releasing site in its totality. The site is within commercial use, with expansion of the existing use consented. At present only housing has been identified as an exceptional circumstance for Green Belt release. As such, the site does not fulfil this criteria.
SA Summary (note: If poor performance do not consider deliverability)
Due to the existing planning permission for expansion and no other uses being proposed on site, most scores are neutral, although positive impacts on economic development could be expected with more flexibility due to de-designation, however this could have negative environmental impacts.
Overall conclusions
The site currently holds planning permission for expansion. The de-designation from the Green Belt would not result in any further development at this stage, nor is housing proposed which is a key element of the strategy. Housing is also the only exceptional circumstance identified to warrant Green Belt release. At the present time it is considered that the site should not be taken forward, particularly in light of the outline planning permission recently granted. The site will be reviewed as part of a future Local Plan to consider the impacts of the proposed development on the wider environment and Green Belt.

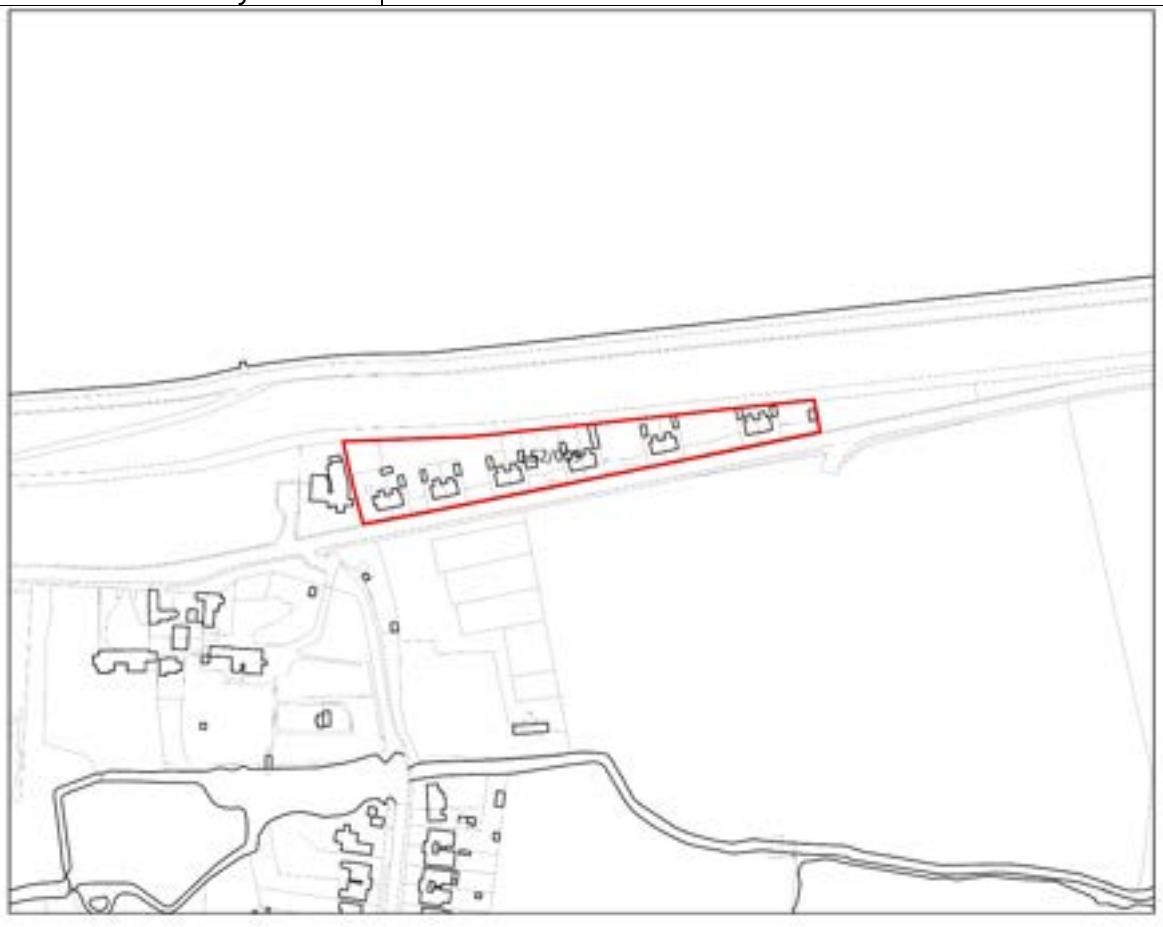
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	
Comments	No proposed uses at present – allocation and de-designation from the Green Belt desired to support future development and growth on site.
Viability comments	

Stage 4c – Site Capacity	
Site size (ha)	60
Landowner/promoter preferred use and units (residential or commercial)	The site has been submitted to the Local Plan Call for Sites Consultation to request that the site in its entirety is removed from the Green Belt in accordance with the outline planning consent (ref. 18/01212/OUT).
Council comments on potential use and yield • Location and character	

• Type of development promoted • Mix of units • Density assumptions • Net developable area	

LS2/009 Littleton Cottages 1-12 New Road, Shepperton

Site Information	
Proforma Created	03/02/22
Proforma last updated	03/02/22
Site ID	LS2/009
Site name/ address	Littleton Cottages 1-12 New Road, Shepperton, TW17 0QQ
Site area (ha)	0.73
Site description & context	The site is rectangular in shape and is occupied by 12 semi-detached properties spaced along the site. Each pair of properties has an open vegetated plot between, ranging from 9 meters to 31 meters in length. The site sits to the north of New Road with the Queen Mary Reservoir immediately to the north of the site. A nursery is present to the west and an undeveloped narrow patch of land is to the east.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Yes – partly (land originally formed part of the private gardens of the existing properties and was partitioned off in early 2000s. Land has since been disused and free of development.)
Site source	Call for sites
Assessment History	New site identified since call for sites



Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No – site borders SNCI to north
Is the site located within ancient woodland[5]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing promoted on site, although unlikely to be large enough to meet a range of community needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	0	No particular noise or air pollution effects.

[5] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
6. To conserve and enhance biodiversity, habitats and species	0	No particular biodiversity impacts identified.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on historic environment identified.
8. To protect, enhance and manage Borough's open space and landscape character.	0	No particular landscape impacts. The site is part previously developed with the land interspersed undeveloped and closely linked to the built form.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	The site is not well located with poor connections to sustainable modes of transport. Unlikely to reduce car use and congestion.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use of undeveloped garden land has little/no impact on resources, emissions or carbon use, although could be mitigated through sustainable construction
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	Small housing contribution.
Meets specific needs	1	Limited scale of development unlikely to contribute to meeting specific needs.
Opportunities for higher density development, where appropriate	1	Limited opportunity given small site and wider character.

Opportunities for infrastructure provision	1	Small site.
Brownfield land	1/2	Whilst the proposed development land is undeveloped, the adjacent housing is previously developed and has a somewhat urbanising influence.
Opportunities for mixed use development	1	Small site
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified – site too small
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately performing Green Belt
Higher proportion of Previously Developed Land	1/2	Whilst the proposed development land is undeveloped, the adjacent housing is previously developed and has a somewhat urbanising influence.
Additional benefits to the community	1	No community benefits identified given the small scale of the site.
Feedback from the Preferred Options consultation	N/A	New site
Smaller sites	3	Small site with low level of development proposed.
Sustainability of location	2	Mixed access to local services although several are beyond the preferred maximum walking distance.

Spatial Strategy Score	
Score	Comments
2	The site has a mixed performance against the spatial strategy. It is a small site and would provide a low level of housing, contributing to the distribution of Green Belt release to meet needs across the borough. It is however set within an area of previously developed land and would fulfil an infill function. The site is however not particularly sustainably located and does not contribute any wider community benefits. The site is also moderately performing Green Belt and not at the edge of the urban area.

Stage 2b – Non Absolute Constraints • Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist • Set out where any standards have been derived from		
Constraint	Score	Commentary

Flood Risk	1	• Majority of site in flood zone 3a, including access and egress. Part food zone 2. • Possible ground flood risk. • Loss of permeable land.
Minerals/waste safeguarding	3	• No minerals/waste designations.
Biodiversity	3	• No formal designations.
Agricultural Land Classification	3	• Not in agricultural use.
Land and water contamination	2	• The site is located within 10m of the former Charlton Lane West landfill and 150m of the Staines Road Farm landfill site (at the nearest point). Made Ground/infill is therefore likely to be present. The site also has a sporadic history (1982-2010) of enforcement cases relating to the accumulation of rubbish, builders' rubble and scrap metal on this land. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP23 is situated approximately 1050m south at the Greeno Crescent Shepperton adjacent to the M3 motorway (X 507525, Y 167662). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 30.1 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Outside 66 Leq noise contours.
Heritage Assets	3	• No impacts on heritage assets identified.
Landscape Character and Townscape	2	• The site sits south of the Queen Mary Reservoir embankment. The open landscape and wider green area surrounding the site create a largely rural environment, although urbanising

		influences are present to the south along New Road and west towards Shepperton.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	No open space value.
What is the nature and quality of its role?	None	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	Site is not of recreational value. Would not lead to a loss of open space or potential open space.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Saxon Primary School
Distance to secondary school	1	Thamesmead School
Distance to health centre or GP surgery	1	Shepperton Medical Practice
Distance to local convenience retail	2	Convenience store on Laleham Road
Distance to major centres or centres of employment	3	Staines – 28 minutes by bus
Distance to bus stop with good service	1	Bus stop on New Road very limited service. Stop on Laleham Road – 12 minute walk
Distance to train station with good service	1	Shepperton Station
Qualitative Assessment		
Potential impacts of planned infrastructure		Shepperton to Waterloo line included in Crossrail 2 proposals
Opportunities to improve connectivity or provide supporting infrastructure		Improved pedestrian links to local services in Shepperton would promote active travel.

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Green Belt Assessment Stage 1 score	2	Local Area 25: Moderately performing
Green Belt Assessment Stage 2 score	N/A	Not assessed
Green Belt Assessment Stage 3 score	N/A	Not assessed
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		At stage 1 the site is part of a large local area covering the Queen Mary Reservoir and surrounding land. The Local Area is located in the centre of the western portion of Strategic Area B. The Local Area is located in the centre of Spelthorne Borough and contributes to the strategic separation of a series of distinct towns and villages in the district. The site not directly at the edge of the Green Belt and urban area, surrounded by Green Belt on all sides. While not truly rural, the verges of the reservoir are tranquil, open and free from development.

Stage 3b – Previously Developed Land	
Total site area	0.73
Amount of PDL (%)	0.21 (28%)
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site has already been developed with 12 no. residential two storey semi-detached properties. Records from 1957 show that the proposed land for development was historically part of the properties' original curtilages and some point in the early 2000s the land in between was separated from the properties' garden space.
Overall PDL Score	3

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The application site comprises a long rectangle site with already existing 12 no. residential two storey semi-detached properties with open green gaps between each pair of houses.
Existing valued features, vegetation and infrastructure	The area has an open and spacious character in between which also allows substantial visual view towards the Reservoir's open land behind.

Stage 3c – Visual Amenity	
Sense of tranquillity, remoteness and rural character	the site is located within the countryside outside of any defined settlement surrounded by a character of green, landscaped area which is relatively open in places. This gives a distinct rural character. The existing built form of development within the site are 12 number two storey semi-detached isolated rural properties which are plotted on reasonably wide visual gaps affording views of and thought to the Reservoir's embankment
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	Views of the site are open, with visibility from New Road.
Sensitivity of site and wider landscape	The site comprises a long rectangle site with already existing 12 number residential two storey semi-detached properties that has an open and spacious character in between which also allows substantial visual view towards the Reservoir's open land behind. The embankment is used for the grazing of sheep which gives pleasant and open native landscaping.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	The scheme proposes to replace the essentially wide gaps between the existing dwellings with 10 number new dwellings including the associated parking spaces, fences, hardstanding and outbuildings. The footprint of the dwellings, their bulk, in addition to the associated garages, sheds will create a much more built-up appearance. The subdivision of land into gardens, the introduction of boundary treatments and the likely associated domestic paraphernalia would all also contribute to a loss of the current openness between the existing built form of development. Given the site is located on a classified road and occupies prominent location and is highly visible from the road.

Stage 3c – Visual Amenity	
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Visual receptors extend to the existing properties on site and users of New Road, both vehicles and pedestrians. Springtime Nursery School to the west also has some views into the site as it sits adjacent. The site is partly developed which somewhat diminishes its wider role in terms of view, however the large gaps between the existing properties do add to the sense of openness of the landscape, with connections to the reservoir embankment.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The more developed nature of the site along with the substantial loss of openness would contrast with the more open aspect of this land and would harm the character and appearance of the area. The proposal would inevitably lead to loss of Green Belt openness, both visually and spatially.
Significance of impacts • Refer to Table 8 of methodology	Major/high impacts for neighbouring properties and for the school. Moderate to low impacts for the road users due to the considerable change in view and loss of openness between the existing properties. The presence of built form on site already does however soften the impacts.
Potential mitigation measures	Sensitive design and limited built form/massing.
Overall visual amenity score	2
Commentary	Development would result in a significant spread of built development across the site and have an urbanising impact, which would harm its rural character. It is considered that more developed nature of the site and the reduction of openness would contrast with the more open aspect of this land and would harm the character and appearance of the area. The site is however already partly developed and the additional of new houses to infill the gaps between would be slightly softened, although additional built form on site would reduce the rurality of the site and create additional bulk.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary

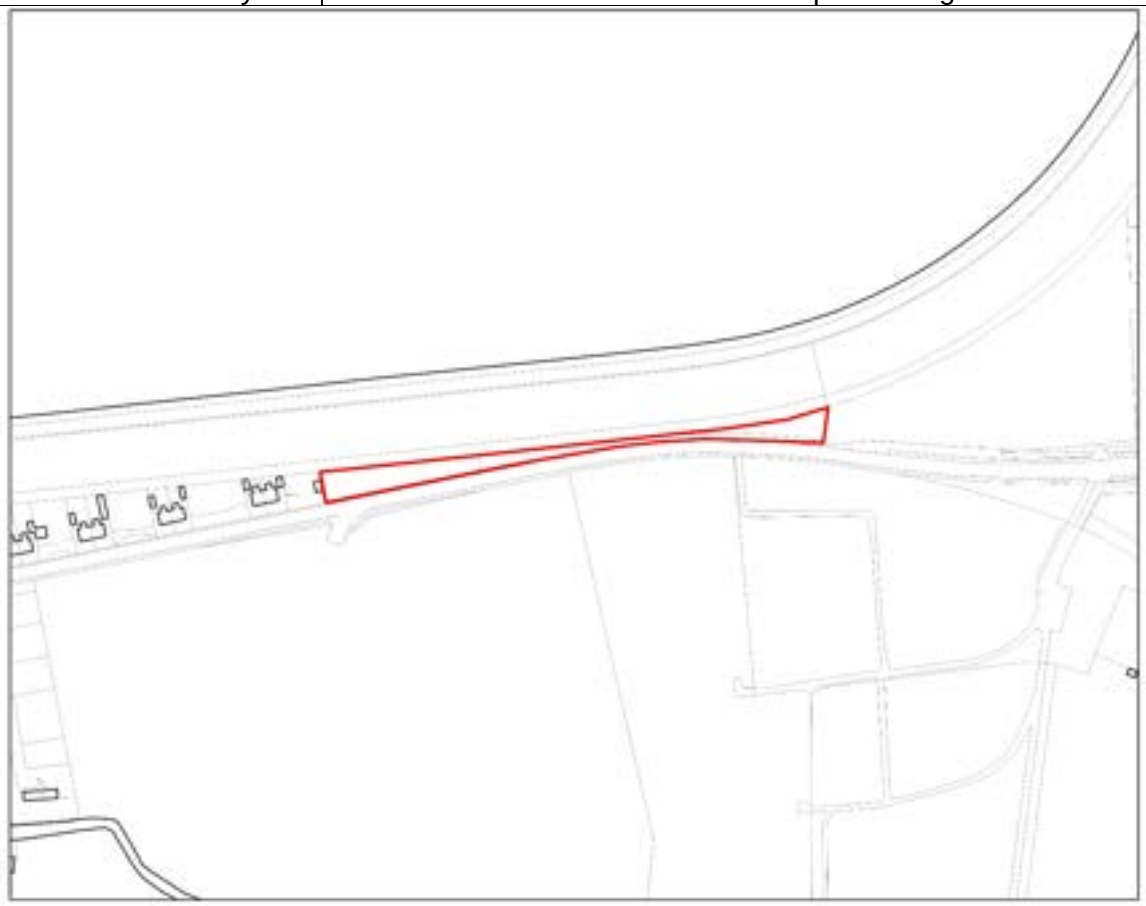
The site has a limited contribution to the spatial strategy. Whilst it is small in size and offers minor housing development, it does not offer the opportunities for wider benefits due to its character and narrow size. The site is however partly previously developed and could provide a limited infill role. The site is within flood zone 3a, with no safe access or egress identified. The site is also in a less sustainable location, with some services beyond walking distance and limited public transport.
Stage 3 Summary
The site is moderately performing Green Belt but is part of the strategic area of Green Belt running through the centre of Spelthorne. As the site is surrounded by the wider Green Belt and is not directly adjacent to the urban area it has a rural character and is largely open. The site is however partly previously developed land and development would provide some infill function. Release from the Green Belt would potentially impact its wider strategic function.
SA Summary (note: If poor performance do not consider deliverability)
Positive impacts expected on housing and economic objectives whereas negative impacts are expected on environmental objectives due to the undeveloped nature of the gaps on site.
Overall conclusions
Whilst the site is partly previously developed land, the proposed area of land for development is open Green Belt in between the existing properties. The site sits within an area of strategically important Green Belt south of the reservoir and its release could harm the wider integrity. The site is also mostly within flood zone 3a with no safe access or egress identified. The sustainability of the site's location is limited as a number of services are beyond walking distance. The site is not suitable for further consideration as it is strategically important, is within the centre of an area of Green Belt, not abutting the urban area directly, and is at risk of flooding, with the loss of permeable open land.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites.
Consideration of development phasing	Site too small
Comments	
Viability comments	No issues identified.

Stage 4c – Site Capacity	
Site size (ha)	0.73
Landowner/promoter preferred use and units (residential or commercial)	11 houses in between the existing semi-detached dwellings.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable for further consideration.

LS2/010 Land North of New Road, Shepperton

Site Information	
Proforma Created	03/02/22
Proforma last updated	03/02/22
Site ID	LS2/010
Site name/ address	Land north of New Road, Shepperton, TW17
Site area (ha)	0.23
Site description & context	The site is a narrow strip of land to the south of the Queen Mary Reservoir and north of New Road. The site is currently unoccupied greenfield land with some trees present. Littleton Cottages, a row of 12 houses, are located to the west. The wider area is largely rural in character with open land further east and south.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to call for sites
Assessment History	New site identified since Preferred Options stage



Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No – site borders SNCI to north
Is the site located within ancient woodland[6]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing promoted on site, although unlikely to be large enough to meet a range of community needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	There would be loss of greenfield land. No loss of Grade 1, 2 or 3 agricultural land. Potential elevated soil contaminants and ground gases therefore remediation may be necessary.
5. To reduce air and noise pollution	0	No particular noise or air pollution effects.

[6] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space/infrastructure but no particular habitat or biodiversity value
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on historic environment identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space that contributes to the character of the landscape (River Floodplain – Surrey Landscape Character Assessment).
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	The site is not well located with poor connections to sustainable modes of transport. Unlikely to reduce car use and congestion.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use has little/no impact on resources, emissions or carbon use, although could be mitigated through sustainable construction
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	Small housing contribution.
Meets specific needs	1	Limited scale of development unlikely to contribute to meeting specific needs.
Opportunities for higher density development, where appropriate	1	Limited opportunity given small site and wider character.

Opportunities for infrastructure provision	1	Small site.
Brownfield land	1/2	Whilst the proposed development land is undeveloped, the adjacent housing is previously developed and has a somewhat urbanising influence.
Opportunities for mixed use development	1	Small site.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified – site too small.
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately performing Green Belt
Higher proportion of Previously Developed Land	1	Undeveloped greenfield land
Additional benefits to the community	1	No community benefits identified given the small scale of the site.
Feedback from the Preferred Options consultation	N/A	New site
Smaller sites	3	Small site with low level of development proposed.
Sustainability of location	2	Mixed access to local services although several are beyond the preferred maximum walking distance.

Spatial Strategy Score	
Score	Comments
1	The site has a mixed performance against the spatial strategy. It is a small site and would provide a low level of housing, contributing to the distribution of Green Belt release to meet needs across the borough. The site is however not particularly sustainably located and does not contribute any wider community benefits. The site is also moderately performing Green Belt and not at the edge of the urban area.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	1	• Site in flood zone 3a, including access and egress.

		• Possible ground and surface water flood risk. • Loss of permeable land.
Minerals/waste safeguarding	3	• No minerals/waste designations.
Biodiversity	2	• No formal designations although the site may perform an informal local role for biodiversity.
Agricultural Land Classification	3	• Not in agricultural use.
Land and water contamination	2	• The site is located within 5m of the former Charlton Lane West landfill and 210m of the Staines Road Farm landfill site (at the nearest point). Made Ground/infill is therefore likely to be present. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP23 is situated approximately 1140m south at Greeno Crescent Shepperton adjacent to the M3 motorway (X 507525, Y 167662). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 30.1 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Outside 66 Leq noise contours.
Heritage Assets	3	• No impacts on heritage assets identified.
Landscape Character and Townscape	2	• ‘River Floodplain’ within the Surrey Landscape Character Area. • The site sits south of the Queen Mary Reservoir embankment. It is fenced off which somewhat contains it, however the open landscape and wider green area surrounding the site create a largely rural environment, although a small row of

		houses and New Road sit to the south and west, with urbanising influences.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	No open space value.
What is the nature and quality of its role?	None	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	Site is not of recreational value. Would not lead to a loss of open space or potential open space.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Saxon Primary School
Distance to secondary school	1	Thamesmead School
Distance to health centre or GP surgery	1	Shepperton Medical Practice
Distance to local convenience retail	2	Convenience store on Laleham Road
Distance to major centres or centres of employment	3	Staines – 28 minutes by bus
Distance to bus stop with good service	1	Bus stop on New Road very limited service. Stop on Laleham Road – 12 minute walk
Distance to train station with good service	1	Shepperton Station
Qualitative Assessment		
Potential impacts of planned infrastructure		Shepperton to Waterloo line included in Crossrail 2 proposals
Opportunities to improve connectivity or provide supporting infrastructure		Improved pedestrian links to local services in Shepperton would promote active travel

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Green Belt Assessment Stage 1 score	2	Local Area 25: Moderately performing
Green Belt Assessment Stage 2 score	N/A	Not assessed
Green Belt Assessment Stage 3 score	N/A	Not assessed
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		At stage 1 the site is part of a large local area covering the Queen Mary Reservoir and surrounding land. The Local Area is located in the centre of the western portion of Strategic Area B. The Local Area is located in the centre of Spelthorne Borough and contributes to the strategic separation of a series of distinct towns and villages in the district. The site not directly at the edge of the Green Belt and urban area, surrounded by Green Belt on all sides. While not truly rural, the verges of the reservoir are tranquil, open and free from development.

Stage 3b – Previously Developed Land	
Total site area	0.23
Amount of PDL (%)	0%
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site greenfield land and consists of shrubs and low level vegetation.
Overall PDL Score	1

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	Fenced greenfield land occupied by low level vegetation and shrubs.
Existing valued features, vegetation and infrastructure	No specific features identified – the site is narrow and fenced.
Sense of tranquillity, remoteness and rural character	The site is located within the countryside outside of any defined settlement surrounded by a character of green, landscaped area which is relatively open in places. This gives a distinct rural character. Built form in the shape of 12 no. two storey semi-detached isolated rural properties site adjacent to the site. Existing views to the reservoir's embankment are present.
Existing visibility of site	Views of the site are open, with visibility from New Road.

Stage 3c – Visual Amenity	
• Consider current screening • Truncated/no view • Partial view • Open view	
Sensitivity of site and wider landscape	The wider area has an open and spacious character which also allows substantial visual view towards the reservoir's open land behind, although the site's narrow nature and fenced containment somewhat limits this. The embankment is used for the grazing of sheep which gives pleasant and open native landscaping.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	Development of the site have a significant change on the landscape, from open green land to built form. The addition of properties adjacent to existing development would have an urbanising influence and increase the bulk and mass present. The site is highly visible from New Road meaning impacts will be high.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Visual receptors extend to the existing properties to the west and users of New Road, both vehicles and pedestrians. The site adds to the rural character of the area as it is open and connected to the reservoir embankments to the north and open greenfield land to the east and south.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	Development would significantly alter the character of the area, with a change from open greenfield land to residential properties. Development would also extend the built form in the area and have an urbanising influence. The site is highly visible from New Road and whilst experience of the site would be limited for road users, adjacent properties would have a permanent visual amenity change, although views are truncated as they sit adjacent. The proposal would inevitably lead to loss of openness, both visually and spatially.
Significance of impacts • Refer to Table 8 of methodology	Major/high impacts for neighbouring properties. Moderate impacts for the road users due to the considerable change in view and loss of openness in a largely rural area.
Potential mitigation measures	Limited as the site is narrow in size and offers limited opportunities.
Overall visual amenity score	1

Stage 3c – Visual Amenity	
Commentary	The site plays an important visual amenity role and contributes to the rural landscape character and countryside between Shepperton and Charlton Village.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site has a limited contribution to the spatial strategy. Whilst it is small in size and offers minor housing development, it is greenfield land and does not offer the opportunities for wider benefits due to its character and narrow size. The site is within flood zone 3a, with no safe access or egress identified. The site is also in a less sustainable location, with some services beyond walking distance and limited public transport.
Stage 3 Summary
The site is moderately performing Green Belt but is part of the strategic area of Green Belt running through the centre of Spelthorne. As the site is surrounded by the wider Green Belt and is not adjacent to the urban area it has a rural character and is largely open. Release from the Green Belt would potentially impact its wider strategic function.
SA Summary (note: If poor performance do not consider deliverability)
Positive impacts expected on housing and economic objectives whereas negative impacts are expected on environmental objectives due to the undeveloped nature of the gaps on site.
Overall conclusions
The site sits within an area of strategically important Green Belt south of the reservoir and its release could harm the wider integrity. The site is also mostly within flood zone 3a with no safe access or egress identified. The sustainability of the site's location is limited as a number of services are beyond walking distance. Contribution to the spatial strategy is limited with the site offering limited community benefit due to its narrow shape and small size. The site is also greenfield land. The site is not suitable for further consideration as it is strategically important, is within the centre of an area of Green Belt, not abutting the urban area directly, and is at risk of flooding, with the loss of permeable open land.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites.
Consideration of development phasing	Site too small
Comments	
Viability comments	No issues identified.

Stage 4c – Site Capacity	
Site size (ha)	0.23

Landowner/promoter preferred use and units (residential or commercial)	8 dwellings
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable for further consideration.

LS3/010 Manor Farm, The Broadway, Staines

Site Information	
Proforma Created	04/02/22
Proforma last updated	04/02/22
Site ID	LS3/010
Site name/ address	Manor Farm, The Broadway, Staines, TW18 1SB
Site area (ha)	1.64
Site description & context	A mixed use site occupied by a variety of uses including B2, B8, C3, E(g)(i) and E(g)(iii), and area of open storage at the rear of the site to the north that used to be part of the Manor Farm but is detached from the farm's original farmland which is currently owned by a different landowner and has permission to extract gravel etc (10/00738/SCC).The site is designated as Green Belt. The site has multiple access routes from The Broadway. The site is surrounded by a mixture of residential, educational and open land (previously farmland) that has permission for Gravel Extraction (10/00738/SCC).
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Yes
Site source	Submitted to the Call for Sites.
Assessment History	New site – not assessed at Preferred Options stage

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[7]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	The site is promoted for Class E business uses.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	No impacts on health and wellbeing identified. The site is promoted for economic use.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	Part of the site is open greenfield land whilst the rest is previously developed.
5. To reduce air and noise pollution	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.

[7] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
6. To conserve and enhance biodiversity, habitats and species	0	Limited impacts on biodiversity identified.
7. To conserve and enhance the historic environment, heritage assets and their settings.	-	Part of the site is within the Laleham Conservation Area. Potential negative impacts.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	Limited impacts on sustainable transport identified.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Class E development proposed on site which would likely boost economic prosperity.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Although the current use is in commercial use it is considered to be low intensity, whereas the proposed use may increase resource use however it may also provide the opportunity for more sustainable energy use and practices.
12. To maintain and improve water quality and promote the efficient use of water	0	The site is already in commercial use.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	1	Housing use not proposed on site.
Meets specific needs	1	No specific uses identified.
Opportunities for higher density development, where appropriate	1	Economic development proposed

Opportunities for infrastructure provision	1	Limited opportunity identified
Brownfield land	2	Part of the site is previously developed land in the Green Belt
Opportunities for mixed use development	1	Economic development proposed
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	Economic development proposed – no other uses identified.
Additional factors		
Site is within a strongly performing strategic Green Belt area	1	Most of the site is within strongly performing Green Belt

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Most of the site is within strongly performing Green Belt
Higher proportion of Previously Developed Land	2	Part of the site is previously developed.
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	New site identified since the preferred options stage
Smaller sites	2	Moderately size site – would contribute to spread of small scale Green Belt release across the borough.
Sustainability of location	2	The site is at the edge of Laleham with access to services in Staines.

Spatial Strategy Score	
Score	Comments
1	Limited contribution to the spatial strategy. Although part of the site is previously developed and a part is outside the Green Belt, the majority is greenfield land. The site is also promoted for economic uses, which the majority of the site is already in. The site does not offer any additional community benefits and will not meet housing needs – a key criteria in the spatial strategy and only identified exceptional circumstance for Green Belt release.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	2	• Part flood zone 2, part flood zone 3a

		• May be potential surface water and ground water flood risk • Flood risk assessment required
Minerals/waste safeguarding	2	• Minerals Safeguarding Areas (MSA): Concreting Aggregate – Surrey CC to be consulted
Biodiversity	3	• Limited biodiversity role identified
Agricultural Land Classification	3	• Not in agricultural use
Land and water contamination	2	• The land's current/most recent use as a farm could have given rise to potential contamination. The site is also located within 90m of the former Home Farm landfill and 200m of the Land southwest of Queen Mary Reservoir landfill site. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP38 is situated approximately 145m south west at Laleham CofE Primary School (X 505289, Y 168995). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 26.8 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Outside noise contours
Heritage Assets	2	• The site is within Laleham Conservation Area. Further investigation into the heritage impacts required
Landscape Character and Townscape	2	• The site is already in commercial use • The commercial use on site is low density and utilises premises that fit within the local area with a somewhat rural character

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site does not perform a recreation role.
What is the nature and quality of its role?	None	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	No recreation role on site. Commercial use present.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	3	Laleham CofE VA Primary School – 230m/ 3 minute walk
Distance to secondary school	2	Matthew Arnold School – 1.9km/ 23 minute walk
Distance to health centre or GP surgery	1	Knowle Green Medical – 2.9km/ 36 minute walk
Distance to local convenience retail	3	Convenience Store Laleham – 500m/6 minutes walk
Distance to major centres or centres of employment	3	Staines Town Centre – 13-30 minutes by bus
Distance to bus stop with good service	2	Laleham – 450m/6 minute walk
Distance to train station with good service	1	Staines – 3.1km/38 minute walk
Qualitative Assessment		
Potential impacts of planned infrastructure		None identified
Opportunities to improve connectivity or provide supporting infrastructure		Improved links to Staines

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	1	Local Area 34 – strongly performing

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Green Belt Assessment Stage 2 score	N/A	Not assessed
Green Belt Assessment Stage 3 score	N/A	Not assessed
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		The Local Area is located in the centre of the western portion of Strategic Area B. The Local Area is located in the west of Spelthorne Borough and contributes to the strategic separation of a series of distinct towns and villages in the district. The Local Area forms part of the essential gap between Laleham and Staines-upon-Thames, preventing development that would significantly physically reduce the perceived and actual distance between these settlements and result in their merging.

Stage 3b – Previously Developed Land	
Total site area	1.64
Amount of PDL (%)	0.5 (31%)
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	Part of the site is occupied by commercial buildings and hard standing. The northern part of the site is greenfield land.
Overall PDL Score	2

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	Commercial use occupied by hard standing and buildings.
Existing valued features, vegetation and infrastructure	Mature trees line site to the west.
Sense of tranquillity, remoteness and rural character	Some remoteness associated with the open land to the north. The light industrial yard on site is commercial and limits the sense of tranquillity but the wider character is generally rural.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	Partial view from Ashford Road. Properties to the west and opposite on the south of Ashford Road and Grange Place also have views of the site.

Stage 3c – Visual Amenity	
Sensitivity of site and wider landscape	The urban area immediately west and south somewhat limit the sensitivity, however the more open land to the north and further east are more open and have a rural character.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	The site is already in commercial use. A more intensive use would have a higher level of impact if development were to be more highly concentrated, however use of the same footprint would have a more limited impact.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Limited to nearby properties and road users. The View is somewhat limited in importance as the existing light industrial yard fronts onto Ashford Road at present.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	Due to the existing commercial use on site, the change in view may not be that large in significance, however the more open land to the rear would be more heavily affected if developed. Views may be increased if access into the site were widened.
Significance of impacts • Refer to Table 8 of methodology	Moderate impacts could be expected given that the site is largely already in commercial use. The site is also within the Laleham Conservation area therefore any further development or increase volume of built form on site would need special consideration to ensure it does not adversely impact the local character. The more open land to the rear would be more affected, however this is less visible, particularly from Ashford Road.
Potential mitigation measures	Sensitive design and regard for the conservation area.
Overall visual amenity score	2
Commentary	Part previously developed land, part open land with a rural character associated with the somewhat rural commercial use on site.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site does not perform well against the spatial strategy as it is promoted for commercial use, does not contribute any wider community benefits and is partly greenfield/strongly performing Green Belt. The site is largely within flood risk areas therefore a flood risk assessment would be required. Access to local services and transport is mixed with some services within Laleham but access to larger services further afield in Staines.
Stage 3 Summary
The site is strongly performing Green Belt and contributes to the strategic function. Part of the site is previously developed but the majority is greenfield land and forms part of the open countryside to the north. The site performs a somewhat limited visual amenity role as it is in commercial use with views from Ashford Road.
SA Summary (note: If poor performance do not consider deliverability)
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. Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design.
Overall conclusions
The site is promoted for commercial use and is located in the Green Belt. Only housing is identified as warranting exceptional circumstances for Green Belt release. The site is largely already in commercial use and limited benefit has been identified for release for continuing use. The site is not considered suitable for further consideration as it does not align strongly enough with the spatial strategy.

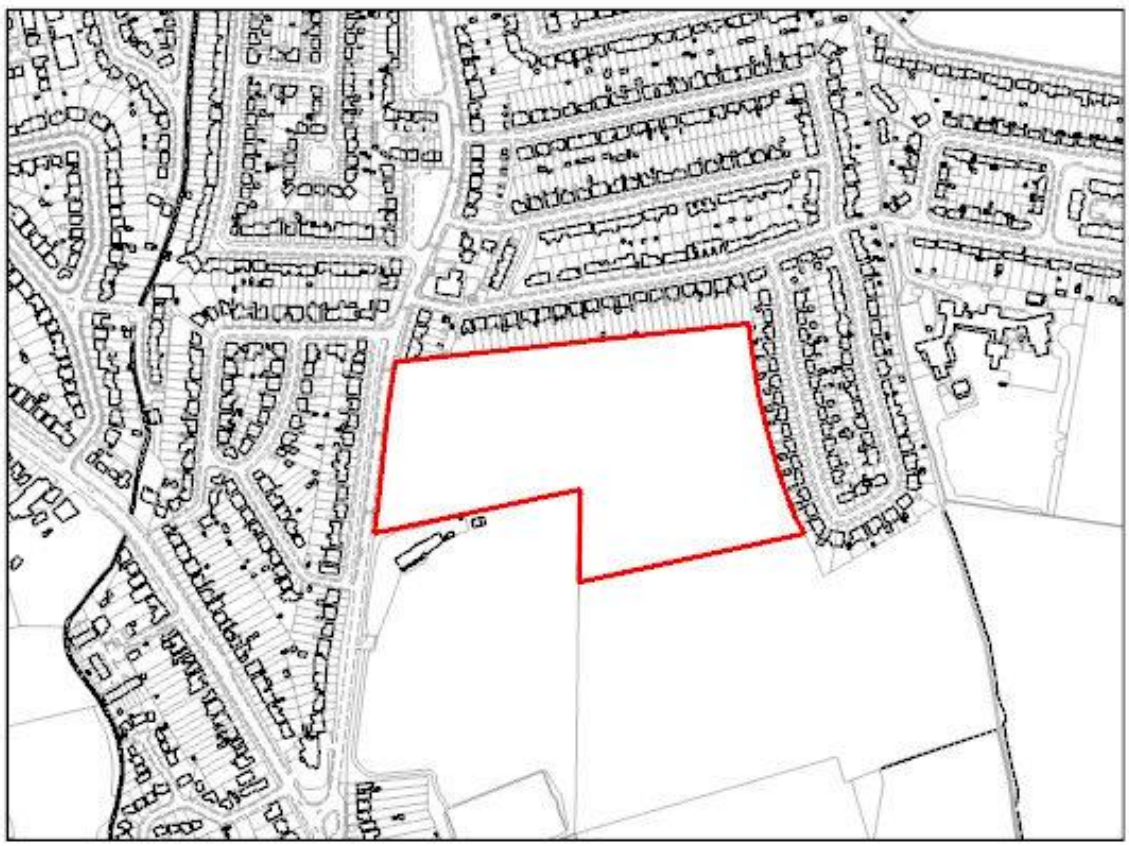
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	Phasing unlikely to be required.
Comments	
Viability comments	No issues identified.

Stage 4c – Site Capacity	
Site size (ha)	1.64
Landowner/promoter preferred use and units (residential or commercial)	Varied Class E uses

Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions	

RL1/007 Land off Worple Road, Staines

Site Information	
Proforma Created	07/02/22
Proforma last updated	07/02/22
Site ID	RL1/007
Site name/ address	Land off Worple Road, Staines, TW18 1SB
Site area (ha)	6.52
Site description & context	This L shaped parcel of land forms part of the Manor Farm active mineral working. The gravel will be extracted and the site restored in the next 2 to 3 years. In the meantime it is farmed in conjunction with the land to the south. The site is flat and has no distinguishing features. The site is surrounded on three sides by existing housing with a sports field and Manor Farm to the south. The surrounding character is largely urban to the north west and rural to the south and east.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Housing scheme promoted with opportunity to deliver a notable number of homes.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	Development of site would not avoid development of greenfield over brownfield land. Although used for agriculture (grazing), no loss of Grade 1, 2 or 3 agricultural land.
5. To reduce air and noise pollution	-	No particular noise or air pollution effects but likely rise in car use and emissions.
6. To conserve and enhance biodiversity, habitats and species	0	Loss of green space/infrastructure but no particular habitat or biodiversity value.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	None identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space that contributes to the character of the landscape (River Floodplain).
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic	+	Short-term employment and boost to housing development economy.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
growth which is inclusive and sustainable across the Borough.		
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Weakly performing Green Belt.
Higher proportion of Previously Developed Land	1	No previously developed land. The site is greenfield.
Additional benefits to the community	1	Limited benefits identified.
Feedback from the Preferred Options consultation	1	A high number of comments received, with many objecting to the site, with reasonings including: highway safety; loss of habitat' flooding; health and wellbeing; and environmental considerations more widely.
Smaller sites	2	The size is of reasonable size.
Sustainability of location	2	Reasonably sustainable location adjacent to the Staines urban area.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments

2	Provision of a notable number of homes, with affordable housing. The site does not identify any particular uses that could sit alongside the housing promoted. The site is Green Belt but not used for recreation or other public uses.

Stage 2b – Non Absolute Constraints Summary
• Part of the site is within Flood Zone 2. • The site is in an area susceptible to groundwater flooding. • Safeguarded for minerals and permission granted but site promoted on the basis of a development scheme once the extraction is complete. • No formal biodiversity role on site but loss of green open space. • No agricultural land classification. • No recorded past uses with contaminative potential. In accordance with NPPF would still require site investigation for redevelopment to ensure that the site is suitable for the proposed use. • No heritage impacts. • The site is within the River Floodplain Character Area in the Surrey Landscape Character Assessment.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Value as open space limited to visual not recreational. Site large enough to consider including a play area within a development if required. No public access currently.

Stage 2d – Sustainable Location Summary
The site is in a reasonably sustainable location with services accessible within walking distance. Site located close to bus routes but more remote from a train station, although the bus routes include station destinations.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 27 – strongly performing
GBA stage 2: Sub Area 27-a – could be released without harming the performance of the wider Local Area and strategic Green Belt

At Stage 1, the wider Local Area performed strongly but the proposed site (together with further land to the south within the same Sub Area) was considered at Stage 2 to be capable of release without affecting the wider Green Belt. The sub-area is enclosed by the large built-up area of Staines-Upon-Thames/Egham. The sub-area is physically and visually enclosed by built form as the settlement wraps around the sub-area on three sides. The sub-area forms a less essential part of the gap between Staines-upon-Thames/Egham and Laleham. Its role is limited since it is enclosed by the large built-up area of Staines-Upon-Thames/Egham and is separated by the overall gap further south.

Stage 3b – Previously Developed Land

No PDL – open grazing land with just a few fences/enclosures that would not be considered PDL.

Stage 3c – Visual Amenity

Field is mainly grass, with trees and hedges to most boundaries but there are relatively low in the case of hedges/shrubs and sparse in the case of trees so they do not screen the site and still afford views into the field. The field appears separate and distinct from the remainder of the land to the south as a result of boundary trees and hedges. Site itself is quite rural in character due to its use for grazing and animals are visible from the road, although this is juxtaposed by residential development surrounding the field on three sides, which reduces its sense of tranquillity, remoteness and rural character.

Whilst pleasant in appearance, the field appears at odds with the suburban character that surrounds it. A housing scheme has been identified. This would offer potential to create publicly accessible recreation space to serve the development and wider community. The development could be designed to respect the suburban character of the surrounding area, particularly those properties that adjoin the site to the north and east, whilst increasing densities deeper into the site.

The change of view would be significant and permanent but limited by the context of the site in proximity to the surrounding suburban character of the area. A high quality design that introduced some public open space would be possible on a site of this size. The change would be permanent but the future working of the wider Manor Farm land for mineral extraction plus a future wet restoration would have changed the views significantly.

Stage 4

Stage 4a – Overall Performance of sites

Stage 2 summary

Site scores well at Stage 2 – reasonably sustainable, close to other residential use, few to none non-absolute constraints (subject to flood risk mitigation), loss of open space for residential views but not recreation value. Contributes to spatial strategy due to housing use proposed, however feedback at the Preferred Options stage was largely negative due to the site being greenfield land.
Stage 3 Summary
Site is strongly performing at GBA Stage 1 but recommended for release at Stage 2 as the Local Area could be subdivided without harming the integrity and performance of the Green Belt. Visual impact moderate to significant but limited by the context of built form that surrounds it. A number of receptors due to the properties that abut the site on two sides and currently enjoy an attractive, open vista but should be taken account that permission has been granted for mineral extraction on the larger Manor Farm site that would impact on the views.
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing, sustainable travel and economic growth objectives but poorly against environmental objectives due to this being an undeveloped greenfield site.
Overall conclusions
The site makes a moderate contribution to the strategy; has a lack of overriding constraints; limited landscape value; the recommendations of the Stage 2 GBA, which concluded it could be released without harming the integrity of the Green Belt; the context of the site in proximity to other residential development; and the sustainability of the site. Whilst the site did not perform well against many of the environmental objectives in the SA, this is because it is undeveloped open land. Although the site contributes to the spatial strategy to a certain degree, it is at odds with some of the site selection criteria in that it is a larger site when compared to other available options, which may not aid distribution of development across the borough. It also received largely negative feedback at the Preferred Options stage. In weighing up whether to take this site forward, the potential housing provision in this location against the reception of the site in the community and impacts on the wider area need to be weighed against one another.

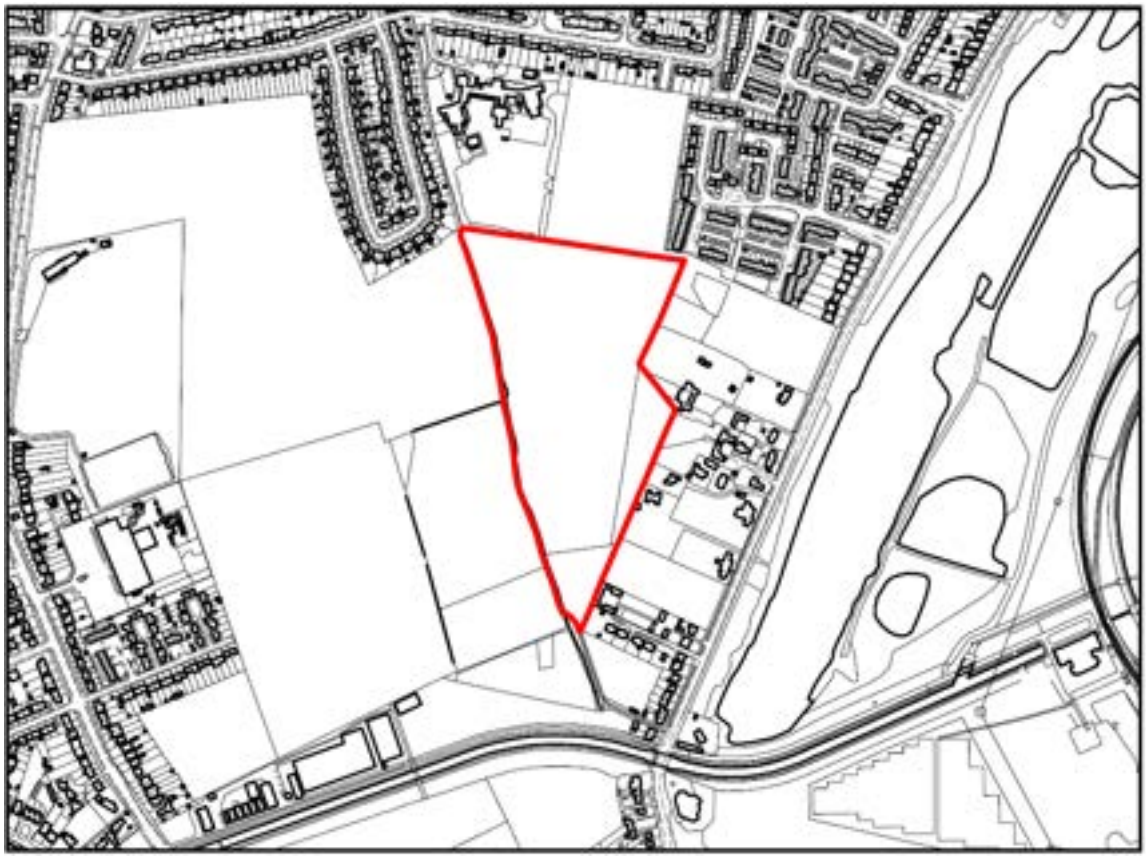
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Phasing could be implemented if needed. Also need to consider the timing of mineral extraction, which is proposed to still take place even if this site were developed for housing afterwards.
Comments	
Viability comments	No viability issues identified that could affect deliverability

Stage 4c – Site Capacity	
Site size (ha)	6.52

Landowner/promoter preferred use and units (residential or commercial)	The site promoter suggests 256, which equates to a density of 40dph
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable to be taken forward.

RL1/008 Land to rear of Ashford Road, Staines

Site Information	
Proforma Created	07/02/22
Proforma last updated	07/02/22
Site ID	RL1/008
Site name/ address	Land to the rear of Ashford Road, Staines, TW18 1SB
Site area (ha)	7.53
Site description & context	The site is triangular in shape and forms part of the active Manor Farm mineral working. Gravel working on site followed by restoration is due to be completed in the next 2-3 years. To the north of the site sits a primary school and a recreation ground with residential development further north and to the north west. There is a small area of housing to the east with gravel pits and Queen Mary Reservoir beyond. The character of the surrounding area is largely urban to the north and west and rural to the east and south.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at the preferred options stage



Stage 1 – Absolute constraints

Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Housing scheme is a potential use to meet a variety of community needs. The site promoter has indicated that affordable housing provision could be accommodated.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. A recreation ground is located immediately to the north, however this has been identified for development. 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	No contaminative uses on site but in accordance with the NPPF site investigation for redevelopment would still be required. The site could potentially accommodate higher densities towards the centre. The site is undeveloped Green Belt land which would be lost. Development will have an adverse effect on soil quality.
5. To reduce air and noise pollution	-	The existing use does not generate air or noise pollution therefore development is likely to increase pollution from increased built form and vehicle use.
6. To conserve and enhance biodiversity, habitats and species	0	Loss of green space/infrastructure but no particular habitat or biodiversity value.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	None identified. No heritage assets near to the site.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space that contributes to the character of the landscape (River Floodplain). Development of the site would result in the loss of open greenfield land.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	If site is developed for housing short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would likely result in additional water consumption in light of the residential development proposed.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	No previously developed land – the site is greenfield land.
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	Limited feedback received in response to the site.

Smaller sites	2	Reasonable sized site with notable number of homes proposed.
Sustainability of location	2	Mixed access to local services. Access to public transport limited and generally beyond walking distance.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site could provide a notable quantity of housing, however is strongly performing Green Belt and is important to the wider strategic Green Belt which is contrary to the preferred strategy. The site could accommodate some community infrastructure given its size and may offer the opportunity to re-provide the adjacent recreation ground if both sites are developed.

Stage 2b – Non Absolute Constraints
Summary

- Part of the site is within flood zone 3a, part is within flood zone 2. Potential ground and surface water flood risk.
- Within Minerals Safeguarding Area – Surrey County Council consultation required.
- Possible agricultural land classification – further investigation required.
- No previous contamination on site.
- No heritage or noise constraints identified.
- Surrey Landscape character Area – River Floodplain.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not currently perform a recreation role. The site could be utilised to re-provide the existing recreation ground use to the north with higher quality facilities in combination with the existing site.

Stage 2d – Sustainable Location
Summary

Mixed access to local services – schools are within walking distance, as is local convenience, however access to public transport is mixed, with local bus stops and Staines rail station generally beyond the preferred maximum walking distance.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 27 – strongly performing GBA stage 2: Sub Area 27-d – strongly performing and important to the strategic Green Belt. At Stage 1, the wider Local Area 27 performed strongly. At Stage 2 parcel 27 was divided into six and this sub-area (27-d) was assessed as meeting the purpose assessment criteria strongly, and making an important contribution to the wider strategic Green Belt. It was not recommended for release. If released this would result in the designation of boundaries of a similar strength. There could be an opportunity to increase access to neighbouring Green Belt for recreation purposes.
Stage 3b – Previously Developed Land
The site does not contain any built form. The site is open but is somewhat enclosed from the wider Green Belt by dense vegetation along its boundaries.
Stage 3c – Visual Amenity
The site is currently an open field in agricultural use with vegetation along its boundaries. The site has a largely rural character. The land immediately to the west is open Green Belt and adds to the sense of remoteness on site, as do the dense tree line boundaries. Some properties are situated to the east however the dense trees lining the site create a sense of separation. The site is considered to be largely hidden from view as it has dense vegetative boundaries. The site is not immediately adjacent to any roads. Some large properties are present along Ashford Road to the east however these have large gardens and are separated from the site by trees, therefore views are expected to be limited. Greenfield Recreation Ground and Buckland Primary school to the north and Middle Green Park are adjacent to the site however the dense site boundaries limit views. Site promoters have indicated that 260 residential units could be accommodated on site. This would significantly alter the character of the area compared to its open rural feel at present. An access road would need to be created, potentially from Ashford Road, which would increase views into the site. Existing boundaries shield the site somewhat from view and if these were to be maintained, the visual impact could be lessened.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary

The majority of the site is mixed at stage 2. The site performs moderately against the spatial strategy as it would provide a significant number of units and may be able to accommodate some small-scale community infrastructure. It is however strongly performing Green Belt that makes an important contribution to the strategic Green Belt so is at odds with this element. It is also greenfield land and the site promoter has not indicated that any wider community benefits could be accommodated. There are no overriding constraints on site, however a flood risk assessment would be required and the site is within a minerals safeguarding area therefore the County Council will need to be consulted. The site is also identified as partly grade 2 agricultural land so further investigation is necessary. The site does not perform an open space role. The sustainability of the location is mixed as some services are within walking distance, however there are no bus stops or rail stations within the preferred maximum walking distance. This is likely to encourage the use of private vehicles.
Stage 3 Summary
Site is strongly performing at GBA Stage 1 and not recommended for release at Stage 2. The site is important to the wider strategic Green Belt and plays a particularly vital role in safeguarding the countryside from encroachment due to its limited visual links with the wider urban area and enclosed nature. The site currently performs a limited visual amenity role due to this sense of enclosure, however development would significantly alter the character of the area and would likely increase views into the site. Maintenance of the existing boundaries would help to limit impacts.
SA Summary (note: If poor performance do not consider deliverability)
The majority of the SA objectives are negatively impacted as the site is undeveloped greenfield land. The site is not considered to be particularly sustainably located as public transport facilities are beyond preferred maximum walking distances. Development on site will increase the number of properties at risk of flooding and is expected to increase pollution with increased private vehicle use. Benefits are however expected in terms of housing provision and short term employment.
Overall conclusions
Site is not considered appropriate to consider further due to the recommendations of both the Stage 1 and Stage 2 Green Belt Assessment, which concluded it could not be released without harming the integrity of the Green Belt. The site is also at risk of flooding, is a minerals safeguarding area and is partly grade 2 agricultural land, therefore further investigation is required. The site currently has a largely rural unspoilt character and development would significantly alter this. The location of the site is unlikely to encourage a shift away from the use of private vehicles.

