



**SHBC draft Local Plan (2019 - 2038)
Windlesham Society Response**

30th April 2022

Summary

The main points covered in this response are as follows:

- The Society supports SHBCs proposed strategy for focussing on the re-development of Camberley town centre and the west of the Borough where the most sustainable and accessible areas are located;
- The Society also agrees with SHBC's objectives of protecting Green Belt land; Conservation Areas; habitat sites which include Special Protection Areas; Heritage Assets; Green spaces, Trees, and Sites of Special Scientific Interest. Specifically, the Society does not agree with infilling on Greenbelt land unless it meets current Greenbelt policy, is no more than single density and any wildlife corridors are exempted;
- The Society is concerned that SHBC has 'committed' to develop 173 homes in Windlesham village. This is nearly four times the expectation of new housing numbers that was set for residents when they voted to adopt the Windlesham Neighbourhood Plan(WNP) in 2018 and far in excess of the numbers 'committed' for any other village in Surrey Heath;
- In addition, it is clear that the 'Longcross Garden Village' development for 1700 homes in neighbouring Runnymede, which is very close to Windesham, will further increase traffic on Windlesham's roads and on other infrastructure in the village;
- This level of development in Windlesham appears to be inconsistent with SHBCs focus on sustainability. Windlesham is arguably the village in Surrey Heath that is most lacking in essential infrastructure and services to sustain even its current level of housing. The Society concludes that this housing number of 173 new homes must account for all the development which will take place in Windlesham over the duration of the Plan (2019-2038);
- SHBC acknowledges that much of the infrastructure in the Borough is already at capacity and, in order to safeguard the wellbeing of residents and the local economy, it may be necessary to upgrade existing infrastructure or add new facilities before further development is permitted;
- The Society agrees and requests that a Transport Infrastructure Review and Investment Plan for Roads and Transportation in Windlesham is urgently carried out - see Appendix 1;
- The adopted WNP(2018-2028) must also be updated in line with changes to the NPPF and SHBC Local Plan. Appendix 2 lists suggested areas to be considered as part of this review.

Introduction & Background

The Windlesham Society is encouraged to see the publication for public consultation of the SHBC draft Local Plan. This consultation provides an excellent opportunity for The Windlesham Society, Windlesham's Parish Councillors, and Windlesham residents and businesses to consider and provide input to the draft plan.

It is hoped that this response will be seen as a positive contribution to the debate and that it will offer insights on the issues pertaining to Windlesham village from the people who live and work here. The Society trusts that the opinions provided by the representatives and residents of Windlesham will be given due weight and consideration in the next iteration of the SHBC Local Plan¹.

The aim has been to offer constructive suggestions that focus on areas in which SHBC has authority to act, or where it is able to influence others to do so. For clarity, the response follows the structure and headings as used in the SHBC Consultation document.

The Society would also like to suggest that SHBC considers allowing more time for responses to future Local Plan consultations and, in addition, simplifies the consultation documents to make them more accessible for consultees and residents.

This would enable SHBC to receive more meaningful feedback on the aspects of the Local Plan that could impact individuals and their communities, as any consultation process is devalued if the information provided for review is too weighty or complex.

Section 1: Key Challenges, Vision and Objectives

The Windlesham Society is generally supportive of SHBC's stated aims and objectives.

It is fully accepted that SHBC has a challenging task in attempting to meet Government targets for the development of sustainable housing within the Borough whilst also preserving the quality of life of existing residents and not causing harm to the environment.

In particular, there is support for the importance that SHBC places on the suitability of infrastructure that is required by new developments if they are to be seen as sustainable. As an example, it would be hard to describe a development as being 'sustainable' if residents were unable to walk or cycle from their home to schools, doctors surgeries, food shops, or train stations.

Section 2: Spatial Strategy

Overall, The Society is broadly supportive of the approach taken on the spatial strategy for Surrey Heath, which is aimed at focusing new developments within the settlement areas to the west of the Borough where the most sustainable and accessible areas are located.

¹ Gunning Principles for assessing the legitimacy of public consultations
<https://www.local.gov.uk/sites/default/files/documents/The%20Gunning%20Principles.pdf>

It is certainly the case that many of the villages to the east of the Borough have environmental constraints and lack much of the essential infrastructure and services making them challenging locations for sustainable development.

There is also support for the exciting regeneration of Camberley Town Centre, a location which is relatively well provided with transport links and other essential infrastructure and is a natural focal point for residents of Windlesham and other small villages. This regeneration will be welcomed as a positive and achievable way of improving the variety and quality of office space, housing, shopping, and other recreational facilities that are available to Surrey Heath residents and businesses.

New homes

The Windlesham Society is, however, concerned by the high volume of housing which has been assigned to Surrey Heath overall.

In particular, there is disappointment that SHBC has 'committed' to allow the building of 173 new homes in Windlesham village over the period of the plan. This would represent a substantial increase of around 10% of the population of Windlesham and the main concern is that the current village infrastructure is already overstretched and will certainly be unable to sustainably support this proposed scale of development.

The pressure on infrastructure is not only caused by developments in Windlesham village. The 'Longcross Garden Village' development for 1700 homes in neighbouring Runnymede is very close to Windlesham and is also remote from essential facilities and services.

Located only 3 miles from Windlesham, it is easy to see how this neighbouring development will increase traffic and pressure on local infrastructure. There will inevitably be some level of environmental impact and a reduction in quality of life for residents and businesses of Windlesham – even though this development is not in Windlesham, nor even within Surrey Heath.

So the ability of a village to absorb new developments must consider not only its own infrastructure, but also the additional demands on that infrastructure caused by other developments in the immediate vicinity.

SS2: Presumption in Favour of Sustainable Development

It is understood that the need to provide housing in the UK demands that the National Planning Policy Framework (NPPF) places the presumption in favour of sustainable development. However, it is encouraging to note that this cannot override policies in the NPPF that, are designed to protect areas or assets of importance and, provide clear guidance on when a development proposal should be refused.

In particular, The Society supports SHBC's stated objectives of protecting land that is designated as Green Belt, habitat sites which include Special Protection Areas, Special Areas of Conservation, Heritage Assets and Sites of Special Scientific Interest.

Surrey Heath is a relatively small Borough with a high percentage of its surface area taken up by motorways and major arterial roads that sit alongside Green Belt and Special Protection and Conservation areas. There is concern that Surrey Heath's current allocation of housing volumes is unrealistically high if new developments are to be truly 'sustainable', and are also to meet SHBC's

objectives of safeguarding the local environment and maintaining the quality of life for residents and businesses.

