



Infrastructure Delivery Plan

Waverley Borough Pre-Submission Local Plan Part 1: Strategic Policies and Sites.

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What is an Infrastructure Delivery Plan?

Local infrastructure provision is a key element of spatial planning. The report is part of the evidence base supporting the Local Plan.

The infrastructure planning process should identify, as far as possible an audit of existing infrastructure and an analysis of what is required to meet development needs up to 2032. The process needs to identify not only the infrastructure that is required but also the cost and phasing of delivery, how it will be funded and who is responsible for delivery.

The objectives of the Infrastructure Delivery Plan are:

1. To provide evidence on infrastructure requirements to help the Council in shaping the amount, location and form of development within Waverley up to 2032.
2. To provide clarity to infrastructure providers as to what is needed within the Borough to the spatial strategy and to give all parties confidence that infrastructure will be delivered and what contributions should be made accordingly.
3. To identify an infrastructure delivery plan/programme which will provide an integrated approach to future investment and provide a basis for the introduction of a Community Infrastructure Levy (CIL).

Background

In addition to demands on infrastructure from new development, the Borough will be subject to changing demographics, an ageing population and climate change.

It must be remembered that infrastructure provision will change as new funding programmes are developed and priorities rescheduled. The Infrastructure Delivery Plan will be a living document and will be updated on a regular basis to reflect any changes to the delivery of infrastructure.

The Policy Context

The National Planning Policy Framework states that:

“Local Planning Authorities should work with other authorities and providers to:

- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”

Planning Infrastructure Contributions

Community Infrastructure Levy (CIL) Regulation 123 restricts the use of pooled contributions towards infrastructure that will, in the future, be funded by the [CIL](#) itself.

With effect from 6 April 2015, no more contributions may be collected in respect of a specific infrastructure project or a type of infrastructure through a Section 106 agreement, if five or more obligations for that project or type of infrastructure have already been entered into since 6 April 2010 and it is a type of infrastructure that is capable of being funded by CIL.

The current tests for legal agreements are set out in CIL Regulation 122 (2) and paragraph 204 of the NPPF, whereby the obligation must be:

- necessary to make the development acceptable in planning terms
- directly related to the development
- fairly and reasonably related in scale and kind to the development.

From 6 April 2015, and until the Council adopts its CIL Charging Schedule infrastructure contributions will only be requested:

- (i) on a site-specific basis at the request of the infrastructure provider
- (ii) where the infrastructure provider can confirm that the request meets the pooling limit of no more than five permissions/obligations since 6 April 2010; and
- (iii) in accordance with the following thresholds:

Scale of development	Contributions to be requested
Schemes of 1 or more (net) dwellings	<ul style="list-style-type: none">• Affordable housing in accordance with saved Policy H5 of the adopted Local Plan 2002• Thames Basin Heaths and Wealden Heaths Special Protection Areas
Schemes of 11 or more (net) dwellings	All other specified infrastructure projects and types of infrastructure

CIL is to be collected in accordance with a Charging Schedule prepared by the Charging Authority, which will generally be the local authority. The Charging Schedule must be subjected to independent examination before it can be adopted. In preparing the charging schedule government guidance on CIL states that it must be informed by an appropriate evidence base, which should include:

- An up-to-date development plan (e.g. a local plan)
- Infrastructure planning
- A broad assessment of the potential impact of CIL on the viability of development

This Infrastructure Delivery Plan will form the basis of the infrastructure evidence required to support the charging schedule. Consultation on a Preliminary Draft Charging Schedule took place in November 2012, but no further progress was made because of the priority given to preparing the local plan after the Core Strategy had been withdrawn from examination in 2013. The process will restart with consultation on a new Preliminary Draft Charging Schedule later in 2016, with adoption of the Charging Schedule anticipated in 2017.

Planned Development

Policy ALH1 of the draft Local Plan sets a housing target of at least 9,861 additional homes between 2013 and 2032. It is anticipated that these will be distributed broadly as follows (all figures rounded):-

Table 1: Area Housing Targets (draft Local Plan)

Area	Housing target (net nos. of dwellings)
Farnham	2,330
Godalming	1,240
Haslemere	830
Cranleigh	1,520
Dunsfold Aerodrome	Up to 2,600
Larger Villages	700
Smaller Villages	300
Other Villages and Windfalls	335

The level of non-residential development is not expected to be as significant. The Employment Land Review (2016) projects a surplus of over 86,000 sq m in the totals for the B1c/B2 (light/general industrial) and B8 (storage and distribution) use classes. This is more than enough to meet the forecast shortfall of around 4,600 sq m in the B1a/b (offices/research and development) classes.

The Town Centre Retail Study Update (2013) identified the following potential need for additional retail floorspace in the Borough's four designated town centres:

Table 2: Additional Retail Floorspace Need (net)

Centre	Convenience	Comparison
Farnham	1,517 sq m	10,665 sq m
Godalming	946 sq m	2,128 sq m
Haslemere	945 sq m	1,342 sq m
Cranleigh	696 sq m	1,353 sq m

Assessing Existing and Future Need

The IDP makes an assessment of how much need exists for each type of infrastructure, what it will cost to meet that need and where the funding might come from.

