



ELMBRIDGE BOROUGH COUNCIL
EXAMINATION OF THE ELMBRIDGE LOCAL PLAN

MATTER 9: SITE ALLOCATIONS

PRE-HEARING STATEMENT ON BEHALF OF
ELMBRIDGE BOROUGH COUNCIL

March 2024

Matter 9: Site Allocations

Issue 14: Are the proposed site allocations selected using an appropriate methodology based on a proportionate evidence base? Are they justified and effective? Will the allocations address the land use requirements across the Plan period?

Questions:

8.1 The Council have advised that site allocations ESH15, WOT2 and H8 be deleted from the Plan – what is the justification for this?

Council response

8.1.1 Landowners of site allocation H8 requested the site to be removed in their regulation 19 representation 1111963 (CD034a) as they are not interested in development.

8.1.2 PA Housing confirmed that site allocation WOT2 was no longer deliverable and requested its removal in their regulation 19 representation- 1112911 (CD034a).

8.1.3 It was confirmed by colleagues working on the Lower Green regeneration project, that site ESH15 was in private ownership and not considered deliverable.

8.2 Have the individual site allocations been chosen according to a robust site selection methodology?

Council response

8.2.1 All 199 sites listed in chapter 9 of the Local Plan are from the Land Availability Assessment 2022. The sites have been chosen according to robust site selection methodology set out in the PPG on Housing and economic land availability.

8.3 Are the site allocations justified and do they reflect the outcomes of the SA and testing of reasonable alternatives through the site selection methodology?

Council response

8.3.1 The site allocations are considered justified and do represent an appropriate strategy particularly within the context of Elmbridge which is promoting an urban only strategy. As the borough does not have large unused or derelict brownfield sites in its urban area, it is looking to supply homes through a range of different sources using smaller urban sites that are available, suitable and achievable for further development. These include homes above shops, office conversions and the demolition of single dwellings to provide flats.

8.3.2 Each site allocation has an individual SA which is included in the site proforma in the LAA 2022 report (HOU002). Appendix 4 of the SA report 2022 (CD002) provides a summary of these results in settlement order. The summary table at appendix 4 demonstrates that many scores are positive and neutral. Those with major or minor significant negative impacts will need mitigation to improve the scores and this is explained at the detailed SA in the LAA proformas.

8.4 The Environment Agency have specific concerns regarding 31 housing sites and 4 proposed employment sites which are located within flood zones 3 and 2². Are these sites deliverable?

Council response

8.4.1 Since the Environment Agency's Regulation 19 representation, the Council has produced a draft Sequential Test [INF014] supported by a Level 2 Strategic Flood Risk Assessment (SFRA) [INF013] prepared by consultants AECOM on behalf of the Council. The Level 2 SFRA and Sequential Test found that all 199 sites allocations proposed in the Local Plan, including the 31 sites highlighted by the Environment Agency (EA), are considered to be suitable for the development allocated in the Local Plan under the sequential approach set out in national policy and guidance, with only four requiring an exception test.

8.4.2 Most of the sites affected by Flood Zone 2 and 3 are only affected in a small area. It is considered that flood risk can be addressed through a sequential approach to the site layout in first instance, with the Level 2 SFRA and Sequential Test finding that they are suitable for development.

8.4.3 The Level 2 SFRA found that 11 sites were, or may not be, able to accommodate flood compensation storage to accommodate an increase in built footprint. The 11 sites affected by this issue are listed under paragraph 3.2.5 of the SFRA.

² The full list of sites referred to is contained within the Regulation 19 representation

- 8.4.4 Of these sites, 4 (MOL4, MOL10, MOL14 and MOL16) are no longer available for development and have fallen away. This is reflected in the Council's 2023 Land Availability Assessment (LAA) and it is proposed that these are removed from the Local Plan as site allocations.
- 8.4.5 A further 6 sites (D5, D11, MOL6, WEY10, WEY26 and WEY35) are already almost entirely covered by built footprint and the Council considers that it would not be necessary to increase the built footprint to deliver the quantum of development allocated on these sites in the Local Plan. As such, the Council considers that these sites are still deliverable but will require site specific flood risk assessments to be submitted that demonstrates the development will be safe now and in the future.
- 8.4.6 Only one remaining site - D16 - Ashley Road Car Park, Thames Ditton is considered to be undeliverable if an increase in built footprint is not possible. As such, the Council proposes a modification to remove D16 from the Plan.
- 8.4.7 The Level 2 SFRA also found that safe access and/or egress may not be achievable on 10 of the site allocations proposed in the Local Plan. This impacts a number of the same sites affected by the increase in built footprint issue outlined above, including MOL4, MOL10, MOL14 and MOL16, which are no longer available for development. The sites affected by this issue are listed under paragraph 3.2.4 of the Level 2 SFRA. As such, safe refuge will be required to be designed into the development of these sites to the level outlined in the Level 2 SFRA.
- 8.4.8 The Council considers the sites affected by the issue of safe access/egress to still be deliverable but will again require site specific flood risk assessments to be submitted that demonstrates the development will be safe now and in the future. This requirement is outlined in the Sequential Test.
- 8.4.9 The Council proposes a modification to Policy CC5 to reflect the requirement for a site-specific flood risk assessment on sites affected by the issue of safe access/egress and/or flood compensation capacity.
- 8.5 Paragraph 9.1 of the Plan refers to the site allocations providing for a range of uses to support the vision and principles of the Plan, allocating land for 'housing, employment, retail, community uses and infrastructure'. Could the Council set out clearly on a table which allocations are relevant to the provision of retail, community uses and infrastructure.**

Council response

8.5.1 The table sets out those sites that contain mixed use, community use and employment. There are no sites allocating infrastructure. Further to land ownership checks in 2023, WEY31, WOT2, MOL10 and MOL18 (shaded in grey) are no longer available for development.

Site	LAA Ref	Site Address	Proposed use
CL5	US175	Claygate Centre, Elm Road, Claygate, KT10 0EH	Community use
COS14	US195	Cobham Village Hall and Centre for the Community, Lushington Drive, Cobham, KT11 2LU	Community
COS16	US164	Cobham Health Centre and Garages off Tartar Road	Community use
COS19	US124	St Andrew's Church, Oakshade Road, Oxshott, KT22 0LE	Community use
COS34	US121	Oxshott Medical Practice and Village Centre Hall, Holtwood Road	Community use
D13	US518	Thames Ditton Centre for the Community, Mercer Close, Thames Ditton, KT7 0BS	Community use
D14	US18	British Legion, Betts Way, Long Ditton, KT6 5HT	Community use
D24	US250	Community centres at the junction of Mercer Close and Watts Road, Thames Ditton	Community Use
ESH9	US276	Cafe Rouge, Portsmouth Road, Esher, KT10 9AD	Mixed use 117sqm
ESH18	US32	Windsor Houses 34-40 High Street, Esher	Mixed use- retail
ESH21	US519	Esher Library and land adjoining, Church Street, Esher, KT10 9NS	Community use
H1	US441	63 Queens Road, Hersham, KT12 5LA	Mixed use
H6	US40	Hersham Day Centre and Village Hall, Queens Road, Hersham, KT12- 5LU	Community use
H11	US376	Trinity Hall and 63-67 Molesey Road, Hersham	Community use
H13	US378	All Saints Catholic Church hall Queens Road Hersham KT12 5LU	Mixed use
H14	US43	Hersham Technology Park (Air Products)	4350sqm of employment floorspace
H15	US374	Hersham Library, Molesey Road, Hersham, KT12 4RF	Community use
MOL2	US507	133-135 Walton Road, East Molesey, KT8 0DT	Mixed use
MOL10	US318	Vine Medical Centre 69 Pemberton Road East Molesey KT8 9LJ	Mixed use
MOL12	US312	Henrietta Parker Centre, Ray Road, West Molesey	Community use
MOL18	US306	Molesey Clinic and library, Walton Road, West Molesey, KT8 2HZ	Community use