The Society understands that Surrey Heath Borough Councillors have requested that Cllr McClafferty, the Leader of SHBC Council, writes to Surrey Heath's MP, The Rt Honourable Michael Gove, Secretary of State for Levelling Up, Housing and Communities, to appraise him of the challenges posed by the UK Government's requirement for a level of housebuilding in Surrey Heath which is considered to be disproportionately high.

The Society would like to support Cllr McClafferty and the Borough Councillors and ask that the number of homes, which are currently required to be built in Surrey Heath during the period of the plan, is urgently revised downwards alongside a major review of the infrastructure and investment required to ensure that any development in the Borough is truly sustainable.

SS3a and SS3b: Climate Change Mitigation and Adaptation

The Society is enthusiastic about SHBC's desire to make it easy for residents of the Borough to live healthy, green lifestyles. Therefore, it supports SHBC's commitment to reducing carbon emissions by directing development to locations that are more able to accommodate sustainable modes of transport.

It is also encouraging to note that SHBC will ensure that trees are protected and that the potential for green infrastructure and habitats will be increased in accordance with Policies IN5, E2 and E3.

Section 3: Housing

Policy SS1 recommends that future development should be directed towards those areas that are best able to support SHBC's sustainability aims (9.75).

Given SHBC's focus on sustainability, it seems contradictory that around 10% of HA1 site allocations are planned within Windlesham, a village which is arguably the most lacking in essential infrastructure and services with which to sustain even its current level of housing.

Windlesham's roads are busy as the village is regularly used as a 'rat run' for traffic accessing the M3; A30 and A322 from the surrounding area, many pavements are narrow or non-existent, footpaths and bridleways are poorly maintained and the village has no doctors surgery, no railway station, few essential shops and a very limited bus service. As a result residents and workers must rely on the use of a car in order to carry out most everyday activities.

The SHBC figure for development in Windlesham between 2019-2038 is in excess of the volume 'committed' for any other village in the east of Surrey Heath. To date, we are unaware of any plans for an assessment and subsequent investment in Windlesham's infrastructure to ensure the practicality and sustainability of this level of development.

This is of particular concern given that Windlesham is the only village in Surrey Heath to have an adopted Neighbourhood Plan(2018-2028) which currently forms part of the SHBC Local Plan.

The Windlesham Neighbourhood Plan (WNP)²

Neighbourhood Planning is encouraged by the Borough to enable Neighbourhood Forums and Parish Councils to develop a vision and a set of planning policies for their designated neighbourhood area. The promise being that neighbourhood plans that are successfully adopted will form part of the statutory development plan for the area that they cover (1.48).

Whilst it is correct that the Windlesham Neighbourhood Plan includes policies WNP 1.1 – 1.3, which are generally supportive of housing development within the neighbourhood area; the WNP also states that 'over the period from 2018 - 2028, between 25 and 50 new dwellings would be more than sufficient to sustain the 1% to 2% organic growth rate sought by the community'. It further concludes that by 2018, this level of growth had already been exceeded with the development of the Old Dairy site and the permission granted for 'new dwellings and community facilities on the Housing Reserve site known as Heathpark Woods'.

HA1: Site Allocations - Heathpark Woods & Policies H5; H7; H9 & H10

It is noted that the housing allocation for Windlesham includes 116 homes on the site east of Heathpark Drive.

The Society considers that this development, which includes an allocation of 40% affordable homes, fully satisfies the requirements of the current WNP by providing a mix of housing types that is affordable to a wide selection of the population, including homes for families and first time buyers.

This development also directly addresses the following policies in the SHBC draft Local Plan:

- H5: Range and Mix of Housing;
- H7: Affordable Housing;
- H9 : Rural Exception sites - which envisages a range of affordable housing created in locations adjacent to rural settlements intended for people with a connection to the area through working or growing up locally;
- H10 : First Homes Exception Sites - first Homes that are outside defined settlement boundaries and which lie within the Countryside beyond the Green Belt.

Importantly, The Society contends that the Green Belt boundary shown on the Windlesham Local Area map of this location (p316) is incorrect. We believe that the 'reserve site' along Woodlands Lane was only ever the area owned by the Glanfield Trust as shown in Map 7 (page 23 of 109) of the Mapping Booklet³.

- This is evidenced by multiple communications, including from the developer who submitted the original application for the existing St Margaret's Cottage⁴, which explicitly refers to the property as being in the Green Belt.
- Despite exhaustive searches the Windlesham Society can find no evidence that any land in Woodlands Lane, other than the land being used for the planned development at Heathpark Woods, has ever been listed as a reserve site.

² The Windlesham Neighbourhood Plan (2018-2028)

<https://www.surreyheath.gov.uk/sites/default/files/Windlesham%20Neighbourhood%20Plan%202018-2028%20-%20with%20Modifications%20V3%20NEW%20HYPERLINKS.pdf>

³ Draft Surrey Heath Local Plan: Preferred Options (2019 – 2038) Mapping Booklet

⁴ https://publicaccess.surreyheath.gov.uk/online-applications/files/3996D46610F542ED577F5023CB4846A2/pdf/12_0010-OFFICERS_REPORT-160673.pdf

- The Society requests that this inconsistency is fully investigated and the location of the original Green Belt boundary along Woodlands Lane is reinstated and the Windlesham Local Area map (p316) corrected unless SHBC has evidence to the contrary.

Other 'committed' development in Windlesham and Policy : H6

The Society's recent email exchange with SHBC Planning (5th April 2022) clarified that the 173 homes 'committed' within Windlesham in the draft SHBC Local Plan comprise the following sites:

- Heathpark Woods(116)
- The Old Post Office (11)
- The Old Dairy (8)
- Broadley Green(15)
- Twelve Oaks(5)
- Shepherds Lane (33)⁵.

Whilst some minor confusion remains about the precise number of homes and whether the sites named are currently 'completed' or 'committed', The Society concludes that this list now accounts for all the development that will take place in Windlesham over the duration of the draft SHBC Local Plan (2019-2038).

It is noted that, should a revised application for the Orchard Cottage Care home at Shepherds Lane satisfy the 'Very Special Circumstances' for development in the Green Belt, then combined with the already approved planning application for 15 retirement homes at Broadley Green, these two developments would contribute to SHBC Policy H6 and would fully satisfy the WNP requirement for assisted living and retirement properties in Windlesham village.

H11: Gypsies and Travellers and Travelling Showpeople

H12: Site Allocations for Gypsy and Travelling Showpeople Accommodation

The Society understands that SHBC has a legal responsibility to assess and plan for the housing needs of the Gypsy and Traveller and Travelling Showpeople community in a way that facilitates their traditional and nomadic way of life, whilst also respecting the interests of the settled community (3.143; 3.144).