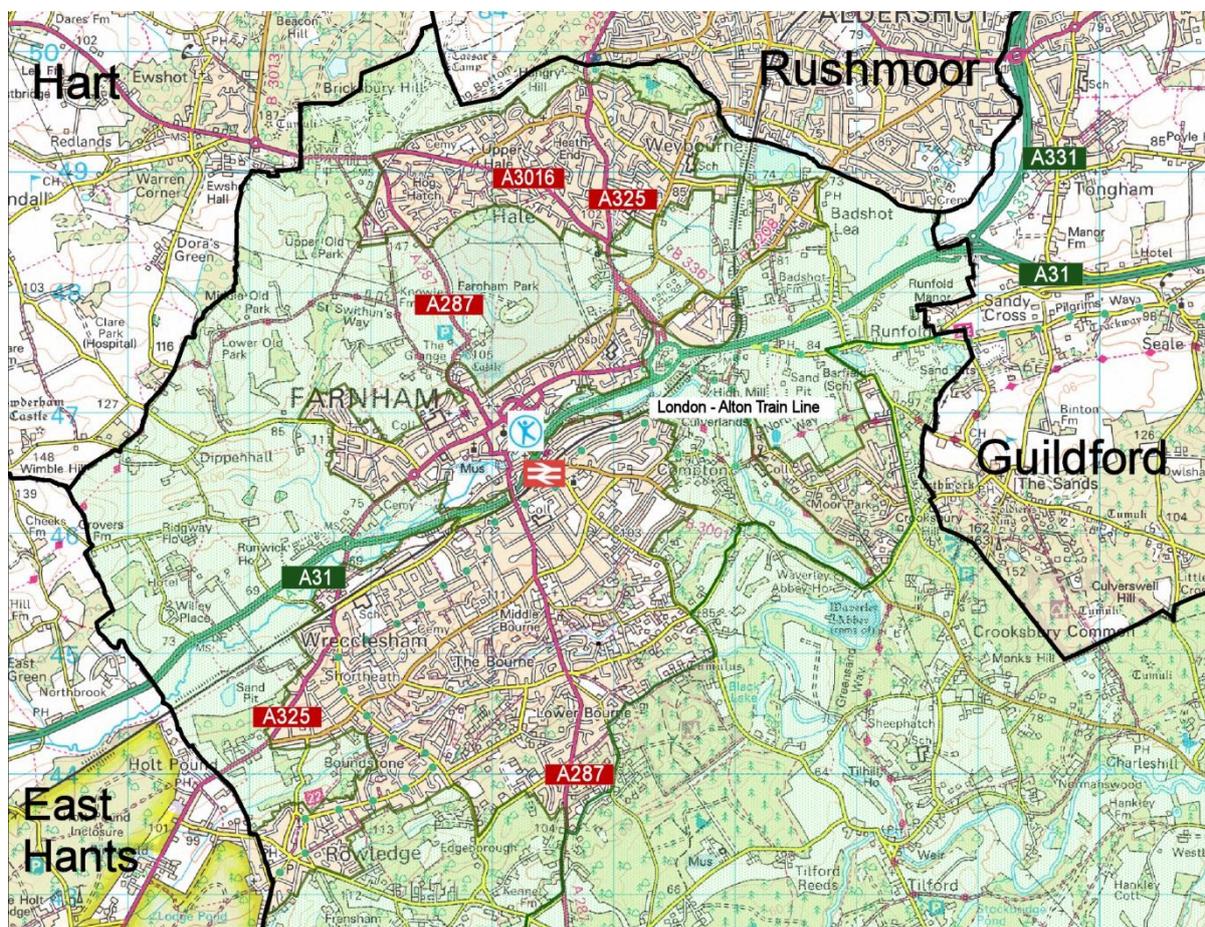
A basic principle underlying both S106 agreements and CIL is that developers should pay to help mitigate the additional demand for infrastructure that arises as a result of new development. Existing shortages of infrastructure are not the responsibility of new developments and should not be remedied through developer contributions.

In assessing the existing and future need, the Council has, wherever possible, used local and national targets to understand whether there is or will be a deficit of provision.

The Council has used forward planning documents by service providers and has spoken to appropriate officers within those services to establish the potential impact of the expected level of population growth.

INFRASTRUCTURE POSITION

FARNHAM



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Located in the north-west corner of the Borough, Farnham has the highest population (parish total 39,488; 2011 Census) and the largest town centre in the Borough (443,300 sq ft town centre retail floorspace)¹.

Farnham has a number of significant roads which pass through or close by including the A31 and the A331 Blackwater Valley Relief Road. The railway station is on the Alton to London Waterloo line.

Farnham is close to the borough boundaries with East Hampshire, Guildford, Hart and Rushmoor. Significant developments which are proposed nearby include potentially 3,350 dwellings and 5,500 jobs at Whitehill-Bordon in East Hampshire (via A325), approximately 900 dwellings at Queen Elizabeth Barracks, Church Crookham in Hart (via A287) and about 3,850 dwellings at Aldershot Urban Extension to the north (via A325 or A331 Blackwater Valley Relief Road).

¹ Town Centre Retail Study Update 2013

Each of these developments, if built, would include additional infrastructure, although they may result in some additional pressure on infrastructure within Farnham and Waverley.

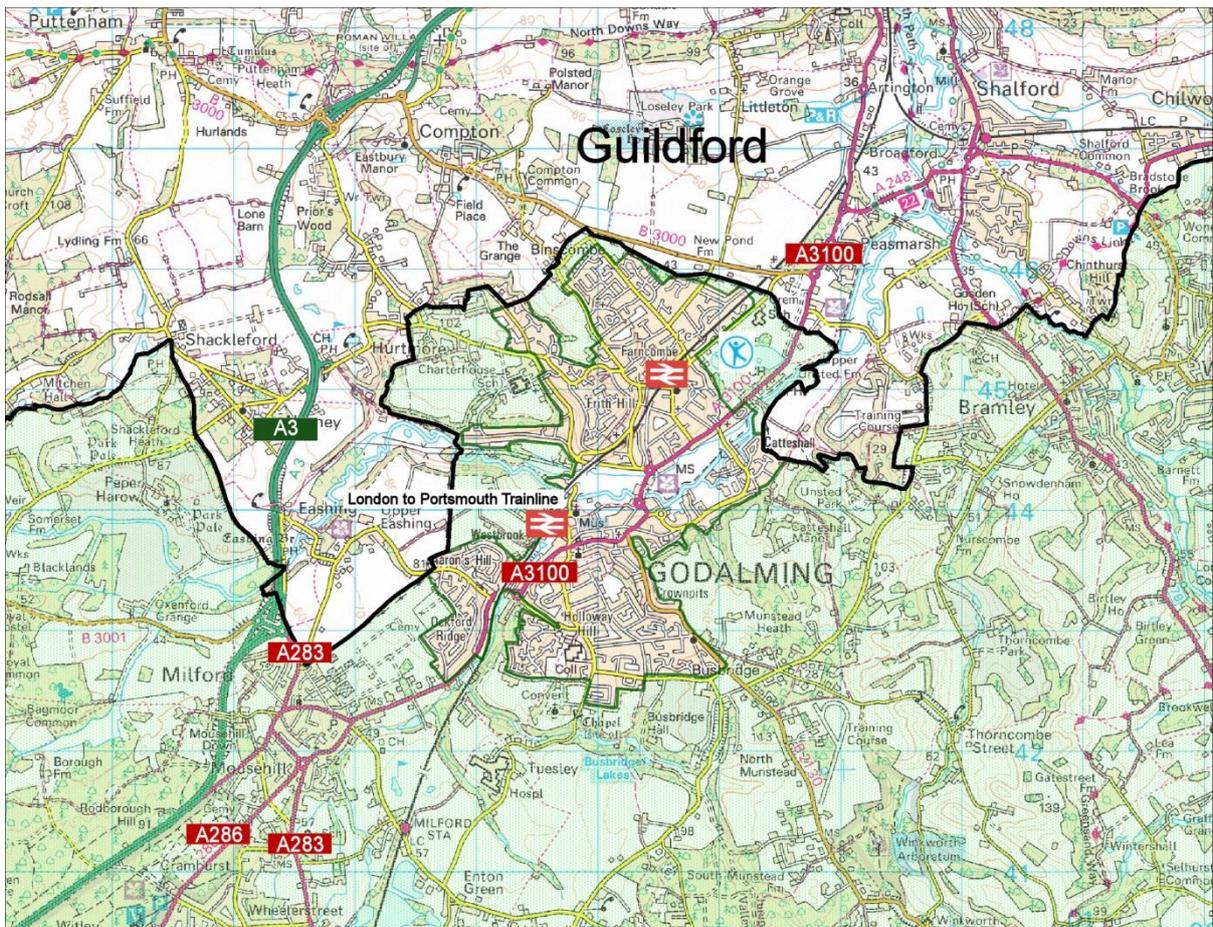
Development Type & Amount (approx.)	When
Housing Target in Local Plan 2013 - 2032: 2,330 units	2013-2032
Employment² Potential shortfall of 4,659 sq m of Class B1a/b (Offices/Research & Development) across the Borough	Over the plan period
Retail³ Potential floorspace requirements of: 10,665 sq m (net) additional Comparison Goods floorspace	2013-2028
1,517 sq m (net) additional Convenience Goods floorspace	2013-2028
Infrastructure improvements expected to be delivered over the plan period	
Farnham Town Centre Transport Package: measures to – - Simplify the town centre road network to improve accessibility and journey time reliability for all modes of transport, reduce congestion, and improve air quality to address the AQMA. - Reconfigure and reallocate road space and improve the public realm	2017-2021
A31 Hickley's Corner: online interim capacity improvement	2017-2021
A31 Shepherd & Flock roundabout - new signalling of give way approaches	By 2032
A325 Wrecclesham Hill / B3384 Echo Barn Lane – convert to mini-roundabout junction	By 2032
A31/A325 Coxbridge Roundabout: improvements	By 2032
A325 Wrecclesham High Street / School junction: signalisation	By 2032
Farnham railway station: single storey decked car park	2016-2020
Farnham railway station: improvements to forecourt	2016-2020
Improvements to strategic cycle network to include Weydon Lane (A31 crossing) and Shepherd & Flock roundabout	2016-2020
A287 Firgrove Hill - pedestrian crossing near Red Lion Lane	2016-2020