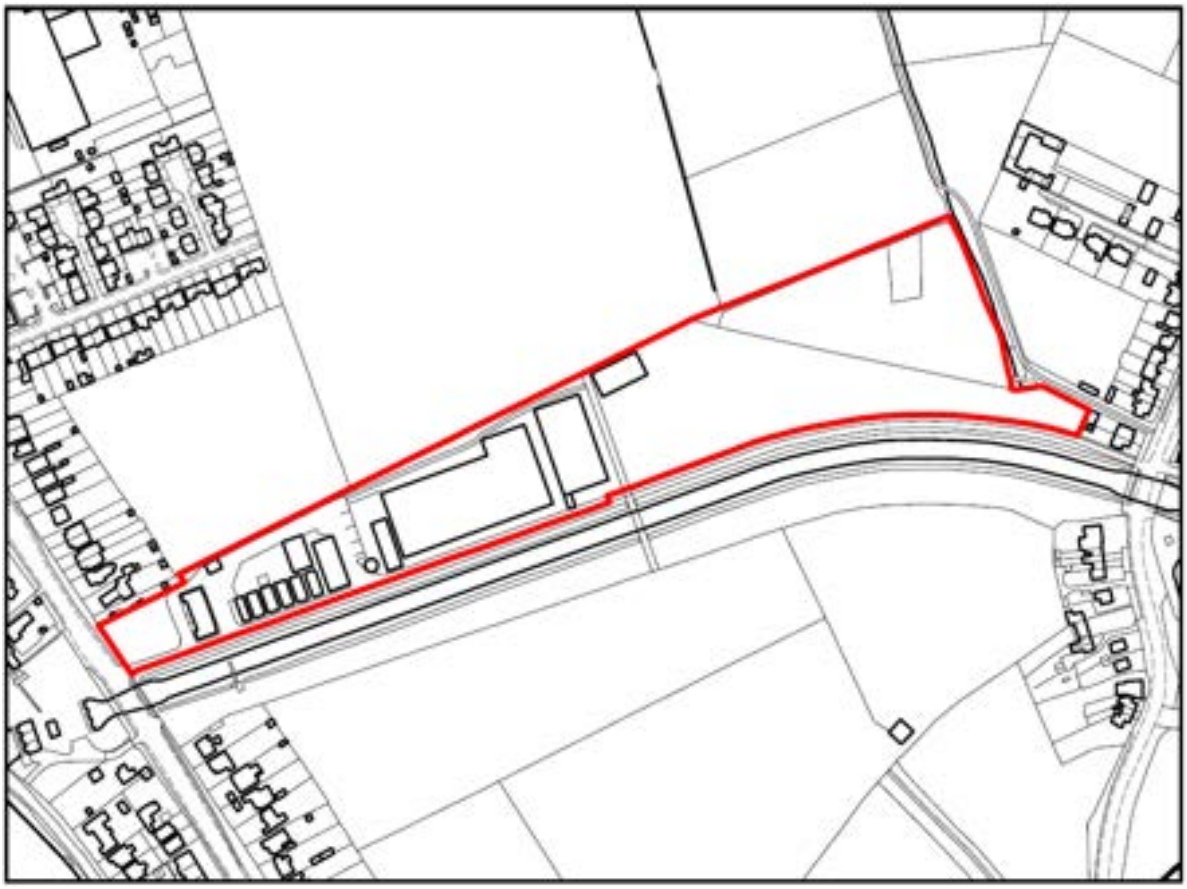
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – submitted to call for sites
Consideration of development phasing	Potential to phase.
Comments	
Viability comments	None.

Stage 4c – Site Capacity	
Site size (ha)	7.53

Landowner/promoter preferred use and units (residential or commercial)	The site promoter has indicated that 260 units could be accommodated on site. The site could be developed in combination with the site to the north for affordable housing.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Do not take forward for further consideration.

RL1/009 Waterside Nursery Ltd, Staines Road, Laleham

Site Information	
Proforma Created	07/02/22
Proforma last updated	07/02/22
Site ID	RL1/009
Site name/ address	Waterside Nursery Limited, Staines Road, Laleham, TW18 2ST
Site area (ha)	4.08
Site description & context	Commercial horticultural nursery including the provision of office accommodation, storage, workshop, glasshouses, barns, hard surfacing and roadways and external plant growing areas. The site is bounded by an artificial channel associated with Thames Water infrastructure to the south.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly, however the site is in agricultural use which is excluded from the NPPF definition of previously developed land.
Site source	Call for Sites
Assessment History	Assessed at Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing scheme is a potential use (along with other uses).
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. Though 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	0	Potential contamination from previous commercial plant nursery site. In accordance with NPPF would require site investigation for redevelopment to ensure that the site is suitable for the proposed use. 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. To reduce air and noise pollution	0	No particular noise or air pollution effects. Existing use generates vehicle movements. May be opportunity to improve public transport connectivity.
6. To conserve and enhance biodiversity, habitats and species	-	Some loss of green space (eastern end) but no particular habitat or biodiversity value.
7. To conserve and enhance the historic environment, heritage assets and their settings.	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.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space that contributes to the character of the landscape (River Floodplain).
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	0	The existing use utilises water associated with the nursery use and plants on site. Redevelopment would result in water consumption but mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	2	The site is a nursery and does not fall into the NPPF definition of PDL. It does however contain various structures of built form and as such is not free from development.
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	Limited response received in relation to the site.

Smaller sites	2	The site is moderately sized.
Sustainability of location	2	Mixed access to local services.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site could meet some housing need. The site is however strongly performing Green Belt which is against the preferred strategy. It is unlikely to be large enough to deliver any other benefits.

Stage 2b – Non Absolute Constraints
Summary

- Predominantly Flood Zone 3a with small area within Flood Zone 2. Potential surface water and ground water flood risk. Dry means of escape must be demonstrated.
- Within Minerals Safeguarding Area – Surrey County Council consultation required.
- No biodiversity or agricultural constraints on site.
- Potential contamination from previous commercial plant nursery site. Investigation required.
- Site outside of the 66 Leq noise contour.
- Site unlikely to impact historic environment. 500m from Laleham conservation area.
- Surrey Landscape character Area – River Floodplain

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not currently perform a recreation role.

Stage 2d – Sustainable Location
Summary

Mixed access to local services – primary school, local convenience and bus services are within the preferred walking distance, whereas access to medical services, secondary school and trains is limited and beyond walking distance.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 27 – strongly performing
GBA stage 2: Sub Area 27-f – strongly performing and important to the strategic Green Belt

At Stage 1, the wider Local Area 27 performed strongly. At Stage 2 parcel 27 was divided into six and this sub-area (27-f) was assessed as meeting the purpose assessment criteria strongly, and making an important contribution to the wider strategic Green Belt. It was not recommended for release.
If released this would result in the designation of weaker boundaries, but could be strengthened.

Stage 3b – Previously Developed Land

27% previously developed/built form. The built form is focused at the west side of the site and is made up of glass houses and other structures associated with the sites horticultural use. As this is associated with horticultural use it may not fall into the NPPF definition of PDL.
The eastern side of the site is more open and used for growing plants and paddocks.

Stage 3c – Visual Amenity

The site is currently occupied by a mixture of glasshouses and other horticultural structures to the east and open fields and paddocks to the west. The site is bounded to the south by an artificial channel associated with Thames Water infrastructure to the south. The northern boundary of the site is a belt of trees and hedges. Staines Road forms the west boundary.

The site has the appearance of a working horticultural nursery. It is fairly developed to the east but more open to the west which is more tranquil and rural. There are open fields to the north and south giving an overall rural sense.

Site promoters have put the site forward for residential, economic or other uses. The type, nature and density of the development would determine the impact however it is likely to be a significant decline from the open east end of the site. The impact on change from the west end will depend on individual perspectives.

The change of view would be significant and permanent for those that can view the eastern part of the site which is currently undeveloped and open.

The change in view would be less significant to the west as there is already some built form, however the current horticultural use has a more rural feel than either residential or an economic use is likely to have.

The significance of impacts is considered to be Moderate/High depending on the position of the receptor. Some of the homes are some distance from the site.

At present the site performs a limited visual amenity role given the existing uses on site, although the eastern part is more open and has visual connections to the north. Impacts will be most severe for neighbouring properties along Staines Road but existing vegetation and the reservoir intake channel adjacent perform a screening/separation role.

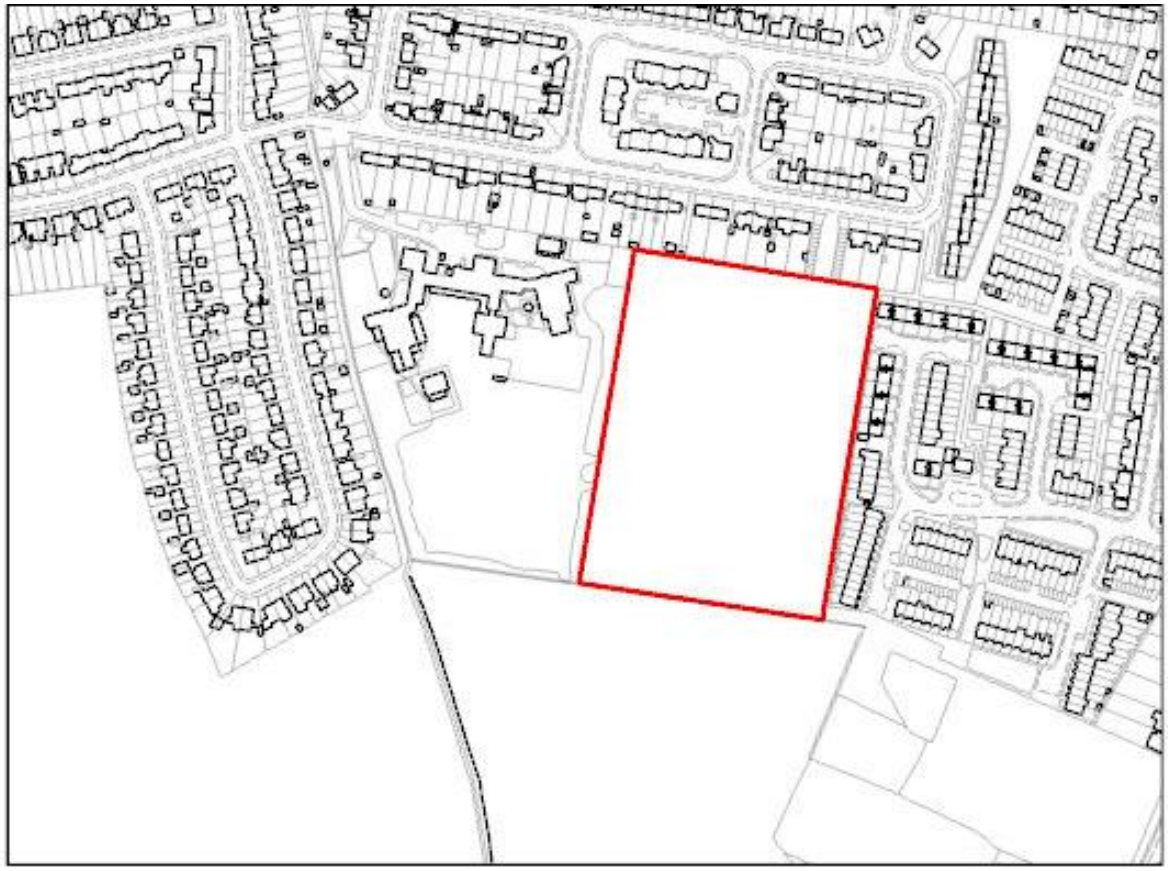
Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores fairly well at Stage 2 – Close to other residential use, no non-absolute constraints (subject to flood risk mitigation and demonstration of a dry means of escape), and no loss of publicly accessible open space. Whilst there are good bus links adjacent, services within walking distance in Laleham are limited. Contributes to spatial strategy due to housing or economic floorspace use proposed but is important to the strategic Green Belt so does not fulfil this element.
Stage 3 Summary
Site is strongly performing at GBA Stage 1 and not recommended for release at Stage 2. It was the strongest performing of the six parcels that made up parcel 27 and is important to the wider strategic Green Belt.
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing objectives and could perform well against economic objective, depending on what is delivered on site, but poorly or neutrally against environmental objectives due to the majority of the land being an undeveloped Green Belt site and limited services within walking distance in Laleham.
Overall conclusions
Site is not considered appropriate to consider further due to the recommendations of both the Stage 1 and Stage 2 GBA, which concluded it could not be released without harming the integrity of the Green Belt. The site is also at risk of flooding and an exceptions test is required. A dry means of escape will need to be demonstrated, although the majority of Staines Road is within flood zone 3a.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – submitted to call for sites
Consideration of development phasing	N/A due to site size
Comments	
Viability comments	None.

Stage 4c – Site Capacity	
Site size (ha)	4.08
Landowner/promoter preferred use and units (residential or commercial)	The site promoter has not suggested capacity
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Do not take forward for further consideration.

RL1/010 Part of Greenfield recreation ground, Berryscroft Road & Bingham Drive, Laleham

Site Information	
Proforma Created	07/02/22
Proforma last updated	07/02/22
Site ID	RL1/010
Site name/ address	Part of Greenfield recreation ground, Berryscroft Road and Bingham Drive, Laleham, TW18
Site area (ha)	4.09
Site description & context	The site is currently occupied by a recreation ground with a school playing field to the west. The site is accessed via Bingham Drive to the east and Berryscroft Road to the north. The site is enclosed by housing on the north and east sides and a school to the west. A former mineral working site is located west with the Manor Farm site to the south. Buckland Primary School lies to the west but is separated from it by boundary trees/hedges and a large but open metal fence.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Publicly owned
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Affordable housing scheme promoted.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. The site is in an area (1km squared) whereby >75% is susceptible to groundwater flooding. Some potential surface water flood risk.
4. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	Bus stop within 10 minute walk to encourage sustainable transport but development is likely to increase private vehicle use.
6. To conserve and enhance biodiversity, habitats and species	0	Loss of green space/infrastructure but no particular habitat or biodiversity value.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	None identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space but not readily visible in the public domain and landscape character is limited.
9. To promote sustainable modes of travel, improve accessibility	-	Reasonably sustainable site in proximity to local services and public transport. May

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
to public transport and reduce road congestion		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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Recommended for release through the Green Belt Assessment.
Higher proportion of Previously Developed Land	1	Greenfield land. No previously develop part of the site.
Additional benefits to the community	2	Potential to improve the quality of the open space provision on site.
Feedback from the Preferred Options consultation	2	Moderate number of comments received regarding the site – most objected and raise the following issues: loss of open space; loss of habitat; highways safety issues; loss of Green Belt; infrastructure implications.
Smaller sites	2	Moderately sized site.
Sustainability of location	2	Reasonably sustainable site with services generally within walking distance. Access to public transport could be improved.

Stage 2a – Contribution to the delivery of the strategy

Spatial Strategy Score	
Score	Comments
2	Provision of affordable housing and/or accommodation for specialist needs, e.g. sheltered housing for the elderly, would contribute to the spatial strategy but the site is fairly small so its wider contribution towards infrastructure and other benefits would be more limited. Site identified as 'amenity green space' for the purposes of the Open Space Assessment and could be enhanced for recreation purposes if required. Fair performance at present. Site would need to be assessed as to whether it is needed for retention as open space or if the need for housing takes priority for the strategy. Weakly performing Green Belt that is less important to the strategic Green Belt therefore fulfils this element of the preferred strategy.

Stage 2b – Non Absolute Constraints
Summary

- Flood Zone 2. Possible ground water flood risk. Potential low surface water flood risk.
- Outside minerals safeguarding area.
- No constraints identified. Site may perform a limited local biodiversity function.
- No recorded past uses with contaminative potential. In accordance with NPPF would still require site investigation for redevelopment to ensure that the site is suitable for the proposed use.
- Surrey Landscape character Area – River Floodplain.
- Site unlikely to impact historic environment.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	2	The site is a publicly accessible, Council owned recreation ground. Has one basketball hoop but no other play equipment and is laid out as grass for informal recreation rather than specified purposes. Site is likely to be too small to re-provide recreation space on site of equivalent or better provision in terms of size but some could be re-provided and equipped with playspace on a smaller site within centre of a new housing development if the loss of the larger recreation space were considered acceptable.

Stage 2d – Sustainable Location
Summary

The sustainability of the location is generally good as most services are within walking distance. Access to public transport could however be improved as the train station is more than 30 minutes walk.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 27 – strongly performing
GBA stage 2: Sub area 27c – could be released without harming the performance of the wider Local Area and strategic Green Belt

At Stage 1, the wider Local Area performed strongly but the proposed site (together with the Buckland Primary School's playing field to the west) was considered at Stage 2 to be capable of release without affecting the wider Green Belt. Consideration would need to be given to whether the whole site could be removed (as per the Stage 2 land parcel) or just the recreation ground (as identified), as the school playing field would need to be retained for its purpose even if it does not fulfil a Green Belt function – potentially could consider designation as LGS. The school playing field has clear defensible boundaries to the east with the recreation ground and south to the larger Local Area so releasing only the recreation ground would leave the school field appearing as an anomaly on the map.

Stage 3b – Previously Developed Land

No PDL as defined by the NPPF – open recreation land. Very small area of hardstanding with basketball hoop.

Stage 3c – Visual Amenity

The site is currently in use as an open recreation field. The Field is mainly grass, some more trimmed to create informal paths but other areas left for the grass to grow longer. Tree and hedge screening to most boundaries but denser to boundary with Buckland Primary School to the west. The site is not particularly rural in character due to its small size and proximity to residential development. Not readily visible within the wider landscape and separated physically and in context from the wider Local Area. Views from upper floor windows of houses in Berryscroft Road to the north and Bingham Close to the east. Site not readily visible from school to the west due to boundary screening. Views from the south from public footpath along southern boundary.

A housing scheme has been identified. This would offer potential to retain a recreation facility within the site that could be equipped with play space to increase its attractiveness to users. The development could be designed to respect the suburban character of the surrounding area whilst increasing densities deeper into the site.

The change of view would be significant and permanent but limited by the context of the site in proximity to the surrounding suburban character of the area. A high quality design could be considered, together with re-provision of recreation space if larger loss were considered acceptable. The change would be permanent, and it is likely receptors would not have anticipated the development of the field at some point due to its use as Council-owned recreation land.

The significance of impacts is considered to be Major/High due to the limited number of receptors and the loss of views over open space.

Stage 4

Stage 4a – Overall Performance of sites

Stage 2 summary

Site scores well at Stage 2 – reasonably sustainable, close to other residential use, few to none non-absolute constraints (subject to flood risk mitigation), however would result in the loss of open space for residential views and recreation value. The site contributes to spatial strategy due to housing use proposed however it is greenfield land and not previously developed. The site was also subject to a moderate number of objectives at the Preferred Options stage.
Stage 3 Summary
Site is strongly performing at GBA Stage 1 but recommended for release at Stage 2 as the Local Area could be subdivided without harming the integrity and performance of the Green Belt. Visual impact moderate to significant but limited by the context of built form that surrounds it and few numbers of receptors.
SA Summary (note: If poor performance do not consider deliverability)
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. Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and connections to active travel network.
Overall conclusions
Whilst the site performed reasonably well against the spatial strategy in that it would provide housing and is weakly performing Green Belt, it did not fulfil a number of criteria due to its status as greenfield land, lack of PDL, loss of open space (although the quality of the retained area would be improved) and negative feedback at the Preferred Options stage. The site would need to be carefully assessed from an open space and recreation perspective to understand whether the site is better retained in the current form in its entirety, or whether the site could be developed for housing with or without retention of some recreation space that could be better equipped and of improved quality than the existing offer. Overall, the site may be suitable for further consideration however the provision of housing should be weighed against the loss of the quantity of open space, as well as the development of greenfield land whilst reflecting on the response at the Preferred Options stage. The decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance.

Stage 4b – Deliverability	
Has the site been confirmed as available?	The site is Council-owned but the access is owned by A2 Dominion Housing Association, who suggested there could be scope for development.
Has the owner been contacted?	Not specifically to discuss this site.
Consideration of development phasing	Site is fairly small so phasing is not likely to be a consideration.

Comments	Discussions would need to be held with the Assets and Leisure teams at the Council, and with A2 Dominion, to understand if there is an appetite for developing the site and the implications for the loss of recreation land and potential for re-provision. Access into the site needs to be confirmed.
Viability comments	No viability issues identified that could affect deliverability

Stage 4c – Site Capacity	
Site size (ha)	4.09
Landowner/promoter preferred use and units (residential or commercial)	A2 Dominion has produced an indicative site plan for 157 housing units, potentially affordable housing, but without any open space or recreation land retained.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Suburban character in a reasonably sustainable location. Site would lend itself to a residential use and could include a large proportion of affordable housing or even 100%. Density considerations would need to factor whether a scheme should include retention of some equipped recreation playspace within it. Site could lend itself to being developed around the boundaries with playspace in the centre to provide natural surveillance. This would reduce the opportunity for higher density development as it would impact on neighbouring properties but could still deliver 80-120 units at a suburban scale of housing.

RL1/012 Land adjacent to 3 Penton Hook Farm, Penton Hook Road, Staines

Site Information	
Proforma Created	07/02/22
Proforma last updated	07/02/22
Site ID	RL1/012
Site name/ address	Land adjacent to 3 Penton Hook Farm, Penton Hook Road, Staines, TW18 2HU
Site area (ha)	0.79
Site description & context	The proposed development site is an open field adjacent to 3 Penton Hook Farm in Staines and is privately owned. The site is bound on three sides by residential development and the fourth side which is to the east by an open field. The River Thames is located further south beyond existing residential development.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for sites
Assessment History	New site identified since the Preferred Options stage

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	0.2ha (mainly to the southern/south eastern part) of the site falls within Flood Zone 3b
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[8]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	Developable area reduced to approximately 0.6ha

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Small housing scheme promoted which would contribute to meeting needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	The site is within flood zone 2 and 3a, with part in 3b. Loss of permeable land if developed.
4. To reduce land contamination and protect soil quality and quantity	-	Development of site would not avoid development of greenfield over brownfield land. The site is greenfield undeveloped land.
5. To reduce air and noise pollution	0	Given the small size of the site, neutral impacts are generally expected on air and noise pollution.

[8] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
6. To conserve and enhance biodiversity, habitats and species	-	The site may perform a local biodiversity role as it is undeveloped greenfield but does not have any formal designations.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	None identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space that contributes to the character of the landscape (River Floodplain).
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	Reasonably sustainable site in proximity to local services and public transport. Potential increase in car use.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption in light of the residential development.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	Small scale housing scheme promoted.
Meets specific needs	1	No specific needs identified by landowner.
Opportunities for higher density development, where appropriate	1	The site is small and in a suburban setting unlikely to be suitable for high density.

Opportunities for infrastructure provision	1	Small site unlikely to be able to accommodate infrastructure.
Brownfield land	1	Greenfield site.
Opportunities for mixed use development	1	Small site unlikely to be able to accommodate mixed use development.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified.
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Weakly performing at stage 1 of the GBA.
Higher proportion of Previously Developed Land	1	Greenfield land.
Additional benefits to the community	1	Small site unlikely to be able to accommodate community infrastructure.
Feedback from the Preferred Options consultation	N/A	New site.
Smaller sites	3	The site is small in scale.
Sustainability of location	2	Reasonably sustainable location at the edge of the Staines urban area.

Spatial Strategy Score	
Score	Comments
2	Whilst the site is small in scale and offers a modest housing development it is constrained in its ability to provide wider community benefits. It is weakly performing Green Belt land so fulfils this element of the strategy, however it is greenfield and subject to flood risk given its close proximity to the River Thames.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	2	• 0.2ha in flood zone 2; 0.3 ha in flood zone 3a; 0.2ha in flood zone 3b. • Potential surface water and ground water flood risk.
Minerals/waste safeguarding	3	• No minerals/waste constraints.

Biodiversity	2	• No formal role but may hold local informal role given its open greenfield nature.
Agricultural Land Classification	3	• Not in agricultural use.
Land and water contamination	2	• No formal recorded uses for this land that could give rise to contamination. However, there may be potential impact from the adjacent farm. In accordance with the NPPF, any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The nearest air quality monitoring site SP38 is situated approximately 1300m south east at Laleham CofE Primary School (X 505289, Y 168995). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 26.8 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Outside noise contours.
Heritage Assets	3	• No heritage constraints.
Landscape Character and Townscape	2	• The site is not within a Surrey Landscape Character area. It is however in close proximity to the River Thames and somewhat contributes to the character of the area given its undeveloped and open nature.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site does not perform an open space function.
What is the nature and quality of its role?	None	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement	N/A	

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
facilities of equivalent or better provision?		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space role as it is a private farm.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Laleham Primary School – 1.8km/22 min walk
Distance to secondary school	2	Matthew Arnold School – 2.2km/27 min walk
Distance to health centre or GP surgery	2	Knowle Green Medical – 1.8km/22 min walk
Distance to local convenience retail	3	Convenience store Wheatsheaf Lane – 450m/5 min walk
Distance to major centres or centres of employment	3	Staines <30 minutes
Distance to bus stop with good service	3	Bus stop – Wheatsheaf Lane/Laleham Road
Distance to train station with good service	3	Staines rail station – 2.4km/34 minute walk
Qualitative Assessment		The site is in a sustainable location with local services and Staines Town Centre within walking distance.
Potential impacts of planned infrastructure		None identified.
Opportunities to improve connectivity or provide supporting infrastructure		Improvements through the Staines Development Framework could help to improve connectivity to the surrounding area.

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	3	GBA stage 1 – local area 30 weakly performing
Green Belt Assessment Stage 2 score	N/A	Not assessed
Green Belt Assessment Stage 3 score	N/A	Not assessed
Qualitative Assessment		
Consider strength of any new defensible boundaries Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		The Local Area is largely enclosed by the large built-up area of Staines-upon-Thames, with developing wrapping around the northern and the majority of the eastern and western edges. Although the south of the Local Area is not

Stage 3 Applies to sites located within the Green Belt only	
Stage 3a – Green Belt	
	enclosed, development along the southern bank of the Thames at Penton Hook/Laleham Reach limits connections to the wider Green Belt. There is additional man-made open space in the south at Penton Hook Lock. Development is visible on all sides so it is weakly performing. The Local Area is visually disconnected from the wider Green Belt, with the existing settlement form of Staines-upon-Thames wrapping around the site.

Stage 3b – Previously Developed Land	
Total site area	0.79
Amount of PDL (%)	<5%
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site is largely an open field used for grazing. Small out buildings are present in the north.
Overall PDL Score	1

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The site is a flat grass field with several mature trees.
Existing valued features, vegetation and infrastructure	Grazing land, semi-agricultural and sheds, which are currently being used for storage.
Sense of tranquillity, remoteness and rural character	The sense of remoteness is limited given the presence of development surrounding the site.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	The visibility of the site is mixed – properties along Penton Hook Road have a somewhat open view of the site whereas views from the public area are limited.
Sensitivity of site and wider landscape	The wider Green Belt area somewhat rural in character as it is occupied by fields although the wider area is occupied by housing and is semi-urban in character.
Significance of Visual Impacts (qualitative)	

Stage 3c – Visual Amenity	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	A housing development of 11 units is proposed. This would be of fairly low density given the character of the wider area.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Viewpoints are limited largely to residential properties adjacent to the site as it is fairly obscured from the road, with Penton Hook Road also private.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The change in view would be considerable compared to the existing given that it is currently an open field. Views would largely be limited to the rear gardens of properties along Penton Hook Road and Thames Side. Given the presence of development surrounding the site it could be integrated with this however to the east the area is more rural in character.
Significance of impacts • Refer to Table 8 of methodology	High impacts expected as residents neighbouring the site would be impacted.
Potential mitigation measures	Retention of trees on site and layout of the site.
Overall visual amenity score	2
Commentary	The site performs a visual amenity role for neighbouring properties however the site is not visible from the public area.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site is largely within flood zone 2 and 3a, with part in 3b. this reduces the developable area. The site is also small in size which limits opportunities for community benefits or supporting infrastructure. The site has a mixed contribution to the spatial strategy. It is weakly performing Green Belt but is greenfield. Flooding is the most significant constraint on site.
Stage 3 Summary
The site was deemed to be weakly performing Green Belt at stage 1 of the Green Belt Assessment. The site is not previously developed and performs a visual amenity role for a small group of properties along Penton Hook Road and is not visible from public areas.
SA Summary

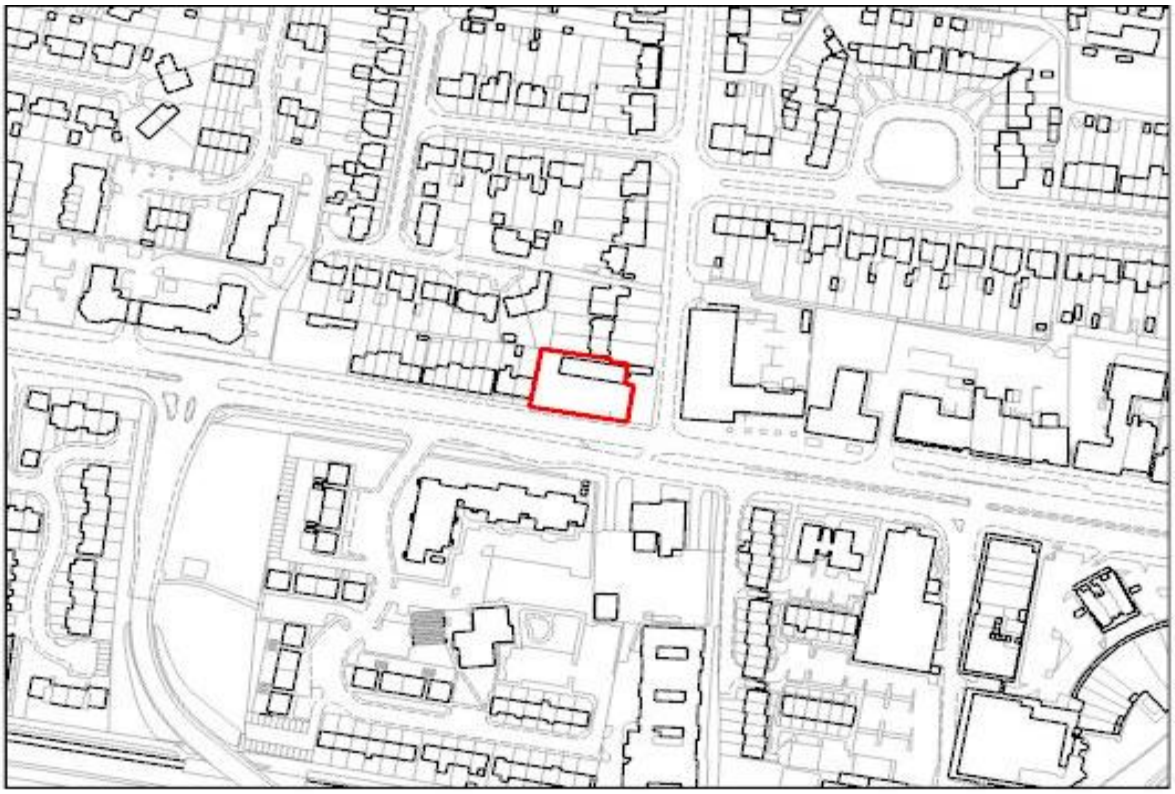
(note: If poor performance do not consider deliverability)
The site would provide a small number of residential units close to the urban area however is at risk of flooding and is open greenfield land therefore is likely to result in negative environmental impacts. Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and connections to active travel network.
Overall conclusions
The site does somewhat contribute to the spatial strategy but is a risk of flooding and this limits the developable area. A small scheme could be accommodated on site given its reasonably sustainable location however the provision of housing should be weighed against the ability to overcome flood risk on site. The decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	Small site size unlikely to warrant phasing
Comments	
Viability comments	No issues identified

Stage 4c – Site Capacity	
Site size (ha)	0.79
Landowner/promoter preferred use and units (residential or commercial)	11 dwellings
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site could accommodate the proposed development if flood risk could be overcome. The mix of units should have regard for the Spelthorne SHMA update and would need to reflect the character of the wider area.

SC1/002 115 Staines Road West, Sunbury

Site Information	
Proforma Created	08/02/22
Proforma last updated	08/02/22
Site ID	SC1/002
Site name/ address	115 Staines Road West, Sunbury, TW16 7BQ
Site area (ha)	0.11
Site description & context	The site comprises a car sales forecourt and single storey flat roofed building which is currently in use as an ancillary office space/workshop. The site is located on the corner of Staines Road West and Green Lane. Immediately adjacent to the east is a rental car business, whilst to the west is a two storey building in residential use. The rear gardens of properties along Green Lane and Avon Road border the site along its northern boundary. On the northern side of Staines Road West residential properties are largely 2 storey family housing in character, whilst on to the south of Staines Road West residential development is largely high density flatted development.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Officer identified – urban area search.
Assessment History	Assesses at the Preferred options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	The site is not within flood risk areas but there is a small risk of surface water flooding. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces. Limited surface water flood risk. The site is within an area whereby 75% is susceptible to groundwater flooding.
4. To reduce land contamination and protect soil quality and quantity	+	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 petrol filling station on site, therefore development may enable remediation. The site is in an urban location so could achieve high density.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is located within close proximity to local services in Sunbury Cross and nearby bus routes, plus walking distance to train station.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Short-term 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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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 but may not be big enough.
12. To maintain and improve water quality and promote the efficient use of water	-	Introduction of a residential use would likely result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within the urban area in a sustainable location close to transport facilities, in line with the preferred strategy. The site could accommodate high density residential development but would result in the loss of employment.

Stage 2b – Non Absolute Constraints
Summary

- The site is not within flood risk areas but there is a small risk of surface water and ground water flooding.
- No minerals or waste constraints.
- No biodiversity constraints.
- Previously occupied by a filling station. No details known about number and status of underground fuel tanks. No past site investigations held for the site. Investigation of contamination will be required and some remediation anticipated to make site suitable for use.
- No heritage impacts identified.
- No landscape character issues identified. The surrounding area is largely residential, however there are some commercial uses further afield. The site is visible from the A308 and is set within the wider Sunbury Cross area. This is not considered to be an area of townscape sensitivity and the existing site is occupied by a car sales unit that is not considered to be attractive in appearance. As such, development at a similar height and density to the surrounding residential development, subject to good design and layout, could be acceptable.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space or recreation role as it is currently occupied by a car sales use.

Stage 2d – Sustainable Location
Summary

The site is considered to be well connected with a number of services within the preferred maximum walking distance. The site is close to the Sunbury Cross area. The busy A308 may act as a barrier to sustainable travel. Upgrades to Sunbury Cross roundabout could improve local connectivity. The Spelthorne LCWIP has identified improvements that would benefit this area.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
N/A
Stage 3b – Previously Developed Land
N/A
Stage 3c – Visual Amenity
N/A

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – the site is in a sustainable location, with local services all within reasonable walking distance. There are few non-absolute constraints, however there is potential for land contamination. The site contributes moderately to the spatial strategy as could accommodate high density residential development on a brownfield, sustainable site.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing, land quality and transport objectives. Neutral impacts are identified for health, biodiversity, heritage, open space, flooding and emissions objectives. The site performs negatively against employment/economy, water consumption and noise/air quality, although this could be mitigated by design.
Overall conclusions
The site is located within the urban area and is in a sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density residential development. This would be contingent on the availability of the site and relocation or discontinuation of the current use. The site could be allocated as part of a more holistic allocation for the Sunbury Cross area to redevelop the wider environment. The site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. Availability has yet to be confirmed by its landowners and it is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Landowner contacted as part of SLAA.

Consideration of development phasing	Site is fairly small so phasing is not likely to be a consideration.
Comments	The site was previously subject to pre application discussions and was considered favourably, however since this time the landowner has yet to confirm availability. The landowner will be contacted as part of the site selection process. The site could be redeveloped as part of a wider Sunbury Cross regeneration scheme.
Viability comments	Remediation for any contaminated land could affect viability but costs unlikely to render a scheme in this location unviable.

Stage 4c – Site Capacity	
Site size (ha)	0.11
Landowner/promoter preferred use and units (residential or commercial)	Pre application advice sought for residential use in 2016.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The surrounding area is urban in character with housing and flats adjacent. The site could accommodate a mix of units in line with that required by the SHMA update. In the surrounding area development is generally of a high density, with the approved Integris House at 168dph and development at Spelthorne Grove opposite at 97dph. High density development on site is considered suitable given the area's character, therefore densities greater than 75dph should be considered on site. The site could accommodate approximately 25 units.

SC1/003 147 Staines Road West, Sunbury

Site Information	
Proforma Created	08/02/22
Proforma last updated	08/02/22
Site ID	SC1/003
Site name/ address	147 Staines Road West, Sunbury, TW16 7BQ
Site area (ha)	0.08
Site description & context	The site comprises a forecourt and single storey flat roofed building which is currently in use as ancillary office space. The site is currently in use for car sales. The site is accessed via Staines Road West. Immediately west of the site is a flatted development, with 2 storey family dwelling houses to the east and north of the site. High density flats sit opposite the site to the south with the site fronting the busy Staines Road West. A small area of open space is present to the south of the site.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Officer identified – urban area search.
Assessment History	Assessed at the Preferred Options stage

Stage 1 – Absolute constraints
Summary

No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. The site is too small to provide amenity space. Close proximity to the A308 could also negatively impact wellbeing.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	The site is not within flood risk areas but there is a small risk of surface water flooding. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces. Limited surface water flood risk. The site is within an area whereby 75% is susceptible to groundwater flooding.
4. To reduce land contamination and protect soil quality and quantity	+	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 and possible fuel/waste oil storage on site, therefore development may enable remediation. The site is in an urban location so could achieve high density.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is located within close proximity to local services in Sunbury Cross and nearby bus routes, plus walking distance to train station.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Short-term 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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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 but may not be big enough.
12. To maintain and improve water quality and promote the efficient use of water	-	Introduction of a residential use would likely result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within the urban area in a sustainable location close to transport facilities, in line with the preferred strategy. The

	site could accommodate high density residential development but would result in the loss of employment.

Stage 2b – Non Absolute Constraints Summary
• The site is not within flood risk areas but there is a small risk of surface water and ground water flooding. • No minerals/waste safeguarding issues identified. • No biodiversity constraints. • Use of site for general motor trade and sale of cars since at least 1952. Likely to have had on-site fuel/ waste oil storage. • Investigation of contamination will be required and some remediation anticipated to make site suitable for use. • No heritage constraints identified. • No landscape character issues identified. The surrounding area is largely residential, however there are some commercial uses further afield. The site is visible from the A308 and is set within the wider Sunbury Cross area. This is not considered to be an area of townscape sensitivity and the existing site is occupied by a car sales unit that is not considered to be attractive in appearance. As such, development at a similar height and density to the surrounding residential development, subject to good design and layout, could be acceptable.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space or recreation role as it is currently occupied by a car sales use.

Stage 2d – Sustainable Location Summary
The site is considered to be well connected with a number of services within the preferred maximum walking distance. The site is close to the Sunbury Cross area. The busy A308 may act as a barrier to sustainable travel. The Spelthorne LCWIP has identified potential improvements for this area which would improve local connectivity. Upgrades to Sunbury Cross roundabout could improve local safety and pedestrian use.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
N/A
Stage 3b – Previously Developed Land
N/A
Stage 3c – Visual Amenity
N/A

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – the site is in a sustainable location, with local services all within reasonable walking distance. There are few non-absolute constraints, however there is potential for land contamination. The site contributes moderately to the spatial strategy as could accommodate high density residential development on a brownfield, sustainable site.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing, land quality and transport objectives. Neutral impacts are identified for health, biodiversity, heritage, open space, flooding and emissions objectives. The site performs negatively against employment/economy, water consumption and noise/air quality, although this could be mitigated by design.
Overall conclusions
The site is located within the urban area and is in a sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density residential development. This would be contingent on the availability of the site and relocation or discontinuation of the current use. The site could be allocated as part of a more holistic allocation for the Sunbury Cross area to redevelop the wider environment. The site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. Availability has yet to be confirmed by its landowners and it is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Landowner contacted as part of SLAA..
Consideration of development phasing	Site is fairly small so phasing is not likely to be a consideration.
Comments	The site was previously subject to pre application discussions and was considered favourably, however since this time the landowner has yet to confirm availability. The landowner will be contacted as part of the site selection process. The site could be redeveloped as part of a wider Sunbury Cross regeneration scheme.
Viability comments	Remediation for any contaminated land could affect viability but costs unlikely to render a scheme in this location unviable.

Stage 4c – Site Capacity	
Site size (ha)	0.08
Landowner/promoter preferred use and units (residential or commercial)	Pre application advice sought for residential use previously.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The surrounding area is urban in character with housing and flats adjacent. The site could accommodate a mix of units in line with that required by the SHMA update. In the surrounding area development is generally of a high density, with the approved Integris House at 168dph and the neighbouring Prince Albert Court at 87dph. High density development on site is considered suitable given the area's character, therefore densities greater than 75dph should be considered on site. The site could accommodate 10-15 units.

SC1/005 Sunbury Cross Ex-Services Association Club, Sunbury

Site Information	
Proforma Created	08/02/22
Proforma last updated	08/02/22
Site ID	SC1/005
Site name/ address	Sunbury Cross Ex Services Association Club, Crossways, Sunbury, TW16 7BB
Site area (ha)	0.30
Site description & context	The site is currently occupied by a 2 storey 1970s building previously in use as a social club. A parking area is located to the rear. The site is at the far end of Crossways accessed from Staines Road West. Sunbury Cross multi-storey carpark is located to the east of the site. Staines Reservoirs Aqueduct is situated south of the site with Tesco further South. Residential flats are present to the west whilst a hotel is located further north.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Officer identified – search of urban area
Assessment History	Assessed at the Preferred Options stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	0	The site is not within flood risk areas but there is a small risk of surface and groundwater flooding. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. To reduce land contamination and protect soil quality and quantity	+	The site is occupied by previously developed land 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. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility	+	The site is located within close proximity to local services in Sunbury Cross and

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
to public transport and reduce road congestion		nearby bus routes, plus walking distance to train station.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing or comprehensive development construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. To maintain and improve water quality and promote the efficient use of water	-	Introduction of a residential use would likely result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within the urban area in a sustainable location close to transport facilities, in line with the spatial strategy. The site could accommodate residential redevelopment to meet needs, although the potential for wider community benefits is limited.

Stage 2b – Non Absolute Constraints Summary
• The site is not in a flood risk area. Some surface and groundwater flooding issues but not significant. • No minerals or waste constraints. • No biodiversity designations or constraints. • No formal recorded uses for this land that could give rise to contamination. In accordance with NPPF would require site investigation for redevelopment to ensure that the site is suitable for the proposed use. Extreme NW corner of site was formerly part of a piggery. • No heritage impacts identified. • No landscape character issues identified. • The surrounding area is in a mix of uses, including industrial, offices and residential • Site is well contained and visible within the context of the wider Sunbury Cross/Windmill Road area.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing recreation or public access function.

Stage 2d – Sustainable Location Summary
The site is considered to be well connected with a number of services within the preferred maximum walking distance at the edge of a retail centre. The site could benefit from proposed improvements identified through the Spelthorne LCWIP.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
N/A
Stage 3b – Previously Developed Land
N/A
Stage 3c – Visual Amenity
N/A

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – the site is in a sustainable location, with local services all within reasonable walking distance. There are few non-absolute constraints. The site contributes moderately to the spatial strategy as could accommodate residential development or mixed-use at a high density on a brownfield, sustainable site.
Stage 3 Summary

N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing, land quality and transport objectives. Neutral impacts are identified for health, biodiversity, heritage, open space, flooding and emissions objectives. The site performs negatively against employment/economy (if the development reduced the current public house use), water consumption and noise/air quality (due to M3), although some of these issues could be mitigated by design.
Overall conclusions
The site is located within the urban area and its current layout and scale is not considered to make efficient use land, in a sustainable site in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density development residential development given the character of the wider area. The site now has consent for 47 residential units. As such site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature and current planning status. The site could be delivered through the planning process as windfall development, guided by Local Plan policies, subject to appropriate design and overcoming the previous reasons for refusal. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Subject to current planning application.
Consideration of development phasing	Site is fairly small so phasing is not likely to be a consideration.
Comments	The site could be redeveloped as part of a wider Sunbury Cross regeneration scheme.
Viability comments	Remediation for any contaminated land could affect viability but costs unlikely to render a scheme in this location unviable.

Stage 4c – Site Capacity	
Site size (ha)	0.30
Landowner/promoter preferred use and units (residential or commercial)	21/01801/FUL – 47 residential units currently under consideration
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The level of development and design of any scheme would need to adhere to local character and be in keeping with the local area, making a positive contribution to the environment. The mix of units should be determined by the Spelthorne SHMA Update.

SC1/009 Land to the north of M3 J1, Sunbury

Site Information	
Proforma Created	07/02/2022
Proforma last updated	07/02/2022
Site ID	SC1/009
Site name/ address	Land to the North of M3 J1, Sunbury, TW16 5LN
Site area (ha)	6.68
Site description & context	The site is currently open greenfield land. Trees and vegetation occupy and line the site. The site is a former reservoir and filter bed site which was filled in during the 1990s. A small area of lorry parking is situated to the south west of the site, with Costco store to the west, the M3 to the south and Aquifer to the east. The character of the wider area is largely urban to the west of the site and more rural to the east. Commercial uses neighbour the site immediately to the west, with residential development to the north west. Kempton Park is situated further south of the site past the A316.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at the Preferred Options Stage

Stage 1 – Absolute constraints

Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	Site not put forward for housing development. Employment use promoted.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Loss of green space (not public) but off-set by creation of employment opportunities which could improve wellbeing and inequalities.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	Neutral impacts on historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of considerable area of open 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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		which may limit impacts through the Borough.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	++	Employment use promoted. Site within proximity of commercial uses.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	Current use has little/no impact on resources, emissions or carbon use. Development would likely result in a rise in emissions from the proposed commercial use, notwithstanding sustainable construction or the inclusion of renewable energy provision or energy efficiency measures.
12. To maintain and improve water quality and promote the efficient use of water	-	Introduction of a commercial use would likely result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt.
Higher proportion of Previously Developed Land	1	Greenfield land.
Additional benefits to the community	1	No community benefits identified.
Feedback from the Preferred Options consultation	N/A	Limited response to the site.
Smaller sites	3	Reasonably small site
Sustainability of location	2	Fairly sustainable location with most services and sustainable transport links within the preferred maximum walking distance.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments

2	Site promoted for employment use which is also needed to fulfil the spatial strategy to some extent, but need would not override harm to Green Belt to justify release, i.e. exceptional circumstances which is the priority need for the strategy to deliver. The site is greenfield and within the Green Belt, making an important contribution to the strategic Green Belt, at odds with the preferred strategy.

Stage 2b – Non Absolute Constraints
Summary

- Outside flood risk zone. Site susceptible to surface water and groundwater flooding.
- Restored minerals site.
- Limited constraints identified in terms of minerals/waste, agricultural land and heritage assets.
- No formal designations.
- Site outside of noise contours.
- Historic landfill site. Potential contamination associated with previous landfill uses on site - Site investigation and mediation required.
- No landscape character issues identified as surrounding area is in a mix of uses, including wholesale retail, industrial, and further away residential and depot. It is bounded by A316, Staines Reservoirs Aquaduct, and Costco.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform a recreation role and is not publicly accessible.

Stage 2d – Sustainable Location
Summary

The site is in a fairly sustainable location (although the walk would be unpleasant), with employment bus and train station. The walking distances identified are from the edges of site rather than centre. As the surrounding roads are so busy the walk is likely to be unpleasant for pedestrians along busy roads. The site is about 2km from Sunbury Railway Station which is deemed to be a moderately good service. A new access will have to be created.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 16 – strongly performing.
GBA stage 2: Sub area 16-c – moderately performing/Important contribution to wider strategic Green Belt.

At stage 2 the site was considered as part of the parcel 19-a and meets the purpose assessment criteria moderately but makes an important contribution to the wider strategic Green Belt. Existing inner boundaries are not readily recognisable in the west therefore release would strengthen them.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Stage 3b – Previously Developed Land
0% A restored minerals site occupied by greenfield land.
Stage 3c – Visual Amenity
Site is open field and trees with no prominent features. Trees all around the site boundaries and into the centre of the site. The site is bounded to the west by the built edge of Sunbury-on-Thames, which comprises the edge of an industrial estate. It is also bounded to the south by Country Way (A316), reservoir aqueduct to the north and Felthamhill Brook to the north. The site has a very urban feel. Views into the site are limited by the trees however if they were removed there would be a permanent and significant change from an open field to commercial scheme but limited by the context of the site in proximity to other industrial uses. The utilitarian form of a development for employment purposes would exacerbate the change of view compared to a more sensitive design that a housing scheme could offer. Those travelling along the A316 will have views of the site but impacts will be temporary. Some homes along Ashridge Road can view the site from gardens and first floor windows. The change in view would be significant, particularly if trees were lost however the receptors are limited and the main views are from those travelling along the A316. Homes to the northwest would also have views from the first floor windows but may be screened by vegetation. Views from these receptors are not considered to be as important if the development was acceptable in all other regards. Impacts would be moderate/low given the existing uses surrounding the site, with the A316 to the east and commercial uses to the west. There may be a greater impact on properties along Ashridge Way but if existing mature trees are maintained this could be minimised. Retaining trees around boundaries to screen the site.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – the site is in a fairly sustainable location, close to other similar employment uses, few to none non-absolute constraints, loss of open space of limited recreation value. Limited contribution to strategy as housing not proposed but depends on the type of employment use and whether there is a need in the borough. Benefits of development need to be weighed against the loss of strategic Green Belt site.
Stage 3 Summary
The site is strongly performing Green Belt at stage 1 of the GBA and moderately performing at stage 2, although it is deemed to make an important contribution to the wider strategy Green Belt. The site does not contain any PDL but the wider commercial character of the area means visual impacts are limited.
SA Summary (note: If poor performance do not consider deliverability)

The site performs well against employment objectives. Neutral impacts are identified for health, biodiversity, heritage and flooding objectives. The site performs negatively against housing which is the main priority of the spatial strategy, water consumption and noise/air quality (due to proximity to A316 and Sunbury Cross M3), although some of these issues could be mitigated by design.
Overall conclusions
The site is located on the edge of the urban area and close to a bus stop and within easy walking distance of a train station. It is 20-35 mins walk from other facilities and the walk is likely to be unpleasant along busy roads. If the site were to be released it would be considered more suitable for employment use which is promoted by the site promoter, however given its performance against the Green Belt Assessment it is not considered suitable for release. The site is deemed to perform an important role in terms of the strategic function of the Green Belt. Site is not suitable for release.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – Promoted through Call for Sites
Consideration of development phasing	N/A
Comments	N/A
Viability comments	Potential access route into site required.

Stage 4c – Site Capacity	
Site size (ha)	6.68
Landowner/promoter preferred use and units (residential or commercial)	The Site was submitted for consideration for redevelopment to provide approximately 150 dwellings as part of the Council's initial 'Call for Sites' process. The landowner subsequently submitted representations to the Local Plan Preferred Options Consultation in January 2020 and to another Call for Sites process in 2021 to promote the site for employment.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Site not considered suitable for development.

SC1/010 Land east of Groveley Road & Vicarage Road, Sunbury

Site Information	
Proforma Created	07/02/2022
Proforma last updated	07/02/2022
Site ID	SC1/010
Site name/ address	Land east of Groveley Road and Vicarage Road, Sunbury, TW16 7QQ
Site area (ha)	5.08
Site description & context	The site is located to the east of Groveley Road and comprises an open field within the Green Belt. The site is generally flat and bound by Felthamhill Brook to the south. The site is located on the border of Spelthorne and Hounslow local authority areas. The site is currently used for agriculture. The site is an historic landfill site worked between 1945 and 1955. A public house is situated immediately west of the site with Staines Rugby Football club located north of the site along with recreational fields that surround the site on the east side. A school sits to the south. Residential development and a parade of shops are located to the west of the site along with allotments that run along Groveley Road. The character of the wider area is largely rural to the north and east and urban further west.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites.
Assessment History	Assessed at the Preferred Options Stage

Stage 1 – Absolute constraints Summary
No absolute constraints but site in high pressure pipeline consultation area.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	The site will make a significant contribution to meeting the Borough's housing need. The site may be able to contribute towards to meeting specific needs within the Borough given its size.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	The site is not within flood risk areas but there is a risk of groundwater flooding. Site is currently grassed and replacement of this with hardstanding would increase risk of surface water flooding. Permeable surfaces could help to mitigate this. However the change in use from open fields to residential will significantly increase the carbon emissions from the site.
4. To reduce land contamination and protect soil quality and quantity	-	The site is greenfield with no existing development however the site is a former landfill and is likely to require remediation work. The site does not facilitate the efficient use of land and prioritise brownfield.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	Loss of green space but no particular habitat or biodiversity value.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on historic environment identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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 an area of green space which breaks up the built development adjacent

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would increase pressure on water resources and would not enhance water quality particularly.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Open greenfield used for agriculture
Additional benefits to the community	2	Site may be able to provide some new infrastructure given its size
Feedback from the Preferred Options consultation	N/A	Limited feedback received
Smaller sites	1	Larger site
Sustainability of location	1	Reasonably sustainable site in proximity to local services and public transport

Stage 2a – Contribution to the delivery of the strategy
Spatial Strategy Score

Score	Comments
2	The site would provide the opportunity to accommodate a notable quantity of new homes and may be large enough to accommodate small scale infrastructure or mixed use. The site is however strongly performing Green Belt and makes an important contribution to the wider strategic Green Belt, so is at odds in this respect.

Stage 2b – Non Absolute Constraints
Summary

- Site not within a flood risk area. Potential surface water and groundwater flood risk.
- Site in agriculture use.
- Limited constraints identified in terms of minerals/waste, biodiversity and heritage assets.
- Restored minerals site – restored in 1940s and 1960s.
- Possible contamination from past and uses – requires further investigation.
- Site outside of 66 Leq noise contour.
- The site is not within a landscape character area but is an open green field and makes some contribution to the landscape of the area.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site is in agricultural use and does not perform a recreation role.

Stage 2d – Sustainable Location
Summary

The Site is in a reasonably sustainable location, with some local services and public transport in close proximity.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 16 – strongly performing.
GBA stage 2: Sub area 16-a – Meets Purpose assessment criteria strongly, and makes an important contribution to the wider strategic Green Belt. Not recommended for further consideration.

The site considered at Stage 1 as land of Sub Area 16. At stage 2 it was considered as part of sub area 16-a. This parcel meets the purpose assessment criteria strongly, and makes an important contribution to the wider strategic Green Belt. Not recommended for further consideration. If released, the sub-area would therefore result in the designation of a Green Belt boundary of similar strength to the existing inner Green Belt boundary.

Stage 3b – Previously Developed Land

0%
Greenfield land in agricultural use.