Location of existing sites in Surrey Heath and Runnymede

The two SCC run sites for Travellers in Surrey Heath are located close to Windlesham:

1. Swift Lane, Bagshot - est. 14 plots - located 2 miles from Windlesham village
2. Kalima, Chertsey Rd, Chobham - est. 15 plots - Located 4.5miles from Windlesham village

In addition, there is a privately owned Travelling Showpeople site located 4 miles from Windlesham at Bonds Drive, Chobham (6 plots) and a small Traveller site (2 plots) around 2 miles away & close to Junction 3 of the M3, in Lightwater.

⁵ 21/0936/FFU Orchard Cottage Shepherds Lane Windlesham Surrey GU20 6HL. Erection of a two storey, 66 bedroom care home for older people with associated parking and landscaping - see Society's Objection to current proposal 16/09/21.

It is also understood that Runnymede Council will be making provision for a substantial private Traveller site at the 'Longcross Garden Village' development which is situated under 3 miles from Windlesham along the B386.

Requirement for additional sites

It is appreciated that there is a requirement for additional sites to accommodate Gypsy and Traveller and Travelling Showpeople in Surrey Heath. It is also noted that planning permission for expansion of existing sites, or for new sites, will only be permitted outside of allocated sites if the sites meet certain criteria(H11:2).

There are already a number of large, established Gypsies and Travellers and Travelling Showpeople sites in the east of Surrey Heath. Windlesham village is an unsuitable location for additional site allocations because the same issues apply as for new housing developments - quite simply Windlesham is an unsustainable location that lacks essential services, the roads are busy and dangerous and there is minimal public transport.

Section 4: Town Centres, Retail and Economy

Overall, The Society supports SHBCs vision for Camberley Town centre as outlined in Policies CT1, CT2 and CT3 and for the retention of existing businesses and the protection of Strategic and Locally Important Employment sites and the Rural Economy (ER2; ER3, ER5).

It is also acknowledged that business growth and investment in the Borough should be supported where sufficient infrastructure is available, or can be provided, to safeguard the quality of life of existing residents and prevent harm being caused to the environment (1.109; ER1).

it is hoped that businesses located in the Borough will be encouraged to recruit locally where possible, thereby supporting SHBC's policies on local employment and sustainability.

ER2 : Strategic Employment Sites

SHBC is proposing that 11 sites in the Borough are to be designated as 'Strategic Employment Sites', and it is stated these sites are 'predominantly located to the West of the Borough, in the built up areas of Camberley and Frimley' (4.61).

However, SHBC will be aware that two of these sites are located in, or near, Windlesham and, in the less-sustainable east of the Borough. Therefore, they do not benefit from the much better transport infrastructure that exists in the west of the Borough.

- Erl Wood, Windlesham (d) - formally Eli Lily - which it is understood has been now been sold to UCB.
- The former British Oxygen Company Site, Chobham (f) – now Gordon Murray. Although this site technically has a Chobham postcode, it is located 100m from the border of Windlesham village and is actually 3 miles from Chobham village. Access to and from the site, for construction and employee vehicles, is via the B386 Chertsey Road which is a main route through Windlesham.

These two 'Strategic Employment Sites' are, or will become, significant local employers and will add further pressure to the roads through Windlesham village which are overwhelmed by current traffic volumes.

In addition, the Former Defence Evaluation and Research Agency (DERA) Site, Longcross near Windlesham (e) is now 'Longcross Garden Village and Studios'. This site is located only 2.3 miles from Windlesham and it is clear that it too will add to traffic using the B386 and passing through the centre of Windlesham.

The Society also notes and support SHBC's expressed view that, as the sites at DERA, Erl Wood, and the former British Oxygen Company site are all located within the Green Belt, any future developments on these sites will need to satisfy the requirements of Policies GBC1 and GBC2 (4.63).

ER8: District and Local Centres & ER9: Neighbourhood Parades

Windlesham is described in the draft Local Plan as having a 'Local Centre which provides a strong presence of shops and services concentrated around Updown Hill and Chertsey Road' (9.121).

That observation may have been accurate twenty years ago, but the lack of parking provision in Windlesham village and the high speed and volume of through traffic mean that it no longer feels like a village centre. This has been exacerbated recently by the Old Diary and Old Post Office⁶ developments which have resulted in an additional nineteen homes in the centre of the village which have created even more of a challenge for people wishing to park.

As a result, Windlesham is no longer a vibrant 'Local Centre'(ER8) and could better be characterised as a 'Neighbourhood Parade' (ER9). Whilst there are 18 shops located in the village centre there is very limited essential shopping as 7 of the shops offer personal care services and 4 are now 'front offices' or commercial units supplying predominantly trade or on-line customers.

Most Windlesham residents are therefore forced to drive to the neighbouring villages of Chobham, Bagshot or Lightwater, or even further afield, to visit a supermarket and other essential shops and services such as dentists, opticians and doctors surgeries.

Walking or cycling remains an option for the most active residents, however, the high traffic volumes and speeds, the poor road quality, the narrow/non-existent pavements and the lack of even one zebra crossing makes this an unattractive option. The same issues also pose particular challenges for wheelchair and push chair users.

Section 5: Infrastructure

IN1: Infrastructure

SHBC acknowledges that much of the infrastructure in the Borough is already at capacity and that, in order to safeguard the wellbeing of residents and the local economy, it may be necessary to upgrade existing infrastructure or add new facilities before further development is permitted (5.1). It is

⁶ The map of Windlesham in The SHBC Draft Local Plan is missing the Post Office Mews development which is situated opposite Oakdale and was completed in 2020.

certainly the case that much of the existing transport infrastructure in Surrey Heath is concentrated in the west of the borough and that there is more limited provision in the east (5.27).

IN2: Transportation

The Society is in strong agreement that, as the local area of Windlesham is predominately within the Green Belt, its rural setting means that there is only a limited amount of public transport and that as a consequence the potential for further residential development within Windlesham is very limited (9.125).

Whilst supporting the Council's promotion of the use of sustainable transport to include walking, cycling and the use of public and community transport (5.32), it must be noted that the challenges of walking or cycling in the Windlesham area cannot be underestimated.

a. Road networks in Windlesham are already over capacity (IN2)

The volume and speed of traffic in Windlesham is an on-going concern for village residents. Under normal circumstances the village centre is regularly used as a 'rat run' during rush hour by many drivers from outside the village using the Windlesham roads to connect between the M3, A30 and A322.

This has resulted in a noticeable absence of walking and cycling journeys being undertaken in the village by all but the most physically able - with the resultant negative impacts on the environment and the quality of life for the village and its residents. Most residents consider that this will be exacerbated by any new developments in and around the local area.

b. Longcross 'Garden Village' and Studios will further add to the congestion in Windlesham

Of particular concern to Windlesham is the construction of the new 'Longcross Garden Village' which is located in the Borough of Runnymede, very close to the border of Surrey Heath and only 3 miles from the centre of Windlesham village. This substantial new development comprises 1700 new homes and 800,000 sq ft of office space.