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WOT1	US135	12-16a High Street, Walton-on-Thames, KT12 1DA	Mixed use/retail
WOT4	US326	9-21a High Street, Walton-on-Thames	Mixed use/retail
WOT5	US464	63-69 High Street, Walton-on-Thames, KT12 1DJ	Mixed use/retail
WOT16	US84	Elm Grove, 1 Hersham Road, Walton-on-Thames, KT12 1LH	Mixed use
WOT20	US354	P G S Court, Halfway Green, Walton-on-Thames, KT12 1FJ	Mixed use
WOT21	US352	Fire/Ambulance station Hersham Road Walton-On-Thames KT12 1RZ	Mixed use
WOT26	US353	Fernleigh Day Centre Fernleigh Close Walton-On-Thames KT12 1RD	Community use
WOT35	US370	The Heath Centre, Rodney Road, Walton-on-Thames, KT12 3LB	Mixed use
WEY5	US395	Weybridge Hospital and car park, 22 Church Street Weybridge KT13 8DW	Mixed use
WEY6	US520	Weybridge Centre for the Community, Churchfield Place, Weybridge, KT13 8BZ	Community use
WEY10	US525	8 Sopwith Drive, Brooklands Industrial Park	Commercial 1404sqm
WEY16	US108	Weybridge Library, Church Street, Weybridge	Mixed use
WEY18	US420	59-65 Baker St, Weybridge KT13 8AH	Mixed use
WEY21	US419	35-47 Monument Hill, Weybridge KT13 8RN	Mixed use
WEY22	US404	2-8 Princes Road Weybridge KT13 9BQ	Mixed use
WEY26	US110	The Heights, Weybridge	9500 sqm employment
WEY30	US394	NHS North West, 58 Church Street, Weybridge KT13 8DP	Mixed use
WEY31	US107	Weybridge Delivery Office, Elmgrove Road	Mixed use
WEY32	US125	Baker Street car park, Weybridge	Mixed use
WEY35	US93	Horizon Business Village, Brooklands Road, Weybridge, KT13 0TJ	6000 sqm of employment floorspace

8.6 Chapter 9 of the Plan lists the site allocations and cross references to the Land Availability Assessment (LAA). However, this document does not form part of the submitted Plan. As drafted, the Plan is not effective as it fails to contain policies that are clearly written and unambiguous. As a result, it is not evident how a decision maker should react to development proposals (Paragraph 16 (d) of the Framework). How does the Council propose to address this?

Council response

8.6.1 The LAA 2022 is an evidence base document that informs the Local Plan. The borough does not have a supply of large sites that could be allocated for development with a detailed policy and supporting information for each site. Instead, the sites assessed for the LAA 2022 have been used to demonstrate that future development will come forward on small sites and the evidence and justification to support these developments will be made through individual planning applications. The chapter does include a delivery period and proposed use but the policies in the plan should be used to inform future development proposals. The developer would need to submit a planning application for the site using the policies in the Local Plan to inform its scheme to ensure policy compliance. This is explained in paragraph 9.1 to 9.5 of the Plan.

8.7 There appears to be a direct contradiction between policy HOU2 – optimisation of sites and what the site allocations actually seek to achieve. Notwithstanding the fact that none of the site allocations contain any detailed information concerning development constraints/ density levels etc (there is merely a cross reference to the LLA document) a number of the sites which would meet part 2a in terms of the locational characteristics, however the proposed density within the LAA is at 30dpa (low density as defined within the Urban Capacity Study). Some examples of this approach relate to the following sites (this list is not exhaustive) : US230 (D2) , US395 (WEY5), US2 (CL4), US175 (CL5). Please could the Council explain the reasoning for this?

Council response

8.7.1 The LAA 2022 does not propose a density. There is no reference to 30dpa in the LAA 2022. Each site's proposed density is detailed in the site's individual proforma and densities range from 325dpa (WAL135) to 25dpa (ESH279). There are only two sites in the list detailed above that have a 30dph (D2 and WEY50). Densities were suggested in the 2018 UCS but this document was a starting point and informed future LAA documents in term of sites but not densities.

8.8 In terms of the sites which are identified as contributing towards housing supply during years 1-5 of the Plan period, are the sites available now, are they achievable with a realistic prospect of housing being delivered within five years? If this is not the case, is the allocation justified?

8.8.1 As the site allocations are made up of sites from the LAA 2022, many of the sites have moved on in their planning journey. Some have now gained planning permission, which confirms that the sites were available for development at that time. However, some sites are no longer available following the landowner checks in 2023. The following table updates the status of the sites originally given a 1-to-5-year delivery period in chapter 9 of the Local Plan.

8.8.2 Appendix 1 in Matter 3 provides the most up to date trajectory with units that make up the housing supply for years 1 to 5.

Site ref	LAA Ref	Site name	2024 Status
CL1	US3	Torrington Lodge Car Park, Hare Lane, Claygate	Available- Assets Management team has confirmed. As there is no submitted application moved to 6-10.
CL3	US155	Garages to the rear of Holroyd Road, Claygate	Under consideration 2021/0349 Stays in 1-5 years
CL2	US156	Garages to the rear of Foxwarren, Claygate	In 6-10 years as no planning application submitted.
COS4	US159	Garages to the rear of 6-24 Lockhart Road, Cobham	2020/1612- under consideration Stays in 1-5 years
COS3	US162	Site B, Wyndham Avenue, Cobham	Planning Permission granted
COS5	US165	Garages at Waverley Road, Oxshott	Planning Permission granted
COS6	US472	40 Fairmile Lane, Cobham, KT11 2DQ	Moved to 6-10 years as no further planning application submitted.
COS1	US492	Cedar House, Mill Road, Cobham, KT11 3AL	Planning Permission granted
COS2	US497	Cedar Road Car Park, Cedar Road, Cobham, KT11 2AA	Moved to 11-15 years
COS7	US521	4 Fernhill, Oxshott, KT22 0JH	Under construction
COS8	US522	52 Fairmile Lane, Cobham, KT11 2DF	Changed to 6-10 years as no submitted planning application.
COS9	US523	Pineview, Fairmile Park Road, Cobham, KT11 2PG	Changed to 6-10 years as no submitted planning application.
COS10	US530	Garage block, Middleton Road, Downside	Planning permission granted
D11	US158	Garages to the rear of Blair Avenue, Esher	Planning permission granted
D2	US230	Car Park south of Southbank, Thorkhill Road, Thames Ditton	Moved to 6-10 years as no application submitted.