² Employment Land Review 2016

³ Town Centre Retail Study Update, 2013.

Pedestrian Crossing in Long Bridge	2016-2020
Road safety improvements (A287) – <ul style="list-style-type: none"> ▪ Castle Hill/ Old Park Lane junction ▪ Castle Street/The Borough junction ▪ Firgrove Hill near Alfred Road 	2016-2020
Possible one Primary School form entry	Plan period
Up to four Secondary School forms of entry in addition to current plans	Plan period
Farnham Leisure Centre: additional showers, indoor soft play, climbing wall and improved reception	By 2032
Conservation and enhancement works at Museum of Farnham	By 2032
Upgrade of Farnham Memorial Ground	By 2032
Up to 6.3 ha of additional SANG (Thames Basin Heaths SPA Avoidance Strategy)	Post 2026
Farnham Park Environment habitat enhancement and creation.	Annual

GODALMING



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Located in the north of the Borough, Godalming is the second largest town (parish total population 21,804; 2011 Census) and 385,400 sq ft of town centre retail floorspace.⁴

The A3100 runs through Godalming and links to Guildford. The railway station is on the London Waterloo to Portsmouth line.

Development Type & Amount (approx.)	When
Housing Target in Local Plan 2013 - 2032: 1240 units	2013-2032
Employment⁵ Potential shortfall of 4,659 sq m of Class B1a/b (Offices/Research & Development) across the Borough:	Over the plan period
Retail⁶ Potential floorspace requirements of:	