Runnymede Borough Council have signposted a direct route for traffic from the development to the M3, which takes traffic along the B386, right through the centre of Windlesham village and on via New Road to join Junction 3 of the M3. There is concern that unless action is taken urgently, the impact of this additional traffic through Windlesham village is likely to be both unsustainable and dangerous. It is requested that SHBC collaborates with Runnymede BC and the appropriate Highways agencies to direct traffic via more appropriate routes.

c. Additional construction traffic and HGVs will further impact Windlesham's roads

The B386 and adjoining village roads are being used by construction lorries and vehicles accessing the Gordon Murray site on the Chobham/Windlesham border and this route would also be used by construction traffic to any future development sites in the Windlesham village area - such as those which SHBC has already 'committed' for development at Heath Park Woods and Shepherds Lane.

d. Public transport provision in Windlesham is minimal

There is no rail service from Windlesham - the nearest rail stations are in Bagshot (on the Ascot to Guildford Line, 2.5 miles from the village centre) and at Sunningdale - which is 3.2 miles away, on the Reading to London Waterloo Line. The walking or cycling journey to both stations is via busy roads (the A30, A322 or B386) which have varying amounts of pavement and cycle lane provision and where speed limits are often ignored. Whilst car parking is available at both stations - a daily parking charge of £7.50 applies at Sunningdale and £2.00 at Bagshot.

There is also a limited bus service through the centre of Windlesham to Lightwater and Sunningdale, however, it would be difficult to rely on this service for work, socialising or other essential journeys.

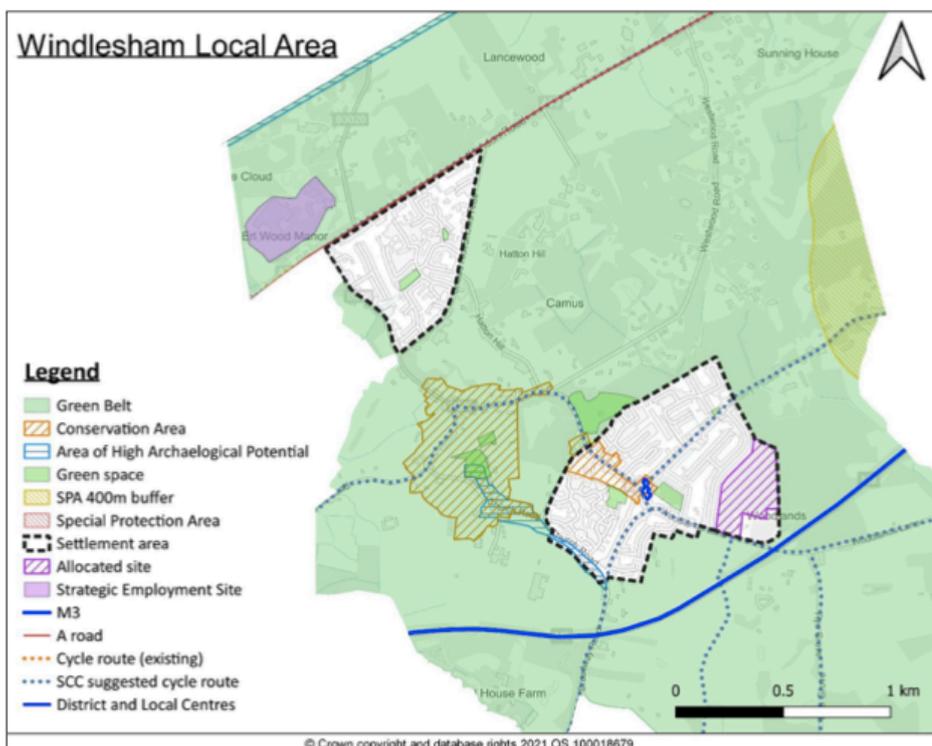
This infrequent local bus service, combined with dangerous roads and narrow/non-existent pavements, results in most Windlesham village residents opting to drive should they need to travel outside the local area for work or other purposes or to reach the nearby train stations.

e. Walking and cycling in Windlesham is already unsafe for all but the most physically able

SHBC is encouraging cycling as a mode of transport as well as its role as a leisure pursuit (IN2) and is suggesting there are opportunities to introduce cycle and pedestrian routes in Windlesham village that also provide connectivity to nearby settlements (9.122). Suggested cycle routes are shown on the map in the Windlesham section (page 316 or see below).

This is commendable from an environmental perspective, but the safety and practicality of these proposals must be questioned. The village roads are already dangerous and not wide enough to accommodate cycle lanes and there are further issues with the proposed routes :

- a. One route passes along Updown Hill, where there are always numerous parked cars and where there is congestion during rush hour;
- b. Another passes along the B386, Chertsey Road - which is used by heavy construction traffic and which often experiences vehicles travelling at speeds in excess of 40mph beyond the village centre. This road is used as a 'rat run' and is very busy at peak times, it has no street lighting and is very dark after nightfall;
- c. A third heads via Broadway Road towards Lightwater - via a narrow bridge which is only just wide enough to cope with two way traffic and which experiences high volume & speeds of traffic diverting through Windlesham to avoid the queues at the A322 junction with the M3.



Transport & Infrastructure in Windlesham must now be urgently reviewed

The housing developments and Strategic Employment Sites planned in the area by SHBC and at Longcross by Runnymede Borough Council will clearly have a further impact on roads and traffic within Windlesham.

As such – and in line with Policy IN2 - it is essential that SHBC, in concert with SCC, carry out an urgent and fundamental review and upgrade of traffic and road infrastructure prior to the commencement of any of these 'committed' developments.

This should include consultation with Windlesham residents and businesses and should consider, as a minimum(see Appendix 1):

- **Road Speeds** - speed limits must be enforced throughout Windlesham, for example by average speed cameras and policing. In addition, a review of speed limits throughout the village is now required - including consideration of a reduced speed limit of 20mph in certain areas and a maximum 30mph limit on all village roads;
- **7.5T Limit** - the existing 7.5T limit should now be extended throughout Windlesham and should be suitably enforced;
- **Pedestrian crossing** - Windlesham is the only village locally which does not have a pedestrian crossing - this should be urgently actioned;
- **Parking** - a complete review of parking arrangements in the village centre and key locations throughout the village is now needed;
- **Woodlands Lane** - the current volume and speed of traffic along Woodlands Lane is already a safety concern for residents. With two new approved developments (Heathpark Woods and Broadley Green), an urgent and fundamental safety review and plan for this road is now needed;

- **A322 junction with M3 from Lightwater** - this junction is unable to cope with current traffic volumes and the queues are unacceptable resulting in drivers diverting through Windlesham to join the M3 Motorway;
- **Footpaths and Bridleways** - a review of footpaths and bridleways in Windlesham is required to ensure they are fit for purpose and able to support SHBC's sustainability objectives.