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D1	US245	Brook House, Portsmouth Road, Thames Ditton, KT7 0EG	Moved to 6-10 years as no application submitted.
D3	US254	4-6 Manor Road South and 4 Greenways, Hinchley Wood	Discounted due to refused applications and not being achieve over 5 C3 units.
D7	US443	47 Portsmouth Road, Thames Ditton, KT7 0TA	No application submitted after dismissed appeal so moved to 6-10 years.
D6	US462	Sundial House, The Molesey Venture, Orchard Lane, East Molesey, KT8 0BN	Under consideration 2022/3525 Stays in 1 to 5 years
D9	US495	Corner Cottage, Portsmouth Road, KT7 0TQ	Moves to 6-10 years after ownership check
D5	US503	89-90 Woodfield Road, Thames Ditton, KT7 0DS	Discounted as cannot achieve over 5 units
D4	US506	Land to the rear of 5 Hinchley Way, Esher, KT10 0BD	Planning permission granted
D10	US516	Bransby Lodge, St Leonard's Road, Thames Ditton	Discounted as cannot achieve over 5 units
D8	US524	Torrington, 18-20, St Mary's Road, Long Ditton, KT6 5EY	Under consideration 2023/0665 Stays in 1-5 years
ESH2	US127	30 Copsem Lane, Esher, KT10 9HE	Under consideration 2021/4149 Stays in 1 -5 years
ESH4	US134	Hanover Cottage 6 Claremont Lane Esher KT10 9DW	Owner stated 11-to-15-year timeframe.
ESH5	US146	35 New Road, Esher, KT10 9DW	Planning permission granted
ESH9	US276	Cafe Rouge, Portsmouth Road, Esher, KT10 9AD	Moved to 6-10 units as no planning application submitted.
ESH11	US278	45 More Lane, Esher, KT10 8AP	Planning Permission granted
ESH1	US279	Esher Place, 30 Esher Place Avenue, Esher, KT10 8PZ	No longer available- confirmed by ownership checks 2023
ESH3	US283	1-5 Millbourne Lane, Esher, KT10 9DU	Moved to 6-10 as there is no submitted planning application
ESH8	US286	Highwaymans Cottage Car Park, Portsmouth Road, Esher	EBC are looking to consolidate into Civic Centre redevelopment. Given a longer time period of 11 to 15 years.
ESH7	US475	Willow House, Mayfair House and Amberhurst, Claremont Lane, Esher, KT10 9DW	No longer available- confirmed by ownership checks 2023
ESH6	US481	6 Bracondale and 43 Claremont Lane, KT10 9EN	Moved to 6-10 units as no planning application submitted.

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ESH10	US526	40 New Road, Esher, KT10 9NU	New submitted planning application 2024/0243 so keep in 1 to 5 years.
H3	US379	Hersham Shopping Centre, Molesey Road, Hersham	Given a longer timeframe 6-10 years as still consulting community
H1	US441	63 Queens Road, Hersham, KT12 5LA	Moved to 6-10 as there is no submitted planning application
H2	US489	19 Old Esher Road, Hersham, KT12 4LA	Current application submitted for 2 units so will count under windfall.
H4	US517	Park House, Pratts Lane, Hersham, KT12 4RR	Discount as owner not interested
MOL5	US151	Garages to the rear of Belvedere Gardens, West Molesey	Planning Permission granted
MOL6	US152	Garages to the rear of Island Farm Road, West Molesey	Under consideration 2021/0349 Stays in 1-5 years
MOL4	US299	East Molesey Car Park, Walton Road, East Molesey	Discounted as EBC have confirmed as unavailable.
MOL2	US507	133-135 Walton Road, East Molesey, KT8 0DT	Moved to 6-10 years as no submitted planning application.
MOL1	US509	2 Beauchamp Road, East Molesey, KT8 0PA	Recent refusals and pre-app for 2 units so discounted.
MOL 3	US529	Garage block west of 14 and north of 15 Brende Gardens, West Molesey	2021/0345- under consideration- stays in 1-5 years
WOT1	US135	12-16a High Street, Walton-on-Thames, KT12 1DA	Moved to 6-10 years as no submitted planning application.
WOT6	US166	Garages to the rear of 17-27 Field Common Lane Walton-On-Thames, KT12 3QH	Moved to 6-10 years as no submitted planning application.
WOT4	US326	9-21a High Street, Walton-on-Thames	Under consideration 2022/1680- stays in 1-5 years
WOT7	US339	Walton Park Car Park, Walton Park, KT12 3ET	Moved to 6-10 years as no submitted planning application.
WOT2	US350	Leylands House, Molesey Road, Walton-on-Thames	PA Housing confirmed no longer available in Regulation 19 representation
WOT9	US361	Garages adjacent to 1 Tumbling Bay, Walton-On-Thames	Moved to 6-10 years as no submitted planning application.
WOT5	US464	63-69 High Street, Walton-on-Thames, KT12 1DJ	Landowners confirmed 11 to 15 years.
WOT8	US487	16-18 Sandy Lane, KT12 2EQ	Planning permission granted
WOT3	US528	Garages to rear of 84-92 and 94-96 Rodney Road, Walton-on-Thames	2020/3450-under consideration Stays in 1- 5 years

WEY2	US117	9 and rear of 11 and 13 Hall Place Drive	Moved to 6-10 years as no submitted planning application.
WEY5	US395	Weybridge Hospital and car park, 22 Church Street Weybridge KT13 8DW	Moved to 6-10 years as no submitted planning application.
WEY8	US416	Garages west of 17 Grenside, Weybridge	2022/0397- Under consideration Stays in 1 to 5 years
WEY9	US469	Heath Lodge, St George's Avenue, Weybridge. KT13 0DA	Planning Permission granted
WEY7	US470	Oak House, 19 Queens Road, KT13 9UE	Planning permission granted.
WEY3	US482	Land to the rear of 24-26 Church Street, Weybridge, KT13 3DX	Moved to 6-10 years as no submitted planning application.
WEY4	US496	Quadrant Courtyard, Weybridge, KT13 8DR	EBC recommended a change to timescale to 6 -10 years.
WEY1	US505	75 Oatlands Drive, Weybridge, KT13 9LN	Discounted as application under consideration for 4 houses 2023/1784. This will count as windfall.
WEY6	US520	Weybridge Centre for the Community, Churchfield Place, Weybridge, KT13 8BZ	EBC recommended a change to timescale to 6-10 years.
WEY10	US525	8 Sopwith Drive, Brooklands Industrial Park, Weybridge, KT13 0YX	Moved to 6- 10 years. No recent planning activity or confirmation from owners.
WEY11	US527	9 Cricket Way, Weybridge, KT13 9LP	Planning permission granted

Council response

8.9 In terms of the sites which are identified as contributing towards housing supply during years 6-15 of the Plan period, is there a reasonable prospect that the site will be available and could be viably developed at the point envisaged?