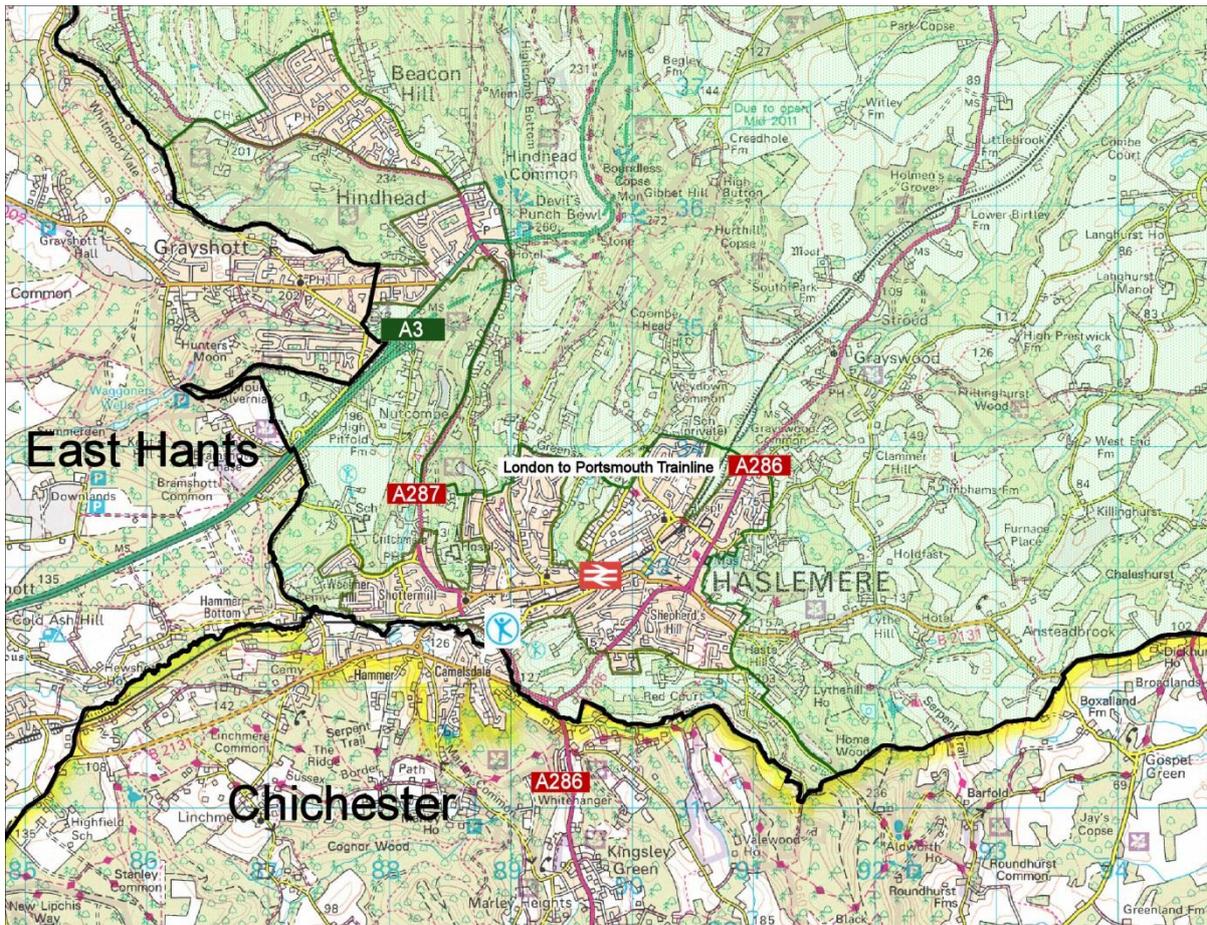
⁴ Town Centre Retail Study Update 2013

⁵ Employment Land Review 2016

⁶ Town Centre Retail Study Update 2013

2,128 sq m (net) additional Comparison Goods floorspace	2013-2028
946 sq m (net) additional Convenience Goods floorspace	2013-2028
Infrastructure Improvements expected to be delivered over the plan period	
Improved access to Godalming station including – <ul style="list-style-type: none"> ▪ customer lifts and covered footbridge ▪ wider pavements and pedestrian crossings ▪ improved bus access ▪ improved lighting 	2016-2020
A3100 Meadow junction with Catteshall Road: potential signalisation	By 2032
Catteshall Lane (western end): environmental enhancements	By 2032
Pedestrian crossing facilities in Station Road	By 2032
Pedestrian crossing at Vicarage Walk	By 2032
Farncombe to Godalming town centre cycle link (via Marshalls Road)	2016-2020
A3100 Flambard Way corridor improvements	2016-2020
Bus network improvements including: <ul style="list-style-type: none"> ▪ Upgrading bus stop facilities to include real time passenger ▪ Integration with train services ▪ Bus priority on approach roads where required 	2016-2020
Quality cycle route between Milford and Farncombe via Godalming town centre	2016-2020
Quality cycle route between Godalming and Guildford	2016-2020
Bridge Street enhancements	2016-2020
Godalming Secondary School: additional one form entry	Plan period
Godalming Leisure Centre: extension to gym, indoor cycling studio and indoor tennis centre	tbc

Haslemere



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Haslemere is located in the south west corner of the Borough. The parish has a population of approximately 16,876 (2011 census) and town centre retail floorspace of 172,000 sq ft⁷.

It is close to the borough boundaries with East Hampshire and Chichester District Councils and the South Downs National Park Authority. Potential significant developments nearby include approximately 3,350 dwellings at Whitehill-Bordon in East Hampshire, King Edward VII Hospital near Fernhurst and the Former Syngenta Site at Fernhurst.

Haslemere is also on the London Waterloo to Portsmouth railway line and has fast trains to London; due to this concerns have been raised regarding commuter parking in Haslemere Town Centre and the surrounding roads.

Development Type & Amount (approx.)	When
Housing Target in Local Plan 2013 - 2032: 830 units	2013-2032
Employment⁸	

⁷ Town Centre Retail Study 2008

⁸ Employment Land Review 2016

Potential shortfall of 4,659 sq m of Class B1a/b (Offices/Research & Development) across the Borough:	Over the plan period
Retail⁹ Potential floorspace requirements of: 1,342 sq m (net) additional Comparison Goods floorspace 945 sq m (net) additional Convenience Goods floorspace	 2013-2028 2013-2028
Infrastructure Improvements expected to be delivered over the plan period	
Single storey decked car park at Haslemere railway station	2016-2020
New cycle hub at Haslemere Station including repair facilities and CCTV	2016-2020
Improved interchange facilities at Haslemere Station including – <ul style="list-style-type: none"> ▪ improved cycle and pedestrian access to town centre ▪ improved bus access and facilities ▪ upgrading bus stops including real time passenger information ▪ integration with train services ▪ bus priority on approach roads where required 	2016-2020
Improved bus services and cycle routes from station to South Downs National Park	Over plan period
Road safety improvements <ul style="list-style-type: none"> ▪ Critchmere Hill/A287 junction feasibility study ▪ A283 Petworth Road/ Gostrode Lane junction ▪ B2131 Petworth Road/Killinghurst Lane junction 	2016-2020
Fosters Bridge improvements	2016-2020
Haslemere Leisure Centre: outdoor play area; upgraded dry-side toilets and spectator seating.	By 2032
The Edge Leisure Centre: refurbishment of sports hall floor and upgrade of school changing facilities.	By 2032
2 no. floodlit netball courts	By 2032
Purpose built Community Centre to provide services for older people	By 2032
Wey Centre: improved facilities for different use groups	By 2032

⁹ Town Centre Retail Study Update 2013

CRANLEIGH



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Cranleigh is located in the south east of the Borough and is the smallest of the four main settlements. The parish has a total population of 11,492 (2011 census) and 188,700 sq ft of retail floorspace in the village centre¹⁰. It is close to the boundary with Chichester and Horsham in West Sussex.

Cranleigh is on the A281 which links Guildford and Horsham but the village does not benefit from a railway. The Association of Train Operating Companies highlighted the former route of the track from Guildford to Cranleigh as a route that might be considered for re-opening, although studies by Surrey County Council have previously indicated that this is unlikely to be financially viable.

The nearest significant potential development is at Broadbridge Heath, west of Horsham.

Development Type & Amount (approx.)	When
Housing Target in Local Plan 2013 - 2032: 1520 units	2013-2032
Employment¹¹	

