

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA270819-0991

24 September 2019

Dear [REDACTED]

Thank you for your request for information about discussions with Surrey authorities about population growth and housing, which the GLA received on 27 August 2019. Your request has been dealt with under the Freedom of Information Act 2000.

You requested:

I understand from the attached letter that the Mayor's office has recently previously been in 'discussions' with local authorities "outside" London with the aim of delegating London's unsustainable population growth and resulting equally unsustainable housing demand to areas "outside" of London.

Could you please provide information as to exactly 'who' was contacted and exactly 'what' was 'discussed' and exactly 'what' was 'agreed' in terms of Surrey and specifically Elmbridge. Although the same question regarding all other Surrey Boroughs or even Surrey County Council would also help in establishing the information required in this case.

Please find below and attached the information we hold within the scope of your request:

Due to significant migration flows, population growth and housing demand cannot be considered in isolation within London's boundaries. Therefore, we have been engaging authorities outside London constructively in strategic planning and our respective plan-making activities. This has taken place at different levels:

1. Back in 2015, jointly with partners in the East and South East of England, we established collaboration arrangements to coordinate strategic policy and infrastructure investment more effectively. At political and at officer level, representatives from Surrey authorities have been involved in the partnership working. Further details including meeting notes and participant are available on the following Wider South East website, which is hosted by the GLA. <https://www.london.gov.uk/about-us/organisations-we-work/policy-and-infrastructure-collaboration-across-wider-south-east>

2. Meeting our Duty-to-Cooperate requirements, we wrote to Surrey authorities in response to their planning-related consultations as follows and attached (*e-mail format only responses in italics*):

- a. Elmbridge BC - Duty-to-Cooperate Scope Statement Consultation – 15 April 2014
- b. Elmbridge BC - Duty-to-Cooperate Scope Statement Consultation – 9 January 2015
- c. *Elmbridge BC - Green Belt Review – Methodology and Absolute Constraints Consultations – June/July 2015 (to both ‘no comment’ responses)*
- d. Elmbridge BC - Strategic Options – 23 February 2017
- e. Surrey CC - Draft Interim Local Strategic Statement – 29 September 2017
- f. *Epsom & Ewell BC – Site Allocations Policies Development Pre-Submission – 14 December 2015*
- g. Epsom & Ewell BC – Partial Review of Core Strategy Housing Policies Issues and Options – 6 November 2017
- h. *Mole Valley DC – Duty-to-Cooperate Scoping Statement – 6 March 2017*
- i. Mole Valley DC - Future Mole Valley – Local Plan Issues and Options – 1 September 2017
- j. *Reigate & Banstead BC – Development Management Plan Duty-to-Cooperate Scoping Statement – 29 April 2015*
- k. *Reigate & Banstead BC – Development Management Plan – 20 June 2016*
- l. *Spelthorne BC – Duty-to-Cooperate Scoping Statement – 17 April 2015*
- m. Spelthorne BC – Local Plan Issues and Options – 25 June 2018
- n. Guildford BC - Proposed Submission Local Plan: strategy and sites – 15 July 2016
- o. *Guildford BC - Proposed Submission Local Plan: strategy and sites (targeted consultation) – 24 July 2017*
- p. *Runnymede BC – Duty-to-Cooperate Scoping Statement - 13 May 2015*
- q. Runnymede BC – Issues, Options and Preferred Approaches - 11 August 2016
- r. Runnymede BC – Draft Local Plan – 22 February 2018
- s. *Runnymede BC and Spelthorne BC – Strategic Housing Market Assessment Report - 11 September 2014*
- t. Tandridge DC – Issues and Approaches – 26 February 2016
- u. Tandridge DC – Draft Local Plan – 10 September 2018
- v. *Waverly BC – Potential Housing Scenarios and Other Issues – 17 October 2014*
- w. Waverly BC – Proposed Submission Local Plan – 20 October 2016

In addition, the note of a meeting with North East Surrey Housing Market Area authorities on 9 February 2018 is attached.

3. More recently, we have also engaged the Wider South East including Surrey authorities throughout during the preparation of the new London Plan. Responses to the formal consultation draft by authorities outside London can be found here: <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/consultation-responses-draft-new-london-plan/london-plan-consultation-responses-authorities-outside-london> We also discussed the emerging Plan including in particular the two specific policies about collaboration with the Wider South East (Policies SD2 and SD3) at a number of Wider South East partnership meetings (see 1.). Further details about the emerging Plan and the recent Examination in Public can be found on the EiP website. <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/examination-public-draft-new-london-plan> Matter 16 addressed the Wider South East and Matter 65 addressed the Green Belt. Relevant Matter Statements by all participants for the relevant hearings can be found here: <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/examination-public-draft-new-london-plan/written-statements>

Please note that some names of members of staff are exempt from disclosure under s.40 (Personal information) of the Freedom of Information Act, so we have made some minor redactions. This information could potentially identify specific employees and as such constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject. We have not redacted our senior staff names.

If you have any further questions relating to this matter, please contact me, quoting the reference MGLA270819-0991.

Yours sincerely


Information Governance Officer

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<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

Development, Enterprise and Environment

[REDACTED]
Head of Planning Services
Elmbridge Borough Council
Civic Centre, High Street
Esher
Surrey KT10 9SD

Our ref: SS/DTC/Elmbridge
Your ref: ID Plans: Duty to Cooperate
Scoping Statement
Date: 15 April 2104

Dear [REDACTED]

Elmbridge Borough Council: Settlement Investment & Development Plans – Duty to Cooperate Scoping Statement Consultation

Thank you for your letter of 3rd February 2014 consulting the Mayor of London the Elmbridge Local Plan: Settlement Investment & Development Plans – Duty to Cooperate Scoping Statement. I apologise for the delay in replying to your.

In your letter you rightly identify the Mayor of London as both a 'prescribed person' under the T&CP Local Planning Regs 2012 and a public body with whom your authority considers it will need to work with to address potentially significant cross-boundary and strategic matters.

With reference to your DTC scoping statement – which incidentally I would like to commend as a comprehensive and well put together document – you ask four questions. These are set out below together with my responses.

Has the Council correctly identified the strategic matters and those which could have a significant impact on at least two planning areas as part of the preparation of its Local Plan documents?

Yes. For the Mayor, 'homes and jobs' and 'provision of infrastructure' are the most important.

Has the Council correctly identified the relevant authorities, prescribed bodies and other consultees that it needs to proactively engage and work with to maximise the effectiveness of its planning policies in regards to each strategic matter?

Yes, but it would be helpful for you also to liaise with Transport for London separately from the Mayor. For duty to cooperate matters, the Council should liaise with the Mayor of London on issues of strategic planning, and with Transport for London on the provision of transport infrastructure, although there is obviously some overlap.

Where there are existing processes in place to consider/address strategic matters and those which could have a significant impact, are they sufficient?

I believe there are. You will be aware of the recent setting up of the officer-level Strategic Spatial Planning Liaison Group, in which representatives from across the Wider South East and London will be meeting quarterly to discuss DTC issues. Your representatives on this group are Jack Straw from Mole Valley/Surrey Planning Officers Association and Sue Janota from Surrey County Council. This group will only really be able to consider high level region-wide issues however, and is not intended to discharge the DTC obligations of individual authorities who will need to liaise one to one – through initiatives such as your consultation on this draft document, and our responses to it. In addition, if you would like to meet my officers to discuss any of the matters raised in this letter, please do not hesitate to get in touch.

Do you support the Council's intended approach and timetable for engaging with the identified local authorities, prescribed bodies, and other consultees?

Yes.

Turning to wider matters of plan preparation, the Mayor acknowledges that Elmbridge's housing requirement for the period 2011-26 of 3,375 net additional dwellings has already been settled through the Core Strategy, adopted in July 2011.

You will be aware that although the London Plan was also published/adopted in July 2011, we have recently consulted you on a series of alterations (the Further Alterations to the London Plan) which the Mayor this year has embarked on a to respond to the significant and unforeseen additional increases in London's population revealed by the results of the latest census.

Full details of the Further Alterations are available at:

<http://www.london.gov.uk/priorities/planning/london-plan/draft-further-alterations-to-the-london-plan> .

London's population is now expected to increase from 50,000 pa anticipated in the 2011 Plan to over 100,000 pa until the end of the present decade. There is considerable uncertainty as to the long term trajectory of this growth, not least because of the effects of the recent recession on the housing market in London and the wider south east. The central demographic assumption in the Further Alterations expects growth to average 75,000 pa in the 25 years to 2036. Depending on the length of time taken to tackle the backlog of housing need, this could generate a requirement 49,000 homes pa (dealing with the backlog in 20 years) and 62,000 homes pa (dealing with the backlog in 10 years).

To address this requirement the Mayor through the Further Alterations seeks to accommodate London's growth within its boundaries. The Further Alterations therefore propose increasing London's identified housing supply target by a third (above that identified in the July 2011 London Plan) to 42,000 pa and introducing new policy to bring forward additional capacity through high density development at locations within London which are well served by public transport. Despite these proposed policies, there could still be a 'gap' between demand and supply of housing in London. Until the demographics 'bed down' it is not clear how big the gap will be.

The Mayor is therefore advising planning authorities in the wider south east with housing markets which are influenced by that of London to take account of these uncertainties when addressing

NPPF paragraph 47. This requires authorities to boost significantly the supply of housing by using their evidence base to ensure that their Local Plan meets full objectively assessed needs.

The balance of evidence suggests that, as the housing market across the wider region eases, out-migration from London may, at a minimum, revert closer to its longer term trend. Currently, this suggests that CLG's 2008 household projections may provide more authoritative evidence for assessing local housing needs beyond London than CLG's 2011 projections. It will also be noted that the 2011 projections extend only to 2021 and that CLG provides qualifying guidance on their use.

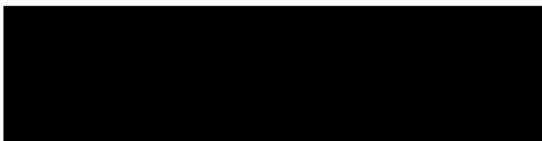
Recognising that London and the wider south east may face long term challenges in accommodating growth pressures, the Mayor also intends to inform his forthcoming, non-statutory 2050 Infrastructure Plan with a range of 'what-if' scenarios. These scenarios will explore different ways of accommodating such pressures both within and outside London including urban extensions and development associated with new or enhanced transport infrastructure. The Mayor has already begun consultation on proposals for the emerging Infrastructure Plan and it is hoped that as this develops it will inform the Further Alterations to the London Plan. It might also usefully inform preparation of Local Plans beyond London.

The Mayor supports the activities proposed by Elmbridge to address the strategic matter of housing provision, as set out in the 'Homes and Jobs – Strategic matter: Housing – What are the issues requiring co-operation?' section of the Duty to Cooperate Scoping Statement, namely:

- Engage on the draft Site assessment Methodology to ensure that the Council is taking a practical and robust approach to site assessments which is broadly consistent with other adjoining boroughs and districts
- Identify the housing market area in which Elmbridge is located and start to engage local authorities within that area on the commissioning of a joint evidence base on housing need and demand
- Establish formal working relationships with local authorities within the same housing market area and those adjoining areas.

The Mayor welcomes your acknowledgement that "the impact that the constrained delivery of the London authorities to the north has on demand for housing in Surrey and within neighbouring authorities as significant", and would therefore encourage Elmbridge Borough Council and other relevant local authorities to plan strategically for what may well be growing populations.