Stage 3c – Visual Amenity

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Site is open field and trees. The site is bounded to the west by Groveley Road and Vicarage Road and a public house is situated inset to the site. Staines Rugby Football club located north of the site along with recreational fields that surround the site on the east side. A school sits to the south. Residential development and a parade of shops are located to the west of the site along with allotments that run along Groveley Road. The character of the wider area is largely rural to the north and east and urban further west. The road and housing adjacent limits the sense of tranquility and remoteness, as do the sports fields to the north. Views into the site are limited to some extent by the trees to the south and east however if they were removed there would be a permanent and significant change from an open field to residential. There are currently more open areas along Groveley Road. Development of the site would have a substantial impact on the area given its likely large scale. For the majority of neighbouring uses such as the public house, sports fields and road users impacts will be less significant given the temporary experience of views. For properties opposite along Groveley Road, who are high visual receptors, impacts will be dominant given the substantial change in view from the existing. There may however be opportunities for screening to reduce the impact. Major/High impact expected given neighbouring visual receptors. Retaining trees around eastern and southern boundaries.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – the site is in a reasonably sustainable location, with a primary school, convenience store, employment site and bus stop fairly close. A secondary school and GP are however further away. The site makes a contribution to the spatial strategy and may be able to provide some one site supporting facilities, however is strongly performing Green Belt and this is at odds with the preferred strategy. There are few non-absolute constraints, although land remediation is likely to be required.
Stage 3 Summary
The site is strongly performing Green Belt and makes an important contribution to the strategic Green Belt. The site does not contain any PDL as is open undeveloped Green Belt, and as such, performs an important visual amenity role for nearby properties. Visual impacts are expected to be less severe for neighbouring commercial and recreational uses, although impacts would be reduced with screening.
SA Summary (note: If poor performance do not consider deliverability)
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. 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.

Overall conclusions
The site is within Green Belt sub area 1-6a which meets Green Belt purposes strongly, and makes an important contribution to the wider strategic Green Belt. The site would however deliver a significant quantity of homes, however this is not considered to outweigh the harm to the wider Green Belt.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes
Consideration of development phasing	N/A
Comments	
Viability comments	No viability issues identified.

Stage 4c – Site Capacity	
Site size (ha)	5.08
Landowner/promoter preferred use and units (residential or commercial)	Residential use promoted and could provide accommodation for older people. Site promoter has proposed 189 (C3 residential or C2 extra care).
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Site is within a parcel of strongly performing green belt. Not suitable for development.

SC1/014 Land at r/o 2-32 Escot Road/Spelthorne Grove, Sunbury

Site Information	
Proforma Created	09/02/22
Proforma last updated	09/02/22
Site ID	SC1/014
Site name/ address	Land at r/o 2-32 Escot Road/Spelthorne Grove, Sunbury, TW16 7BZ
Site area (ha)	0.3
Site description & context	The site is currently occupied by open space with several mature trees in the southern part of the site. Trees also line the west of the site. The site is located at the corner of Escot Road and Staines Road West and accessed via Escot Road. The site adjoins a play area to the south, with flatted development immediately to the east along Spelthorne Grove.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Officer site search in urban area
Assessment History	Assessed at the Preferred Options stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	There is scope for housing to be provided on the site.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	The site is partly within flood zone 2 and there is a risk of groundwater flooding. 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. To reduce land contamination and protect soil quality and quantity	-	The site is greenfield with no existing development. There are no recorded contamination uses. Development could impact negatively on soil quality and quantity.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		an area of green space which breaks up the built development adjacent.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is located within close proximity to local services in Sunbury Cross and nearby bus routes, plus walking distance to train station.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing or comprehensive development construction. There are no current employment uses on or associated with the site.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	The current use does not have any impact on resources or emissions. 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. To maintain and improve water quality and promote the efficient use of water	-	Introduction of a residential use would likely result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	The site is greenfield within an urban area and adjoins an area of recreation. The site itself performs a recreation role to some extent,

	although it is not formally designated. Given its size it is unlikely to be able to accommodate wider community benefits alone. The site is within an area whereby higher densities could be accommodated therefore the site could make an efficient use of land if developed.

Stage 2b – Non Absolute Constraints
Summary

- The site is partly within flood zone 2 but could be subject to small scale surface and ground water flood risk.
- No minerals/waste constraints on site.
- No biodiversity constraints, although it may perform an informal local role.
- No formal recorded uses for this land that could give rise to contamination. In accordance with NPPF would require site investigation.
- The site is outside the 66 Leq noise contour.
- No heritage impacts identified.
- The site is within the urban area and breaks up the high density development nearby. The wider area is not considered to be particularly sensitive.
- A legal agreement was previously put in place for this area to be free of development to guard the amenity of neighbouring property. The site did however previously hold planning permission for development (SP/FUL/90/387) but was not implemented.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	1	The site performs a recreation role. The play area to the south is Public Urban Open Space. The north of the site is open space which offers informal recreation and an area for dog walkers. The land is subject to a section 52 agreement associated with the Tesco superstore. The play area was transferred to SBC, however the land to the north is owned by Tesco.

Stage 2d – Sustainable Location
Summary

The site is considered to be well connected with a number of services within the preferred maximum walking distance at the edge of a retail centre. The site could benefit from proposals identified in the Spelthorne LCWIP.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

N/A

Stage 3b – Previously Developed Land

N/A

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Stage 3c – Visual Amenity
N/A

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – the site is in a sustainable location, with local services all within reasonable walking distance. There are few non-absolute constraints, however there is potential for land contamination. Further investigation is required into any legal restrictions that could limit development. The site makes a modest contribution to the spatial strategy as could accommodate residential development at a high density on a brownfield, sustainable site but site provides an area of recreation for use by local residents both with formal and informal provision.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
Given the site's sustainable location it performs well against transport objectives, as well as housing and employment. The site is however open recreation space and results in negative impacts on landscape, land quality, pollution, emissions and water use.
Overall conclusions
At present the site performs an informal recreation role, with the site to the south holding a formal land designation for recreation use. The site has however benefitted from planning consent in the past for development to residential use. The area to the east at Spelthorne Grove is subject to potential redevelopment at a reasonably high scale therefore the provision of open space requires further consideration. Whilst the site in itself could provide housing development, the wider area and potential development plans should be considered as a whole to ensure that sufficient open space is incorporated, either on the existing site or re-provided elsewhere in the Spelthorne Grove area.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Unlikely to be required on the site alone, however if taken forward as part of a holistic development of the Spelthorne Grove area phasing could be required.
Comments	
Viability comments	No issues identified at present.

Stage 4c – Site Capacity	
Site size (ha)	0.3
Landowner/promoter preferred use and units (residential or commercial)	55 units 7 storey development
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site could accommodate residential development at a reasonably high density, subject to high quality design and local character considerations. The site could be part of a wider redevelopment scheme including the Spelthorne Grove area to the east, therefore further consideration is required to determine how this could be accommodated and ensure that sufficient open space is provided. A development of approximately 40 units could be accommodated on this site alone but could differ if taken forward as part of a wider redevelopment of the Spelthorne Grove area.

SE1/014 Land to SE of Hanworth Road, Sunbury

Site Information	
Proforma Created	10/02/22
Proforma last updated	10/02/22
Site ID	SE1/014
Site name/ address	Land to SE of Hanworth Road, Sunbury, TW16
Site area (ha)	2.29
Site description & context	The land is located between the Shepperton to Waterloo railway line and the A316 Hanworth Road and is adjacent to Kempton Park Works. The land is broadly flat is set below, but has access onto, the A316. It comprises stables, exercise yard and grazing as an established equestrian use but built development is limited to a small area and the overall site is largely open and undeveloped.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at the Preferred Options Stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	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. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	The site is not within flood risk areas but there is a risk of groundwater flooding however the 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. To reduce land contamination and protect soil quality and quantity	-	The site is greenfield with no existing development. There are no recorded contamination uses. Development could impact negatively on soil quality and quantity.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	The site is open green area located between the A316 and the railway line.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		in an increase in vehicle movements and contribute to congestion compared to the existing undeveloped site.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing or comprehensive development construction. There are no current employment uses on or associated with, the site
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Introduction of a residential use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately performing Green Belt but strategically important
Higher proportion of Previously Developed Land	1	Undeveloped greenfield land
Additional benefits to the community	1	No specific uses identified
Feedback from the Preferred Options consultation	N/A	Limited comments received
Smaller sites	2	The site is of reasonably small size
Sustainability of location	2	Good access to local services and transport

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is greenfield and makes an important contribution to the wider strategic Green Belt, at odds with the spatial strategy. The site would however provide the opportunity to meet housing needs, potentially of specific groups of the community.

Stage 2b – Non Absolute Constraints
Summary

- The site is not within a flood risk area but could be at risk of surface water and ground water flooding
- No minerals/waste constraints identified
- No biodiversity role on site
- No formal recorded uses for this land that could give rise to contamination. In accordance with NPPF would require site investigation for redevelopment to ensure that the site is suitable for the proposed use.
- The site is outside of 66 Leq noise contour.
- No heritage impacts identified
- The site is not within a landscape character area but does contribute to the openness of the countryside due to its use an open equestrian field.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score	Qualitative Assessment/ Commentary
2	The site is in equestrian use and therefore in a form of recreation use but is not publicly accessible.

Stage 2d – Sustainable Location
Summary

Access to local services generally good with most in walking distance. The site is in reasonably close proximity to Kempton Park and Sunbury Rail stations. The site could benefit from proposals identified in the Spelthorne LCWIP which will improve walking and cycling infrastructure in the borough.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 19 – strongly performing
GBA stage 2: Sub area 19-a – moderately performing/ Important contribution to wider strategic Green Belt

At stage 2 the site was considered as part of the parcel 19-a and meets the purpose assessment criteria moderately but makes an important contribution to the wider strategic Green Belt.
Existing inner boundaries are not readily recognisable in the west therefore release would strengthen them.

Stage 3b – Previously Developed Land

Approximately 2.5% of the site is occupied by built form. The site is a paddock field with some small built structures at the western end of the site.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Stage 3c – Visual Amenity
The site is an open field used for horse grazing and trees border the paddocks. The site is bounded to the west by the built edge of Sunbury-on-Thames, which comprises the edge of an industrial estate. It is also bounded to the north by Country Way (A316), to the east by the Port Lane Brook, and to the south by the Shepperton branch railway line. The site has a very urban feel. The site is a field and trees however is surrounded adjacent to a commercial unit to the west. The site has a largely rural character to the east given links with the wider Green Belt with more urbanising influences to the west. Views into the site are limited by the trees however if they were removed there would be a permanent and significant change from field residential or commercial. Development of the proposed 60 units would likely be of a notable size but may be designed sensitively to reduce impacts. The change in view would be significant, particularly if trees were lost however the receptors are limited and the main views are from those travelling along the A316 and for commercial uses adjacent. The eastern part of the area has a sense of visual containment, due to dense planted buffers along the eastern and northern whilst the A316 to the north is a significant urbanising influence. Noting the stronger contribution of the eastern area to maintaining the openness of the countryside, overall the sub-area has a semi urban character but plays a limited visual amenity role.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores fairly well at Stage 2 – the site is in a sustainable location, with local services all within reasonable walking distance. There are few non-absolute constraints. The site however provides an area of recreation for use by local residents both with formal and informal provision. The site is also open greenfield land and not previously developed, thus at odds with this element of the spatial strategy.
Stage 3 Summary
The site is moderately performing Green Belt but plays an important role in maintaining the strategic Green Belt. The site contains very little built form and plays a limited visual amenity role largely due to the nature of neighbouring uses. The open field does however perform a role in maintaining the openness of the countryside.
SA Summary (note: If poor performance do not consider deliverability)
The site performs positively against housing and employment uses due to its sustainable location and options for development, however it performs negatively against land quality, flooding, health, pollution, landscape, emissions and water as it is currently open greenfield land adjacent to the A316.
Overall conclusions
The site is located on the edge of the urban area with services generally within the preferred maximum walking distance, although the walk is likely to be unpleasant along busy roads. A new access road into the site would be required whilst it is not subject to any non-absolute constraints that can't be overcome. Given the site's performance against the Green Belt Assessment it is not considered suitable for release. The site is deemed to perform an important role in terms of the strategic function of the Green Belt.

Site is not suitable for release.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	
Comments	
Viability comments	Site access road required.

Stage 4c – Site Capacity	
Site size (ha)	2.29
Landowner/promoter preferred use and units (residential or commercial)	60 units of residential promoted
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Site not considered suitable for development.

Site Information	
Proforma Created	10/02/22
Proforma last updated	10/02/22
Site ID	SE1/015
Site name/ address	Kempton Park, Staines Road East, Sunbury on Thames, TW15 5AQ
Site area (ha)	93.59
Site description & context	The site is located to the south of the A316 and east of Staines Road East and currently occupied by Kempton Park Racecourse and the associated ancillary facilities. Non-operational land included within the site is located to the east of the operational area. The land is predominantly open in character aside from the Grandstands, offices and associated buildings used for the operation of the racecourse. The site has been previously worked for minerals in to the 1970s. The site is in private ownership and is inaccessible to the general public, with the exception of a small 'permissive access area' set aside for dog walking, which is adjacent to Upper Sunbury Road (A308). The site is accessed via the A308 which suns along the southern and western boundary of the site. There are currently five access points into the site, although one is through a car sales lot. The surrounding area is mixed in character, with the area to the north and east of the site rural, whilst commercial and residential uses are located to the west. Kempton Park Water Treatment Works is located to the north of the site beyond the railway line.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Mixed
Site source	Call for sites
Assessment History	Assessed at the Preferred Options stage

SE1/015 Kempton Park, Staines Road East, Sunbury

Stage 1 – Absolute constraints Summary
No absolute constraints. Kempton Reservoir is a SSSI, SPA and Ramsar site adjacent to but outside the site boundary. Kempton Reservoir, Kempton Lake and Half Moon Covert are SNCIs adjacent to but outside the site boundary.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	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 of housing which will meet the current and future needs of the community. The scale and scope of a garden village development, which is anticipated with a site of this size, is considered to have positive effects on affordable and adaptable housing through the provision of a range of house types, sizes and tenures with a strong emphasis on older people

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		accommodation and student accommodation. Given the large size of the site, there could be potential to provide starter homes, extra-care housing and self-build. Long term benefits are expected in this respect. 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.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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 local walking, cycling and public transport infrastructure to enable and encourage more active modes of travel. 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. To increase resilience to climate change, including reducing the risk and	-	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. There is very minor

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
minimising the harm from flooding		surface water flood risk on site but the site is within an area that could be susceptible to groundwater 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. To reduce land contamination and protect soil quality and quantity	-	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 93 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. To reduce air and noise pollution	-	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		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. To conserve and enhance biodiversity, habitats and species	0	Development would result in the loss of a large area of open Green Belt, particularly to the south and east of the site. This is likely to result in the loss of habitats as well as potential to damage retained habitats through construction or operational activities. There could be direct physical damage during construction, pollution of waterbodies, indirect lighting effects for species and the disturbance of wildlife. 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. There are opportunities with development to link the site up with the wider areas through a network of green infrastructure to improve connectivity for wildlife.
7. To conserve and enhance the historic environment, heritage assets and their settings.	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		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. As the design of the scheme is largely unknown at this stage, the effects on the townscape and how development is related to this is uncertain.
8. To protect, enhance and manage Borough's open space and landscape character.	- -	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Development of the site would result in a significant increase in population and private vehicle use. This is likely to result in negative impacts on congestion in the local area, particularly around Sunbury Cross roundabout and towards Hampton Court. 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.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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. 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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		CHP plant, biomass energy production or ground source heat pumps. Impacts will be more positive in the long term as a result. 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. To maintain and improve water quality and promote the efficient use of 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.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	The site is strongly performing Green Belt and deemed to play an important role in the performance of the wider strategic performance. The site, at over 60 hectares, is significant in size and is an important barrier between the urban area of Spelthorne and Greater London.
Higher proportion of Previously Developed Land	1	The whole site lies within the Green Belt. Parts of the site to the western boundary are previously developed, comprising the grandstand and associated buildings, hardstanding for car parking and commercial buildings. The majority of the site is open and undeveloped.
Additional benefits to the community	2	The landowner has identified the provision of a new bus service to Heathrow; improvements to Kempton Park Station; highways improvements; a new primary school; new health centre; and a new country park. Whilst this would be of benefit to the wider

		community, the concentration of 2,500 new homes in this area means that many of these new provisions would address the needs of new residents. There could also be additional pressures on local services and infrastructure with the concentration of development in this area.
Feedback from the Preferred Options consultation	1	Strong support for the retention of Kempton Park within the Green Belt.
Smaller sites	1	The site at over 60 hectares with 2,500 homes proposed is at odds with this criteria and would lead to a high concentration of Green Belt release.
Sustainability of location	2	Moderately sustainable location with access to local services and transport links. Development of the site would also result in the provision of new community facilities.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is greenfield and makes an important contribution to the wider strategic Green Belt, at odds with the spatial strategy. The site would however provide the opportunity to meet a significant quantum of the Borough's housing need, including potential to meet need for specific groups of the community, such as gypsies and travellers, older people and bespoke specialist accommodation; affordable housing and a range of housing mix. Development of the site would represent a strategic option that would reduce the need to release other, smaller Green Belt sites dispersed across the Borough. Whilst this may be more palatable to those communities concerned about loss of Green Belt in their local areas outside of Sunbury, concern is raised over the significant concentration of housing and associated development on one site that is not within a town centre. There could potentially be significant impacts on traffic movements in an area already congested at peak times. There are opportunities to improve public transport, facilitate active travel and reduce car ownership. The site is not however in such a sustainable location that a car-free development would be feasible. The site promoter has identified several highways mitigation measures including the re-alignment of the A308 towards the site. Overall, the site offers the opportunity to deliver a sizeable quantity of housing that would meet a range of local needs. The site would however result in the development of a significant area of open greenfield land and an area deemed to be strategically important Green Belt. The spatial strategy focuses on the release of some Green Belt, dispersed across the Borough, and at present the site does not fulfil this element of the criteria.

Stage 2b – Non Absolute Constraints Summary
• Part of the site is within flood zone 2. There may also be the potential for surface water and ground water flooding. A flood risk assessment is required to further assess the risks of flooding to and from the development and demonstrate how these flood risks will be managed, taking climate change into account. Risk of groundwater and surface water flooding is indicative therefore further detailed assessment is needed. • No minerals or waste constraints identified. The site was previously worked. • The site is adjacent to biodiversity designations (Kempton Reservoir is a SSSI, SPA and Ramsar site adjacent to, but outside the site boundary. Kempton Reservoir, Kempton Lake and Half Moon Covert are SNCIs adjacent to, but outside the site boundary) • The site is not in agricultural use. • All land inside the racecourse was subject to mineral extraction and subsequent landfilling in the 1970s. Two site investigations were carried out in the early 2000s and found some contamination hotspots. Likely contamination on site associated with the previous landfill use. Investigation of contamination will be required and some remediation anticipated to make site suitable for use. • Part of the site is identified as an area of high archaeological potential (Bronze Age features). Some locally listed buildings beyond the southern site boundary on Staines Road East (The George Inn). Given the scale of the proposed development, it is anticipated that there could be impacts on wider views. Although Sunbury Conservation area is approximately 500m south, a development of this scale could impact the wider setting and character of the area. • The site is 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 but is a private landscape. 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. • Although there are glimpses of the grandstand buildings, perimeter vegetation and buildings filter views into the racecourse. Elsewhere the grounds are ringed by a variety of fencing and walls.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	2	The site is in use primarily as a racecourse, which is a form of recreation use but is not publicly accessible outside of race days. The racecourse itself, grandstand and car parking do not occupy the entirety of the site and the remainder is laid out as green, open space but

Stage 2c – Open Space and Recreation Value Summary		
		it is not open to the public and previous 'permissible paths' have ceased use. An area to the far south of the site is marked on maps for 'dog walking', which the landowner's agent describes as a 'permissive access area'. The development proposal from the landowner indicates that the land to the eastern part of the site would be laid out as a public country park, which would increase the recreation and open space opportunities beyond the current site. The current equestrian use to a certain extent performs a recreation role, however the site is not publicly accessible.

Stage 2d – Sustainable Location Summary
A development scheme of this size, circa 2,500 homes plus other uses, would be expected to include on-site provision for primary education, GP surgeries, local convenience retail, community facilities and bus stops. These would serve the development itself but are likely to be accessed by the wider community. The site promoters have also indicated that a new country park and green infrastructure network could be accommodated on the wider site. Improved pedestrian and cycle connections would be expected. The site generally has good access to public transport links and the existing community services. The major centres of Staines and Kingston upon Thames are accessible but public transport within acceptable times. Proposals would include enhancement of Kempton Park railway station to bring it into regular use (not just the existing race day service). Further sustainable and public transport infrastructure would be expected to be delivered by a scheme of this size. Given its scale, the development would be expected to shift travel movements away from the private vehicle and towards more sustainable modes of transport. Secondary school provision would need to be assessed and possibly enhanced. Sunbury is served by three secondary schools but two have preferential admissions criteria for non-secular pupils (Catholic and Church of England) so it is anticipated that much of the catchment would fall to Sunbury Manor School, which is unlikely to have capacity for the number of additional pupils a development of this size would generate. Given the scale of development proposed, the site would be expected to accommodate new community facilities and could provide for a range of community needs and amenities.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 28 – strongly performing
GBA stage 2: Sub area 28-a – meets Purpose assessment criteria strongly and makes an important contribution to the wider strategic Green Belt. Not recommended for release.
The site occupies almost the entirety of Local Area 28 at Stage 1. At Stage 2, only a small section to the east could be subdivided from the main site using the defensible boundary formed by Portlane Brook.

At both stages, the site was considered to perform strongly against the Green Belt purposes and have a particularly important role in this strategic area of Green Belt along the north-east boundary of the Borough extending into neighbouring boroughs. The site also contributes to the narrow gap that prevents the immediate sprawl of Greater London. No other internal defensible, permanent boundaries were apparent.
Release of the entire sub-area would result in the designation of a Green Belt boundary of similar strength and permanence as the existing inner Green Belt boundary.
Full details are set out in the Green Belt Assessment Stages 1 & 2.

There could be opportunities to enhance the remainder of the site owned by the landowner and offer compensatory improvements. This could include new green infrastructure, landscape enhancements, improvements to the designated biodiversity sites to the north east, new walking/cycling routes and recreation provision.

Stage 3b – Previously Developed Land

The land to the west of the site includes built form that comprises the grandstand, hardstanding for parking and buildings ancillary to the horseracing use. There is also further built form along Staines Road East to the south west of the site. An antiques market operates on the site on a bi-monthly basis.
The racecourse itself includes an all-weather track and fencing but the majority of the course is open and free of development. Beyond the racecourse itself, the land is not 'previously developed', having been restored following mineral extraction. Much of this land would be laid out as a 'country park' under the promoter's proposals, with the majority of the built form focused towards the more developed areas of the site in the west.
Based on the definition of PDL set out in the NPPF, 10-25% is considered to be previously developed.

Stage 3c – Visual Amenity

The site is mainly open and grassed. It comprises the racecourse, grandstand and ancillary uses to the west. The stable buildings are located to the north of the site adjacent to the railway line. The racecourse has inner and outer courses for flat and fenced racing. In addition to a turf track, a floodlit all-weather (polytrack) synthetic track opened in 2006. The track is oval in shape.

The racecourse and grandstand are iconic features relating to the site's heritage as a nationally recognisable horseracing venue. Several structures and hardstanding associated with the racing use are also located on site, primarily in the west.
The land beyond the racecourse to the east is an attractive, more rural landscape that serves as a setting for the three waterbodies: Kempton Lake, Kempton Reservoir and Half Moon Covert, plus Portlane Brook that runs across the north and east of the site.
The racecourse area has a more urban, purposeful character towards the west with some links to the built form along Staines Road East and Park Road.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

The eastern part of the site has more of a rural and open character due to the large scale of the site and its unmanaged nature. There are long, open views across the site and little perception of built form beyond the buildings ancillary to the horseracing use, in part due to planted buffers and bunds. There is a feeling of remoteness and tranquillity further to the east.

A residential-led scheme of some 2,500 homes with associated uses is proposed. Initial concept plans show the site laid out with the built form towards the west and south of the site, where the racecourse, grandstand and associated development is sited currently. The east of the site would be laid out as a public park, retaining (one presumes) its existing rural character and landscape. From the amount of land proposed within the site to be developed for housing (discounting indicative areas for the park, non-residential uses and roadways) and the quantum of homes proposed, a high average density scheme can be assumed. Initial plans show a mix of taller, apartment buildings towards the north west and lower density family homes in the south. A design that is sympathetic to the wider area would be expected and there could be opportunities to integrate this with the character of nearby development. More development is likely to be concentrated to the west and centre of the site as this is the area least constrained and most connected to the existing urban area. It is these areas that are most visible to the public. A development of this scale, character and height would have a significant visual impact on nearby and more distant views of the site and from multiple vantage points.

If developed, the site would undergo a significant change in character with a completely different use and nature. As the site is some 62 hectares, the scale of change in view would be substantial with a largely open and rural site becoming much more urbanised and developed. The site extends over 2km along Park Road in the north to Staines Road East in the south. This means that a high proportion of nearby residents would experience a change in view.

The existing grandstand, track and ancillary buildings would be lost and new residential development would extend across the site. The composition of the site would be altered, with additional built form expected in the south and west. At present the southern part of the site is largely open, with the exception of the racetrack but this is absent of built form currently. New development would spread across the existing racetrack and create a more urban character. The proposed new country park in the east would soften the impacts, with the opportunity to enhance the rural character and tranquillity of this part of the site through additional planting, however visual receptors are located in the west, where the majority of development is proposed.

The site promoter has indicated that taller buildings will be located in the north west in close proximity to Kempton Park Station and this is the area in which most development is currently concentrated on site. Much of this area is however currently in operation as a carpark so the level of development would substantially increase, with larger flatted buildings expected. Views into the site from Kempton Park Station are very open therefore there would be a considerable change in view.

The site sits on the edge of the urban area with existing development on site concentrated towards the north west. There could be an opportunity to integrate development with the existing built up area to the west but given the large scale of the site, the actual and perceived sense of openness will be drastically reduced. Impacts will be noticeable given the large quantum of development proposed and it is expected that

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
any vegetative boundaries will only go so far to offset the impact given that the proposal is for 2,500 new homes and associated community uses. The duration of impacts will be significant, with a long construction period expected and then the operation of what will be a new garden village settlement. There would be increased activity on site permanently and a substantial increase in population and movement. This would be a significant contrast to the existing use of the site which is largely limited to race days and markets, with visitors concentrated in the north west of the site. The site is considered to perform a significant role in terms of visual amenity due to its large scale and iconic nature within the wider landscape. Although existing boundary features limit views into some areas of the site, a substantial number of nearby properties are immediately opposite the site and experience views on a daily basis, with Kempton Park making up a significant part of their outlook. Development of the site would substantially alter its character, nature and visual amenity role. Mitigation measures could alleviate some of the impacts by screening development and laying out the site in a sensitive manner to reduce impacts for nearby receptors. However, developing a scheme of 2,500 homes across some 62 hectares would result in a significant level of change with a dominant change in view, meaning overall impacts are expected to be high.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site is considered to moderately fulfil the spatial strategy. The delivery of 2,500 new homes would make a significant contribution to the Council's ability to meet its housing need, with the opportunity to meet a variety of specialised community needs. This would be delivered with a number of ancillary benefits for the community. A new country park would open up the site to the public and encourage recreation use across a significant area. Given the large scale of the site there would be opportunities for higher density development and this could be maximised near transport hubs, such as Kempton Park Station. The site is large enough to provide mixed use development and could link with nearby employment uses in Sunbury Cross. The site is however located within an area of strongly performing Green Belt and is considered to play an important role in preventing neighbouring towns from merging. The site makes an important contribution to the wider strategic Green Belt and helps to separate London from Surrey. If lost, this would harm the integrity of the wider Green Belt. This is against the preferred spatial strategy which prioritises the urban area and weakly performing Green Belt. Loss of the site from the Green Belt would harm the openness and will significantly alter the character of the area, contrary to the preferred spatial strategy. There are no overriding non-absolute constraints on site that would prohibit development. Further investigation into flood risk, the impact on local biodiversity and potential

contamination is necessary but early assessment shows that constraints can be overcome.
The site does perform somewhat of a recreation role through its operation as a racecourse, with a small dog walking area also located in the south of the site. The site is however privately owned and is not publicly accessible. Development offers the opportunity to increase access into the site through the creation of a new country park. This would positively enhance its open space and recreation value.
The site is in a reasonably sustainable location, however given the scale of the site and the proposed level of development, local services would be expected to be provided on site as part of a wider scheme. Improved public transport infrastructure and better services at Kempton Park Railway Station would be expected.

Stage 3 Summary

The site was identified as strongly performing Green Belt at Stage 1 of the Green Belt Assessment. At Stage 2 the sub area, of which the site makes up a significant proportion, also performed strongly. The site was deemed to play an important role in preventing neighbouring towns from merging with it forming almost all of the essential gap between Surrey and Greater London. The site makes an important contribution to the wider strategic Green Belt and its removal would harm its performance and integrity. Development would however provide compensatory improvements to the environmental quality and accessibility of the remaining Green Belt through the creation of a new country park.

Approximately 10-25% of the site is previously development land with most of this concentrated in the north west of the site. The grandstand, market and ancillary buildings are located in this area, with a significant area also occupied by hardstanding for car parking.

The site is considered to perform a significant role in terms of visual amenity due to its large scale and iconic nature within the wider landscape. Although existing boundary features limit views into some areas of the site, a substantial number of nearby properties are immediately opposite the site and experience views on a daily basis, with Kempton Park making up a significant part of their outlook.

Development of the site would substantially alter its character, nature and visual amenity role. Mitigation measures could alleviate some of the impacts by screening development and laying out the site in a sensitive manner to reduce impacts for nearby receptors. However, developing a scheme of 2,500 homes across some 62 hectares would result in a significant level of change with a dominant change in view, meaning overall impacts are expected to be high.

SA Summary
(note: If poor performance do not consider deliverability)

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 that 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. Negative secondary impacts may also be experienced for local business that tap into this trade. The development of 2,500 homes will however provide construction jobs and opportunities for training.
Overall conclusions
Overall the large scale of development is considered to make a positive contribution to parts of the preferred spatial strategy as it will enable the Council to deliver a significant quantum of homes in a reasonably sustainable location. A development of this size, through a master plan approach, will enable a holistic schemes to be designed with the opportunity to integrate it with the wider environment. Benefits have been identified from the proposed country park and provision of new community infrastructure. This means that positive outcomes are expected for social SA objectives. The site is however some 62 hectares and has been identified as strongly performing Green Belt that also plays an integral role in the wider Strategic Green Belt. The loss of this site from the Green Belt would risk the merging of Spelthorne with Greater London and this would also significantly alter the character of the area. As such, development of the site is considered contrary to the spatial strategy. Negative SA impacts have been identified for landscape, land and transport particularly, given the expected rise in congestion and substantial amount of land take. The benefits of the proposed scheme have been weighed up against the negative impacts identified and it has been concluded that the harm to the Green Belt is not outweighed by the proposed development. Discount from consideration. Do not take forward.

Stage 4b – Deliverability		
Has the site been confirmed as available?		Yes
Has the owner been contacted?		Submitted to call for sites.
Consideration of development phasing		A development of this size would be expected to be phased.
Comments	The site promoter has indicated that the non-operational part of the site is available now whilst the operational area would be available once the existing activities have been relocated. The site will be deliverable within the next 5 years. It is anticipated that 50 new homes will be delivered each year from 2023/24 with 200 new homes a year thereafter.	
Viability comments	Possible contaminated land that could require remediation to ensure suitability for residential development. Costs of including infrastructure, facilities, public open space and mitigation within the site itself and improving wider transport infrastructure beyond the site, such as Kempton Park railway station and Sunbury Cross road junction.	

Stage 4c – Site Capacity	
Site size (ha)	93.59
Landowner/promoter preferred use and units (residential or commercial)	2,500 new homes plus supporting uses (education, healthcare, transport improvements, country park)
Council comments on potential use and yield	Site not considered suitable for development.

• Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	

SE1/015a Kempton Park (PDL only option), Staines Road East, Sunbury

Site Information	
Proforma Created	10/02/22
Proforma last updated	10/02/22
Site ID	SE1/015a
Site name/ address	Kempton Park (PDL only option), Staines Road East, Sunbury
Site area (ha)	6.24
Site description & context	The site is located to the south of the A316 and east of Staines Road East and currently occupied by Kempton Park Racecourse and the associated ancillary facilities. The proposed development area covers the western part of Kempton Park and covers an area of formal and informal parking land. The development site excludes the grandstands, turf and all-weather racetracks and other facilities (stables, etc.) required for racing, although the small most southerly building and those buildings fronting the A308 would be demolished. Vehicular access to the site is off the A308, which runs along the southern and western boundary of the site, and connects Sunbury Cross and the M3 in the west to Hampton in the east. The site is in private ownership and is inaccessible to the general public, with the exception of a small 'permissive access area' set aside for dog walking (outside the proposed development area), which is adjacent to Upper Sunbury Road (A308). The surrounding area is mixed in character, with the area to the north and east of the site rural, whilst commercial and residential uses are located to the west. Kempton Park Water Treatment Works is located to the north of the site beyond the railway line
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Mixed – hardstanding occupies most of the site
Site source	Call for sites
Assessment History	The wider Kempton Park site was assessed at the Preferred Options stage (SE1/015) but a PDL-only option has not previously been considered.

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	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.
2. To facilitate the improved health and well-being of the	-	The development of the site for residential use may provide the opportunity for some open space it is likely to be relatively small

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
whole population and reduce inequalities.		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. 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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	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.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	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. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Whilst the development of this site would offer the opportunity for improved pedestrian and

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Development of the previously developed area of this site would result in the retention of the racecourse and antiques market which would positively impact the local economy. Development would also result in benefits for the housebuilding economy in the short term, with input into the local economy more widely.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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. To maintain and improve water quality and promote the efficient use of 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.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	The site is within sub area 28-a and was assessed as part of a larger area deemed to be strongly performing.
Higher proportion of Previously Developed Land	2/3	The site is previously developed, however the majority is occupied by hardstanding meaning it is largely free from built form and mass.
Additional benefits to the community	1	Limited benefits identified – possible improved active travel links to local rail facilities from the site however unlikely

		to benefit the wider community a great deal.
Feedback from the Preferred Options consultation	1	Strong support for the retention of Kempton Park within the Green Belt.
Smaller sites	2	The site at 6.24 ha is of moderate size but could still accommodate a notable quantum of development in reasonably close proximity to Sunbury Cross.
Sustainability of location	2	Moderately sustainable location with access to local services and transport links.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site would make a significant contribution to meeting housing need on a previously developed site. The site promoter has not indicated that any specific needs could be met on site. The site is within reasonable proximity of Sunbury Cross, where high density and high rise development is prevalent. There are opportunities to increase densities near Kempton Park Station where sustainable travel is within easy access, although local character is likely to dictate lower densities towards the south. The initial site plan does not identify opportunities for infrastructure provision, with limited potential for mixed use. The site is however previously developed land, albeit largely hardstanding which still holds a degree of openness within the strongly performing area of Green Belt within which it is located.

Stage 2b – Non Absolute Constraints
Summary

- Part of the site is within flood zone 2. There may also be the potential for surface water and ground water flooding. A flood risk assessment is required to further assess the risks of flooding to and from the development and demonstrate how these flood risks will be managed, taking climate change into account. Risk of groundwater and surface water flooding is indicative therefore further detailed assessment is needed.
- No minerals or waste constraints identified. The site was previously worked.
- The wider racecourse site is adjacent to biodiversity designations (Kempton Reservoir is a SSSI, SPA and Ramsar site adjacent to, but outside the site boundary. Kempton Reservoir, Kempton Lake and Half Moon Covert are SNCIs adjacent to, but outside the site boundary)
- The site is not in agricultural use.
- All land inside the racecourse was subject to mineral extraction and subsequent landfilling in the 1970s. Two site investigations were carried out in the early 2000s and found some contamination hotspots. Likely contamination on site associated with the previous landfill use. Investigation of contamination will be required and some remediation anticipated to make site suitable for use.

- The site is not subject to heritage constraints – a locally listed building and Sunbury Conservation area are further afield but limited impacts are expected, particularly with sensitive design.
- The site is 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 but is a private landscape. Although largely occupied by hardstanding, the openness does contribute somewhat to the landscape.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	The proposed development area does not in itself perform a recreation role as it is currently occupied by hardstanding for carparking use. The racecourse and grandstand would be retained. The wider site is not publicly accessible and performs a limited role.

Stage 2d – Sustainable Location Summary
The site generally has good access to public transport links and the existing community services. The major centres of Staines and Kingston upon Thames are accessible but public transport within acceptable times. Proposals would likely include improved access to local rail links. Secondary school provision is within the preferred maximum walking distance. The site is within reasonable proximity to Sunbury Cross however access to public transport and some local services may require enhancement given the number of dwellings proposed.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 28 – strongly performing GBA stage 2: Sub area 28-a – meets Purpose assessment criteria strongly and makes an important contribution to the wider strategic Green Belt. Not recommended for release. The site occupies part of Local Area 28 at Stage 1. At Stage 2, only a small section to the east could be subdivided from the main site using the defensible boundary formed by Portlane Brook. At both stages, the sub area was considered to perform strongly against the Green Belt purposes and have a particularly important role in this strategic area of Green Belt along the north-east boundary of the Borough extending into neighbouring boroughs. The site also contributes to the narrow gap that prevents the immediate sprawl of Greater London. No other internal defensible, permanent boundaries were apparent. Release of the entire sub-area would result in the designation of a Green Belt boundary of similar strength and permanence as the existing inner Green Belt boundary. Full details are set out in the Green Belt Assessment Stages 1 & 2.
Stage 3b – Previously Developed Land

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

The promoted site itself is previously developed as it contains some low-density structures with hardstanding occupying the majority of the surface. The relocation of the carparking area associated with the racecourse would however result in the loss of an open greenfield area.

Stage 3c – Visual Amenity

The site is currently occupied by formal and informal areas of parking at Kempton Racecourse, excluding the grandstands, racetracks and stables. Small buildings along the racecourse's western boundary are also included within the site. The site, whilst mostly laid with hardstanding, is largely open in character and free of built development and mass. The proposed development site is somewhat urban in character given its close proximity to the Sunbury built up area, however its current strong associations with the wider racecourse given it a sense of rurality. The level of tranquillity is limited by the A308 running along the southwestern boundary and the rail line running along the northern boundary, although this is greater facing eastwards.

A residential development of 550 units, comprising a mix of houses and flats would result in a significant landscape change. Aside from some trees lining the site, the carparking area currently present does not include any valued landscape character features. The carparking areas are open and largely free of development. Some single storey buildings are present along the western boundary, but these are small in scale.

Whilst within the site there are multiple open, unrestricted views across the land, there are limited views of the site from outside.

To the southeast of the site alongside the A308/Staines Road East, the roadside boundary is formed of vegetation and fencing. The density of vegetation varies along the boundary, although generally there is little perception of the open land within, other than occasional glimpses through the vegetation but there are more open views at the various gates into the site. When vegetation is less dense in winter months views into the site are slightly more open.

This boundary treatment does however contribute to the rural feel of this part of the road and provides a sense of transition and separation from Sunbury to Hampton, even without being able to see into the site.

Along the western boundary, the site can be glimpsed from the road beyond the car sales business and where the boundary treatment is lower in height. The ancillary horseracing structures and grandstand come into view, which obscure the wider site from beyond the boundary, ending with the large area of hardstanding for the car park in the north west corner of the site.

Across the northern boundary, some of the site can be viewed from the train line and the A316 beyond, particularly where the road is elevated. Taller buildings in the area, some of which are a considerable distance away, have views of the site.

Development of the site would result in houses and flats where there is currently open hardstanding and low level built structures. The initial site plan shows the site laid out with the built form along the Borough's western boundary in blocks. The site promoter has indicated that taller buildings will be located in the north west in close proximity to Kempton Park Station and this is the area in which most development is currently concentrated on site. Much of this area is however currently in operation as a carpark so the level of development would substantially increase, with larger flatted buildings expected.

A design that is sympathetic to the wider area would be expected and there could be opportunities to integrate this with the character of nearby development. A development of this scale, character and height would have a significant visual impact on nearby and more distant views of the site and from multiple vantage points.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
If developed, the site would undergo a notable change in character with a completely different use and nature, changing from open carparking to housing. As the site is some 6 hectares, the scale of change in view would be substantial compared to the existing. There could be an opportunity to integrate development with the existing built up area to the west but given the large scale of the site, the actual and perceived sense of openness will be drastically reduced. Impacts will be noticeable given the large quantum of development proposed and it is expected that any vegetative boundaries will only go so far to offset the impact given that the proposal is for 550 new homes. The site is considered to perform a limited role in terms of visual amenity in itself as it is occupied by hardstanding however it contributes to the wider setting of the racecourse and additional built form would result in significant changes. The duration of impacts will be significant, with a reasonably long construction period expected and then the operation of the site. There would be increased activity on site permanently and a substantial increase in population and movement. In addition to this, the carparking area has been earmarked for relocation to a currently open greenfield area to the south. This would further bring about a significant change in the landscape character and reduce the openness of the Green Belt.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site is considered to moderately fulfil the spatial strategy. The delivery of 550 new homes would make a notable contribution to the Council's ability to meet its housing need, although the landowner has not indicated that specific community needs could be met. Given the proximity to Sunbury Cross to the north, there would be opportunities for higher density development further north and this could be maximised near transport hubs, such as Kempton Park Station. The site is also previously developed land, however it is largely hardstanding which retains a degree of openness and a greenfield site within the more open racecourse has been earmarked for its relocation. The site is located within an area of strongly performing Green Belt and is considered to play an important role in preventing neighbouring towns from merging. The site makes an important contribution to the wider strategic Green Belt and helps to separate London from Surrey. If lost, this would harm the integrity of the wider Green Belt. This is against the preferred spatial strategy which prioritises the urban area and weakly performing Green Belt. Loss of the site from the Green Belt would harm the openness and will significantly alter the character of the area, contrary to the preferred spatial strategy. There are no overriding non-absolute constraints on site that would prohibit development. Further investigation into flood risk, the impact on local biodiversity and potential contamination is necessary but early assessment shows that constraints can be overcome. The site does not perform a recreation role through its use as carparking. The site is privately owned and is not publicly accessible. The site is in a reasonably sustainable location, however given the scale of the site and the proposed level of development, local services may be put under additional pressure. Improved public transport infrastructure and better services at Kempton Park Railway Station would be expected.
Stage 3 Summary
The site was identified as strongly performing Green Belt at Stage 1 of the Green Belt Assessment. At Stage 2 the sub area also performed strongly. The site was deemed to

play an important role in preventing neighbouring towns from merging with it forming almost all of the essential gap between Surrey and Greater London. The site makes an important contribution to the wider strategic Green Belt and its removal would harm its performance and integrity.
occupied by formal and informal areas of parking at Kempton Racecourse, excluding the grandstands, racetracks and stables. Small buildings along the racecourse's western boundary are also included within the site. The site, whilst mostly laid with hardstanding, is largely open in character and free of built development and mass.
The site is considered to perform a limited role in terms of visual amenity in itself as it is occupied by hardstanding however it contributes to the wider setting of the racecourse and additional built form would result in significant changes. Although existing boundary features limit views into some areas of the site, a substantial number of nearby properties are immediately opposite the site and experience views on a daily basis, with Kempton Park making up a significant part of their outlook.
Development of the site would substantially alter its character, nature and visual amenity role. Mitigation measures could alleviate some of the impacts by screening development and laying out the site in a sensitive manner to reduce impacts for nearby receptors. However, developing a scheme of 550 homes would result in a notable level of change with a dominant change in view, meaning overall impacts are expected to be moderate-high.

SA Summary
(note: If poor performance do not consider deliverability)

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 housing 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.

Overall conclusions

Overall the large scale of development is considered to make a positive contribution to parts of the preferred spatial strategy as it will enable the Council to deliver a significant quantum of homes in a reasonably sustainable location, utilising a previously developed site. The site is however largely hardstanding and is reasonably open, contributing to the strategic Green Belt. The site also offers limited community benefits owing to the concentration of development. The relocation of existing parking to a greenfield site would also be at odds with the spatial strategy as would result in additional land take and the loss of open land.
As such, development of the site is considered contrary to the spatial strategy. Negative SA impacts have been identified for landscape, pollution and flood risk, given the expected rise in vehicle use and concentration of development. The benefits of the proposed scheme have been weighed up against the negative impacts identified and it has been concluded that the harm to the Green Belt is not outweighed by the proposed development.

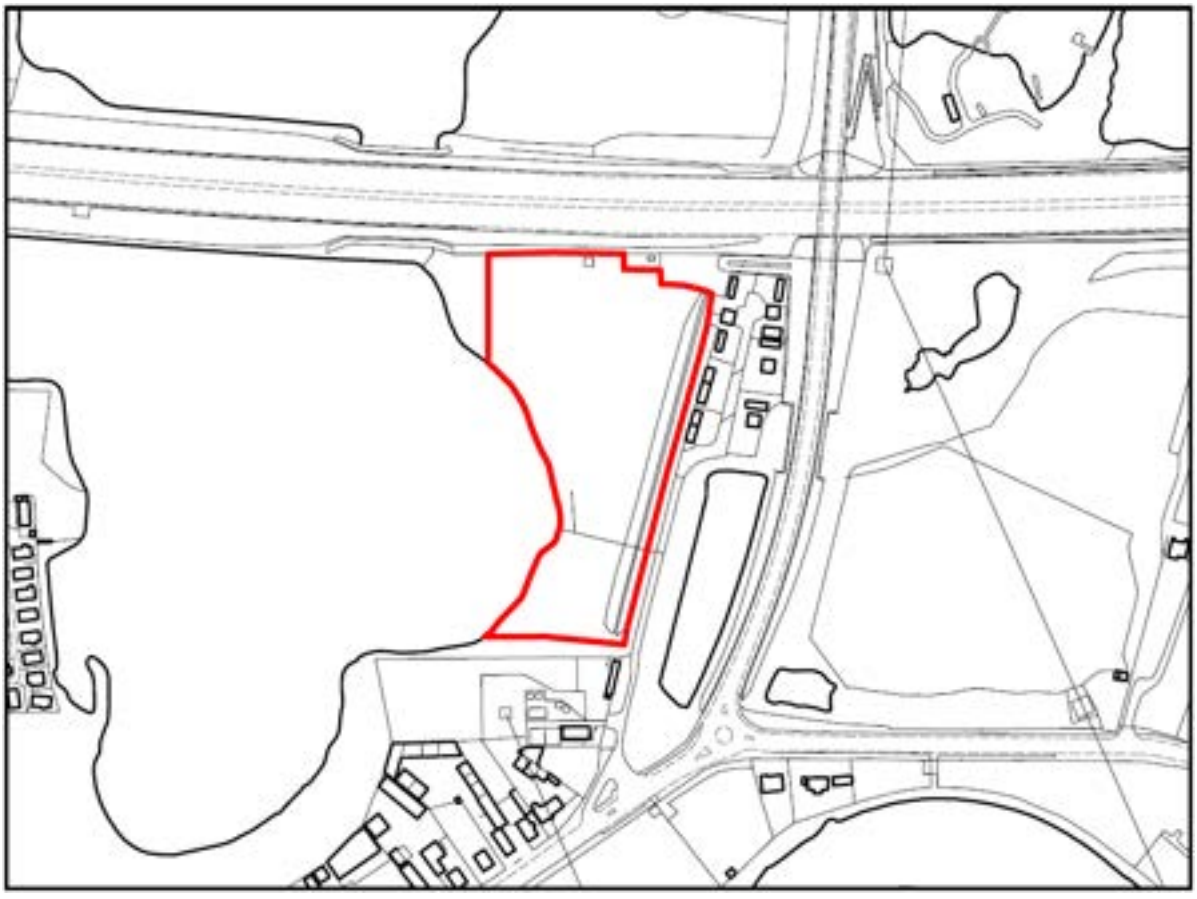
Discount from consideration. Do not take forward.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Phasing likely given the size of the site.
Comments	The site would be deliverable within the next 1– 5 years. It is anticipated that 50 new homes could be provided within 2023/24 with 200 new homes a year thereafter.
Viability comments	Possible contaminated land that could require remediation to ensure suitability for residential development. Costs of including infrastructure, facilities and mitigation within the site itself and improving wider transport infrastructure to and from the site.

Stage 4c – Site Capacity	
Site size (ha)	6.24
Landowner/promoter preferred use and units (residential or commercial)	550 new homes
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Site not considered suitable for development.

SH1/003 Land off Littleton Lane B, Littleton Lane, Shepperton

Site Information	
Proforma Created	22/03/19
Proforma last updated	22/03/19
Site ID	SH1/003
Site name/ address	Lane off Littleton Lane B, Littleton Lane, Shepperton, TW17 0NF
Site area (ha)	1.98
Site description & context	The site is currently open with some vegetation present. Trees line the east of the site with Littleton Road further east. Littleton Sailing Club is located across Littleton Road. The site adjoins the southern lake at Leyland Farm to the west with commercial uses to the south.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites



Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	Yes entirely
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	Yes – Land West of Littleton lane SNCI
Is the site located within ancient woodland*?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	The site is entirely located within Flood Zone 3b and a residential use has been promoted for a gypsy and traveller site. It would be inappropriate to introduce vulnerable development within such a high flood risk zone. DISCOUNT

* Note: Round Copse in Laleham is the only designated area in Spelthorne

SH1/004 Land off Thameside, Staines

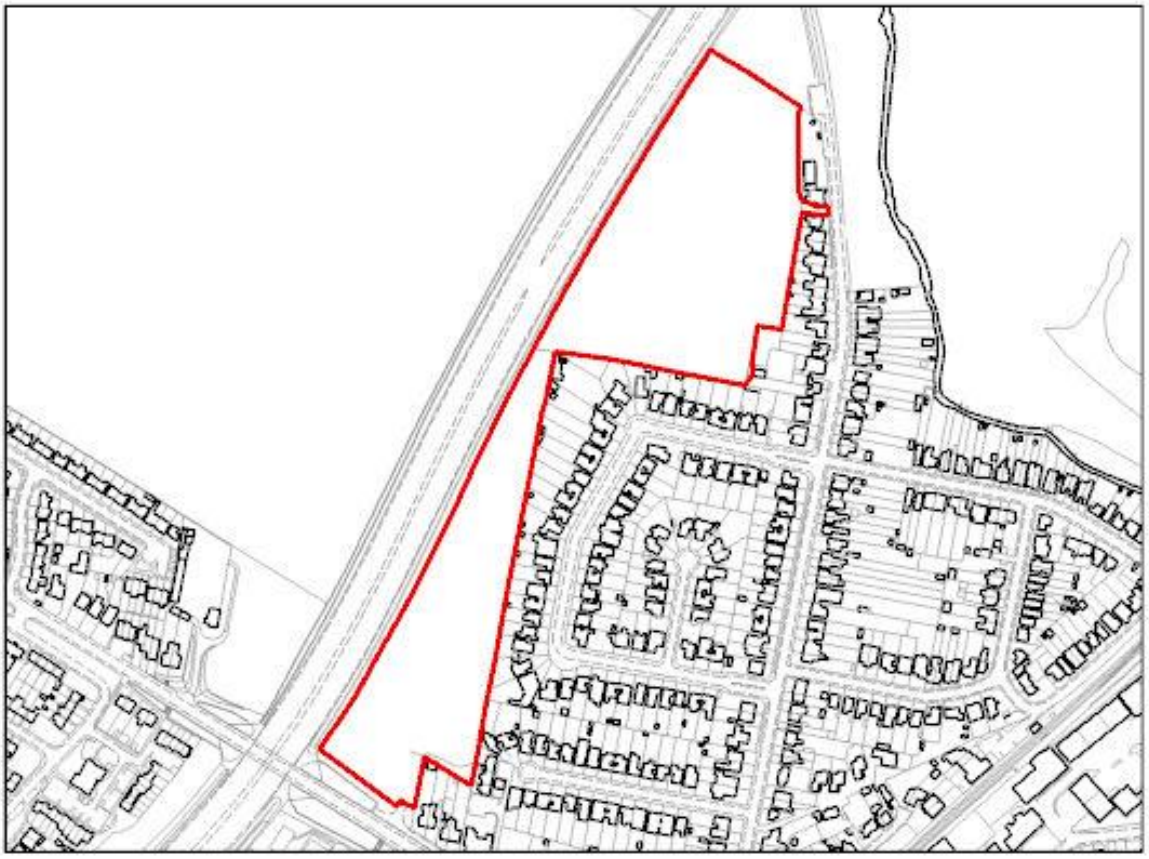
Site Information	
Proforma Created	22/03/19
Proforma last updated	22/03/19
Site ID	SH1/004
Site name/ address	Land off Thames Side, Shepperton, TW17
Site area (ha)	1.97
Site description & context	The site is currently open land. The River Thames runs to the west of the site, whilst a small area of residential and commercial development lies to the south on Chertsey Bridge Road. A static caravan site lies adjacent (Abbeyfields) and a small lake to the north, beyond which runs the M3 motorway.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	Yes, almost entirely
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	Yes
Is the site located within ancient woodland*?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	The site is almost entirely located within Flood Zone 3b and a residential use has been promoted for a static caravan site. There is an existing static caravan park to the north. It would be inappropriate to introduce further vulnerable development within such a high flood risk zone. DISCOUNT

* Note: Round Copse in Laleham is the only designated area in Spelthorne

SH1/005 Staines Road Farm (Eastern Site) Laleham Road, Shepperton

Site Information	
Proforma Created	14/02/22
Proforma last updated	14/02/22
Site ID	SH1/005
Site name/ address	Staines Road Farm (Eastern Site), Shepperton, TW17 8BD
Site area (ha)	4.96
Site description & context	The site is a linear shaped area, currently occupied by vacant open land. Trees line the north and south of the site. The M3 runs to the west of the site, with residential development to the east. Further south of the site Manor Mead Special School is present. The character of the area is largely urban to the east and rural to the north and further south west.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	Large scale housing development promoted. Potential to meet a variety of needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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. Limited potential to include community facilities on site. Unlikely to address existing deprivation.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	Development of site would not avoid development of greenfield over brownfield land. Further investigation into the agricultural land value required.
5. To reduce air and noise pollution	-	Scale of development likely to increase pollution. The site is adjacent to the M3 so would increase exposure to noise and air pollution.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
6. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	None identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space that contributes to the character of the landscape (River Floodplain).
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	Current use has little/no impact on resources, emissions or carbon use, although could be mitigated through sustainable construction.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption. Not within source protection zone.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Weakly performing sub area at Stage 2 of the Green Belt Assessment.
Higher proportion of Previously Developed Land	1	The site is undeveloped greenfield land.
Additional benefits to the community	2	Supporting ancillary uses identified by the site promoter.
Feedback from the Preferred Options consultation	1	A high number of comments were received regarding its proposed allocation with concerns raised about

		flood risk; loss of Green Belt; noise; highways impacts; amenity; impacts on infrastructure and biodiversity.
Smaller sites	2	The site is of moderate size and would lead to a reasonably high concentration of development in the Green Belt in this area.
Sustainability of location	2	Reasonably sustainable site in proximity to local services and public transport. The scale of the development would however likely increase vehicle movements and congestion.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Provision of large scale housing and potential for affordable housing and accommodation for specialist needs, e.g. sheltered housing for the elderly or traveller accommodation, would contribute to the spatial strategy. 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, therefore fulfilling this element of the strategy. Opportunities to link the site with nature conservation and public right of way to the north, as well as to improve connectivity with Shepperton. The site is however undeveloped greenfield land and subject to a number of local constraints.