¹⁰ Town Centre Retail Study 2008

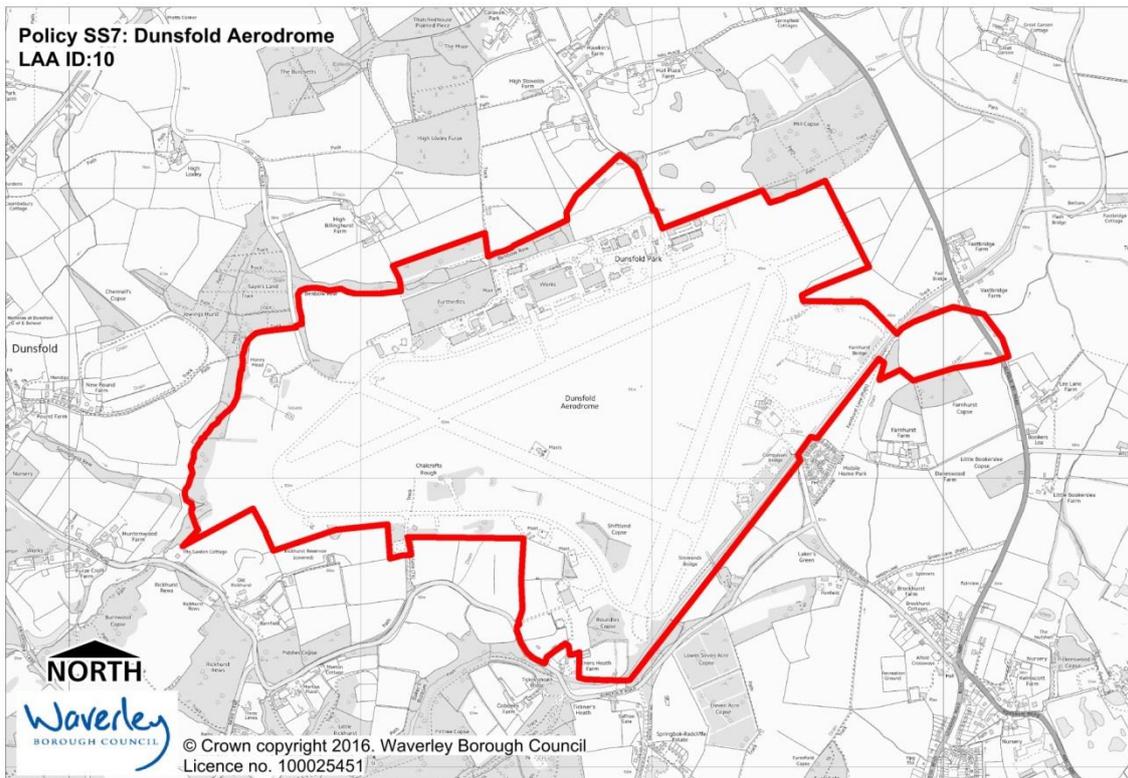
¹¹ Employment Land Review 2016

Potential shortfall of 4,659 sq m of Class B1a/b (Offices/Research & Development) across the Borough:	Over the plan period
Retail¹² Potential floorspace requirements of:	
1.353 sq m (net) additional Comparison Goods floorspace	2013-2028
696 sq m (net) additional Convenience Goods floorspace	2013-2028
Infrastructure Improvements expected to be delivered over the plan period	
Elmbridge Road/Wey and Arun Canal Bridge, Cranleigh	By 2032
Traffic Management Scheme between Cranleigh and Shere on Barhatch Lane and Hound House Road	By 2032
Alfold Road adjacent to Little Mead Industrial Estate: widen road bridge and priority management	By 2032
Cranleigh High Street: Environmental improvements	By 2032
Bridge over Downslink, Cranleigh: new bridge or amendments to existing traffic signals	By 2032
Study to review on and off-street car parking in the village centre	By 2032
Public Bridleway between Elmbridge Road and Cranleigh Leisure Centre: Lighting Scheme	By 2032
Public Footpath 393 between Elmbridge Village and Knowle Lane: surface and drainage improvements	By 2032
Public Bridleway 350: surface and drainage improvements	By 2032
Off-carriageway cycle/ pedestrian link between Cranleigh and Ewhurst	2016-2020
Cranleigh Bus Service Enhancement Scheme	Over plan period
Upgrade bus stop facilities to include real time passenger information	2016-2022
New Cranleigh Primary School including additional 1.5 forms entry	By 2032
1-2 additional forms entry for Secondary School to be accommodated at Glebelands School	By 2032
Cranleigh Leisure Centre: replace outdoor tennis courts with indoor 4 court sports hall	By 2032
Cranleigh Leisure Centre: extension to provide indoor cycling studio	By 2032
Cranleigh Leisure Centre: poolside upgrade to glazing, tiling and spectator seating	By 2032
<i>Potential longer term alternative to above Cranleigh</i>	By 2032

¹² Town Centre Retail Study Update 2013

<i>Leisure Centre improvements:</i> Cranleigh Leisure Centre: new build leisure centre with sports hall to replace existing leisure centre	
Rowleys Centre for the Community: refurbishment of Rowland House Lounge area and existing centre	By 2032
Multi agency centre in Village Way to accommodate Parish Council, CAB, youth centre, Police and rooms for public hire	By 2032
Cranleigh Village Hospital	By 2032

DUNSFOLD AERODROME



Dunsfold Aerodrome is a substantial, predominantly brownfield site of 249 hectares located to the south west of Cranleigh and east of Dunsfold village. The site currently contains a variety of uses, including aviation, as well as over 100 businesses employing over 700 people. It is proposed to allocate the site as a new settlement for up to 2,600 new homes, an expanded business park and associated supporting uses. A range of community facilities will need to be provided at the site, including a local centre, open space and leisure facilities. In order to mitigate traffic impacts, a package of highway infrastructure and sustainable transport measures must be delivered. The existing utility infrastructure will also need to be reinforced.

Development Type & Amount (approx.)	When
Housing Target in Local Plan 2013 - 2032: 2600 units	2013-2032
Employment An expanded business park with around 26,000 sq m of new employment (B Class) floorspace	By 2032
Retail At least 3,750 sq m gross floorspace with shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways (Use Classes A1 to A5)	By 2032
Infrastructure Improvements expected to be	

delivered over the plan period	
<u>Strategic Green Infrastructure</u> <ul style="list-style-type: none"> ▪ Pedestrian and cycle routes (within the site) ▪ Ecological mitigation ▪ Runway Park ▪ Country Park ▪ Sports pitches and play facilities ▪ Neighbourhood parks ▪ Flexible informal landscape ▪ Works to existing woodland ▪ Landscape maintenance 	By 2032
<u>Utilities</u> <ul style="list-style-type: none"> ▪ Gas, electricity and water reinforcement 	By 2032
<u>Other community infrastructure</u> <ul style="list-style-type: none"> ▪ Medical centre ▪ Day nursery ▪ Primary school ▪ Sustainable Drainage System (SuDS) ▪ Pedestrianised local centre ▪ Town canal, basin and connection 	By 2032
A281: new site access to Dunsfold Aerodrome	By 2032
A281 Station Road, Bramley: signalisation of junction	By 2032
A281 Elmbridge Road/ Dunsfold Road: improvement and upgrade to the signalised junction	By 2032
HGV management plan and road traffic orders as necessary	By 2032
Horsham Road, Bramley: safety and capacity improvements	By 2032
Off site cycle network from Dunsfold Aerodrome site to key destinations	By 2032
Significant bus network serving Dunsfold Aerodrome site to key destinations including Guildford town centre	By 2032
A281 Horsham Road/ A248 Kings Road/ A348 Broadford Road: Conversion of both junctions to improve capacity and safety (within Guildford Borough)	By 2032
Funding towards Guildford gyratory, park and ride provision at Artington (within Guildford Borough)	By 2032

