

# Site Allocations Policies Document Pre-Submission Draft



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## **1. Introduction**

### *What are Site Allocations?*

- 1.1 Our Site Allocations Policies Document identifies and allocates the land needed to: deliver our Green Infrastructure and Heritage Assets Strategies; meet our future commercial needs; secure key pieces of community infrastructure; and deliver the Kiln Lane Link. By facilitating the development of these sites we will meet many of the strategic objectives set out in our Core Strategy.
- 1.2 The Site Allocations Policies Document is principally comprised of new policies that identify and allocate sites either in their existing uses or for comprehensive redevelopment for the uses specified above. In addition to these site specific policies, this Document also sets out our Spatial Strategies for our Green Infrastructure and Heritage Asset networks.
- 1.3 Some of our site allocation policies contain requirements and criteria specific to their individual location. These work in concert with the generic policies contained within the Development Management Policies Document to manage new development. The Site Allocations Policies Document is a proactive policy document that will positively help fulfil our place-shaping role.
- 1.4 The content of this Document is informed by a comprehensive evidence base, which includes evidence relating to ecology, landscape character, heritage assets, employment demand, retailing and traffic growth. The evidence base is subject to periodic review. It is available via the Borough Council's website.
- 1.5 The draft policy options were the subject of a series of public consultation and engagement exercises. These informed the preparation of the Document. During the consultation and engagement stages the site allocation options were the subject of a Sustainability Appraisal Report, which was itself subject to consultation. Details of the consultation process and the Sustainable Appraisal are also available via the Borough Council's website.

### *Relationship with Other Local Plan Documents*

- 1.6 Our Site Allocations Policies Document does not exist in isolation. Once it has been through the examination process and formally adopted, it will sit alongside the other documents that collectively make up our Local Plan. These include the Core Strategy, the Development Management Policies Document and Plan E: Epsom Town Centre Area Action Plan. These documents respectively set out our core planning policies; our general purpose development management policies; and the detailed development management and site allocation policies that apply to Epsom Town Centre. A full list of the documents that comprise our Local Plan can be found on our website.
- 1.7 The Local Plan should be read as a whole and as such the Core Strategy and the policies within our other adopted Development Plan Documents, Area Action Plans and the guidance set out in our Supplementary Planning Documents must be taken into account.
- 1.8 National planning policies are not repeated herein and need to be read alongside this document. In producing this document the aims of national planning policy has been incorporated, in particular the presumption in favour of sustainable development. The goal of sustainable development is to enable communities to satisfy basic needs and enjoy a better quality of life without compromising the quality of life of future generations.

### *Implementation, Delivery and Monitoring*

- 1.9 Proposals for new development will be judged against all relevant policies in the Development Plan. We encourage applicants to enter into pre-application discussions to help to identify all key issues surrounding a planning application and matters that should be the subject of infrastructure contributions and legal agreements. This will help to avoid unnecessary delay in the decision-making process and cost to applicants.
- 1.10 Implementation and delivery of our Site Allocation policies will in the main be through the grant or refusal of planning permissions relating to these sites. Where appropriate it will include planning obligations as part of Section 106 or Section 278 agreements<sup>1</sup> and where appropriate Community Infrastructure Levy payments. Further detail on our Community Infrastructure Levy, such

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<sup>1</sup> In order to secure necessary development-related affordable housing and on-site transport infrastructure improvements respectively.

as the Charging Schedule and Regulation 123 List can be found on the Borough Council website.

- 1.11 Regular monitoring allows us to assess whether Local Plan objectives are being achieved. Clear targets will be set in place in order to provide us with enough information to monitor the performance of the Plan and help us determine whether a policy requires adjustment or replacement.
- 1.12 The local planning authority is required to produce an [Annual Monitoring Report](#) which sets out the performance and effectiveness of Local Plan policies. The Annual Monitoring Report highlights whether a review of the Local Plan is required.

### *Housing Sites*

- 1.13 Our original intention was to include new housing site allocations within this document. These allocations would have identified a sufficient supply of new sites that would have met the residual housing need for the remainder of the Local Plan period<sup>2</sup>.
- 1.14 We had made significant progress in identifying potential sources of future housing land supply through our Strategic Housing Land Availability Assessment. This helped us identify a range of site allocation options that were the subject of a public consultation exercise, which helped us identify a suite of preferred site allocation options. These sites were considered and given initial approval by our Planning Policy Sub Committee<sup>3</sup>.
- 1.15 Following the publication of the National Planning Policy Framework and its associated guidance on the preparation of objectively assessed housing needs we reviewed our approach towards new housing site allocations. Even though we had identified a sufficient number of preferred sites to meet the housing needs for the remainder of the Local Plan period we decided that it would be more efficient and logical to firstly review our Core Strategy

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<sup>2</sup> The current Local Plan period extends until 2026. Our Annual Monitoring Report includes a Housing Trajectory and Housing Land Supply statement that identifies how much additional housing will be required to deliver the housing needed for the remainder of the Local Plan period.

<sup>3</sup> The Council's Planning Policy Sub-Committee considered the site allocation options on 2 February 2012 and identified eighteen preferred sites that would be brought forward to form future Housing Site Allocations. These eighteen sites provide sufficient provision to meet the identified housing need for the remainder of the Local Plan period.

housing policies and then consider new housing site allocations<sup>4</sup>. This is why we have decided not to include housing site allocations in this Development Plan Document.

- 1.16 We now anticipate that we will produce a separate Housing Site Allocations Policies Document that will identify land for new housing beyond the current Local Plan period. That document will also be subject to public consultations and the sustainability appraisal process.
- 1.17 In the interim, we intend to identify the preferred housing sites in a separate document, which may be provided the status of a supplementary planning document. This is because all of our preferred sites sit within either the existing built up area or are located within the residual part of the former West Park Hospital site. On that basis, these preferred sites could come forward for consideration under Core Strategy Policy CS8. The primary purpose of such a supplementary planning document will be to underpin our housing trajectory contained within our Annual Monitoring Report, which demonstrates how we will deliver our current housing target.

#### *Gypsy and Traveller Accommodation*

- 1.18 It is our intention to identify and if possible meet the future accommodation needs of our local Gypsy and Traveller communities. We continue to make progress in preparing our local evidence base in relation to this matter. This has included our participation in the preparation of the Surrey-wide methodology for assessing the scale of local accommodation need.
- 1.19 In the interim, we have adopted a new development management policy<sup>5</sup>, which identifies the criteria we will use to assess proposals for new sites should they come forward through the planning application process.

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<sup>4</sup> We anticipate that these new housing site allocations will address our housing needs beyond the current Local Plan period.

<sup>5</sup> This refers to Development Management Policy DM23 Gypsy and Traveller Sites.

## 2. Green Infrastructure

### *Introduction*

- 2.1 This chapter brings together the first three sections of the Core Strategy, which address the natural environment. It covers the related issues of the Green Belt, biodiversity and nature conservation, and open spaces under the broad heading of Green Infrastructure. We have already followed this approach in our Development Management Policies Document.
- 2.2 The following policies set out and seek to deliver our Green Infrastructure Strategy, which will maintain and enhance our highly valued Green Belt, the community uses that take place within it, our open spaces and local biodiversity. The chapter identifies a landscape scale Green Infrastructure network that protects important assets (such as the Green Belt and nature conservation sites), provides links to the countryside surrounding the Borough, enhances local biodiversity, helps towards mitigating the adverse impacts of climate change, provides opportunities to mitigate flood risk, contributes towards our continued economic vitality and viability, and helps encourage and maintain healthier lifestyles.

### *Green Infrastructure Strategy*

- 2.3 Green Infrastructure is the term we use to describe a wide variety of assets that amongst other things contribute to our local biodiversity, our visual character and appearance, help to mitigate the adverse impacts of climate change and provide vital open space for residents of the Borough, residents of adjoining areas and visitors from wider afield. Within Epsom and Ewell Borough the term Green Infrastructure encompasses a variety of assets that include: the Green Belt, Sites of Special Scientific Interest (SSSI), Sites of Nature Conservation Interest (SNCI), Local Nature Reserves, Ancient Woodlands, public parks, outdoor sports pitches<sup>6</sup>, Epsom Downs Racecourse<sup>7</sup>, water courses and other water features<sup>8</sup>, street trees, roadside verges and railway embankments<sup>9</sup>, allotments and residential gardens. Our Green Infrastructure assets are shown on our Proposals Map.
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<sup>6</sup> This includes both public and private sports provision.

<sup>7</sup> This includes the all-weather gallops that form an important part of the racecourses race horse training offer.