Yours sincerely,



Stewart Murray
Assistant Director – Planning

cc , TfL

Development, Enterprise and Environment

[REDACTED]
Head of Planning Services
Elmbridge Borough Council
Civic Centre, High Street
Esher
Surrey KT10 9SD

Our ref: SS/DTC/Elmbridge/EK01
Your ref: ID Plans: Duty to Cooperate
Scoping Statement
Date: 9 January 2015

Dear [REDACTED]

Elmbridge Borough Council: Elmbridge Local Plan – Duty to Cooperate Scoping Statement Consultation

Thank you for your letter of 24 November 2014 consulting the Mayor of London on the Elmbridge Local Plan – Duty to Cooperate Scoping Statement. On the 15 April 2014 I responded to the Elmbridge Local Plan: Settlement Investment & Development Plans – Duty to Cooperate Scoping Statement. In addition to answering the scoping statement questions my response addressed the issues of population and housing growth across London and the wider south east. To avoid repetition on these important matters I have attached my earlier response.

The Mayor of London is both a ‘prescribed person’ under the T&CP Local Planning Regs 2012 and a public body with whom your authority considers it will need to work with to address potentially significant cross-boundary and strategic matters.

The answers to the four questions asked in your DTC scoping statement are set out below.

Has the Council correctly identified the strategic matters and those which could have a significant impact on at least two planning areas as part of the preparation of its Local Plan documents?

For the Mayor, ‘homes and jobs’ and ‘provision of infrastructure’ are the most important.

Has the Council correctly identified the relevant authorities, prescribed bodies and other consultees that it needs to proactively engage and work with to maximise the effectiveness of its planning policies in regards to each strategic matter?

I welcome the addition of Transport for London as a DTC body for the provision of infrastructure in Table 1: Strategic Matters and Duty to Cooperate Bodies.

Where there are existing processes in place to consider/address strategic matters and those which could have a significant impact, are they sufficient?

You will be aware of the officer-level Strategic Spatial Planning Liaison Group, in which representatives from across the wider South East and London are meeting quarterly to discuss DTC issues. This group considers a range of high-level strategic issues to complement the DTC obligations of individual authorities. Further information on this group and cross-boundary strategic planning co-operation can be found at:

<https://www.london.gov.uk/priorities/planning/london-plan/cross-boundary-strategic-planning-co-operation>.

The Mayor is also working with South East England Councils / South East Strategic Leaders, the East of England Local Government Association and other agencies to explore further arrangements to more effectively coordinate strategic policy and investment across the wider South East of England.

Do you support the Council's intended approach and timetable for engaging with the identified local authorities, prescribed bodies, and other consultees?

Yes.

If you would like to discuss any of the matters raised in this letter, please contact [REDACTED] on [REDACTED] [@london.gov.uk](mailto:[REDACTED]@london.gov.uk) or 020 7983 [REDACTED] who will be happy to discuss and arrange a meeting.

Yours sincerely,

[REDACTED]

Stewart Murray
Assistant Director – Planning

cc [REDACTED], TfL

[REDACTED]

From: [REDACTED]
Sent: 10 June 2015 17:43
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Elmbridge Borough Council - Green Belt Boundary Review Methodology Consultation

Dear [REDACTED]

Thank you for consulting the Mayor of London on the Elmbridge Borough Council - Green Belt Boundary Review Methodology Consultation. The Mayor wishes to inform you that he has no comment on the consultation methodology.

Kind regards

[REDACTED]
[REDACTED]
Senior Strategic Planner
Spatial Strategy
Greater London Authority
City Hall, The Queens Walk, London SE1 2AA

Tel: +44 (0)20 7983 [REDACTED]
Email [REDACTED]@london.gov.uk

From: [REDACTED]@elmbridge.gov.uk]
Sent: 28 May 2015 14:31
Subject: Elmbridge Borough Council - Green Belt Boundary Review Methodology Consultation

Dear Sir / Madam,

ELMBRIDGE BOROUGH COUNCIL - LOCAL PLAN EVIDENCE BASE REVIEW: GREEN BELT BOUNDARY REVIEW METHODOLOGY CONSULTATION

As part of its plan-making process and review of the Local Plan evidence base, Elmbridge Borough Council has commissioned ARUP to undertake a review of the Green Belt Boundary across the Borough. Guided by national planning policy, the review will assess the degree to which the Green Belt in Elmbridge continues to meet the aim and purposes of that designation.

Green Belt is a strategic cross-boundary issue that requires active and on-going engagement between authorities and with other relevant bodies.

To engage others in this important piece of work, the Council invited a number of local authorities and other prescribed bodies to a **Workshop on 19th May** to discuss its proposed approach to the Review. Following this Workshop, the Council is now seeking **formal responses on the draft Methodology** (please see attached PDF – low resolution). A high resolution version of the document can be located via - <https://arup.sharefile.com/d-saa7bf514a5d4a06a>

The Council welcomes comments on all sections of the document however, would particularly welcome the agreement of:

- Table 3.1. The approaches taken by neighbouring authorities to Green Belt / Reviews of the Green Belt Boundary.
- Table 4.1. Large Built-Up Areas considered in Purpose 1 Assessment.
- Table 4.2. Settlements considered in Purpose 2 Assessment.

Comments on the draft methodology should be sent to planningpolicy@elmbridge.gov.uk and should be received no later than **Thursday 11th June 2015**.

The comments received during the Workshop and this consultation will be taken into account and integrated into the final methodology where appropriate.

Please note that the Green Belt Boundary Review forms just one element of the Council's work of understanding its objectively assessed housing needs and setting a locally assessed housing target for the Borough. Other work being undertaken to inform this work includes the identification of the Housing Market Area in which the Borough is located; a Strategic Housing Market Assessment for that area; and the assessment of other / absolute constraints to development within Elmbridge.

If you have any queries regarding the consultation or the wider Evidence Base Review, please do not hesitate to contact me on the details provided below or [REDACTED], Planning Policy Manager – [REDACTED] / [REDACTED] [@elmbridge.gov.uk](mailto:[REDACTED]@elmbridge.gov.uk)

Kind regards

[REDACTED]

[REDACTED]

Principal Planning Officer (Strategy & Policy)

Direct Line – [REDACTED]

Email - [REDACTED] [@elmbridge.gov.uk](mailto:[REDACTED]@elmbridge.gov.uk)

[REDACTED]

Elmbridge Borough Council
Civic Centre
High Street, Esher
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[REDACTED]

From: [REDACTED]
Sent: 29 July 2015 15:14
To: [REDACTED]@elmbridge.gov.uk'
Cc:
Subject: RE: Elmbridge - Review of Absolute Constraints Methodology

Dear [REDACTED]

Thank you for consulting the Mayor of London on the Elmbridge Local Plan: Review of Absolute Constraints Methodology. The Mayor wishes to inform you that he has no comment to make on the consultation document.

Kind regards

[REDACTED]
[REDACTED]
Senior Strategic Planner
Spatial Strategy
Greater London Authority
City Hall, The Queens Walk, London SE1 2AA

Tel: +44 (0)20 7983 [REDACTED]
Email [REDACTED]@london.gov.uk

From: [REDACTED]@elmbridge.gov.uk]
Sent: Thursday, July 16, 2015 08:57 AM
To: [REDACTED]@elmbridge.gov.uk>
Cc: [REDACTED]@elmbridge.gov.uk>; [REDACTED]@elmbridge.gov.uk>
Subject: Elmbridge - Review of Absolute Constraints Methodology

Dear Sir / Madam,

ELMBRIDGE BOROUGH COUNCIL - LOCAL PLAN EVIDENCE BASE REVIEW: REVIEW OF ABSOLUTE CONSTRAINTS METHODOLOGY

As part of its plan-making process and review of the Local Plan evidence base, Elmbridge Borough Council is undertaking a Review of Absolute Constraints . The Review will assess Green Belt parcels to identify those areas that are not affected by 'absolute' constraints and therefore may, subject to further assessment and the consideration of exceptional circumstances, have potential for development to support future growth. Alongside other work, the Review will support the development of an objectively assessed housing target for the borough. Appendix 1 of the Methodology provides an overview of the process.

Housing and Green Belt are strategic cross-boundary issues that require active and on-going engagement between authorities and with other relevant bodies. To engage others in this important piece of work, the Council is seeking comments on the draft Methodology (please see attached PDF).

The Council welcomes comments on all sections of the document however, would particularly welcome your views on the 'absolute' constraints identified.

Comments on the draft methodology should be sent to planningpolicy@elmbridge.gov.uk and should be received no later than Thursday 30 July 2015.

The comments received during this consultation will be taken into account and integrated into the final methodology where appropriate.

If you have any queries regarding the consultation or the wider Evidence Base Review, please do not hesitate to contact me on the details provided below or [REDACTED] – [REDACTED] / [REDACTED]@elmbridge.gov.uk

Kind regards

[REDACTED]
Senior Planning Officer (Strategy and Policy)
Planning Services
Elmbridge Borough Council
Direct line: [REDACTED]
Website: www.elmbridge.gov.uk/planning



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GREATER LONDON AUTHORITY
Development, Enterprise and Environment

[REDACTED]
Planning Policy Manager
Planning Services,
Elmbridge Borough Council,
Civic Centre,
High Street,
Esher,
Surrey,
KT10 9SD

Date: 23 February 2017
Our ref: LP/JP18

Dear [REDACTED]

Elmbridge Local Plan: Strategic Options Consultation

Thank you for this opportunity to comment on Elmbridge's Local Plan consultation.

Your borough's consideration of longer term historic migration trends in the Kingston and North East Surrey Strategic Housing Market Assessment is welcomed, although it is regretted that it could not be extended to other parts of the housing market which you share with London.

The consultation draft refers to three Key Strategic Areas where the Green Belt designation could be removed. I note that one of them is Local Area 58 'Land north of the A309 and east & west of Woodstock Lane North, Long Ditton' which includes a small area of land within the Royal Borough of Kingston to which that borough has objected.

In terms of employment, it may be useful to explore relevant economic linkages with London to understand and plan for the role of Elmbridge in the shared market area for industry and logistics provision.

The borough would benefit from the additional capacity and connectivity provided by Crossrail 2, which could in turn assist in delivering higher levels of growth in appropriate locations. The Mayor and the Royal Borough of Kingston recently adopted a 'Direction of Travel' document which sets out growth ambitions and associated infrastructure improvements for the area. The GLA/TfL would be happy to discuss how they could support Elmbridge in maximising the potential benefits of Crossrail 2 to the borough. For further details on these and other transport aspects, please see Transport for London's response included as Annex 1.

If you would like to discuss the strategic matters raised above further, please contact [REDACTED]
[REDACTED]@london.gov.uk).

Yours sincerely, [REDACTED]

Senior Manager – London Plan

cc: National Planning Casework Unit, DCLG
[REDACTED] TfL

Annex 1 – Specific Response by Transport for London

TfL is working closely with Network Rail to develop proposals for Crossrail 2. Under the published route proposals Crossrail 2 would serve Thames Ditton and Hampton Court rail stations within Elmbridge Borough. Services from other rail stations within the borough would also benefit from the additional capacity and connectivity provided by Crossrail 2. Information on the capacity of existing rail services and infrastructure would be provided by Network Rail and South West Trains. TfL also operates a number of cross boundary bus services into Elmbridge Borough and is responsible for managing the A3 and A243 corridors within London which form part of the Transport for London Road Network (TLRN). The impacts of new residential and commercial development on travel demand for both road and rail transport including train, station, bus and road junction capacity will need to be assessed. This should take into account the effects of cross boundary travel within London.