REST OF WAVERLEY BOROUGH

Development Type & Amount (approx.)	When
Housing Target in Local Plan 2013 - 2032: 1335 units	2013-2032
Employment¹³ Potential shortfall of 4,659 sq m of Class B1a/b (Offices/Research & Development) across the Borough:	Over the plan period
Retail Not covered by the Town Centre Retail Study.	
Infrastructure Improvements expected to be delivered over the plan period	
Rest of Waverley Borough	
A31 Guildford to Wrecclesham – Highway Maintenance and Resilience Corridor	By 2032
Rural Areas: improvements to public transport including demand responsive community transport services	By 2032
Improved road links between Cranleigh, Milford, Witley and Godalming	By 2032
Horsham Road, Bramley: safety and capacity improvements	By 2032
Footway in The Street, Wonersh/Bramley	2016-2020
Road safety improvements - <ul style="list-style-type: none"> ▪ A281 Horsham Road, Grafham/Bramley ▪ B2129 Station Road/Chinthurst Lane junction ▪ A281 Horsham Road, Alfold ▪ Horsham Road/Station Road junction, Bramley ▪ A287 Frensham Road/Pond Lane junction, Frensham 	2016-2020
Improve strategic footpath and cycle network including cycle links to Milford and Witley stations	2016-2020
Waverley B and minor roads: traffic management scheme(s)	By 2032
Community Transport Project – 15 no. Hoppa minibuses, including maintenance costs and driver salaries	Over plan period
Shere Rural Area HGV study and Quiet Lane Project	2016-2020
Restoration of the Wey & Arun Canal Tannery Lane Bridge to Station Road, Bramley; Station Rd to Birtley Bridge; Rowly to Gennets Wood.	By 2026
Hindhead Avoidance Strategy	Over plan period
Mare Hill Countryside Stewardship: habitat enhancement and creation.	By 2032
Frensham HLS: habitat enhancement and creation.	By 2032

¹³ Employment Land Review 2016

Lammas Lands HLS: habitat enhancement and creation	By 2032
Recreation Ground Improvements	Over plan period
Creation of new pitches and improvements to existing. Provision of Pavilions.	Over plan period
Playground replacement	Over plan period
Benches/public seating in high streets, main public areas and walking routes across the borough	Over plan period
Connection to the local sewerage system at nearest point of adequate capacity	Ongoing
Investment in water mains reinforcement/ replacement.	Ongoing
Implementing "Design out Crime" measures	Ongoing
To secure superfast broadband to parts of the Borough not included in the super- fast broadband rollout	Ongoing

OUTSIDE OF WAVERLEY BOROUGH

There are a number of transport improvements that are considered to be necessary in order to either accommodate cross-boundary traffic impacts or are required to provide additional capacity within the borough. As examples, a proportion of traffic from Waverley borough will use the Strategic Road Network, particularly the A3. There are a number of Department for Transport Road Improvements that are planned which when implemented will provide additional capacity on the network around Waverley borough particularly to the north in Guildford borough. Another example is capacity improvements to the rail network will provide increased services within Waverley borough. The schemes that are deemed necessary for the Local Plan proposed level of growth are set out below:

Infrastructure Improvements expected to be delivered over the plan period	
Outside of Waverley Borough	
Infrastructure	When
A331 Blackwater Valley Route with A31 Hog's Back (Tongham) junction improvement scheme	By 2032
Portsmouth Direct Line improvements (along with South West Main Line Peak Demand improvements)	By 2032
A3 through Guildford (early targeted schemes): Average speed cameras; closure of Beechcroft Drive; Widening to northbound off-slip to Egerton Road; improvements to the traffic signals at Dennis roundabout; widening of south-bound off-slip at Stoke interchange (A320)	By 2020
M25 Junction 10/A3 Wisley interchange All-movements grade separated junction	Post 2020
M25 junctions 10-16: widening to 4 lanes in each direction	Post 2020
A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction): widening to 3 lanes	Post 2025
Blackwater Valley Bus Corridors: range of complementary sustainable passenger transport improvements	Plan period
Guildford railway station	By 2032
Electrification of North Downs line	By 2032
North Downs line – improve service frequency and timetable	By 2032

TRANSPORT	
Strategic Highway Network	
Lead Organisation	Highways England
Existing Provision	<p>Highways England is a government owned company that is licensed to operate, maintain and modernise the strategic road network (SRN) in line with the Roads Investment Strategy, reflecting public interest and to provide effective stewardship of the network's long term operation and integrity. In the case of Waverley this relates to the A3 Trunk Road (see next page for a description of the principal road network).</p> <p>There are no motorways within the Borough, but the main junctions used by the local population are the M25 Junction 10 (A3) and M3 Junction 4 (A331).</p>
Future Requirements	<p>When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. HE will support proposals that consider sustainable measures, which manage down demand and reduce the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the A3.</p> <p>Two schemes in the Department for Transport's Road Investment Strategy (RIS) for the 2015/16-2019/20 Road Period affect traffic flows and congestion in the Borough:</p> <ul style="list-style-type: none"> • Improving the A3 in Guildford from the A320 to the Hogs Back junction with the A31, with associated safety improvements (to be developed for the next Road Period 2020-2025); • Improvement of the M25 Junction 10/A3 Wisley to allow free-flowing movement in all directions, together with improvements to the neighbouring Painshill interchange on the A3 to improve safety and congestion and upgrading the M25 between junction 10 (A3) and junction 16 (M40) to be delivered in this Road Period).
Cross Boundary Issues	<p>It is recognised that the proposed Local Plan will play an important role in delivering planned growth. Discussions have been and will continue to take place to ensure the impacts on the A3 from proposals in Waverley and adjoining authorities are considered and that the appropriate package of mitigation measures are secured and programmed to allow the growth to occur.</p>
Implications for the Local Plan	<p>The Surrey County Council Strategic Highway Assessment (August 2016) provides the following summary on the impact of the Local Plan on the SRN at paragraph 5.1.12:</p> <p><i>“This strategic assessment indicates that with mitigation the residual impact of the submission draft Local Plan is not considered severe in terms of the National Planning Policy Framework guidance, with the possible exception of the effect on</i></p>

	<p><i>the A3. This is likely to be the subject of further work with Highways England to determine what mitigation is required, and whether the planned Road Investment Strategy schemes are likely to be forthcoming and whether alternative considerations are needed. This assessment does not mean to say that further mitigation will not be required and, indeed, this report identifies opportunities for further mitigation”</i></p> <p>Accordingly, although it not conclusive at this stage that the level of traffic generated by the proposed Local Plan will create a cumulative severe impact on the A3, it is considered that the Infrastructure Delivery Plan should include the following transport schemes in the Road Investment Strategy for the 2015/16-2019/20 Road Period (Department for Transport, March 2015):</p> <p>‘M25 Junction 10/A3 Wisley interchange ‘Road Investment Strategy’ scheme (E16)’</p> <p>‘M25 Junctions 10-16 ‘Road Investment Strategy’ scheme (E15)’.</p> <p>‘A3 Guildford (A320 Stoke interchange junction to A31 Hog’s Back junction) ‘Road Investment Strategy’ scheme (E31)’</p>
Sources of Funding	<ul style="list-style-type: none"> • Department for Transport • CIL • S106