<sup>8</sup> This could also include strategic flood risk mitigation measures.

<sup>9</sup> Our local railway embankments are considered an important asset as they provide virtually uninterrupted links for wildlife across the Borough.

- 2.4 We have included our Green Belt within our landscape scale Green Infrastructure network for a number of reasons, most notably because national planning policy requires local planning authorities to plan positively to enhance the beneficial use of the Green Belt. This includes measures to improve access; opportunities for outdoor sport and recreation; maintaining and enhancing landscapes, visual amenity and biodiversity. A significant proportion of our Green Belt is already in active use as leisure, recreation and sports provision. These include the Epsom Downs Racecourse, golf courses, sports pitches and health clubs. Equally large parts of our Green Belt are recognised for their ecological value – such as Epsom Common, Epsom & Walton Downs and Horton Country Park. On that basis, we believe it entirely logical to identify our Green Belt as a key component of our Green Infrastructure network.
- 2.5 An overarching component of the Borough’s Green Infrastructure network is its landscape. The Landscape Character Study (2015) provides an assessment of the type and quality of landscapes found across the Borough. The Study found that the majority of these form part of the Green Infrastructure network. It identifies six different ‘landscape types’ across the Borough. These support varied habitats that make a positive contribution to local biodiversity and are important to the visual character and appearance of the area. The Study also identifies opportunities to enhance and manage the attributes of these areas; such as reducing fragmentation of habitats, improving biodiversity and managing development.
- 2.6 Additionally, Surrey Wildlife Trust has identified a network of Biodiversity Opportunity Areas (BOAs) across the County, with a number falling within the Borough. Each BOA has its own unique opportunities for contributing towards the enhancement of local biodiversity. Unlike SSSIs and SNCIs, BOAs are not an outright constraint to development taking place. However, development proposals located within or adjacent to BOAs will trigger a requirement for additional biodiversity enhancements beyond those normally sought through the development management process<sup>10</sup>. We consider that BOAs form an important part of our Green Infrastructure network.
- 2.7 Green Infrastructure also encompasses embedded sustainable design features that can be incorporated into new developments, such as green or brown roofs, bird or bat boxes/ bricks and landscaping and planting. We will seek to deliver these forms of Green Infrastructure through our Core Strategy<sup>11</sup>,

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<sup>10</sup> See Development Management Policy DM4: Biodiversity and New Development.

<sup>11</sup> This refers to Core Strategy Policy CS6 Sustainable Design.



our Development Management Policies Document<sup>12</sup>, our Sustainable Design Guide and through the Building Regulations.

- 2.8 Green Infrastructure is also an important component of our local economy; by making a contribution to the Borough's visual character and appearance it helps to attract new businesses. Assets like Epsom Downs Racecourse, the RAC Club, and other sports and country clubs are important sources of employment in their own right. Green Infrastructure also provides valued access to formal and informal recreation opportunities with associated potential benefits to health.
- 2.9 Many of our principal Green Infrastructure assets serve an area that extends beyond the Borough boundary. Our strategic Green Infrastructure assets such as Epsom Common, Epsom and Walton Downs, Horton Country Park, the Hogsmill and Bonesgate Local Nature Reserves, the RAC Club and Nonsuch Park meet the formal and informal open space needs of not only our own residents but also those living in the surrounding London and Surrey boroughs and districts. Whilst a number of these assets lie within the Green Belt they have a value that is greater than just open land.

## **Green Infrastructure Strategy**

**We will seek to maintain and enhance our existing Green Infrastructure assets across the Borough by taking a landscape-scale approach. Our key assets and designations are identified on our Proposals Map. Collectively our Green Infrastructure will form and provide a network of assets across the whole Borough that will enhance local biodiversity, contribute towards mitigating the adverse impacts of climate change, contribute to the Borough's special visual character and appearance, and provide open space provision for local people and those living in neighbouring areas.**

**We will seek to introduce enhancements and additions to the Green Infrastructure network through planned-for-growth including allocated development sites and where appropriate through the development management process. We will work with partners and landowners to identify and designate new assets where appropriate. These new assets will be identified on the Proposals Map and afforded an appropriate level of protection from inappropriate development.**

**We will identify opportunities to strengthen and create new links between areas that provide wildlife corridors and improved access to open space, the wider countryside and neighbouring areas. We will seek to deliver these links through the development management process or where possible through capital infrastructure improvement schemes. These links are identified on the Green Infrastructure Key Diagram.**

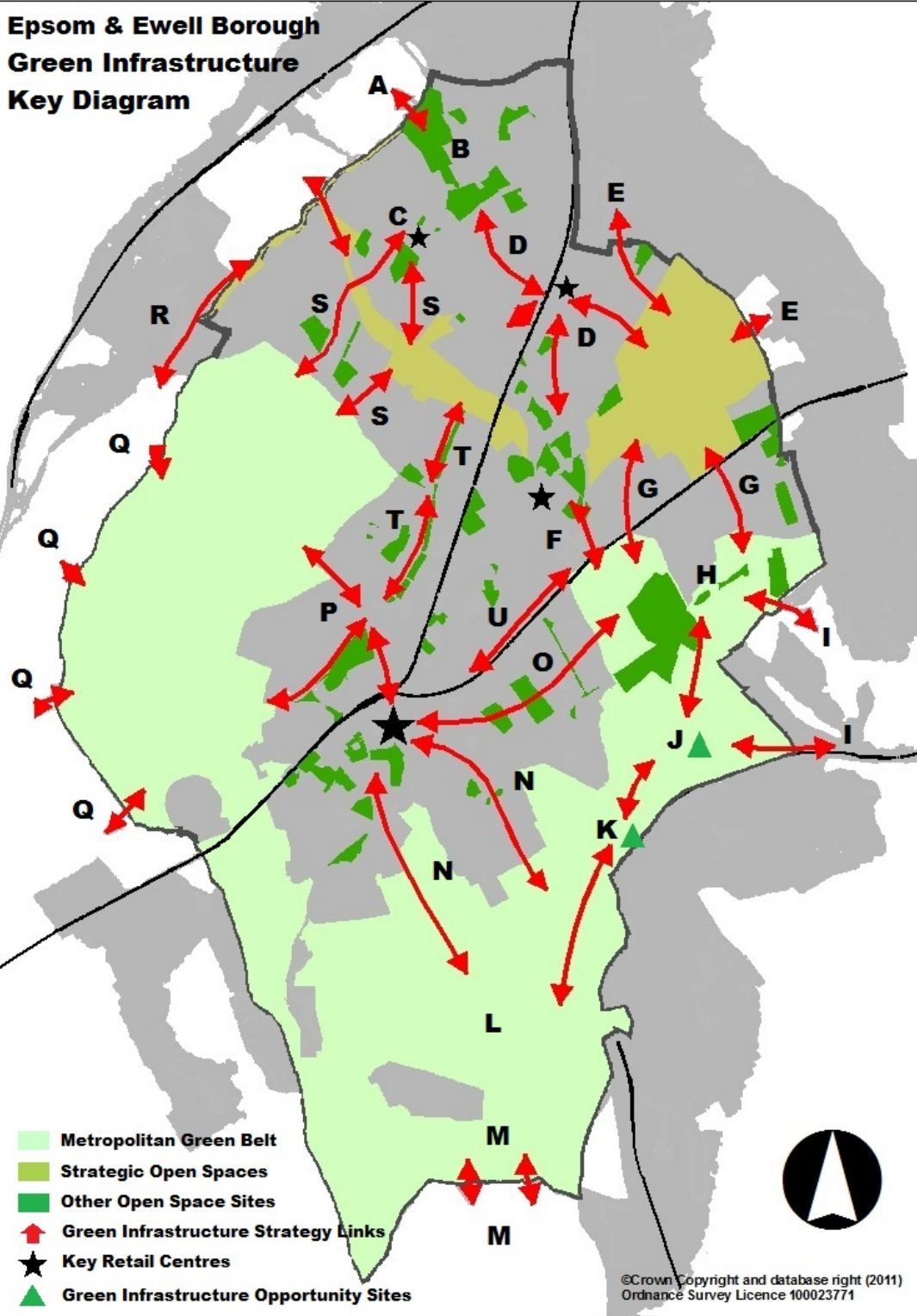
<sup>12</sup> This refers to Development Management Policies DM4, DM5, DM9 and DM10.