Stage 2b – Non Absolute Constraints

Summary

- The site is within flood zone 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.
- No minerals or waste constraints.
- The site is in close proximity to the River Ash corridor; is adjacent to SNCI and is within the Thames Valley BOA.
- The site was within the curtilage of a former animals products factory, albeit the land does not appear to have ever been developed and no record of any structures across this area of the factory site. Further assessment and investigation will be appropriate following early investigation with no elevated levels for a commercial use.
- The site is outside the Heathrow 66 Leq noise contour.
- No heritage impacts identified.
- The site is identified as River Floodplain in the Surrey Landscape Character Assessment
- The site is within a semi-urban area with predominantly residential use surrounding. Development would increase the urban character of the area given the large scale of the site. Limited impact on townscape identified.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Value as open space limited to visual as the site is not in recreation use or publicly accessible. Site large enough to consider including a small play area within a development if required.

Stage 2d – Sustainable Location Summary
The site is reasonably well located with services within walking distance. Site located close to bus routes and rail station. Could improve connectivity through the site and with Shepperton given its linear shape.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
At Stage 1, the wider Local Area performed moderately due to its rural character, however the area west of Old Charlton Road is visually and physically severed from the broad Strategic Area. At stage 2 the sub area possesses a strong sense of enclosure with limited connection to the wider Green Belt. If released this would result in the designation of stronger Green Belt boundaries than currently exists given the presence of the M3 to the west and Old Charlton Road to the north-east. At Stage 1, the wider Local Area performed moderately due to its rural character, however the area west of Old Charlton Road is visually and physically severed from the broad Strategic Area. At stage 2 the sub area possesses a strong sense of enclosure with limited connection to the wider Green Belt. If released this would result in the designation of stronger Green Belt boundaries than currently exists given the presence of the M3 to the west and Old Charlton Road to the north-east.
Stage 3b – Previously Developed Land
Whilst a small area in the west of the Green Belt Assessment Sub Area 46-a contains PDL linking to properties along Lois Drive, this is outside of the promoted site. The site is currently open undeveloped land.
Stage 3c – Visual Amenity
Open field/scrubland currently on site. The wider landscape is semi-urban with residential development and the settlement of Shepperton to the south and east, with a more open landscape beyond the M3 to the west and north. The sense of tranquillity present on site is substantially limited given the presence of the M3 motorway immediately to the west. The site is well-connected to the built up area along Laleham Road and Lois Drive, whilst the northern part of the side which opens out beyond the 'bottle neck' is more rural in character. Overall however the site has a semi-urban character. A housing scheme with supporting services has been identified. This would offer potential to create small-scale publicly accessible open space to serve the development and wider community given its large scale. The development could be designed to respect the suburban and rural elements of the character of the surrounding area, particularly those

properties that adjoin the site to the east, whilst increasing densities deeper into the site, particularly in the north where the site is wider.
The vantage points are present from adjacent residential properties to the east, the M3 and Laleham Road in the south. The residential properties would lose the green, open aspect to the rear of their properties. A housing development would be seen in the context of other nearby buildings, particularly in the south of the site. The site acts as a green and open buffer between properties to the east and the M3 to the west. First floor properties may also experience open views across the M3 further west into the Green Belt which could be of important.
A public right of way crossing the M3 to the north would also experience significant changes in view given the high vantage point. Along Laleham Road crossing the M3 views are expansive and open into the site. A public house is present along Old Charlton Road with a garden to the rear which experiences views into the open field.
Impacts are considered to be major due to the dominant impacts on properties situated to the east of the site and loss of views of open green space. This also applies to the public right of way to the north. Impacts would be low/ moderate along the M3 given the somewhat truncated views afforded by the site with fencing present, with impacts temporary for road users. Along Laleham Road, particularly crossing the M3 views are open with a dominant change in visual impact, creating moderate impacts. Impacts on the public house along Old Charlton Road are expected to be major/high, particularly when the garden is in use, reducing its appeal and open views into the field.
The site has a semi-urban character with limited links to the wider Green Belt, given the presence of the M3 to the west and residential development to the east. This creates strong links to built form. The site is however more rural and expansive in the north. Properties along Lois Drive and others to the west of the site will be most significantly impacted with a substantial change in view of a currently open and vacant field. There will be impacts for road users however the importance of the site on visual amenity for this group is considered to be somewhat limited.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site performed moderately against the spatial strategy with the provision of large scale housing development to meet community needs. The site is Green Belt but is weakly performing. The site will require a flood risk assessment and an agricultural land survey to determine whether non-absolute constraints can be overcome. The site does not perform a recreation role and is considered to be reasonably sustainably located, with services in Shepperton within walking distance. It is however greenfield land and would result in the loss of a large area of permeable surface, thus potentially increasing flood risk. A high number of concerns were raised at the Preferred Options stage due to the quantum of development proposed and the impacts on the wider environment. Development would also concentrate a notable number of homes within the area rather than a more dispersed approach to Green Belt.
Stage 3 Summary
The area has been identified for further consideration in the Green Belt Assessment stage 1 and 2. The site is subject to urban influences, particularly to the east and is of an enclosed nature due to vegetation bordering the site and the M3 separating it from the wider Green Belt. Removal from the Green Belt would result in the designation of stronger boundaries. The site is not previously developed and does perform a visual amenity role for the properties located to the east and impacts would be significant given the current open field present. Given the urban influences acting on the site and its semi-

urban character however, development could potentially be integrated with the wider environment and screening could help to reduce the severity of impacts, however this would be a great change when compared to the existing open and undeveloped field at present.
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing, health and economic growth objectives. There are neutral impacts on transport and the historic environment, with negative impacts expected on environmental objectives due to this largely being an undeveloped Green Belt site. The site is adjacent to the M3 and is also at risk of flooding, both of which are factors considered to have negative impacts.
Overall conclusions
The site was considered appropriate to consider further at the Preferred Options stage due to its sustainability of the location; the recommendations from the Green Belt Assessment; and contribution to the spatial strategy. The spatial strategy has now however been revised and the concentration of development on this site as previously proposed (350 dwellings) is considered to be at odds with the preferred approach to prioritise smaller sites and distribute development across the borough through Green Belt release. The site also raised a number of concerns regarding the impacts on the environment and the flood risk implications. Whilst there may be opportunity to mitigate some of the negative impacts identified, the proposals are somewhat at odds with the spatial strategy. As such the site is unlikely to fulfil the requirements for allocation however the decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	Consideration would need to be given to the rate at which the site could be delivered given its overall scale and if phasing is necessary.
Comments	
Viability comments	No viability issues identified that could affect deliverability.

Stage 4c – Site Capacity	
Site size (ha)	4.96
Landowner/promoter preferred use and units (residential or commercial)	The site promoter suggests 350 units, at a density of 65 dph, including extra care housing and supporting ancillary uses.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The surrounding area is predominantly urban in character, with properties largely detached or semi-detached. Given the linear shape of the site and narrow nature towards the centre, development would largely be concentrated towards Laleham Road in the south and towards the River Ash area in the north where the site opens out. This could potentially limit

	the yield, therefore the net development area is considered to be reduced to a certain degree. The constraints on site and contribution to the strategy should however be weighed up against the proposed development.

SH1/016 Land north of Renfree Way, Shepperton

Site Information	
Proforma Created	14/02/22
Proforma last updated	14/02/22
Site ID	SH1/016
Site name/ address	Land north of Renfree Way, Shepperton
Site area (ha)	1.73
Site description & context	The site is currently open land situated to the north of Renfree Way with a fishing lake further south. The M3 is situated further north with Shepperton further east. There are no definable boundaries on site.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for sites
Assessment History	New site not previously assessed at the Preferred Options stage

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	Partly
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[9]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	A large proportion of the site is located within Flood Zone 3b (54%) with a significant portion of the remainder within 3a. It would be inappropriate to introduce more vulnerable development within such a high flood risk zone.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	The site will contribute to the Borough's housing provision, although the level proposed by the site promoter is not considered feasible.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to	- -	The site is undeveloped greenfield land with permeable surfaces at present. Development of the

[9] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
climate change, including reducing the risk and minimising the harm from flooding		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. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	The M3 runs to the north of the site therefore exposure to pollution in this location is likely to increase. The development of the site would also bring about additional vehicle use and generate noise.
6. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	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. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	Reasonably sustainable location in close proximity to the Shepperton urban and to Shepperton High Street. Development would however result in additional vehicle use compared 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.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Development of the site is not considered to positively or negatively affect employment/ economic growth in the Borough. There could be minor positive impacts on construction jobs however this would be short term and on a small scale.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	The small scale of the site (developable area) is unlikely to provide a notable opportunity for the incorporation of renewable or low-carbon energy generation. The scheme is not likely to reduce emissions but as it is currently open greenfield land the consumption of resources is expected to increase.
12. To maintain and improve water quality and promote the efficient use of water	-	The effects on water quality are uncertain however there are unlikely to be significantly positive or negative. Water consumption will rise, however there may be opportunities to improve efficiency.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	The site could provide the opportunity for housing provision however the net developable area is limited by the flood risk on site.
Meets specific needs	1	Limited opportunities identified.
Opportunities for higher density development, where appropriate	1	Likely to be limited opportunity given the character of the wider area and size of the site.
Opportunities for infrastructure provision	1	Likely to be limited opportunity the size of the site.
Brownfield land	1	Greenfield land
Opportunities for mixed use development	1	Likely to be limited opportunity the size of the site.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Undeveloped greenfield land.
Additional benefits to the community	1	Likely to be limited opportunity the size of the site. None identified by the site promoter.
Feedback from the Preferred Options consultation	N/A	
Smaller sites	2	Reasonably small in scale (net developable area) but this is constrained by flood risk.
Sustainability of location	2	Reasonably sustainable located at the edge of Shepperton.

Spatial Strategy Score	
Score	Comments
1	The site is considered to make a limited contribution to the spatial strategy as it is strongly performing Green Belt, greenfield, unable to accommodate wider benefits and at risk of flooding. The site is however in a reasonably sustainable location at the edge of the Shepperton urban area.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	1	• Flood zone, 2, 3a and 3b • Possible groundwater and surface water flood risk.
Minerals/waste safeguarding	3	• No minerals/waste constraints
Biodiversity	2	• Sites of Nature Conservation Importance: Land East Of Sheep Walk further west • Funky Footprints Nature Reserve to the north east.
Agricultural Land Classification	3	• Not in agricultural use.
Land and water contamination	2	• Further investigation required.
Heathrow Noise Contours	3	• The site is outside the 66 Leq noise contour
Heritage Assets	2	• The site is not within close proximity to heritage assets, although the Lower

		Halliford and Shepperton Conservation Areas are within ~550m
Landscape Character and Townscape	1	• Surrey Landscape Character Assessment – River Floodplain. • The site forms part of the wider open landscape in the Shepperton area of the borough.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	Limited	There are paths running through the site with rights of way further east therefore it may perform an informal recreation role, although no designations are present.
What is the nature and quality of its role?	Limited	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision	No	
Overall open space score		Qualitative Assessment/ Commentary
	2	No formal designations however there may be some informal role owing to the paths running through the site

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	St Nicholas CofE Primary School 1km/13 min walk
Distance to secondary school	2	Thamesmead School 1.1km/14 min walk
Distance to health centre or GP surgery	2	Shepperton Health Centre 1.2km/16 min walk
Distance to local convenience retail	3	Shepperton High Street <1km
Distance to major centres or centres of employment	3	Staines 30 min by bus
Distance to bus stop with good service	2	Manor Farm Avenue 1.1km/14 min walk
Distance to train station with good service	2	Shepperton Rail Station 1.1km/14 min walk
Qualitative Assessment		The site is in a reasonable sustainable location in close proximity to Shepperton town centre.

Potential impacts of planned infrastructure	None identified.
Opportunities to improve connectivity or provide supporting infrastructure	Improved links to public transport would improe connectivity.

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	1	Local Area 52 strongly performing
Green Belt Assessment Stage 2 score	N/A	
Green Belt Assessment Stage 3 score	N/A	
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		The Local Area is located in the south-west of Spelthorne Borough and contributes to the strategic separation of a series of distinct towns and villages in the district and in the neighbouring district of Runnymede. The local area has a largely rural character due to the absence of built form.

Stage 3b – Previously Developed Land	
Total site area	1.73
Amount of PDL (%)	0
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site is undeveloped and no PDL is present on site.
Overall PDL Score	1

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The site is vacant and comprises grassland and low level vegetation
Existing valued features, vegetation and infrastructure	Low level vegetation and some trees line the site to the south.
Sense of tranquillity, remoteness and rural character	The site is largely unspoilt and free from development therefore it is somewhat rural in character, however the presence of the M3 further north creates noise and reduces the tranquility.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view	Limited/ partial view into the site as vegetation borders it.

Stage 3c – Visual Amenity	
• Open view	
Sensitivity of site and wider landscape	The wider landscape is more sensitive to the west as it is open, rural and free from development. Shepperton urban area is located further east and is therefore less sensitive.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	Only half of the site (approx. 1 hectare) is developable due to flood risk. As 40 dph this would equate to 40 dwellings. This would be a substantial change from the existing undeveloped site and a new access road would increase views into the site from Renfree Way. There may also be views from the playing field to the north east.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Renfree Way, playing field and more limited views from Funky Footprints Nature Reserve.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The scale of change in view would be significant, changing from open greenfield to 4 approximately 40 houses. The surrounding area is rural therefore it may be difficult to fully integrate with the wider features, although Shepperton urban area is further east. Views into the site are most considerable from Renfree Way to the south.
Significance of impacts • Refer to Table 8 of methodology	Impacts would be major/high as views would be most noticeable from the road, public rights of way, the nearby playing field and nature reserve. Views into the site would be increased through a new access road. The site has notable connections to the wider Green Belt to the west and contributes to its strategic role and landscape character. Loss of this site would create an overall more urban character and reduce the sense of rurality.
Potential mitigation measures	Sensitive design and suitable screening.
Overall visual amenity score	1
Commentary	The site is open greenfield land in a relatively rural area, contributing to the wider landscape, particularly to the west. Loss of this to residential

Stage 3c – Visual Amenity	
	would negatively impact the visual amenity of the wider area and alter the local character.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site has a limited contribution to the spatial strategy as it is at risk of flooding and offers little in the way of wider community benefits. The site is also strongly performing Green Belt and greenfield land. The site is likely to perform a local biodiversity function and its loss to residential would likely result in additional pressure on local facilities.
Stage 3 Summary
Strongly performing Green Belt, contributing to the wider strategic function. The site is also greenfield land and is in a relatively rural area, contributing to the wider landscape, particularly to the west. Loss of this to residential would negatively impact the visual amenity of the wider area and alter the local character.
SA Summary (note: If poor performance do not consider deliverability)
The site performs positively against housing, health, economic objectives but negatively against many environmental objectives as it is open greenfield land, with flood risk implications particularly negative.
Overall conclusions
Overall the site makes a limited contribution to the spatial strategy and is strongly performing Green Belt in a strategically important area. The site is at risk of flooding with part of the site within flood zone 3b and the possibility of no safe access and egress. The site should therefore be discounted from further consideration.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	The site is reasonably small in scale therefore phasing is not considered necessary.
Comments	
Viability comments	Need for access to be created into the site. No specific viability issues identified.

Stage 4c – Site Capacity	
Site size (ha)	1.73
Landowner/promoter preferred use and units (residential or commercial)	600 residential units however the measurements of the site are deemed incorrect.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Site not suitable for further consideration.

SH1/017 The Hamiltons, Sheepwalk, Shepperton

Site Information	
Proforma Created	15/02/22
Proforma last updated	15/02/22
Site ID	SH1/017
Site name/ address	The Hamiltons, Sheepwalk, Shepperton
Site area (ha)	2.81
Site description & context	The site is a former gravel pit which was previously used as tip for London war damage. It is currently free from development but has an extensive planning and enforcement history due to unauthorised travelling showpeople plot use. Trees and other vegetation also occupy the site. The site falls wholly in the Green Belt. It is bounded to the north by the M3 motorway and to the west by Sheep Walk. Chertsey Road runs to the south with open land to the west.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to the call for sites
Assessment History	New site not assessed at the Preferred Options stage

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	No – the site is beyond the 250m settlement boundary buffer zone.
Is the site located or largely located within flood zone 3b?	0.54ha in the northeast is within flood zone 3b.
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[10]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	The site is wholly in the flood risk area with 1.3ha in flood zone 2 and 0.9ha in flood zone 3a. The site is located within Flood Zones 2, 3a and 3b and is entirely surrounded in the wider area by Zones 3a/3b, and the provision of the mobile homes which are a 'highly vulnerable development' would be inappropriate and would place the new occupants at unacceptable risk from flooding. The site is also outside the 250m buffer around the urban area, therefore limiting its sustainability. DISCOUNT FROM CONSIDERATION.

[10] Note: Round Copse in Laleham is the only designated area in Spelthorne

SH1/018 SUEZ Recovery and Reuse UK Ltd, Riverscroft, Littleton Lane East, Chertsey Road, Shepperton

Site Information	
Proforma Created	15/02/22
Proforma last updated	15/02/22
Site ID	SH1/018
Site name/ address	SUEZ Recovery and Reuse UK Ltd, Riverscroft, Littleton Lane East, Chertsey Road, Shepperton, TW17 9NY
Site area (ha)	4.45
Site description & context	The site is a former landfill with associated depot buildings and offices. The western half of the site continues to operate as a vehicle and skip depot and comprises hardstanding, a workshop, offices and a former 3 storey residential property which has subsequently been used as office accommodation. The remainder of the site is former landfill.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly
Site source	Submitted to the call for sites
Assessment History	New site identified since the Preferred Options stage

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	No – the site is outside the 250m urban buffer.
Is the site located or largely located within flood zone 3b?	The site itself is not within flood zone 3b however site is entirely surrounded in the wider area by Zones 3a/3b with no safe access/egress identified.
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[11]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	The site is outside the 250m buffer around the urban area, although Chertsey is approximately 1.4km west meaning it is within the preferred maximum walking distance. The site is however at risk of flooding, as is the wider area with roads within flood zone 3b. As such flooding is considered to be a significant constraint on site and would lead to the loss of flood storage capacity and would put new residents at risk of flooding. DISCOUNT FROM CONSIDERATION

[11] Note: Round Copse in Laleham is the only designated area in Spelthorne

SH3/005 Walton Bridge Garage Walton Bridge Road, Shepperton

Site Information	
Proforma Created	15/02/22
Proforma last updated	15/02/22
Site ID	SH3/005
Site name/ address	Walton Bridge Garage Walton Bridge Road, Shepperton
Site area (ha)	0.13
Site description & context	The site is on the eastern side of Walton Bridge Road close to the junction with Swan Walk. Inspector said that scheme would need to be of appropriate size, design and layout and suitably landscaped implying it is acceptable in principle. Southern part of site in conservation area. A car wash is operating on site in the place of a former petrol station. Residential uses adjoin the northern and eastern side of the site, with open land to the south and west. Vehicular access is off Walton Bridge Road. Open space is present to the south and west.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Identified in SLAA
Assessment History	Site previously below site size threshold but since updated to accommodate higher density development

Stage 1 – Absolute constraints

(provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[12]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	+	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

[12] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
5. To reduce air and noise pollution	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.
6. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	The site is approximately 500m east of the Lower Halliford Conservation Area but with sensitive design impacts could be mitigated.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	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 short term
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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 methods. The site could potentially incorporate renewable and low carbon energy.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
12. To maintain and improve water quality and promote the efficient use of water	0	Re-development of the site for housing would increase water consumption and therefore pressure on resources.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	The site could accommodate a reasonable quantum of residential dwellings. The site is previously developed land.
Meets specific needs	2	Could provide for a small number of affordable units
Opportunities for higher density development, where appropriate	2	The character of the area suggests that high density would be unsuitable but a flatted scheme of high quality design could be accommodated.
Opportunities for infrastructure provision	1	Site likely to be too small.
Brownfield land	3	The site is previously developed and in the urban area.
Opportunities for mixed use development	1	Unlikely to retain existing use; refused application does not show inclusion of proposed mixed use element.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	

Smaller sites	N/A	
Sustainability of location	N/A	

Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within the urban area which is fairly sustainable with some access to services and public transport. Much of this provision is within Walton on Thames which is circa 10 minutes' walk from the site.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	2	• The site is within flood zone 2 however some of the surrounding area is within flood zone 3a and 3b. Development would be dependent upon a safe access/egress being demonstrated. • The previously received planning consent for residential use and development is already present on site meaning flood risk may be mitigated sufficiently however a FRA is required.
Minerals/waste safeguarding	3	• No constraints identified.
Biodiversity	3	• No biodiversity role on site.
Agricultural Land Classification	3	• No constraints identified
Land and water contamination	2	• Possible contamination from existing use. • Historic petrol spill on the site.
Heathrow Noise Contours	3	• Site outside of 66 Leq noise contour.
Heritage Assets	2	• The site is on the boundary of the Lower Halliford Conservation Area.
Landscape Character and Townscape	3	• River Floodplain.

Stage 2c – Open Space and Recreation Value

- Based on Open Space Assessment

Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	No loss of open space or recreation land.
What is the nature and quality of its role?	-	

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	No recreation value

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Ashley CofE Aided Primary School – 1.3km/17 min walk
Distance to secondary school	2	Thamesmead School – 1.1km/ 14 min walk
Distance to health centre or GP surgery	2	Ashley Medical Practice – 1.7km/22 min walk
Distance to local convenience retail	2	Walton on Thames centre
Distance to major centres or centres of employment	3	Staines town centre <30 minutes by bus
Distance to bus stop with good service	3	Swan Walk bus stop
Distance to train station with good service	2	Shepperton rail station
Qualitative Assessment		The site is within an urban area with access to services in Shepperton high street and in Walton on Thames.
Potential impacts of planned infrastructure		Potential for Shepperton station to be a Crossrail 2 destination, which would significantly increase the speed and number of trains on this route however the prospects of this remain uncertain.
Opportunities to improve connectivity or provide supporting infrastructure		Opportunities to tap into any improvements identified in the Spelthorne LCWIP and in the River Thames Scheme (forthcoming).

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – the site is in a sustainable location with local services and public transport options within walking distance. There are few non-absolute constraints, although some land surrounding the site is within flood zone 3, therefore a flood risk assessment is required to demonstrate how this could be overcome. The site contributes

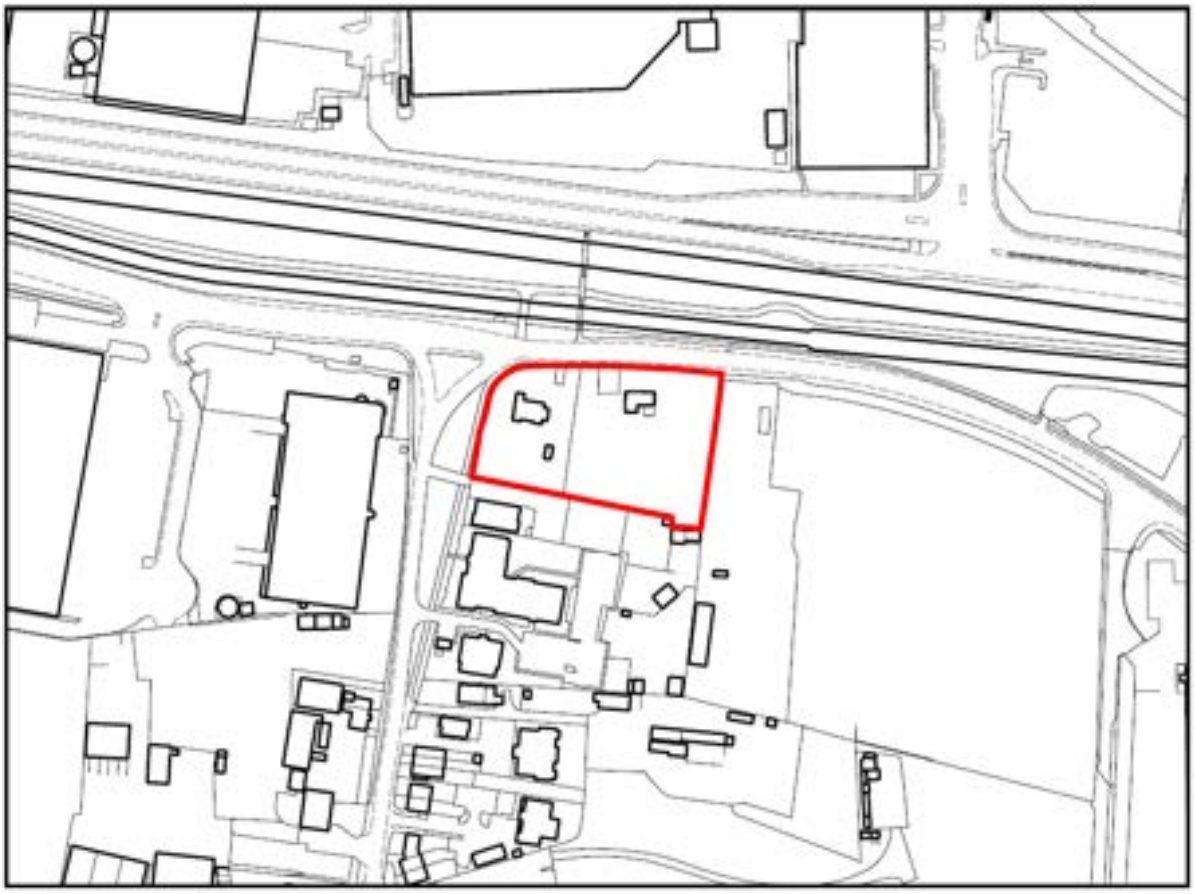
moderately to the spatial strategy as it could accommodate residential development on a brownfield site however this would require flooding mitigation. Safe access and egress would need to be demonstrated to overcome flood risk issues.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against housing and land use, has neutral impacts on health, pollution, biodiversity, heritage, open space and transport. Negative impacts are expected on flood risk, employment and water use.
Overall conclusions
The site is located within the urban area in a sustainable location in close proximity to local services and public transport in Shepperton and Walton on Thames. The site is considered suitable for redevelopment and could accommodate medium density development, subject to a high quality design. A previous application (06/01134/FUL) was granted for 8 dwellings however following further analysis and a review of densities, could accommodate a higher level of development to take advantage of its sustainable urban location and to make an efficient use of land. Whilst the site is considered suitable for redevelopment, subject to overcoming flood risk, it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. It is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes
Consideration of development phasing	Site too small
Comments	
Viability comments	Subject to delivering residential use and loss of existing business

Stage 4c – Site Capacity	
Site size (ha)	0.13
Landowner/promoter preferred use and units (residential or commercial)	The site has previously been approved for 8 flats. Residential use proposed on site.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site is developable. No major constraints on site, subject to a flood risk assessment being undertaken. A flatted scheme of approximately 20 units could be accommodated on site, subject to high quality design. Include in the SLAA for 20 units in years 6-10.

SN1/003(a)(b) Land at Stanwell Farmhouse, Bedfont Road, Stanwell

Site Information	
Proforma Created	15/02/22
Proforma last updated	15/02/22
Site ID	SN1/003
Site name/ address	Land at Stanwell Farmhouse, Bedfont Road, Stanwell, TW19 7LY
Site area (ha)	SN1/003a: 0.53 SN1/003b: 0.18
Site description & context	The site is located on a corner plot off Bedfont Road. It was the site of the listed Stanwell farmhouse which is no longer in place. The land is currently used predominately for commercial purposes and airport car parking which is unlawful and subject to an enforcement notice. The surrounding uses are a mix of commercial and residential and the local area is characterised by predominately commercial uses with some residential development. Heathrow airport is to the north of the site and there is a large tract of commercial land to the east.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Yes
Site source	Call for Sites
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing development promoted.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding.	0	Not within flood zone and site is already largely covered with hardstanding so permeation is limited. Low surface water flood risk but potentially high ground water flood risk (over 75%). Opportunity to include SuDS and permeable surfaces as part of any proposal.
4. To reduce land contamination and protect soil quality and quantity..	+	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. To reduce air and noise pollution.	-	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. To conserve and enhance biodiversity, habitats and species.	0	Neutral impacts expected on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	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. To protect, enhance and manage Borough's open	0	Loss of open space and landscape character but not public. The site is within

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
space and landscape character.		the Green Belt however performs a limited role in terms of landscape character.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion.	0	Site located near bus routes but proposed use would increase need to travel more than existing use.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strategically important Green Belt.
Higher proportion of Previously Developed Land	2	The land is currently used predominately for commercial purposes and airport car parking which is unlawful and subject to an enforcement notice.
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	Limited feedback identified.
Smaller sites	3	Reasonably small site.

Sustainability of location	2	Mixed access to local services and facilities.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Site unlikely to be suitable for housing use, which is the priority need for the strategy to deliver. Most likely to be suitable for an employment site given the wider character of the area and proximity to Heathrow Airport, however economic use has not been identified as an exceptional circumstance for Green Belt release. Whilst the site is previously developed, the site is identified as making an important contribution to the wider Green Belt, therefore is at odds with this element of the strategy.

Stage 2b – Non Absolute Constraints
Summary

- Not within flood zone. Low surface water flood risk but potentially high ground water flood risk (over 75%). Opportunity to include SuDS and permeable surfaces as part of any proposal.
- The site is within a minerals safeguarding area.
- No biodiversity constraints.
- Site has been in use as a contractor's yard and vehicle maintenance/ haulage depot. Potentially affected by adjacent historic landfill, Mentone Farm, with respect of ground gases and soil contamination at Green Acre Farm. In accordance with NPPF would still require site investigation for redevelopment to ensure that the site is suitable for the proposed use.
- Within noise contours (57-60, 16 hour LAEQ) – impact depends on use. Noise impacts could potentially increase as a result of the expansion of Heathrow Airport.
- Limited impact on townscape or landscape expected given the wider area's largely commercial character.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The Site comprises a single-storey residential building, grass and hardstanding on the western half and on the eastern half the site is in commercial use. No contribution to open space or recreation.

Stage 2d – Sustainable Location
Summary

Mixed access to local services and facilities. Bus services, local convenience and primary school access is within the preferred maximum walking distance whereas secondary school and train station access is more limited. Site located close to bus routes but many are reported to offer poor access to Heathrow Airport – would require additional connectivity as part of expansion proposals.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 6 – strongly performing GBA stage 2: Sub-Area 6-d – strongly performing Site performed a strong role against Green Belt purposes at both stages of assessment. Stage 2 concludes the sub-area provides an important barrier to sprawl and plays a fundamental role with respect to the wider GB Local Area. Its release would harm the performance and integrity of the Green Belt, particularly by harming the integrity of the gap between Ashford/Sunbury/Stanwell and Greater London. Not recommended in GBA and officer agrees with conclusion on promoted site. The site alone is split from the existing Green Belt by fencing and some overgrown vegetation to the east, with wooden fencing to the south. As such there may not be permanent and readily recognisable boundaries if released in isolation.
Stage 3b – Previously Developed Land
The site is covered by hardstanding and some commercial uses, with hard standing. This has lawful use for storage of commercial material (both open and enclosed), use of part of the site for welding and cutting, ancillary office space and ancillary parking and access.
Stage 3c – Visual Amenity
This is Predominantly a commercial area and the site forms part of this landscape with a commercial yard and two structures on site. Tranquillity significantly affected by noise from Heathrow Airport. The character is seen within the context of nearby freight and industrial uses and buildings. The lawful commercial use on site creates a somewhat urban character and reduces the rural nature of the area. A development for housing use would be expected to follow a similar pattern of development to the flats present to the south of the site. The site is in close proximity to some residential and commercial uses and development would appear in context with the wider area. The vantage points are limited to adjacent residential properties, commercial businesses nearby and along Bedfont Road. The residential properties to the south would not lose any green or open aspect from their properties as the site is occupied by commercial uses at present, which extends to the unlawful airport parking. Given the lawful use for storage and current unlawful parking, road users would experience the site temporarily in the context of the wider industrial/ employment buildings in the Stanwell/ Heathrow area. The site does not contribute to visual amenity due to current uses and the importance of the view is minimal. The change of view would be noticeable given the increase in built form, however would be viewed in the context of neighbouring residential and commercial premises. Whilst housing development could potentially offer a sensitive design, the acceptability of this use is likely to be limited given the noise and potential compatibility factors in this location. There could be a degree of integration with existing flatted residential schemes to the south. Flats immediately located to the south would experience a direct change in view and are within a reasonably close proximity.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary

Site scores well at Stage 2 – reasonably sustainable, close to other similar employment uses, few to none non-absolute constraints, no loss of open space. Limited contribution to strategy as housing not likely to be suitable within this location. Contribution to the strategy is moderate as the site is previously developed and could provide some housing but is in a largely commercial area and is important to the wider Green Belt.
Stage 3 Summary
Site is strongly performing at both GBA Stage 1 and 2. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact limited given the site's commercial character, particularly when viewed within the wider context of other industrial buildings.
SA Summary (note: If poor performance do not consider deliverability)
Only scores well against housing (though may not be appropriate) and efficient land use, although land may be contaminated. All other scores were neutral or negative.
Overall conclusions
The strong Green Belt performance means that release could potentially harm the overall strategic Green Belt. The site is however previously developed and performs little to no visual amenity function. Contribution to the strategy is mixed as the site would provide the opportunity for housing development, however is within strongly performing Green Belt and does not offer any wider community benefits. It is considered appropriate to review the site at the five year Local Plan review stage in order to address any implications arising from the Heathrow Expansion given the uncertainty associated with this at present.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	No
Consideration of development phasing	N/A
Comments	
Viability comments	Possible decontamination costs

Stage 4c – Site Capacity	
Site size (ha)	SN1/003a: 0.53 SN1/003b: 0.18
Landowner/promoter preferred use and units (residential or commercial)	The site promoter has identified two possible schemes on site: SN1/003a: This comprises the whole site including the western half which is currently occupied by a residential building and hardstanding, and also the eastern part of the site which is in commercial use with hardstanding and building. 40 residential units are proposed on the western part of the site, with the eastern part available for commercial uses to support Heathrow expansion. SN1/003b: This comprises the western part of the site only with 20 units proposed.
Council comments on potential use and yield	Not suitable for further consideration due to the Green Belt performance, noise impacts

• Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	from Heathrow Airport and as economic use has not been identified as an exceptional circumstance for Green Belt release.

SN1/004 Land at Birch Green/Staines Pumping Station (Site A), Stanwell Moor Road, Staines

Site Information	
Proforma Created	16/02/22
Proforma last updated	16/02/22
Site ID	SN1/004
Site name/ address	Land at Birch Green/Staines Pumping Station (Site A), Stanwell Moor Road, Staines, TW19 6AF
Site area (ha)	3
Site description & context	The site consists of grass fields, limited hardstanding area and a couple of storage buildings. The site is currently used as grazing and contractors' material storage. It is retained as operational land by Thames Water and a section of aqueduct cuts through the south-eastern tip of the site. The vehicular existing access is via Stanwell Moor Road and continues through the site to access the King George VI Reservoir. The King George VI Reservoir lies immediately to the north of the site and there are fields to the west. To the east on the other side of Stanwell Moor Road is a residential area and Crooked Billet Roundabout and the Staines Bypass is due south.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly
Site source	Call for Sites
Assessment History	Assessed at the Preferred Options stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing scheme promoted by landowner.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding.	-	Within Flood Zone 2 plus potential loss of permeable land and introduction of hardstanding. Within an area susceptible to surface water flooding.
4. To reduce land contamination and protect soil quality and quantity.	-	Development of site would not avoid development of greenfield over brownfield land.
5. To reduce air and noise pollution.	-	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.
6. To conserve and enhance biodiversity, habitats and species.	-	Loss of green space. No habitats or biodiversity designations could be some loss of habitats as adjacent to large waterbody.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impacts on heritage assets.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space and landscape character but not public.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion.	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.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately performing but strategically important and not recommended for consideration.
Higher proportion of Previously Developed Land	2	Some buildings, hardstanding and uses on site in connection with the storage/grazing use of the land. Mainly nearer the road with remainder of the site open and undeveloped.
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	Limited response received in relation to the site.
Smaller sites	2	Reasonably small site
Sustainability of location	2	Reasonably sustainable location within walking distance to Staines station

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Site only promoted for housing development and landowner has not included other residential uses that might meet identified needs. Only contributes to strategy on delivery of housing, although some could be at higher density.

Stage 2b – Non Absolute Constraints Summary
• The site is not within a flood risk area. Possible risk of surface water flooding and groundwater flooding. • The site is not within a minerals/waste safeguarded area. • The site performs a limited biodiversity role and is not within close proximity to environmentally sensitive areas. • No recorded past uses with contaminative potential. In accordance with NPPF would still require site investigation for redevelopment to ensure that the site is suitable for the proposed use. • Outside Heathrow noise contours. • No heritage impacts identified. • Within Surrey Landscape Character area - River Floodplain.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Site is operational land used by Thames Water for storage but much of it is open space and grazing land. It is not publicly accessible and does not serve any recreation or amenity purpose.

Stage 2d – Sustainable Location Summary
Reasonably sustainable location within walking distance to Staines town centre. Access to public transport is generally good, with access to local services generally within the preferred maximum walking distance.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 3 – moderately performing GBA stage 2: Sub-Area 3-a – moderately performing but important and not recommended for consideration. Site performed a moderate role against Green Belt purposes at both stages of assessment. Stage 2 concludes the sub-area provides an important barrier to sprawl and plays a fundamental role with respect to the wider GB Local Area. Its release would harm the performance and integrity of the wider strategic Green Belt, resulting in the further sprawl of Staines to the north of the A30 and reducing the performance of the wider Green Belt immediately to the south. Not recommended in GBA and officer agrees with conclusion on promoted site, which does not form the whole extent of the sub-area but there are no defensible boundaries to subdivide further.
Stage 3b – Previously Developed Land
Approximately 10% of the site is previously developed. Some buildings, hardstanding and uses on site in connection with the storage/grazing use of the land. Mainly nearer the road with remainder of the site open and undeveloped

Stage 3c – Visual Amenity
The site is currently open grazing land, mainly flat, framed by the reservoir embankment and trees to roadside boundaries, with some built development near Stanwell Moor Road. Tranquillity significantly affected by noise from Heathrow Airport, the A30 and the Crooked Billet roundabout. Despite this, the land itself is relatively rural in character as a result of the grazing use and low-key storage/agricultural buildings. The site is not readily visible due to tree screening to boundaries. Some visibility from Stanwell Moor Road, where the access is taken from and the screening is sparser, and from residential property on the opposite site of the road. These views are only partial or oblique and truncated by the road itself and the trees. There are limited views for drivers on the A30 on the approach to Crooked Billet but mainly screened by trees. A housing scheme is likely to face onto the Crooked Billet junction, similar to the relatively recent scheme on the former Crooked Billet pub and restaurant, potentially extending up Stanwell Moor Road. It is unlikely that residential development would front the A30 due to noise, outlook and air pollution issues (although these would also be factors in any development of the site). Development would be seen in the context of nearby residential development to the east of Stanwell Moor Road. The most noticeable change would be for drivers on the A30 on the approach to the Crooked Billet, where currently the full extent of the bypass is green, open or vegetated on that side of the road and there would then be a significant shift in character to built urban form. The change of view would be significant and permanent but limited by the context of the site in proximity to residential property and the road junction. The change of view will depend on the extent to which tree screening around the boundaries can be retained, particularly along the A30. Impacts are considered to be high on the basis that most of the views are from highway users and the magnitude of visual impact would be considerable, assuming the tree coverage to boundaries would be significantly reduced.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Reasonably sustainable, close to Staines town centre and local transport, few to none non-absolute constraints, loss of open space limited to views rather than recreation value. Contribution to the spatial strategy is mixed with housing promoted, however the site is largely undeveloped, Green Belt and does not offer any wider community benefits. Significant concern over the potential health, noise and air pollution effects on a residential development surrounded by busy and frequently congested roads and junctions.
Stage 3 Summary
Site is moderately performing at both GBA Stage 1 and 2, and plays an important role for strategic Green Belt. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact noticeable but not significantly negative.
SA Summary (note: If poor performance do not consider deliverability)
Only scores well against housing and employment/economic benefits. All other scores were neutral or negative. Double negative on noise and air pollution due to the known air quality issues relating to the Crooked Billet junction and the noise from that junction, Stanwell Moor Road and the A30 Staines Bypass, all of which experience idling vehicles during periods of congestion. There may also be negative health implications of developing in close proximity to the Crooked Billet Roundabout.
Overall conclusions

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

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	No
Consideration of development phasing	N/A due to the site size
Comments	
Viability comments	None identified.

Stage 4c – Site Capacity	
Site size (ha)	3
Landowner/promoter preferred use and units (residential or commercial)	Residential – 90 units
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

SN1/007a Land at Green Acre Farm, Bedfont Road/Crane Road, Stanwell

Site Information	
Proforma Created	16/02/22
Proforma last updated	16/02/22
Site ID	SN1/007a
Site name/ address	Land at Green Acre Farm, Bedfont Road/Crane Road, Stanwell, TW19
Site area (ha)	1.95
Site description & context	The site is undeveloped open land covered mostly by scrubland vegetation and some trees. A few small-scale structures occupy the site. The site is not open to the public but can be accessed via Bedfont Road and Crane Road. The surrounding area is somewhat urban in character, with various commercial uses located to the east and west of the site. The site lies to the south of Bedfont Road adjacent to an airport parking site. Crane Road forms the eastern boundary where a number of commercial uses lie, including a truck storage facility. Immediately south the land is more open with a commercial storage use present. Further west and south of the site lies residential development comprising both flats and family dwellings.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites.
Assessment History	Assessed as part of a wider site (SN1/007) at the preferred options stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	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. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Loss of green space (not public) but off-set by creation of employment opportunities or new houses. Some services within walking distances which could promote healthy modes of travel but others require further distances to be travelled.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone but potential loss of permeable land and introduction of hardstanding.
4. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	-	Loss of green space. No habitats or biodiversity designations but size and condition of land would suggest some loss of habitats.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No heritage impacts identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space and landscape character but not public.
9. To promote sustainable modes of travel, improve	-	Site located near bus routes but development would increase the need to

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
accessibility to public transport and reduce road congestion		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.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Employment use promoted as an option on site, given the proximity of established cargo uses nearby.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Greenfield land
Additional benefits to the community	1	None identified
Feedback from the Preferred Options consultation	N/A	Limited comments received apart from those on behalf of the site promoter.
Smaller sites	2	The site is reasonably small in size.
Sustainability of location	2	Reasonably sustainable location with services generally accessible through active travel.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments

1	The site is unlikely to be suitable for housing use, which is the priority need for the strategy to deliver. The site is most likely to be suitable for an employment site, however this would not override the harm to the loss of strongly performing Green Belt to justify release, i.e. exceptional circumstances. The site does not offer the opportunity for wider community benefits or mixed use development due to its size and location.

Stage 2b – Non Absolute Constraints
Summary

- Not within a flood risk area. Potential ground water flooding on site. Low surface water flood risk.
- The site is not within a minerals/ waste safeguarding area.
- Limited biodiversity role on site.
- Possible contamination on site would require further investigation.
- The site is within 57-60 Leq noise contours – impact depends on use.
- No heritage impacts identified.
- The site is not within a landscape character area. Whilst it is located in the Green Belt, the neighbouring urban uses limit its openness and rural character.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	Site is non-public open, undeveloped land but does not serve any recreation or amenity purpose and is largely overgrown and scrub.

Stage 2d – Sustainable Location
Summary

Access to bus services is generally good, with links to Staines and Heathrow Airport, however access to rail services could be improved. Local services are accessible within Stanwell, with most within the preferred maximum walking distance, however access to secondary education is more limited. The site could benefit from improved active and sustainable transport links to Heathrow Airport.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 6 – strongly performing
GBA stage 2: Sub-Area 6-d – strongly performing
The site performed a strong role against Green Belt purposes at both stages of assessment. Stage 2 concludes the sub-area provides an important barrier to sprawl and plays a fundamental role with respect to the wider GB Local Area. Its release would harm the performance and integrity of the Green Belt, particularly by harming the integrity of the gap between Ashford/Sunbury/Stanwell and Greater London.

Stage 3b – Previously Developed Land

<5% of the site is occupied by built form with the majority of the site open undeveloped land.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Stage 3c – Visual Amenity
The site is currently open undeveloped land, much of which appears overgrown and unmanaged. Tranquillity significantly affected by noise from Heathrow Airport. The character is seen within the context of nearby freight and industrial uses and buildings. To the south, the area has a slightly more rural feel but still within the context of nearby built form and uses. The site fronts onto Bedfont Road however views into the site are restricted by overgrown vegetation at present. If developed, the site would become more visible as the vegetation would be removed. A development for employment use (as more likely to be suitable than other proposed uses) would be expected to be utilitarian in design with large massing and limited opportunities for attractive design, although it is possible. No scale or design has been proposed by the promoter. The northern part of the site in proximity to cargo businesses would be less negatively affected as development would appear in context with the wider area. Receptors are largely limited to nearby commercial uses and roads, with some longer views into the site from The Thorns on Long Lane. The wider area is largely commercial in character and the site itself is largely open – as such it does provide some relief amongst the wider development but is considered to perform a limited visual amenity role. The change of view would be significant and permanent but limited by the context of the site in proximity to the existing cargo and other business premises. The utilitarian form of a development for employment purposes would exacerbate the change of view compared to a more sensitive design that a housing scheme could offer but residential use is unlikely to be acceptable due to noise and compatibility factors in this location. Moderate significance of impacts expected due to the wider receptors being limited.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site has a mixed performance at Stage 2 – reasonably sustainable, close to other similar employment uses, few to none non-absolute constraints, loss of open space limited to views, although visibility is somewhat limited, rather than recreation value. The site makes a limited contribution to the spatial strategy as housing not likely to be suitable and employment use is not considered to warrant exceptional circumstances for Green Belt release. The site is also greenfield land and is within an area of strongly performing strategic Green Belt, offering limited wider benefits to the community.
Stage 3 Summary
Site is strongly performing at both GBA Stage 1 and 2. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. The site is undeveloped greenfield land and has a few small scale structures present. The visual impact role is limited within wider context of other industrial buildings and condition of the land to the north. The site would however become more open and visible once developed with the clearance of the vegetation on site at present, thus introducing an urbanising impact on the wider environment.
SA Summary (note: If poor performance do not consider deliverability)
Only scores well against housing (though not likely to be suitable) and employment/economic benefits. All other scores were neutral or negative.

Overall conclusions
Site not considered appropriate to take forward due to performance against Green Belt purposes and taking account of limited contribution to spatial strategy. Material released as part of the previous Heathrow Airport expansion consultation suggested the site could be used for airport related development, however given the uncertainty now associated with the possible expansion, there is limited evidence to support further consideration of this site at present. As Green Belt release for economic uses has not been identified as an exceptional circumstance for Green Belt release it should not be taken forward at this stage. It is considered appropriate to review the position of Heathrow Airport and any potential expansion at the five year Local Plan review stage to determine whether airport related development land is required and whether the site could help to meet needs at this later stage. Discount from consideration but review at the five year review stage in the context of potential wider economic needs.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites.
Consideration of development phasing	N/A
Comments	
Viability comments	Possible decontamination costs

Stage 4c – Site Capacity	
Site size (ha)	1.95
Landowner/promoter preferred use and units (residential or commercial)	Residential or commercial uses.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

SN1/007b Land to the East of Long Lane, Stanwell

Site Information	
Proforma Created	16/02/22
Proforma last updated	16/02/22
Site ID	SN1/007b
Site name/ address	Land to the East of Long Lane, Stanwell
Site area (ha)	The site is in commercial use, utilised for vehicle storage. The site is accessed via Long Lane to the west which is shared with Pentagon House. The wider area is largely commercial in character, although the land immediately north and south is undeveloped. To the east is a vehicle storage yard and employment uses are present to the west. Further south is residential development and a football pitch.
Site description & context	3.58
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites.
Assessment History	Assessed as part of a wider site (SN1/007) at the preferred options stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	Economic use promoted on site therefore limited impacts expected on housing.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Most of the land is green and undeveloped at present. Not within flood zone but potential loss of permeable land and introduction of hardstanding.
4. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	Site significantly affected by aircraft noise from Heathrow Airport. Likely to be affected by air pollution too, which would affect not just residents but employees.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space. No habitats or biodiversity designations but some possible loss of informal habitat as most of the site is open and undeveloped with mature vegetation on site.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No heritage impacts identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space and landscape character but not public.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Site located near bus routes but proposed use would increase need to travel more than existing use. Improved connectivity would likely be required.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Employment use promoted, which is likely to be most suitable due to proximity of established cargo uses nearby.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Greenfield land, utilised for vehicle storage.
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	Limited comments received.
Smaller sites	2	The site is of moderate size.
Sustainability of location	2	Reasonably sustainable location with services generally accessible through active travel.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	The site has not been promoted for housing use, which is the priority need for the strategy to deliver. The site is most likely to be suitable for an employment site, however this would not override the harm to the loss of strongly performing Green Belt to justify release, i.e. exceptional

	circumstances. The site does not offer the opportunity for wider community benefits or mixed use development due to its size and location.

Stage 2b – Non Absolute Constraints Summary
• Not within a flood risk area. Potential ground water flooding on site. Low surface water flood risk. • The site is not within a minerals/ waste safeguarding area. • Limited biodiversity role on site. • Possible contamination on site would require further investigation. • The site is partly within 57-60 Leq noise contours – impact depends on use. • No heritage impacts identified. • The site is not within a landscape character area. Whilst it is located in the Green Belt, the neighbouring urban uses limit its openness and rural character.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Site is non-public open, undeveloped land but does not serve any recreation or amenity purpose and is largely overgrown and scrub.

Stage 2d – Sustainable Location Summary
Access to bus services is generally good, with links to Staines and Heathrow Airport, however access to rail services could be improved. Local services are accessible within Stanwell, with most within the preferred maximum walking distance, however access to secondary education is more limited. The site could benefit from improved active and sustainable transport links to Heathrow Airport.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 6 – strongly performing GBA stage 2: Sub-Area 6-d – strongly performing The site performed a strong role against Green Belt purposes at both stages of assessment. Stage 2 concludes the sub-area provides an important barrier to sprawl and plays a fundamental role with respect to the wider GB Local Area. Its release would harm the performance and integrity of the Green Belt, particularly by harming the integrity of the gap between Ashford/Sunbury/Stanwell and Greater London.
Stage 3b – Previously Developed Land
<5% of the site is occupied by built form with the majority of the site open undeveloped land.
Stage 3c – Visual Amenity
The site is currently mostly open, although part of the land has been cleared. Receptors are largely limited to nearby commercial uses and roads, with some longer views into the site from apartments on Long Lane. The wider area is largely commercial

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
in character and the site itself is largely open – as such it does provide some relief amongst the wider development but is considered to perform a limited visual amenity role as it is not visible form the public highway. As such, receptors are largely limited to those uses immediately surrounding the site along Long Lane. The change of view would be significant and permanent but limited by the context of the site in proximity to the existing cargo and other business premises. The utilitarian form of a development for employment purposes would exacerbate the change of view compared to a more sensitive design that a housing scheme could offer but residential use is unlikely to be acceptable due to noise and compatibility factors in this location. The change would be significant from the existing use which is open and free of built form. Moderate significance of impacts expected due to the wider receptors being limited.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site has a mixed performance at Stage 2 – reasonably sustainable, close to other similar employment uses, few to none non-absolute constraints, loss of open space limited to views, although visibility is somewhat limited, rather than recreation value. The site makes a limited contribution to the spatial strategy as employment use is not considered to warrant exceptional circumstances for Green Belt release. The site is also greenfield land and is within an area of strongly performing strategic Green Belt, offering limited wider benefits to the community.
Stage 3 Summary
Site is strongly performing at both GBA Stage 1 and 2. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. The site is undeveloped greenfield land and has a few small scale structures present. The visual impact role is limited within wider context of other industrial buildings and condition of the land to the north. The site would however become more open and visible once developed with the clearance of the vegetation on site at present, thus introducing an urbanising impact on the wider environment.
SA Summary (note: If poor performance do not consider deliverability)
Only scores well against employment/economic benefits. All other scores were neutral or negative.
Overall conclusions
Site not considered appropriate to take forward due to performance against Green Belt purposes and taking account of limited contribution to spatial strategy. Material released as part of the previous Heathrow Airport expansion consultation suggested the site could be used for airport related development, however given the uncertainty now associated with the possible expansion, there is limited evidence to support further consideration of this site at present. As Green Belt release for economic uses has not been identified as an exceptional circumstance for Green Belt release it should not be taken forward at this stage. It is considered appropriate to review the position of Heathrow Airport and any potential expansion at the five year Local Plan review stage to determine whether airport related development land is required and whether the site could help to meet needs at this later stage. Discount from consideration but review at the five year review stage in the context of potential wider economic needs.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites.
Consideration of development phasing	N/A
Comments	
Viability comments	Possible decontamination costs

Stage 4c – Site Capacity	
Site size (ha)	3.58
Landowner/promoter preferred use and units (residential or commercial)	
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable for further consideration.

SN1/007c Land at Long Lane and Short Lane, Stanwell

Site Information	
Proforma Created	16/02/22
Proforma last updated	16/02/22
Site ID	SN1/007c
Site name/ address	Land at Long Lane and Short Lane, Stanwell
Site area (ha)	4.48
Site description & context	The site comprises an irregularly shaped piece of land, found northeast of Long Lane and Short Lane, south of the Heathrow Airport. Mature vegetation lines the perimeter. It is currently used as a greenfield. It does not contain any structures. Access to the site is provided through Short Lane. The wider area is mixed in character with residential development to the south west and commercial uses further north. The southern boundary of the site is shared with Ashford Town Football Club. The site is bounded to the south east by the Esso West London Oil Terminal.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites.
Assessment History	Assessed as part of a wider site (SN1/007) at the preferred options stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	Economic use promoted on site therefore limited impacts expected on housing.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Most of the land is green and undeveloped at present. Not within flood zone but potential loss of permeable land and introduction of hardstanding.
4. To reduce land contamination and protect soil quality and quantity	-	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. To reduce air and noise pollution	-	Site significantly affected by aircraft noise from Heathrow Airport. Likely to be affected by air pollution too, which would affect not just residents but employees.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space. No habitats or biodiversity designations but some possible loss of informal habitat as most of the site is open and undeveloped with mature vegetation on site.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No heritage impacts identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space and landscape character but not public.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Site located near bus routes but proposed use would increase need to travel more than existing use. Improved connectivity would likely be required.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Employment use promoted, which is likely to be most suitable due to proximity of established cargo uses nearby.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt.
Higher proportion of Previously Developed Land	1	Vacant greenfield land.
Additional benefits to the community	1	None identified.
Feedback from the Preferred Options consultation	N/A	Limited comments received.
Smaller sites	2	The site is of moderate size.
Sustainability of location	2	Reasonably sustainable location with services generally accessible through active travel.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	The site has not been promoted for housing use, which is the priority need for the strategy to deliver. The site is most likely to be suitable for an employment site, however this would not override the harm to the loss of strongly performing Green Belt to justify release, i.e. exceptional circumstances. The site does not offer the opportunity for wider community benefits or mixed use development due to its size and location.