In general terms TfL would support an overall approach that aimed to maximise the benefits from planned rail investment by focusing new development and increasing development densities in locations that are highly accessible to rail stations that will benefit from the investment. The provision of additional rail capacity through Crossrail 2 should assist in delivering higher levels of growth in appropriate locations and TfL would welcome recognition of the important role that Crossrail 2 will play in providing rail capacity to accommodate this growth. It should be identified as a long-term infrastructure improvement. Based on TfL experience, sites proposed for large-scale housing development should be easily connected to rail stations by foot, cycle and public transport. Following good practice, any large-scale growth proposed in places without direct rail access will have to be carefully planned and supported by bus and cycle routes to the nearest stations in order to reduce new car trip generation.

TfL notes that one of the areas put forward in the consultation document (local area 58 – Thames Ditton) is immediately adjacent to the London boundary. This site is indicated as having the potential to accommodate up to 1200 homes at an assumed density of 60 dwellings per hectare. If this site was allocated for development in the Local Plan there would be a need for rigorous assessment of the transport impacts on all modes of transport including cross boundary impacts within London. An assessment of access and capacity on all modes of transport would need to include the A3 and A243 corridors and their junctions as well as cross boundary rail and bus networks. Under the Duty to Cooperate this assessment would need to be carried out with input from TfL and Kingston Council.

TfL would want to ensure that any site proposals took into account the need to minimise the impacts on the A3 or A243 road corridors within London including the Hook Road roundabout. Any impacts within London would need to be mitigated and funding identified to deliver any transport improvements that were required, taking into account cumulative impacts from this site and any emerging plans being developed in Kingston. It is acknowledged that congestion and constraints on the highway network need to be managed. In some cases this may include the need to invest in and undertake strategic highway improvements to support planned growth.

TfL is currently working closely with Kingston council on its own growth agenda as part of their Local Plan review, for which a Direction of Travel document was published last year. In particular TfL is looking at options for the A3 junction with the A243 Hook Road and A309 Kingston Bypass. In order to deliver these works in the future it may be necessary to change the existing highway boundary to accommodate necessary infrastructure improvements. Alongside this, other complementary works where appropriate may be required. On this basis we would like to ensure that current and future land use designations do not restrict our ability to undertake these works. We may also seek funding from future development in the vicinity of our network to fund any future works. We would welcome further cross boundary discussions in respect of policies, proposals and strategic site allocations at an early stage in the Local Plan process.

TfL would also welcome the opportunity to work with Elmbridge to explore options to improve bus services in the areas covered by TfL supported routes where large-scale development is proposed. This could include extending routes to serve new developments (subject to viability) and/or securing supporting bus infrastructure, such as stops and shelters and bus standing, in new development areas. Funding will obviously be a key issue and we would expect developers to fund such bus service enhancements through s106 agreements, for example by pump priming route extensions, and/or s278 agreements, for example provision of bus stops and shelters. For large, strategic developments, developer contributions towards train service enhancements and rail station improvements may need to be considered, particularly where they are reliant on rail access. The exact location of large-scale development will be important to consider, as will the subsequent ease of connecting to the local station.

Care should be taken in the provision of car parking to avoid encouraging additional trips on an already congested road network. TfL supports a restraint based approach to car parking within London boroughs as set out in the London Plan. Parking policies in Elmbridge should take account of the potential for cross boundary journeys and be designed to encourage sustainable travel options and minimise additional car trips for travel across the London boundary. This will be particularly relevant for strategic areas or large development sites on cross boundary routes. The two key land uses that have most influence on weekday peak hour cross-boundary car trips are employment (i.e. London residents working in Elmbridge), and housing (vice versa). TfL would therefore support a continuation of the current approach of applying maximum car parking standards including the consideration of zero car parking for town centre developments where appropriate. TfL would also support requirements for electric vehicle charging points, car club spaces and minimum levels of cycle parking which will help to support cross boundary travel.

GREATER LONDON AUTHORITY

Development, Enterprise and Environment

Robert Moran

Chief Executive

Elmbridge Borough Council
Civic Centre
High Street
Esher
Surrey KT10 9SD

Date: 29 Sept 2017

Our ref: LP/JP29

Dear Robert,

Draft Interim Surrey Local Strategic Statement 2016 - 2031 Consultation

Thank you for consulting us on this draft Local Strategic Statement of the Strategic Planning and Infrastructure Partnership.

We welcome the strategic nature of the Statement. It has clearly potential to support the collaboration work across the Wider South East, which the county and districts of Surrey are involved in at member and officer level. The Statement could also facilitate direct collaboration between London and Surrey on strategic but tangible cross-boundary issues helping us all to address our Duty to Co-operate requirements.

The overview of housing need and supply within the consultation document is important and should be kept up-to-date. While Government is now consulting on a standardised methodology to assess housing need, the Partnership should note that our latest population and household projections provide relevant data for this. They are available on the London Datastore: <https://data.london.gov.uk/dataset/2016-based-projections-national-outputs>. These projections include consistent data for all local authorities in England and will form the basis for housing need in the emerging London Plan.

We think your approach with the identification of sub-areas within Surrey is helpful from our perspective, as there may be more scope for collaboration with those sub-areas directly adjacent to London. We welcome the spatial consideration of growth and development areas with the county, but more work could be done on strategic conclusions for the potential scale of growth in these areas and if/where housing need can be accommodated within the county area. Our support for the county's Housing Infrastructure Funding bid 'Unlocking Strategic Development Sites' gives a practical example of collaboration opportunities when it comes to growth and infrastructure.

From an economic perspective it may be useful to explore how to make the most of our economic linkages and potential complementarities between our town centres each side of our shared boundary. This should also involve relevant Local Enterprise Partnerships. We also face a shared

challenge in terms of suitable land for industry and logistics provision, particularly in light of the strategic motorways through the Surrey area.

From a transport perspective, there is potential for the Statement to promote strategic public transport investment including Crossrail 2 in particular. Crossrail 2 could help to shape development opportunities within Surrey beyond its immediate route. Further details are included in the separate response by the Crossrail 2 Team.

We would like to encourage the Partnership to consider the draft Mayoral Transport Strategy and the draft London Environment Strategy to identify further opportunities for strategic cross-border collaboration related to infrastructure provision and environmental improvements. Both strategies are currently available for consultation.

We understand that this is an interim Statement providing scope for engagement with London and the identification of further strategic evidence and opportunities we could all benefit from.

We could discuss the matters raised above further. If you are interested, please contact [REDACTED] ([REDACTED]@london.gov.uk).

Yours sincerely

[REDACTED]

Juliemma McLoughlin
Assistant Director - Planning

cc: National Planning Casework Unit, DCLG
[REDACTED], TfL

[REDACTED]

From: [REDACTED]
Sent: 14 December 2015 16:31
To: 'LDF@epsom-ewell.gov.uk'; [REDACTED]@epsom-ewell.gov.uk'
Cc: [REDACTED]@tfl.gov.uk)
Subject: Site Allocations Policies Development Pre-Submission Draft consultation
Attachments: Site Allocations Pre Submission Draft consultation version 23 October 2015.pdf

Dear [REDACTED]

Thank you for consulting the Mayor on your Site Allocations draft document.

The Mayor has no specific comments on the draft as such. However, there are strategic issues, which may bear on the relationship between London, the wider South East and Epsom & Ewell in particular. I am only highlighting at this point a few issues the Borough may wish to consider in more depth in terms of the development of the strategic components of its Local Plan.

It is understood that housing supply will be addressed through a separate process, and we generally welcome that the Strategic Housing Market Assessment is undertaken jointly with neighbouring local authorities. It is noted that the Council's Core Strategy is dating back to 2007. Please keep the Mayor engaged in its review and the consideration of housing supply in particular.

In the light of the Borough's proximity to London and the M25, it would also be useful to understand the future consideration of land for industry and logistics within the Borough.

Finally, please note that Transport for London (TfL) are looking forward to working with the Borough as work on Crossrail 2 develops. It will be important to consider how the early benefits of Crossrail 2 could be captured as early as possible within the Borough's relevant Local Plan. For further information about this, please contact [REDACTED] at TfL directly (Tel: 020 3054 [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)).

For any questions about this response overall, please do not hesitate to contact me.

Kind regards
[REDACTED]
[REDACTED]

Senior Strategic Planner - Development, Enterprise & Environment GREATERLONDONAUTHORITY
City Hall, The Queens Walk, London SE1 2AA T: +44 (0)20 7983 [REDACTED] E: [REDACTED] [@london.gov.uk](mailto:[REDACTED]@london.gov.uk)

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

[REDACTED]
Planning Policy Manager
Town Hall
The Parade
Epsom
Surrey, KT18 5BY

Date: 6 November 2017

Our ref: LP/JP31

Dear [REDACTED]

Epsom & Ewell Local Plan
Partial Review of the Core Strategy Housing Policies Issues and Options Consultation

Thank you for consulting us on your draft Partial Core Strategy Review of Housing Policies.

The focus on housing is welcome, but given that the Council's Core Strategy dates back to 2007, it will also be important to review other strategic planning policy issues shortly.

The consideration of longer term historic migration trends in the Kingston and North-East Surrey Strategic Housing Market Assessment is welcomed, although we regret that this is confined to the Kingston part of the Housing Market Area and does not extend to the Surrey authorities. The Council should also note that our latest population and household projections are now available on the London Datastore: <https://data.london.gov.uk/dataset/2016-based-projections-national-outputs>. These projections include consistent outputs for all local authorities in England and will form the basis for housing need in the next London Plan.

Our own new Strategic Housing Market Assessment shows that London has a need for approximately 66,000 additional homes a year. The Strategic Housing Land Availability Assessment suggests capacity for around 65,000 additional homes a year. Delivering this will require all London boroughs, including neighbouring Kingston and Sutton, to significantly increase provision and make the best use of all available land. We are concerned that the Epsom & Ewell has only identified supply for less than half of its need figure, and the majority of the consultation draft only addresses the principle of different options to meet demand. We understand that this Review is at an early stage of development and suggest that the Council may wish to explore further all supply options.

It will also be important to consider how the development capacity benefits of Crossrail 2 could be captured. Please see also Transport for London's response attached as Annex 1.

If you would like to discuss the matters raised above further, please contact [REDACTED]
[REDACTED]@london.gov.uk).

Yours sincerely

 [REDACTED]
Julieanna McLoughlin
Assistant Director – Planning

cc: National Planning Casework Unit, DCLG
[REDACTED] TfL

Annex 1

Response by Transport for London

Thank you for consulting Transport for London (TfL). TfL does not wish to comment on the alternative options for accommodating housing growth, but in making decisions on which option(s) to take forward, consideration should be given to access to public transport, the capacity of the public transport and highway networks and the opportunities from transport investment. Crossrail 2 will serve Stoneleigh, Ewell West and Epsom rail stations and will provide additional public transport capacity to support housing growth in that rail corridor, particularly within the catchment of stations that will benefit from improved services. TfL has also been working with Kingston Council in developing improvements to the A3 Kingston bypass at Tolworth and Hook Road roundabouts. TfL modelling has shown that these junction improvements will be necessary to support planned development in the surrounding area.