### *Green Infrastructure Strategy Key Diagram*

- 2.10 Following public consultation we have prepared an indicative Key Diagram that illustrates our Green Infrastructure Strategy in spatial terms. The Key Diagram identifies the broad location of our principal green infrastructure assets at a landscape scale. These include the Green Belt, the sites that lie within the Green Belt, strategic open spaces and other urban open spaces. The Diagram identifies existing assets and opportunities for future links between them. The links will provide access to green space for residents and visitors, in addition to having a biodiversity value in their own right.
- 2.11 In many cases the links will correspond to direct, identifiable routes on the ground, such as paths, alleyways, bridleways or roads<sup>13</sup>. However, in many parts of the Borough (particularly within predominantly residential areas) we envisage the links to be less distinct. An example being the swaths of domestic garden land found within many parts of the Borough's existing built up area. These are a critical component of our green infrastructure asset network.
- 2.12 Our Key Diagram and its supporting text identify potential links and suggest the type of measures that could be taken to deliver improvements. We suggest that these be read alongside the Local Plan Proposals Map. This will provide the reader with a fuller understanding of the how the network and the proposed improvement opportunities interact with one another.

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<sup>13</sup> These linking routes could incorporate green infrastructure assets such as street trees, other planting and informal open space.



2.13 The following key provides additional detail to the improvement opportunities set out in the Green Infrastructure Key Diagram:

**A** – Opportunities to improve green infrastructure and access links across the Borough boundary into the Royal Borough of Kingston upon Thames between the Hogsmill River and Bonesgate Stream, and Open Metropolitan Land.

**B** – Potential housing site allocation on land at Grafton Stables provides an opportunity to deliver enhancements to the adjoining open space and woodland. In particular there is an opportunity improve and formalise public access to the site with the potential to develop links with the Open Metropolitan Land to the north.

**C** – Potential to improve green infrastructure links across the A240 Kingston Road. This could be achieved through development related public realm improvements focused on the Kingston Road/ Ruxley Lane Local Centre that would provide the initial impetus for further improvements. Additional measures and initiatives that promote the benefits of biodiversity enhancements to domestic rear gardens may also help strengthen the links.

**D** – An opportunity to develop a series of biodiversity corridors or swathes that bridge the gap between larger green infrastructure assets located to the immediate north in Cuddington and Auriol wards with Ewell Village to the south and Nonsuch Park to the south east. These links could focus on public realm/ planting opportunities in Stoneleigh Broadway local centre. The corridor links would need to take advantage of the large areas of domestic garden land present in Stoneleigh ward. This could be delivered through a variety of initiatives including education campaigns informing residents of the benefits of maintaining their gardens with biodiversity in mind, and/ or improvements delivered in partnership with local community organisations, such as the Friends of Shadbolt Park.

**E** – Opportunities to improve links across the Borough boundary into the London Borough of Sutton. The delivery of these improvements may benefit from existing partnership work relating to Nonsuch Park, which already involves Surrey County Council and the London Borough of Sutton.

**F** – There is a concentration of green infrastructure in and around Ewell Village. These contribute to the Borough's open space provision, providing facilities for public, private and education related uses. These small 'islands' of open space in and around Ewell Village provide a valuable link between the Hogsmill Local Nature Reserve and Nonsuch Park (to the east). There may be opportunities to improve their contribution towards biodiversity through appropriate maintenance and management. Improving links across the A24 Ewell Bypass into Nonsuch Park (to the east) and Priest Hill (to the immediate south) may present difficulties because of the barrier presented by the road. The development of the NESOT Animal Husbandry Land provides an opportunity to enhance the existing bridleway that links Ewell Village with Priest Hill and other Green Belt land beyond.

**G** – An opportunity to develop a series of biodiversity corridors or swathes that bridge the gap between Nonsuch Park and the Priest Hill and Howell Hill Local Nature Reserves to the immediate south. The corridor links will need to take advantage of the large areas of domestic garden land present in the northern part of Nonsuch ward. In order to deliver these improvements the Council will need to consider the impact of development proposals sited in rear gardens insofar as they are within their control. This could be delivered through a variety of initiatives including education campaigns informing residents of the benefits of maintaining their gardens with biodiversity in mind, and/ or improvements delivered in partnership with local community organisations.

**H** – The on-going regeneration of the Priest Hill Local Nature Reserve as chalk grassland provides an opportunity to bring in new links with the adjoining Howell Hill Local Nature Reserve and land at Northey Fields. In the future this may incorporate a westward extension of the Howell Hill site.

**I** – Possible improvements to cross-boundary links between Howell Hill Local Nature Reserve, land adjoining North Looe and land in the London Borough of Sutton (Cuddington Golf Course) and Reigate & Banstead (Drift Bridge and Nork).

**J** – This area, around North Looe, serves as an important gap between existing settlements. There is an opportunity to improve access to the Green Belt/ open countryside and restore underused agricultural land to a semi-natural state, possibly as part of an extension to either the Priest Hill or Howell Hill Local Nature Reserves. Surrey County Council is a major landowner in this area and as agricultural activities diminish there may be opportunities to secure the use of this land as open green infrastructure.

**K** – This land at Downs Farm serves as an important gap between existing settlements. There is an opportunity to improve access to the Green Belt/ open countryside and restore underused agricultural land to a semi-natural state, possibly returning it as chalk grassland. Improvements at sites J and K will deliver the missing access link between the Strategic Open Space at Nonsuch Park and the Epsom & Walton Downs. These links would form part of the wider footway and bridleway network.

**L** – Epsom & Walton Downs are important in terms of their value for biodiversity and publicly accessible open space provision. They also make a

valuable contribution to the local economy as a horse racing venue, a race horse training facility<sup>14</sup> and through associated hospitality facilities<sup>15</sup>.

**M** – Possible improvements to cross-boundary access links between Epsom & Walton Downs and Reigate & Banstead and Mole Valley to the south. These improvements will primarily benefit public access through the Green Belt/ open countryside but may also include improved off-road access<sup>16</sup> between race horse training yards located outside the Borough and the all-weather gallops. Where practical, opportunities to enhance important horse-crossing points will be taken – particularly in locations where such crossings are currently hazardous to rider and motorist. There may also be opportunities for returning underused agricultural land to a semi-natural state.

**N** – Maintaining and enhancing existing links between Epsom Town Centre and the Downs. This established network of alleyways provides a unique and valued off-road access from the Town Centre onto the Downs. They serve as corridors for residents and wildlife, linking up with other green infrastructure assets (such as Rosebery Park) as they rise up onto the Downs. The Borough-wide Surface Water Management Plan identifies their value as surface water flow paths during exceptional surface water flood events.

**O** – Maintaining and enhancing existing links between Epsom Town Centre and Priest Hill. This established network of alleyways and pathways provide a valued off-road access from the Town Centre onto Priest Hill and then beyond into Nonsuch Park. They serve as corridors for residents and wildlife, linking up with green infrastructure (such as Alexandra Park) along the way. The continued maintenance of these links will ensure that Priest Hill and Nonsuch Park remain accessible to residents, and provide a penetrating route for wildlife into the urban area.

**P** – Maintaining and enhancing existing links between Epsom Town Centre and Epsom Common Local Nature Reserve, the Hospital Cluster Green Belt, and beyond to Horton Country Park Local Nature Reserve. This established network of alleyways provides a valued off-road access from the Town Centre into the Green Belt/ open countryside located in and around the Hospital Cluster settlements. They serve as corridors for residents and wildlife, linking up with green infrastructure assets (such as Court Recreation Ground and

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<sup>14</sup> In addition to the Racecourse itself the Downs provide a number of all-weather gallops that are used by the adjoining race horse training yards throughout the entire year.

<sup>15</sup> These include a number of restaurants and a hotel. The Racecourse Grandstands are also used conference facilities and performance venues outside of the racing calendar.

<sup>16</sup> There are known access problems for race horses traversing the highway network in order to access the all-weather gallops.

Stamford Green) along the way. The continued maintenance of these links will ensure that the Green Belt remains accessible to residents, and provides a penetrating route for wildlife into the urban area. There may be opportunities to improve the footpath network between Stamford Green/ Manor Green Road and Epsom Common Local Nature Reserve.

**Q** - Possible improvements to cross-boundary links between Epsom Common Local Nature Reserve, the Hospital Cluster Green Belt and Horton Country Park Local Nature Reserve, and adjoining countryside in Mole Valley (Ashstead Common National Nature Reserve) and the Royal Borough of Kingston upon Thames (Chessington). Access improvements will help to maintain the strategic value of these assets.