Stage 2b – Non Absolute Constraints Summary
• Not within a flood risk area. Potential ground water flooding on site. Low surface water flood risk. • The site is not within a minerals/ waste safeguarding area. • Limited biodiversity role on site. • Possible contamination on site would require further investigation. • The site is outside the Heathrow LEQ noise contours but is still likely to be impacted by noise from Heathrow Airport. • Part of the site is within an area of archaeological potential. • The site is not within a landscape character area. Whilst it is located in the Green Belt, the neighbouring urban uses limit its openness and rural character.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Site is non-public open, undeveloped land but does not serve any recreation or amenity purpose and is largely overgrown and scrub.

Stage 2d – Sustainable Location Summary
Access to bus services is generally good, with links to Staines and Heathrow Airport, however access to rail services could be improved. Local services are accessible within Stanwell, with most within the preferred maximum walking distance, however access to secondary education is more limited. The site could benefit from improved active and sustainable transport links to Heathrow Airport.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 6 – strongly performing GBA stage 2: Sub-Area 6-d – strongly performing The site performed a strong role against Green Belt purposes at both stages of assessment. Stage 2 concludes the sub-area provides an important barrier to sprawl and plays a fundamental role with respect to the wider GB Local Area. Its release would harm the performance and integrity of the Green Belt, particularly by harming the integrity of the gap between Ashford/Sunbury/Stanwell and Greater London.
Stage 3b – Previously Developed Land
<5% of the site is occupied by built form with the majority of the site open undeveloped land.
Stage 3c – Visual Amenity
The site is currently vacant undeveloped grass land. Tranquillity significantly affected by noise from Heathrow Airport. The character is seen within the context of nearby freight and industrial uses and buildings. The site is however

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
'buffered' by open land to the north therefore it has a more rural feel but still within the context of nearby built form, including the oil terminal. Receptors are largely limited to nearby commercial uses and roads, with some longer views into the site from development along Short Lane. The wider area is largely commercial in character and the site itself is largely open – as such it does provide some relief amongst the wider development. Some views from upper floor windows of houses on the periphery of the site are present but those with the most appealing aspect are those in Short Lane that overlook grazing land. This provides somewhat of an attractive visual outlook but is seen within the wider context of commercial uses. The vantage points are limited to adjacent residential properties, businesses, football club and the public highway. The residential properties particularly at the top of Short Lane would lose the green, open aspect across the road from their properties and would be negatively affected. The change of view would be significant and permanent but limited by the context of the site in proximity to the existing cargo and other business premises. The utilitarian form of a development for employment purposes would exacerbate the change of view. The change would be significant from the existing use which is open and free of built form. Major/High significance of impacts expected due to the difference in outlook that would be brought about with the proposed commercial development on site.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site has a mixed performance at Stage 2 – reasonably sustainable, close to other similar employment uses, few to none non-absolute constraints, loss of open space limited to views, although visibility is somewhat limited, rather than recreation value. The site makes a limited contribution to the spatial strategy as the proposed employment use is not considered to warrant exceptional circumstances for Green Belt release. The site is also greenfield land and is within an area of strongly performing strategic Green Belt, offering limited wider benefits to the community.
Stage 3 Summary
Site is strongly performing at both GBA Stage 1 and 2. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. The site is undeveloped greenfield land and has a few small scale structures present. The site plays a visual amenity role for properties along Short Lane, however is viewed within the wider context of other industrial buildings. The site does however provide some respite and open green land amongst a wider commercial environment along Long Lane The site would however become more visible once developed given the change in mass and bulk expected on site, thus introducing an urbanising impact on the wider environment.
SA Summary (note: If poor performance do not consider deliverability)
Only scores well against employment/economic benefits. All other scores were neutral or negative due to its largely open greenfield status.
Overall conclusions
Site not considered appropriate to take forward due to performance against Green Belt purposes and taking account of limited contribution to spatial strategy. Material released as part of the previous Heathrow Airport expansion consultation suggested the site could be used for airport related development, however given the uncertainty now associated

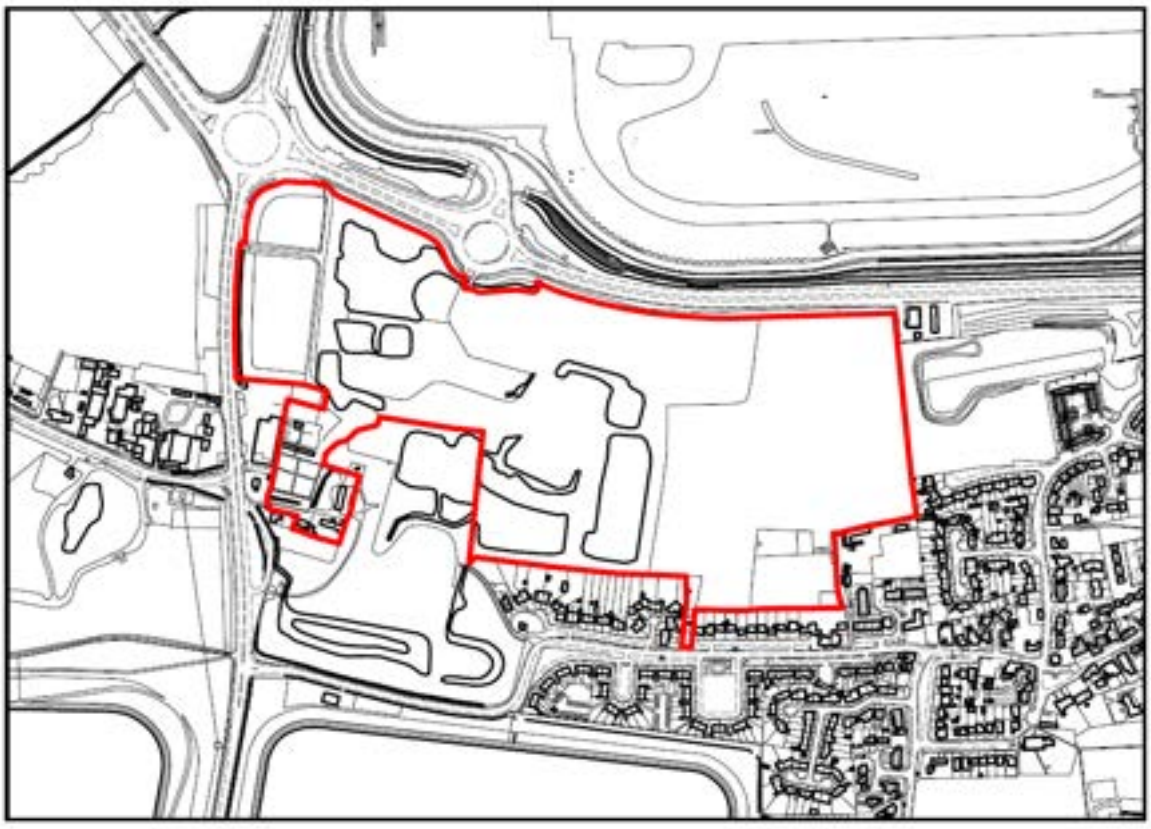
with the possible expansion, there is limited evidence to support further consideration of this site at present. As Green Belt release for economic uses has not been identified as an exceptional circumstance for Green Belt release it should not be taken forward at this stage. It is considered appropriate to review the position of Heathrow Airport and any potential expansion at the five-year Local Plan review stage to determine whether airport related development land is required and whether the site could help to meet needs at this later stage. Discount from consideration but review at the five-year review stage in the context of potential wider economic needs.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites.
Consideration of development phasing	N/A
Comments	
Viability comments	Possible decontamination costs

Stage 4c – Site Capacity	
Site size (ha)	4.48
Landowner/promoter preferred use and units (residential or commercial)	14,000sqm of commercial floorspace (warehousing, distribution)
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

SN1/008 Land south of Southern Perimeter Road, Stanwell

Site Information	
Proforma Created	15/02/2022
Proforma last updated	15/02/2022
Site ID	SN1/008
Site name/ address	Land south of Sothern Perimeter Road, Stanwell
Site area (ha)	26.53
Site description & context	The site is occupied by mineral workings and agricultural land and is situated south of Southern Perimeter Road and east of Stanwell Moor Road. The site is lined by trees and smaller shrubs. The character of the wider area is mixed, with Heathrow Airport located north of the site and the settlement of Stanwell located south east. In 2017, permission was granted for retention of an existing recycling operation on part of the site for the processing of construction and demolition waste for the production of restoration minerals for use in the former Stanwell Quarry and recycled aggregates for export for a period of 10 years.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints

Summary
No absolute constraints. Small part of the site is an SNCI.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	Site promoted for a number of commercial uses, including Business (Use Class E), General Industry (Use Class B2) and/or Storage or Distribution (Use Class B8). Housing not included in uses put forward and unlikely to be acceptable due to proximity to Heathrow Airport.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Loss of green space that is not publicly accessible but off-set by creation of employment opportunities.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	The site is not within flood risk areas. Potential loss of permeable land and replacement of this with hardstanding would increase risk of surface water flooding. Would need to include permeable surfaces and SuDS to help to mitigate this.
4. To reduce land contamination and protect soil quality and quantity	-	Site likely to be contaminated due to landfill history of the site and would require decontamination, which could be considered a benefit. Loss of non-PDL.
5. To reduce air and noise pollution	-	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 as site is in close proximity to the Southern Perimeter Road and the Strategic Road Network including the M25 and M4 motorways.
6. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	Part of site is Area of High Archaeological Potential but can be surveyed prior to construction.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space but not readily visible in the public domain and landscape character is limited.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	++	Employment use proposed, which is likely to be most suitable due to proximity of established cargo and airport related uses nearby. Long term employment opportunities and economic benefits expected.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Open land
Additional benefits to the community	3	None identified as only employment use proposed.
Feedback from the Preferred Options consultation	N/A	Limited feedback received – Representations on site being identified for car parking as part of the expansion of Heathrow.
Smaller sites	1	Larger site
Sustainability of location	1	Reasonable sustainable location close to bus routes and the strategic road network but requires improved access to Heathrow Airport.

Stage 2a – Contribution to the delivery of the strategy

Spatial Strategy Score	
Score	Comments
2	Site promoted for employment use and is unlikely to be suitable for housing, which is the priority need for the strategy to deliver. Employment uses are also needed but need would not override harm to Green Belt to justify release, i.e. exceptional circumstances.

Stage 2b – Non Absolute Constraints
Summary

- The site is not within flood risk areas. Possible surface water and ground water flood risk.
- Safeguarded mineral site in active use - Development of site is contingent on completion of mineral operations and consultation Surrey County Council.
- No constraints identified. Site may perform a limited local biodiversity function.
- Site has a history of landfill that suggests there is likely to be contamination present - remediation required.
- Site within 66 Leq noise contour - impact depends on use.
- Part of site is Area of High Archaeological Potential.
- Surrey Landscape character Area – River Floodplain
- Existing and surrounding uses limit the landscape character of the site. The restored minerals site could offer some landscape value.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	Site is being worked for minerals that would be restored to open space following completion of the operation. The restored land would not be public but there would be 'permissible paths' within it. Site does not perform a recreation or public access function.

Stage 2d – Sustainable Location
Summary

The site is in close proximity to Heathrow Airport, a major employment site but subject to improved access into the airport boundary. It is located close to bus stops on Horton Road and Park Road serving a variety of destinations including Slough, Staines, Heathrow, Sunbury, Shepperton, Ashford and Walton, but many are reported to offer poor access to Heathrow Airport. Would require improvements to connectivity and surface access as part of a possible expansion to the Airport.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1 - Local Area 4 – strongly performing
GBA stage 2- Sub area 4-b – strongly performing

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
The site performed a strong role against Green Belt purposes at both stages of assessment. Stage 2 concludes the sub-area provides an important barrier to sprawl and plays a fundamental role with respect to the wider Green Belt Local Area. The site's release would harm the performance and integrity of the Green Belt, particularly by harming the integrity of gaps between Ashford/Sunbury/Stanwell and Greater London and Stanwell Moor. Not recommended in GBA and officer agrees with conclusion.
Stage 3b – Previously Developed Land
0% Some temporary storage and structures but not considered to be development. PDL does not include land worked for minerals and then restored.
Stage 3c – Visual Amenity
Open land, much of which is semi-industrial in appearance due to its temporary use as a quarry and recycling centre. The Site is bound by the Southern Perimeter Road to the north, open fields and housing to the east, housing and Park Road (B378) to the south and Stanwell Moor Road (A3044) to the west. Tranquillity significantly affected by noise from Heathrow Airport and current mineral working and recycling operation. Parts of the site away from these operations have a more rural feel but generally set within the context of the airport The site is not readily visible from any vantage points. Houses to the south of the site are separated by a high bund planted with trees so views are limited significantly. Other views, such as from the Southern Perimeter Road are screened by planting on the boundaries. Parts of the site where the operations are not taking place are more sensitive, but consideration needs to be given to the land as planned to be restored once operations cease rather than its current condition. A development for employment use would be expected to be utilitarian in design with large massing and limited opportunities for attractive design, although it is possible. No scale or design has been proposed by the promoter. The site is well screened to all boundaries but the extent to which a new building or buildings could be viewed is dependent on their height, scale and proximity to residential properties. Currently, there are few visual receptors because there is no tall development within the site. The change of view would be significant and permanent, especially in the context of the how the site is proposed to be restored and if permissible paths will allow some public access. Although only separated from Heathrow Airport's boundary by the Southern Perimeter Road, the site is not in close proximity to the main concentration of existing cargo and other business premises further to the east in Stanwell (Dnata etc). Moderate to high, depending on the scale of built form and whether it would be visible above the bund to the south and the boundary screening to the north. The lower the building, the less likely it is to be visible from outside the site

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores moderately at Stage 2 – reasonably sustainable, close to other similar employment uses, few non-absolute constraints. Consideration given to future use and appearance of land once restored rather than current operations taking place on site.

Limited contribution to strategy as housing not proposed and unlikely to be suitable but depends on the type of employment use and whether there is a need in the borough. The site is subject to high levels of noise associated with the neighbouring airport.
Stage 3 Summary
Site is strongly performing at both GBA Stage 1 and 2. Not recommended for release as it plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact limited at present due to site being well screened but a development of more than two or three storeys would be visible beyond boundaries and potentially have a negative impact, especially in comparison to the restored land.
SA Summary (note: If poor performance do not consider deliverability)
Scores well against employment/economic objectives but poorly against flooding, land quality, open space/landscape character, biodiversity, emissions and use of water. Neutral impacts expected on housing, health, heritage.
Overall conclusions
Site not considered appropriate to take forward due to performance against Green Belt purposes, limited contribution to spatial strategy and visual impacts. Material released during the first stage of consultation on Heathrow Airport expansion suggests the site could be used for airport related development, likely to be parking, but Heathrow Airport Ltd would need to make the case for the site being developed as part of the DCO process and arguing that Very Special Circumstances exist that would outweigh the harm.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes – 1-5 years
Has the owner been contacted?	No
Consideration of development phasing	N/A
Comments	N/A
Viability comments	Possible decontamination costs.

Stage 4c – Site Capacity	
Site size (ha)	26.53
Landowner/promoter preferred use and units (residential or commercial)	Commercial/Warehouse uses proposed (no further detail)
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

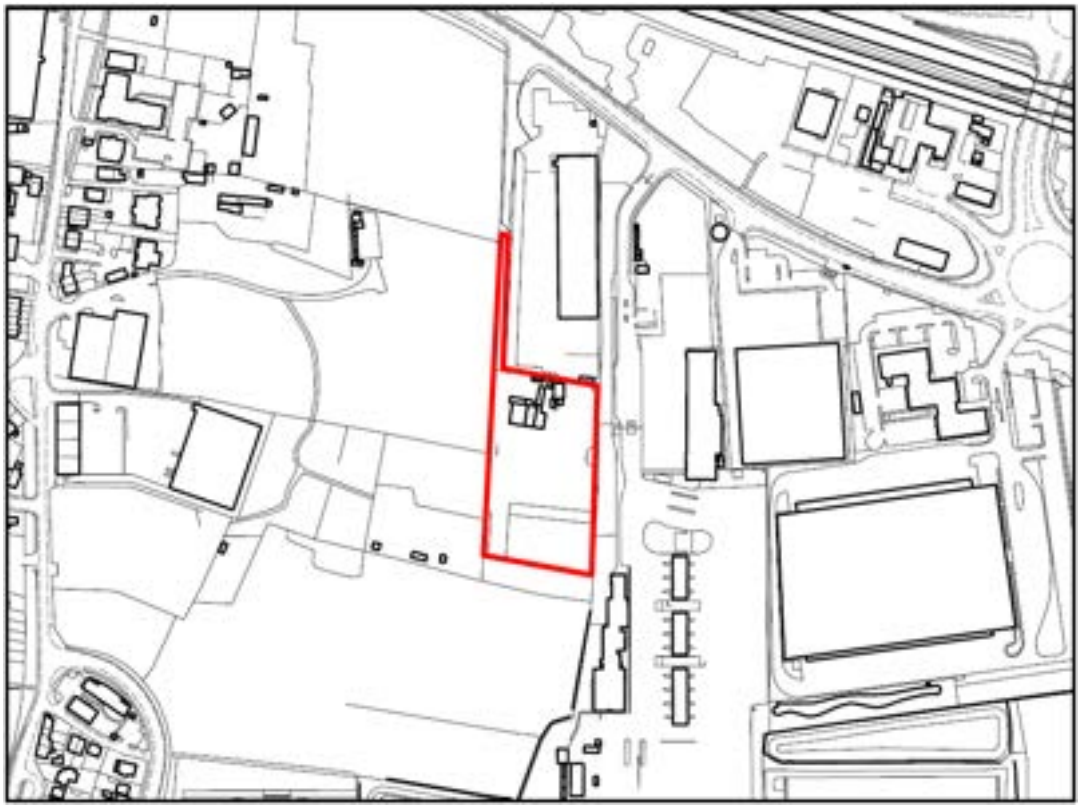
SN1/009 Land at Poyle Meadows, Horton Road, Stanwell Moor

Site Information	
Proforma Created	24/02/2022
Proforma last updated	24/02/2022
Site ID	SN1/009
Site name/ address	Land at Poyle Meadows, Horton Road, Poyle, SL3 0AT
Site area (ha)	1.87
Site description & context	The site is occupied by open green space and is located immediately adjacent to junction 14 of the M25, with Wraysbury River to the west of the site. The surrounding character is somewhat rural in character, with commercial uses located to the north of the site. The Wraysbury Reservoir is situated to the west of the site whilst a narrow strip of land immediately west of the site is subject to ongoing enforcement action.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites.
Assessment History	Assessed at Preferred Options stage

Stage 1 – Absolute constraints Summary
The only developable part of the site is that outside the SSSI at the north, which significantly constrains the amount of development that could be accommodated. This site was also identified by Heathrow Airport Ltd in their January 2018 expansion consultation as land potentially required in part for M25 and junction expansion/re-routing and/or airport related development. Although the expansion plans have been paused, this site is likely to be required for a possible expansion at Heathrow Airport. DISCOUNT.

SN1/014 Mentone Farm, Bedfont Road, Stanwell

Site Information	
Proforma Created	17/02/22
Proforma last updated	17/02/22
Site ID	SN1/014
Site name/ address	Mentone Farm, Bedfont Road, Stanwell
Site area (ha)	1.11
Site description & context	The site comprises a yard with hardstanding, storage and parking with established use for the purchase, sale and repair of industrial vehicles and machinery. To the south of the site is undeveloped scrub land within the Green Belt. The wider area is characterised by mainly commercial uses and buildings, mainly connected to the airport operations nearby. The land to the west and south of the site is undeveloped, green and open, much of which is overgrown. To the north is a commercial building with truck parking and beyond that, across Bedfont Road and the Southern Perimeter Road, is Heathrow Airport. To the east is the access road to other commercial operations and the oil terminal facility.
Is the site located in the Green Belt?	Partly (the southern part of the site)
Is the site previously developed land?	Partly (the northern part of the site)
Site source	Submitted to Call for Sites
Assessment History	Assessed at the preferred options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	Residential use not put forward and unlikely to be acceptable due to surrounding uses.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	Loss of green space (not public) but approximately one third of the site only.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone but potential loss of permeable land and introduction of hardstanding to the undeveloped part of the site.
4. To reduce land contamination and protect soil quality and quantity	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. To reduce air and noise pollution	0	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. To conserve and enhance biodiversity, habitats and species	0	Limited biodiversity role on site.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No assets identified.
8. To protect, enhance and manage Borough's open space and landscape character.	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.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	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 would need to consider where that business relocates to (if required) and whether the new use in fact creates additional jobs
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	0	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Approximately a third of the site (to the south) is within the Green Belt therefore this only applies to part of the site.		
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	3	The part of the site within the Green Belt is occupied by hardstanding
Additional benefits to the community	1	Limited benefits identified
Feedback from the Preferred Options consultation	N/A	Limited comments with only representations received from the site promoter.
Smaller sites	3	Reasonably small scale and portion of Green Belt
Sustainability of location	2	Reasonably sustainable location with services generally within the preferred walking distance.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	The site is promoted for employment use however only housing has been identified as warranting Green Belt release. The site is partly previously developed, with approximately a third within the Green Belt. The site is currently leased to a crane lifting and transportation company meaning it is already in a commercial use. Housing use is the priority need for the strategy to deliver however the site is unlikely to be suitable for this use. Limited opportunities identified for mixed use or wider community benefits.

Stage 2b – Non Absolute Constraints
Summary

- The site is not within a flood risk area. Possible ground water and surface water flooding but requires further investigation.
- The site is not within a minerals/ waste safeguarding area.
- Limited biodiversity role on site.
- Possible contamination on site would require further investigation.
- The site is not within the Heathrow LEQ noise contours.
- No heritage impacts identified.
- The site is not within a landscape character area. The site is currently in use as vehicle storage and yard. This has limited/no townscape value. Opportunities would exist to improve the visual aesthetics of the site..

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space role as it occupied by a crane storage company.

Stage 2d – Sustainable Location
Summary

The site is in a reasonably sustainable location with services generally within the preferred walking distance. The site is located close to bus routes but many are reported to offer poor access to Heathrow Airport therefore connectivity to Heathrow could be improved.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Only relates to the Green Belt area of the site to the south. GBA stage 1: Local Area 6 – strongly performing GBA stage 2: Sub-Area 6-d – strongly performing Site performed a strong role against Green Belt purposes at both stages of assessment. This site was not identified as a separate site from the remainder of 6-d as there are no defensible boundaries identified. Stage 2 concludes the sub-area provides an important barrier to sprawl and plays a fundamental role with respect to the wider GB Local Area. Its release would harm the performance and integrity of the Green Belt, particularly by harming the integrity of the gap between Ashford/Sunbury/Stanwell and Greater London.
Stage 3b – Previously Developed Land
The Green Belt portion of the site is free of development but used for vehicle storage.
Stage 3c – Visual Amenity
The site is open land free of development, but occupied by vehicles for storage purposes. Tranquillity is significantly affected by noise from Heathrow Airport. The character is seen within the context of nearby freight and industrial uses and buildings. As a small site on the edge of the larger Green Belt parcel, it does not have a particularly rural or remote character in its own right. The site is only visible from within the site or from adjacent land in private ownership. Surrounding uses are commercial, although if there are any windows above ground floor within these buildings they may have some views of the site. A development for employment use would be expected to be utilitarian in design with large massing and limited opportunities for attractive design, although it is possible. No scale or design has been proposed by the promoter. The site in proximity to cargo businesses would not negatively affect the wider area, subject to clear, defensible boundaries to separate it from the rest of Green Acre Farm, as development would appear in context with the commercial uses to the north and east. The change of view would be permanent but not significant and limited by the context of the site in proximity to the existing cargo and other business premises, including the remainder of the site itself that is previously developed and not within the Green Belt.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site has a mixed performance at Stage 2 – close to other similar employment uses, few to none non-absolute constraints, no recreation value and very limited views. Most services are within the preferred maximum walking distance, but others are further afield but schools and healthcare proximity not an issue for non-residential development. Limited contribution to strategy as housing not proposed or likely to be suitable. Economic uses have not been identified as an exceptional circumstance to warrant Green Belt release.
Stage 3 Summary
The parcel within which the southern part of the site is located performed strongly at both GBA Stage 1 and 2, with no defensible boundaries identified to create a smaller land parcel and separate it from Green Acre Farm adjacent. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact limited and not significant.

SA Summary (note: If poor performance do not consider deliverability)
Only scores well against employment/economic benefits but performance limited as already in employment use. All other scores were neutral or negative.
Overall conclusions
not considered appropriate to take forward due to performance against Green Belt purposes and taking account of limited contribution to spatial strategy. Material released as part of the previous Heathrow Airport expansion consultation suggested the site could be used for airport related development, however given the uncertainty now associated with the possible expansion, there is limited evidence to support further consideration of this site at present. As Green Belt release for economic uses have not been identified as an exceptional circumstance for Green Belt release it should not be taken forward at this stage. It is considered appropriate to review the position of Heathrow Airport and any potential expansion at the five year Local Plan review stage to determine whether airport related development land is required and whether the site could help to meet needs at this later stage. Discount from consideration but review at the five year review stage in the context of potential wider economic needs. The urban part of the site is however already in commercial use so there may be limited benefits for allocating for a similar use.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	No
Consideration of development phasing	Site not large enough to warrant considering phasing.
Comments	
Viability comments	Possible decontamination costs.

Stage 4c – Site Capacity	
Site size (ha)	1.11 (includes appx one third Green Belt not considered suitable for allocation)
Landowner/promoter preferred use and units (residential or commercial)	Economic development, mixed and other uses but none specified. Noise issues from airport and proximity of employment uses likely to rule out housing use. Expired outline permission granted in 1999 for warehouse, offices and parking spaces (not known if this included Green Belt part of site)
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Expired outline permission was for a warehouse of some 2,800sqm of floorspace (99/00535/OUT). Height unlikely to be an issue due to proximity of other large commercial buildings. Access may need to be enhanced to Crane Road as it is fairly narrow at that end. Site could be taken forward within Heathrow Airport's expansion proposals, including the Green Belt area. Discount from consideration but review at the five year

	review stage in the context of potential wider economic needs.

SN1/015 Land to west of Town Lane, Town Lane, Stanwell

Site Information	
Proforma Created	17/02/22
Proforma last updated	17/02/22
Site ID	SN1/015
Site name/ address	Land to the west of Town Lane, Town Lane, Stanwell, TW18 7RX
Site area (ha)	0.64
Site description & context	Triangular shaped piece of land located adjacent to Town lane and to the rear of houses on Jordans Close. The site has development on three sides and to the west lies Staines Reservoir. The site is on the edge of the urban area of Stanwell
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites
Assessment History	Assessed at the preferred options stage

Stage 1 – Absolute constraints Summary
No absolute constraints on site but the site is close to Staines Reservoir which is a Special Protection Area.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Site promoted for housing development and would contribute to meeting housing needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. The site is within a reasonably sustainable location so could facilitate active travel.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone but would result in a loss of permeable land and replacement for hardstanding and built development.
4. To reduce land contamination and protect soil quality and quantity	-	Site not identified as being contaminated. Currently in agricultural use. Further site investigation required. Loss of open greenfield land.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impact on heritage assets.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space with view of reservoir and embankment.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	Site located near bus routes but proposed use would increase need to travel more than existing use.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	No employment use proposed on the site. Proximity to Heathrow would allow employment opportunities. Short term employment gains from construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption. Not clear how much water is used in the grazing animals however this would be exceeded significantly by replacement with housing development.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Weakly performing and recommended for further consideration at stage 2 of the GBA
Higher proportion of Previously Developed Land	1	Undeveloped greenfield land
Additional benefits to the community	1	None identified – site likely to be too small
Feedback from the Preferred Options consultation	1	Numerous objections received relating to the overall development of the site and the proposed gypsy and traveller pitch provision due to loss of open space; pollution; biodiversity; road safety; loss of amenity for example
Smaller sites	3	Reasonably small-scale site
Sustainability of location	2	Services are generally within the preferred maximum walking distance.

Stage 2a – Contribution to the delivery of the strategy

Spatial Strategy Score	
Score	Comments
2	Site promoted for housing which would help to meet the strategy by providing a small number of homes. The site is weakly performing Green Belt so also contributes to this element of the spatial strategy. The size of the site means there is extremely limited scope for infrastructure provision or mixed use to be located on site.

Stage 2b – Non Absolute Constraints
Summary

- The site is not within a flood risk area. Low level ground water and surface water flood risk.
- Not identified within a minerals or waste safeguarding or consultation area.
- Current means the biodiversity function of the site is likely to be limited, however it is adjacent to a SPA and SSSI.
- No agricultural use
- The site is outside the Heathrow LEQ noise contour
- No heritage impacts identified
- Within Surrey Landscape Character Area - Reservoirs – density would need to be low in order to safeguard views of reservoir.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	Site is fenced off and not publicly accessible. Used for grazing and offers no recreational value

Stage 2d – Sustainable Location
Summary

The site is in a reasonably sustainable location with services generally within the preferred maximum walking distance. Site located close to bus routes but poor service to Heathrow (one bus an hour). Additional provision would be required

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 7 – Strongly performing
GBA stage 2: Sub-Area 7b – Partly recommended for further consideration
Site performed a strong role against Green Belt purposes at Stage 1. Stage 2 concludes the sub-area meets the purposes weakly. It makes no discernible contribution to separation of settlements and due to semi-urban character has a lack of visual links to wider countryside. Removal of site would not impact on wider Green Belt land as this is contained within reservoir boundary and the site does not provide direct access to this.

Stage 3b – Previously Developed Land

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
The site is greenfield undeveloped land. Small number of structures that are not considered permanent and are associated with agricultural use
Stage 3c – Visual Amenity
The site is currently open land which is fenced off to prohibit public access. Limited visual attractiveness. Offers open The site sits beneath embankment to reservoir and offers views to this from the main road. views to reservoir embankment however fencing and structures on land are in poor condition and the grazing has led to the land itself to be in poor condition also. No valued features. Tranquillity significantly affected by noise from Heathrow Airport. Proximity to busy main road reduces sense of remoteness on the site however it does sit on the edge of the urban area with a semi-urban character. Site is visible from the main road and from neighbouring properties. This does provide a degree of openness and views to the reservoir embankment. The site has limited sensitivity as it sits in a semi-urban location. The reservoir embankment provides a physical barrier separating the site from the reservoir, which itself cannot be viewed from the road. A change from open field to housing would provide a significant alteration. It would severely reduce the view from the road and neighbouring properties of the reservoir embankment, however the reservoir itself cannot be viewed currently due to steepness of embankment. Development of the site would not prohibit access to the reservoir. The change of view would be significant and permanent and would severely reduce the view of the reservoir embankment. Development would have to be of a low density to be similar to surrounding properties. Major to high impacts as the change from open field to built development would be significant and would reduce the view to the reservoir embankment and the sense of openness.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores moderately at Stage 2 – reasonably sustainable, close to bus services to Staines and Hounslow and to other services, few non-absolute constraints. The site is also weakly performing Green Belt and small in size, thus fulfilling these criteria of the spatial strategy.
Stage 3 Summary
Site is strongly performing at both GBA Stage 1 and Stage 2. The site is recommended for further consideration on the basis that it does not play a role within the wider Green Belt area. The reservoir embankment acts as a significant boundary which separates this from the site. Visual impact is high as the site is not screened with views from the road and neighbouring properties towards the reservoir.
SA Summary (note: If poor performance do not consider deliverability)
Scores positively in terms of contributing to housing needs however scores predominately neutral against most other objectives with a few negatives as the change from open land to built development would be significant and would have impacts on the wider area.

Overall conclusions
Stage 2 of the Green Belt Assessment states that site is recommended for further consideration. The current condition of the site means that it does not provide much visual amenity, however there are further views across the site towards the reservoir. A change to built form would be significant and mitigation would be required in terms of the size, scale and design of the site. The site does fulfil elements of the spatial strategy however it is undeveloped greenfield land. The site received largely negative feedback at the Preferred Options consultation stage for the proposed pitch use, therefore the site is not likely to be taken forward for this use. The site could accommodate some alternative development owning to its overall performance and fulfilment of the spatial strategy. The decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Not required given the size of the site
Comments	
Viability comments	None identified.

Stage 4c – Site Capacity	
Site size (ha)	0.64
Landowner/promoter preferred use and units (residential or commercial)	Housing, 8+ units promoted, or a care home use has also been identified.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Any development would be required to adhere to local character considerations. At present the site has not been identified as a preferred allocation site.

SN1/015 Land to west of Town Lane, Town Lane, Stanwell

Site Information	
Proforma Created	17/02/22
Proforma last updated	17/02/22
Site ID	SN1/015
Site name/ address	Land to the west of Town Lane, Town Lane, Stanwell, TW18 7RX
Site area (ha)	0.64
Site description & context	Triangular shaped piece of land located adjacent to Town lane and to the rear of houses on Jordans Close. The site has development on three sides and to the west lies Staines Reservoir. The site is on the edge of the urban area of Stanwell
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites
Assessment History	Assessed at the preferred options stage

Stage 1 – Absolute constraints
Summary

No absolute constraints on site but the site is close to Staines Reservoir which is a Special Protection Area.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Site promoted for housing development and would contribute to meeting housing needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. The site is within a reasonably sustainable location so could facilitate active travel.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone but would result in a loss of permeable land and replacement for hardstanding and built development.
4. To reduce land contamination and protect soil quality and quantity	-	Site not identified as being contaminated. Currently in agricultural use. Further site investigation required. Loss of open greenfield land.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	No impact on heritage assets.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space with view of reservoir and embankment.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	Site located near bus routes but proposed use would increase need to travel more than existing use.
10. Maintain high levels of employment and economic growth which is inclusive and	+	No employment use proposed on the site. Proximity to Heathrow would allow

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
sustainable across the Borough.		employment opportunities. Short term employment gains from construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption. Not clear how much water is used in the grazing animals however this would be exceeded significantly by replacement with housing development.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Weakly performing and recommended for further consideration at stage 2 of the GBA
Higher proportion of Previously Developed Land	1	Undeveloped greenfield land
Additional benefits to the community	1	None identified – site likely to be too small
Feedback from the Preferred Options consultation	1	Numerous objections received relating to the overall development of the site and the proposed gypsy and traveller pitch provision due to loss of open space; pollution; biodiversity; road safety; loss of amenity for example
Smaller sites	3	Reasonably small-scale site
Sustainability of location	2	Services are generally within the preferred maximum walking distance.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Site promoted for housing which would help to meet the strategy by providing a small number of homes. The site is weakly performing Green Belt so also contributes to this element of the spatial strategy. The size of the site means there is extremely limited scope for infrastructure provision or mixed use to be located on site.

Stage 2b – Non Absolute Constraints Summary
• The site is not within a flood risk area. Low level ground water and surface water flood risk. • Not identified within a minerals or waste safeguarding or consultation area. • Current means the biodiversity function of the site is likely to be limited, however it is adjacent to a SPA and SSSI. • No agricultural use • The site is outside the Heathrow LEQ noise contour • No heritage impacts identified • Within Surrey Landscape Character Area - Reservoirs – density would need to be low in order to safeguard views of reservoir.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Site is fenced off and not publicly accessible. Used for grazing and offers no recreational value

Stage 2d – Sustainable Location Summary
The site is in a reasonably sustainable location with services generally within the preferred maximum walking distance. Site located close to bus routes but poor service to Heathrow (one bus an hour). Additional provision would be required

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 7 – Strongly performing GBA stage 2: Sub-Area 7b – Partly recommended for further consideration Site performed a strong role against Green Belt purposes at Stage 1. Stage 2 concludes the sub-area meets the purposes weakly. It makes no discernible contribution to separation of settlements and due to semi-urban character has a lack of visual links to wider countryside. Removal of site would not impact on wider Green Belt land as this is contained within reservoir boundary and the site does not provide direct access to this.
Stage 3b – Previously Developed Land
The site is greenfield undeveloped land. Small number of structures that are not considered permanent and are associated with agricultural use
Stage 3c – Visual Amenity
The site is currently open land which is fenced off to prohibit public access. Limited visual attractiveness. Offers open The site sits beneath embankment to reservoir and offers views to this from the main road. views to reservoir embankment however fencing and structures on land are in poor condition and the grazing has led to the land itself to be in poor condition also. No valued features.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Tranquillity significantly affected by noise from Heathrow Airport. Proximity to busy main road reduces sense of remoteness on the site however it does sit on the edge of the urban area with a semi-urban character. Site is visible from the main road and from neighbouring properties. This does provide a degree of openness and views to the reservoir embankment. The site has limited sensitivity as it sits in a semi-urban location. The reservoir embankment provides a physical barrier separating the site from the reservoir, which itself cannot be viewed from the road. A change from open field to housing would provide a significant alteration. It would severely reduce the view from the road and neighbouring properties of the reservoir embankment, however the reservoir itself cannot be viewed currently due to steepness of embankment. Development of the site would not prohibit access to the reservoir. The change of view would be significant and permanent and would severely reduce the view of the reservoir embankment. Development would have to be of a low density to be similar to surrounding properties. Major to high impacts as the change from open field to built development would be significant and would reduce the view to the reservoir embankment and the sense of openness.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores moderately at Stage 2 – reasonably sustainable, close to bus services to Staines and Hounslow and to other services, few non-absolute constraints. The site is also weakly performing Green Belt and small in size, thus fulfilling these criteria of the spatial strategy.
Stage 3 Summary
Site is strongly performing at both GBA Stage 1 and Stage 2. The site is recommended for further consideration on the basis that it does not play a role within the wider Green Belt area. The reservoir embankment acts as a significant boundary which separates this from the site. Visual impact is high as the site is not screened with views from the road and neighbouring properties towards the reservoir.
SA Summary (note: If poor performance do not consider deliverability)
Scores positively in terms of contributing to housing needs however scores predominately neutral against most other objectives with a few negatives as the change from open land to built development would be significant and would have impacts on the wider area.
Overall conclusions
Stage 2 of the Green Belt Assessment states that site is recommended for further consideration. The current condition of the site means that it does not provide much visual amenity, however there are further views across the site towards the reservoir. A change to built form would be significant and mitigation would be required in terms of the size, scale and design of the site. The site does fulfil elements of the spatial strategy however it is undeveloped greenfield land. The site received largely negative feedback at the Preferred Options consultation stage for the proposed pitch use, therefore the site is not likely to be taken forward for this use. The site could accommodate some alternative

development owning to its overall performance and fulfilment of the spatial strategy. The decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Not required given the size of the site
Comments	
Viability comments	None identified.

Stage 4c – Site Capacity	
Site size (ha)	0.64
Landowner/promoter preferred use and units (residential or commercial)	Housing, 8+ units promoted, or a care home use has also been identified.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Any development would be required to adhere to local character considerations. At present the site has not been identified as a preferred allocation site.

SN1/017 Gleneagles Farm, Gleneagles Close, Stanwell

Site Information	
Proforma Created	17/02/22
Proforma last updated	17/02/22
Site ID	SN1/017
Site name/ address	Gleneagles Farm, Gleneagles Close, Stanwell
Site area (ha)	0.72
Site description & context	The site is located in the north of the Borough, within Stanwell. The site is bounded to the north and west by the open fields and to the east and south by residential dwellings. The site consists of an open field with a vehicular path leading to a single storey building to the north of the site. This consists of office, workshops and customer service area. Open storage of materials takes place to the east of the building, with areas for parking and vehicular delivery.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly
Site source	Submitted to the call for sites
Assessment History	New site identified since the preferred options stage

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[13]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Site promoted for housing development and would contribute to meeting housing needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Not within flood zone but would result in a loss of permeable land and replacement with hardstanding and built development.
4. To reduce land contamination and protect soil quality and quantity	0	The site is in use as a timber and fencing merchants therefore redevelopment to housing could provide the opportunity to remediate the site

[13] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
		if contaminated. The site is however in the Green Belt, although it is partly previously developed.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	Limited biodiversity role on site.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Limited heritage impacts identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	The site whilst containing previously developed land, is within the Green Belt and its redevelopment to housing would alter the wider character.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Loss of an employment site as it is currently in use as a timber and fencing merchants
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and	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.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
move to a low carbon economy.		
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use likely would result in additional water consumption. Not clear how much water is at present however replacement with housing development likely to result in additional usage.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	Small housing development proposed
Meets specific needs	1	None identified
Opportunities for higher density development, where appropriate	1	Likely to be limited given the size of the site and wider character
Opportunities for infrastructure provision	1	Limited opportunity due to the size of the site.
Brownfield land	2	In use as a merchants with storage on most of the site. There majority of the site does not contain fixed built form.
Opportunities for mixed use development	1	Limited opportunities identified.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	Limited opportunities identified.
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing and strategically important.
Higher proportion of Previously Developed Land	2	In use as a merchants with storage on most of the site. There majority of the site does not contain fixed built form.
Additional benefits to the community	1	Limited opportunities identified.
Feedback from the Preferred Options consultation	N/A	Limited feedback in relation to the site
Smaller sites	3	Small site

Sustainability of location	2	Reasonably sustainable however access to public transport could be improved.

Spatial Strategy Score	
Score	Comments
2	The site makes a mixed contribution to the spatial strategy. It is reasonably small in size and contains previously developed land, although the site is in use as a merchants and contains limited fixed built form. The site is however within an area of strongly performing Green Belt that is strategically important. Limited opportunities have been identified for wider community benefits or mixed use development.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	3	• The site is not within a flood risk area. Low level ground water and surface water flood risk.
Minerals/waste safeguarding	2	• Minerals Safeguarding Areas (MSA): Concreting Aggregate
Biodiversity	3	• Limited biodiversity role on site
Agricultural Land Classification	3	• Not in agricultural use
Land and water contamination	2	• Historical maps indicate that the site is adjacent to the Stanwell III landfill and located 120m from an infilled gravel pit. Made Ground/infill is therefore likely to be present. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP62 is situated approximately 130m south west at Park Road Stanwell (X 505397, Y 174237). Over the 2 years that monitoring has been in place there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 2 years from 2019 to 2020, was 29.7 µg m3

		in 2019. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	2	• Heathrow Noise Exposure Contours: Heathrow Actual Contours 63-66 (16hour LAEQ) • Noise attenuation measures likely to be required
Heritage Assets	2	• Archaeological Areas: Stanwell Cursus and multi-period Prehistoric features • Several locally listed buildings to the south along High Street/Park Road • Stanwell Conservation Area is located to the south
Landscape Character and Townscape	2	• Surrey Character Area: River Valley Floor

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site is not in recreation use and is a timber merchants
What is the nature and quality of its role?	N/A	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	No recreation value or use

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	3	Town Farm Primary School – 800m/10 min walk
Distance to secondary school	1	Thomas Knyvett School – 2.5km/32 min walk
Distance to health centre or GP surgery	2	St David's Family Practice – 1.1km/13 min walk

Distance to local convenience retail	3	Stanwell High Street – 400m/5 min walk
Distance to major centres or centres of employment	3	Staines Town Centre – 30 minutes by bus
Distance to bus stop with good service	2	Clare Road – closer bus stops are present but services are less regular
Distance to train station with good service	1	Staines rail station – 4km/50 min walk
Qualitative Assessment		Mixed access to local services – most are within walking distanced however access to public transport could be improved.
Potential impacts of planned infrastructure		None identified
Opportunities to improve connectivity or provide supporting infrastructure		Site located close to bus routes but poor service to Heathrow (one bus an hour). Additional provision would be required

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	1	Local Area 4: Strongly performing
Green Belt Assessment Stage 2 score	1	Sub-area 4-b: Strongly performing and strategically important
Green Belt Assessment Stage 3 score	N/A	
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		The sub-area lies to the north-west of Stanwell and to the south of Heathrow Airport. It is bounded by Southern Perimeter Road (A3113) to the north and an established tree line to the east. To the south, part of the site is bounded by the built edge of Stanwell, comprising the backs of residential properties and gardens on Gleneagles Close, Park Road (eastern section), Roberts Close and Gibson Place. The sub area helps to prevent the outward sprawl of the large built up area. The southern eastern boundary at the edge of the Ashford/ Sunbury-on-Thames/ Stanwell built-up area comprises features lacking in durability and permanence. This predominantly consists of the irregular backs of residential properties and gardens along Stanwell Gardens, Gleneagles Close, Park Road (eastern section), Roberts Close and Gibson Place, where the boundary often cuts across existing gardens. The Green Belt is an important barrier to sprawl. Overall, the sub-area plays an important role with respect to the wider Green Belt Local Area, and its release would

Stage 3 Applies to sites located within the Green Belt only	
Stage 3a – Green Belt	
	harm the performance of the wider strategic Green Belt. In particular, it would harm the integrity of gaps between Ashford / Sunbury-on-Thames / Stanwell, Greater London and Stanwell Moor.

Stage 3b – Previously Developed Land	
Total site area	0.72
Amount of PDL (%)	>25% (although not hardstanding and instead is open cleared land occupied by building materials)
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site consists of an open field with a vehicular path leading to a single storey building to the north of the site. This consists of office, workshops and customer service area. Open storage of materials takes place to the east of the building, with areas for parking and vehicular delivery.
Overall PDL Score	2

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	Timber and fencing builder's merchants/business with associated storage of materials.
Existing valued features, vegetation and infrastructure	Trees line the site but it is largely open and occupied by materials associated with its merchants use.
Sense of tranquillity, remoteness and rural character	Limited by its current commercial use, close proximity to residential development and Heathrow Airport to the north.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	Visibility is limited, although there is an access via Gleneagles Close.
Sensitivity of site and wider landscape	To the south the wider area has a more urban character, whereas to the north the landscape is more open, although a mineral extraction site located to the north east limits the sense of rurality.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting	Development of the proposed dwellings of 2 storey properties would introduce additional built form to the area, however the impact is reduced

Stage 3c – Visual Amenity	
• Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	owing to the existing use of the site and its commercial presence. The site would be viewed in the context of the existing residential development to the south, although the change from the largely open timber merchants to fixed dwellings would bring about a change.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Properties along Gleneagles Close, Park Road and Stanwell Gardens would experience a change in outlook, although the view at present out onto the merchants/commercial premises does not offer much visual amenity value.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The change in view would be notable given the increase in built form that development would bring about, however the current use offers limited visual amenity value. The site would largely be viewed from the residential properties surrounding the site as it is located away from the main transport links and at the end of Gleneagles Road. Outlook from the gardens and upper windows of nearby properties would experience a notable change in view, however the impact is limited given the existing use and limited value.
Significance of impacts • Refer to Table 8 of methodology	Moderate impacts expected as views are limited to those properties immediately adjacent but the existing use does not offer visual amenity given its use as a commercial premises/timber merchant.
Potential mitigation measures	A well designed scheme that introduces some landscaping and screening would help to integrate it with the wider area.
Overall visual amenity score	3
Commentary	The site currently offers a limited visual amenity role as it is occupied by a timber merchant/business. Change to residential would bring about a noticeable change but there would be opportunities to make improvements and integrate it with the wider area.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores moderately at Stage 2 – reasonably sustainable however access to public transport could be improved, and there are few non-absolute constraints. The site would provide a small housing development on a cleared site in commercial use, however it is strongly performing Green Belt and does not offer any wider community benefits.
Stage 3 Summary

The site is strongly performing Green Belt at stage 1 and 2 of the GB. The site also makes an important strategic contribution to the wider Green Belt. The site is cleared and in use as a timber merchant meaning it is not greenfield as such, however it is difficult to ascertain whether the site is PDL as per the NPPF definition given the lack of fixed hardstanding. The site does have an open quality given the lack of built form. The site however does not perform a visual amenity role and its development could provide the opportunity to integrate it better with the wider area and existing residential properties to the south.
SA Summary (note: If poor performance do not consider deliverability)
Scores positively in terms of contributing to housing needs however scores predominately neutral against most other objectives with a few negatives as the change from a largely open site to built development would be significant and would have impacts on the wider area.
Overall conclusions
Whilst the site would provide the opportunity for a new residential development on a site that neighbours housing, it is strongly performing Green Belt and makes an important contribution to its strategic function. As such it does not fulfil this element of the criteria. The lack of wider community benefits and provision of a small scale housing scheme do not outweigh the potential harm to the Green Belt.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	N/A
Comments	
Viability comments	Loss of the existing business may have implications

Stage 4c – Site Capacity	
Site size (ha)	0.72
Landowner/promoter preferred use and units (residential or commercial)	15 dwellings
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable for further consideration.

SN1/018 Longford House and adjoining land, Long Lane

Site Information	
Proforma Created	24/03/22
Proforma last updated	24/03/22
Site ID	SN1/018
Site name/ address	Longford House and adjoining land, Long Lane, Stanwell, TW19 7AT
Site area (ha)	1.27
Site description & context	The site is a level, rectangular site with access off Long Lane. It is currently in use as a lorry depot with links to airport handling, building materials suppliers and offices. The wider area is predominantly commercial in character, with some residential dwellings also present.
Is the site located in the Green Belt?	Partly
Is the site previously developed land?	Yes
Site source	Call for Sites
Assessment History	New site

Stage 1 – Absolute constraints
(provide additional commentary where required)

Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[14]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	Residential use not put forward.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	The site is likely to have limited impacts on health as is already in commercial use.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	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. To reduce land contamination and protect soil quality and quantity	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. To reduce air and noise pollution	-	Site significantly affected by aircraft noise from Heathrow Airport but yard is currently open and a

[14] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
		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. To conserve and enhance biodiversity, habitats and species	0	Limited biodiversity role on site.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No assets identified.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Site located near bus routes but wider sustainable travel is limited. Connectivity with Heathrow airport requires improvement although it is in close proximity.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	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 would need to consider where that business relocates to (if required) and whether the new use in fact creates additional jobs
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and	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.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
move to a low carbon economy.		
12. To maintain and improve water quality and promote the efficient use of water	0	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Approximately a quarter of the site (to the west) is within the Green Belt therefore this only applies to part of the site.		
Contributes to meeting housing requirement	1	Not promoted for housing use
Meets specific needs	1	Not promoted for housing use
Opportunities for higher density development, where appropriate	1	Not promoted for housing use
Opportunities for infrastructure provision	1	Limited opportunity given the use promoted.
Brownfield land	3	The site is previously developed, although partly within the Green Belt
Opportunities for mixed use development	1	Promoted for economic uses only
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	The area to the west is within weakly performing Green Belt
Higher proportion of Previously Developed Land	3	Hardstanding on site
Additional benefits to the community	1	Limited identified
Feedback from the Preferred Options consultation	N/A	New site
Smaller sites	2	The site is reasonably small in scale

Sustainability of location	2	Some access to local services but public transport links could be improved.

Spatial Strategy Score	
Score	Comments
1	The site is promoted for employment use however only housing has been identified as warranting Green Belt release. The site is previously developed, with a small area to the west within the Green Belt. The site is currently a lorry storage facility with hardstanding covering the site and some larger structures. Housing use is the priority need for the strategy to deliver however the site is unlikely to be suitable for this use. Limited opportunities identified for mixed use or wider community benefits.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	3	• No flood risk issues
Minerals/waste safeguarding	3	• No minerals/waste constraints
Biodiversity	3	• No biodiversity role
Agricultural Land Classification	3	• PDL, no agricultural role
Land and water contamination	2	• The site is located on a builders' yard and former transport/haulage yard. Records suggest the former presence of a diesel UST. Potential impact from adjacent historical use (animal products factory, pulp and paper manufacturing works and plant hire depot). The site is also 10m from an infilled gravel pit/former Mentone Farm landfill (at the nearest point). Made Ground/infill is therefore likely to be present. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP19 is situated approximately 100m east at Bedfont Road (X 506856, Y 174247). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean

		nitrogen dioxide concentration within 5 years from 2016 to 2020, was 38.5 µg m3 in 2016 which was close to an exceedance. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• 57-60 LEQ noise contour. Outside most constrained area
Heritage Assets	3	• No heritage role
Landscape Character and Townscape	3	• The site is previously developed and already in commercial use therefore is not considered to be sensitive to change and hold much landscape character value.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	No recreation role on site. In commercial use.
What is the nature and quality of its role?	N/A	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision	N/A	
Overall open space score		Qualitative Assessment/ Commentary
		No recreation role on site. In commercial use.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	N/A	Commercial development proposed.
Distance to secondary school	N/A	Commercial development proposed.
Distance to health centre or GP surgery	N/A	Commercial development proposed.
Distance to local convenience retail	3	Convenience store on Long Lane

Distance to major centres or centres of employment	3	Close proximity to Heathrow Airport as a major employment site but subject to improved access
Distance to bus stop with good service	3	Bus stops on Long Lane and Short Lane serving a variety of destinations (203, 555, 442 – Sunbury, Staines, Ashford, Walton, Heathrow etc)
Distance to train station with good service	1	30 mins walk to Ashford Station. Slightly less to Terminal 4 underground station.
Qualitative Assessment		
Potential impacts of planned infrastructure		Improvements to connectivity and surface access resulting from expansion of Heathrow Airport
Opportunities to improve connectivity or provide supporting infrastructure		Site located close to bus routes but many are reported to offer poor access to Heathrow Airport – would require additional connectivity as part of expansion proposals.

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	3	Local Area 5 – weakly performing.
Green Belt Assessment Stage 2 score	3	Not assessed – already identified as weakly performing
Green Belt Assessment Stage 3 score	N/A	
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		Site forms part of the Local Area that performed weakly at Stage 1 of the GBA and was not subdivided or reassessed at Stage 2 as there was no reason to revisit the earlier conclusions. It was concluded that the Local Area fails to meet or weakly meets all the purposes. It is physically severed from the wider Green Belt, enveloped by development entirely within Stanwell, and is therefore judged as playing no role at the strategic level or in maintaining the overall integrity of the Green Belt.

Stage 3b – Previously Developed Land	
Total site area	1.27
Amount of PDL (%)	100%
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site is in use as lorry depot and is occupied by hardstanding and built form associated with this use.