Best wishes

[REDACTED]
[REDACTED] Principal Planner (Borough Planning)
TfL Planning, Transport for London
E: [REDACTED]@tfl.gov.uk
A: 9th Floor, 5 Endeavour Square, E20, Westfield Avenue, E20 1JN

[REDACTED]

From: [REDACTED]
Sent: 06 March 2017 12:59
To: 'planning.policy@molevalley.gov.uk'
Cc: [REDACTED]@tfl.gov.uk); [REDACTED]@molevalley.gov.uk'
Subject: RE: Mole Valley District Council Duty to Cooperate Scoping Statement

Dear colleagues,

Thank you for inviting us to respond to your Duty to Co-operate scoping statement.

We welcome the consideration of the Mayor of London as a DtC Body with regards to a wide range of strategic matters (Appendix 1). However, the Council may wish to consider also involving the Mayor of London also in issues related to 'utilities etc' as well as Transport for London specifically in strategic transport issues.

In terms of 'Existing mechanisms/organisations', we suggest updating the references to the South East and East of England Leader's Group and the Strategic Spatial Planning Officer Liaison Group for the London Plan with a general reference to our Wider South East collaboration arrangements. High-level strategic issues are considered under these arrangements, which are designed to complement the DTC obligations of individual authorities. Further information on these arrangements can be found at <https://www.london.gov.uk/about-us/organisations-we-work/policy-and-infrastructure-collaboration-across-wider-south-east> .

I look forward to subsequent consultations as your Local Plan is developed.

Kind regards

[REDACTED]

Senior Strategic Planner - Development, Enterprise & Environment [GREATERLONDONAUTHORITY](#)
City Hall, The Queens Walk, London SE1 2AA T: +44 (0)20 7983 [REDACTED] E: [REDACTED]@london.gov.uk

-----Original Message-----

From: London City Hall [mailto:noreplies@london.gov.uk]
Sent: 08 February 2017 11:46
To: Mayor
Subject: Mole Valley District Council Duty to Cooperate Scoping Statement

Submitted on Wednesday, February 8, 2017 - 11:45am Submitted by anonymous user: 10.72.153.4 Submitted values are:

First name: [REDACTED]
Last name: [REDACTED]
Phone number: [REDACTED]
Email: planning.policy@molevalley.gov.uk I am a: Member or officer of a local authority Where do you live?
Have you contacted us about this issue before? No I want to: Other If other, please specify: invite comments on a local authority consultation What is your message regarding? Mole Valley District Council Duty to Cooperate Scoping Statement Your message:
Mole Valley District Council is in the early stages of developing a new Local Plan. To this end, MVDC is consulting on its draft Duty to Co-operate (DtC) Scoping Report. This document is attached.

MVDC would welcome your comments on this document with particular regard to the following questions,

1. Has Mole Valley District Council identified all the relevant cross

boundary strategic issues which could have a significant impact on at least two planning areas?

2. Are there any other relevant cross boundary strategic issues that Mole Valley District Council should address?

3. Has Mole Valley District Council identified all relevant authorities, prescribed bodies and other consultees that it needs to engage and work with to maximise the effectiveness of planning policies in regards to each strategic matter?

4. Do you have any other comments regarding the strategic matters discussed in the Duty to Cooperate Scoping Statement?

The consultation opens today, 7th February 2017 and responses should be received by 17:00 on 7th March 2017. Responses should be either emailed to planning.policy@molevalley.gov.uk or sent to:

Please feel free to attach supporting information with your enquiry:

https://www.london.gov.uk/sites/default/files/webform/draft_d2c_scoping_statement_feb_2017_consultation.pdf

The results of this submission may be viewed at:

<https://www.london.gov.uk/node/15165/submission/137520>

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GREATER LONDON AUTHORITY
Development, Enterprise and Environment

██████████
Planning Policy Manager

Date: 1 Sept 2017

Mole Valley District Council
Pippbrook
Dorking
Surrey
RH4 1SJ

Our ref: LP/JP26

Dear ██████████

Future Mole Valley – Local Plan Issues and Options consultation

Thank you for consulting us on your draft Local Plan Issues and Options.

The consideration of longer term historic migration trends in the Kingston and North East Surrey Strategic Housing Market Assessment is welcomed, although we regret that this is confined to the Kingston part of the Housing Market Area and does not extend to the Surrey authorities. The Council should also note that our latest population and household projections are now available on the London Datastore: <https://data.london.gov.uk/dataset/2016-based-projections-national-outputs>. These projections include consistent outputs for all local authorities in England and will form the basis for housing need in the next London Plan.

The majority of the draft addresses different options to meet demand but does not provide much detail on the potential locations where these options may apply. We understand that this is an early stage of the Plan's development and suggest that the Council may wish to explore further all of the supply options.

From an economic perspective, there is little emerging policy detail. It may be useful to explore relevant economic linkages with London also to understand and consider the potential role of the borough in the wider market area for industry and logistics provision given the favourable location within the transport network.

Finally, the consultation draft does not include details/plans in terms of specific strategic transport requirements and opportunities. As indicated in the response by Transport for London, further input can be provided as strategic and cross-boundary issues related to rail, bus and road transport are considered.

If you would like to discuss the matters raised above further, please contact ██████████

██████████ [@london.gov.uk](mailto:██████████@london.gov.uk).

Yours sincerely



Juliemma McLoughlin
Assistant Director - Planning

cc: National Planning Casework Unit, DCLG
[Redacted], TfL

[REDACTED]

From: [REDACTED]
Sent: 29 April 2015 18:06
To: 'LDF@reigate-banstead.gov.uk'; [REDACTED]@reigate-banstead.gov.uk'
Cc: [REDACTED]
Subject: RE: Re: Consultation - Reigate & Banstead BC Development Management Plan, Duty to Cooperate Scoping Statement

Dear [REDACTED]

Thank you for inviting the Mayor of London to respond to the Reigate & Banstead's Duty to Co-operate Scoping Statement.

We welcome the inclusion of the Mayor and Transport for London as relevant 'Duty to Co-operate' bodies. However, please can your authority also include the Mayor of London and Transport for London in the list of relevant prescribed bodies for the strategic matters of Housing and Employment Land?

I would like to draw your attention to our officer-level Strategic Spatial Planning Liaison Group, in which representatives from across the wider South East and London are meeting quarterly to discuss DTC issues. This group considers a range of high-level strategic issues to complement the DTC obligations of individual authorities. Further information on this group and cross-boundary strategic planning co-operation can be found at: <https://www.london.gov.uk/priorities/planning/london-plan/cross-boundary-strategic-planning-co-operation>.

The Mayor is also working with South East England Councils / South East Strategic Leaders, the East of England Local Government Association and other agencies to explore further arrangements to more effectively coordinate strategic policy and investment across the wider South East of England.

Kind regards

[REDACTED]
Senior Strategic Planner
Spatial Strategy
Greater London Authority
City Hall, The Queens Walk, London SE1 2AA

Tel: +44 (0)20 7983 [REDACTED]
Email [REDACTED]@london.gov.uk

From: LDF [<mailto:LDF@reigate-banstead.gov.uk>]
Sent: 29 April 2015 10:22
Subject: FW: Re: Consultation - Reigate & Banstead BC Development Management Plan, Duty to Cooperate Scoping Statement

Dear Sir/Madam,

The consultation email below was sent to you earlier this month, asking for your views regarding Reigate & Banstead's Duty to Co-operate Scoping Statement (attached).

This email is being sent to you as we have not received a response as yet from you, and to remind you that the consultation closing date is next **Wednesday 6th May 2015**. We would greatly appreciate a response from you, even if this is only to confirm that you have no comments to make.

We look forward to hearing from you. Should you have any queries regarding the Duty to Cooperate Statement, please do not hesitate to contact me on the details below.

Regards,

Policy Development Officer
Planning, Economic Prosperity, & Parks
T: [REDACTED]
E: [REDACTED]@reigate-banstead.gov.uk

Reigate & Banstead Borough Council
Town Hall, Castlefield Road
Reigate
Surrey, RH2 0SH
T: 01737 276000
W: www.reigate-banstead.gov.uk

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From: LDF
Sent: 08 April 2015 15:30
Subject: Re: Consultation - Reigate & Banstead BC Development Management Plan, Duty to Cooperate Scoping Statement

Dear Sir/Madam,

RE: Reigate & Banstead Borough Council's emerging Development Management Plan – Duty to Cooperate Scoping Statement

The Duty to Cooperate is a legal requirement on local planning authorities to engage with other relevant authorities and bodies constructively, actively, and on an on-going basis, to consider strategic planning matters.

The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) set out how local authorities can meet their legal obligations under the duty, and to ensure that any cooperation between parties leads to effective policies which reflect strategic matters. To assist compliance with the Duty to Cooperate, local authorities are advised to 'scope' the strategic cross boundary issues which Local Plans are likely to reflect.

Following adoption of the Core Strategy in July 2014, which sets out the amount and location of growth within the borough over the plan period to 2027, Reigate & Banstead Borough Council is now in the process of preparing a Development Management Plan (DMP), which will set out the detailed policies for managing development to deliver the objectives of the Core Strategy. It will cover a wide variety of issues, including design and character, nature conservation, heritage protection, economic development, and open space. It will also allocate land for different types of development, such as housing and employment, and incorporate protective designations such as the Green Belt. These allocations and designations will be reflected on a Policies Map, which will accompany the DMP.

Reigate & Banstead Borough Council is scoping the strategic planning matters that it considers will need to be addressed as it prepares the Development Management Plan. As such, the Council has prepared a Duty to Cooperate Scoping Statement to help ensure that it has identified all relevant cross boundary issues, the authorities/bodies that it will need to engage with, and the mechanisms for that engagement.

As one of the bodies we have identified that we need to engage with, we would welcome your views on our Scoping Statement. Please send any comments you have to us by **Wednesday 6th May 2015** to LDF@reigate-banstead.gov.uk or by post to:

Planning Policy & Economic Prosperity
Reigate & Banstead Borough Council
Town Hall
Castlefield Road

Reigate
Surrey
RH2 0SH

Should you have any queries regarding the Duty to Cooperate Scoping Statement, please contact [REDACTED], Policy Development Officer, on 01737 [REDACTED], or alternatively email LDF@reigate-banstead.gov.uk

Regards,

[REDACTED]
[REDACTED] Planning Policy
Planning Policy & Economic Prosperity
T: [REDACTED]
E: [REDACTED] [@reigate-banstead.gov.uk](mailto:[REDACTED]@reigate-banstead.gov.uk)

Reigate & Banstead Borough Council
Town Hall, Castlefield Road
Reigate
Surrey, RH2 0SH
T: 01737 276000
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Reigate & Banstead Borough Council

Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH

Telephone : +44 (0)1737 276000

Website : <http://www.reigate-banstead.gov.uk>

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[REDACTED]

From: [REDACTED]
Sent: 20 June 2016 16:14
To: [REDACTED]@reigate-banstead.gov.uk
Cc: [REDACTED]
Subject: FW: Reigate & Banstead Development Management Plan - Duty to Cooperate
Attachments: Draft DMP Reg 18 DRAFT for DTC 27 May LOW RES.pdf

Categories: Purple Category

Hi [REDACTED]
I am very sorry for responding so late to your e-mail with the informal opportunity to comment on your Development Management Plan.

