

# ELMBRIDGE LOCAL PLAN

## COMPLETING THE CONSULTATION QUESTIONNAIRE

### QUESTION 6a and 6b

**Q6a. Are you aware of any planning issues that need to be addressed in our detailed day-to-day planning policies?**

This question is asking if you know of any planning issue that may influence the type of homes to build and where to build them.

If you are unsure what 'planning issues' are see **Q6b** for examples. Ticking yes allows you to comment on 6b. **We recommend responding Yes.**

**Q6b. If yes, please specify which planning issues (Maximum 400 characters NOT words for the explanation. Note that 100 characters which includes spaces and punctuation is approximately one sentence).**

- Density
- Design / Character
- Building heights • Parking
- Conservation Areas • Historic features (e.g. listed buildings)
- Sustainability / renewable energy
- Flooding
- Open spaces
- Other

\*Please tick all issues that you feel need attention and then be selective in the short comments box.

\*If this is restrictive, we understand that you can attach a supplementary document to the bottom of your questionnaire when submitting it.

\*Please note that the comments below are only suggestions and aim to give you a better understanding. Please use your own words and amend or extend these points with your own view.

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### QUESTION 6a and 6b

#### **Density/Design and Character**

- \*Focus on 'optimising' the use of urban land to control density, character and amenity space
- \*Innovative design to ensure urban use of land is optimised
- \*Density should apply across small newly defined character areas rather than wider settlement areas or Borough-wide.
- \*There must be the right development in the right places. Policies should give residents and developers confidence in delivery of quality development with clarity about preserving existing character, garden amenity, access and parking standards for the long term

#### **Parking**

- \*Existing Parking policy is driven by the need to reduce car use. This works better in town centres with higher densities than semi-rural areas where car usage is increasing and distance from shops, schools, jobs, open spaces, public transport and other amenities doesn't help. To protect residents, parking ratios should be a fixed number per dwelling to include visitor spaces and ensure a minimal on street parking, according to character area
- \*All development, but especially windfalls, should be able to accommodate owner and visitor vehicles on site to ensure no extra on street parking in residential areas, with garden amenity space, and safe access for all road users and pedestrians
- \*Commuter parking presents a challenge with traffic movements in and around the main roads in Claygate. Infrastructure reports should be included with new developments of 10 or more homes. These reports should at the very least assess traffic movements and impact on existing water and waste-water pipes.

#### **Sustainability/renewable energy**

- \*Most development needs to be close to town and village centres. These have the retail, leisure, cultural and community resources to achieve the lowest ecological footprint and the highest quality of life for residents.
- \*High quality design, renewable energy and neighbourhoods that enhance character improve the wellbeing of residents. To cater for an ageing population, independent living must be encouraged alongside the specialist accommodation.
- \*With an inevitable increase in the number of residents, building must be in sustainable locations with facilities that encourage cycling and walking, electric vehicles, better public transport and measures to reduce traffic, to help improve air quality

#### **Flooding**

- \*Recognition that development in open spaces, especially elevated areas, will increase flooding risks by removing natural drainage. There have been series flooding issues in Claygate running off from surrounding fields and in and around the green area by Littleworth Road/Raleigh Drive by Claygate House.

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#### **Open spaces and allotments.**

\*Alongside retaining the Green Belt, open spaces such as recreation grounds and allotments must be retained where they are, which is where they are most needed for biodiversity, health, wellbeing and quality of life.

\*Tree cover must be increased at every opportunity to mitigate against rising temperatures from climate change and increase biodiversity.

#### **Other: Public Transport**

\*As a means to reduce car dependency, traffic congestion and pollution, the Council must ensure development only in sustainable locations

#### **Other: Transport**

\*EBC needs its own local traffic and transport policy to supplement that of the county highway authority with a higher threshold for what is allowed for development, to improve noise and air quality functions and to discourage HGVs on local roads.

#### **Other: Infrastructure**

\*Before any development is approved the Council must ensure that appropriate infrastructure is in place to include not only transport, utilities, education, health but also community and social facilities.

\*Infrastructure Reports should be included with new developments of 10 or more homes. These Reports should at the very least assess traffic movements and impact on existing water and waste-water pipes due to limited routes out of Claygate that are often limited to single file traffic due to parked cars and ageing pipelines operated by Thames Water that frequently leak or burst

#### **Other: Affordable Housing**

\*Affordable housing policy must be clear and enforceable with transparent viability tests and sites allocated across the Borough in sustainable locations. To supply homes that address local housing needs in terms of mix, size, design and tenure, needs 70% affordable. As the private sector won't deliver this, a public sector led delivery policy is required. Funding supplemented by transfers from London Boroughs that generate demand in Elmbridge.

#### **Other: Housing above employment land use.**

If, as it appears there is intent from the standard housing methodology determined by the government for Elmbridge to accommodate extra population from London, the Council should consider not promoting land for employment (which can move to other boroughs) but using land, such as industrial estates for housing.