	The site is previously developed and development would introduce an increase in built form.
Overall PDL Score	3

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	Occupied by hard standing, vehicle storage and several structures associated with the business use.
Existing valued features, vegetation and infrastructure	None
Sense of tranquillity, remoteness and rural character	Limited as the site is close to existing built form and Heathrow Airport.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	Visible from Long Lane with an access road into the wider site present. This creates an open view with the site adjacent to the road.
Sensitivity of site and wider landscape	Limited – the site is surrounded by built form/development
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	Limited detail has been provided by the site promoter and it is unknown whether the release of the small portion of the site in the Green Belt would provide more flexibility for the current use, or if a new development to use the land more intensely and introduce more built form would be provided. Given the site is already in use this would minimise the impact of development, however the site is largely occupied by vehicle storage at present and the introduction of a large warehouse for example would create a greater impact on surrounding uses.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Limited to nearby commercial premises and some residential properties, although these are already accustomed to the site and the development/business activity present. The site does not provide an important view.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change	Unknown and dependent upon the type of development to be taken forward. A cargo use would use the site more intensively and increase the bulk and mass compared to the existing use, however the site already has some notable structures on site alongside business activity and movements.

Stage 3c – Visual Amenity	
• Extent of view occupied by development	
Significance of impacts • Refer to Table 8 of methodology	Low – the site is already in commercial use and only a small area is within the Green Belt. As such impacts on the visual amenity that this area performs would be limited owing to the existing commercial use, presence of development nearby and close proximity to Heathrow Airport.
Potential mitigation measures	Screening and introduction of vegetation to create a more positive environment.
Overall visual amenity score	3
Commentary	

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site has a mixed performance at Stage 2 – close to other similar employment uses, few to none non-absolute constraints, no recreation value and very limited views. Most services are within the preferred maximum walking distance, but others are further afield but schools and healthcare proximity not an issue for non-residential development. Limited contribution to strategy as housing not proposed or likely to be suitable. Economic uses have not been identified as an exceptional circumstance to warrant Green Belt release.
Stage 3 Summary
The parcel of land is within a weakly performing area of Green Belt, however the majority is in the urban area. The site is previously developed and already occupied by a commercial use. The details of development are unknown at this stage but has been promoted for employment use, for which it is already in use. As such impacts on the visual amenity that this area performs would be limited owing to the existing commercial use, presence of development nearby and close proximity to Heathrow Airport.
SA Summary (note: If poor performance do not consider deliverability)
Only scores well against employment/economic benefits but performance limited as already in employment use. All other scores were neutral or negative.
Overall conclusions
The site is already in commercial use and the majority is in the urban area. The remainder is within an area of weakly performing Green Belt however as Green Belt release for economic uses have not been identified as an exceptional circumstance for Green Belt release it should not be taken forward at this stage. It is considered appropriate to review the position of Heathrow Airport and any potential expansion at the five year Local Plan review stage to determine whether airport related development land is required and whether the site could help to meet needs at this later stage. Discount from consideration but review at the five year review stage in the context of potential wider economic needs. The urban part of the site is however already in commercial use so there may be limited benefits for allocating for a similar use.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes in latter stages of the plan period
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Not likely to be required
Comments	
Viability comments	

Stage 4c – Site Capacity	
Site size (ha)	1.27
Landowner/promoter preferred use and units (residential or commercial)	Economic Development uses – no details provided
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site is already in commercial use and limited value has been identified from its allocation. Employment uses not identified as an exceptional circumstance for Green Belt release.

SN2/001 Minerva House, Minerva Close, Stanwell

Site Information	
Proforma Created	23/02/2022
Proforma last updated	23/02/2022
Site ID	SN2/001
Site name/ address	Minerva House, Minerva Close, Stanwell, TW19 6DA
Site area (ha)	0.14
Site description & context	The site is located on a large plot within a residential area. To the east of the site is an area of open field, with the site surrounded by residential development on the other three sides.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Review of pre-application submissions
Assessment History	Assessed through Preferred Options stage

Stage 1 – Absolute constraints Summary
No absolute constraints but site close to Public Safety Zone.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Pre-app discussions have previously focused on housing.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	Site is fairly isolated in Stanwell Moor with few public transport options and limited retail or commercial uses within walking distance.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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.
4. To reduce land contamination and protect soil quality and quantity	+	No historic contamination issues however site does have commercial vehicles on the premises and therefore further site investigations are necessary. Use of brownfield land over greenfield land.
5. To reduce air and noise pollution	-	Potential increased exposure given the proximity to Heathrow Airport and M25. The site falls in the 69-72 Leq noise contour.
6. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		generate vehicle movements therefore the development of the site would likely have neutral impacts.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Short-term 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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	There may be potential for some housing on site which would improve the visual appeal of the site which is currently occupied by a large building in poor condition. The site is within an urban area however this is isolated from much of Spelthorne with poor public transport links.

Stage 2b – Non Absolute Constraints Summary
• The site is within flood zones 2 and 3a. Possible surface water and ground water flood risk. The site is within an area whereby 75% is susceptible to groundwater flooding. • Within minerals safeguard area – Surrey County Council require consultation. • No biodiversity and heritage constraints. • Classification identifies the land as Grade 1 but not in agricultural use. • Site potentially contaminated as there is some existing commercial activity taking place on the land – site investigation required for redevelopment to ensure that the site is suitable for the proposed use. • Site within of 69 -72 Leq noise contour. Noise impacts from Heathrow Airport could potentially increase with a possible at expansion in future • Limited impact on landscape and townscape identified. • The surrounding area is characterised by low-density residential development

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site is not publicly accessible and does not perform an open space role.

Stage 2d – Sustainable Location Summary
The site is close to bus stops with poor service. For instance, Staines is 39 minutes by bus however service operates only one bus per 90 minutes with no service after 19:30, Heathrow Airport in close proximity but access to is fairly poor and the stop on Horton Road has a poor service (with one bus every 90 mins). Public transport services need to be enhanced to provide greater connectivity between Heathrow and Staines. The limited public transport links in the area is likely to increase private car use.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
N/A
Stage 3b – Previously Developed Land
N/A
Stage 3c – Visual Amenity
N/A

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
At stage 2 the site performed variably. The site is not considered to be located sustainably as almost all services are beyond the preferred maximum walking distance. The site is within the 69-72 Leq noise contour so is exposed to noise pollution and the site falls adjacent to flood zone 3a, which is the main access route into the site. The site is however within the urban area and is previously developed land, meeting this element of the spatial strategy. Significant mitigation required to make residential development on the site acceptable. Site is isolated from many services which means that there will be a heavy reliance on cars to travel.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performance is mixed against the Sustainability Appraisal. Whilst the site may be able to accommodate some residential development, it is not considered to be in a particularly sustainable location, with extremely poor public transport links. The site is adjacent to flood risk zone 3a (access route) making it potentially vulnerable and a flood risk assessment is required. A dry means of escape would need to be demonstrated prior to development, or an appropriate flood evacuation plan approved. The site is in use as a single dwelling and any redevelopment would lead to an intensification of this meaning an increase in dependency on resources, emissions and car movements. Pre-application advice was sought following refusal of a planning application for 19 flats (SPW/OUT/89/794). Pre-app advice indicated a much-reduced scheme with suitable noise mitigation is required.
Overall conclusions
The site could potentially be suitable for development, subject to flood risk mitigation, and noise attenuation measures. The site is not in a sustainable location and there would be limited opportunities to encourage a modal shift away from car use without significant public transport provision enhancement. Redevelopment would provide the opportunity to improve the visual appeal of the site which is in poor condition. Whilst the site is suitable for redevelopment, it is not considered necessary to allocate the site given the limited benefits from doing so and its non-strategic nature. Include as windfall and retain the Strategic Land Availability Assessment to count towards the borough's urban land supply. Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes – 11-15year period
Has the owner been contacted?	No
Consideration of development phasing	Site not large enough to warrant considering phasing
Comments	It appears that the land is in 3 different ownerships which could restrict the site coming forward for development
Viability comments	Possible decontamination costs

Stage 4c – Site Capacity	
Site size (ha)	0.14
Landowner/promoter preferred use and units (residential or commercial)	Pre-app discussions for residential development on the site.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The surrounding area possesses a semiurban character with housing neighbouring the site, therefore would lend itself to a residential use. The site could potentially accommodate low-medium density residential development. If densities of 111 dph were pursued the site may be able to accommodate 20 units.

SN2/003 Land on north side of Horton Road, Stanwell Moor

Site Information	
Proforma Created	24/02/2022
Proforma last updated	24/02/2022
Site ID	SN2/003
Site name/ address	Land on the north side of Horton Road, Stanwell Moor, TW19 6BD
Site area (ha)	0.73
Site description & context	The site is split into two sections, with the western portion occupied by open green space, with trees lining the site. The site is split by Hithermoor stream which runs through the centre and is a historic landfill. The character of the wider area is mixed, with commercial uses located to the south and east and open space located to the north past A3113.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites.
Assessment History	Assessed at Preferred Options stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Residential use put forward
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	0	Restored landfill site. Could be contaminated so would require decontamination, which could be considered a benefit. Loss of greenfield land however.
5. To reduce air and noise pollution	-	Site significantly affected by noise from Heathrow Airport and M25, plus close to main junction. Likely to be affected by air pollution too.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space to rear of site. No habitats or biodiversity designations but condition of land would suggest some loss of habitats.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No assets identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open green space but not a defined landscape character and not public. The site is enclosed by the road network but the introduction of built form to a site that is currently free from development would alter the landscape character.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Access to good public transport services limited.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short term economic and employment from house building.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use has little impact on resources, emissions or carbon use compared to a new employment or residential use. Opportunity to design low carbon/emission buildings and replace existing.
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Weakly performing but important to strategic Green Belt and not recommended for further consideration.
Higher proportion of Previously Developed Land	1	Restored former landfill site with no built structures visible.
Additional benefits to the community	1	None identified
Feedback from the Preferred Options consultation	N/A	Limited feedback
Smaller sites	2	Reasonably small in scale
Sustainability of location	2	Access to good public transport services limited.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	Little detail has been provided by the landowner's agent as to the type of development promoted other than residential. Careful consideration would

	need to be given as to whether this would be a suitable site for housing, given the proximity of the M25, the junction with Airport Way and the airport itself. The site is fairly small so the contribution it could make towards the spatial strategy is limited.

Stage 2b – Non Absolute Constraints Summary
• Hithermoor Stream that bisects the site is FZ3a. Small risk of surface or groundwater flooding. • Within the minerals safeguarding area – Surrey County Council to be consulted. • Site within Thames Valley Biodiversity Opportunity Area. • No agricultural land constraints. • Site potentially contaminated. Site part of Horton Road landfill site. In accordance with NPPF would still require site investigation for redevelopment to ensure that the site is suitable for the proposed use. • Site within 69 -72 noise contour closest to the southern runway. • No heritage constraints identified. • Within Surrey Landscape Character Area - River Floodplain.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Open space and not publicly accessible. Does not serve any recreation or amenity purpose.

Stage 2d – Sustainable Location Summary
The site located close to bus routes but many are reported to offer poor access to Heathrow Airport. The site is for instance close to a bus stop on Horton Road which serves a variety of destinations (400, 442 – Staines, Stanwell Heathrow, Ashford, Walton etc) but is fairly limited service to and from Stanwell Moor. The site would benefit from additional public transport links which could improve connectivity.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 2a – moderately performing. GBA stage 2: Sub-Area 2a-e – weakly performing but important to strategic GB and not recommended for further consideration. Release of the site would harm the performance and integrity of the wider strategic Green Belt and diminish the contribution of the neighbouring sub-area (2a-e). Cumulatively with 2a-b, these areas also play an important role in preventing merging between Stanwell Moor and Greater London. Whilst the GBA2 suggests that releasing the sub-area would result in the designation of stronger Green Belt boundaries compared to the existing inner boundaries, officers consider the boundaries would be the same rather than stronger. In any case, the promoted site does not include the full extent of 2a-f and there do not

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
appear to be defensible boundaries between the promoted site and the remainder of 2a-f. Not recommended in GBA for further consideration and officer agrees with conclusion on promoted site.
Stage 3b – Previously Developed Land
0% PDL A former landfill site subsequently restored but no built structures visible.
Stage 3c – Visual Amenity
Open land reasonably well tended. Bisected by the River Colne diversion. A degree of rural character but tranquillity and sense of remoteness significantly affected by noise from Heathrow Airport and the M25. The presence of buildings in Stanwell Moor further reinforces the sense of being in the urban area. The Green Belt and landscape in this area is somewhat fragmented by roads, rivers and built development. Parts of the site near the road are unattractive and derelict, although the land behind the fence appears from aerial photography to be better maintained. The site has the presence of one of many similar sites in this area that lacks purpose and regular maintenance. There is some visual connection with the open land to the south of Horton Road, although that land appears to have a more defined function for grazing. A housing development would significantly alter the character of the area on travelling along Horton Road towards Stanwell Moor village. At present, there is a transition between open space and vegetation on both sides of the road, the low-height bungalow then more urban style dwellings and commercial development. No details are provided by the site promoter as to the type of residential development proposed but it would need to respect this transition and provide a gateway to the village as the first developed site one would encounter travelling east on Horton Road. The change of view would be permanent and significant but mainly for road users rather than adjacent residential property. Considered to be Moderate to High on the basis of receptor sensitivity and noticeable. Considerable magnitude of visual impact. Additional, well-managed screening to all boundaries and creation of defensible boundary to the east (for Green Belt purposes).

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site did not score particularly well at Stage 2 – a number of non-absolute constraints, loss of open space but no recreation value. Not a sustainable location due to remoteness and lack of facilities in Stanwell Moor village. Limited contribution to strategy and significant concern over noise and air quality impact on future occupiers due to proximity to M25 and Heathrow Airport.
Stage 3 Summary
Sub-area not recommended for release in GBA2 as it plays an important role in the wider strategic Green Belt. Visual impact is limited by poor appearance of the roadside

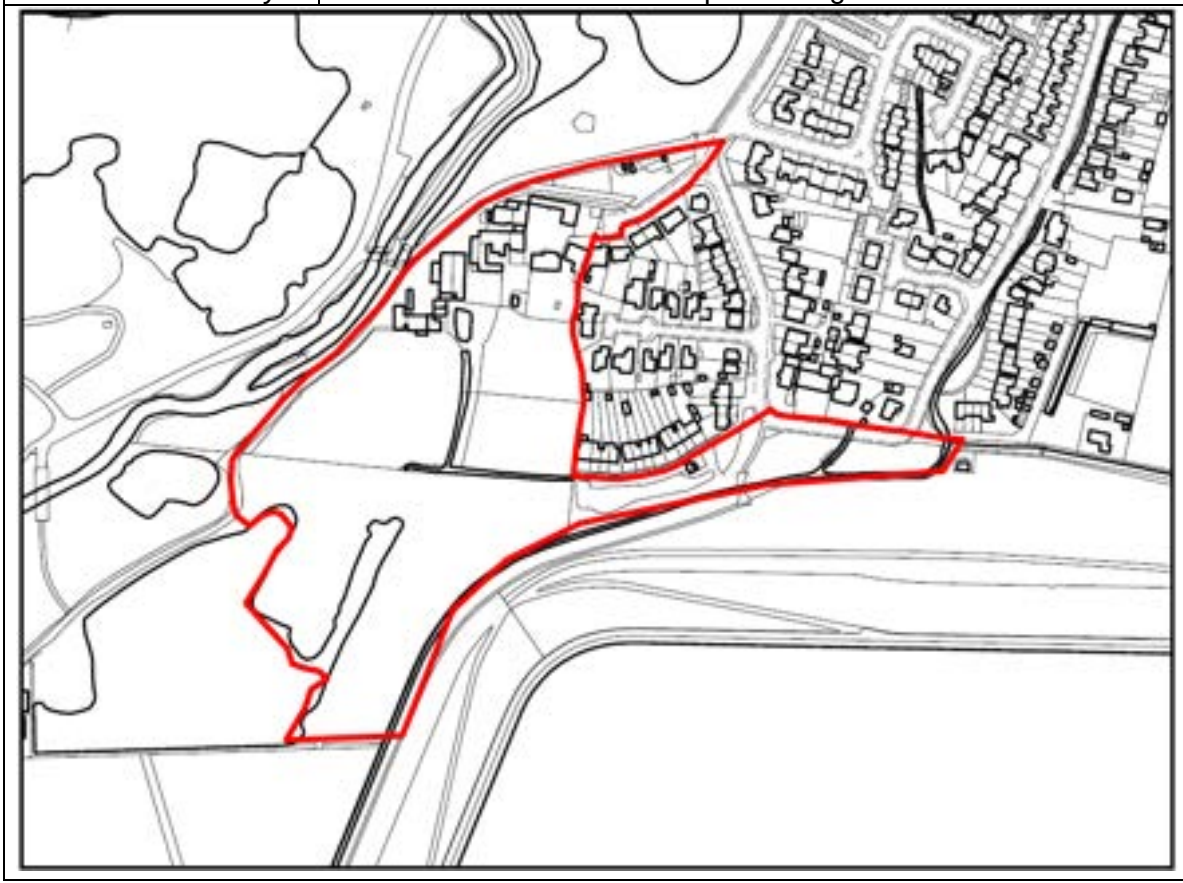
boundary but site is sensitive as a low-key gateway to the village and transition to more urban form.
SA Summary (note: If poor performance do not consider deliverability)
Through the Sustainability Appraisal the site only scores well against housing and employment/economic benefits. All other scores were neutral or negative, particularly on pollution impacts.
Overall conclusions
Not considered to warrant taking forward due to Green Belt performance and relatively unsustainable location for an intensified use. Not suitable for residential use due to the noise and air quality constraints.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	No
Consideration of development phasing	Site not large enough to warrant considering phasing
Comments	N/A
Viability comments	Possible decontamination costs.

Stage 4c – Site Capacity	
Site size (ha)	0.73
Landowner/promoter preferred use and units (residential or commercial)	Residential use but no other details provided.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

SN2/005 Hithermoor Farm, Farm Way, Stanwell Moor

Site Information	
Proforma Created	18/02/22
Proforma last updated	18/02/22
Site ID	SN2/005
Site name/ address	Hithermoor Farm, Farm Way, Stanwell Moor, TW19 6AY
Site area (ha)	5.33
Site description & context	The site lies to the south west of Stanwell Moor and comprises industrial and agricultural uses at Hithermoor Farm in the north. Further south the site consists of paddocks, woodland and overgrown scrub. The King George VI Reservoir borders the site to the east along with a public right of way, with a water body to the south and residential development in the north east. The site is accessed via Farm Way to the north. The northern part of the site including the farm buildings and farm house have planning permission for 23 residential units. This will be taken into consideration during the assessment process but will avoid double counting any potential yield.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Mixed
Site source	Sub area assessed in Green Belt Assessment Stage 2. Recommended for further consideration.
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site to meet community needs. No specific uses identified by landowner at present.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	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.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Much of site within flood zone 3a therefore flood risk assessment required. Potential loss of permeable land and introduction of hardstanding. Moderate level risk of surface water flooding on parts of site and high risk of ground water flooding (more than 75%). 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. To reduce land contamination and protect soil quality and quantity	-	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. Potential loss of grade 3 agricultural land. Potential high density development but this is dependent upon character. Potential contamination would require investigation and possible remediation.
5. To reduce air and noise pollution	-	Potential increased exposure given the proximity to Heathrow Airport and M25. Within 63-66 Leq noise contour.
6. To conserve and enhance biodiversity, habitats and species	-	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		SPA/SSSI so could have negative impacts. Within 20m buffer around River Colne – provides ecological function and maintains soil and water quality.
7. To conserve and enhance the historic environment, heritage assets and their settings.	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. To protect, enhance and manage Borough's open space and landscape character.	-	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.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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 pollut
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption. Given the close proximity to the River Colne there could be run off issues impacting water quality. Within 20m buffer around River Colne – maintains soil and water quality.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments

Weakly performing Green Belt	3	Weakly performing at stage 2 of the Green Belt Assessment
Higher proportion of Previously Developed Land	1	Greenfield land
Additional benefits to the community	1	Limited opportunities identified
Feedback from the Preferred Options consultation	N/A	Limited comments received
Smaller sites	2	The site is reasonable in size but could be limited by flood risk
Sustainability of location	1	Limited sustainability of the location

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Potential for housing development on site with the opportunity to meet community needs, such as affordable but the site has not yet been identified as available. Excluding the area with extant planning permission, the site is reasonably small in size so would unlikely be able to accommodate infrastructure or mixed use. The site is greenfield land but has been identified as weakly performing Green Belt, making a less important contribution to the wider strategic Green Belt.

Stage 2b – Non Absolute Constraints
Summary

- Much of the site within flood zone 3a therefore flood risk assessment required. Moderate level risk of surface water flooding on parts of site and high risk of ground water flooding (more than 75%).
- Minerals safeguarding area: concrete aggregate. Existing minerals site (Hithermoor Quarry) adjacent to the west. Consultation with Surrey County Council required.
- No biodiversity role on site, however development would result in the loss of open green space.
- South of site is a historic landfill site (Lower Mill Farm landfill), partially refilled and partially left as a flooded gravel pit. Potential for non-conforming/ light industrial uses within farm buildings and fuel storage. In accordance with NPPF would still require site investigation for redevelopment to ensure that the site is suitable for the proposed use.
- Within 63-66 Leq. Noise mitigation likely to be required.
- Grade II listed building on part of site with extant planning permission for residential use and restoration. Further development of site unlikely to have impacts.
- No landscape character issues identified but loss of open land.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	The site is not publicly accessible and only performs a visual amenity role in terms of its open space function. The site is occupied by former farm buildings, paddocks, mature trees and overgrown scrub.

Stage 2d – Sustainable Location Summary
The site is not considered to be particularly well connected with a number of services beyond the maximum walking distance. Site located close to bus routes but many are reported to offer poor access to Heathrow Airport – would require additional connectivity.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 2a – moderately performing GBA stage 2: Sub Area 2a-d – Weakly performing Green Belt, less important to the wider strategic Green Belt. Area recommended for further consideration in isolation. Its release would not harm the performance of the wider strategic Green Belt. Boundaries adjoining the rest of the Green Belt are clearly defined and readily recognisable, comprising reservoirs, an established tree line and access track around the northern boundary. Boundaries adjoining the urban area are not clearly defined comprising irregular backs of residential properties. If released, the sub-area would result in the designation of boundaries of a similar strength to the existing. Consideration would need to be given to whether the whole sub area would require release and any potential impacts on the remainder of the sub area if a smaller net developable area were to be identified.
Stage 3b – Previously Developed Land
The site undeveloped greenfield with a small part in the south previously worked for minerals.
Stage 3c – Visual Amenity
Light industrial and agricultural buildings on site, particularly in the north. The site is subject to more urban influences in this part of the site and the east where residential properties are adjacent. The landscape is slightly more open in the south, however surrounding land uses do diminish this somewhat. Site is not particularly rural in character due to its proximity to residential development to the north east however there is an element of remoteness to the area. Tranquillity is also affected by Heathrow Airport noise and there could be potential disturbance from adjacent mineral working. The site is semi-urban in character and tranquillity is limited. No land uses have yet been identified by the land owner. The site could potentially accommodate residential development given the close proximity to existing residential development and the fact that the landowner has sought planning permission to the north of the site. The change of view would be significant and permanent but limited by the context of the site in proximity to the surrounding semi-urban character of the area particularly to the east, although associations with more rural land uses to the south would diminish, however the reservoir does act as a barrier with the wider countryside already. A high quality design could be considered to aid integration. The change would be permanent

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
with limited visibility from public areas but this would largely depend upon the extent to which existing vegetation is maintained. Considered to be Major/High due to the impacts on largely views of neighbouring properties and impact on the nearby public right of way, although vegetation present largely shields the site from view. Magnitude of impact is expected to be considerable with receptors of high sensitivity, however the quantity of receptors impacted is expected to be limited.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores moderately at Stage 2 – the site is not considered to be in a sustainable location but there could be opportunities to improve connectivity, however this could impact viability. The site is close to other residential use with few non-absolute constraints. The site is a minerals safeguarding area so Surrey County Council will require consultation. The site contributes moderately to the spatial strategy as no particular uses have yet to be identified by the landowner, however residential development could be accommodated on part of the site. Release from the Green Belt would not harm the overall integrity of the wider Green Belt therefore this fulfils element of the strategy.
Stage 3 Summary
Site is moderately performing at GBA Stage 1 but recommended for further consideration at Stage 2 as is weakly performing and could be released without harming the integrity and performance of the wider Green Belt. Visual impact moderate to significant but limited by the context of built form that surrounds it and few numbers of receptors.
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing and economic growth objectives but poorly against environmental objectives due to this largely being an undeveloped Green Belt site. There are also negative impacts associated with the close proximity to Heathrow Airport.
Overall conclusions
Site has a somewhat positive contribution to the strategy as would result in additional housing development and the site is weakly performing Green Belt, although there would be a loss of visual amenity for surrounding properties. The site is however within 20m of the River Colne and is largely within flood zone 3a. The site is not considered to be sustainably located with local health and education services beyond walking distance. This is likely to increase car use. The costs associated with improving accessibility could outweigh the gains of developing the site. In addition, the site did not perform well against many of the environmental objectives in the SA as it is undeveloped open land. Close proximity to Heathrow Airport could have negative health implications this could worsen with expansion. For these reasons the site should be discounted from further consideration.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Unknown

Has the owner been contacted?	No – contact required to check availability
Consideration of development phasing	Site is fairly small so phasing is not likely to be a consideration
Comments	
Viability comments	Potential decontamination and flood mitigation measures required. Improvements to connectivity could be required.

Stage 4c – Site Capacity	
Site size (ha)	5.33 (0.71 excluded as subject to extant planning permission).
Landowner/promoter preferred use and units (residential or commercial)	No uses yet to be identified by landowner.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Discounted from consideration.

SN2/006 Kestrel, Horton Road, Stanwell Moor

Site Information	
Proforma Created	18/02/22
Proforma last updated	18/02/22
Site ID	SN2/006
Site name/ address	Kestrel, Horton Road, Stanwell Moor
Site area (ha)	0.45
Site description & context	The site is located within a semi-rural location in Stanwell Moor Village. The site comprises a broadly rectangular shaped plot of land located to the north of Horton Road. There is currently a detached bungalow on site, in addition to various outbuildings, however these have been vacant for some time. The site is bound by a horse paddock to the west, a large open field to the north and a Garden centre to the east. To the immediate south of the site is Oakleaf Farm recycling centre and a large green bund. The site is subject to significant noise issues from Heathrow to the north-west, junction 14 of the M25 and the movement of HGVs and other operations at the recycling centre. The site has previously been granted a temporary planning permission for the change of use to a mix of dwelling house and hydrotherapy pool but has also been subject to several refused applications and enforcement notices due to the increasing scale of the change of use.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly
Site source	Identified at the Preferred Options stage
Assessment History	New site not previously assessed

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[15]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high-quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	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. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	+	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

[15] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
		is unlikely to be able to accommodate high density development given the wider character.
5. To reduce air and noise pollution	- -	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. To conserve and enhance biodiversity, habitats and species	0	Limited biodiversity role on site.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Limited impacts on the historic environment are anticipated.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Stanwell Moor village has limited access to public transport and few shops close to the site to make it sustainable.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and	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.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
move to a low carbon economy.		
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	The provision of a care home would help meet C2 housing needs.
Meets specific needs	3	Care home provision would help to meet the needs of the elderly and those in need of care and support.
Opportunities for higher density development, where appropriate	1	Limited opportunity given the character of the wider area.
Opportunities for infrastructure provision	1	Limited opportunity given the size of the site.
Brownfield land	2	Partly previously developed with the garden land open and free of development.
Opportunities for mixed use development	1	Limited opportunity given the size of the site.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	Limited opportunity given the size of the site.
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately performing but strategically important
Higher proportion of Previously Developed Land	2	Part of the site is previously developed with lawful use as a dwelling but has been subject to enforcement action
Additional benefits to the community	1	Limited opportunity given the size of the site.
Feedback from the Preferred Options consultation	N/A	New site
Smaller sites	3	Reasonably small site

Sustainability of location	1	Stanwell Moor village has limited access to public transport and few shops close to the site to make it sustainable.

Spatial Strategy Score	
Score	Comments
2	The site is small in size and would provide a care home which would help to address community need, however it is within an area of strategically important Green Belt and would require new boundaries to be drawn. The site offers limited wider community benefits due to its size but does contain previously developed land.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	2	• The site is not within a flood risk area but the site access is within flood zone 3a therefore a safe access/egress would need to be demonstrated. • Possible surface water and ground water flood risk would require further investigation.
Minerals/waste safeguarding	2	• Minerals Safeguarding Areas (MSA): Concreting Aggregate • Consultation of Surrey CC required
Biodiversity	3	• Limited biodiversity role on site
Agricultural Land Classification	3	• The site is not within agricultural use
Land and water contamination	2	• The site is located on the former Land North of Horton Road landfill. Historical maps also indicate that the site is adjacent to the former Spout Lane Tip. It is also located 10m from the former Land South of Horton Road and 190m from the Stanwell No. 2 landfill sites. Made Ground/infill is therefore likely to be present. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP61 is situated

		approximately 70m west at Horton Road (X 504426, Y 174580). Over the 2 years that monitoring has taken place there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 2 years from 2019 to 2020, was 31.2 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	1	• Heathrow Noise Exposure Contours: Heathrow Actual Contours 66-69 (16hour LAEQ)
Heritage Assets	3	• Limited impacts identified.
Landscape Character and Townscape	2	• Surrey Landscape character area -River Valley Floor

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	No recreation use or value
What is the nature and quality of its role?	None	
Is the site publicly accessible?	None	
Would the loss of the site result in replacement facilities of equivalent or better provision	None	
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform a recreation role

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	N/A	Care home promoted

Distance to secondary school	N/A	Care home promoted
Distance to health centre or GP surgery	1	St Davids Family Practice – 2.2km/28 minute walk
Distance to local convenience retail	3	Stanwell Moor Post office – 300m/4 minute walk
Distance to major centres or centres of employment	3	Staines town centre - ~20 minute by bus
Distance to bus stop with good service	2	Horton Road - 650m/ 7 minute walk
Distance to train station with good service	1	Staines rail station – 3.6km/44 minute walk
Qualitative Assessment		Mixed access to local services – Stanwell Moor is within walking distance but limited services are present. Access to public transport could be improved.
Potential impacts of planned infrastructure		None identified.
Opportunities to improve connectivity or provide supporting infrastructure		Improved access to public transport services would improve the site and its connectivity.

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	2	Local Area 2-a: moderately performing
Green Belt Assessment Stage 2 score	2	Sub-area 2a-a: moderately performing but strategically important
Green Belt Assessment Stage 3 score	N/A	
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		The sub area is not at the edge of a large built up area. The sub-area forms a wider part of the gaps between Stanwell Moor and Ashford/Sunbury-on-Thames/Stanwell and Greater London, contributing to the overall openness and scale of these gap. Although Stanwell Moor Road (A3044) and woodland to the east, and Airport Way (A3113) to the north, physically and visually separate the sub-area from the remainder these gaps, the sub-area makes an important contribution to the scale of the gap between the settlements. Approximately 13% of the sub-area is covered by built form. There are strong visual and perceptual links to built form and additional urbanising influences from the Stanwell Moor Road, Horton Road and Heathrow Airport, which detracts from the overall sense of rurality. Overall, the sub-area has a semi-urban character.

Stage 3 Applies to sites located within the Green Belt only	
Stage 3a – Green Belt	
	Overall, the sub-area plays an important role with respect to the wider Green Belt Local Area, and its release would harm the performance of the wider strategic Green Belt. Although the removal of the sub-area would not in itself resulting the merging of settlements, 2a-plays a significant role in maintaining the integrity of the wider Green Belt, particularly with regard to the overall scale and openness of the gap between Stanwell Moor and Greater London (Heathrow Airport).

Stage 3b – Previously Developed Land	
Total site area	0.45
Amount of PDL (%)	0.17ha
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The front of the site onto Horton Road is developed and contains a bungalow. There is a single storey building situated in the north eastern corner of the site. An area of hardstanding occupies the south of the site for parking. The garden to the north is open but the site itself is contained and fenced.
Overall PDL Score	2

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The property was originally erected as an agricultural worker's dwelling. There is a relatively large single storey building situated in the north-eastern corner of the site.
Existing valued features, vegetation and infrastructure	No valued features identified.
Sense of tranquillity, remoteness and rural character	Limited given the close proximity to the recycling centre, strategic road network and Heathrow Airport.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	The site is visible from Horton Road as this is the access point. The existing bungalow is openly visible.
Sensitivity of site and wider landscape	The wider landscape is largely urban in character with several commercial uses in close proximity. This is furthered by the presence of the recycling centre to the south.

Stage 3c – Visual Amenity	
	The north consists of open grazing fields. There are strong visual and perceptual links to built form and additional urbanising influences from the Stanwell Moor Road, Horton Road and Heathrow Airport, which detracts from the overall sense of rurality.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	A care home would substantially inrease the built form on site, with a single storey bungalow currently occupying part of it. The quantum of development would increase and so would the height. The site is open and visible form Horton Road therefore views would be permanent and significant.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	Largely limited to road users and the nearby premises and properties. The site offers limited visual amenity value at present at comprises a bungalow.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The change to a care home would create a notable change in view due to the increase in size and bulk of the development on site. There could be potential to integrate this with the surrounding development, however nearby development is relatively low density and vegetation limits the extent to which the development is connected. The site would be viewed directly from Horton Road so would be significant impacts.
Significance of impacts • Refer to Table 8 of methodology	Moderate to high impacts expected as development would bring about a significant increase in built form on site, whereas nearby development is reasonably low density. The site is however already developed and nearby receptors are less sensitive given they are largely in commercial use. The rear of the site is undeveloped garden land and there are visual links to the more open fields to the north, therefore development to a care home would alter the character and bring more urbanising influences.
Potential mitigation measures	Screening and sensitive design.
Overall visual amenity score	2

Stage 3c – Visual Amenity	
Commentary	Limited role at present but development would increase the bulk, height and massing and would create a more urban environment overall.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site makes a moderate contribution to the spatial strategy as would provide a care home to meet local needs, however it is strategically important Green Belt. The site access is also within flood zone 3a which may cause access/egress problems. The site is within the 66-69 LEQ Heathrow noise contour, with the motorway and recycling centre in close proximity meaning noise would be a significant issue on site.
Stage 3 Summary
The site is moderately performing Green Belt but strategically important. The site is largely previously development and performs a limited visual amenity role. Moderate to high impacts would be expected on visual amenity as development would bring about a significant increase in built form on site, whereas nearby development is reasonably low density. The site is however already developed and nearby receptors are less sensitive given they are largely in commercial use. The rear of the site is undeveloped garden land and there are visual links to the more open fields to the north, therefore development to a care home would alter the character and bring more urbanising influences.
SA Summary (note: If poor performance do not consider deliverability)
The site performed positively against housing, health, land use and employment objectives but negatively against resource use and pollution impacts. The proximity to Heathrow Airport and noise implications is considered to be significant issue and would pose a problem for residential use. Flood risk is also a concern given the possibility of an unsafe access/egress and vulnerable use on site.
Overall conclusions
Due to the noise impacts and potential flooding issues at the access point, the site should be discounted from consideration. The site is also part of a strategically important area of Green Belt.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted at the preferred options stage
Consideration of development phasing	N?A
Comments	
Viability comments	No issues identified

Stage 4c – Site Capacity	
Site size (ha)	0.45
Landowner/promoter preferred use and units (residential or commercial)	Care home
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable for further consideration.

SN2/007 Former Nursery Site, Rear of 37-51 Hithermoor Road, Stanwell Moor

Site Information	
Proforma Created	21/02/22
Proforma last updated	21/02/22
Site ID	SN2/007
Site name/ address	Former Nursery Site, Rear of 37-51 Hithermoor Road, Stanwell Moor,TW19 6AF
Site area (ha)	1.06
Site description & context	The Hithermoor Road site is located to the north of the Borough, being located on the eastern boundary, but outside of, Stanwell Moor. The site is a former nursery site and has a number of buildings and structures on site relating to this use. The site is enclosed on its southern and eastern boundary by a large earth bund of approximately 2 to 3 metres in height. Beyond this bund is a waste recycling, recovery and processing facility. The site is bounded to the west by the rear of dwellings 37-51 Hithermoor Road. There are fields/grassed areas to the north of the site which are to the rear of residential properties on Hithermoor Road and to the rear of dwellings and workshop/office building with associated car parking on Horton Road. A gated access into the site exists via Hithermoor Road.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Partly – former nursery use (agricultural)
Site source	Submitted to the call for sites
Assessment History	New site identified since Preferred Options stage

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[16]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	Economic development scheme promoted by the landowner.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	Lack of connectivity to local services. The site is also in close proximity to Oakleaf Farm recycling centre which would likely have negative impacts.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	The entrance to the site is within flood zone 3a therefore a safe access/egress would need to be demonstrated. Development would result in the loss of open permeable land and an increase in built form.
4. To reduce land contamination and protect soil quality and quantity	-	Part of the site is occupied by structures but it is largely undeveloped greenfield land, linked to its former nursery use.

[16] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
		Potential contamination would require investigation and possible remediation.
5. To reduce air and noise pollution	-	Potential increased exposure given the proximity to Heathrow Airport, recycling centre and M25. Within 63-66 Leq noise contour.
6. To conserve and enhance biodiversity, habitats and species	0/+	Limited biodiversity role on site but the introduction of a nature area could bring about positive impacts. The introduction of hardstanding onto a largely open site may however result in the loss of some low level role.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	Limited heritage impacts identified.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Public transport links are limited, therefore private vehicle use is likely to increase.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	250 sqm commercial floorspace proposed which would likely result in positive impacts.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	1	Economic use promoted.
Meets specific needs	1	Economic use promoted.
Opportunities for higher density development, where appropriate	1	Limited opportunities identified given the wider character and the promotion of economic use.
Opportunities for infrastructure provision	1	Limited opportunities identified given the size of the site.
Brownfield land	2	The site is not previously developed land as per the NPPF definition due to its previous agricultural use, however does contain some structures on site.
Opportunities for mixed use development	1	Limited opportunities identified given the size and location of the site.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	3	Weakly performing and less important to the wider Green Belt.
Higher proportion of Previously Developed Land	1	Not PDL in line with the NPPF definition.
Additional benefits to the community	2	Nature area proposed.
Feedback from the Preferred Options consultation	N/A	
Smaller sites	3	Reasonably small site

Sustainability of location	2	The site is located within Stanwell Moor but has limited connections to wider services.

Spatial Strategy Score	
Score	Comments
1-2	The site has a mixed contribution to the spatial strategy as whilst it is small in size and is recommended for further consideration through the Green Belt Assessment, it is promoted for economic use which has not been identified as an exceptional circumstance for Green Belt release. The site does not offer opportunities for mixed use development, although a nature area has been identified to the east of the site. Access to local services and public transport is also mixed with the need to improve connectivity.

Stage 2b – Non Absolute Constraints • Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist • Set out where any standards have been derived from		
Constraint	Score	Commentary
Flood Risk	2	• The site is not within a flood risk area but the site access is within flood risk 3. • Surface water and ground water flood risk on site.
Minerals/waste safeguarding	3	• No minerals/waste constraints on site. • The site is adjacent to Oak Leaf Farm waste recycling site.
Biodiversity	3	• No biodiversity constraints.
Agricultural Land Classification	3	• Not in agricultural use.
Land and water contamination	2	• The site is located on a former nursery. Historical maps also indicate that the site is adjacent to the former Land South of Horton Road landfill. It is also located 145m from the former Spout Lane Tip and 150m from the Land North of Horton Road landfill site. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP61 is situated approximately 105m north west at Horton Road (X 504426, Y 174580). Over the 2 years that monitoring has taken place there has not been exceedance of the national air quality standards long term

		objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 2 years from 2019 to 2020, was 31.2 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	2	• 63-66 LEQ contour • Noise mitigation required.
Heritage Assets	3	• Limited heritage impacts identified.
Landscape Character and Townscape	2	• Surrey Landscape Character – partly within River Valley Floor. • Limited contribution to landscape given the presence of development adjacent.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site does not perform a recreation function as it is a former nursery site and not publicly accessible.
What is the nature and quality of its role?	None	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	No recreation role on site

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	N/A	Promoted for commercial use
Distance to secondary school	N/A	Promoted for commercial use
Distance to health centre or GP surgery	N/A	Promoted for commercial use
Distance to local convenience retail	3	Horton Road store
Distance to major centres or centres of employment	3	Staines – 21 minutes by bus

		Heathrow Airport in close proximity but subject to improved access into the airport boundary.
Distance to bus stop with good service	3	Stop on Hithermoor Road but services are not frequent. Stop on Horton Road with good service.
Distance to train station with good service	1	Staines Rail Station.
Qualitative Assessment		Mixed sustainability of the location. As the site is promoted for commercial use, access to some services is not required. The site is within Stanwell Moor however services are limited here. Public transport links could be improved to increase sustainable travel.
Potential impacts of planned infrastructure		None identified
Opportunities to improve connectivity or provide supporting infrastructure		Site located close to bus routes but many are reported to offer poor access to Heathrow Airport –additional connectivity would benefit the site.

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	2	Local Area 2a – moderately performing
Green Belt Assessment Stage 2 score	3	Sub-Area 2a-c – weakly performing. Less important to wider strategic Green Belt.
Green Belt Assessment Stage 3 score	N/A	
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		The site meets the Green Belt purposes weakly overall and its sense of visual/physical enclosure means that it is not well connected to the wider Green Belt. The built form present in the area creates a semi-urban character. The existing inner boundaries, adjoining the urban area, are recognisable and likely to be permanent, comprising Horton Road and the back of properties along Hithermoor Road. The outer boundaries of the sub area are not clearly defined or readily recognisable, comprising a tree line to the south and the irregular edge of an industrial site (Oak Leaf Farm). Release would result in the designation of a weaker boundary than existing. Boundary strengthening required along south and east of sub area.

Stage 3b – Previously Developed Land	
Total site area	1.06
Amount of PDL (%)	0

Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site is not previously developed land as per the NPPF definition due to its former use of a nursery which falls into agricultural use. The site does however contain some structures which add built form. It is also cleared.
Overall PDL Score	2

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The site is a former nursery and contains some structures and storage materials but is largely free from development.
Existing valued features, vegetation and infrastructure	Several trees border the site.
Sense of tranquillity, remoteness and rural character	The site is within a semi-urban location with housing neighbouring the site along Hithermoor Road. The sense of rurality in the area is diminished by the agricultural/industrial land uses present. The site is somewhat separated from the wider Green Belt due to the reservoir boundary and Oak Leaf Farm. The site has a semi-urban character.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	Visibility into the site is limited as it sits to the rear of housing along Hithermoor Road. The site access is gated and as such the view is truncated for most, although there are some more open views for the properties along Hithermoor Road and Horton Road.
Sensitivity of site and wider landscape	Due to the agricultural and industrial uses in the wider area sensitivity is considered to be limited. Housing present to the east of the site creates a semi-urban character. The site is of an enclosed nature due to the presence of a raised embankment bordering the site to the east and separating it from the wider countryside.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	The proposed development includes a building, product storage area, parking and nature park. As such this would result in additional hardstanding on site and storage of materials. This will increase the built form and bulk on site, although the inclusion of a nature park would introduce some green space into the site. Views into the site are largely restricted to nearby properties and commercial sites.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor	Largely limited to properties along Hithermoor Road and Horton Road as the site is not particularly visible from the highway. The importance of the view is somewhat limited as it

Stage 3c – Visual Amenity	
• Importance of view	is cleared and in use as a former nursery with some structures on site.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The change of view would be permanent and significant but holds limited visual value at present. The development could offer the opportunity to integrate it with nearby commercial development but would be a significant change for nearby residential properties which currently experience a largely open view. Positioning and screening could help to limit the impacts on neighbouring properties. The proposed nature area would reduce impacts for properties along Horton Road but Hithermoor Road will still experience a significant change as the extent of their rear view is largely occupied by the site.
Significance of impacts • Refer to Table 8 of methodology	A new commercial use with hardstanding, product storage area and building would bring about major/high impacts for properties along Hithermoor Road. Properties along Hithermoor Road have become accustomed to a vacant site when viewed from the rear of properties. Whilst the site is considered to hold little aesthetic appeal at present, development would result in a significant change in view. Properties along Horton Road may experience moderate impacts as the nature area would help to screen impacts somewhat.
Potential mitigation measures	Well-managed screening to all boundaries and high quality design with an appropriate layout would reduce impacts on neighbouring residents.
Overall visual amenity score	2
Commentary	

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
At stage 2 the site performed variably. The site is not considered to be particularly sustainably located as some services are beyond the preferred maximum walking distance. The site is within the 63-66 Leq noise contour so is exposed to noise pollution and part of the front of the site is within flood zone 3a and a flood risk assessment is required. The site offers the opportunity for a small nature site which could benefit the community. The site is within weakly performing Green Belt, meeting this element of the spatial strategy, however it is promoted for commercial use which has not been identified as an exceptional circumstance for Green Belt release. Mitigation would be required to overcome constraints on site. Transport infrastructure improvements would improve local connectivity.
Stage 3 Summary
Sub-area recommended for release in the Green Belt Assessment Stage 2 as is weakly performing Green Belt. The sub area is predominantly occupied by industrial and

agricultural uses, limiting the openness and rurality. The sub-area is not considered to make an important contribution to the wider Green Belt. If released, boundaries would need to be strengthened to the south and east of the site to ensure they are permanent and readily recognisable. The site is not considered to make an important contribution to visual amenity, however if developed, the impact on neighbouring properties would be significant given the contrast with the existing use present.
SA Summary (note: If poor performance do not consider deliverability)
The site performance is mixed against the Sustainability Appraisal. Whilst the site may be able to accommodate commercial 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.
Overall conclusions
The site could potentially be suitable for commercial development, subject to flood risk mitigation, habitats survey, noise attenuation measures and strengthening of Green Belt boundaries. Redevelopment would provide the opportunity to improve the visual appeal of the site, however commercial development has not been identified as an exceptional circumstance for Green Belt release. The sustainability of the location could be improved. The site is also subject to significant noise pollution as it sits within the 63-66 Leq noise contour and access into the site is within flood risk areas. Given these constraints it is felt the site should be discounted from consideration.

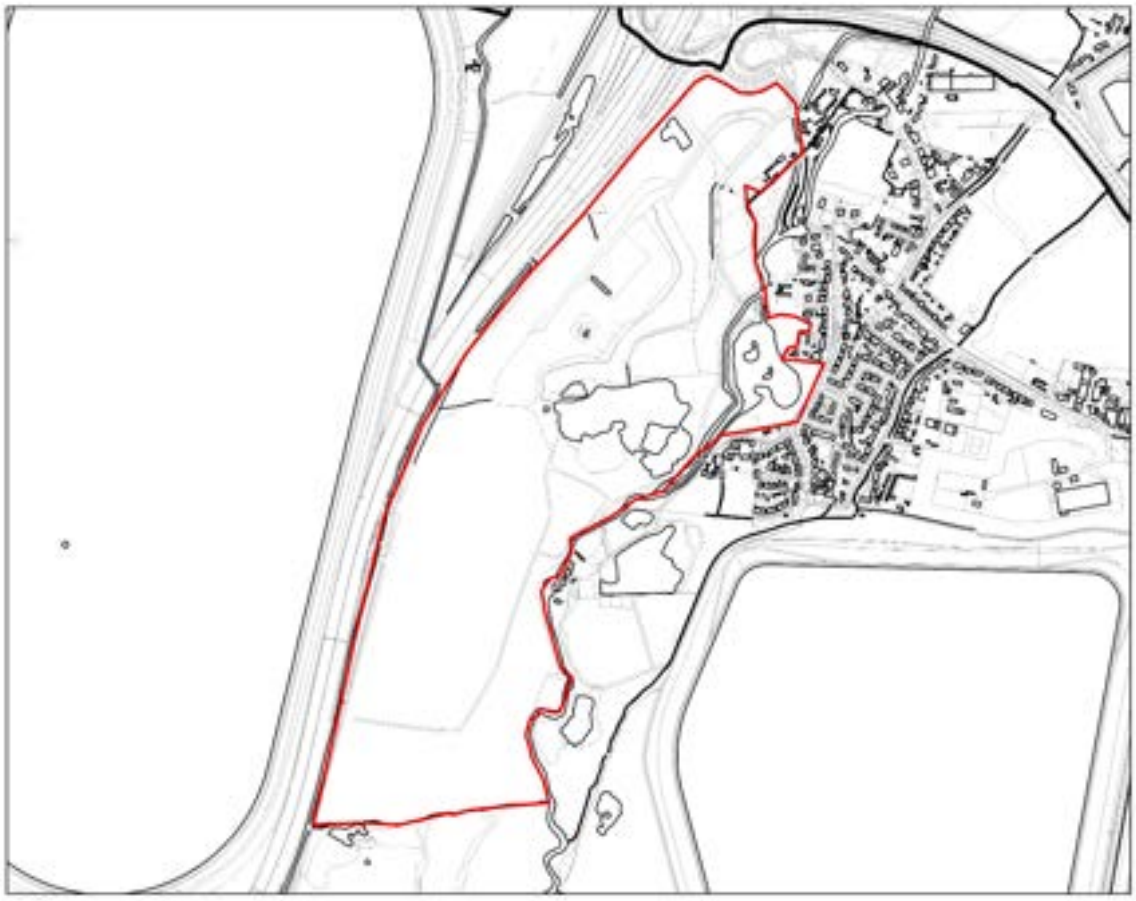
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Not required
Comments	
Viability comments	No issues identified.

Stage 4c – Site Capacity	
Site size (ha)	1.06
Landowner/promoter preferred use and units (residential or commercial)	250 sqm commercial floorspace (lower density employment use including B2/B8 and (former) B1c as well as other sui generis employment uses incorporating open storage, assembly, workshop, distribution etc).
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units	Not suitable to take forward.

• Density assumptions • Net developable area	

SN2/008 Land at Hithermoor Quarry, Leylands Lane, Stanwell Moor

Site Information	
Proforma Created	02/03/22
Proforma last updated	02/02/22
Site ID	SN2/008
Site name/ address	Land at Hithermoor Quarry, Leylands Lane, Stanwell Moor, TW19 6AZ
Site area (ha)	76.62
Site description & context	The Hithermoor Quarry site is a large area of land located next to the eastern side of the M25 Motorway. A proportion of the site has been restored, including a large landfill mound situated towards the centre of the site. The Quarry is accessed via Leylands Lane to the north.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to the call for sites
Assessment History	New site not previously assessed



Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[17]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	No housing use proposed on site. Economic use proposed with limited impact on housing identified.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	No particular benefits or dis-benefits identified if taken forward for employment use.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	No flood risk but potential loss of permeable land if developed for commercial use. Possible surface water and ground water flood risk.
4. To reduce land contamination and	-	Site possibly contaminated due to history of the site (would require decontamination, which could be

[17] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
protect soil quality and quantity		considered a benefit). The site is greenfield land and would not result in the efficient use of urban land.
5. To reduce air and noise pollution	-	Site significantly affected by noise from Heathrow Airport and M25, plus close to main junction. Likely to be affected by air pollution too.
6. To conserve and enhance biodiversity, habitats and species	-	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. To conserve and enhance the historic environment, heritage assets and their settings.	0	No assets identified.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	++	Provision of economic floorspace would result in benefits for the local economy.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and	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 but this is dependent upon the scheme taken forward.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
move to a low carbon economy.		
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	1	Economic uses proposed on site therefore would not meet this element of the strategy.
Meets specific needs	1	None proposed.
Opportunities for higher density development, where appropriate	2	Potentially within certain parts of the site and dependent on nature of use.
Opportunities for infrastructure provision	2	Southern Rail link to Heathrow included in proposals but uncertainty as to its status.
Brownfield land	1	Open Green Belt site.
Opportunities for mixed use development	1	Only employment use proposed.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified.
Additional factors		
Contributes to employment floorspace	2	Depends on what type of employment use is proposed and whether there is a need for it.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	Moderately performing Green Belt but strategically important
Higher proportion of Previously Developed Land	1	Undeveloped greenfield land
Additional benefits to the community	2	Open space provision proposed
Feedback from the Preferred Options consultation	N/A	New site identified since the Preferred Options stage
Smaller sites	1	Large site at 76 hectares

Sustainability of location	1	The site is not considered to be sustainably located with vehicle use likely to increase.

Spatial Strategy Score	
Score	Comments
2	Site promoted for employment use and is unlikely to be suitable for housing, which is the priority need for the strategy to deliver. The site is large in size and includes the offer of an area of public open space and the facilitation of a southern rail link to Heathrow. The site is promoted for employment use which has not been identified as an exceptional circumstance for Green Belt release.

Stage 2b – Non Absolute Constraints • Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist • Set out where any standards have been derived from		
Constraint	Score	Commentary
Flood Risk	2	• Partly within flood zone 2 with small parts within flood zone 3a. • Possible ground water and surface water flood risk.
Minerals/waste safeguarding	2	• The site is an active mineral working site therefore consultation with Surrey CC is required. Availability once work complete.
Biodiversity	2	• The site consists of agricultural land and minerals workings with potential low level informal biodiversity role.
Agricultural Land Classification	2	• Partly within agricultural use which would be lost with development.
Land and water contamination	2	• The site is located on the former Hithermoor Farm landfill site. The site is adjacent to the current Hithermoor Farm (areas B and C) and Lower Mill Farm landfill sites. Historical maps indicate that the site is also adjacent to the former Land at Leylands Lane landfill site and 140m from an infilled gravel pit. Made Ground/infill is therefore likely to be present. Previous site investigations have been undertaken pursuant to various applications for the continued restoration of the site. Gas monitoring has also been undertaken over the course of the site's recent history. Levels of ground gases have been generally low with periodic elevated levels of methane and carbon dioxide. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site close to the M25 (SP49) is situated approximately 470m east at Moor Lane (X 502605, Y 173274). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 36.9 µg m3

		in 2016 which was close to an exceedance. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	1	• Partly within the 66-69 LEQ noise contour
Heritage Assets	3	• Limited impacts identified.
Landscape Character and Townscape	2	• Surrey Landscape Character Area – River Floodplain • Loss of open landscape if developed

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	Site is being worked for minerals that would be restored following completion of the operation. The restored land would perform a nature conservation role and could provide some recreation value.
What is the nature and quality of its role?	Active mineral site to be restored as nature conservation area	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing recreation or public access function.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	n/a	Employment use proposed.
Distance to secondary school	n/a	Employment use proposed.
Distance to health centre or GP surgery	n/a	Employment use proposed.
Distance to local convenience retail	3	Horton Road store
Distance to major centres or centres of employment	3	Staines – 25 minutes by bus

		Heathrow Airport in close proximity but subject to improved access into the airport boundary.
Distance to bus stop with good service	3	Stop on Hithermoor Road but services are not frequent. Stop on Horton Road with good service.
Distance to train station with good service	2	Staines Rail Station
Qualitative Assessment		The site is not considered to be particularly well connected with a number of services beyond the maximum walking distance.
Potential impacts of planned infrastructure		Improvements to connectivity and surface access resulting from expansion of Heathrow Airport
Opportunities to improve connectivity or provide supporting infrastructure		Site located close to bus routes but many are reported to offer poor access to Heathrow Airport – would require additional connectivity as part of expansion proposals

Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	2	Local Area 2a – moderately performing
Green Belt Assessment Stage 2 score	N/A	
Green Belt Assessment Stage 3 score	N/A	
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		The Local Area surrounds Stanwell Moor, is located south-west of Heathrow Airport (Greater London) and west of Ashford / Sunbury-on-Thames / Stanwell. It is bounded to the north by Airport Way, to the east by Stanwell Moor Road and the northern and western boundary fence of King George VI Reservoir, to the south by the River Colne and a hedgerow between fields and to the west by the M25. The Local Area forms part of the wider gap between Staines-upon-Thames and Stanwell Moor and Stanwell Moor and Poyle / Colnbrook, maintaining the overall scale and openness of these gaps. The majority of the Local Area is very open and undeveloped, with long views to surrounding settlements and the wider countryside. Ambient noise from Heathrow Airport in the north of the Local Area and the M25 in the west of the Local Area reduces the sense of rurality overall. The site contributes to the strategic swathe of Green Belt along its western boundary,

Stage 3 Applies to sites located within the Green Belt only	
Stage 3a – Green Belt	
	separating the Borough from Berkshire and Buckinghamshire.