I have no specific comments on the confidential draft as such. However, in terms of the wider context, there are strategic issues, which may bear on the relationship between London, the wider South East and Reigate & Banstead Borough Council. I am only highlighting a few issues the Borough may more generally wish to consider.

The Borough sits within the 'Wandle Valley' Coordination Corridor extending southwards from London. These corridors are recognised in Policy 2.3 of the London Plan for the co-ordination of planning and investment. Also within this context, it may be useful to explore relevant economic linkages with south London further. It may also be useful to understand your consideration of land for industry and logistics and the role this may play within the wider area.

In terms of housing need, underpinning some of the proposed DMP policies, the Council may wish to reassure itself that long term migration patterns as well as the shorter term 2012-based Subnational Population Projections (SNPP), which underpin the standard CLG household projections, are considered.

In terms of transport, I would just like to re-iterate the support for public transport included in Transport for London's response.

The Mayor will respond more fully to your formal consultation later this year.

Any questions, please let me know.
[REDACTED]
[REDACTED]

Senior Strategic Planner - Development, Enterprise & Environment [GREATERLONDONAUTHORITY](#)
City Hall, The Queens Walk, London SE1 2AA T: +44 (0)20 7983 [REDACTED] E [REDACTED]@london.gov.uk

From: [REDACTED]@reigate-banstead.gov.uk]
Sent: 27 May 2016 16:19
To: [REDACTED]
Subject: Reigate & Banstead Development Management Plan - Duty to Cooperate

Dear [REDACTED] and [REDACTED],

Reigate & Banstead Borough Council is currently preparing its Development Management Plan, which will include policies to guide new development, and development site allocations.

The first formal stage in the process is a Regulation 18 consultation about the issues, options and matters that the Plan should cover. We plan to undertake formal consultation from August to October this year. However, under the Duty to Cooperate, and before taking the document to our Executive for their agreement, we would welcome any

informal thoughts, comments or questions from you on the draft consultation document (attached), by **13 June**. If you would like to see any of the evidence base referred to in the document, please let me know. Alternatively, please feel free to give me a ring to discuss the proposed content of the consultation document further.

Please note that this information is being shared for the sole purpose of the duty to cooperate and must not be used for any other commercial or personal purposes whatsoever. The information is provided "as is" and the Council will not be liable for the accuracy or completeness of the information. I should highlight that this information has been prepared at an officer level, and has not as yet been subject to sign off by the Council's Executive. We therefore ask that you do not share this information or any part hereof with any other parties, and treat it in the strictest confidence.

I look forward to hearing from you. If you have no comments to make at this stage, I would be grateful if you could confirm that for our records.

Best regards,

[Redacted]

[Redacted]

Planning Policy

T: 01737 [Redacted]

E: [Redacted]@reigate-banstead.gov.uk

W: www.reigate-banstead.gov.uk

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Have you heard about our self and custom house build register? The Government wants to enable more people to build or commission their own home and Local Authorities are required to maintain a register of people who are seeking to acquire land to build a home themselves. Find out more at <http://www.reigate-banstead.gov.uk/selfbuildregister>

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Reigate & Banstead Borough Council

Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH

Telephone : +44 (0)1737 276000

Website : <http://www.reigate-banstead.gov.uk>

[REDACTED]

From: [REDACTED]
Sent: 17 April 2015 17:17
To: 'Planning Policy' [REDACTED]@spelthorne.gov.uk
Cc: [REDACTED]
Subject: RE: Spelthorne DtC Scoping Statement Consultation

Dear [REDACTED]

Thank you for inviting the Mayor of London to respond to the Spelthorne Local Plan Duty to Co-operate Scoping Statement.

We welcome the inclusion of the Mayor and Transport for London as relevant 'Duty to Co-operate' bodies. Please can you add Transport for London to the identified bodies in Table 4-1 on page 19?

I would like to draw your attention to our officer-level Strategic Spatial Planning Liaison Group, in which representatives from across the wider South East and London are meeting quarterly to discuss DTC issues. This group considers a range of high-level strategic issues to complement the DTC obligations of individual authorities. Further information on this group and cross-boundary strategic planning co-operation can be found at: <https://www.london.gov.uk/priorities/planning/london-plan/cross-boundary-strategic-planning-co-operation>.

The Mayor is also working with South East England Councils / South East Strategic Leaders, the East of England Local Government Association and other agencies to explore further arrangements to more effectively coordinate strategic policy and investment across the wider South East of England.

Kind regards

[REDACTED]
[REDACTED]
Senior Strategic Planner
Spatial Strategy
Greater London Authority
City Hall, The Queens Walk, London SE1 2AA

Tel: +44 (0)20 7983 [REDACTED]
Email [REDACTED]@london.gov.uk

From: [REDACTED]@spelthorne.gov.uk] **On Behalf Of** Planning Policy
Sent: 08 April 2015 12:17
Subject: Spelthorne DtC Scoping Statement Consultation

Dear Sir/Madam,

We recently wrote to you with respect to the consultation of a Spelthorne DtC Scoping Statement and note that no response has been received from your authority.

Although the consultation expired on the 30th March 2015, as a neighbouring authority and/or one with which we have identified possible cross boundary matters we are extending the opportunity to comment until Friday 17th April 2015. A copy of the Scoping Statement is attached for reference.

Even if you have no comments to make or consider that a matter we have linked between our authorities should not be identified, a response to that effect would be appreciated. Comments can be returned by e-mail to planning.policy@spelthorne.gov.uk

If you have any queries please do not hesitate to contact me either by e-mail to [REDACTED]@spelthorne.gov.uk or by calling [REDACTED].

Regards

[REDACTED]
Senior Planning Officer
Spelthorne Borough Council
Council Offices
Knowle Green
Staines-upon-Thames
TW18 1XB

[REDACTED]@spelthorne.gov.uk

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GREATER LONDON AUTHORITY
Development, Enterprise and Environment

██████████
Strategic Planning Manager
Spelthorne Borough Council
Council Offices
Knowle Green
Staines-upon-Thames
TW18 1XB

Date: 25 June 2018
Our ref: LP/JP43

Dear ██████████

Spelthorne Local Plan Issues and Options Consultation

Thank you for the opportunity to comment on this Local Plan consultation.

The Council is taking into account the Government's emerging standardised approach to calculating housing need, which is towards the lower end of the range suggested in the joint Strategic Housing Market Assessment with Runnymede in 2015. It should be noted that our latest demographic modelling provides alternative population and household projections that could also be taken into account when applying the standard approach. Our projections include consistent outputs for all local authorities in England and form the basis for housing need in the draft London Plan. They are available on the London Datastore: <https://data.london.gov.uk/dataset/2016-based-projections-national-outputs>.

We would encourage to progress Strategic Options that can meet the Council's housing need in full.

From a transport perspective, Crossrail 2 will serve Kempton Park, Sunbury on Thames, Upper Halliford and Shepperton rail stations providing additional public transport capacity to support housing growth, in particular within the station catchments of this rail corridor.

It should be noted that the borough is located in the draft London Plan's following Strategic Infrastructure Priority (see Policy SD3 and Figure 2.15): South West Mainline, Crossrail 2 South West (London – Surrey / Southern Rail Access to Heathrow) and A3. It should be recognised that Southern Rail Access to Heathrow will be required if airport expansion goes ahead.

We would also be grateful, if you would consider extending some of the Mayor's strategic transport policy objectives, as set out in the Mayor's Transport Strategy, to the borough, including the promotion of Healthy Streets, rebalancing the transport system towards walking, cycling and public transport, improving air quality and reducing road danger.

As Spelthorne has good access to the motorway network (M3/M25), it may also be useful to understand the Council's consideration on land for industry and logistics in the context of related requirements for the wider area.

If you would like to discuss the matters raised above, please contact [REDACTED]
([REDACTED]@london.gov.uk).

Yours sincerely

[REDACTED]

Juliemma McLoughlin

Assistant Director – Planning

cc: National Planning Casework Unit, HCLG
[REDACTED], TfL

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

[REDACTED]
Head of Planning
Millmead House
Millmead
Guildford
Surrey
GU2 4BB

Date: 15 July 2016

Our ref: JP08

Dear [REDACTED]

Guildford BC - Proposed Submission Local Plan: strategy and sites

The borough's aim to meet its housing need as set out in the West Surrey Strategic Housing Market Assessment (SHMA) is welcomed. As this is an important policy principle the borough may wish to consider whether meeting need should be set out more explicitly in the Plan in the context of both the annual need and the planned provision figures. Consideration of long term migration patterns alongside the shorter term 2012-based Subnational Population Projections (SNPP) in the SHMA is welcomed - strategically, both can usefully underpin household projections when assessing housing need.

From a strategic transport perspective, Crossrail 2 would release capacity on rail corridors that are used by trains to/from Guildford and thereby help to support future development within the borough, although Crossrail 2 would not directly serve any stations within Guildford. Explicit support for Crossrail 2 and a recognition of its important contribution to delivering future growth as set out in the Local Plan would be welcomed.

If you would like to discuss the matters raised above further, please contact [REDACTED]
([REDACTED]@london.gov.uk).

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
Stewart Murray
Assistant Director – Planning

cc: National Planning Casework Unit, DCLG
[REDACTED], TfL

[REDACTED]

From: [REDACTED]
Sent: 24 July 2017 17:19
To: [REDACTED]@guildford.gov.uk; [REDACTED]@guildford.gov.uk
Cc: [REDACTED]@tfl.gov.uk
Subject: FW: Proposed Submission Local Plan: strategy and sites (2017) consultation

Dear [REDACTED],

Thank you for including us in your Targeted Consultation on Guildford Borough Council's Proposed Submission Local Plan (2017). The points below build on our response of 15 July 2016.

In terms of housing, the Guildford Addendum Report of the West Surrey Strategic Housing Market includes an updated overall need figure of 12,426 homes for Guildford between 2015-34. While it appears not to be explicitly referred to as this in the consultation document, the housing target matches this need figure, and this is welcome.

In terms of transport, we support the consultation response by Transport for London suggesting the strengthening of the reference to Crossrail 2.

Please let me know if you have any questions or comments about our consultation input.

Many thanks
[REDACTED]

[REDACTED]

Senior Strategic Planner - Development, Enterprise & Environment [GREATERLONDONAUTHORITY](#)
City Hall, The Queens Walk, London SE1 2AA T: +44 (0)20 7983 [REDACTED] E: [REDACTED]@london.gov.uk

From: Guildford Borough Council (do not reply) [<mailto:do-not-reply@getinvolved.guildford.gov.uk>]
Sent: 08 June 2017 16:37
To: [REDACTED]
Subject: Proposed Submission Local Plan: strategy and sites (2017) consultation

Message from Guildford Borough Council Planning Policy Consultations

Dear Sir or Madam

I am writing to you because you have previously indicated that you would like to receive notifications about the emerging Local Plan, or have been involved in one of our previous consultations. If you no longer wish to be informed of the progress of Guildford Borough Council's Local Plan, please let us know by emailing localplan@guildford.gov.uk.

Targeted consultation on Guildford Borough Council's Proposed Submission Local Plan (2017)

You are invited to take part in the targeted consultation on Guildford Borough Council's Proposed Submission Local Plan: strategy and sites (2017).

During the targeted consultation, we will only be asking for comments about the proposed changes to the plan. These will be clearly shown in the updated plan documents through tracked changes, along with summaries that highlight the changes in each policy. We will submit all of last year's consultation comments to the independent Planning Inspector, along with the responses to this summer's targeted regulation 19 consultation about the proposed changes.