IN4: Community Facilities

SHBC states that Community facilities in Windlesham will be protected in accordance with Policy IN4. However, with 1700 new homes planned at Longcross and 173 new houses 'committed' in Windlesham, there is scant detail on how and when this will be achieved and leaves questions which urgently need addressing, for example :

- **Provision of school places** - what plans exist to ensure there are sufficient nursery, primary and secondary places available in the local area?
- **Doctors surgery** - there is no doctors surgery in Windlesham – how will the Lightwater & Chobham surgeries, and others nearby, expand their capacity to cope with an influx of new patients and the resulting increase in parking spaces required?
- **Bin collections & recycling centres** - is there sufficient capacity to cope?
- **Fire and emergency services** - is there sufficient capacity to deal with a major emergency, for example with a repeat of the Chobham Common fire of 2021?

IN5: Green Infrastructure & IN6: Green Space

It is reassuring to learn that SHBC intends to protect greenspaces in the Windlesham local area in accordance with the requirements of Policy IN6.

The Society is pleased that these will include, but are not limited to, informal open spaces in residential localities within the settlement areas of Windlesham, in addition to the Windlesham Field of Remembrance (FoR) and Windlesham Cemetery (9.123), which both lie wholly within the Green Belt.

In addition, SHBC has also pledged to protect the following sites and trees within Windlesham - Sites of Importance for Nature Conservation (SINCs) including:

- Halebourne Copse and Fields SINC
- Manor Farm Wood SINC and
- Burnt Pollard Lane SINC

There are a number of individual and area Tree Preservation Orders (TPO's) in Windlesham. These include area TPOs to the west of Snows Ride and south of Kennel Lane and also Woodhall Grange.

The Windlesham Field of Remembrance (FoR)

It is rightly stated that 'The Windlesham Field of Remembrance' (FoR) is a key asset of Windlesham(9.123) and it should be noted that the FoR is held in Trust in perpetuity by a Board of Trustees for the enjoyment and recreation of people living within the Parish of Windlesham.

The FoR provides the principal green space and recreational facility for Windlesham village and is also enjoyed by residents from the nearby villages and even further afield. In addition to dog

walking, many local sports clubs and teams make use of the FoR for football, cricket, bootcamp, personal training, yoga and pilates.

The maintenance and improvement of the FoR requires regular, committed income. In the past the FoR has received one off grants from SHBC and small, green spaces grants from WPC.

This does not currently provide for the regular costs of maintaining the FoR's green spaces, wildlife habitats, woodland and community assets. Despite regular income from Hub tenants, the FoR is dependent on funding by donations from the people of Windlesham along with occasional sports grants and income generating activities such as the annual village fete.

The large increase in new developments in Windlesham (173 new homes) that are already 'committed' by SHBC will result in increased use of the FoR and a subsequent rise in its maintenance and running costs. It is, therefore, expected that SHBC will make a regular, annual contribution to assist in the upkeep of this valued community asset.

The Windlesham Cemetery

The Windlesham Cemetery is a peaceful and much loved space which provides the principal burial ground in the historic Windlesham Parish, which includes the villages of Windlesham, Lightwater and Bagshot.

As the local population has increased and continues to do so, additional graveyard space has had to be purchased and this in turn has increased the annual maintenance costs. As a result, the Cemetery is now in need of investment in order to bring it back to its original standard.

IN7: Indoor and Built Sports and Recreational facilities - The Windlesham Club and Theatre

The Society notes that Policy IN7 supports the promotion of sport by the safeguarding of existing Indoor and built sports and recreational facilities and supports proposals to refurbish recreational facilities in sustainable locations (5.76 (1)). Surprisingly, the plan does not mention The Windlesham Club and Theatre which provides sports and other recreational facilities for the residents of Windlesham and surrounding areas.

The Windlesham Club and Theatre is run by a management team and volunteers, supported and overseen by a Board of Trustees. The facilities include:

- bowls
- pay and play tennis courts
- pickle ball
- a bar and a snooker room
- a small theatre that is used for plays and concerts, bootcamps and exercise classes

The Club is a popular and vital community resource and it is suggested that it should be considered for Council funding on an annual basis to cover essential projects.

6. Environment:

Section 6 is based on the Environment Act of 2021⁷, and the requirements of local plans under the NPPF(2021).

Policy E1: Thames Basin Heaths Special Protection Area

The Society is passionate about the Thames Basin Heaths Special Protection Area and believes that this policy does not currently adequately protect the rare and irreplaceable sites in Surrey Heath such as Chobham Common.

Chobham Common is bisected by the M3, one of the UK's busiest motorways, and plans are now under consideration by Runnymede Borough Council to approve a major new development of 1700 homes at Longcross, right alongside the Common. Although this proposal will seemingly meet all the NPPF Environmental requirements, the reality is that this massive development will have a devastating impact on the rare species and sensitive habitats which policy E1 is designed to protect.

For example, residents of these new homes at Longcross will have the associated SANGS at one end of the new estate and Chobham Common at the other. As a result, many residents will have easy access to the Common and, the increased level of usage and disturbance by 1700 households, is likely to result in substantial damage to the delicate flora and fauna of this National Nature Reserve.

Policy E2: Biodiversity and Geodiversity

Policy E3: Biodiversity Net Gain

The Society wholeheartedly supports these Policies, which are aimed at protecting biodiversity and ensuring that all new development proposals must be able to deliver a biodiversity net gain.

Policy E4: Pollution and Contamination

Pollution and air quality are a major concern for Windlesham residents due to the volume of traffic on Windlesham's roads and the proximity of the village to the M3 Motorway, the A30 and the A322. Additionally, air and noise pollution from overflight by aircraft arriving and departing from Heathrow is a further consideration and concern.

However desirable it might be to control air quality and pollution, the reality is that there is no agreed process for regularly and accurately measuring pollution levels. As a result baseline levels, and the projected increases that will result from new developments or infrastructure, cannot be estimated either before planning permission is granted or after the development is built.

For example, no one really knows the current or future pollution that will affect Windlesham from a development for which planning permission has already been given. This is particularly relevant at the Heathpark Woods site, which is situated very close to the busy M3 motorway.