8.9.1 There were a number of responses from the Regulation 19 representations stage that questioned whether the landowner had been notified of the site's inclusion in the site allocations chapter. The previous ownership checks took place in 2020 for the Land Availability work and therefore it was important to carry out new ownership checks. Letters were sent to owners of LAA sites during the Summer 2023 to confirm interest in developing their land for housing.

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The following table contains those site allocations have now received a notification from the landowner that the site is no longer available for development.

S.A Ref	LAA Ref	Site name	Delivery period (years)	Allocated for
CL4	US2	Hare Lane Car Park, Hare Lane, Claygate	6-10	7 residential units
COS22	US190	Shell Fairmile, 270 Portsmouth Road, Cobham KT11 1HU	11-15	10 residential units
COS27	US188	Ford Garage, 97 Portsmouth Road, Cobham, KT11 1JJ	11-15	21 residential units
COS32	US178	Sainsbury's car park, Bridge Way, Cobham, KT11 1HW	11-15	58 residential units
COS33	US183	BMW Cobham, 18-22 Portsmouth Road, Cobham	11-15	27 residential units
D3	US254	4-6 Manor Road South and 4 Greenways, Hinchley Wood	1-5	33 residential units
D12	US226	Sandpiper, Newlands Avenue, Thames Ditton, KT7 0HF	6-10	21 residential units
D20	US248	School Bungalow, Mercer Close, Thames Ditton, KT7 0BS	11-15	10 residential units
ESH1	US279	Esher Place, 30 Esher Place Avenue, Esher, KT10 8PZ	1-5	22 residential units
ESH7	US475	Willow House, Mayfair House and Amberhurst, Claremont Lane, Esher, KT10 9DW	1-5	57 residential units
ESH19	US288	Hawkshill Place Portsmouth Road Esher KT10 9HY	6-10	12 residential units
ESH20	US27	81 High Street, Esher	6-10	8 residential units
ESH15	US39	Unit A & B Sandown Industrial Park, Esher, KT10 8BL	6-10	40 residential units
H4	US517	Park House, Pratts Lane, Hersham	1-5	5 units
H8	US389	Hersham sports and social club 128 Hersham Road Hersham KT12 5QL	11-15	8 residential units
H10	US390	The Royal George 130-132 Hersham Road Hersham KT12 5QJ	11-15	15 residential units
MOL4	US299	East Molesey Car Park, Walton Road, East Molesey	1-5	23 residential units
MOL10	US318	Vine Medical Centre 69 Pemberton Road East Molesey KT8 9LJ	6-10	7 residential units/mixed-use
MOL14	US302	43 Palace Road East Molesey KT8 9DN	11-15	18 residential units
MOL16	US317	Tesco Metro car park, Walton Road, East Molesey	11-15	11 residential units
MOL18	US306	Molesey Clinic and library, Walton Road, West Molesey, KT8 2HZ	11-15	10 residential units and re-

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				provision of community use
WOT2	US350	Leylands House, Molesey Road, Walton-on-Thames	1-5	56 residential units
WOT11	US532	The Playhouse, Hurst Grove, Walton-on-Thames	6-10	20 residential units
WOT19	US360	Walton Comrades Club 7 Franklyn Road Walton-On-Thames KT12 2LF	11-15	16 residential units
WOT21	US352	Fire/Ambulance station Hersham Road Walton-On-Thames KT12 1RZ	11-15	21 residential units/mixed-use
WOT24	US366	Garages off Copenhagen Way, Walton-on-Thames	11-15	7 residential units
WOT28	US346	Garages at Collingwood Place, Walton-on-Thames	11-15	9 residential units
WOT31	US356	Station Avenue Car Park, Station Avenue, Walton-on-Thames	11-15	50 residential units
WEY13	US411	York Road Car Park, Weybridge	6-10	8 residential units
WEY19	US431	Shell Petrol Filling Station 95 Brooklands Road Weybridge KT13 0RP	11-15	5 residential units
WEY27	US410	Oatlands car park, Oatlands Drive, Weybridge	11-15	8 residential units
WEY29	US402	1 Princes Road Weybridge KT13 9TU	11-15	19 residential units
WEY31	US107	Weybridge Delivery Office, Elmgrove Road	11-15	5 residential units/mixed-use
WEY34	US391	Woodlawn, Hanger Hill and 2 Churchfields Avenue, Weybridge, KT13 9XU	11-15	11 residential units
Total				658

Council response

8.10 The Land Availability Assessment 2022 (HOU002) states that in terms of assessing availability, a site is considered to be available when based on the best information available, there is confidence that there are no legal or ownership problems and that the land is controlled by a developer/ landowner who has expressed an interest in developing the site. Notwithstanding this text, A number of allocations within the LLA state that the ‘landowner has not confirmed the site is available’. In addition, a number of representors have also made the case that particular site allocations are not available or there has been no response. These are summarised below. If this is the case, how is it possible for these sites to meet the tests required in terms of the

Framework and the definition of developable – a reasonable prospect that they will be available.

Site Allocation	Year/No of units	Available?
CL7	11-15/ 15 units	Network Rail have not confirmed availability
COS24	11/15 20 units	Owner has not confirmed availability
COS21	11/15 14 units	Owner has not confirmed availability
D20	11/15 10 units	Owner has not confirmed availability
WOT34	11/15 63 units	Owner has not confirmed availability
WOT23	11/15 9 units	Owner has not confirmed availability
WEY20	11/15 20 units	Owner has not confirmed availability
D7	1/5 25 units	Owner has not confirmed availability
D17 & D21	11-15 16 units 11-15 10 units	No response

Council response

8.10.1 Landowners of site D7 provided a response to the Regulation 19 stating that they are interested in developing their land for retail use only. As such and in light of a recent appeal decision, the Council proposes a modification to change D7 allocated use to retail. See representation 1107932 (CD034a)

8.10.2 Further to the land ownership checks carried out in 2023, the landowner for site D20 has confirmed that the site would be available for development but not the capacity suggested and therefore is likely to be counted as windfall. As it cannot achieve over 5 units, the Council would suggest a modification to remove this site from the site allocations chapter.

8.10.3 Some landowners did not reply to the land ownership checks so have been given an 11 to 15 timeframe. Despite not having this information, the site is

still considered deliverable in line with the NPPF definition as they are in a suitable location and there is a reasonable prospect that development could come forward in the later years of the plan. It is for that reason they are still included in the site allocations. These sites are CL7, COS24, COS21, WOT34, WOT23, WEY20, D17 and D21.

8.10.4 Evidence of sites changing availability status quickly is evident when considering the following site allocations. These have an 11 to 15 timescale but are now considered deliverable (1-5 years) because they have a submitted planning application under consideration or deliverable in a shorter timeframe (6-10 years) because of ownership confirmation.