The consultation runs from **12 noon on Friday 9 June 2017 to 12 noon on Monday 24 July 2017**. During this time, the Proposed Submission Local Plan (2017) will be available to view on our website at www.guildford.gov.uk/newlocalplan at our Millmead office and at local libraries within the borough.

Public drop-in events

We have organised three public information drop-in events where the Planning Policy Team will be available to clarify the consultation process and copies of documents will be available to view:

- **East Horsley Village Hall** - Wednesday 14 June 2017 - between 1pm and 8pm
- **Tongham Community Centre** - Thursday 15 June 2017 - between 1pm and 8pm
- **Guildford Town Centre** at our Council offices at Millmead - Saturday 1 July 2017 -between 10am and 5pm

Ways to submit written comments

If you would like to comment on the changes to the plan, consultation feedback must be provided in writing and ideally via our representation form. Please ensure all comments clearly state and identify which paragraph number or policy they relate to in the Local Plan document.

You can do this in a number of ways:

- Our preference is that you submit your comments on our online consultation system which can be accessed through www.guildford.gov.uk/newlocalplan
- email to localplan@guildford.gov.uk
- complete a paper questionnaire or write a letter and send it to: Planning Policy Team, Guildford Borough Council, Millmead House, Millmead, Guildford, GU2 4BB or hand it in at the consultation events.

Please note that verbal comments cannot be taken into consideration.

Looking forward

We will analyse the comments received during the consultation and anticipate submitting the Plan to the Planning Inspectorate for examination at the end of the year.

We look forward to hearing from you.

Yours faithfully,



Director of Planning and Regeneration

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From: [REDACTED]
Sent: 13 May 2015 18:55
To: [REDACTED]@runnymede.gov.uk
Cc: [REDACTED]
Subject: RE: Runnymede Borough Council: Duty to Co-operate Scoping Statement

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear [REDACTED]

Thank you for inviting the Mayor of London to respond to Runnymede Borough Council's Duty to Co-operate scoping statement.

We welcome the inclusion of the Mayor and Transport for London as relevant 'Duty to Co-operate' bodies. However, can the Council add Transport for London as a Duty to Co-operate Body for the strategic issues of Housing and Economic Development in Table 1, as well as in the relevant tables in section 4 for these issues?

I would like to draw your attention to our officer-level Strategic Spatial Planning Liaison Group, in which representatives from across the wider South East and London are meeting quarterly to discuss DTC issues. This group considers a range of high-level strategic issues to complement the DTC obligations of individual authorities. Further information on this group and cross-boundary strategic planning co-operation can be found at: <https://www.london.gov.uk/priorities/planning/cross-boundary-strategic-planning-co-operation>.

The Mayor is also working with South East England Councils / South East Strategic Leaders, the East of England Local Government Association and other agencies to explore further arrangements to more effectively coordinate strategic policy and investment across the wider South East of England.

Kind regards

[REDACTED]
Senior Strategic Planner
Spatial Strategy
Greater London Authority
City Hall, The Queens Walk, London SE1 2AA
Tel: +44 (0)20 7983 [REDACTED]
Email [REDACTED]@london.gov.uk

From: [REDACTED]@runnymede.gov.uk]
Sent: 12 May 2015 08:28
To: development.plan@bracknell-forest.gov.uk; CAAAAerodromeStandardsDepartment@caa.co.uk; LDF@epsom-ewell.gov.uk; [REDACTED]; planningpolicy@hart.gov.uk; [REDACTED]@heathrow.com; M25Planning@highways.gsi.gov.uk; ldfconsultation@hillingdon.gov.uk; mail@homesandcommunities.co.uk; ldf@hounslow.gov.uk; england.contactus@nhs.net; contactus2@nwsurreyccg.nhs.uk; ldf@rbk.kingston.gov.uk; [REDACTED]@rhul.ac.uk; plan@rushmoor.gov.uk; info@strodes.ac.uk; communications@sabp.nhs.uk; [REDACTED]@surreywt.org.uk; StakeholderEngagement@tfl.gov.uk; [REDACTED]@asph.nhs.uk
Cc: [REDACTED]
Subject: Runnymede Borough Council: Duty to Co-operate Scoping Statement

Dear Sir/Madam,

The consultation email below was sent to you last month, asking for your views regarding Runnymede Borough Council's Duty to Co-operate Scoping Statement (attached).

The consultation closed on Monday 11 May, but I note that we do not seem to have received any response from you. We are therefore extending the deadline to **Monday 25 May 2015**.

We would very much welcome a response from you, even if this is only to confirm that you have no further comment to make.

We look forward to hearing from you.

Kind regards,

[REDACTED]

[REDACTED] | Policy and Strategy Manager | Runnymede Borough Council
[REDACTED]@runnymede.gov.uk | [REDACTED] (direct line) | www.runnymede.gov.uk

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From: [REDACTED]
Sent: 10 April 2015 12:20
To: 'comms@asph.nhs.uk'; 'development.plan@bracknell-forest.gov.uk';
'CAAerodromeStandardsDepartment@caa.co.uk'; 'tplan@elmbridge.gov.uk'; 'LDF@epsom-ewell.gov.uk';
[REDACTED]@enterprisem3.org.uk'; 'planning-wallingford@environment-agency.gov.uk';
[REDACTED]@london.gov.uk'; 'localplan@guildford.gov.uk'; 'planningpolicy@hart.gov.uk';
[REDACTED]@heathrow.com'; 'M25Planning@highways.gsi.gov.uk'; 'ldfconsultation@hillingdon.gov.uk';
'mail@homesandcommunities.co.uk'; 'ldf@hounslow.gov.uk'; 'planning.policy@molevalley.gov.uk';
'townplanningSE@networkrail.co.uk'; 'england.contactus@nhs.net'; 'contactus2@nwsurreyccg.nhs.uk';
'dutytooperate@orr.gsi.gov.uk'; 'LDF@reigate-banstead.gov.uk'; 'ldf@rbk.kingston.gov.uk'; 'ldf@richmond.gov.uk';
'planning.policy@rbwm.gov.uk'; [REDACTED]@rhul.ac.uk'; 'plan@rushmoor.gov.uk'; 'policy@slough.gov.uk';
'ldf@southbucks.gov.uk'; 'planning.policy@spelthorne.gov.uk'; 'info@strodes.ac.uk'; 'communications@sabp.nhs.uk';
[REDACTED]@surreycc.gov.uk'; [REDACTED]@surreycc.gov.uk'; 'planning.policy@surreyheath.gov.uk';
[REDACTED]@surreywt.org.uk'; 'localplan@tandridge.gov.uk'; 'StakeholderEngagement@tfl.gov.uk';
'planningpolicy@waverley.gov.uk'; 'planning.policy@woking.gov.uk'; [REDACTED]@wokingham.gov.uk'

Dear Sir/Madam,

Runnymede Borough Council has started a review of its Local Plan. As part of the review the Council has prepared a Duty to Co-operate Scoping Statement.

We are now seeking your views on the Statement, which is attached. The covering letter – also attached - explains how and when any views you wish to make can be forwarded.

Should you have any queries about the consultation please contact [REDACTED] at
[REDACTED]@runnymede.gov.uk or telephone [REDACTED].

Kind regards,

[REDACTED]

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GREATER LONDON AUTHORITY
Development, Enterprise and Environment

[REDACTED]
Planning Policy Manager
Runnymede Borough Council
Civic Centre
Station Road
Addlestone
KT15 2AH

Date: 11 August 2016
Our ref: LP/JP10

Dear [REDACTED]

Runnymede 2035 Issues, Options and Preferred Approaches Consultation

Thank you for the opportunity to comment on this Local Plan consultation.

The Council's approach to housing need set out in the joint Strategic Housing Market Assessment (SHMA) with Spelthorne is welcome, in particular the sensitivity analysis around London out-migration and the impact of a return to pre-recession levels. However, the Borough plans to only meet between 56 % and 82 % of its identified housing need following its preferred approach. The Council may wish to reassure itself that it has addressed housing need in accordance with NPPF requirements.

As Runnymede has good access to the motorway network (M3/M25), it may also be useful to understand the Council's consideration on land for industry and logistics in the context of related requirements for the wider area.

From a transport perspective, Transport for London is working to implement the recommendations of the National Infrastructure Commission relating to the delivery of growth associated with Crossrail 2. Although Crossrail 2 would not directly serve any stations within Runnymede, it would release capacity on rail corridors that are used by trains from Runnymede and thereby help to support future development. Explicit support for Crossrail 2 within your Local Plan alongside Network Rail's Wessex Capacity Improvement Programme and recognition of the contribution these capacity improvements could make to the delivery of future growth would be welcomed.

If you would like to discuss the matters raised above further, please contact [REDACTED]
([REDACTED]@london.gov.uk).

Yours sincerely

[REDACTED]
Stewart Murray

Assistant Director – Planning

cc: National Planning Casework Unit, DCLG
[REDACTED] TfL

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

██████████
Local Plans Manager
Runnymede Borough Council
Civic Centre
Station Road
Addlestone
KT15 2AH

Date: 22 February 2018
Our ref: LP/JP40

Dear ██████████

Runnymede 2030 Draft Local Plan Consultation

Thank you for the opportunity to comment on this Local Plan consultation.

We welcome that the Council's joint Strategic Housing Market Assessment (SHMA) update with Spelthorne uses 10-year historic migration trends and considers our 2016-based projections (available on the London Datastore: <https://data.london.gov.uk/dataset/2016-based-projections-national-outputs>). These projections form the basis for housing need in the draft London Plan, which we are consulting on until 2 March 2018.

We welcome the Council's work to close the gap between housing need and supply within its boundaries but would encourage further cooperation with neighbouring authorities to address longer-term housing need.

As Runnymede has good access to the motorway network (M3/M25), it may also be useful to understand the Council's consideration on land for industry and logistics in the context of related requirements for the wider area. This was also raised in our response to the Council's Issues and Options consultation in summer 2016.

It should be noted that the borough is located on the draft London Plan's 'South West Mainline, Crossrail 2 South West (London – Surrey / Southern Rail Access to Heathrow) and A3' Strategic Infrastructure Priority (see Policy SD3 and Figure 2.15).

We welcome the supportive reference to Crossrail 2 that has been added to this draft (paragraph 5.53). We would also welcome a reference to the contribution that additional rail capacity released by Crossrail 2 could make in supporting future growth.

Finally, we would be grateful, if you would consider extending some of the Mayor's strategic transport policy objectives, as set out in the draft Mayor's Transport Strategy, to the borough, including the promotion of Healthy Streets, rebalancing the transport system towards walking, cycling and public transport, improving air quality and reducing road danger.

If you would like to discuss the matters raised above further, please contact [REDACTED]
[REDACTED]@london.gov.uk).

Yours sincerely

[REDACTED]

Juliemma McLoughlin

Assistant Director – Planning

cc: National Planning Casework Unit, DCLG
[REDACTED], TfL

[REDACTED]

From: [REDACTED]
Sent: 11 September 2014 14:54
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Runnymede and Spelthorne SHMA

Hi [REDACTED]
The GLA, on behalf of the Mayor, has the following comments on the SHMA report and notes of the meeting:

1. Draw your attention to the Mayor's SHMA prepared to support the Further Alterations to the London Plan;
2. The Mayor supports the recognition of the geographical links with London, and that it will consider the impact of migration and commuting flows between Greater London and Runnymede/Spelthorne
3. There is concern that the SHMA appears to consider only the latest 2011-based household projections. For reasons set out in the SHMA and statement to the FALP EiP Inspector, the Mayor does not consider these projections to be a suitable basis for planning London's future housing needs. In particular, the Mayor has concerns over the way migration is treated in the latest projections, in the light of the impact of the recent recession. We suggest that your SHMA should draw on a range of data in addition to the most recent household projections.