Local Highway Network	
Lead Organisation	Surrey County Council (SCC)
Existing Provision	<p>Surrey County Council is both the local highway authority and local transport authority for the county of Surrey, including the borough of Waverley.</p> <p>The main settlements and the main road and rail networks in Waverley are shown below.</p>

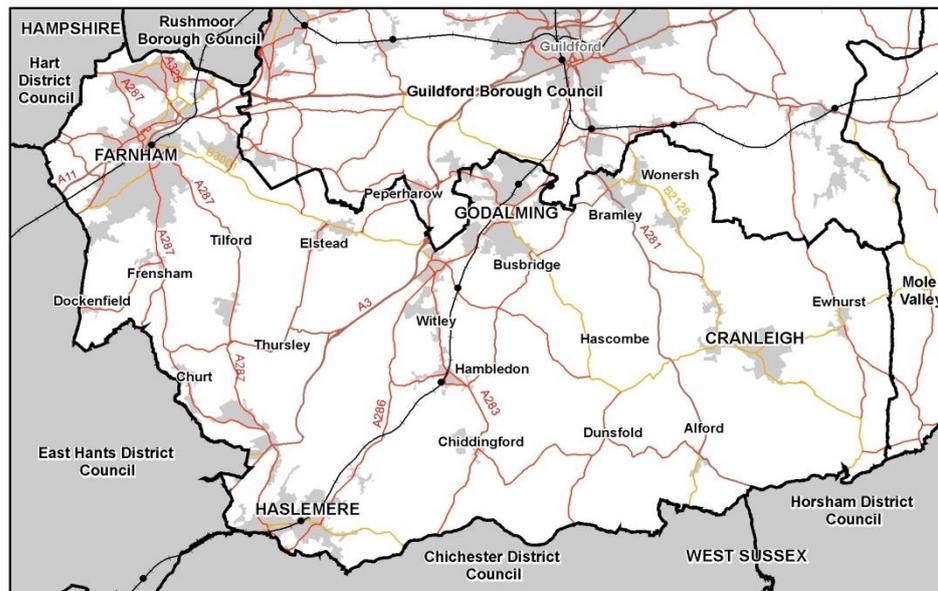


Figure 1: Map showing main settlements and the main road and rail networks in Waverley

The principal road network radiates from Guildford to the north, spreading south through Waverley towards the coast, and also west along the A31, and gives access to a network of country lanes:

- ❑ A3 London-Portsmouth trunk road (part of the Strategic Highway Network), lies to the west of the borough, with main points of access at Milford, Thursley and Hindhead
- ❑ A31 Guildford-Winchester road, including the Farnham Bypass, runs east-west along the Hog's Back, through the western part of Guildford borough
- ❑ A3100 from Guildford runs south through Godalming to join the A3 at Milford. Two roads fork south from Milford towards the coast at Chichester:
 - the A286 through Haslemere, and
 - the A283 through Witley and Chiddingfold
 - Roads joining the A3100 include:
 - the B3000, a local road from Farncombe to Compton, the A3 and then to the A31 just beyond Puttenham,
 - the B2130, a local road Godalming to Cranleigh
- ❑ A281 is the sole principal road to the east of the borough, again running south from Guildford through the village of Bramley and to the west of Cranleigh
- ❑ Several principal routes radiate from Farnham; namely, the A287, A325 and A3016
- ❑ The A286, linking Godalming and Midhurst, runs through Haslemere. At the top of the High Street the A286 forms a distorted X junction with the B2131. The B2131 then allows traffic to turn left towards Chiddingfold and West Sussex or right towards Weyhill and Shottermill. The A286 continues along

	<p>Shepherds Hill and out towards the County Boundary at Camelsdale</p> <ul style="list-style-type: none"> ❑ Cranleigh is located at the junction of two B roads, the B2128 and the B2127, to the east of the A281. ❑ The B3001 links Farnham to Milford through Elstead. It is a link between Farnham and Godalming and an alternative route to join the A3 at Milford
<p>Future Requirements</p>	<p>The County Council's 2016 Strategic Highway Assessment assessed the traffic impacts of a number of transport infrastructure (mitigation) scenarios. A 2031 'do-minimum' scenario, as well as multiple 'do-something' scenarios, were created. These were modelled jointly with Guildford Borough as they included localized and strategic mitigation schemes impacting both boroughs.</p> <ul style="list-style-type: none"> ▪ (Do-minimum) Scenario 1 included all commercial and residential development sites that have received planning permission within Waverley, along with all residential planning permissions and the most likely strategic development sites identified by the Draft Guildford Local Plan; ▪ (Do-something) Scenario 2 was a continuation of Scenario 1 with the addition of the most likely strategic development sites identified in the emerging spatial strategy of Waverley Borough Local Plan; ▪ (Do-something) Scenario 3 was a continuation of Scenario 2 with the addition of proposed local highway mitigation schemes in both Waverley and Guildford boroughs; ▪ (Do-something) Scenario 4 was a continuation of Scenario 3 with the addition of the proposed Highways England strategic improvements to M25 junction 10, as well as between junctions 10 and 16 (not included in the Waverley Strategic Highway Assessment); and ▪ (Do-something) Scenario 5 was a continuation of Scenario 4 but with the addition of widening the A3 to dual three lanes between the A31 and A320, together with improvements to the Tesco and Cathedral junctions. <p>A number of links and junctions within Waverley were identified as incurring increases in flow and delay as a result of the Local Plan's proposals. These are predominantly close to the largest development sites, such as Dunsfold Aerodrome, Cranleigh, as well as Farnham. However, the study concludes that, with mitigation, the residual impact of Plan's spatial strategy on the local road network is not considered 'severe' (in terms of the National Planning Policy Framework guidance).</p> <p>This study was undertaken at a strategic scale and consequently not all impacts of developments or mitigation schemes were identified. Developments of and above a certain quantum will require individual transport assessments to be commissioned allowing finer details regarding impacts to be analysed at a local</p>