**R** – Improvements to the link between the Bonesgate Stream (at the northern end of this corridor) and Castle Hill Local Nature Reserve (in the Royal Borough of Kingston upon Thames). Improvements here could eventually bridge the missing access link between the Hogsmill Local Nature Reserve and Horton Country Park Local Nature Reserve.

**S** – Opportunities to improve links from the A240 Kingston Road south across the Hogsmill Local Nature Reserve and into the Green Belt at the Hook Road Arena and beyond into Horton Country Park Local Nature Reserve. The corridor links will need to take advantage of the large areas of domestic garden land present in Ruxley and West Ewell. In order to deliver these improvements the Council will need to carefully consider the impact of development proposals sited in rear gardens insofar as they are within their control. This could be delivered through a variety of initiatives including education campaigns informing residents of the benefits of maintaining their gardens with biodiversity in mind, and/ or improvements delivered in partnership with local community organisations. The future redevelopment of the former playing fields at Epsom & Ewell High School<sup>17</sup> provides an opportunity to introduce a new corridor along the watercourse flowing on the northern edge of that site.

**T** – Maintaining and enhancing the existing corridor along Green Lanes and Longmead Road that, together with the improvements, such as tree planting, identified at N, provides access from the Hogsmill Local Nature Reserve through to Epsom Common Local Nature Reserve (to the south west).

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<sup>17</sup> The former playing fields at Epsom & Ewell High School have previously been identified as a potential housing site allocation. This site was tested as a possible housing site allocation and subsequently identified as a preferred housing site by the Council's Planning Policy Sub-Committee. The site is identified in the Council's Housing Trajectory as a potential future source of housing land supply.

Potential public realm improvements at Pound Lane and Manor Green Local Centres could provide a focus/ junction connecting N and T.

**U** – The Borough’s network of railway lines and some of its road networks (notably Horton Lane) provide highly valued corridors for wildlife (most visibly larger mammals such as foxes and badgers but also smaller species, notably the stag beetle<sup>18</sup>) through the urban area and out into open countryside or onto other green spaces and domestic gardens. The link between the NEScot/ Priest Hill site and areas to the south (including Epsom Town Centre) is highlighted as an example. The Council and its partners will work with Network Rail to ensure that these corridors are maintained to enhance their value to biodiversity. There is also an opportunity to deliver improvements to this particular type of Green Infrastructure asset through the proposed housing development on land at Mill Road. In particular the delivery of this site will improve and formalise the status of this semi-natural site, introducing a management regime for its medium term future.

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<sup>18</sup> The Stag Beetle (*Lucanus Cervus*) is the Borough’s totemic species.



### *Implementing the Green Infrastructure Strategy*

- 2.14 We envisage that the possible improvements identified under the Green Infrastructure Key Diagram could be delivered through a variety of mechanisms. These will include the development management process; improvements forming part of future site allocations for housing, employment and retail developments; and through site-specific green infrastructure allocations.
- 2.15 There are various funding mechanisms that we and our partners could utilise to deliver these measures including our capital improvements budget and developer contributions. Where necessary we will ensure that improvement schemes are initially identified through our Infrastructure Delivery Plan. This is likely to be the case where comprehensive proposals, involving a number of funding/ delivery streams are being brought forward.

### *Existing Sites*

- 2.16 The majority of our existing Green Infrastructure asset network is already identified and protected through a variety of planning policy designations. These include our Green Belt; Sites of Special Scientific Interest; Sites of Nature Conservation Interest, Local Nature Reserves; Ancient Woodland; and our parks and open spaces. All of these sites are identified on our Local Plan Proposals Map. We have also listed the principal Green Infrastructure Assets under Annex 3.

### *Site Allocations*

- 2.17 In order to deliver our wider landscape scale strategy, it is necessary for us to identify and allocate sites that subject to improvement can be integrated into our established Green Infrastructure Network. These site allocations have been the subject of public consultation and sustainability appraisal.
- 2.18 We have allocated the following sites in order to deliver the biodiversity, countryside access and informal recreation improvements identified on our Green Infrastructure Key Diagram. These sites are currently underutilised and have limited public access. Allocating them as Green Infrastructure will secure their long term protection from inappropriate development proposals and facilitate their coming forward as part of our wider Green Infrastructure network.

*Land at Grafton Stables, Cuddington Ward*

- 2.19 This site is located in the north west of the Borough; situated close to our border with the Royal Borough of Kingston-upon-Thames. The site was once part of a larger man-made landscape that formed parkland surrounding a large house<sup>19</sup>. Some of these historic features can still be discerned within the surviving landscape, which has returned to a semi-natural state.
- 2.20 This relatively large area of open land is comprised of both grassland and woodland. Whilst it makes a highly valued contribution to the visual character and appearance of the surrounding residential areas, it is currently a relatively under-utilised Green Infrastructure Asset, being primarily used for dog-walking.
- 2.21 This site already provides valued open space to the surrounding local communities; however, public access arrangements across the site are currently informal. There are opportunities to formalise public access and introduce a management regime for the semi-natural grassland and woodland that would result in improvements to biodiversity. There is also an opportunity to address flood risk management at the site, possibly through the introduction of Sustainable Drainage Systems (SuDS).
- 2.22 We believe that the improved access arrangements could in the future be extended beyond the site, to the north, to link up with the Hogsmill River and the Metropolitan Open Land beyond. The site could then form an important link between the Borough and a wider network extending beyond our boundary.
- 2.23 We envisage that the improvements to the site could be delivered through a modest housing enabling development<sup>20</sup> that could front onto Grafton Road. As part of a separate exercise<sup>21</sup> we have already tested a proposed housing site allocation for about twenty new dwellings. It is anticipated that this will be the subject of a related policy in the future Housing Site Allocations Document.
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<sup>19</sup> This was the site of Worcester Park House.

<sup>20</sup> This was the subject of a housing site allocation option, which we consulted upon during 2011. The Council's Planning Policy Sub Committee subsequently agreed to identify this site as a preferred housing site allocation option.

<sup>21</sup> Following consultation on our Housing Land Supply Strategy (2010) we consulted on a series of possible housing site options. These formed the basis of the Housing Site Allocations Paper, which was available for public consultation during the period from 1 August to 24 October 2011.

2.24 The extent of this Green Infrastructure site allocation is shown on the Proposals Map.

### **Land at Grafton Stables**

#### **Policy SA1**

**Proposals for land at Grafton Stables will secure the site as publicly accessible informal open space, as defined on the Proposals Map and on the Green Infrastructure Key Diagram B. Proposals will deliver the following:**

- **Biodiversity enhancements to the existing woodland and grassland habitats;**
- **A management regime that will help maintain and enhance the site's biodiversity value during the Local Plan period;**
- **Formalised public access across the site, including the introduction of hard-surfaced pathways and secure gates;**
- **Improvements to the management of surface water flood risk across the site, possibly including the incorporation of Sustainable Drainage Systems (SuDS)**
- **Dog-walking infrastructure, including waste disposal facilities, to ensure that the impact of this activity on the woodland and grassland habitats is minimised; and**
- **Provide sufficient flexibility to extend the green infrastructure, footpath and bridleway networks beyond the site to the north.**

### *Land adjoining North Looe*

- 2.25 This site is located in the east of the Borough, adjacent to the boundaries with the London Borough of Sutton and Reigate & Banstead Borough. This area of the Green Belt serves as an important gap between existing settlements, separating Ewell and Banstead. It also makes an important contribution to the Borough's visual character and appearance.
- 2.26 The incorporation of this site into our Green Infrastructure network provides an opportunity to improve access to the Green Belt/ open countryside. Surrey County Council is a major landowner in this area and there are now opportunities to secure the use of this land as informal open space. The development of this site as highly accessible Green Infrastructure will help meet the strategic open space needs being generated by growth in the Borough and by developments in the two neighbouring boroughs.
- 2.27 Releasing the site for such uses will bring notable benefits for the health and well-being of local communities. It will also take the pressure off our other strategic open space resources – particularly in terms of lightening the volume of visitors<sup>22</sup> to other more sensitive sites.
- 2.28 There are also opportunities to restore the currently underused agricultural land to a semi-natural state, possibly as part of an extension to either the Priest Hill or Howell Hill Local Nature Reserves. This will provide a significant benefit to local biodiversity.
- 2.29 We envisage that all or part of this extensive site could be restored to a semi-natural state as chalk grassland, eventually forming an extension to the adjoining Priest Hill Local Nature Reserve. Such improvements are supported by the recent Landscape Character Study (2015). Surrey Wildlife Trust has identified this area as a BOA. We will seek to use the area's BOA status to secure additional on-site biodiversity enhancements beyond those normally sought through the development management process. Such improvements will be sought from appropriate developments taking place across and surrounding this area.
- 2.30 The restoration of this site provides an opportunity to create new access through this part of the Green Belt, providing an improved link between the Reigate Road and Nonsuch Park to the north. In accordance with our Green Infrastructure Strategy, these changes will help strengthen the links between
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<sup>22</sup> For example, our evidence demonstrates that the high volume of dog-walking on Epsom Common is beginning to have an adverse impact on the SSSI.

existing Green Infrastructure assets and improve the biodiversity value of the site. Such improvements will focus upon introducing a new footpath and bridleway network across the site, which provide a link into the existing wider network. This will include suitable surface treatments and appropriate access points for pedestrians, cyclists and horse riders.

