

Matter 8H /South East England Regional Assembly



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Matter 8H: London Fringe Sub-regional Strategy

8Hi Role and Economy

8Hi.1 Bearing in mind its geography and complex interrelationships with other sub-regions and London, what is the rationale for and the role of this sub-region?

8Hi.2 Is the sub-regional strategy an adequate response to the area's importance to London and to the South East more generally (Policy LF1)? Does it take proper account of the environmental attributes and constraints affecting the sub-region?

8Hi.3 Do Policies LF1 (i-iii) and LF6 provide appropriate and clear guidance on the steps that should be taken by LPAs and other stakeholders to secure the future development of the sub-regional economy (Policies LF1 and LF6)?

8Hi.4 What are the implications of the apparent serious misalignment of houses and jobs?

8Hi.5 Does the proposed strategy adequately reflect the role and potential of Guildford, Woking and Redhill (Policies LF4 and LF7)?

1. The process of developing the sub-regional strategies has been undertaken by the principal authorities. Our response concentrates on Matter 8Hi.1.
2. The Regional Assembly response to Matter 2A.4 sets out the background as to the development of sub-regions contained within the South East Plan. This makes it clear that sub-regions have only been defined in the Plan where there is a need for a co-ordinated response across administrative boundaries to address a specific policy deficit.
3. The rationale for developing a sub-regional strategy stems from the combination of factors present in the area, which taken together distinguish it from the rest of the region and require a sub-regional policy framework. Primarily, these factors relate to the area's location on the edge of London and the sub-region effectively being a 'transition' area:
 - proximity to London with resultant strong market pressures for both housing and commercial development and substantial cross boundary movements between Outer London and the Inner South East;
 - a polycentric and relatively dense settlement pattern entirely within the Metropolitan Green Belt;
 - transport networks radially focussed on London but overlain by the M25 orbital route with high average levels of use and peak time capacity problems;
 - valued attractive countryside and cultural resources.

4. These factors were examined as part of the sub-regional study undertaken in April 2004 led by Surrey County Council and involving all principal and district authorities. The factors demonstrate that the area requires specific policies to address cross-boundary issues, and therefore the area has been identified as a sub-region. Three further phases of work have been undertaken to develop and refine the sub-regional strategy.
5. The initial sub-regional strategy work led to the setting of the overall aim of the sub-region within the Plan (Section C para 4.6.4):

“To support sustainable economic growth and meet as far as possible the pressing housing needs of the sub-region, taking into account considerable Metropolitan Green Belt and the area’s critical relationship to London”.
6. The sub-regional strategy, set out in section E5, seeks to manage change better within the existing urban areas in order to:
 - maintain and enhance the quality of life for people living in the area;
 - address the need for a step change in provision of affordable housing;
 - support continued economic vitality within the sub-region; and
 - retain the extent and integrity of the Metropolitan Green Belt, promoting its positive functions within the sub-region and for London.
7. The policies within Section E5 concentrate on the overall aim of the sub-regional strategy, set within the context of the regional level policies. The sub-regional and regional policies together set out a framework for the development of Local Development Frameworks (LDFs) and other policy documents to enable the preparation of coherent and outcome driven development documents, without addressing issues which are more appropriately addressed at the more local level.. The Regional Assembly supports the work of the principal authorities, led by Surrey County Council, in developing the strategy and working jointly with the district councils and other stakeholders, and believes it provides the most appropriate balance for the development of the sub-region.

8Hii Housing and Green Belt

8Hii.1 Is the proposed housing provision for the sub-region at the most appropriate level, having regard to social, environmental and economic considerations (Policy LF2)?

8Hii.2 Is the target that 40% of new housing should be affordable justified and appropriate (Policy LF3)? Is it capable of being achieved?

8Hii.3 Is the proposed apportionment of the overall housing provision to the Districts at the most appropriate level, taking account of socio-economic and environmental factors (Policy LF2)?

8Hii.4 Is the proposed link between development and infrastructure provision reasonable and capable of being implemented (Policy LF5)?

8Hii.5 Has the sustainability of developing Green Belt land for a range of uses been properly considered?

1. The Regional Assembly supports the work of the principal authorities in developing the strategy in relation to policies LF2: Broad Amount and Distribution of Future Housing Development and LF3: Affordable Housing.
2. The Assembly responses to Matter 1H and Matter 4 set out the rationale and reasoning for the overall housing provisions set out in the Plan.
3. The Assembly response to Matter 4A sets out the Assembly view of affordable housing. Bearing in mind the detailed level of work that has been undertaken in determining the sub-regional strategy, the Assembly supports the proposed target for 40% of all new housing in the sub-region to be affordable, as set out in policy LF3.

8Hiii Infrastructure and Implementation

8Hiii.1 Have the water supply and waste water treatment, flood risk, and transport implications of the growth proposals been adequately considered (Policy LF5)?

8Hiii.2 Are the proposals in the Implementation Plan¹ (including for social and green infrastructure) clear, justified and well related to the spatial strategy? What are the priorities?

8Hiii.3 Would it be appropriate to include a requirement for a tariff-based approach to be applied to all new development in the sub-region (Policy LF5)?

1. The Assembly responses to Matter 1D and Matter 10A set out how infrastructure requirements have been considered and how the proposals in the Implementation Plan are related to the spatial strategy. For the first time the Implementation Plan identifies the roles, responsibilities and actions required by specified organisations and other key stakeholders to deliver the objectives and policies in the Core Strategy and sub-regional strategies. These will be a mixture of investments, policy decisions and behavioural change.
2. The Assembly has worked closely with the principal authorities to develop the sub-regional infrastructure investment frameworks (SRIFs), which identify

¹ Updated by SEERA prior to EiP and available online at <http://www.southeast-ra.gov.uk/southeastplan/key/infrastructure.html>

the sub-regionally significant infrastructure investments required to deliver the spatial strategy. They have been prepared in liaison with the relevant statutory infrastructure providers, including the Environment Agency, energy and water utility companies, the Highways Agency and Network Rail. The SRIFs indicate whether the need for infrastructure should be met prior to or alongside development set out in the sub-regional strategy.

3. As a framework, this provides a context within which detailed proposals for infrastructure requirements at the local level can be prepared through the local development framework process.