Can you ensure that the Mayor is consulted on your draft SHMA, which we will consider and if necessary provide a formal response.

Regards
[REDACTED]

[REDACTED]
Strategic Planning Manager
Greater London Authority
The Queen's Walk
London, SE1 2AA
020 7983 [REDACTED]

From: [REDACTED]@runnymede.gov.uk]
Sent: 05 September 2014 17:26
To: [REDACTED]
Cc: [REDACTED]
Subject: Runnymede and Spelthorne SHMA

[REDACTED]

Thank you for speaking to me today. Please find a link to the email we sent to a number of authorities after our HMA meeting in August below:
<http://eepurl.com/1yOpy> (the link to the SHMA report is within).

My colleague from Spelthorne sent an email with an attachment on the 29th of August requesting comments on the notes of the meeting. Please ignore the response deadline and let your comments (on the notes and the document itself) reach us by 12th September at the very latest.

Should you have any questions in the meantime, please do come back to me.

Kind regards,

[REDACTED] | Planning Policy Officer | Runnymede Borough Council

Want to be kept informed of progress on the Local Plan? Sign up [HERE](#)

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GREATER LONDON AUTHORITY
Development, Enterprise and Environment

[REDACTED]
Head of Strategic Planning Policy
Tandridge District Council
8 Station Road East
Oxted RH8 0BT

26 February 2016

Dear [REDACTED]

Issues and Approaches – Local Plan Regulation 18 Consultation

Thank you for giving the Mayor of London the opportunity to comment on your Local Plan Issues and Approaches Consultation.

The Mayor welcomes the District's approach to housing need set out in your Strategic Housing Market Assessment. The Council may wish to consider further the delivery options that meet that identified housing need.

In terms of employment the intensification of sites required to address the need identified within its Economic Needs Assessment would be welcomed. Given the District's good access to the motorway network (M25/M23 in particular), it would also be useful to understand better your initial thoughts on the future consideration of land for industry and logistics.

As Housing Market and Functional Economic Areas are defined tightly despite the District's significant interrelationships with its neighbours including London. These are demonstrated in particular through the significant proportion of commuting into the capital, which underscore the importance of collaboration and the Duty to Co-operate.

The Mayor supports the Council's objectives related to transport. In order to achieve them, he would welcome your collaboration to explore options to improve bus services from/into London, including route extensions and supporting infrastructure in particular to serve new developments. For further details please see Transport for London's comments attached. This could also be reflected in the Council's further policy development. The Council may also wish to consider development opportunities arising from improved capacity and connectivity of the District's railway stations through Thameslink service enhancements.

If you would like to discuss the matters raised above further, please contact [REDACTED] ([REDACTED]@london.gov.uk).

Yours sincerely

[REDACTED]
Stewart Murray
Assistant Director – Planning

cc: National Planning Casework Unit, DCLG
[REDACTED] TfL

Annex

Specific Response by Transport for London

TfL bus services run into the district, providing links to Coulsdon, Purley and Croydon from Caterham on the Hill, the Caterham valley and Warlingham, and from Tatsfield to New Addington (for Tramlink).

The council's objectives for infrastructure are:

- Objective 14 Support and encourage the use of sustainable modes of transport; considering the economic impact this may have on the district.
- Objective 15 Work with partners and service providers to maximise funding that will assist in the delivery and improve accessibility of infrastructure, services and facilities necessary for the district.

TfL would support these objectives, and would be happy to work with the council to help meet them, for example by enhancing existing TfL bus services, extending routes to serve new developments and/or securing supporting bus infrastructure, such as stops and shelters and bus standing, in new developments. Funding will obviously be a key issue and we would expect developers to fund such bus service enhancements through s106 agreements, for example by pump priming route extensions, and/or s278 agreements, for example provision of bus stops and shelters. Policy support for this approach would be welcomed in later iterations of the local plan.

You set out a number of approaches to deliver housing and jobs in the district. Clearly, if your vision of 'the use of sustainable public transport encouraged lessening congestion' is to be delivered, planning for higher development densities where public transport is already, or could be made good is a sensible approach. Again TfL would welcome the opportunity to work with the council to explore options to improve bus services in the areas mentioned above, so that it can inform your site allocations and detailed policies later in the plan process. Also for consideration in this respect, some of the district's railway stations will also benefit from peak-hour Thameslink services from 2018, which will provide more capacity and better connectivity into central London.

[REDACTED]
Head of Strategic Planning Policy
Tandridge District Council
8 Station Road East
Oxted RH8 0BT

Department: Planning

Our Reference: LP/JP46
10 September 2018

Dear [REDACTED]

Draft Local Plan Consultation (Regulation 19)

Thank you for giving us the opportunity to comment on your draft Local Plan (Regulation 19) Consultation.

As stated in our previous response, the Mayor welcomes the District's approach to housing need set out in your Strategic Housing Market Assessment. It should be noted that the Greater London Authority's latest projections include consistent outputs for all local authorities in England and form the basis for housing need in the draft London Plan. They are available on the London Datastore:

<https://data.london.gov.uk/dataset/2016-based-projections-national-outputs>

The District is located in close proximity to the draft new London Plan's Strategic Infrastructure Priority called 'Brighton Mainline (London – Gatwick – Brighton (see Policy SD3 and Figure 2.15 of the draft new London Plan)).

Given the District's good access to the motorway network (M25/M23 in particular), the Mayor welcomes your draft Plan's commitment to identify at least 15.3ha of additional employment land for B1, B2 and B8 uses.

As Tandridge borders London, we would be grateful if you would consider extending some of the Mayor's strategic transport policy objectives to the district including the promotion of Healthy Streets, rebalancing the transport system towards walking, cycling and public transport, improving air quality and reducing road danger.

If you would like to discuss the matters raised above further, please contact [REDACTED]
([REDACTED]@london.gov.uk).

Yours sincerely

[REDACTED]

Juliemma McLoughlin
Chief Planner

Cc: National Planning Casework Unit, MHCLG
[REDACTED], TfL

[REDACTED]

From: [REDACTED]
Sent: 17 October 2014 14:14
To: 'planningpolicy@waverley.gov.uk'
Cc: [REDACTED]
Subject: RE: Consultation on Potential Housing Scenarios and Other Issues for the Waverley Local Plan

Dear Mr [REDACTED]

Thank you for consulting the Mayor of London on Potential Housing Scenarios and Other Issues for the Waverley Local Plan. The GLA, on behalf of the Mayor, does not have any comments on the four scenarios for locations of new housing. However the GLA has the following comments on Waverley's SHMA evidence base:

- Draw your attention to the Mayor's London SHMA prepared to support the Further Alterations to the London Plan (FALP). You can find it in the evidence section of our FALP page webpage <http://www.london.gov.uk/priorities/planning/london-plan/draft-further-alterations-to-the-london-plan>.
- There is a concern that your SHMA may be underestimating net migration to your borough. For reasons set out in the London SHMA and statement to the FALP EiP Inspector (http://www.london.gov.uk/sites/default/files/01MayorofLondon_Session2.pdf), the Mayor does not consider that the 2011-based projections are a suitable basis for planning London's future housing needs. In particular, the Mayor has concerns over the way outmigration from London is treated in the latest projections, in the light of the impact of the recent recession. We suggest that your SHMA should draw on a range of data in addition to the most recent household projections and migration data, including for example DCLG's 2008 household projections and pre-recessionary patterns of migration.
- Please note that our FALP webpage, provided above, also includes a 'Wider South East events' section. Here you can find presentations and hand-outs about demographics and spreadsheet tools with projected migration flows to/from London by district and household projections for the Wider South East districts. These use the results of the 2012-based Sub-national Population Projections as well as the DCLG household projections from 2008 and 2011.

I hope the above is useful for the development of Waverley's Local Plan.

Kind regards

[REDACTED]
Senior Strategic Planner
Spatial Strategy
Greater London Authority
City Hall, The Queens Walk, London SE1 2AA

Tel: +44 (0)20 7983 [REDACTED]
Email [REDACTED]@london.gov.uk

From: Waverley Borough Council Consultations (do not reply) [<mailto:do-not-reply@consult.waverley.gov.uk>]
Sent: 03 September 2014 17:00
To: Mayor
Subject: Consultation on Potential Housing Scenarios and Other Issues for the Waverley Local Plan

Message from Waverley Borough Council Consultations

Dear Mr Johnson

Consultation on Potential Housing Scenarios and Other Issues for the Waverley Local Plan

Waverley Borough Council is consulting on a number of potential housing scenarios and other issues to help draw up a new Local Plan. This consultation will help us to decide where future developments should go. It will run for just over six weeks from the **3rd September until 17th October 2014**.

Waverley currently has more than 50,000 homes but evidence shows that we may need to find space for around 8,500 more homes between 2013 and 2031. This means that almost all the towns and villages in Waverley will have to find space for a least some new housing.

On or around the 8th September, if you are a resident or a business in the Borough, you will receive a special edition of the Council's publication 'Making Waves', which will provide some information about the potential scenarios for where housing could be located as well as information on some of the other issues to be covered by the Local Plan. A feedback form will also be included. This summary leaflet clearly cannot cover the whole subject matter and so we would encourage you to read the Council's main document explaining this: **"Consultation on Potential Housing Scenarios and Other Issues for the Waverley Local Plan"**. That document, together with links to all the supporting documents and evidence, can be found on the Council's website at www.waverley.gov.uk/newlocalplan. They will also be available to see at the Council's offices at Godalming and Farnham, and at Farnham, Godalming, Cranleigh, Haslemere and Bramley libraries.

Making your comments online

If you have responded to a more recent consultation in the last year, such as the Statement of Community Involvement, you can login using your email address and password. If you have forgotten your password you can get a reminder.

If you have never made any comments online, please register. You will then receive a verification email and be able to take part.

When on the consultation page, you will be prompted to complete the questionnaire, which is a mainly a series of questions asking you to make choices and to rank the scenarios. There are other questions which ask you give your views and comments. If you run out of space, simple instructions will help you to attach a document to this part of the questionnaire. ***Please remember to save your response.*** You can save your answers as a draft and return to it later. You can also download the summary document as a pdf to read alongside the questionnaire. There is also a link on this page to the various evidence documents. Please be aware that some are very large and may take a while to download.

[Please click on this link to take part in the consultation.](#)

Other ways to respond

You can also fill in the paper version of the feedback form or download a copy to complete from the above webpage, and drop it into the Council's Godalming office, or post it to FREEPOST RTJE EUXU RTKT, Waverley Borough Council, Planning Services, Council Offices, The Burys, Godalming GU7 1HR.

All responses will be publicly available and cannot be treated as confidential (identifiable by name and organisation only). Please note that any other personal information provided will be used by Waverley Borough Council to monitor responses and to notify you of other policy consultations, and will not be used for any other purposes. All responses will be checked and any considered to be inappropriate will be removed.