S.A Ref	LAA Ref	Site name	Delivery period (years)	Allocated for	Reason for delivery period change with base date March 2023
H14	US43	Hersham Technology Park (Air Products)	11-15 change to 6-10	4350 sqm of employment floorspace change to 300 units	Promoted by landowner. 300 units realistic in 6 to 10 years.
CL6	US6	Crown House, Church Road, Claygate	11-15 change to 1-5	12 residential units	Planning application under consideration
COS11	US160	Garages at Bennett Close, Cobham	6-10 change to 1 to 5	4-residential units SHOULD BE 3	Planning application under consideration.
COS20	US467	Ambleside, 3 The Spinney, Queens Drive, KT22 0PL	11-15 change to 1 to 5	8 residential units	Planning application under consideration.
COS31	US7	20 Stoke Road, Cobham	11-15 change to 6 to 10 years	8 residential units	Landowner has confirmed timescale.
D25	US265	5A-6A Station Road, Esher, KT10 8DY	11-15 change to 6 to 10	5 residential units	Landowner has confirmed timescale.
WOT10	US168	Garages at Sunnyside, Walton-on-Thames	6-10 changed to 1 to 5	4 residential units- should be 5	Planning application under consideration.
WOT36	US327	Bridge Motor Works, New Zealand Avenue, Walton-On-Thames, KT12 1AU	11-15 changed to 6-10	35 residential units	Landowner has confirmed timescale
WEY17	US417	Garages to the rear of Broadwater House Gresside Road Weybridge KT13 8PZ	11-15 changed to 1 to 5	20 residential units	Planning application under consideration.

WEY23	US424	Weybridge Bowling Club 19 Springfield Lane Weybridge KT13 8AW	44-45 changed to 6 to 10	11 residential units- changed to 22 units	Recently refused planning permission.
WEY33	US92	GlaxoSmithKline, St. Georges Avenue	44-45 changed to 6 to 10 years	400 changed to 120 residential units	Landowner has confirmed timescale in Reg 19.
Total					556

8.11 A large number of the proposed site allocations include car parks, some of which are within district centres or close to transport interchanges (see Inspectors Initial letter ID-001). A significant number of concerns have been raised by representors regarding the impact of the removal of these car parks on the centres/ transport interchange effected. There is no reference made to the closure of these car parks within the Transport Assessment May 2021 (INF001). The Urban Capacity Study, April 2018 (HOU012) refers to an ongoing assessment of car park utilisation and different modes of provision over time.

Council response

8.11.1 The site allocations include all urban sites featured in the LAA 2022. Since then, an updated LAA has been produced and land ownership checks have taken place. After consultation with the Council's parking operations and estates management teams, the following Council owned car parks have now been discounted from the site allocations chapter. As well as being in higher use than in 2020/21, the car parks also yield high revenues and are important to local shops, transport connections and community uses such as the karate centre that fronts the Hare Lane car park.

8.11.2 Discounted car parks- Council owned sites. These should be removed from the site allocation chapter as they are no longer available.

Site Ref	Site LAA Ref	Site Name	Delivery Period	N.o	Reason for discounting
CL4	US2	Hare Lane Car Park, Hare Lane, Claygate	6-10	7	Regular community use in this case the karate centre that fronts the Hare Lane car park
WOT31	US357	Station Avenue Car Park,	11-15	50	Well used by commuters.

		Station Avenue, Walton			
WEY27	US410	Oatlands car park, Oatlands Drive, Weybridge	11-15	8	Well used by residents and visitors to Oatlands Local Centre
WEY13	US470	York Road car park, York Road, Weybridge	6-10	8	Well used by residents and visitors to Queens Road Local Centre
MOL4	US299	East Molesey Car Park, Walton Road, East Molesey	1-5	23	Well used by shoppers at Easy Molesey District Centre

8.11.3 As a result of the 2023 land ownership checks, two private landowners have confirmed that they are not interested in developing the land for housing.

Site Ref	Site LAA Ref	Site Name	Delivery Period	N.o units allocated	Reason for discounting
COS32	US178	Sainsbury's Car Park, Bridge Way, Cobham	11 to 15	58	Landowners have confirmed that they are not interested in developing the land for housing.
MOL16	US317	Tesco Metro car park, Walton Road, East Molesey	11 to 15	11	

Existing car parks that have capacity for housing development.

8.11.4 The following Council owned car parks have not been discounted and will remain in the site allocations chapter because they are under used and not providing a viable revenue source. It is important to note that these existing car parks could be reduced in number with the intention of retaining a proportion of parking spaces to support neighbouring transport links, community uses and/or town and village centres. Some have been given a longer timeframe so that the use can be monitored further, and some are intended to be consolidated within a larger development such as

Highwayman's (ESH8) with the Esher Civic Centre site (ESH24) and the New Berry car park (H7) with Hersham Shopping Centre (H3).

Site Ref	Site LAA Ref	Site Name	Delivery Period	N.o	Reason for retaining as a site allocation
CL1	US3	Torrington Lodge Car Park, Hare Lane, Claygate	1 to 5 (Change to 6-10 as no planning app submitted)	8	Underused car park. Since 2017, evidence shows that the car park has been operating at a deficit. Parking can be reduced at this location and still provide housing.
WOT7	US339	Walton Park Car Park, Walton Park, Walton-on-Thames	1 to 5 (Change to 6-10 as no planning app submitted)	17	Underused car park. Since 2020 evidence shows that the car park has been operating at a deficit. Parking can be reduced to 70 units at this location to allow for commuter parking and still provide enough land for a housing use.
D2	US320	Car Park south of Southbank, Thorkhill Road, Thames Ditton	1 to 5 (Change to 6-10 as no planning app submitted)	7	Underused car park. Since 2018, evidence shows that the car park has been operating at a deficit. Parking can be reduced at this location and still provide a housing use.
H7	US380	EBC car park, New Berry Lane, Hersham	6 to 10	7	This site could be incorporated into the neighbouring shopping centre and residential development at site H3.
ESH8	US286	Highwaymans Cottage Car Park, Portsmouth Road, Esher	11 to 15	9	This site could be incorporated into the Civic Centre residential development at site ESH24.
H5	US45	Car park to the south of Mayfield Road, Hersham	11 to 15	9	Use will be monitored and scope for reduction will be considered.

COS2	US497	Cedar Road Car Park, Cedar Road, Cobham	11 to 15	5	Use will be monitored and scope for reduction will be considered
WOT13	US59	Halfway Car Park, Hersham Road, Hersham	11 to 15	8	Use will be monitored and scope for reduction will be considered
WEY32	US125	Baker Street Car park, Baker Street, Weybridge	11 to 15	7	Use will be monitored and scope for reduction will be considered
D16	US237	Ashley Road Car Park, Ashley Road, Thames Ditton (11 to 15 years)	11 to 15	14	Use will be monitored and scope for reduction will be considered.
WOT33	US324	Manor Road Car Park, Manor Road, Walton-on-Thames	11 to 15	31	Use will be monitored and scope for reduction will be considered.

Privately owned car parks

8.11.5 Apart from D23, the following sites are yet to confirm availability, and all will need consideration regarding the partial loss of parking. They have been given an 11-to-15-year delivery period to allow time for this to be taken into consideration.