2.31 The extent of this Green Infrastructure allocation is shown on the Proposals Map.

## **Land adjoining North Looe**

### **Policy SA2**

**Proposals for land at North Looe will secure the site as publicly accessible informal open space, as defined on the Proposals Map and on the Green Infrastructure Key Diagram J. Proposals will deliver the following:**

- **Biodiversity enhancements to the existing grassland habitat;**
- **A management regime that will help maintain and enhance the site's biodiversity value during the Local Plan period;**
- **Formalised public access across the site, including the introduction of hard-surfaced pathways and secure gates;**
- **Necessary dog-walking infrastructure, including waste disposal facilities, to ensure that the impact of this activity on the woodland and grassland habitats is minimised; and**
- **Provide sufficient flexibility to extend the green infrastructure, footpath and bridleway networks beyond the site to Nonsuch Park to the North and Priest Hill to the West.**

### *Land at Downs Farm*

- 2.32 This site is located in the east of the Borough, adjoining the boundary with Reigate & Banstead Borough. This area of Green Belt serves as an important gap between existing settlements, separating Epsom and Banstead. There is an opportunity to improve access to the Green Belt/ open countryside and restore underused agricultural land to a semi-natural state, possibly returning it to chalk grassland.
- 2.33 We believe that by allocating this site as new Green Infrastructure we will secure an appropriate and viable new use for the site that will ensure that it remains open and accessible to residents and visitors to the Borough. This will help meet the strategic open space needs being generated by growth in the Borough and by developments in the two neighbouring boroughs.
- 2.34 Releasing the site for such uses will bring notable benefits for the health and well-being of local communities. It will also take the pressure off our other strategic open space resources. The delivery of Sites J and K will secure the missing access link between the Strategic Open Space at Nonsuch and the Epsom & Walton Downs.
- 2.35 We envisage that all or part of this extensive site could be restored to a semi-natural state as chalk grassland. The Landscape Character Study (2015) has identified opportunities to restore this area to semi-natural state with benefits for the wider landscape and local biodiversity. Surrey Wildlife Trust has identified the adjoining area as a BOA. We believe that this site could form a logical extension to that BOA, providing greater opportunities for biodiversity enhancement.
- 2.36 The restoration of this site provides an opportunity to create new access through this part of the Green Belt; effectively creating a link between the Epsom & Walton Downs (to the south) and Nonsuch Park (to the north). In accordance with our Green Infrastructure Strategy, these changes will help strengthen the links between existing Green Infrastructure assets and improve the biodiversity value of the Borough. Such improvements will focus upon introducing a new footpath and bridleway network across the site, which provide a link into the existing wider network. This will include suitable surface treatments and appropriate access points for pedestrians, cyclists and horse riders.
- 2.37 The extent of this Green Infrastructure allocation is shown on the Proposals Map.

## **Land at Downs Farm**

### **Policy SA3**

**Proposals for land at Downs Farm will secure public access across the site helping to create a continuous link between Epsom and Walton Downs to the south and Nonsuch Park to the north, as defined on the Proposals Map and on the Green Infrastructure Key Diagram K. Proposals will deliver the following:**

- **A management regime that will help maintain and enhance the site's Green Infrastructure value during the Local Plan period;**
- **Formalised public access across the site, including the introduction of hard-surfaced pathways and secure gates where necessary;**
- **Appropriate dog-walking infrastructure, including waste disposal facilities, to ensure that the impact of this activity on the woodland and grassland habitats is minimised; and**
- **Provide sufficient flexibility to extend the network beyond the site to land at North Looe to the North and Epsom Downs to the South.**

### **3. The Built Environment**

#### *Introduction*

- 3.1 This chapter builds upon those aspects of the Core Strategy that deal with our historic environment and heritage assets<sup>23</sup>. Specifically the chapter covers our Heritage Asset Strategy, how we will identify our statutory and non-statutory heritage assets and the mechanism that we are using to identify and protect our locally listed heritage assets.
- 3.2 The following explains how we will deliver our Heritage Asset Strategy, which will maintain and enhance our highly valued historic environments comprised of buildings, structures, archaeological sites, veteran trees and conservation areas. The chapter identifies a Strategy that protects our network of heritage assets and ensures that they continue to contribute to the Borough's visual character and appearance.

#### *Heritage Asset Strategy*

- 3.3 Epsom and Ewell possesses a fine built heritage which is held in high regard by our residents. Heritage assets are features of the natural and built environment that have historic significance and are nationally or locally designated as such.
- 3.4 We define our local heritage assets as being comprised of the following, Scheduled Ancient Monuments, buildings and structures on the statutory National List, Nonsuch Parks<sup>24</sup>, Conservation Areas, Areas of Higher Archaeological Potential, veteran trees, and buildings and structures that are of local importance. They are irreplaceable and we will seek to protect them from harm or loss that may result from new development.

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<sup>23</sup> This refers to Core Strategy Policy CS5, which relates to conserving and enhancing the quality of the Built Environment.

<sup>24</sup> Nonsuch Park is a Registered Historic Park.



## **Heritage Asset Strategy**

**We will seek to maintain and enhance the network of existing Heritage Assets across the Borough. We will identify these assets on our Proposals Map.**

**Collectively our Heritage Assets will form and provide a network across the whole Borough that will contribute to its special visual character and appearance, and provide wider social, economic, cultural and environmental benefits for local people and those living in neighbouring areas.**

**We will ensure that our Heritage Assets are maintained and enhanced through planned-for-sustainable growth; including allocated development sites and where appropriate through the development management process. Specifically we will seek to ensure that our Heritage Assets are put to viable uses that secure their conservation for future generations.**

**We will work with partners and landowners to identify and designate new assets where appropriate. Newly designated Heritage Assets will be identified on the Proposals Map and afforded an appropriate level of protection.**

### *Implementing the Heritage Asset Strategy*

- 3.5 We will implement the Heritage Asset Strategy through taking a unified approach to preserving and enhancing our Heritage Assets in the development management process, in line with our Core Strategy and Development Management Policies. We will also seek to apply our strategy through site allocations where appropriate, both those contained in this document and in future plan making, for example where a site incorporates a listed building or structure.
- 3.6 Our Heritage Assets are identified and designated through separate procedures outside of the Local Plan process and consequently the Site Allocations Policies Document does not introduce any further designations. Our Heritage Assets are identified on our Proposals Map.

## *Heritage Assets*

- 3.7 The Borough contains 21 Conservation Areas, each different in form and character, but all designated for their special architectural or historic interest. Additionally, the Borough contains over 400 Listed Buildings and some 100 'locally listed' buildings, all of which add to the variety and richness of the urban environment.
- 3.8 The majority of these individual buildings and structures fall within designated Conservation Areas and, as they are limited in number, it is important they are preserved and protected from inappropriate development. New development, carefully integrated with the old, can help achieve this. It is an objective of the Core Strategy to seek to protect and enhance Conservation Areas and listed buildings, including their settings.
- 3.9 We have also prepared character appraisals and management plans for each of the Borough's Conservation Areas. These assess the character of each area, defining what contributes to making them "special". They identify both positive and negative features of the environment, and define elements which should be improved. These appraisals form a vital source of detailed information that aids the plan making and development management process.
- 3.10 The Borough's other Heritage Assets include two Scheduled Monuments, a County Site of Archaeological Importance, a number of Areas of High Archaeological Potential and a single Registered Park.
- 3.11 The Borough also contains several hundred veteran trees. We believe that they are important heritage assets that contribute to the local historic and cultural fabric. Veteran trees are defined as usually being in the second or mature stage of their life. Our veteran trees are non-designated heritage assets that in many cases have been present in the local landscape/ townscape for at least a hundred years. We are in the on-going process of identifying our veteran tree stock; defining them on the basis of their aged appearance, size, condition, their cultural, landscape or biodiversity value.
- 3.12 An up-to-date list of our Scheduled Monuments, Listed Buildings and Registered Park can be viewed on [the Historic England website](#). The Borough Council's website includes up-to-date information on our [Conservation Areas](#) and [Locally Listed Buildings](#). The Proposals Map identifies areas of archaeological interest and the location of veteran trees.