It is, however, certain that any new homes built in Windlesham will negatively impact air quality and increase pollution, as the lack of infrastructure requires that residents drive elsewhere, or order deliveries, for all their essential services and supplies. The village roads are narrow and are not able to be widened to cope with increased traffic, so the village will become increasingly congested and

⁷ <https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted>

will suffer rising levels of harmful and toxic exhaust fumes. This will increase pollution and reduce air quality, particularly at peak times.

This is of particular concern when developments receive planning approval before others have been completed. SHBC has 'committed' to developing over 170 homes in Windlesham, of which 116 are in one development at Heathpark Woods. Recently completed developments at the Old Dairy and the Old Post Office and other smaller, proposed developments at Broadley Green and Twelve Oaks are located around the village centre and within 500m of the Heathpark Woods site.

If there is a real commitment to reducing pollution and improving air quality in the Borough, then some recognised measurement standard must be established, enabling SHBC to measure base levels of pollution and air quality and to accurately assess the aggregate impact of future planned developments. For example in the case of Heath Park Woods, routes such as Woodlands Lane will experience a substantial increase in daily traffic volumes for which no cumulative assessment has been made of the impact of pollution and air quality.

7 : Green Belt and Countryside:

The Society is encouraged that SHBC has pledged to preserve and enhance the Green Belt within Surrey Heath in line with National Policy. As such any planning applications for inappropriate development considered harmful to the Green Belt should not be approved except in very special circumstances (7.2).

It is the Society's belief that the richness of biodiversity found in Windlesham is largely due to - and dependent upon - the Green Belt, with its green fields and spaces. This creates a network of habitats and highways that make a vital contribution to the quality of wildlife habitats. Residents value the role played by the Green Belt in enriching their own lives and that of the wildlife that is frequently seen in the village, including the deer, badgers, foxes and hedgehogs, which also call Windlesham home!

Green Belt Review and supporting documentation

However, The Society has been concerned to read the 'Green Belt Review - Main Options'⁸, and supporting documents, which are included as part of the evidence base for SHBC's draft Local Plan⁹.

It is of note that the Green Belt in all the villages in the east of Surrey Heath, including Windlesham, has been divided into parcels of land and each land parcel has then been assessed on how well it functions against the 4 Purposes of the Green Belt. The study then considers the degree to which 'the release of each land parcel could affect the integrity and long-term protection of the wider Green Belt, and any adjacent Green Belt land, in the event of its release.'

⁸ Surrey Heath Local Plan: Preferred Options (2019 – 2038) Green Belt Review Main Options : <https://www.surreyheath.gov.uk/sites/default/files/documents/residents/planning/Green%20Belt%20Review%20Final%20.pdf>

⁹ Green Belt Review Main Options Sustainability Assessment : <https://www.surreyheath.gov.uk/sites/default/files/documents/residents/planning/planning-policy/LocalPlan/EvidenceBase/Green%20Belt%20Review%20Sustainability%20Assessment%20Final.pdf>
Annex 2 - Assessment Findings : <https://www.surreyheath.gov.uk/sites/default/files/documents/residents/planning/planning-policy/LocalPlan/EvidenceBase/Green%20Belt%20Review%20Main%20Document%20Annex%202.pdf>

A sustainability assessment also forms part of the study and further assesses each land parcel using a RAG 'heat map' showing which land parcels provide sustainable locations for development in respect of both transport and other services.

While The Society is in full agreement with the observation that all of the land parcels in Windlesham are located in areas where development would be unsustainable, there is concern to see that several land parcels in Windlesham could potentially be downgraded in terms of their function against the purposes of the Green Belt.

It is understood that this is largely desk based research work and does not recommend which land parcels could potentially be released from the Green Belt. However, The Society would like to document its absolute opposition to the downgrading or removal of the Green Belt designation on any of the following land parcels in Windlesham:

- SR1; SR2; SR3; SR4; SR5; SR6; SR7; SR8; SR9; SR10; SR11; SR12; SR13
- WN1; WN2; WN3; WN4; WN5; WN6; WN7; WN8; WN9; WN10; WN11; WN12; WN13; WN14; WN15; WN16; WN17; WN18; WN19; WN20; WN21

In particular, The Society is concerned to see several land parcels in Windlesham's Conservation Areas potentially being considered for downgraded status as a result of this study. A recent survey showed that 98% of Windlesham residents view the Conservation Areas in Windlesham as being "extremely important". The Society believes that the Green Belt designation in all parts of the Windlesham Conservation Areas must be upheld in order to protect these historic assets which are so important to Windlesham residents and to Surrey Heath. After all, the majority of the properties in these Conservation Areas were built long before the Green Belt designation came into being!

GBC1: Development of new buildings within the Green Belt

The Society is generally supportive of the GB1 policy dealing with new and replacement buildings in the Green Belt. It is reassuring to know that new buildings will not be permitted unless 'very special circumstances' can be demonstrated. This Policy is particularly pertinent in relation to the revised planning application currently being considered for the Orchard Cottage Care Home at Shepherds Lane¹⁰.

However, there remain significant concerns about the practical application of this Policy as there is scant detail explaining the factors which will be taken into account when SHBC makes decisions on proposals relating to 'Previously Developed Land' and 'Limited Infilling' on Green Belt sites. Further clarification is therefore requested, for example, on the following points :

- Infill - The Society believes any infill should be of single density to preserve the look and feel of the surrounding properties; it must fit with the relevant policies if located in Green Belt; it must comply with the relevant legislation if located in Conservation Area and it must align with the policies of the adopted WNP;
- Previously Developed Land - should be developed in line with the current Green Belt policy and the protection it affords.

¹⁰ 21/0936/FFU Orchard Cottage Shepherds Lane Windlesham Surrey GU20 6HL. Erection of a two storey, 66 bedroom care home for older people with associated parking and landscaping - see Society's Objection to current proposal 16/09/21.

Policy GBC2: Development of Existing Buildings within the Green Belt

The Society is reassured that the extension or alteration of a building in the Green Belt would only be permitted providing that the proposed development is not disproportionate to the size of the original building and therefore by definition harmful to the openness of the Green Belt - as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally (7.15).

Policy GBC3 : Equestrian Facilities

The Society supports this Policy and believes that equine related developments must be scrutinised in line with other developments to ensure they preserve the openness of the Green Belt and do not conflict with Green Belt purposes.

Policy GBC4 : Development within the Countryside

The Society notes that SHBC is proposing to amend the southerly settlement boundary of Windlesham to incorporate the reserve site at Heathpark Woods which has now been granted planning permission for 116 homes.

However, The Society contends that the extent of the reserve site was only ever the area owned by the Glanfield Trust and that the land beyond, known as St Margarets is - and has always been - located in Green Belt. This is evidenced in previous planning applications for this site which explicitly refer to the property being in the Green Belt¹¹.