Site Ref	Site LAA Ref	Site Name	Delivery Period	N.o	Reason for retaining
CL7	US169	Claygate Station Car Park, The Parade, Claygate	11 to 15	15	Network Rail are yet to confirm availability. The 11 to 15 timescale allows this to be confirmed and the reduction in car parking to be considered further.
H12	US435	Car Park next to Waterloo Court	11 to 15	62	Network Rail are yet to confirm availability. The 11 to 15 timescale allows this to be confirmed and the

					reduction in car parking to be considered further.
D23	US251	Old Paulines Sports Ground Car Park,	11 to 15	35	The landowners have confirmed availability and are interested in developing the land in an 11-to-15-year timescale.
MOL15	US319	Pavilion Sports Club Car Park, Hurst Lane, West Molesey	11 to 15	9	The landowners are yet to confirm availability. The 11 to 15 timescale allows this to be confirmed and the reduction in car parking to be considered further.
D21	US233	Nuffield Health Car Park, Simpson Way, Long Ditton	11 to 15	10	The landowners are yet to confirm availability. However, this site is parking for the health club at D17 which could be redeveloped for a mixed-use scheme. The 11 to 15 timescale allows this to be considered further.

8.12 Is there any further work which has been undertaken since 2018 in relation to these car park sites?

Council response

8.12.1 There are three existing car parks in public ownership that are considered deliverable within 5 years by officers in the Council's Estates Team. Annual valuation reports and quarterly average occupancy data confirmed that these car parks are underused and operating at a loss. Options are being discussed for these sites and the Estate's team considered likely that housing development could be delivered within a 5-year period at each site (This has been changed to 6-10 years in the Housing Trajectory at Matter 5 paragraph 4.6 and 4.7 as no planning application has been submitted). As explained in paragraph 8.11, a percentage of parking spaces will be retained to continue to support nearby retail facilities, transport connections and/or community uses.

8.12.2 There is one existing publicly owned car park that is considered developable within a 6 – 10-year timeframe. This could be incorporated into the Hersham Shopping centre site and therefore the delivery timescale accounts for the time needed to seek an agreement with landowners of that site. The Council would like to see the planning permission submitted before discussions on purchasing the land can begin.

8.12.3 All other existing car parks have an 11-to-15-year timeframe. One private owner has confirmed that they are interested in development in an 11-to-15-year period. The remaining four sites have been given the longer timeframe to account for the time needed to investigate the use of the car parks over a longer period, consider the options for partial loss and investigate how many parking spaces are needed to support either the neighbouring transport node, community use or retail centre.

8.13 Please could the Council explain what assessment has been undertaken in relation to the:

- **Total number of car parking spaces to be lost;**
- **Evidence in relation to use and capacity work undertaken (with relevant surveys of usage if available);**
- **The impact that the loss of the car park would have on the centre and/or transport interchange effected and an explanation as to how this has been assessed;**
- **Does the Plan need to be explicit about which allocations require the reprovision/relocation of car parking spaces and if so how is this to be addressed?**
- **The Transport Assessment May 2021 (INF001) states that 21% of people use the train to travel to work which is well above the Surrey average. For the sites located next to train stations, (WOT7, WOT31 and CL7) is there any assessment of what percentage of people use the car to travel to the train station?. What alternative modes of transport are put forward by the Plan to encourage more sustainable modes of transport? Are these sites justified?**

Council response

8.13.1 No assessment has been undertaken that looks at the total number of car parking spaces lost including surveys of usage and capacity work and the impacts that the loss of car parking spaces may have.

8.13.2 Due to the number of small sizes included in the site allocations chapter, the loss of any parking spaces and its implications would be considered at the planning application stage.

8.12.3 The site allocations WOT7, WOT31 and CL7 have been given an 11-to-15-year timescale to allow time to survey use and consider options for partial loss.

8.12.4 Policy CC4- Sustainable transport states that new development must contribute to the delivery of an integrated, accessible and safe sustainable transport network, and maximise the use of sustainable transport modes including walking, cycling and public transport.

8.14 A significant number of allocations would necessitate the removal of the existing community service provided on the site as defined within the glossary of the Plan. These are: CL5, COS14, COS16, D24, ESH21, H6, ESH24, H8, H13, H15, MOL12, MOL18, WOT11, WOT15, WOT18, WOT19, WOT26, WOT35, WEY5, WEY6, WEY16. Several representations have expressed concern regarding the loss of these services. Please could the Council confirm the following:

- **To what extent has the replacement of the existing community service been taken into account in terms of the viability work and site capacity work undertaken to date and the typologies used?**
- **Is it the intention that the existing community floorspace should be provided on the sites in all of these cases? If so, should this be reflected in the policy wording?**
- **If replacement community floorspace is to be provided, is it to be of the same size and quality as the existing use (noting the representation from Surrey County Council that the planned level of growth will necessitate an increase in the size of these services) ? If so, should this also be reflected in the policy wording?**
- **The representation from Surrey County Council states that there will be a requirement to maintain the library service provision in Esher, Hersham, Molesley and Weybridge throughout the duration of the works. Should this requirement be reflected through the site allocation?**

Council response

8.14.1 Paragraph 9.2 of Chapter 9 states that each allocation lists the land uses that are acceptable on the identified land. Every site allocation listed above includes the provision of community use in the last column of the table. There is no suggestion that there will be a total loss of community use in any of the

sites listed in this chapter. Additionally Local Plan policy INF2- Social and Community Infrastructure states that unnecessary loss of community facilities will not be permitted.

8.14.2 As these are not detailed site allocation policies, they do not have information such as expected floor plans and floorspaces of new community uses. The Local Plan policy INF2- Social and Community Infrastructure will ensure that social and community infrastructure will be of a high quality and inclusive design providing access to all. Information regarding the design of the replacement community uses will be expected at pre-application for discussion and for the submission of a future planning application.

8.19 Several of the site allocations cover garages and hardstanding. To what extent have the Council considered the displacement of these parking areas and the impact that this may/may not have on the existing community? As with the car parking site allocations above, could the Council set out the total number of garages/car parking areas to be lost over the Plan period.

Council response

8.19.1 The list of site allocations that contain garages and/or hard standing are set out in the table below. Their current status is shown for example if they already have planning permission or if owners have asked for the site to be removed. As requested, the number of parking spaces to be lost/ or lost already has been provided.

8.19.2 As demonstrated with those sites that have since been granted permission, the displacement of parking spaces is discussed in the officer report and forms part of that planning application.

Site ref	LAA site ref	Address	Parking spaces lost. Justification/evidence.
MOL5	US151	Garages to the rear of Belvedere Gardens, West Molesey	<ul style="list-style-type: none"> • The site now has planning permission 2020/3003 for 4 residential units. 27 Garage blocks lost, with 0 existing parking spaces and 6 proposed off street parking spaces. Garage blocks were 80% vacant therefore the majority are under-utilised. • Transport Technical note as part of planning application notes that garages are not considered to provide a viable option for

			<p>car parking within them given the dimensions of modern-day cars.</p> <ul style="list-style-type: none"> The technical note adds that that applicant has allowed the garage to be marketed for lease but there is little demand in the location for this.
CL3	US155	Garages to the rear of Holroyd Road	<ul style="list-style-type: none"> Site has a planning application under consideration- 2021/0349 for 3 houses. 16 Garage blocks lost with 0 existing parking spaces and 6 allocated parking spaces proposed. Transport Technical note in planning application states that existing garages and hardstanding are in poor condition in need of repair and not considered a viable option to provide car parking within them. The technical note adds that that applicant has allowed the garage to be marketed for lease but there is little demand in the location for this. The development proposes six spaces for the three residential dwellings, with two spaces allocated per unit, in accordance with both SCC and Elmbridge Parking Standards.
CL2	US156	Garages to the rear of Foxwarren	<p>There is no planning application for this site but to the south, planning permission has been granted for a similar scheme and this included: 0 parking spaces lost -16 garage units lost.</p> <ul style="list-style-type: none"> For this application (2020/2500) officers decision stated garages and hardstanding are not fit for modern cars which are substantially larger than the vehicles for which these garages were designed. As such the loss of the garages is not considered to result in a material increase in on-street parking stress. 2 parking spaces would meet the maximum parking standard set out in the Development Management Plan 2015.
ESH12	US157	Garages at Farm Road	<ul style="list-style-type: none"> Loss of 20 garage units. 0 existing parking spaces. Site allocation in the Draft Local Plan for 3 residential units. Resulting from pre-app discussions for garage court only. Loss of 20 garage units, 0 existing parking spaces.