### *Buildings and Structures of Local Importance*

- 3.13 Inclusion on our List of Buildings and Structures of Local Importance, otherwise known as the 'Local List', affords some protection through the planning process to individual buildings and structures which are not statutorily listed, but which nevertheless have some architectural or historical significance locally.
- 3.14 National planning policy defines these buildings and structures as 'non-designated heritage assets' that should be considered as having a degree of significance meriting consideration in planning decisions.
- 3.15 In order to help us assess new candidate buildings and structures for inclusion on the Local List and re-evaluate those already identified, we have prepared a criteria based methodology in partnership with Epsom & Ewell History and Archaeological Society in accordance with guidance prepared by English Heritage. We have recently successfully used this approach to consider new candidates for the Local List.
- 3.16 By publishing these criteria as a new Site Allocations Policy, we can ensure clarity as to how any buildings or structures added to the list will be assessed and provide assurance that our List of Buildings and Structures of Local Importance contains assets of genuine architectural or historic significance.

## **Buildings and Structures of Local Importance**

### **Policy SA4**

**Candidates for our List of Buildings and Structures of Local Importance will be assessed against the following criteria:**

- **Buildings possessing special architectural or historic interest but not currently enjoying Listed Building Status;**
- **Buildings of a definite and recognisable architectural interest (including originality of design and rarity);**
- **Buildings relating to traditional or historic equestrian uses in a reasonable state of preservation;**
- **Buildings relating to traditional or historic industrial processes in a reasonable state of preservation;**
- **Historic structures such as bridges, memorials and milestones;**
- **Buildings of character acting as landmarks in the townscape or landscape;**
- **Buildings associated with unusual or significant events or personalities, or containing features of definite antiquity;**
- **Curiosities or individual buildings of merit that are different from surrounding ones.**

**A candidate building or structure should satisfy one or more criteria in order to be added to our List.**

## **4. Economic Development**

### *Introduction*

- 4.1 This chapter builds upon those aspects of the Core Strategy that deal with our employment and retail provision and the need to sustain and enhance the Borough's economic performance<sup>25</sup>. This chapter covers the land allocations needed to implement this strategy, including key employment sites, our retail centres outside of Epsom Town Centre and the hierarchy they form part of. The allocation of these sites will help to protect their role and function as centres of employment and encourage sustainable economic growth.

### *Employment Land Allocations*

- 4.2 The following site allocations identify the principle locations for future employment development in the Borough and protect the existing employment uses at these sites.

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<sup>25</sup> This refers to Core Strategy policies CS11 and CS15, which focus on protecting the Borough's strategic employment locations and local retail centres.

### *Longmead & Nonsuch Employment Areas*

- 4.3 The Longmead & Nonsuch Employment Areas were identified as strategic employment areas in the previous Local Plan 2000 and continue to be identified as such in the Core Strategy. These two key employment areas are well located in the centre of the Borough – lying between Epsom Town Centre and Ewell Village. They continue to provide a sustainable location for employment uses. We will continue to safeguard these sites as strategic employment locations.
- 4.4 The Longmead & Nonsuch Employment Areas continue to provide essential employment within the Borough, which cannot be met elsewhere; either at other existing employment sites or within new employment site allocations. They remain viable employment sites, with high levels of occupancy, and continue to meet the needs of existing and emerging business sectors. In that respect we consider the allocation of these sites to be consistent with the objectives of national planning policy.
- 4.5 The extent of the Longmead & Nonsuch Employment Areas is shown on the Proposals Map.

## **Longmead & Nonsuch Employment Areas**

### **Policy SA5**

**Proposals within the Longmead & Nonsuch Employment Areas will provide for sustainable economic development within the B1, B2 and B8 use classes.**

**Proposals seeking the redevelopment of existing employment premises should allow for sufficient flexibility and opportunity for existing businesses to expand, subject to the availability of land, access considerations and detailed design, including flood resilience.**

**Appropriate levels of on-site parking provision, both vehicular and cycle, must be provided to ensure that the needs of customers and employees are adequately met while minimising the impact on the neighbouring residential areas. Site specific parking standards must be supported by robust evidence that is consistent with the Borough-wide residential parking standards.**

**The loss of employment uses will be resisted.**

*W S Atkins HQ Campus, Woodcote Grove*

- 4.6 The W S Atkins HQ Campus, Woodcote Grove is allocated as a new employment area. This site has a recent planning history providing a range of improvements, some of which have already been implemented. It remains a fit-for-purpose office campus and consequently we consider that its allocation as an employment area is consistent with the objectives of national planning policy.
- 4.7 The extent of the W S Atkins HQ Campus Employment Area is shown on the Proposals Map.

## **W S Atkins HQ Campus, Woodcote Grove**

### **Policy SA6**

**Proposals within the W S Atkins HQ Campus, Woodcote Grove will provide for the sustainable development of B1 office uses to allow the continued function of the site as an office campus. Other uses demonstrated to be ancillary and necessary to the site's primary function will also be considered.**

**Future development on the site will be subject to considerations of design, access, impact on the historic fabric and impact on the visual character and appearance of the surrounding area.**

**Appropriate levels of on-site parking provision, both vehicular and cycle, must be provided to ensure that the needs of customers and employees are adequately met while minimising the impact on the neighbouring residential areas. Site specific parking standards must be supported by robust evidence that is consistent with the Borough-wide residential parking standards.**

**Proposals that would undermine the site's function as an office campus will be resisted.**

### *Eclipse Trading Estate*

- 4.8 The Eclipse Trading Estate is allocated as a new employment area. This site provides an important employment land opportunity for small-scale employers and business start-ups in a highly sustainable location on the western edge of Epsom Town Centre, being within walking distance of the railway station and a wide range of bus services.
- 4.9 This small trading estate continues to be a viable employment site, with high levels of occupancy, which meets the needs of existing and emerging business sectors. In that respect we consider the allocation of these sites to be consistent with the objectives of national planning policy.
- 4.10 The extent of the Eclipse Trading Estate Employment Area is shown on the Proposals Map.

## **Eclipse Trading Estate**

### **Policy SA7**

**Proposals within the Eclipse Trading Estate will provide for sustainable economic development within the B1 and B8 use classes.**

**Proposals will consider the impact on adjoining residential areas.**

**Proposals seeking the redevelopment of existing employment premises should allow for sufficient flexibility and opportunity for existing businesses to expand, subject to the availability of land, access considerations and detailed design.**

**Appropriate levels of on-site parking provision, both vehicular and cycle, must be provided to ensure that the needs of customers and employees are adequately met while minimising the impact on the neighbouring residential areas. Site specific parking standards must be supported by robust evidence that is consistent with the Borough-wide residential parking standards.**

**The loss of employment uses will be resisted. Other forms of commercial or employment generating activity will be considered subject to their compatibility with the wider area.**



### *Retail Centres*

- 4.11 Across the Borough there is a clearly defined hierarchy of shopping centres, each of which provides a different retail offer to residents and visitors. Epsom Town Centre is the largest in the Borough, being a family-orientated market town that serves the needs of local residents and attracts shoppers from further afield. We have already developed a comprehensive planning policy approach for Epsom Town Centre, which is set out within Plan E: Epsom Town Centre Area Action Plan.
- 4.12 The other retail centres provide an important and essential service particularly for residents who wish to shop locally or who are dependent upon the facilities that they offer. They also play an essential role in ensuring that the Borough's residential areas continue to be sustainable locations for our residents to live, work and shop. Additionally, our smaller local centres provide a useful focus for future employment activity, taking advantage of good access to transport and the other facilities that are available.
- 4.13 We undertook a comprehensive review of all of our local centres in our [Local Centre Study 2012](#) to assess their current health and how we might manage their development into the future. The study reached a number of conclusions in relation to the future designation of the shopping centres, how they should be protected and whether their boundaries should remain as they are, be extended or consolidated.
- 4.14 Our retail site allocations identify the various locations in the Borough suitable for retail development (outside of Epsom Town Centre) in line with the findings of the Local Centre Study 2012 and the Other Sites Consultation in 2013. These allocations will also protect the existing retail offer at these locations. The boundaries of each of our retail centres are shown on the Proposals Map. Three of our retail centres; Epsom Town Centre, Ewell Village and Stoneleigh Broadway; also have identified Primary Retail Frontages, which are also shown on the Proposals Map.