Stage 3b – Previously Developed Land	
Total site area	76.62
Amount of PDL (%)	0%
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site is currently being worked for minerals however this is a temporary use and the site is expected to be restored once works have been completed.
Overall PDL Score	1

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The site is occupied by a minerals working site and has been partially restored.
Existing valued features, vegetation and infrastructure	Vegetation on site
Sense of tranquillity, remoteness and rural character	Limited due to the presence of the M25 adjacent to the site and Heathrow Airport to the north.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	Limited views into the site. The western boundary comprises the M25 whereby limited views are available. There are limited views from development to the west as vegetation largely screens the site. the River Colne also provides an additional barrier.
Sensitivity of site and wider landscape	Due to the presence of the motorway to the west, sensitivity of the landscape is somewhat limited, however the site does a make up a large proportion of the open Green Belt landscape, with an expectation to restore once worked for minerals,
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	The site promoter has identified a 42,000 sqm commercial scheme. This would have a notable impact on the wider area and would significantly alter the character of the area, introducing additional built form, likely in the form of cargo warehousing. Views into the site are expected to be limited, although the increase in mass and height of the structures on site may be seen from further afield. The facilitation of a new southern rail link station would also increase movements in and out of the site, as would the cargo movements, thus

Stage 3c – Visual Amenity	
	having a secondary impact, with additional access.
Visual receptors • Location and context of viewpoint • Expectations and occupation or activity of receptor • Importance of view	There are currently limited public views into the site, with views from the M25 also minimal due to the temporary nature of the experience. Similarly there are some views from Horton Road but the importance of this view is limited, although change to built form would create a different character. There are some visual links from Stanwell Moor however this is not significant in quantity. Views from residential properties are limited as the River Colne and surrounding vegetation limit views into the site. Staines Moor is located to the south and an increase in building heights could potentially impact the setting and character. A bridleway runs along the site's western boundary which would experience notable visual impacts with development of the site.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The change from open undeveloped land which has an expectation to restore once mineral workings are complete to a 42,000 sqm commercial development would be significant. The increase in height would likely increase the site's visual impact whereas at present this is largely limited. The increase in vehicle movements would also bring about additional impacts visually. The incorporation of a southern rail access route and station on site, if taken forward, would also bring about a notable change with the introduction of a rail line along the site's western boundary, the increase in movements from users and potentially additional access points. There may also be impacts on Staines Moor with the addition of new warehouse buildings. This could impact the setting of the Moor. The addition of a new southern rail link would also significantly alter the character of the area.
Significance of impacts • Refer to Table 8 of methodology	Major/high impacts are expected due to the impacts on the public right of way running adjacent to the site and the impact that new commercial floorspace would have, when compared to the existing open landscape.
Potential mitigation measures	Vegetation screening and a suitable landscaping strategy would help to mitigate the impacts on visual amenity.
Overall visual amenity score	2
Commentary	The volume of development proposed would bring about a significant change when compared to the existing largely open site that has an

Stage 3c – Visual Amenity	
	expectation to restore once mineral workings have been completed. The impacts on the public right of way will be most notable, with some more moderate impacts on existing development, and lower impacts on the road network.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site has a mixed performance at stage 2. It partly fulfils the spatial strategy through the provision of infrastructure and a new open space, if taken forward, however the introduction of commercial floorspace to an open Green Belt area is not in keeping with the spatial strategy. Release from the Green Belt could harm the wider integrity of the strategy function. The site is an active minerals site therefore consultation with Surrey CC is required. The site is not subject to any overriding constraints however the sustainability of the location is somewhat limited, with vehicle movements likely to rise with development.
Stage 3 Summary
The site is moderately performing Green Belt and sites within an area of strategic Green Belt, separating Spelthorne from Berkshire. The site is not previously developed and the current mineral workings on site are a temporary activity, with the expectation to restore to nature once completed. Major/high impacts visual amenity are expected due to the impacts on the public right of way running adjacent to the site and the impact that new commercial floorspace would have, when compared to the existing open landscape.
SA Summary (note: If poor performance do not consider deliverability)
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.
Overall conclusions
Not considered appropriate to take forward due to performance against Green Belt purposes and taking account of limited contribution to spatial strategy. As Green Belt release for economic uses have not been identified as an exceptional circumstance for Green Belt release it should not be taken forward at this stage. It is considered appropriate to review the position of Heathrow Airport and any potential expansion at the five year Local Plan review stage to determine whether airport related development land is required and whether the site could help to meet needs at this later stage. Discount from consideration but review at the five-year review stage in the context of potential wider economic needs.

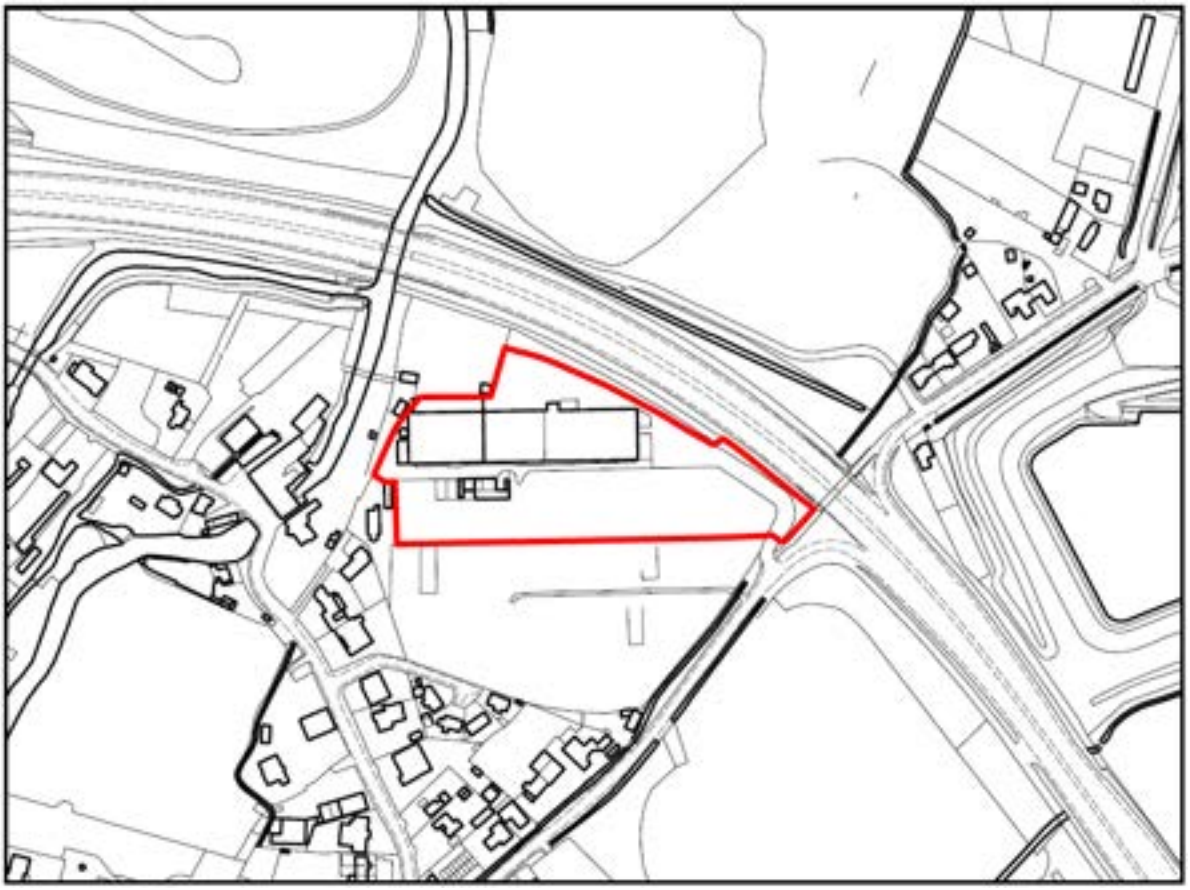
Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Dependent on scheme and layout proposed

Comments	
Viability comments	No issues identified.

Stage 4c – Site Capacity	
Site size (ha)	76.62
Landowner/promoter preferred use and units (residential or commercial)	42,000 sqm commercial floorspace (cargo-related) Southern rail access link Public open space.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not suitable to take forward.

SN4/001 Land at Spout Lane, Stanwell Moor

Site Information	
Proforma Created	21/02/22
Proforma last updated	21/02/22
Site ID	SN4/001
Site name/ address	Land at Spout Lane, Stanwell Moor, TW19 6BN
Site area (ha)	1.9
Site description & context	The site is occupied by a B8 warehousing unit with associated parking and open storage. The surrounding area is mixed in character, with a more open rural landscape to the north of the site beyond the dual carriageway A3113, whilst the settlement of Stanwell Moor is located to the south and west with a more semi-urban character.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	Yes
Site source	Submitted to Call for Sites
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints

Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	0	Employment use put forward. A residential use has been considered an option on site but the noise constraints limit the potential.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	0	No particular benefits or dis-benefits identified if taken forward for employment use (existing).
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	No flood risk but potential loss of permeable land if area south of warehouse is permeable.
4. To reduce land contamination and protect soil quality and quantity	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).
5. To reduce air and noise pollution	-	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.
6. To conserve and enhance biodiversity, habitats and species	0	Site unlikely to support habitats or biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No assets identified.
8. To protect, enhance and manage Borough's open space and landscape character.	0	Open land to south of warehouse is commercial in character and does not contribute to landscape.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	Not a particularly sustainable location so likely to rely on car ownership for employees. Intensification could increase HGV movements.
10. Maintain high levels of employment and economic growth which is inclusive	+	Some economic/employment benefit but site already in commercial use.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
and sustainable across the Borough.		
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Opportunity to design low carbon/emission buildings and replace existing.
12. To maintain and improve water quality and promote the efficient use of water	-	Intensification of existing use likely to result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Weakly performing but important to strategic GB and not recommended for further consideration.
Higher proportion of Previously Developed Land	3	Warehouse with surrounding parking and open storage
Additional benefits to the community	1	None identified
Feedback from the Preferred Options consultation	N/A	Limited feedback received in relation to the site
Smaller sites	2	Reasonably small scale but already contains development
Sustainability of location	2	Mixed access to local services

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
1	Limited contribution to the spatial strategy as a result of the employment use promoted and as the site is already in such a use. Due to environmental constraints it is unlikely that the site will be able to accommodate residential use therefore does not fulfil this key element of the strategy.

Stage 2b – Non Absolute Constraints Summary
• Not within a flood risk area although the access at Horton Road is within flood zone 3a. Possible ground water and surface water flood risk.

- Not within a heritage area.
- No agricultural constraints.
- Minerals Safeguarding Areas (MSA): Concreting Aggregate – consult Surrey CC
- No biodiversity constraints.
- Heathrow Noise Exposure Contours: Heathrow Actual Contours 69-72 (16hour LAEQ)

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Commercial use, little open space and not publicly accessible. Does not serve any recreation or amenity purpose.

Stage 2d – Sustainable Location Summary
Mixed access to local services – public transport links could be improved to improve connectivity. The site is within the Stanwell Moor area however access to services is limited in this area.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
GBA stage 1: Local Area 2a – moderately performing. GBA stage 2: Sub-Area 2a-e – weakly performing but important to strategic GB and not recommended for further consideration. Release of the site would harm the performance and integrity of the wider strategic Green Belt and diminish the contribution of the neighbouring sub-area (2a-f). Cumulatively with 2a-b, these areas also play an important role in preventing merging between Stanwell Moor and Greater London. Whilst the GBA2 suggests that releasing the sub-area would result in the designation of stronger Green Belt boundaries compared to the existing inner boundaries, officers consider the boundaries would be the same rather than stronger. In any case, the promoted site does not include the full extent of 2a-e and there do not appear to be defensible boundaries between the promoted site and the remainder of 2a-e to the south. Not recommended in GBA for further consideration and officer agrees with conclusion on promoted site.
Stage 3b – Previously Developed Land
At least ~40% (warehouse and hardstanding/parking). Status of land immediately south of warehouse unknown – appears to be used for storage of building materials but mainly open and without built development.
Stage 3c – Visual Amenity
Currently commercial business with large warehouse and associated development. Area immediately south of the building is open and appears to be used for a small amount of storage but is generally open and undeveloped. The site is enclosed by a large steel railing fence that contributes to its commercial character and is not attractive. Appears as an urban, commercial site with no tranquillity, remoteness or rurality, especially with the noise from Heathrow Airport and Airport Way.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Green Belt and landscape in this area is somewhat fragmented by roads, rivers and built development. Not considered to contribute to the wider landscape or to be sensitive as a result of its commercial appearance. An employment use as promoted is likely to be in the form of further warehouse buildings, either to comprehensively develop the whole site or to add buildings to the south of the existing warehouse. This would mainly affect views from the allotments but users' current view is already across an area of land associated with the commercial use. Care would need to be taken to ensure the allotment land is not overshadowed by new built form. The change of view would be permanent but not significantly different to existing. The significance of impacts is considered to be Low on the basis of receptor sensitivity and the existing use of the land.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site performed variably at Stage 2 – some non-absolute constraints, but likely to be less of an issue for non-residential development proposed. Not a particularly sustainable location due to remoteness and lack of facilities in Stanwell Moor village. Limited contribution to strategy and some concern over noise and air quality impact for employees due to proximity to M25 and Heathrow Airport.
Stage 3 Summary
Sub-area not recommended for release in Green Belt Assessment stage 2 as it plays an important role in the wider strategic Green Belt. Visual impact limited by existing commercial appearance of the site.
SA Summary (note: If poor performance do not consider deliverability)
Through the Sustainability Appraisal the site only scores well against employment/economic objectives and these are limited as the site is already in employment use. Other scores mainly neutral as a result of the current commercial development on site or negative as location is not considered to be particularly sustainable.
Overall conclusions
Not considered to warrant taking forward due to Green Belt performance and relatively unsustainable location for an intensified use. Limited net gain from commercial use. Not suitable for residential use due to the noise constraints, proximity to the M25 and flood constraints at the access point.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	No
Consideration of development phasing	Site not large enough to warrant considering phasing
Comments	

Viability comments	Possible decontamination costs

Stage 4c – Site Capacity	
Site size (ha)	1.9
Landowner/promoter preferred use and units (residential or commercial)	Warehouse development promoted. Other uses could be considered by promoter but subject to discussion and none specified.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

SS1/002 White House, Kingston Road, Ashford

Site Information	
Proforma Created	21/02/22
Proforma last updated	21/02/22
Site ID	SS1/002
Site name/ address	The White House, Kingston Road, Ashford, TW15 3SE
Site area (ha)	0.18
Site description & context	Site lies south of the White House Hostel, presently under construction, on Kingston Road. The site is available for residential development of approximately 30 units. The site falls partly within the green belt and is located at the junction of Ashford Road and Kingston Road. It is now a cleared site, with the exception of the hostel being constructed to the north. The site is accessed from Ashford Road, with the Spelthorne Borough Council Depot located to the rear of the site. The surrounding character is semi-urban, with residential dwellings to the west and Green Belt to the east, north and south. The residential dwellings in the wider area are largely family dwellinghouses of medium to low density. Staines Reservoirs Aqueduct runs to the south of the site with a mineral working site situated further south.
Is the site located in the Green Belt?	Partly
Is the site previously developed land?	Partly
Site source	Publicly owned.
Assessment History	Assessed at the Preferred Options stage

Stage 1 – Absolute constraints Summary
No absolute constraints on site

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Housing scheme promoted.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	Provision of affordable housing in a sustainable location with no loss of public open space.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	No flood risk but potential loss of permeable land if area to the south within the Green Belt is developed. Some potential ground water flood risk.
4. To reduce land contamination and protect soil quality and quantity	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).
5. To reduce air and noise pollution	0	No particular impacts identified.
6. To conserve and enhance biodiversity, habitats and species	0	Site unlikely to support habitats or biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No assets identified (locally listed building now demolished).
8. To protect, enhance and manage Borough's open space and landscape character.	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 contribution. No habitats or biodiversity designations.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	0	Located in a sustainable location but still likely to be some reliance on the private car that would be greater than the existing use.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	The site is not currently in use so any development would have an impact on resources, emissions or carbon use. Impacts could be mitigated through sustainable construction and incorporation of renewable energy
12. To maintain and improve water quality and promote the efficient use of water	-	Intensification of existing use likely to result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is considered to contribute to the spatial strategy, in particular by providing a housing development, some of which would be affordable housing. Part of the site is however strongly performing Green Belt which is against the preferred strategy.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	The Green Belt part of the site is strongly performing
Higher proportion of Previously Developed Land	2	Part of the site is PDL
Additional benefits to the community	2	None identified but there could be potential for a higher level of affordable housing given that the site is Council-owned
Feedback from the Preferred Options consultation	1	Comments objected to the scheme at the PO stage but some were in relation to the hostel which is a separate matter. Other comments identified the following issues: highways impacts; Green Belt; flood risk; infrastructure.
Smaller sites	3	Small site with potential for housing
Sustainability of location	2	Generally good access to local services, although health care is

		beyond the preferred maximum walking distance.

Stage 2b – Non Absolute Constraints Summary
• The site is within flood zone 2. Potential ground water and surface water flood risk. • Adjoining but not within minerals safeguarding zone (safeguarding zone is south of the aqueduct). • No biodiversity constraints identified. • Not in agricultural use. • Contamination likely to require further investigation due to previous uses at the adjacent Depot site. • Outside Heathrow LEQ contour zone • No heritage impacts identified. • Southern part of site in River Floodplain Surrey landscape character area. • The remainder of the site, being brownfield land formerly occupied by the White House, is close to residential property on Kingston Road but separated from it by Ashford Road. It is seen in the context of the Depot buildings and associated parking areas for large vehicles used in council activities. • Given the separation and different character on this side of the road, it is considered that development of the site would not need to conform to the two-storey, suburban scale of housing on Kingston Road and could accommodate a building of much higher density of a high standard of design. This could act as a feature on the approach towards the site from Kingston Road.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	No open space function.

Stage 2d – Sustainable Location Summary
The site is considered to be well connected with a number of services within the preferred maximum walking distance. It should be noted that although slightly more remote from the nearest GP surgery, the site is across the road from a bus stop with a route that includes Knowle Green, where the health centre is located. The site could benefit from proposals set out in the Spelthorne LCWIP.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 24 – strongly performing
GBA stage 2: Sub-Area 24-a – Important and not recommended for further consideration.

The Sub-Area was considered at Stage 2 to play a very important role in the wider strategic Green Belt as it is very narrow here and at a critical point of connection between settlements and its removal would contribute to the merging of settlements.
The site promoted for development is mainly in the urban area but the land at the south of the site is within this Sub-Area. Consideration is therefore given to whether a smaller part of the Sub-Area could be released without harming the integrity of the Green Belt.
It is noted in Stage 2 that the inner boundary of the Sub-Area is not clearly defined, whereas the outer boundaries are defined clearly and are readily recognisable and permanent, namely the road and roundabout to the north, a mature tree line to the east and the River Ash along the east and south. There could be potential to release and create a new boundary as to not harm the overall integrity but this would require further analysis.

Stage 3b – Previously Developed Land

The Green Belt part of the site is undeveloped and covered by vegetation.

Stage 3c – Visual Amenity

Relates to Green Belt part only
A narrow curve of land adjacent to a previously developed site in the urban area, from which it is not separated physically other than by appearance.
Located within an urban environment adjacent to the depot buildings and uses, the site lacks any sense of tranquillity, remoteness and rural character.
At the edge of a large tract of Green Belt but also adjacent to the depot land and separated from other undeveloped parts to the south by the aqueduct and an access road. Not considered to contribute significantly to the wider landscape or to be particularly sensitive.
A high density residential scheme has potential to encroach into the Green Belt part of the site, depending on its layout and scale. Developing this 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.
Many of the trees appear to be on the verge outside the site and are likely to be retained so the view would not be significantly different. Much of the impact would depend on the proposed layout of the site and how much, if any, of the Green Belt part of the site would be developed and at what scale.
Considered to be Moderate to Low on the basis of verge trees being retained and depending on the nature and layout of development.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scored well at Stage 2 – few to no non-absolute constraints, no loss of open space of recreation value. Considered to be a sustainable location, however is within strongly performing Green Belt and received largely negative feedback at the Preferred Options stage.
Stage 3 Summary
Sub-area not recommended for release in GBA2 as plays an important role in the wider strategic Green Belt but irregular boundaries and limited performance of the Green Belt within the promoted site (as opposed to the wider sub area) could weigh in favour of release. Visual impact limited by highway trees and existing commercial appearance of adjacent site in the urban area. The Green Belt element of the site is free of development.
SA Summary (note: If poor performance do not consider deliverability)
Scored positively against housing and well-being with the opportunity for affordable housing. Also scored positively against economic/employment benefits. Other scores mainly neutral. Negative scores against loss of open space if the Green Belt part of the site were developed and against water consumption, which would be the case against any intensified use.
Overall conclusions
The site is partly within strongly performing Green Belt and received largely negative feedback at the Preferred Options stage therefore its allocation would be dependent on addressing these issues and defining a new Green Belt boundary as not to negatively impact its wider performance. 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. The decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance. A non-Green Belt scheme could potentially be suitable on site however this would be subject to local considerations and would form a Tier 2 brownfield site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes
Consideration of development phasing	Unlikely to be required
Comments	
Viability comments	Possible decontamination costs.

Stage 4c – Site Capacity	
Site size (ha)	0.18

Landowner/promoter preferred use and units (residential or commercial)	30 residential units across the site.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site could potentially accommodate this level of development but would largely be dependent upon site layout and the quantum of built form. This site is close to residential property of suburban character but it also sits separately on the other side of the road and adjacent to the large-scale depot buildings. It is considered that the site could be developed with its own identity at high density and create more of a 'statement' on the approach from Kingston Road.

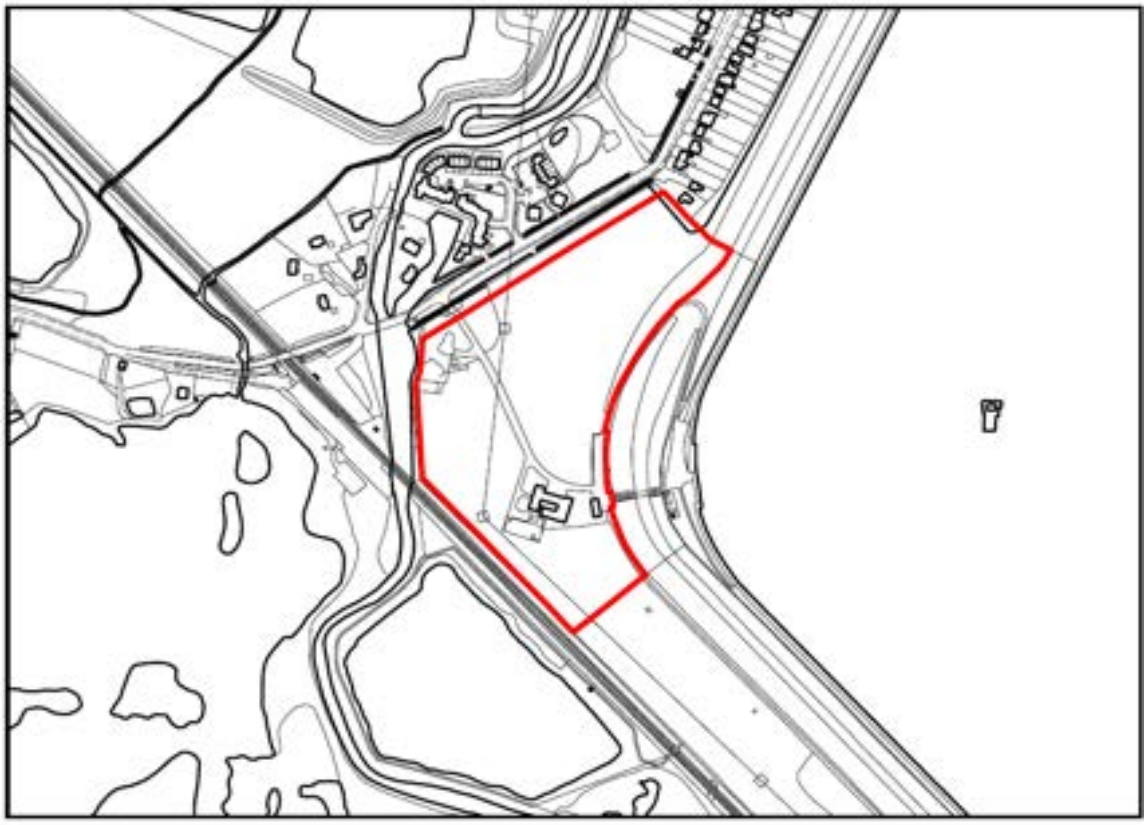
ST1/013 Land at Vicarage Road, Wraysbury Road, Staines

Site Information	
Proforma Created	27/01/2022
Proforma last updated	01/02/2022
Site ID	ST1/013
Site name/ address	Land at Vicarage Road, Wraysbury Road, Staines
Site area (ha)	2.58
Site description & context	The site is an open field free of development. Residential development is present to the north and east with a small water body to the west. The B376 runs to the south of the site.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Publicly owned
Assessment History	Assessed as part of Preferred Options Local Plan

Stage 1 – Absolute constraints Summary
Approximately 54% of the site is located within flood zone 3b, with a further 17% in flood zone 3a and a substantial part of the remaining area within flood zone 2. The site was originally allocated for flood compensation when development took place to the north (application 97/00027/OUT and 97/00063/FUL) therefore should be excluded from development. DISCOUNT

ST1/014 Thames Water Training Centre, Coppermill Road, Wraysbury

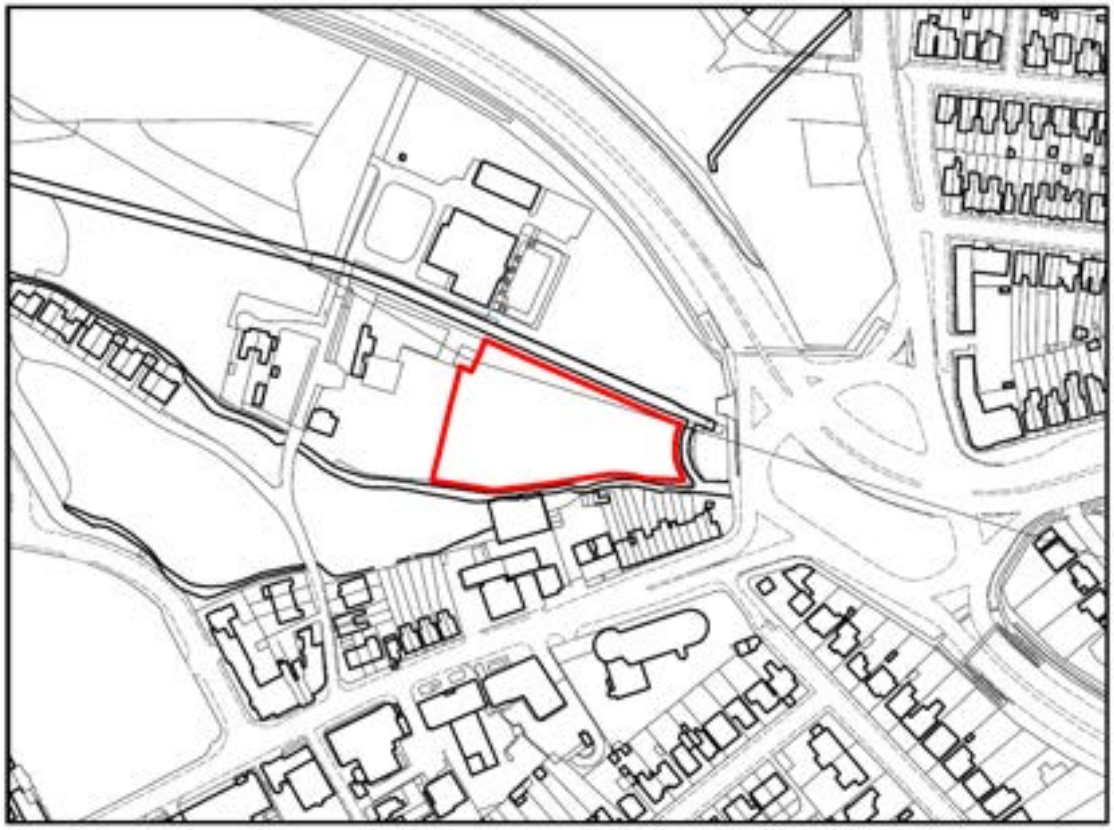
Site Information	
Proforma Created	22/02/2022
Proforma last updated	22/02/2022
Site ID	ST1/014
Site name/ address	Thames Water Training Centre, Coppermill Road, Wraysbury, TW19 5NX
Site area (ha)	6.77
Site description & context	The site currently has a single storey training centre building on site, with the remainder of the land used for grazing. The land is retained by Thames Water operations, but it is confirmed that the site is available for development. The site sits adjacent to Wraysbury station and on the edge of a line of housing along Coppermill Road. The area is dominated by the Reservoir that sits next to the site and areas close by that are used for mineral extraction and lakes.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites
Assessment History	Assessed at Preferred Options stage



Stage 1 – Absolute constraints Summary
The site is located within a designated SNCI. The SNCI was selected because the large waterbody of the reservoir is important for Tufted Duck and Shoveler; it is nationally important for Great Crested Grebe and Cormorants. Although not an absolute constraint, the site is considered to perform a significant role for the conservation of the local wildlife. Redevelopment of the site would result in adverse effects on the area of ecological importance. The benefits of any proposed scheme are not considered to outweigh the decrease in the nature conservation value. DISCOUNT.

ST1/015 Land at Birch Green/Staines Pumping Station (Site B), London Road, Staines

Site Information	
Proforma Created	22/02/2022
Proforma last updated	22/02/2022
Site ID	ST1/015
Site name/ address	Land at Birch Green/Staines Pumping Station, London Road, Staines, TW18
Site area (ha)	0.47
Site description & context	The site is located north west of the Crooked Billet roundabout. The land is open greenfield and there is no clear use for the site. It is owned by Thames Water and adjoins land on which a pumping station is located.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites
Assessment History	Assessed at Preferred Options stage



Stage 1 – Absolute constraints
Summary

No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Site is promoted for housing.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	Loss of open space (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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	Site not identified as being contaminated – further site investigations required. Loss of undeveloped Green Belt land rather than PDL.
5. To reduce air and noise pollution	-	Site in 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. To conserve and enhance biodiversity, habitats and species	-	Loss of open green space but no particular habitat or biodiversity value.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use has little/no impact on resources, emissions or carbon use. Housing development would increase the pressures on these although could be mitigated through sustainable construction.
12. To maintain and improve water quality and promote the efficient use of water	-	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.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	The site is moderately performing Green Belt
Higher proportion of Previously Developed Land	1	The site is greenfield land
Additional benefits to the community	1	Limited opportunity given the size of the site.
Feedback from the Preferred Options consultation	N/A	Limited feedback received
Smaller sites	3	Reasonably small site
Sustainability of location	2	Site in close proximity to strategic road network with most services within walking distance

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	Site promoted for housing which will make a contribution to housing needs in the Borough. Development on the site however would need to override harm to Green Belt to justify release, i.e. exceptional circumstances. The site is of a limited size so offers limited opportunities for other benefits.

Stage 2b – Non Absolute Constraints Summary
• The site is within flood risk areas (Zone 2 and partly 3a). Possible surface water and ground water flood risk. • No biodiversity role on site, however development would result in the loss of open green space. • No minerals or waste, agricultural land and heritage constraints. • Potential contamination associated with previous uses – further investigation required • Site not within a Surrey Landscape Character Area. • The site is green open land and offers some visual relief from the Crooked Billet roundabout. Whilst the site is located on the edge of the urban area, redevelopment would alter the character of the site with it currently being open and undeveloped.

Stage 2c – Open Space and Recreation Value Summary		
Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing recreation or public access function.

Stage 2d – Sustainable Location Summary
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 will provide safe crossing points for pedestrians. Improved walking/cycling access into Staines town centre would provide opportunities for healthy lifestyles.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Local Area 15 – Moderately performing Green Belt Sub Area 15-a – Moderately performing Green Belt Site performs a moderate role against Green Belt purposes at both stages of assessment. Stage 2 concludes that the site makes an important contribution as part of the sub area within the wider Strategic Green belt. It is not therefore recommended for further consideration.
Stage 3b – Previously Developed Land
0% of the site is PDL. Site is open land.
Stage 3c – Visual Amenity

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
The site is an open land between the River Ash and the Staines Bypass/A30. Site is fenced off with some vegetation and trees on its boundaries. There is limited visibility from the road and the site offers little to no visual aspect. Some minor views for properties along London Road to the south. The site has limited sensitivity due to neighbouring uses and does not form part of a character area. It forms part of a wider area, some of which does form part of River floodplain character area. The site does however provide some visual relief from the heavily urbanised area surrounding. Development for housing would change the nature of the site considerably from open land. This would have limited visual impacts as there are few nearby properties and limited views from the road. The change of view would be significant and permanent however it would have limited impact on receptors. The main impacts would be from the road where there are already limited views and the experience would be temporary. Properties along London Road would have permanent impacts, however trees separate the site from the houses and limit the extent of views. The site could potentially be integrated with existing urban surroundings. Low significance of impacts identified. Main impact would be for those on the road, however the roundabout offers limited stopping areas to appreciate the view therefore the change would have limited impact. Properties to the south along London Road would also be impacted but there are limited views into the site with dense vegetation present.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores moderately at Stage 2 – reasonably sustainable with proximity to bus stops, rail station and Staines. Work to transform the A30 Crooked Billet roundabout completed in February 2022 will provide safe crossing points for pedestrians. Improved walking/cycling access into Staines town centre would provide opportunities for healthy lifestyles. Its proximity to the Crooked Billet roundabout means that there is constant vehicle noise.
Stage 3 Summary
Site performs moderately in Stages 1 and 2 of the Green Belt Assessment. It is considered to play an important role as part of the wider Green Belt forming a significant strategic area of Green Belt to the north.
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing and economic growth objectives but poorly against environmental objectives due to this being an undeveloped Green Belt site and its location adjacent to the A30.
Overall conclusions
Site not considered appropriate to take forward due to performance against Green Belt purposes, limited contribution to spatial strategy and significant noise and air pollution which would severely impact future occupiers of the site and for which mitigation is expected to be limited.

Stage 4b – Deliverability

Has the site been confirmed as available?	Yes
Has the owner been contacted?	No
Consideration of development phasing	N/A
Comments	N/A
Viability comments	Possible decontamination costs

Stage 4c – Site Capacity	
Site size (ha)	0.47
Landowner/promoter preferred use and units (residential or commercial)	Housing promoted.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

ST1/016 Land at Birch Green/Staines Pumping Station (Site C), London Road, Staines

Site Information	
Proforma Created	22/02/2022
Proforma last updated	22/02/2022
Site ID	ST1/016
Site name/ address	Land at Birch Green/ Staines Pumping Station (Site C) London Road Staines, TW18
Site area (ha)	2.59
Site description & context	The site is to the west of the Thames Water Pumping Station. Existing access is via Birch Green. The site is located to the west of the Crooked Billet Roundabout and is just to the north of Staines upon Thames.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to Call for Sites
Assessment History	Assessed at Preferred Options stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Site is promoted for housing.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	-	Loss of open space (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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	Part of the site has supported industrial uses – potential for significant contamination. Further site investigation required. Loss of open greenfield does not make an efficient use of land.
5. To reduce air and noise pollution	-	Site in 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. To conserve and enhance biodiversity, habitats and species	-	Loss of open green space but no particular habitat or biodiversity value.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	-	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. To promote sustainable modes of travel, improve accessibility to public	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
transport and reduce road congestion		however the site of limited size and is reasonably close to Staines town centre which may facilitate active travel.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing or comprehensive development construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Current use has little/no impact on resources, emissions or carbon use. Housing development would increase the pressures on these although could be mitigated through sustainable construction including the incorporation of renewable or low carbon energy sources.
12. To maintain and improve water quality and promote the efficient use of water	-	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.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	2	The site is moderately performing Green Belt
Higher proportion of Previously Developed Land	1	Undeveloped Green Belt land.
Additional benefits to the community	1	Limited opportunity given the size of the site.
Feedback from the Preferred Options consultation	N/A	Limited feedback received
Smaller sites	3	Reasonably small in scale
Sustainability of location	2	Reasonably sustainable located site in close proximity to strategic road network with most services within walking distance

Stage 2a – Contribution to the delivery of the strategy
Spatial Strategy Score

Score	Comments
2	Site promoted for housing which will make a contribution to housing needs in the Borough. Development on the site however would need to override harm to Green Belt to justify release, i.e. exceptional circumstances.

Stage 2b – Non Absolute Constraints
Summary

- The site is within flood zones 2 and 3a. Possible surface water and ground water flood risk.
- No minerals or waste, agricultural land and heritage constraints
- The site is not an SNCI however the western part of the site is adjacent to Birch Green SNCI therefore there could be knock on impacts.
- Site potentially contaminated as part of the site was used by a large industrial works - Further site investigation is required.
- Site outside of 66 Leq noise contour.
- site not within the Surrey Landscape Character Area - River Floodplain
- The site is green open land and offers some visual relief from the Crooked Billet roundabout and A30. Whilst the site is located on the edge of the urban area, redevelopment would alter the character of the site with it currently being open and undeveloped.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space or recreation role.

Stage 2d – Sustainable Location
Summary

Site 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 will provide safe crossing points for pedestrians. Improved walking/cycling access into Staines town centre would provide opportunities for healthy lifestyles.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

Local Area 15 – Moderately performing Green Belt
Sub Area 3a – Moderately performing Green Belt
Site performs a moderate role against Green Belt purposes at both stages of assessment. Stage 2 concludes that the site makes an important contribution as part of the sub area within the wider Strategic Green belt. It is not therefore recommended for further consideration.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
Stage 3b – Previously Developed Land
0% PDL on site Open Green Belt land
Stage 3c – Visual Amenity
The site is primarily an open field but trees are situated in the southern part and along the northern boundary. There is limited visibility due to this. The site's proximity to Crooked Billet and A30 means that there is constant vehicle noise. The site is within River floodplain character area. This is characterised by low lying river terraces following the courses of the rivers. Neighbouring uses reduce the sensitivity of the site, nonetheless, the site offers some amenity value and relief from the urban area due to its open nature. Development for housing would change the nature of the site considerably from open land. This would change the character of the site and be viewable from the road as well as having impact on the neighbouring properties on the southern boundary. Adjacent pumping station is large but would not be impacted upon as a visual receptor. The main visual receptors are the properties along the southern boundary. The site provides distant open green views for properties along Birch Green. The change of view would be significant and permanent however its impact could be limited for existing properties to the south due to the distance to the site and existing vegetation reducing visibility. The open land to the west would see a substantial change and as part of a low-lying character area, this would severely reduce this by placing built development on. As such, it would be difficult to consider low density, low scale to be even acceptable and mitigate this change. Moderate/Low – the biggest impact on view would likely be on properties along Birch Green and the A30, although existing vegetation does somewhat screen the site and the water channel to the south increases the perceived distance between the houses and the site.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores moderately at Stage 2 – reasonably sustainable with proximity to bus stops, rail station and Staines. Work to transform the A30 Crooked Billet roundabout completed in February 2022 will provide safe crossing points for pedestrians. Improved walking/cycling access into Staines town centre would provide opportunities for healthy lifestyles. Its proximity to the Crooked Billet roundabout means that there is constant vehicle noise.
Stage 3 Summary
Site performs moderately in Stages 1 and 2 of the Green Belt Assessment. It is considered to play an important role as part of the wider Green Belt forming a significant strategic area of Green Belt to the north. The site does not contain any PDL and offers limited visual amenity value, although if developed, the impact would be moderate.
SA Summary (note: If poor performance do not consider deliverability)

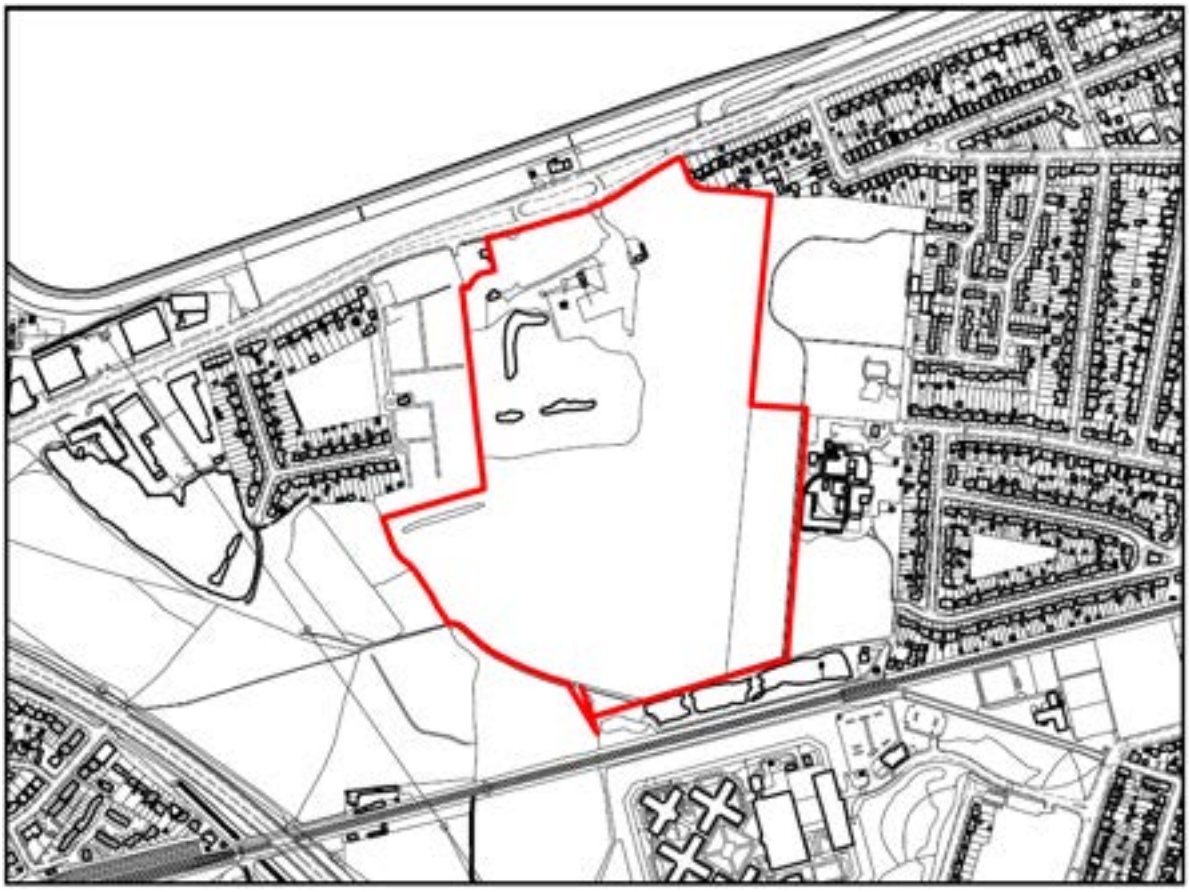
The site performs well against the housing and economic growth objectives but poorly against environmental objectives due to this being an undeveloped Green Belt site and its location adjacent to the A30.
Overall conclusions
Site not considered appropriate to take forward due to performance against Green Belt purposes, limited contribution to the spatial strategy and significant noise and air pollution for which mitigation would be low and would severely impact future occupiers of the site. The impact on the local character would also be an issue.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	No
Consideration of development phasing	N/A
Comments	N/A
Viability comments	Possible decontamination costs.

Stage 4c – Site Capacity	
Site size (ha)	2.59
Landowner/promoter preferred use and units (residential or commercial)	Housing use – 50 to 75 units promoted
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

ST1/017 Hengrove Farm, London Road, Staines

Site Information	
Proforma Created	21/02/22
Proforma last updated	21/02/22
Site ID	ST1/017
Site name/ address	Hengrove Farm, London Road, Staines, TW18 4JX
Site area (ha)	21.64
Site description & context	The site is currently vacant and has previously been used as a minerals site and landfill. There is a cemetery immediately to the west of the site with a small cluster of residential development further to the west. The A30 runs along the northern boundary with a rail line to the south and a larger residential area to the east.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Call for Sites
Assessment History	Assessed at the Preferred Options stage



Stage 1 – Absolute constraints
Summary

No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	++	The landowner has indicated that the site could accommodate 750 units. A range of community needs could be met therefore significant positive impacts are expected.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and protect soil quality and quantity	-	Development of site would not avoid development of greenfield over brownfield land.
5. To reduce air and noise pollution	--	The introduction of further residential development along the A30 may increase exposure to noise and air pollution.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space. No specific habitats or biodiversity designations however this is likely to perform some biodiversity role as it is open undeveloped land.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No significant impacts on heritage assets, however the site is an area of high archaeological potential. Investigation required.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space and landscape character but not public.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	-	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

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
		local services which would reduce the need to travel but with the overall level of development negative impacts are expected.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	-	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
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Open greenfield land with no PDL.
Additional benefits to the community	2	A site of this size would be expected to provide some community infrastructure/ supporting ancillary uses.
Feedback from the Preferred Options consultation	N/A	Limited feedback received in relation to the site.
Smaller sites	1	Large site with 750 units proposed.
Sustainability of location	2	Reasonably sustainable location – most services are within walking distance.

Stage 2a – Contribution to the delivery of the strategy
Spatial Strategy Score

Score	Comments
2	The site has been promoted for residential use and given the large size of the site it could potentially meet a significant proportion of housing need. Various small scale community infrastructure would be expected to be delivered on a site of this size. The site did however perform strongly in the Green Belt Assessment stage 1. It was not assessed at stage 2 due to the lack of defensible boundaries present.

Stage 2b – Non Absolute Constraints
Summary

- A small part of the site is within Flood Zone 2. Risk of surface water and groundwater flooding. Flood risk assessment required.
- The site is within a minerals/waste safeguarded area. Surrey County Council require consultation.
- The site performs a limited biodiversity role and is not within close proximity to environmentally sensitive areas.
- Not in agricultural use.
- The site is a historic landfill – further site investigation required as to any contamination.
- Outside Heathrow LEQ noise contours.
- Site of high archaeological potential – investigation required.
- Within Surrey Landscape Character - River Floodplain

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site is in use as a quarry and so does not perform a recreation role.

Stage 2d – Sustainable Location
Summary

Services are generally within walking distance as most are within Ashford or Staines. Site located close to bus routes but many are reported to offer poor access to Heathrow Airport – these could be improved to boost connectivity. Further enhancement to Staines town centre and transport infrastructure would also be positive.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

GBA stage 1: Local Area 14 – strongly performing
The site was not assessed at stage 2 due to the lack of defensible boundaries.
Site performed strongly at stage 1 of the Green Belt Assessment. The site makes a significant proportion of Local Area 14 and performed a particularly important role in preventing the outward sprawl of large built up areas and in preventing neighbouring towns from merging.

There are not considered to be any durable boundary features on site, with the exception of the A30 to the north.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

Access to Shortwood Common could potentially be improved, however this is a SSSI and this could put additional pressure on a sensitive area.

Stage 3b – Previously Developed Land

Less than 10% PDL
The site is relatively free of development, although there are some structures associated with the mineral workings on site. This falls outside the definition of previously developed.

Stage 3c – Visual Amenity

The site is currently in use as a mineral site. Material is imported and processed from the nearby Homers Farm site. Much of the land has been worked and restored. The only areas that remain un-worked are the areas beneath the mineral stockpiling areas and the processing plant, which lie in the northern part of the site nearest the A30.
The landscape is largely flat and open.
The sense of tranquillity on site is limited by its close proximity to the A30 and A308. Built development adjoins the site to the west and east with a rail line further south. This limits the sense of rural character, however the area is more open towards Shortwood Common.

The northern part of the site is considered to be less sensitive as this is largely where built form is concentrated in the wider area. The northernmost part of the site also contains equipment associated with the mineral workings, whereas the rest of the site is more open. Shortwood Common is situated to the south west and is considered more sensitive.

A housing scheme of the size proposed by the promoter is expected to have a significant impact on the wider environment. Whilst the northern part of the site is currently in operation, the southern part of the site is open and has a more rural character. The site is not immediately adjacent to any housing or residential roads therefore impacts would be limited from this perspective. A bund currently shields a notable amount of the site from view along its eastern boundary. The scheme could be set back from the boundaries and sensitive design could help to reduce the level of impact.

The change of view would be significant and permanent. Whilst part of the site is still part of mineral working operations, it would be expected that this be restored following completion, therefore development would result in a significant contrast.

The site becomes less rural further north as the level of development increases in the wider area. It is expected that there would be a considerable visual impact due to the change in view and impact on neighbours. The cemetery, nearby properties and public footpath are considered sensitive receptors and would be impacted. A bund somewhat limits views to the east, however upper floor windows of properties may still have views into the site.

Vegetation on site does somewhat limit views into it, however this is considered to be irregular and somewhat dispersed. Views from the road would be limited the area around the site entrance.

Stage 3 Applies to sites located within the Green Belt only
Stage 3a – Green Belt
The significance of impacts is considered to be major to high due to the public footpath and cemetery bordering the site. These uses are considered to be sensitive. The school and neighbouring properties are considered to have some views of the site but dispersed planting and a bund limits the full extent of the site from being viewed. Road users would expect temporary views of the site. The expected large scale of the proposed 750 units is likely to have a considerable impact on the wider area with a change from semi-rural to urban character, particularly in the south of the site.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site is considered to be in a reasonably sustainable location with most services within walking distance. The site is currently part of operational mineral workings therefore Surrey CC require consultation. The site partly meets the spatial strategy as would provide the opportunity to meet a significant quantity of housing need. It is however strongly performing Green Belt which is contrary to the preferred strategy.
Stage 3 Summary
The site performed strongly at Stage 1 of the Green Belt Assessment as it comprises a large proportion of Local Area 14 and prevents towns from merging and urban sprawl. The site contains very little built form and that present on site would be expected to be removed through the restoration process once workings are complete. The site performs a moderate visual amenity role as it can be viewed from a public footpath, cemetery and properties. An existing bund does however limit views from a school and park. Mitigation measures to reduce the impact on receptors would be expected if the site were to be developed.
SA Summary (note: If poor performance do not consider deliverability)
The site performs positively against housing and employment objectives due to the quantity of development that it could accommodate. The site is reasonably sustainably located so could reduce the need for car use, however it is adjacent to the A30/London Road so may increase congestion. Negative impacts are expected on emissions, water use, biodiversity, land use and flooding as the site is an open greenfield site.
Overall conclusions
Site not considered appropriate to take forward due to performance against Green Belt purposes. There is also an expectation to restore the site once mineral workings cease.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Yes – submitted to the call for sites.
Consideration of development phasing	N/A
Comments	
Viability comments	

Stage 4c – Site Capacity	
Site size (ha)	21.64
Landowner/promoter preferred use and units (residential or commercial)	Residential – 750 units with supporting ancillary uses.
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	Not taken forward for consideration.

ST1/036 Universal Tyre Co Ltd, Laleham Road, Staines

Site Information	
Proforma Created	07/02/2022
Proforma last updated	07/02/2022
Site ID	ST1/036
Site name/ address	Universal Tyre Co Limited, Laleham Road, Staines, TW18 2AY
Site area (ha)	0.08
Site description & context	The site is located on the eastern side of Laleham Road and is occupied by a tyre and car repairs business called Universal Tyres. The existing building on site is equivalent to two storey residential. The surrounding area is predominately residential to the north, east, south and west of the site. Opposite the site are other residential dwellings and also an old petrol filing station which now operates as a car wash. The street therefore has a generally residential feel, being located close to the town centre, which is located to the north but not within it.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Call for Sites
Assessment History	Assessed at the Preferred Options Stage

Stage 1 – Absolute constraints Summary
No absolute constraints.

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site. Redevelopment would bring a commercial site into residential use in an area predominantly residential in character.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. The site is within an area whereby 75% is susceptible to groundwater flooding. Low level surface water flood risk on site.
4. To reduce land contamination and protect soil quality and quantity	+	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. To reduce air and noise pollution	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. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	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. To protect, enhance and manage Borough's open	0	No positive or negative impacts identified on the Borough's landscape character or

Sustainability Appraisal Update		
SA Objective	Score	Reasoned justification and comments
space and landscape character.		open space. The site is already developed and located within the urban area.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	++	The site is located within close proximity to local services in Staines and nearby bus routes, plus walking distance to the train station.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Short-term 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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would likely result in additional water consumption.

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Stage 2a – Contribution to the delivery of the strategy	
Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within the urban area, in a sustainable location close to transport facilities, in line with the preferred strategy. 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. The site is currently occupied by a commercial use therefore an alternative location would need to be identified. Redevelopment to residential use would provide the opportunity to improve the visual appeal of the site and integrate it with the wider environment.

Stage 2b – Non Absolute Constraints
Summary

- The site is within flood zone 3a. Possible surface water and ground water flood risk – A flood risk assessment is required and safe access/egress would need to be demonstrated to overcome constraints.
- No minerals or waste, biodiversity and agricultural land constraints.
- Potential contamination on site associated with the current use - Further investigation required to determine if remediation is needed for residential use.
- Site outside of 66 Leq noise contour.
- No heritage constraints - site near a grade II listed building therefore scheme design would need to maintain and enhance the setting.
- No landscape character issues identified. The wider area is predominantly residential in character and is not considered to be of any particular sensitivity, although a listed building is nearby. The current commercial car repairs use is not considered to positively contribute to the townscape. Redevelopment would provide the opportunity to have a positive impact on the wider character.