D11	US158	Garages to the rear of Blair Avenue	<ul style="list-style-type: none"> • Permission granted 2020/2566 for 2 residential units on 23/05/2023.17 garage units lost, 0 existing parking spaces and 4 parking spaces within a shared car port proposed. • Officers decision stated that the proposal would involve the loss of 17 garages, however these garages are in the private ownership of the applicant, are in a state of disrepair and are not fit for use by modern cars which are substantially larger than the vehicles for which these garages were designed. The garages have not been in use for some time and gates have been erected across the entrance to prevent access. • S106 linked with Middleton Road and Bennett Close sites
COS4	US159	Garages to the rear of 6-24 Lockhart Road	<ul style="list-style-type: none"> • 0 parking spaces lost 27 garage units lost. • The site has a planning application (2020/1612) currently under consideration for 3 dwellings. Loss of 27 garage units, 0 existing parking space and 6 off street car spaces proposed. 80% of garages currently not in use. • Transport Technical note as part of planning application notes that garages are not considered to provide a viable option for car parking within them given the dimensions of modern-day cars. • Transport Technical note also noted garages available for lease but little demand in the location for this and that the provision of 6 parking spaces accords with SCC's outlined standards.
COS11	US160	Garages at Bennett Close	<ul style="list-style-type: none"> • Permission granted for 3 residential units under 2022/1400 on 19/07/2023.Loss of 25 garage units, 0 existing parking spaces and 6 proposed parking spaces. • The Officers decision noted that the garages require repair and are not to standard that would accommodate use by modern cars. The submission states that the applicant has allowed the garages to be marketed for lease but notes there is little demand for this given their siting therefore unlikely to result

			<p>in a material increase in on-street parking stress.</p> <ul style="list-style-type: none"> • The Case officer decision also noted the proposal would provide 5 on-site car parking spaces to serve the proposed development which would comply with the minimum parking space dimensions of 2.5m x 5m as set out within the Parking SPD. • S106 linked with Middleton Road and Blair Avenue sites
COS3	US162	Site B Garages at Wyndham Avenue	<ul style="list-style-type: none"> • Planning Permission granted on 23/08/2022 for 1 dwelling under 2020/1628. Loss of 13 garage units, 0 existing parking spaces and 2 proposed off street parking spaces. <ul style="list-style-type: none"> • Officer decision noted that the development proposal provided 2 off street parking spaces and would comply with the Elmbridge Development plan for parking standards for residential parking. • Transport technical note submitted with the application states that the provision of 2 car parking spaces ensures the parking demand can operate without generating any parking overspill onto Wyndham Avenue and therefore accords with Surrey County Councils outlined standards in the in the Vehicular and Cycle Parking Guidance. • Transport technical note also notes that the garages have been marketed for lease that there is little demand in the location for this.
COS5	US165	Garages at Waverley Road	<ul style="list-style-type: none"> • Appeal allowed on 01/11/2022 for 4 flats under 2020/1627. Loss of 22 garage units, 0 existing parking spaces and 6 proposed. 50% of garages on site currently not in use. • Inspector's decision at appeal notes that there were issues with the effect on car parking for residents of nearby houses, however it was noted the garages were not used for parking purposes and were mostly derelict. • Furthermore, the Inspector stated no resident objected to loss of parking and the majority of nearby houses had driveways, garages or front garden parking. Therefore, car parking on the site would meet the needs

			of future occupiers and visitors so there is not likely to be any significant increase in on-street parking.
WOT6	US166	Garages to the rear of 17-27 Field Common Lane	<ul style="list-style-type: none"> • Loss of 15 garage units • Loss of 0 existing parking spaces • Planning application under consideration (2023/2955) for 3 residential units. Loss of 15 garage units, 0 existing parking spaces and 7 proposed spaces. • Transport technical note submitted with application notes that garages are not considered to provide a viable option for car parking within them given the dimensions of the modern-day car. • The transport technical note also states that the garages are privately owned and under-utilised and that there is a limitation in the garage area being relied upon for off street parking due to insufficient spaced between garages.
WOT10	US168	Garages at Sunnyside	<ul style="list-style-type: none"> • Planning application under consideration (2022/1271) for 4 residential units. Loss of 10 garage units, 0 existing parking spaces and 10 proposed. • Transport technical note accompanying planning application notes garages are not considered a viable option for car parking within them given the dimensions of the modern-day car and the garages having been built some time ago. • The technical note continues that the Applicant has allowed the garages to be marketed for lease but notes that there is little demand in this location for this. Furthermore residents living in adjacent dwellings park in their designated off-street driveways or on-street within sight of their homes.
COS25	US221	Garages and parking to the rear of Cobham Gate	<ul style="list-style-type: none"> • Loss of 8 garage units and unidentified number of parking spaces. • Site allocation in the Draft Local Plan for 8 residential units. Loss of 8 identified garages and an unidentified number of parking spaces.
D15	US24	Flats 9-41 and Garages on Longmead Road	<ul style="list-style-type: none"> • Pre-application to redevelop the site. No garages on existing site but the 24 existing parking spaces would be relocated within the site to