### *Retail Centre Hierarchy*

- 4.15 In line with national planning policy, we have identified a hierarchy of retail centres in the Borough, which covers our District Centres, Local Centres, Shopping Parades and Smaller Shops of Neighbourhood Importance. These will be protected by Development Management Policies DM28 and DM31; the latter policy specifically dealing with the protection of small-scale retail provision, insofar as we can protect these uses in light of recent changes to the permitted development regime.
- 4.16 Those centres with identified Primary Retail Frontages have been served with Article 4 Directions. These remove the permitted development right to change from A1 to A2 use on those retail units located along these Frontages. This provides a further mechanism to manage change and implement our Strategy.

4.17 Our retail centre hierarchy is set out as follows:

**District Centres**

- Ewell Village
- Stoneleigh Broadway

**Local Centres**

- Castle Parade, Ewell
- Chessington Road/ Green Lanes
- Chessington Road/ Plough Road
- Chessington Road/ Ruxley Lane
- Horton Local Centre
- Kingston Road/ Bradford Drive
- Kingston Road/ Ruxley Lane
- Manor Green Road, Epsom
- Poole Road, Epsom
- Pound Lane, Epsom
- Vale Road, Worcester Park
- Waterloo Road, Epsom
- Windmill Lane/ East Street, Epsom

**Shopping Parades**

- Gatley Avenue/ Ruxley Lane
- Hollymoor Lane
- Langley Vale
- Rosebery Parade, Beggar's Hill/ Kingston Road, Ewell

**Smaller Shops of Neighbourhood Importance**

- Chase Road, Epsom
- Spa Drive, The Wells
- Burgh Heath Road, Epsom
- Dorking Road, Epsom
- Church Road, Epsom

4.18 Additionally, we have identified existing out-of-centre retail facilities in the Borough. Whilst they pre-date the Borough's "Town Centre first" approach, future development proposals at these sites will be governed by Development Management Policy DM30.

**Existing Out-of-Centre Retail Facilities**

- The Homebase Site, Ewell
- Kiln Lane Retail Area, Epsom

## **5. Meeting Community Needs**

### *Introduction*

- 5.1 The Borough contains a wide variety of community facilities, which provide a range of services for the population both within the Borough and beyond its boundaries. Most development proposals relating to community facilities will be considered and assessed under policies elsewhere in the Local Plan. However, we anticipate a greater degree of change at two of our key community facilities – Epsom General Hospital and the University for the Creative Arts. We are keen to maintain and enhance these facilities and have prepared specific policies to help manage future change within these sites.

### *Community Infrastructure Allocations*

#### *Epsom General Hospital*

- 5.2 Epsom General Hospital is an essential piece of community infrastructure providing healthcare services to the Borough and a wider surrounding catchment area. The hospital also provides a wealth of employment opportunities and makes an important contribution to the Borough's health and economic wellbeing.
- 5.3 Situated to the south of Epsom Town Centre in an accessible location, the site covers an area of approximately 5.9 hectares. Dorking Road passes along the northern boundary and Woodcote Green Road along the southern boundary. Neighbouring uses include residential and sports facilities.
- 5.4 The site contains a mix of permanent and temporary buildings, which vary in design, height and age. There is managed on-site parking provision for both staff and visitors.
- 5.5 We consider that the hospital site remains suitable for a concentration of major healthcare uses. We will support, where appropriate, proposals which maintain and enhance this facility and the services it provides. The Boundary of the Epsom General Hospital healthcare allocation is shown on the Proposals Map.

## **Epsom General Hospital**

### **Policy SA8**

**Proposals which facilitate the sustainable development of the Epsom General Hospital site for healthcare uses will be supported.**

**Other uses on the site which can be demonstrated as being ancillary and necessary to support the continued viability of the site's primary function as a public healthcare facility will be considered.**

**All proposals must consider the impact upon the surrounding area, particularly in relation to the neighbouring residential uses and the historic environment.**

**Appropriate levels of on-site parking provision, both vehicular and cycle, must be provided to ensure that the needs of staff, patients and visitors are adequately met while minimising the impact on the neighbouring residential streets. Site specific parking standards must be supported by robust evidence that is consistent with the Borough-wide residential parking standards.**

**Due to the risk of surface water flooding on the site, mitigation measures that meet the requirements of the Council's Surface Water Management Plan will be required.**

#### *University for the Creative Arts Epsom*

- 5.6 The University for the Creative Arts, Epsom campus is a valued higher education facility that attracts students from across the Country and from overseas. It is also valued for providing local employment opportunities.
- 5.7 The University is a major centre for fashion, fashion journalism and graphic design. On-site facilities include a media store, teaching areas, library and gallery space. There has been significant investment in the site in recent years, which has included new teaching facilities and on-site student accommodation.
- 5.8 The site is approximately 1.9 hectares and is highly accessible being close to Epsom Town Centre and the public transport network. The surrounding land uses are predominantly residential. The site is immediately adjacent to the Worple Road Conservation Area and lies close the Church Street Conservation Area.

- 5.9 We consider that the site remains suitable for higher education purposes and will seek to support, where appropriate, proposals which maintain and enhance this facility and the services it provides. We will work with the University to maintain and enhance this important higher education facility. Where it is practical and appropriate we will seek to encourage business start-up opportunities that benefit the University, its students and the local economy. The boundary of the University for the Creative Arts higher education allocation is shown on the Proposals Map.

## **University for the Creative Arts**

### **Policy SA9**

**In principle, proposals which facilitate the sustainable development of the University for the Creative Arts site for higher education uses will be supported.**

**Other uses on the site which can be demonstrated as being ancillary and necessary to support the continued viability of the sites primary function as a higher education institution will be considered.**

**Any proposal must consider its impact on the surrounding area, particularly the neighbouring residential uses and Worple Road Conservation Area.**

**Appropriate levels of on-site parking provision, both vehicular and cycle, must be provided to ensure that the needs of staff, students and visitors are adequately met while minimising the impact on the neighbouring residential streets. Site specific parking standards must be supported by robust evidence that is consistent with the Borough-wide residential parking standards.**

**Due to the risk of surface water flooding on the site, mitigation measures that meet the requirements of the Council's Surface Water Management Plan will be required.**

## 6. Transport

### *Introduction*

- 6.1 Securing appropriate transport improvements that are inclusive to all of our communities is one of our key corporate priorities. Our overall transport strategy is set out under Core Strategy Policy CS16 Managing Transport and Travel. That policy forms the basis of our planning decisions relating to this important topic. It seeks to ensure that we continue to have an integrated transport network that meets both the existing and future needs of the Borough's residents and businesses.
- 6.2 Our Infrastructure Delivery Plan sets out the community infrastructure improvements that will need to be delivered in order to meet the growth planned for during the Local Plan period. On the basis of our current housing need, our Infrastructure Delivery Plan does not envisage the need for major improvements to the Primary Route Network. However, we are working in partnership with the County Council to deliver improvements on the Nonsuch and Longmead Industrial Estates and within Ewell Village to secure the economic regeneration of these areas.

### *Kiln Lane Link*

- 6.3 Numerous roads in the locality of the Nonsuch and Longmead industrial estates suffer from severe traffic congestion, particularly those within Ewell Village. The situation is exacerbated by the limited options for vehicles to cross the railway line. As a result a major highway scheme known as the 'Kiln Lane Link' has been identified which will help relieve some of this congestion and deliver wider benefits to the area.
- 6.4 The Kiln Lane Link Road will involve the creation of a new railway underpass directly linking the Nonsuch and Longmead industrial estates. Alterations will need to be made to the road alignment either side of the railway line to facilitate the underpass along with landscape improvements.
- 6.5 The Link will deliver multiple benefits for transport, economic and environmental for the immediate locality and wider surrounding areas. It will improve access to the strategic employment areas; the Nonsuch and Longmead Industrial Estates, and offer environmental and biodiversity enhancements through appropriate landscaping. The scheme has the potential to act as a catalyst for the longer term regeneration of the industrial estates. Our Economic Development Strategy envisages that it will provide the opportunities for an improved business environment, which would allow for the transition to higher density and higher value employment uses.
- 6.6 By providing an alternative route for traffic, there is likely to be a reduction in the high traffic volumes in Ewell Village and at the railway bridges in Hook Road and Ewell West. Ewell Village has been designated as an Air Quality Management Area. The reduction and redirection of through traffic will result

in improved air quality helping to make it a more attractive place to live and visit.