Stage 2c – Open Space and Recreation Value
Summary

Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space or recreation role.

Stage 2d – Sustainable Location
Summary

The site is considered to be well connected with most services within the preferred maximum walking distance, close to a major town centre. Staines and the wider area would benefit from southern rail access to Heathrow Airport.

Stage 3
Applies to sites located within the Green Belt only

Stage 3a – Green Belt

N/A

Stage 3b – Previously Developed Land

N/A

Stage 3c – Visual Amenity

N/A

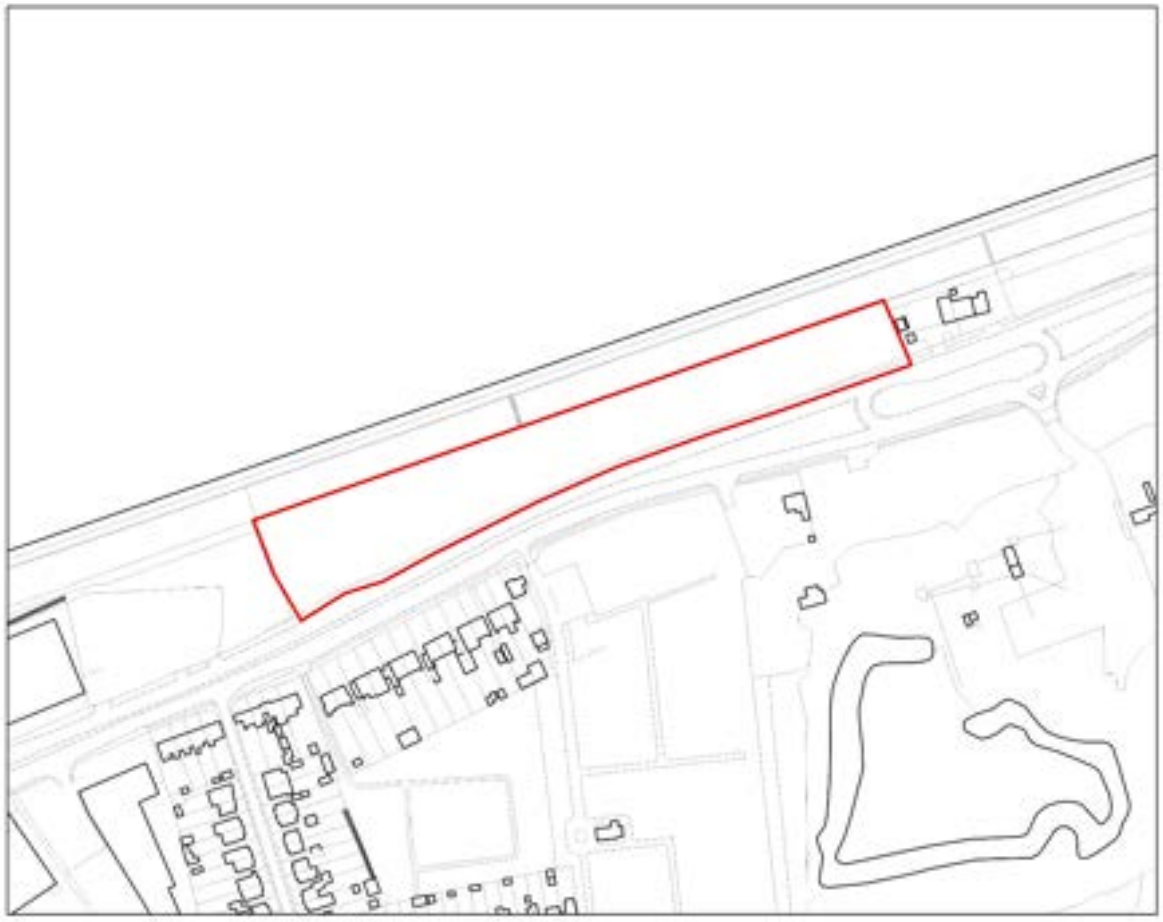
Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site scores reasonably well at stage 2 as would provide residential units in a sustainable location, in line with the preferred spatial strategy. The site is currently occupied by a commercial use that is not visually appealing therefore redevelopment would provide the opportunity to improve the site's contribution to the area's character. Whilst the site is subject to a limited number of non-absolute constraints, flood risk will be a key factor in determining whether the site is suitable for residential use. As such, a flood risk assessment is required to determine if a dry means of escape can be demonstrated.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
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. A sensitive design will be required so that it can be integrated with the wider character.
Overall conclusions
The site is located within the urban area in a highly sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density flatted development similar to that in the surrounding area. Redevelopment would also offer the opportunity to make a positive contribution to the street scene. The site generally performs positively against the Sustainability Appraisal however negative impacts are expected on employment and flood risk. Development would be subject to a flood risk assessment and the ability to demonstrate a safe means of escape. Whilst the site is suitable for redevelopment, subject to the demonstration that flooding constraints can be overcome, it is not considered necessary to allocate the site given the limited benefits from doing so and its non-strategic nature. Include as windfall and retain the Strategic Land Availability Assessment to count towards the borough's urban land supply. Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Landowner contacted as part of 2018 SLAA and availability was confirmed.
Consideration of development phasing	Unlikely to be required given the size of the site.
Comments	N/A
Viability comments	Flood risk mitigation measures and remediation works anticipated but unlikely to render the scheme unviable.

Stage 4c – Site Capacity	
Site size (ha)	0.08
Landowner/promoter preferred use and units (residential or commercial)	Residential use
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site could accommodate residential development. Given the high densities of surrounding flatted developments, the site may be able to accommodate approximately 12 units if developed at 171 dph. This is in order to maximise the efficient use of land and to capitalize on the sustainability of the location, in line with the preferred strategy.

ST1/041 Land South of Staines Reservoir, London Road, Staines

Site Information	
Proforma Created	21/02/22
Proforma last updated	21/02/22
Site ID	ST1/041
Site name/ address	Land South of Staines Reservoir, London Road, Staines, TW18
Site area (ha)	1.47
Site description & context	The site is currently open undeveloped land, situated between Staines Reservoir and London Road. The land is bounded to the west and east by commercial uses with residential development on land on the opposite side of London Road.
Is the site located in the Green Belt?	Yes
Is the site previously developed land?	No
Site source	Submitted to the call for sites
Assessment History	New site identified since the Preferred Options stage



Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No but adjacent to designation
Is the site an SNCI?	No
Is the site located within ancient woodland[18]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	A 50-dwelling housing scheme has been promoted by the landowner. This would contribute to meeting housing needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	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. To reduce land contamination and	-	Development of site would not avoid development of greenfield over brownfield land.

[18] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
protect soil quality and quantity		
5. To reduce air and noise pollution	-	The introduction of further residential development along the A30 may increase exposure to noise and air pollution.
6. To conserve and enhance biodiversity, habitats and species	-	Loss of green space. No specific habitats or biodiversity designations however this is likely to perform some biodiversity role as it is open undeveloped land.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No significant impacts on heritage assets.
8. To protect, enhance and manage Borough's open space and landscape character.	-	Loss of open space and landscape character but not public.
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term 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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	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.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
12. To maintain and improve water quality and promote the efficient use of water	-	Proposed use would result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	3	A scheme of 50 units would contribute to meeting housing needs.
Meets specific needs	3	The landowner has indicated that other types of housing, including elderly, could be accommodated on site.
Opportunities for higher density development, where appropriate	2	Given the site's location there could be some scope for higher density development but would be dependent upon design and character.
Opportunities for infrastructure provision	1	Likely to be limited given the size of the site.
Brownfield land	1	Greenfield land, undeveloped.
Opportunities for mixed use development	1	Likely to be limited given the size of the site.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	Likely to be limited given the size of the site.
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	1	Strongly performing Green Belt
Higher proportion of Previously Developed Land	1	Greenfield land, not previously developed.
Additional benefits to the community	1	Likely to be limited given the size of the site.
Feedback from the Preferred Options consultation	N/A	New site identified since the Preferred Options consultation.
Smaller sites	3	Reasonably small site.
Sustainability of location	2	Access to Staines town centre – most services within walking distance.

Spatial Strategy Score	
Score	Comments
2	The site would help to deliver housing development, a key need of the Local Plan, with the opportunity to provide different types including elderly accommodation. The site is however greenfield land and deemed to be strongly performing Green Belt. The site is reasonably small in size and relatively sustainable in location, however offers little opportunity for wider benefits or supporting infrastructure.

Stage 2b – Non Absolute Constraints • Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist • Set out where any standards have been derived from		
Constraint	Score	Commentary
Flood Risk	2	• Not within flood risk area • Low level ground water flood risk • Loss of permeable open land
Minerals/waste safeguarding	3	• No minerals or waste constraints
Biodiversity	2	• No direct biodiversity designations but the site is adjacent to Staines Reservoirs which have a number of national designations • Loss of open greenfield land
Agricultural Land Classification	3	• Not in agricultural use
Land and water contamination	2	• Potential impact from the adjacent former iron foundry and garage/filling station. Records suggest the presence of five USTs associated with the former garage/filling station. It is not known whether these have been removed. It is also located 25m from a cemetery and 35m from the Hengrove Farm landfill site (at the nearest point). In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The nearest air quality monitoring site SP12 is situated approximately 380m north west at Stanwell New Road (X 504538, Y 172318). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 5

		years from 2016 to 2020, was 32.0 µg m3 in 2016. The nearest A30 air quality monitoring site SP31 is situated approximately 1080m east at Ashford Hospital (X 506265, Y 172681). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site on the A30. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 39.4 µg m3 in 2016 which was close to an exceedance. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• The Site is outside the Heathrow Noise Contours
Heritage Assets	3	• No heritage assets impacted
Landscape Character and Townscape	2	• Surrey Landscape Character Area – Thames Valley Reservoirs • The site contributes to the open green landscape

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site is vacant open land
What is the nature and quality of its role?	Vacant	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space or recreation role and is not publicly accessible.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles

• Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Ashford Park Primary School – 1.2km/15 min walk
Distance to secondary school	2	Thomas Knyvett College – 1.6km/ 19 min walk
Distance to health centre or GP surgery	2	Stanwell Road Surgery – 1.6km/ 20 min walk
Distance to local convenience retail	3	Convenience store – Hengrove Crescent – 850m/10 min walk
Distance to major centres or centres of employment	3	Staines town centre – 16 minute by bus
Distance to bus stop with good service	3	Shortwood Avenue – 220m/3 min walk
Distance to train station with good service	2	Staines rail station – 1.6km/20 min walk
Qualitative Assessment		The site is in a fairly sustainable location with services within walking distance.
Potential impacts of planned infrastructure		None identified.
Opportunities to improve connectivity or provide supporting infrastructure		The site could benefit from improved walking and cycling links to local centres as its current location along the A30 may dissuade active travel due the number of vehicles
Stage 3 Applies to sites located within the Green Belt only		
Stage 3a – Green Belt		
Criteria	Score	Commentary
Green Belt Assessment Stage 1 score	1	Local Area 7: strongly performing
Green Belt Assessment Stage 2 score	N/A	Site not assessed
Green Belt Assessment Stage 3 score	N/A	
Qualitative Assessment		
• Consider strength of any new defensible boundaries • Potential compensatory improvements to environmental quality and accessibility of remaining Green Belt		The boundary between the Local Area and Ashford/Sunbury-on-Thames/Stanwell comprises a mixture of durable features (including Town Lane) and less durable, softer, natural features (planted buffers along the backs of residential properties).The reservoir itself and its surrounding embankments provide a barrier to the outward sprawl of the large built-up area, with the Green Belt providing an additional barrier. The Local Area forms the essential gap between Ashford/Sunbury-on-Thames/Stanwell and Staines-upon-Thames.

Stage 3b – Previously Developed Land	
Total site area	1.47

Amount of PDL (%)	0%
Qualitative Assessment	
• Consider existing use and value • Consider impact of PDL on potential development	The site is open greenfield land and is vacant.
Overall PDL Score	1

Stage 3c – Visual Amenity	
Baseline (qualitative)	
Current landscape	The site is vacant and free of development. It is largely grassed and holds several trees adjacent to the A30. A metal fence contains the site.
Existing valued features, vegetation and infrastructure	Several trees adjacent to the A30.
Sense of tranquillity, remoteness and rural character	The sense of tranquillity and remoteness is limited by the presence of the A30 running adjacent to the site.
Existing visibility of site • Consider current screening • Truncated/no view • Partial view • Open view	The site is visible from the public highway and pavements running adjacent to it. Residential properties are situated opposite the site and have a fairly open view into the site. Commercial uses are situated to the east and west of the site.
Sensitivity of site and wider landscape	The sensitivity of the wider landscape is considered to be mixed. The reservoir is situated directly north of the site, cemetery and housing to the south across the A30 and Homers Farm minerals site also present. Sensitivity is mixed as built form is concentrated within this area, although there are other more open uses also present.
Significance of Visual Impacts (qualitative)	
Visual effect of the development • Nature of the proposal • Siting • Size • Design • Position and distance from which it is viewed • Officer judgment where info not all available	Approximately 50 residential units have been promoted by the landowner, with an elderly people's housing scheme also promoted. This would likely be in the form of dwellinghouses of 2 storeys. Compared to the existing open vacant space, this would be a notable change. Development would also result in the addition of a new access road which would increase views into the site. A housing scheme of the size proposed by the promoter is expected to have a significant impact on the wider environment, although could be slightly softened by the presence of existing development near to the site.
Visual receptors • Location and context of viewpoint	The A30 runs adjacent to the site and users will experience views into the site, although the experience will be temporary. The site is visible from properties opposite along London Road – these have open views into the site and will

Stage 3c – Visual Amenity	
• Expectations and occupation or activity of receptor • Importance of view	have a permanent experience of the development. The site offers an open green vista from the properties, with views of the reservoir embankment. Development would result in the introduction of built form to an area that is currently free from development, with a loss of view of the embankment. This is likely to currently be an important view across the busy main road. Neighbouring commercial uses do not experience direct views into the site therefore the view is less important.
Magnitude of impacts • Scale of change in view • Contrast/integration with existing features • Duration and nature of effect • Angle of view in relation to main activity of receptor • Distance of viewpoint from proposed development • Visibility of change • Extent of view occupied by development	The change from undeveloped greenfield land to a housing scheme of approximately 50 units will be significant, with the most notable impacts on neighbouring properties which currently experience open views into the site. Although there is development present in the wider area, the introduction of development to this strip of the A30 would result in a notable change. Road users experience of the site would be temporary given the speeds along the A30. The setting of the cemetery would experience a change, with the land to the east already being worked for minerals.
Significance of impacts • Refer to Table 8 of methodology	The significance of impacts is expected to be major/high as the residential properties will experience a dominant change in view as they sit directly opposite the site. Road users will experience a low to moderate impact as whilst the site is open, traffic will pass the site at speed and therefore have a temporary experience. The commercial uses to the west and east will have a moderate/low impact as the site is adjacent and not directly visible.
Potential mitigation measures	Screening/landscaping and sensitive design.
Overall visual amenity score	2
Commentary	The site is directly opposite residential properties, however wider impacts are limited in terms of visual amenity as the reservoir sits to the north and vacant land and commercial uses are located to the west and east.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site performs reasonably well at stage 2 – it is sustainably located and close to local services, however its location along the A30 may discourage active travel due to the busy nature of the road. The site partly meets the spatial strategy as would provide the opportunity to meet a significant quantity of housing need. It is however strongly performing Green Belt which is contrary to the preferred strategy, and is also undeveloped greenfield land. The site is not subject to non-absolute that would prohibit

development, however it is adjacent to a sensitive nature designation (Staines Reservoirs).
Stage 3 Summary
The site performed strongly at Stage 1 of the Green Belt Assessment as it comprises a large proportion of Local Area 7 and prevents towns from merging and urban sprawl. The site contains no form. The site performs a notable visual amenity role as it can be viewed from dwellings opposite, the A30, cemetery and properties, however the presence of the A30 somewhat diminishes its value. Mitigation measures to reduce the impact on receptors would be expected if the site were to be developed.
SA Summary (note: If poor performance do not consider deliverability)
The site performs positively against housing and employment objectives however negatively against many environmental objectives as it is open greenfield land. The site performed neutrally against health, heritage and transport objectives. The site would need to mitigate any impacts to ensure that the development is sustainable.
Overall conclusions
The site is located on the edge of the Staines urban area. The site is somewhat sustainably located, however there could be an opportunity to improve active travel links between the site and the wider built up area of Staines, to improve the attractiveness of walking along the A30. In addition, a new access road is required. The site is within Green Belt and is occupied by an open field. It is however in close proximity to built form and therefore possesses a semi-urban character, with several urban influences acting on it. Further north the site is more tranquil due to associations with Staines Reservoirs. The site is strongly performing Green Belt and plays an important role in preventing urban sprawl and preventing the merging of settlements. The site would offer the opportunity to deliver housing. The delivery of this use therefore needs to be weighed against the impacts on the Green Belt and the loss of an open green space. Suitable mitigation to strengthen boundaries would be required and additional screening measures could reduce the impacts of development. The decision on which sites to take forward as draft allocations has been led by Members, informed by the evidence base to support the plan and officer guidance. Overall the site is within an area of strongly performing Green Belt and contributes to the setting of the reservoir, however is neighboured by built form and is adjacent to the urban area.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to call for sites
Consideration of development phasing	Unlikely to be required
Comments	
Viability comments	No issues identified

Stage 4c – Site Capacity	
Site size (ha)	1.47
Landowner/promoter preferred use and units (residential or commercial)	50 residential units or 6,000sqm of commercial floorspace.
Council comments on potential use and yield • Location and character	The site may be able to accommodate a medium to low density residential scheme that adheres to the needs set out in the SHMA, however it is undeveloped greenfield, Green

• Type of development promoted • Mix of units • Density assumptions • Net developable area	Belt therefore the impacts on this designation must be weighed up.

ST1/042 273 - 275 London Road, Staines-upon-Thames

Site Information	
Proforma Created	22/02/22
Proforma last updated	22/02/22
Site ID	ST1/042
Site name/ address	273 - 275 London Road, Staines-upon-Thames, TW18 4JJ
Site area (ha)	0.48
Site description & context	Located beside London Road (A30), (in-between Ashford Park & Staines Reservoirs), the site currently has only one small outbuilding and the entire site is completely hardstanding and currently serves as a van rental hire. The eastern boundary comprises of some trees and open pasture land for grazing. The site is currently open and visible from London Road (A30). Building heights vary from traditional two storey residential to large scale commercial and residential flatted developments.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Site within the planning system
Assessment History	New site identified since the preferred options stage

Stage 1 – Absolute constraints
(provide additional commentary where required)

Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No but adjacent to designation
Is the site an SNCI?	No
Is the site located within ancient woodland[19]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	A housing scheme has been promoted by the landowner through the planning system but the quantum of development was overdevelopment. This would contribute to meeting housing needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	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. To reduce land contamination and protect soil quality and quantity	+	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

[19] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
		so could achieve medium to high density, subject to overcoming the previous concerns.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	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.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and	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.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
move to a low carbon economy.		
12. To maintain and improve water quality and promote the efficient use of water	-	Redevelopment would result in additional water consumption. Opportunities to improve efficiency however.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	Moderate housing scheme could be accommodated on site.
Meets specific needs	1	No indication that specific needs would be addressed
Opportunities for higher density development, where appropriate	2	Subject to character considerations and overcoming previous case offer concerns regarding the level of development
Opportunities for infrastructure provision	1	Limited given the size of the site
Brownfield land	3	Hardstanding, urban area
Opportunities for mixed use development	1	Limited given the size of the site
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	None identified by the landowner
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Spatial Strategy Score	
Score	Comments
2	The site is previously developed land in the urban area and could accommodate a moderately sized housing scheme, thus contributing to meeting housing needs. The site is not Green Belt and is in a reasonably sustainable location whereby services are generally within walking distance. The site would however not offer wider benefits to the community, is unlikely to be able to accommodate high density development given the wider character, and is unlikely to be able to accommodate mixed use development.

Stage 2b – Non Absolute Constraints • Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist • Set out where any standards have been derived from		
Constraint	Score	Commentary
Flood Risk	2	• Not within flood risk area • Low level ground water flood risk • Loss of permeable open land
Minerals/waste safeguarding	3	• No minerals or waste constraints
Biodiversity	2	• No direct biodiversity designations but the site is adjacent to Staines Reservoirs which have a number of national designations • Loss of open greenfield land
Agricultural Land Classification	3	• Not in agricultural use
Land and water contamination	2	• The site is located on a former iron foundry and records indicate the site also housed a garage/filling station and printing works. The site has been recently used for car spraying. Records suggest the presence of five USTs of varying capacities at the site associated with the former garage/filling station. It is not known whether these have been removed. In addition, there has been an incident involving asbestos which may have given rise to contamination of the ground. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use.

		• The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest A30 air quality monitoring site SP31 is situated approximately 870m east at Ashford Hospital (X 506265, Y 172681). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 39.4 µg m3 in 2016 which was close to an exceedance. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• The Site is outside the Heathrow Noise Contours
Heritage Assets	3	• No heritage assets impacted
Landscape Character and Townscape	3	• Surrey Landscape Character Area – Thames Valley Reservoirs (part of site), although the site is in use as a van rental premises therefore has limited contribution to landscape and character.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The entire site is completely hardstanding and currently serves as a van rental hire.
What is the nature and quality of its role?	Commercial	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space or recreation role and is not publicly accessible.

Stage 2d – Sustainable Location

• Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Ashford Park Primary School – 1.2km/15 min walk
Distance to secondary school	2	Thomas Knyvett College – 1.6km/ 19 min walk
Distance to health centre or GP surgery	2	Stanwell Road Surgery – 1.6km/ 20 min walk
Distance to local convenience retail	3	Convenience store – Hengrove Crescent – 850m/10 min walk
Distance to major centres or centres of employment	3	Staines town centre – 16 minute by bus
Distance to bus stop with good service	3	Shortwood Avenue – 220m/3 min walk
Distance to train station with good service	2	Staines rail station – 1.6km/20 min walk
Qualitative Assessment		The site is in a fairly sustainable location with services within walking distance.
Potential impacts of planned infrastructure		None identified.
Opportunities to improve connectivity or provide supporting infrastructure		The site could benefit from improved walking and cycling links to local centres as its current location along the A30 may dissuade active travel due the number of vehicles

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site performed well at stage 2 – it is previously developed urban land and offers the opportunity for a housing development in a reasonably sustainable location, although active travel connectivity could be improved. There are no overriding constraints on site however it is adjacent to a sensitive nature designation (Staines Reservoirs). Local services are generally within walking distance and the site is not within recreation use.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site generally performed well against the Sustainability Appraisal framework – positive impacts are expected on housing, land and employment. Most other impacts were deemed to be neutral, although resource use is likely to increase with development.
Overall conclusions
The site is located within the Staines urban area, however is detached from the wider settlement by commercial uses and the Crooked Billet Roundabout. Remediation may be required but the site may be able to accommodate some residential development given the presence of housing opposite the site. The site generally performs well against the sustainability appraisal objectives and negative impacts could be mitigated. The site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. The site has previously been in the planning system but concerns were raised about the level of development proposed therefore subject to overcoming these issues, it could accommodate some

housing. It is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Recent planning application submission
Consideration of development phasing	Site is fairly small so phasing is not likely to be a consideration.
Comments	
Viability comments	Loss of existing use would need to be factored into the delivery of the site.

Stage 4c – Site Capacity	
Site size (ha)	0.48
Landowner/promoter preferred use and units (residential or commercial)	Residential
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The previous planning application submission of 69 units was considered overdevelopment by case officers therefore a smaller scheme of approximately 40 units could be suitable, subject to a high quality design and overcoming previous concerns. The size mix of units should be guided by that required in the SHMA update.

ST2/025 Manse and associated land to the rear of Staines Congregational Church, Stainash Crescent, Staines

Site Information	
Proforma Created	23/02/22
Proforma last updated	23/02/22
Site ID	ST2/025
Site name/ address	Manse and associated land to the rear of Staines Congregational Church, Stainash Crescent, Staines, TW18 1AY
Site area (ha)	0.18
Site description & context	The site is located on Stainash Crescent and borders Kingston Road (to the south), Compass House (Wood plc, to the East) and the River Ash (to the North). The site slopes gently down from South to North. The site is occupied by a church, church halls, a house and garage associates with the church use.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Submitted to the call for sites
Assessment History	New site not assessed previously

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[20]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No Absolute constraints

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential housing provision on site. The site promoter has indicated that social rented housing could be accommodated to meet specific needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Although the site is already developed with impermeable hardstanding, it is also at risk of flooding and developing the site for residential would introduce a more vulnerable use. Mitigation and a suitable layout would be required.
4. To reduce land contamination and	+	The site is occupied by previously developed land therefore would avoid developing greenfield land.

[20] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
protect soil quality and quantity		The site is in an urban location so could achieve a high density, subject to local character considerations.
5. To reduce air and noise pollution	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.
6. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive or negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is located within close proximity to local services in Staines and nearby bus routes, plus walking distance to train station.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	+	Short-term employment and economic benefits from housing construction.
11. To promote the efficient use of resources, to reduce greenhouse gas emissions and	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

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
move to a low carbon economy.		could potentially incorporate renewable and low carbon energy.
12. To maintain and improve water quality and promote the efficient use of water	-	Introduction of a residential use would likely result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	The site could accommodate a reasonable quantum of residential dwellings alongside any community uses that may require retention.
Meets specific needs	3	Social rented housing (almshouses) promoted. Also available for older people housing or student accommodation.
Opportunities for higher density development, where appropriate	2	The current buildings in the wider area are fairly low density but higher density could be accommodated, especially if the design is high quality.
Opportunities for infrastructure provision	1	Limited opportunities identified.
Brownfield land	3	The site is previously developed and in the urban area.
Opportunities for mixed use development	1	Limited opportunities identified.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	Limited opportunities identified.
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	

Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Spatial Strategy Score	
Score	Comments
2	The site is brownfield and located within the urban area, in a sustainable location close to transport facilities, in line with the preferred strategy. Social rented housing has been proposed on the site which would help meet community needs through affordable housing provision. There is limited opportunity for wider benefits or mixed use given the size of the site.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	2	• Flood zone 2 • Possible groundwater and surface water flood risk – requires further investigation
Minerals/waste safeguarding	3	• No constraints identified.
Biodiversity	3	• No biodiversity role on site.
Agricultural Land Classification	3	• No constraints identified
Land and water contamination	2	• Historical maps indicate that the site is located 5m and 70m from infilled gravel pits. Made Ground/infill is therefore likely to be present. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP39 is situated approximately 135m west at Knowle Green (X 504508, Y 171200). Over the last 5 years there has not been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from

		2016 to 2020, was 32.7 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Site outside of 66 Leq noise contour.
Heritage Assets	3	• None identified
Landscape Character and Townscape	3	• No landscape character issues identified. • The surrounding area is a mix of community uses and residential development. • The site lies adjacent to a parade of shops. It is relatively low density and does not make particularly efficient use of land within walking distance of a major town centre. The appearance of the existing development is unassuming but somewhat dated so a high quality, cohesive design could enhance the character of the area.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site does not perform an open space or recreation function.
What is the nature and quality of its role?	N/A	
Is the site publicly accessible?	N/A	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	No loss of open space or recreation land.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	3	Riverbridge Primary School – 1km/12 minute walk
Distance to secondary school	3	Matthew Arnold Secondary School – 650m/8 minute walk

Distance to health centre or GP surgery	3	Staines Health Centre – 600m/8 minute walk
Distance to local convenience retail	3	Stainash Parade – 1 minute walk
Distance to major centres or centres of employment	3	Walking distance to Staines town centre and within easy reach of Heathrow Airport.
Distance to bus stop with good service	3	Bus stop on Kingston Road serving a variety of routes (Staines town centre, Sunbury, Hounslow, Walton, Kingston etc.).
Distance to train station with good service	3	10 mins walk to Staines Railway Station.
Qualitative Assessment		The site is considered to be well connected with a number of services within the preferred maximum walking distance, close to a major town centre.
Potential impacts of planned infrastructure		Staines and the wider area would benefit from southern rail access to Heathrow Airport
Opportunities to improve connectivity or provide supporting infrastructure		There could be a quicker pedestrian route created to the train station.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
Site scores well at Stage 2 – the site is in a highly sustainable location close to a large town centre, with local services all within easy walking distance. The site is at flood risk, which could be managed and mitigated through suitable design and layout. The site contributes moderately to the spatial strategy as it could accommodate social rented units at a higher density on a brownfield, sustainable site.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs well against the housing, health, land quality, transport and economic objectives. Neutral impacts are identified for biodiversity, heritage, open space, noise/air quality and emissions objectives. The site performs negatively against flood risk, which would require mitigation, and water consumption.
Overall conclusions
The site is located within the urban area in a highly sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate higher density development. The provision of social rented units (in the form of almshouses) would help to meet local housing needs. The site generally performs well against the sustainability appraisal objectives and negative impacts could be mitigated. The site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. It is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Submitted to the call for sites
Consideration of development phasing	Unlikely to be required
Comments	
Viability comments	No issues identified.

Stage 4c – Site Capacity	
Site size (ha)	0.18
Landowner/promoter preferred use and units (residential or commercial)	24 residential units (social rented almshouses)
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site could accommodate the proposed level of development, subject to a high quality designed scheme. The site may be able to accommodate higher density development to capitalise on its sustainable location, close to Staines town centre. The provision of 24 social rented units would help to meet local needs and contribute to meeting affordable housing requirements.

ST2/029 Cadline House, Drake Avenue, Staines

Site Information	
Proforma Created	24/02/22
Proforma last updated	24/02/22
Site ID	ST2/029
Site name/ address	Cadline House, Drake Avenue, Staines-upon-Thames, TW18 2AP
Site area (ha)	0.11
Site description & context	The site is occupied by a light industrial building, with similar uses along Drake Avenue. These buildings have little architectural merit and do not offer any amenity value to the surrounding residential properties, in particular the former Drake House and Northumberland House as they both front onto Gresham Road and face mix residential dwellings. To the rear and including Northumberland House are light industrial buildings which are accessed from Drake Avenue, however the site is not in a designated employment or commercial zone as the surrounding area is primarily residential and therefore the proposal would provide housing and flats within a sustainable location. Staines rail station is within walking distance as is Staines town centre.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Site within the planning system
Assessment History	New site not previously assessed

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	Small linear area along western boundary
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[21]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	Only a minor area of the site is within flood zone 3b but a significant portion of the site is outsite this constrained area.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	A flatted housing scheme could be accommodated on site.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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 is close to the rail line and so noise issues could impact future occupiers. Suitable mitigation could limit this.
3. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	-	Introducing residential development into this area would increase the number of properties at risk of flooding. A flood risk assessment is required.

[21] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
4. To reduce land contamination and protect soil quality and quantity	+	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. The site could be contaminated which could be remediated.
5. To reduce air and noise pollution	-	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. To conserve and enhance biodiversity, habitats and species	0	No positive or negative impacts identified on biodiversity.
7. To conserve and enhance the historic environment, heritage assets and their settings.	0	No positive of negative impacts identified on the historic environment.
8. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	+	The site is located within close proximity to local services in Staines and nearby bus routes, plus walking distance to the train station.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	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. To promote the efficient use of	0	The current use would already have an impact on resources, emissions and carbon use and

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
resources, to reduce greenhouse gas emissions and move to a low carbon economy.		redevelopment is unlikely to significantly increase resource use. Impacts could potentially be mitigated through sustainable construction.
12. To maintain and improve water quality and promote the efficient use of water	-	Introduction of a residential use would likely result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	Small scale housing scheme promoted.
Meets specific needs	1	Limited opportunities identified.
Opportunities for higher density development, where appropriate	3	The site is in close proximity to Staines town centre and could accommodate a higher density scheme.
Opportunities for infrastructure provision	1	Limited opportunities given the small size of the site.
Brownfield land	3	Urban brownfield site.
Opportunities for mixed use development	1	Limited opportunities given the small size of the site.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	Limited opportunities given the small size of the site.
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	

Sustainability of location	N/A	

Spatial Strategy Score	
Score	Comments
2	The site would provide a small housing development in a sustainable urban location. Residential development is in close proximity to the site, although commercial uses are also present along Drake Avenue. The site is within walking distance to Staines Rail Station and Staines town centre. The site offers limited opportunities for wider benefits and mixed use due to its size. A higher density scheme could be suitable subject to local character considerations and high quality design.

Stage 2b – Non Absolute Constraints

- Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist
- Set out where any standards have been derived from

Constraint	Score	Commentary
Flood Risk	2	• Part flood zone 2, part 3a, minor area 3b. • A flood risk assessment and suitable mitigation are required. • Possible surface water and ground water flood risk.
Minerals/waste safeguarding	3	• No minerals/waste constraints
Biodiversity	3	• No biodiversity role on site.
Agricultural Land Classification	3	• Not in agricultural use.
Land and water contamination	2	• Possible contamination associated with previous use. • Further site investigations required and likely need for remediation.
Heathrow Noise Contours	3	• Outside Heathrow Noise Contours
Heritage Assets	3	• No heritage constraints identified.
Landscape Character and Townscape	3	• The site is located within the urban area with limited impact on landscape character expected. The wider area is predominantly residential in character and is not considered to be of any particular sensitivity. The site is in close proximity to the rail line.

Stage 2c – Open Space and Recreation Value

- Based on Open Space Assessment

Decision aiding questions	Response	Commentary

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Does the site perform a recreation role?	No	The site is in light industrial use and does not perform an open space/recreation role.
What is the nature and quality of its role?	N/A	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	The site does not perform an open space or recreation role.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	3	Riverbridge Primary School
Distance to secondary school	2	Matthew Arnold School
Distance to health centre or GP surgery	3	Staines Health Centre
Distance to local convenience retail	2	Parade of shops on the Broadway – 10 min walk
Distance to major centres or centres of employment	2	Staines town centre – 10 min walk
Distance to bus stop with good service	3	Bus stop on Kingston Road – 7 min walk
Distance to train station with good service	3	Staines rail station - <5 min walk
Qualitative Assessment		The site is considered to be well connected with most services within the preferred maximum walking distance, close to a major town centre. The site is adjacent to Staines Rail Station providing good connectivity to a variety of destinations.
Potential impacts of planned infrastructure		None identified.
Opportunities to improve connectivity or provide supporting infrastructure		Staines and the wider area would benefit from southern rail access to Heathrow Airport.

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site scores reasonably well at stage 2 as there is the potential for a small scale housing scheme to be provided, the principle of which has been agreed by Development

Management. The site is in a sustainable location and accords with the spatial strategy. Whilst the site is subject to a limited number of non-absolute constraints, flood risk will be a key factor in determining whether the site is suitable for residential use and a flood risk assessment is required. The site is currently in viable use as a light industrial premises, and contributes to employment. The character of the area is mixed, with some residential and some commercial units close to the train station.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site scores positively against housing, health, land quality and sustainable transport objectives as it is sustainably located within an area of residential properties with some commercial uses. The site scores negatively against noise and air pollution on the basis of its proximity to the rail line, employment due to the potential loss of jobs caused by closure or relocation of the existing use and water consumption which will likely increase.
Overall conclusions
The site is located within the urban area in a highly sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate higher density flatted development, subject to a high quality designed scheme. Re-development would lead to the loss or re-location of the current commercial use. Any development would need to satisfy flood risk requirements to protect future occupiers. Noise may also be an issue from the train line but there is a buffer which is likely to limit impacts. The site generally performs well against the sustainability appraisal objectives and negative impacts could be mitigated. The site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. It is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Site in the planning system - active
Consideration of development phasing	Unlikely to be required
Comments	
Viability comments	Loss of the existing commercial use should be factored into plans.

Stage 4c – Site Capacity	
Site size (ha)	0.11
Landowner/promoter preferred use and units (residential or commercial)	14 residential units
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units	The site could accommodate residential development. The principle of redevelopment has been agreed by case officers. Given its size and location there is scope for a higher density, subject to high quality design. Subject

• Density assumptions • Net developable area	to overcoming flood risk and a suitable design, the preferred use could be accommodated.

ST3/017 Phase 1c Charter Square, High Street, Staines

Site Information	
Proforma Created	24/02/22
Proforma last updated	24/02/22
Site ID	ST3/017
Site name/ address	Phase 1C Charter Square, High Street, Staines-Upon-Thames, TW18 4BY
Site area (ha)	0.25
Site description & context	The site is occupied by a group of 2-3 storey buildings on the south-western corner. 116 High Street is currently occupied by a restaurant and a 118 High Street is occupied by a temp agency. 120 High Street is currently believed to be vacant. The eastern part of the site is occupied by London Square's sales suite. The site is located to the south-west of the Charter Square scheme in Staines-upon-Thames, at the intersection of Mill Mead and the High Street / London Road.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Site previously in the planning system
Assessment History	New site not previously assessed.

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	Yes
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[22]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Potential 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. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	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. To reduce land contamination and	+	The site is occupied by previously developed land in the urban area therefore would avoid developing

[22] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
protect soil quality and quantity		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. To reduce air and noise pollution	-	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.
6. To conserve and enhance biodiversity, habitats and species	0	No particular biodiversity effects identified
7. To conserve and enhance the historic environment, heritage assets and their settings.	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. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	++	The site is in the urban area. Most services generally within the preferred maximum walking distance with Staines Rail Station an 8 minute walk.
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Short-term 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. To promote the efficient use of resources, to reduce greenhouse gas	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be mitigated through sustainable construction, especially as the existing building is old and not likely to be particularly energy efficient. The site

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
emissions and move to a low carbon economy.		could potentially incorporate renewable and low carbon energy.
12. To maintain and improve water quality and promote the efficient use of water	-	Redevelopment would result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	The site could accommodate a notable quantum of residential dwellings if developed into flats.
Meets specific needs	1	None identified. Flatted development likely to provide limited opportunities.
Opportunities for higher density development, where appropriate	3	The site is within Staines town centre with the opportunity for high density, high rise development.
Opportunities for infrastructure provision	1	The site is likely to be too small to accommodate infrastructure.
Brownfield land	3	The site is previously developed and in the urban area.
Opportunities for mixed use development	2	There could be an opportunity to incorporate ground floor commercial uses however this may be unlikely as the site is not located within an area with active frontages.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	2	Contribution to the regeneration of Staines town centre, facilitating sustainable living.
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	
Additional benefits to the community	N/A	

Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Spatial Strategy Score	
Score	Comments
2	The site is brownfield and is located within Staines Town Centre. The site is currently occupied by commercial uses and redevelopment to residential would be in keeping with the wider character. The site is near to services and transport links and given the character of the wider area, will be able to accommodate high-rise, high-density development. A high-quality design would contribute to the regeneration of Staines Town Centre. The site would provide the opportunity for town centre living with local services and employment in close proximity. The site may be able to accommodate mixed use development with ground floor commercial uses. The sustainable location in Staines Town Centre and opportunity for the efficient use of land means that the site would make a good contribution to the spatial strategy if pursued.

Stage 2b – Non Absolute Constraints • Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist • Set out where any standards have been derived from		
Constraint	Score	Commentary
Flood Risk	2	• The site is within flood zone 2 • Potential surface water and ground water flood risk on site. Redevelopment is likely to provide the opportunity to replace existing hard standing with permeable surfaces. • Flood risk assessment required but constraints likely to be mitigable.
Minerals/waste safeguarding	3	• No constraints identified.
Biodiversity	3	• No biodiversity constraints identified.
Agricultural Land Classification	3	• No constraints identified.
Land and water contamination	2	• Potential impact from adjacent railway land. Historical maps also indicate that the site is located 10m from a metals factory, warehouse and telephone exchange. It is also located 20m from an iron/steelworks. The site has largely been remediated under Planning Application 17/01923/FUL (Phase 1A and 1B). As Phase 1C was not included within that development proposal,

		then In accordance with the NPPF, any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP51 is situated approximately 300m east at Fairfield Avenue (X 504087, Y 171832). Over the last 5 years there has been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site in 2016 and 2019. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 44.1 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Site outside of 66 Leq noise contour.
Heritage Assets	2	• The site is within an area of high archaeological potential – investigation required. • Limited impacts on heritage assets expected from redevelopment.
Landscape Character and Townscape	3	• The site is located within the urban area with limited impact on landscape character expected. • The current buildings are considered to offer limited visual appeal and contribution to the townscape. Redevelopment would mean developing the site to accommodate a multi storey residential use which would result in a somewhat significant change in appearance, however the existing development on site may reduce the overall impact. High quality design could however contribute positively to the regeneration of Staines and result in a more visually appealing development. • Limited impact on character and townscape identified.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary
Does the site perform a recreation role?	No	The site does not perform an open space or recreation role as it is currently occupied by a restaurant and employment agency.
What is the nature and quality of its role?	Commercial	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing public open space or recreation function.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Riverbridge Primary School
Distance to secondary school	2	Magna Carta School
Distance to health centre or GP surgery	2	Staines & Thameside Medical Centre
Distance to local convenience retail	3	Staines High Street
Distance to major centres or centres of employment	3	Staines
Distance to bus stop with good service	3	Staines High Street (Stop J)
Distance to train station with good service	3	Staines Rail Station
Qualitative Assessment		The site is sustainably located, within Staines town centre. The majority of services are within the desirable/preferred maximum walking distance.
Potential impacts of planned infrastructure		The site could potentially benefit from improved connectivity to Heathrow Airport to boost employment opportunities.
Opportunities to improve connectivity or provide supporting infrastructure		In order to aid the reduction of car dependency, improved bus and train links could be improved in the wider area, particularly with residential growth occurring in close proximity. There may be an opportunity to improve connectivity jointly with neighbouring development sites (along High Street and London Road).

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site scores reasonably well at stage 2 as is subject to few non-absolute constraints although a flood risk assessment is required to demonstrate risks can be overcome. The site could be contaminated therefore investigation and remediation may be necessary. Redevelopment would likely result in a change in visual impact however the current use is considered to make a limited contribution to townscape character. Several sites in the surrounding area are also being developed to provide high density residential development therefore similar development could be accommodated on site. The site makes a positive contribution to the preferred spatial strategy as would provide high density residential development, making an efficient use of land in a sustainable location. Services are generally within the preferred maximum walking distance.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs generally positively against the spatial strategy with positive impacts on housing, land quality and transport objectives as the site is sustainably located within Staines town centre. Multi storey development may however lead to negative impacts on wellbeing and increase social exclusion although town centre living is likely to facilitate healthier and active travel. The site is located within flood zone 2 therefore a flood risk assessment is required. Negative impacts are also expected on water use and employment as redevelopment would result in a loss of jobs associated with the current use if an alternative could not be identified.
Overall conclusions
The site is located within the urban area and is in a sustainable location in close proximity to local services and public transport. Given the existing character of the area the site could accommodate high density, high rise development. This would however put additional pressure on local services therefore local infrastructure would need to be improved. The introduction of residential use could facilitate the improvement of the visual appeal of the site through high quality design. The site generally performs well against the Sustainability Appraisal framework however may result in a loss of employment if an alternative site cannot be identified if still required. Mitigation is likely to be required to reduce the impacts of the increased cumulative concentration of residential dwellings in the area. There are a limited number of non-absolute constraints on site however the potential impacts are considered to be mitigatable. The site is considered suitable for redevelopment and could accommodate high density residential development however must be of a suitable design and layout. The principle of development has been agreed as a recent planning scheme was recommended for approval at officer level. Subject to overcoming Member concerns the site could make a positive contribution to housing provision in a sustainable urban location. The site generally performs well against the sustainability appraisal objectives and negative impacts could be mitigated. The site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. It is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Recent planning submission
Consideration of development phasing	Not likely to be required
Comments	
Viability comments	Loss of existing use will need to be factored into any development scheme.

Stage 4c – Site Capacity	
Site size (ha)	0.25
Landowner/promoter preferred use and units (residential or commercial)	65 residential units (apartments)
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site could accommodate a mix of units in line with that required by the SHMA update. The surrounding area is urban in character with residential development and some commercial nearby. The site is located within Staines Town Centre with the opportunity for high-density development. Nearby emerging schemes have set a precedent for this character of development within the town centre given the efficient use of land and sustainable location. The site could therefore accommodate high-density development and could potentially achieve approximately 65 units. The principle of this level of development has been agreed by the previous officer recommendation for approval of a recent planning scheme.

ST4/030 131 High Street, High Street, Staines-upon-Thames, TW18 4PD

Site Information	
Proforma Created	04/03/2022
Proforma last updated	04/03/2022
Site ID	ST4/030
Site name/ address	131 High Street, High Street, Staines-Upon-Thames, TW18 4PD
Site area (ha)	0.18
Site description & context	The site sits within the designated Employment and Shopping Area Boundaries. The site is currently occupied by a multiple of single and two storey commercial buildings, used as a furniture retail unit and offices, that is surrounded by concrete hardstanding that covers most of the site. The existing commercial buildings are still in use with residential units above. The site is located partly facing the High Street and the Station Path in Staines. The existing building on the site fronts the High Street looking west. The adjacent properties along the High Street are retail units with the large new multi storey residential development, London Square, directly opposite the site which is a now a prominent landmark within the area. The surrounding area is both retail and residential in character. Staines rail station is within walking distance as the site is within the Staines town centre.
Is the site located in the Green Belt?	No
Is the site previously developed land?	Yes
Site source	Site within the planning system
Assessment History	New site not previously assessed.

Stage 1 – Absolute constraints (provide additional commentary where required)	
Does the site fall within or adjoin the 250m buffer around the urban area?	No
Is the site located or largely located within flood zone 3b?	No
Is the site located within a SPA, SAC, Ramsar site, SSSI?	No
Is the site an SNCI?	No
Is the site located within ancient woodland[23]?	No
Is the site located within a public safety zone?	No
Any other constraints? (Reservoir, church, cemetery, allotments, common land).	No
Comments	No absolute constraints.

[23] Note: Round Copse in Laleham is the only designated area in Spelthorne

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
1. To provide sufficient high-quality housing to enable people to live in a home suitable to their needs and which they can afford.	+	Redevelopment of the site will help contribute to the supply of homes in the borough although unlikely to be large enough to meet a range of community needs.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	+	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. To increase resilience to climate change, including reducing the risk and minimising the harm from flooding	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. To reduce land contamination and protect soil quality and quantity	+	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.
5. To reduce air and noise pollution	0	Potential increase in car movements. Likely increase exposure to noise and air pollution with development. Limited car use expected with additional development given location on Staines high Street.
6. To conserve and enhance biodiversity, habitats and species	0	No particular biodiversity effects identified
7. To conserve and enhance the historic environment, heritage assets and their settings.	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. To protect, enhance and manage Borough's open space and landscape character.	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. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	++	The site is in the urban area. Most services generally within the preferred maximum walking distance with Staines Rail Station about 6 minutes walk.

Sustainability Appraisal • Based on the SA framework • Identify likely significant/adverse effects and potential mitigation		
SA Objective	Score	Reasoned justification and comments
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	-	Short-term 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. To promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be mitigated through sustainable construction, especially as the existing building is old and not likely to be particularly energy efficient. The site could potentially incorporate renewable and low carbon energy.
12. To maintain and improve water quality and promote the efficient use of water	-	Redevelopment would result in additional water consumption.

Stage 2a – Contribution to the delivery of the strategy		
Criteria	Score	Comments
Contributes to meeting housing requirement	2	The site could accommodate residential development on site.
Meets specific needs	1	None identified.
Opportunities for higher density development, where appropriate	2	The site is within Staines town centre but has limited opportunity for high density/high rise development due to its size
Opportunities for infrastructure provision	1	The site is likely to be too small to accommodate infrastructure.
Brownfield land	3	The site is previously developed and in the urban area.
Opportunities for mixed use development	1	Limited opportunities given the small size of the site.
Other benefits that are deemed to outweigh the harm (e.g. provision of open space, community benefits, environmental gains)	1	Limited opportunities given the small size of the site.
Additional factors		

Stage 2aa – Contribution to the Strategy: Green Belt Criterion		
Criteria	Score	Comments
Weakly performing Green Belt	N/A	
Higher proportion of Previously Developed Land	N/A	

Additional benefits to the community	N/A	
Feedback from the Preferred Options consultation	N/A	
Smaller sites	N/A	
Sustainability of location	N/A	

Spatial Strategy Score	
Score	Comments
2	The site is brownfield and is located within Staines Town Centre. The site is currently occupied by commercial use and redevelopment to residential or a mixed use scheme would be in keeping with the wider character. The sustainable location in Staines Town Centre and opportunity for the efficient use of land means that the site would make a good contribution to the spatial strategy if pursued. The site's location would provide the opportunity for town centre living with local services and employment in close proximity. A high-quality design would contribute to the regeneration of Staines Town Centre.

Stage 2b – Non Absolute Constraints • Identify significance of impacts, whether they can be overcome and whether enhancement opportunities exist • Set out where any standards have been derived from		
Constraint	Score	Commentary
Flood Risk	2	• The site is within flood zone 1 • Potential surface water and ground water flood risk on site. Redevelopment is likely to provide the opportunity to replace existing hard standing with permeable surfaces. • Flood risk assessment required but constraints likely to be mitigable.
Minerals/waste safeguarding	3	• No constraints identified.
Biodiversity	3	• No biodiversity constraints identified.
Agricultural Land Classification	3	• No constraints identified.
Land and water contamination	2	• Potential impact from the adjacent railway land and former iron/steelworks. Historical maps indicate that the site is also located 10m from a former vehicle manufacturing works, and 55m and 70m from infilled gravel pits. Made Ground/infill is therefore likely to be present. The site's former use

		as a basket manufacturer may also have given rise to low levels of contamination. In accordance with the NPPF any future redevelopment would require a Site Investigation to ensure that the site is suitable for the proposed use. • The site is situated within the Spelthorne borough wide Air Quality Management Area (AQMA). The nearest air quality monitoring site SP46 is situated approximately 240m south west at South Street Staines (X 5033759, Y 171423). Over the last 5 years there has been exceedance of the national air quality standards long term objective concentration of 40 µg m3 for nitrogen dioxide at the nearest monitoring site in 2016. The maximum recorded annual mean nitrogen dioxide concentration within 5 years from 2016 to 2020, was 40.5 µg m3 in 2016. In accordance with the NPPF any future redevelopment may require an Air Quality Assessment to ensure that the development does not contribute to adverse effects or unacceptable risk from unacceptable levels of air pollution.
Heathrow Noise Contours	3	• Site outside of 66 Leq noise contour.
Heritage Assets	2	• Limited impacts on heritage assets expected from redevelopment.
Landscape Character and Townscape	3	• The site is located within the urban area with limited impact on landscape character expected. • The current buildings are considered to offer limited visual appeal and contribution to the townscape. Redevelopment would mean developing the site to accommodate a multi storey residential use which would result in a somewhat significant change in appearance, however the existing development on site may reduce the overall impact. High quality design could however contribute positively to the regeneration of Staines and result in a more visually appealing development. • Limited impact on character and townscape identified.

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Decision aiding questions	Response	Commentary

Stage 2c – Open Space and Recreation Value • Based on Open Space Assessment		
Does the site perform a recreation role?	No	The site does not perform an open space or recreation role as it is currently occupied by a furniture store.
What is the nature and quality of its role?	Commercial	
Is the site publicly accessible?	No	
Would the loss of the site result in replacement facilities of equivalent or better provision?	No	
Overall open space score		Qualitative Assessment/ Commentary
	3	Not performing public open space or recreation function.

Stage 2d – Sustainable Location • Note where there may be exceptions to broad principles • Consider potential cumulative impacts and opportunities for provision where a number of smaller sites are located in close proximity		
Criteria	Score	Commentary
Distance to primary school	2	Riverbridge Primary School - 15 min walk
Distance to secondary school	2	Magna Carta School - 18 min walk
Distance to health centre or GP surgery	2	Staines & Thameside Medical Centre – 13 min walk
Distance to local convenience retail	3	Staines High Street – 2 min walk
Distance to major centres or centres of employment	3	Staines
Distance to bus stop with good service	3	Staines High Street (Stop J)
Distance to train station with good service	3	Staines Rail Station – 6 min walk
Qualitative Assessment		The site is sustainably located, within Staines town centre. The majority of services are within the desirable/preferred maximum walking distance.
Potential impacts of planned infrastructure		The site could potentially benefit from improved connectivity to Heathrow Airport to boost employment opportunities.
Opportunities to improve connectivity or provide supporting infrastructure		In order to aid the reduction of car dependency, improved bus and train links could be improved in the wider area, particularly with residential growth occurring in close proximity. There may be an opportunity to improve connectivity jointly with

	neighbouring development sites (Along High Street and London Road).

Stage 4
Stage 4a – Overall Performance of sites
Stage 2 summary
The site scores reasonably well at stage 2 as there were no non-absolute constraints although a flood risk assessment is required to demonstrate risks can be overcome. The site could be contaminated therefore investigation and remediation may be necessary. Redevelopment would likely result in a change in visual impact however the current use is considered to make a limited contribution to townscape character. Several sites in the surrounding area are also being developed to provide high density residential development therefore similar development could be accommodated on site. The site makes a positive contribution to the preferred spatial strategy as would provide high density residential development, making an efficient use of land in a sustainable location. Services are generally within the preferred maximum walking distance.
Stage 3 Summary
N/A
SA Summary (note: If poor performance do not consider deliverability)
The site performs generally positively against the spatial strategy with positive impacts on housing, land quality and transport objectives as the site is sustainably located within Staines town centre. The site is located within flood zone 1 therefore a flood risk assessment is required. Negative impacts are also expected on water use and employment as redevelopment would result in a loss of jobs associated with the current use if an alternative could not be identified.
Overall conclusions
The site is located within the urban area in a highly sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate higher density flatted development, subject to a high-quality designed scheme. Re-development would lead to the loss or re-location of the current commercial use. Any development would need to satisfy flood risk requirements to protect future occupiers. Noise may also be an issue from the train station which 6-minute walk from site but there is a buffer which is likely to limit impacts. The site generally performs well against the sustainability appraisal objectives and negative impacts could be mitigated. The site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. It is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies. Retain in the SLAA and include as a Brownfield Tier 2 site.

Stage 4b – Deliverability	
Has the site been confirmed as available?	Yes
Has the owner been contacted?	Planning Application submission
Consideration of development phasing	The site is reasonably small in scale therefore phasing is not considered necessary.
Comments	N/A

Viability comments	Possible decontamination costs. Loss of existing use will need to be factored into any development scheme.

Stage 4c – Site Capacity	
Site size (ha)	0.18
Landowner/promoter preferred use and units (residential or commercial)	Residential/mixed use scheme promoted
Council comments on potential use and yield • Location and character • Type of development promoted • Mix of units • Density assumptions • Net developable area	The site located within Staines Town Centre could accommodate 23 units developed at 144dph. The surrounding area is urban in character with residential development and some commercial nearby. The principle of the new residential development or a mixed-use scheme is considered to be appropriate on this site and accords with local and national policy.