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			provide the parking required in compliance with the parking SPD for the new development.
MOL13	US315	Parking / garages at Grove Court, Walton Road, East Molesey	<ul style="list-style-type: none"> • Loss of 22 garage units and 15 parking spaces to the south of garage units. • Site allocation in the Draft Local Plan for 7 residential units. Loss of 22 garage units and loss of approximately 15 parking spaces to the south of the garage units.
WOT27	US325	Garages to the rear of 8 Sidney Road	<ul style="list-style-type: none"> • Loss of 24 garage units and no existing parking spaces. • Site allocation in the Draft Local Plan for 8 residential units. Loss of 24 garage units and 0 existing parking spaces
WOT29	US335	Garages at Home Farm Gardens	<ul style="list-style-type: none"> • Loss of 28 garage units and un-identified number of parking spaces. • Site allocation in the Draft Local Plan for 6 residential units. Loss of 28 garage units and un-identified number of parking spaces.
WOT28	US346	Garages at Collingwood Place	<ul style="list-style-type: none"> • Site allocation in the Draft Local Plan (discounted in LAA 2023) for 6 residential units. Loss of 56 garage units and 0 existing parking spaces.
WOT9	US361	Garages adjacent to 1 Tumbling Bay	<ul style="list-style-type: none"> • Loss of 15 garage units and 0 existing parking spaces. • Site allocation in the Draft Local Plan for 2 residential units. Loss of 15 garage units and 0 existing parking spaces.
WOT24	US366	Garages off Copenhagen Way	<ul style="list-style-type: none"> • Site allocation in the Draft Local Plan (discounted in the LAA 2023) for 7 residential units. Land ownership checks confirmed that site is no longer available. Loss of 12 garage units and 0 existing parking spaces.
WEY8	US416	Garages to the west of 17 Grenside Road Weybridge	<ul style="list-style-type: none"> • Planning application under consideration (2022/0397) for 3 residential units. Loss of 22 garage units, 0 existing parking spaces and 4 proposed off street parking spaces. • Transport technical note accompanying the planning application notes that the garages are not considered to provide a viable option for car parking given the dimension of the modern-day car and insufficient space between the garages for cars to park. • Furthermore, the technical note adds that the applicant has allowed the garages to be

			<p>marketed but there is little demand in the location for this. The proposal for the provision of four car parking spaces are considered in accordance with the applicable parking policies and Surrey County Council standards.</p>
WEY17	US417	Garages to the rear of Broadwater House Greside Road Weybridge	<ul style="list-style-type: none"> • Planning application under consideration (2022/0395) for 2 residential units. Loss of 21 garage units, 0 existing parking spaces and 4 proposed parking spaces. • Transport technical note accompanying the planning application notes that the garages are not considered to provide a viable option for car parking given the dimension of the modern-day car and insufficient space between the garages for cars to park. • Furthermore, the technical note adds that the applicant has allowed the garages to be marketed but there is little demand in the location for this. The proposal for the provision of four car parking spaces are considered in accordance with the applicable parking policies and Surrey County Council standards.
WEY20	US429	Garages at Brockley Combe, Weybridge	<ul style="list-style-type: none"> • Site allocation in the Draft Local Plan for 7 residential units. Loss of 57 garage units and 0 existing parking spaces.
WOT3	US528	Garages to rear of 84-92,94-96 Rodney Road	<ul style="list-style-type: none"> • A planning application has been registered (2020/3450) for 2 residential units. Loss of 19 garage units, 0 existing parking spaces and 4 proposed off-street parking spaces. • The Transport technical note accompanying the planning application notes that the provision of 4 parking spaces accord with SCC and Elmbridge parking standards and the removal of the garages and erection of the proposed dwellings is unlikely to have a detrimental impact on parking capacity in the surrounding area. • The technical note adds that the garages are not considered to provide a viable option for car parking given the dimension of the modern-day car and insufficient space between the garages for cars to park. The applicant has allowed the

			garages to be marketed but there is little demand in the location for this.
MOL 3	US529	Garage Block West Of 14 And North Of 15, Brende Gardens	<ul style="list-style-type: none"> • Planning application under consideration (2021/0345) for 2 units. Loss of 16 garage units, 0 existing parking spaces and 4 proposed parking spaces. • The Transport technical note accompanying the planning application notes that the provision of 4 parking spaces accord with SCC and Elmbridge parking standards and the removal of the garages and erection of the proposed dwellings is unlikely to have a detrimental impact on parking capacity in the surrounding area. • The technical note adds that the garages are not considered to provide a viable option for car parking given the dimension of the modern-day car and insufficient space between the garages for cars to park. The applicant has allowed the garages to be marketed but there is little demand in the location for this.
COS10	US530	Garage Block Middleton Road	<ul style="list-style-type: none"> • Permission granted (2020/1626) for 3 affordable rent houses on 01/06/2023. Loss of 9 garage units, 0 existing parking spaces and 0 parking spaces proposed on site. • Officers' decision noted that an on-street car parking occupancy survey indicated sufficient parking spaces within 200m of the site during the periods surveyed. • Officers' decision also noted that whilst no on-site parking provision is proposed, it complies with Elmbridge Development Plan standards for residential parking given the area is not one considered to be affected by parking stress. • S106 linked with Bennett Close and Blair Avenue sites.

8.20 From the LAA, it is evident that in relation to a number of the site allocation proposed, the Plan envisages the retention of the existing building on the site (COS1, MOL19, ESH20, ESH1, H11, D16, WOT16). Is this correct? If so to what extent has this been taken into account in the viability and capacity work undertaken to date?

Council response

The site allocation in this plan is an indication to developers that the use stated will be acceptable on the identified land. The detail with regard to the sites potential demolition or conversion will be expected to be carried out at the pre-planning application stage.

COS1 has been granted planning permission and this involved part demolition. ESH20, ESH1 are no longer available.

8.21 Which, if any, of the sites require a 10m buffer zone next to the river and has this been taken into account in terms of the capacity figures provided? Should this be reflected as a development constraint within the site allocation?

Council response

COS1: Cedar House, Cobham now has planning permission (2021/3348).

ESH15: Units A and B Sandown Industrial Park, Esher
The boundary of this site falls within Flood Zone 3b and is within 10m of the River Mole. It is now not considered available for development after land ownership checks in 2023.

WEY26: The Heights has been allocated for employment use but there is uncertainty on which buildings within the site could be extended for employment use. It is a large site and so development can be located a further distance from the River Wey.

8.22 Are there any other proposed site allocations which are effected by heritage impacts? How have these been assessed? (Noting the Heritage impact Assessment 2023 Methodology only refers to the report considering LAA sites from 2022).

Council response

Yes, the LAA 2022 site proformas include a section on policy designations and constraints. If the site contains or neighbours a heritage asset, it will be listed in this section of the proforma. The section on achievability explains whether it is considered that this constraint can be overcome.

The reason the Heritage Impact Assessment only refers to the LAA 2022, is because it is all the sites from the LAA 2022 that have been used for the site allocations.

Questions in relation to individual sites:

COS1

8.23 Should this site refer to the conversion of the existing building on the basis of the conclusions drawn within the Heritage Impact Assessment?

Council response

Permission has since been granted in June 2023 for three dwellings following part demolition of the existing building (2021/3348). An Assessment of Heritage Significant was submitted alongside the plans and this has informed the decision and planning conditions.

COS5

8.24 Has this site been the subject of a planning appeal and are there any implications for the delivery of the site in years 1-5 of the Plan period?

Council response

Yes, the appeal was allowed in November 2022, so will form part of the housing trajectory for those sites with planning permission. (2020/1627)

COS6

8.25 Is the suggested capacity for the site justified by the evidence base?

Council response

Yes, the site originated from a pre-application for 2 detached two-storey building consisting of 16 flats. The principle of a 'two tier' development on a site was established under application 2016/2184 and the pre-application advice confirmed this subject to the scheme meeting the other material

planning considerations. The landowner confirmed that the site could be included in the brownfield land register and LAA.

In 2022, a planning application for 18 units was submitted and refused (2022/3547) due to overdevelopment. With the correct design, the capacity (13 units) in the site allocation is considered achievable for flatted development on this site.