- 6.7 The delivery of the Kiln Lane Link has been a longstanding aspiration for both the County and Borough Councils. The Link was identified in the Borough-wide Local Plan 2000. That original scheme reached an advanced stage of readiness only for central government to change the mechanisms used to deliver such proposals. Under those changes the scheme languished with other similar improvements that were due to be considered by the Regional Assembly.
- 6.8 The subsequent global recessions delayed any decision making on the future of the Link. Nevertheless the need for the new Link road remains. The latest changes to how major transport schemes are funded provide the scheme with a greater level of certainty of delivery during the Local Plan Period. As a consequence, it is important that we maintain this important highway infrastructure improvement as an allocation.
- 6.9 The proposed alignment for the Kiln Lane Link is identified on the Proposals Map.

## **Kiln Lane Link**

### **Policy SA10**

**Land as identified on the Proposals Map will be safeguarded for the construction of the Kiln Lane Link. This will involve the creation of a new railway underpass from Kiln Lane (Nonsuch Industrial Estate) to Blenheim Road (Longmead Industrial Estate) to improve access for vehicles, cycles and pedestrians. The scheme will deliver environmental improvements through appropriate landscaping.**

## 7. Annex 1: Glossary

**Annual Monitoring Report:** Monitoring is a critical component in ensuring that planning policies are effectively implemented and progress is being made towards desired outcomes. Monitoring is essential to establish what is happening now, what may happen in the future and then compare these trends against existing policies and targets to determine what needs to be done. The Annual Monitoring Report is our principal mechanism for assessing the implementation and performance of the local plan. The Monitoring Report follows the financial year cycle.

**Biodiversity Opportunity Areas:** These are areas where conservation action, such as habitat creation, restoration or expansion, is likely to have the greatest benefit for biodiversity. They are centred on existing areas of biodiversity interest but have a key role as areas which offer strategic opportunities for biodiversity enhancement and are expected to contribute towards the UK Biodiversity Action Plan priority habitat targets identified in regional and local Biodiversity Strategies and Action Plans.

**Community Infrastructure Levy:** This is a way that local authorities can raise funds for infrastructure which is needed in the local area. The Levy is a non-negotiable charge on new developments which involve the creation of 100 square metres or more of gross internal floorspace or involve the creation of a new dwelling, even when this is below 100 square metres. There are exemptions for some types of development such as affordable housing. We have introduced the Levy as the principal mechanism for collecting financial contributions from new developments to mitigate infrastructure deficiencies. This will broadly replace the previous Section 106 approach, which will be scaled back and will only be used to address site specific issues, for example affordable housing requirements or where a specific transport junction improvement is required to enable a particular development to proceed.

**Core Strategy:** The Borough Council's key local plan document. It identifies the key issues and the social, economic and environmental objectives for the future growth of the Borough, and the strategy to achieve it. It is central to the delivery of sustainable development and creating sustainable communities.

**Development Management:** This is not just a new term for 'development control'. It is an 'end-to-end' process that seeks to achieve a greater focus on sustainable and higher quality development and deliver greater community benefit than before. It is an approach that seeks to manage development proposals to maximise achievement of planning objectives, including 'place shaping' and high quality inclusive design for all development. It is a process led by the local planning authority working closely with developers and other stakeholders. It is undertaken in the spirit of partnership and inclusiveness, and supports the delivery of development that will improve the economic, social and environmental conditions of the Borough.

**Development Plan:** This can include adopted local plans, neighbourhood plans and the London Plan. In Epsom & Ewell it is principally comprised of the local plan, which is itself comprised of the Core Strategy, the Development Management Policies Document, Plan E Epsom Town Centre Area Action Plan and suite of Supplementary Planning Documents. It also includes the Surrey Minerals and Waste Plan.



**Green Belt:** This is strategic policy designation that seeks to prevent urban sprawl by keeping land permanently open. The key characteristics of land designated under Green Belt policy is its openness and permanence. National planning policy identifies five purposes that Green Belt land must meet.

**Green Infrastructure:** This describes a wide variety of assets that amongst other things contribute to local biodiversity, visual character and appearance, help mitigate the adverse impacts of climate change and provides vital open space for the Borough's residents and those of adjoining areas. Within Epsom and Ewell Borough the term encompasses the Green Belt, Sites of Special Scientific Interest (SSSI), Sites of Nature Conservation Interest (SNCI), Local Nature Reserves, Ancient Woodlands, public parks, outdoor sports pitches, Epsom Downs Racecourse, water courses and other water features, street trees, roadside verges and railway embankments, allotments and residential gardens. Local Plan policies seek to strengthen and improve the network.

**Heritage Assets:** These are features of the natural and built environment that have historic significance and are nationally or locally designated as such. Within Epsom and Ewell Borough the term includes Scheduled Monuments, buildings and structures on the statutory National List (Listed Buildings), Registered Historic Parks, Conservation Areas, Areas of Higher Archaeological Potential, veteran trees and buildings and structures that are of local importance (Locally Listed Buildings).

**Landscape Scale:** In relation to conservation and biodiversity enhancement this is a concept that has arisen in response to both the challenges of climate change and a perceived excessive focus on site based conservation. It aims to take a holistic approach, looking not just at biodiversity issues but also issues such as local economies and agriculture, eco-tourism, geodiversity and the health and social benefits of the environment.

**Metropolitan Open Land:** This is a term that is used only in London. Land designated as such is afforded the same level of protection, in policy, as the Metropolitan Green Belt. Although the Borough does not contain any land designated as Metropolitan Open Land, the Royal Borough of Kingston-upon-Thames does have sites that lie immediately adjacent to our boundary.

**National Planning Policy:** These are the Government's planning policies for England. It is primarily comprised of the National Planning Policy Framework, the (National) Planning Policy Guidance, retained Government circulars and Ministerial Statements.

**Plan E Epsom Town Centre Area Action Plan:** This is a key local plan document that maps out how the Town Centre will grow and evolve over the plan period, and beyond. It includes site allocation policies; identifying opportunities for commercial, community and residential development; and development management policies that are specific to the Town Centre.

**Primary Retail Frontages:** These are locations within shopping areas where there is a higher proportion of retail uses. The proportion is defined as being at least 66% A1 uses. Local planning policy encourages a higher proportion of A1 uses along these frontages. Primary Retail Frontages are identified within Epsom Town Centre, Ewell Village and Stoneleigh Broadway District Centre.

**Proposals Map:** This Borough-wide map provides the spatial definition of the Local Plan's site allocations, policy boundaries and constraints to development. The Proposals Map is a live-document that can be viewed from the Borough Council's website.

**Regulation 123 List:** This is a list of infrastructure projects or types of infrastructure that we intend to fund wholly or partially through the Community Infrastructure Levy. The list is broadly based on the improvements identified in the Council's Infrastructure Delivery Plan.

**Section 106 Agreement:** Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) are a mechanism which can make a development proposal acceptable in planning terms that would not otherwise be acceptable. In Epsom and Ewell Borough, following the introduction of the Community Infrastructure Levy, the use of Section 106 agreement is limited to affordable housing contributions and site specific infrastructure improvements.

**Section 278 Agreement:** This is an agreement between the highway authority and a developer that describes proposed modifications to the existing highway network to facilitate or service a proposed development.

**Strategic Housing Land Availability Assessment:** This is a key evidence document prepared by local planning authorities to inform their local plan-making process. The role of the Availability Assessment is to identify sites with potential for housing; assess their housing potential; and assess if and when they are likely to be developed.

**Sustainability Appraisal:** This is an appraisal of the economic, environmental, and social effects of local plan policy. The preparation of an Appraisal forms an iterative part of the local plan-making process. The Appraisal is used to test policy options so that they can accord with the principles of sustainable development. The Sustainability Appraisal Report is subject to public consultation in parallel with its parent policies.

**Sustainable Drainage Systems (SuDS):** These are an alternative to conventional means of managing surface water. They aim to mimic the way rainfall drains in natural systems. The prime function of SuDS, as with conventional drainage, is to provide effective flood risk protection over the long term both within and downstream of the development. However, SuDS approaches can bring wider benefits too; including adding amenity for the community, benefits to local biodiversity and treating the quality of surface water run-off. SuDS help to minimise the unnecessary loss of water to the mains drainage system and also reduce the likelihood of damaging and potentially polluting surface water floods.

**Veteran Trees:** These are trees that are usually in the second or mature stage of their life. Our veteran trees are non-designated heritage assets that in many cases have been present in the local landscape or townscape for at least one hundred years.