Talk to us

In addition to the information available online and in the libraries, there will be a mobile exhibition trailer in the four main settlements and some of the villages. Please see the locations and venues for these at www.waverley.gov.uk/newlocalplan

For more information or assistance on this consultation please contact the Waverley Planning Policy Team on 01483 523291 or email planningpolicy@waverley.gov.uk.

Yours sincerely



Planning Policy Manager

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

[REDACTED]
Planning Policy Manager
Waverley Borough Council
Council Offices, The Buryas,
Godalming, Surrey,
GU7 1HR

Date: 20 Oct 2016

Our ref: JP14

Dear [REDACTED]

Waverley BC - Proposed Submission Local Plan: strategic policies and sites

Sorry for our late response to your consultation. Please accept our brief comments below.

The borough's approach to housing need set out in the West Surrey Strategic Housing Market Assessment (SHMA) is welcomed, in particular the sensitivity analysis around London out-migration and the consideration of longer term historic migration patterns. The aim to meet the identified housing need is also welcomed.

From a strategic transport perspective, Crossrail 2 would release capacity on rail corridors that are used by trains to/from Waverley and thereby help to support future development within the borough, although Crossrail 2 would not directly serve any stations within Waverley. Explicit support for Crossrail 2 and a recognition of its important contribution to delivering future growth as set out in the Local Plan would be welcomed.

If you would like to discuss the matters raised above further, please contact [REDACTED]
[REDACTED]@london.gov.uk).

Yours sincerely

[REDACTED]
Stewart Murray
Assistant Director - Planning

cc: National Planning Casework Unit, DCLG
[REDACTED] TfL

**Kingston & North East Surrey Housing Market Area Partners
Meeting with the Greater London Authority
Epsom & Ewell Town Hall, Epsom
9 February 2018**

In attendance:

Juliemma McLoughlin (GLA)

██████████ (GLA)

██████████ (EEBC)

██████████ (EBC)

██████████ (GLA)

██████████ (EEBC)

██████████ (EBC)

██████████ (MVDC)

Apologies:

██████████ (RBK)

██████████ (RBK)

Introductions

Those in attendance introduced themselves and their role.

██████████ opened, providing an introduction from the Housing Market Area (HMA) and the assembled Officers from the three Surrey local planning authorities. He briefly set out the context under which the four authorities have been working with one another on their Strategic Housing market Assessment (SHMA) and the consequential objectively assessed housing needs (OAHN) that fell out of that process. ██████████ explained the importance of the partnership in terms of bringing forward the partners' separate local plans.

██████████ continued by making reference to the GLA Mayor's statement of "not imposing growth upon authorities beyond the GLA boundary". ██████████ welcomed the clarity that this statement brought. It was noted that ██████████ stated that there is an on-going and increasingly closer dialogue developing between the three Surrey authorities and RBK, which is warmly welcomed. He added that both Merton and Richmond had also initially sought to be involved within our SHMA but had stepped back. It was noted that LBS had gone their own way.

Developing a Better Relationship

There was a brief discussion around this objective – it was noted that JM stated that this was desirable objective for all assembled.

The Draft London Plan – from the GLA Team

██████████ spoke of the on-going work being undertaken by the GLA to bring forward the Draft London Plan. Key factoids include –

- The Mayor is keen to meet London's needs, as identified by the GLA evidence, within London's boundary;
- London exists as a single HMA – this position has been tested and acknowledged;
- The GLA are using a different approach to calculate their population projections – not ONS household creation projections. This is the key difference between the GLA evidence base on OAHN and that being proposed by Government through their standard methodology. It is not yet clear what position the Government on this key difference – but the

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GLA believe that the London Plan falls within the transitional arrangements. It was also noted that the GLA believe that their evidence is sound and robust;

- The GLA's OAHN figure is based on 10 year historic migration trends. It was noted that this is the most significant difference between the two methodologies;
- The GLA propose to deploy a strategy also based on small site delivery to meet their OAHN (almost in full). This strategy will push future development out to the outer London boroughs – because that is where the smaller sites exist in sufficient numbers to meet the OAHN. The GLA believe that is the right approach to this issue – there simply aren't enough large sites available (during the plan period). Not all of the outer boroughs are happy with this approach – specifically in relation to the numbers/ importance being attached to these smaller sites. JM stated that this was their most misunderstood policy. It could be disentangled as “tiny increments over the long life of the plan...”
- The GLA are supporting their boroughs in preparing new Article 4 Directions to protect key office assets. ■ noted that EEBC has already taken this route with its key office assets as has EBC. He noted that the Epsom experience was in contrast to London's – namely that in Epsom the offices lost to PDCOU were high grade and occupied (not low quality). ■ also noted that the Article 4 Direction process was not straightforward and required the submission of substantive supportive evidence;
- The GLA are also looking to protect and intensify uses on industrial sites/ trading estates. There followed a discussion that set out theoretical scenarios where B8 storage/ distribution uses could be substituted in new locations around the capital's periphery – for example with access to the major routes like the M25, M3 and A3. ■ and ■ noted that this was a realistic possibility but that conflicts in delivery already existed – namely that there is already pressure for outer authorities (such as EBC) to release B8 storage and distribution sites for housing. Consequently, it may not be possible to co-ordinate such an approach – as these sites are beyond the control of the GLA. ■ noted that EBC was repurposing its surplus industrial land – so consequently there won't be an opportunity for London to off-set any storage/ distribution losses to that particular bit of outer London;
- ■ and JM stated that the Mayor is still seeking to protect the Metropolitan Green Belt within Greater London. They expanded this statement that whilst the NPPF allows London boroughs to review their individual bits of the Green Belt (and release sites), the GLA would object to this where this occur (under the aegis of a local plan). ■ asked whether this logic extended to non-London authorities who are contiguous with and incorporate parts of the Metropolitan Green Belt within their administrative area. JM said that the GLA would not object to this happening. ■ noted that this was neither logical nor consistent

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– as the Green Belt preformed the same strategic role regardless of the administrative boundaries within which it happened to fall. This point was acknowledged but JM stated that the Mayor was not responsible for strategic planning beyond the GLA administrative boundary.

Once GLA Officers had concluded speaking to their factoids the floor was opened to general questions. Notably there were a series of questions relating to how the HMA Partners had calculated their OAHN. Here are some of the key points:

- ■■■ asked whether the GLA extended their projections to areas beyond the GLA boundary – for example to include the three Surrey authorities. ■■■ stated that their calculations (for the whole country) are available to view on their website.
- ■■■ stated that she wants to explore the use of the GLA's figures as a basis for revisiting our OAHN, which in her opinion could result in a lower level of need; the implication that a lower figure might be deliverable in full.
- ■■■ continued the general discussion by raising the issue of CR2 and the role it will play in terms of industrial land retention beyond the plan period. Others contributed to this discussion – notably ■■■ who stated that there is a desire (from the outer CR2 authorities) that the proposed rail improvement functions as a double-edged sword. ■■■ expanded upon this by setting out how he envisages CR2 serving high value/ high density employment opportunities beyond the GLA boundary – these uses, in a location like Epsom & Ewell, would serve to rebalance the homogeny that could perversely be created by the current demand for housing. There was some acknowledgement from JM, ■■■ and ■■■ that this was a likely and desirable outcome from CR2.
- ■■■ continued the discussion on CR2 by asking whether the GLA are looking to the Green Belt (as a source of housing land supply) beyond the forthcoming London Plan period – in essence to feed CR2. The GLA Officers provided a brief response to this question – namely, reiterating the important role that housing growth will play in justifying CR2. It was noted that GB land that might conceivably come forward in support of CR2, such as Chessington, would be reserved to feed CR2 when/ if it happened – it would not come forward in advance or independent of CR2.
- ■■■ stated that CR2 could provide a mechanism to challenge the planning by numbers approach. The implementation of CR2 would result in a reduction of car trips, with a huge number of journeys transferring to rail. ■■■ implied that CR2 would facilitate higher density housing around rail station localities that would drive up the (design) quality of new housing – thereby positively contributing to the visual character and appearance of place.

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- In the light of the growth pressures across the wider South East of England and the disparity between planning systems; ■■ asked whether the GLA were actively lobbying/ raising the issue of national/ regional planning with the Government – specifically as a necessary mechanism. A discussion followed. It was noted that neither national politicians nor civil servants have an appetite to return to formalised strategic planning.
- ■■ wrapped the discussion up by stating that dialogue between neighbouring planning authorities was very important – so that we can confirm a clear understanding of our shared and different strategic objectives. It was noted and acknowledged by most that the artificial administrative boundaries are ultimately meaningless in planning/ place-making terms.

The Position across the Kingston and North East Surrey HMA

The partners each provided a brief situation up-date on where they are in respect of their individual local plans:

- The partners shared and briefly discussed the letter from RBK. ■■ noted that as RBK formed part of the Kingston & North-East Surrey HMA there could be merit in Surrey authorities seeking to share in any over delivery in Kingston above its London Plan target.
- ■■ and ■■ provided an overview of Elmbridge's position – inclusive of the OAHN figure and supply of available sites. Notably that their Borough Council had run an Issues & Options Consultation that had attracted a significant number of vocal representations that were strongly opposed to the identified scale of housing demand and the consequential necessity for Green Belt release. It was noted that the Borough Council were undertaking further work to assess the maximum capacity of their existing urban areas for higher density development and looking at the Green Belt in terms of smaller sub-divisions of parcels. Their current project plan envisages a late-2018 consultation on the preferred approach including allocations.
- ■■ set out the position in Mole Valley – again providing an overview of their OAHN and how it has been adjusted by the proposed standard methodology. ■■ continued by setting out how Mole Valley were seeking to meet much of their own need (possibly all) but like the other partner authorities are considerably constrained by Green Belt, ecological and landscape designation, and infrastructure capacity.
- Finally ■■ and ■■ set out the position in Epsom & Ewell. As with Elmbridge and Mole Valley, the Borough is constrained by both Primary Constraints and the Green Belt. It was noted that much of the Borough's Green Belt functions as strategic open space for the

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neighbouring London Boroughs. ■ provided an overview of the recent Issues & Options consultation – noting that most of the responses received were from local residents (the development industry had their own consultation). He highlighted that when pressed 75% of respondents stated that the least worst option for accommodating future growth was a balanced approach of urban intensification (including taller buildings) in appropriate locations and a sustainable level of Green Belt release; which did not harm its strategic integrity (including potential impacts beyond the Borough's administrative boundary). ■ postulated that housing land supply would progressively increase over the course of the plan period and that any gap/ shortfall between supply and the OAHN figure would narrow. Nevertheless it was noted that housing land supply and the aspirations of the development industry will make meeting the Borough's OAHN in full challenging.

Conclusion - Outputs

■ provided a summing-up for those in attendance. He stated that he believes there are two clear objectives for the assembled authorities in terms of moving forward. These are:

1. To prepare and agree a memorandum of understanding (or something of that order) that states that we are engaging and co-operating with the GLA on strategic planning issues. ■ believes that this will address any possible divergence between the three HMA partners present at the meeting and RBK. JM stated that this was fair approach. ■ concluded that the three HMA partners would respond to the draft London Plan separately; or through the Surrey-wide joint statement on the London Plan. It was noted that ■ would contact ■ and keep her apprised of the outcomes from this meeting.
2. That the four authorities would agree to share data and information that can positively inform the place-making processes for which they are responsible. In particular, data relating to population projections, migration and economic development was considered useful to all assembled.

Those present all agreed that the meeting had been positive and that this could be the re-commencement of meaningful cross-boundary working.