Despite exhaustive searches the Windlesham Society can find no evidence that any land in Woodlands Lane, other than the land being used for the planned development at Heathpark Woods, has ever been a reserve site. Therefore, it is requested that, unless it can be proven to the contrary, the original Green Belt boundary along Woodlands Lane is confirmed and the Windlesham Local Area map (p316) is corrected.

Section 8 : Design and Heritage

DH1: Design Principles

The Windlesham Society is pleased to learn of the importance that SHBC places on high quality design and shares its enthusiasm for the creation of beautiful and sustainable buildings and places that have a clear identity and that promote healthy living. (WNP & DH1: 8.1; 8.2).

It is our experience that the residents of Windlesham also feel passionately about their village and are fiercely protective of the heritage assets (DH7), trees (DH5), green spaces (IN6) and green fields (GBC1) which establish a strong sense of place, encourage healthy lifestyles and make the village an enjoyable place to live.

The Society does, however, acknowledge that Windlesham's location, poor infrastructure and road layout do not naturally support SHBC's vision of a '20 minute neighbourhood' where the more active residents can meet their everyday needs within a short walk or cycle ride (8.12). The Society believes that the long overdue infrastructure improvements that have been suggested in Section 5

¹¹ <https://www.surreyheath.gov.uk/sites/default/files/Windlesham%20Neighbourhood%20Plan%202018-2028%20-%20with%20Modifications%20V3%20NEW%20HYPERLINKS.pdf>

& Appendices 1 & 2 of this response, would significantly contribute to meeting SHBC's laudable sustainability objectives.

Importantly, progress on this issue would also enhance the quality of life for Windlesham residents by reducing traffic volumes, increasing the safety of Windlesham's village roads and encouraging more residents to walk or cycle in the village.

DH2 : Making effective use of land

The Society is generally supportive of Policy DH2 which aims to make efficient use of land while controlling housing density standards in order to maintain the local character of the area.

However, there is concern that the specified minimum housing density of 30 dph for new developments in Windlesham could result in a hard, urban style of development, which is far from Windlesham's current ambience of a semi-rural village. There are also questions about whether future housing densities of 30dph would support Windlesham Neighbourhood Plan Policies (WNP: 2.1; 2.2 & 2.3) that deal with housing density, spacing, privacy and the creation of interesting roadside landscapes.

In particular, there is concern that this level of density of future housing in Windlesham would result in unsustainable estates and neighbourhoods that would be remote from essential services and would therefore fail to meet SHBC's objectives on Climate Change (DH1: g) and the creation of healthy, safe and connected places (DH1: h-m).

DH3 : Residential Space Standards

Policy DH3 deals with Residential Space Standards and is aimed at ensuring that internal layout and size of new homes meet the minimum national requirements. The Society is unsure whether this policy meets with the relevant WNP Design Standards Policies for Garden spaces and Boundaries (WNP: 3.1; 3.2; and 3.3). In addition, it is unclear what the implication of this Policy would be on the Parking Space Design Policies (WNP: 4.1 & 4.2).

DH5: Trees

The Society is encouraged by SHBC's desire to protect trees, hedgerows and woodland. However, there is concern that this Policy has failed to safeguard the wooded site at Heathpark Woods from development. The Society would, therefore, like to be more fully appraised of the circumstances under which Policy DH5(2)(b) could potentially allow any future development involving the felling of trees in support of "exceptional and demonstrable public benefits".

DH6: Shopfronts, signage and advertisements

The Society strongly agrees with the proposed policy DH6 which recognises that shopfronts, signage and advertising should be sympathetic to the host building and the area, thereby helping to build vibrant local centres that attract shoppers and encourage local businesses. SHBC further suggests that within Windlesham Conservation Areas in Updown Hill and Church Road "the design of shop fronts and signage should respect the character of the designated areas"(point 4).

However, it must be noted that this has not been the case in recent years. A lack of enforcement of the Conservation Area legislation relating to unsympathetically altered shop front designs and

signage, has resulted in 'important views' within the village Conservation Area being significantly diminished.

The Society believes there is considerable enthusiasm among businesses and residents to re-invigorate the village centre, and some initial suggestions and ideas have been included in Section 5 & Appendix 2 which we hope SHBC will be keen to progress in concert with Windlesham's Parish Councillors.

Safeguarding Heritage Assets and the Historic Environment

DH7: Heritage Assets

SHBC rightly acknowledges that "Surrey Heath Borough's historic environment contributes to the Borough's character, sense of place and quality of life." (DH7: 8.54) and recognise its importance to the economic success of the Borough, quite simply because it attracts people to live and work in the area.

Windlesham village is rich in Heritage Assets with 17 listed buildings and 26 locally listed buildings. In addition, there are two designated Conservation Areas, one centred around Updown Hill and the other concentrated around Church Road. In the WNP survey, 98% of Windlesham residents stated that they regard the Conservation areas as being 'very important' and protection of these areas is a key element of the adopted Windlesham Neighbourhood Plan. As such, The Society suggests that a full register of Heritage assets in Windlesham, to include Conservation Areas and Archaeological sites, should be incorporated in the forthcoming revision of the Windlesham Neighbourhood Plan.

To conclude, the adopted Windlesham Neighbourhood Plan, which forms part of the current SHBC Local Plan must now be re-examined in the light of changes to National and Borough Planning legislation and plans. This should include a complete review of the Design and Heritage Sections of the plan alongside the relevant section of the proposed SHBC Local Plan and should incorporate (see Appendix 2 for further details):

- An assessment of the draft SHBC Local Plan Policies DH2 & DH3 alongside the existing WNP Polices (WNP: 2; 3 & 4) covering housing density, residential space standards and parking;
- The development of a full register of Windlesham's key assets for safeguarding (DH5; 6 & 7), to include : designated and non-designated Historical assets; Conservation areas; shop fronts and signage; Archaeological sites; places of worship; green spaces; trees; woodlands and hedgerows.

The adopted Windlesham Neighbourhood Plan (WNP)

Windlesham is currently the only village within Surrey Heath to have a neighbourhood plan in place. The Windlesham Neighbourhood Plan (WNP) was adopted in June 2019 and since that date it has formed part of the current SHBC Local Plan and remains valid, and in force, at the current time.

The Society believes that the delivery of the SHBC Local Plan is essential to ensure that any development taking place in Windlesham meets the relevant legislation and is supported by appropriate infrastructure investment in order to safeguard the local environment and maintain the quality of life for residents and businesses.

The changes to the NPPF(2021) and the resulting development of the SHBC Local Plan necessitate the revision of the currently adopted Windlesham Neighbourhood Plan (2018-2028). It is

understood from Locality¹² publications that a process already exists in these circumstances for the local authority, in this case SHBC, to allocate funding and personnel to work with residents to update an adopted Neighbourhood Plan and, if necessary, to carry out a further referendum for residents and local businesses.

In closing, the Society would like to thank SHBC for the opportunity to comment on this proposal. Should any further information be required, please contact the Windlesham Society via our email address : info@windleshamsociety.co.uk.

Yours sincerely,

The Windlesham Society

¹² Locality Neighbourhood Planning
<https://neighbourhoodplanning.org/about/neighbourhood-planning/>

Appendix 1

Transport Infrastructure Review and Investment Plan for Roads and Transportation in Windlesham

The 173 new homes in Windlesham which are 'committed' for development by the draft SHBC Local Plan, will clearly have an impact on roads and traffic within Windlesham. As such – and in line with Policy IN2 - it is requested that SHBC and SCC now carry out an urgent and fundamental review of traffic and road infrastructure prior to the commencement of these developments.

As a minimum this should consider:

Road Speeds - The imposition of a 20mph limit in all residential areas and on busy roads in the village and a 30mph limit on all other roads throughout Windlesham. These limits should be backed by effective enforcement using average speed cameras and policing;

7.5T Limit - The extension of the existing 7.5T limit to all roads throughout Windlesham. It is also vital that an effective plan for enforcement of the limit should be implemented;

Pedestrian crossing - Windlesham is the only village locally which does not have a pedestrian crossing. Nearly 500 residents signed a petition in 2019 requesting a crossing in order to safeguard pedestrians and encourage residents to walk to the shops and to the Field of Remembrance (FoR); Despite planning permission being given for 116 new homes Heath Park Woods, this is still being refused. It is requested that the provision of pedestrian crossings be made a pre-commencement condition of the Heathpark Woods development;

Parking - SHBC now need to institute a review of parking in the village centre and, if appropriate, should consider procuring land in order to provide short term parking, and parking enforcement, in order to revitalise the village centre;

Woodlands Lane - The volume and speed of traffic along Woodlands Lane is already of concern and is in need of an urgent and fundamental safety review by SCC. New and existing access onto Woodlands Lane will be required to support already 'committed' developments including Broadley Green (15 houses), Twelve Oaks (5 houses), Heath Park Woods (116 houses). This review should especially include the provision of safe pedestrian/cycle access to the proposed SANGS on Woodlands Lane;

Review traffic calming measures on School Road/Kennel Lane - This 'chicane' is not fit for purpose - the exit cannot be fully seen from the entrance and it seems to have exactly the opposite effect to that intended – where drivers speed up after they pass the traffic calming measures leading to high speeds along School Road, past Windlesham Infant School, and along Kennel Lane;

A322 junction with M3 from Lightwater - This junction is unable to cope with traffic and the queues are unacceptable. Frustrated drivers therefore divert through Windlesham to join the M3 via Broadway Road, Church Road and New Road. This results in high traffic speeds and volumes along these roads at peak hours making many of the junctions in Windlesham village extremely dangerous;

Footpaths and Bridleways - A review of footpaths and bridleways in Windlesham is urgently needed to ensure they are maintained and fit for purpose especially during the winter months.

Appendix 2

Review of the adopted Windlesham Neighbourhood Plan (2018-2028)

The changes to the NPPF(2021) and the resulting development of the SHBC Local Plan will necessitate the revision of the currently adopted Windlesham Neighbourhood Plan(2018-2028).

The Society understands that a process already exists in these circumstances for the local authority, in this case SHBC, to allocate funding and personnel to work with residents to update an adopted Neighbourhood Plan and to carry out a public consultation and referendum if required.

Due to the traffic and infrastructure issues highlighted in this response, It is important a review of the policies of the current plan is carried out prior to the 'committed' development going ahead. This should take account of the following points:

- SHBCs draft Local Plan (2019-2038) policy requires a minimum housing density of 30dph on new developments in Windlesham;
- In particular, there is concern that this density of housing in Windlesham would result in a hard, urban style of development, which is far from Windlesham's current ambience of a semi-rural village.
- Importantly, it could also create more, unsustainable estates and neighbourhoods that fail to meet SHBCs objectives on Climate Change and the creation of healthy, safe and connected places;
- It is also uncertain whether future housing densities of 30dph would support the adopted Windlesham Neighbourhood Plan policies listed below and this must now be formally assessed;

Policy WNP 1.0 - Priority Housing Needs

- Policy No WNP1.1 - Sustainable Housing Growth
- Policy No WNP1.2 - Mixed and small dwellings
- Policy No WNP1.3 - Replacement of Large Houses by Smaller Dwellings

Policy WNP 2.0 - Character and Amenity

- Policy WNP2.1 - New Housing Development Features and Compatibility
- Policy No WNP2.2 - Spacing and Privacy
- Policy No. WNP2.3 - Roadside Landscapes

Policy WNP 3.0 - Design Standards

- Policy No WNP3.1 - Design Quality
- Policy No WNP3.2 - Design Boundaries
- Policy No. WNP3.3 - Garden Space

Policy WNP 4.0 - Vehicle Parking

- Policy No WNP4.1 - New Residential Developments Parking Space Design
- Policy No WNP4.2 - New Residential Developments Parking Space Standards

In addition, it is suggested the following are reviewed and considered for inclusion in the revised WNP:

Infrastructure - a review of village infrastructure to ensure it is robust enough to cope with the SHBC 'committed' development of 173 homes (2019-2038), to include:

- Transport Infrastructure Review and Investment Plan for Roads and Transportation in Windlesham - see Appendix 1;
- Community Facilities - eg school places; doctors surgeries; bin collections and recycling centres; emergency services;
- Green Infrastructure & Green Space - provision of SHBC grants/funding for Windlesham Green Spaces (FoR and Cemetery) & review of TPO's, green spaces and green fields;
- Indoor and Built Sports and Recreational facilities - provision of SHBC grants/funding for the Windlesham Club & Theatre.

Environment - a review of the local environment to ensure any planned development will not cause harm and will also preserve the quality of life of existing residents, this should include:

- Measurement and monitoring of pollution levels and air quality especially in areas close to major roads - M3; A30; A322;
- Review of Biodiversity in the local area and an assessment of the impact of new homes, and the resulting traffic increases, on Biodiversity Net Gain.

Conservation areas, Green Belt, green spaces & heritage assets - The development of a full register of Windlesham's key assets for safeguarding to include:

- Designated and non-designated Historical assets;
- Archaeological sites;
- Green Belt areas;
- Conservation areas;
- Shop fronts and signage;
- Places of worship;
- Green spaces;
- Trees;
- Woodlands and hedgerows.