	<p>level.</p> <p>In terms of more detailed assessments, the Council has also commissioned consultants Mott MacDonald to undertake a Local Transport Assessment. The four-stage study examined –</p> <ol style="list-style-type: none"> (1) existing documentation and studies; (2) the impact of growth on the A281 corridor, including different levels of development at the Dunsfold Aerodrome site and potential mitigation measures to address predicted future congestion issues; (3) the impact of additional housing in the Farnham area, including potential mitigation measures to address predicted future congestion issues; and (4) wider transport sustainability of alternative scenarios for the distribution of new homes across the Borough. <p>The potential mitigation measures identified in the Mott MacDonald study were part of the modelling work for Scenario 3 in the 2016 Strategic Highway Assessment.</p> <p>As a result of these studies, provisional schemes needed to support planned growth in the Local Plan have been identified. These are set out in the Infrastructure Delivery Schedule.</p>
<p>Cross Boundary Issues</p>	<p>Some impacts are forecast to occur across the Borough boundary, especially to the north west into Rushmoor and Guildford. The largest increases in cross boundary flows are to occur in Scenario 3, indicating that the proposed local mitigation schemes are not always reducing flows travelling from Waverley into other authorities. Scenario 5 has the most beneficial impact on cross boundary flows as they are reduced most in this scenario, when compared to Scenario 3. The Council will continue to engage with its neighbouring local authorities to plan specific details of the developments being phased in Waverley and their Local Plans.</p>
<p>Implications for the Local Plan</p>	<p>Sustainable transport objectives aim to minimise the transport impact of new development, supporting the approach set out in the Surrey Transport Plan.</p>
<p>Sources of Funding</p>	<p>Potential funding will be a combination of:</p> <ul style="list-style-type: none"> • S278 works (developer funded) • S106 developer contributions • Community Infrastructure Levy (CIL) • Funding by Surrey County Council (Government grants such as LTP integrated transport block, Local Sustainable Transport Fund and for major schemes) • Waverley Local Committee allocations • Waverley Borough Council • Local Enterprise Partnership <p>The actual costs will depend on the precise schemes brought forward and each scheme will require a detailed feasibility study. The availability of funding will also depend on a number of factors.</p>

Rail

Lead Organisation

Network Rail
South West Trains

Existing provision

There are 6 stations within the borough on two lines:

- Farnham
- Farncombe
- Godalming
- Milford
- Witley
- Haslemere

Both lines run to London Waterloo. The Farnham line runs to Alton and the other line runs to Portsmouth Harbour.

A full breakdown of the station usage in Waverley is as follows -

Station	Annual usage (Nos. of passengers)					Change 2010-15
	2010-11	2011-12	2012-13	2013-14	2014-15	
Farncombe	806,182	826,620	847,234	860,042	870,668	+ 8%
Farnham	1,561,910	1,575,062	1,593,474	1,725,004	1,785,204	+ 13%
Godalming	1,356,692	1,303,786	1,317,750	1,342,306	1,389,206	+ 2.4%
Haslemere	1,691,724	1,700,590	1,700,848	1,731,616	1,785,362	+ 5.5%
Milford	242,030	242,078	239,032	256,372	270,866	+ 11.9%
Witley	239,524	234,222	249,178	263,336	271,366	+ 13.3%
Total	5,898,062	5,882,358	5,947,516	6,178,676	6,372,672	+ 8.1%

Table 3: Train Station usage in Waverley

Source: <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

The increase in the number of journeys made by train is in line with national trends.

Future Requirements	<p>The Wessex Route Study was published in August 2015 following public consultation. Key industry parties as well as wider local stakeholders with an interest in the Wessex route assisted in the production of the study, including train operating companies and all major freight operators.</p> <p>The study sets out a strategy for the development of the Wessex Route to meet capacity and connectivity conditional outputs identified in the market studies, and includes services to Portsmouth Harbour, and to Alton via Farnham. It identifies a number of constraints across the network, the most significant of which is on-train crowding and capacity on peak services into London Waterloo. Other constraints examined include regional and suburban connectivity, freight capacity and access to diversionary routes.</p> <p>The study identifies a range of choices for funders for 'Control Period 6' (2019-2024) which seek to address these constraints through additional services to accommodate the growth in passenger and freight services whilst maintaining performance, as well as through national programmes such as the Electrification Programme.</p> <p>There are a number of planned and proposed improvements outside of Waverley borough that if implemented will increase the frequency and capacity of the rail network within the borough. These will assist in providing a sustainable alternative to the motor vehicle and assist in reducing the vehicular impact of the planned growth in the Draft Local Plan.</p> <p>In terms of facilities at station within Waverley, the car parks at Farnham and Haslemere are in the process of being enlarged by the provision of decked parking, along with other forecourt and access improvements. At Godalming, work has commenced on improved accessibility including passenger lifts.</p>
Cross Boundary Issues	Supporting partners to secure funding for rail improvements in Control Period 6 and beyond within the Local Plan period.
Implications for the Local Plan	<p>The Government has a strategic role, with levels, frequencies and most fares determined by the DfT through the franchising process.</p> <p>The Local Plan needs to take a coordinated approach to combining development with accessibility and transport issues, supporting the approach set out in the Surrey Transport Plan. This will add to pressure on the railways.</p>
Sources of Funding	<ul style="list-style-type: none"> • Network Rail • Train Operating Companies Capital Budgets • CIL • S106

Bus	
Lead Organisation	Surrey County Council / Private Bus Operators
Existing Provision	<p>The local bus network is an integral part of the transport system. Buses provide access to schools and colleges for young people, to shopping and leisure facilities at the evenings and weekends and are a vital lifeline for older people who wish to maintain their independence.</p> <p>Bus service providers operating within Waverley include Stagecoach, Fleet Buzz, Arriva, Carlone Buses, Compton Village Association Minibus, Buses4U and Waverley Hoppa.</p> <p>In total, there are 28 general purpose services running within, or through the Borough, one demand-responsive flexible service, one National Express coach service and nine public bus services primarily for schools or colleges.</p> <p>However, some rural areas of the Borough are less well served. This is a consequence of high levels of car ownership allied to low population densities, which produces a low demand. There are also fewer services during evenings and on Sundays.</p> <p>Most services require financial support from Surrey County Council either wholly or for part of the route or timetable or at certain times of the day or week.</p> <p>The Passenger Transport Strategy (PTP): Part 1 – Local Bus (Surrey County Council, April 2011) of the Surrey Transport Plan sets out the County Council’s commitment to continue to financially support local bus services, in line with statutory responsibilities. Nevertheless, the quantum of that support will be limited, and will be spent in line with the priorities established for local bus support by the countywide Bus Review.</p> <p>Part 2 of the PTP - Information (July 2014) aims to ensure that both users and potential new users have access to comprehensive, up to date, and easily accessible journey planning information for passenger transport.</p> <p>Partnership working with bus and train operators, the boroughs and districts, and with the wider Transport for Surrey Partnership will be essential to the delivery of this strategy. Maximising use of developer funding will also be a key factor in delivering effective passenger transport information, particularly in light of current financial constraints on the county council.</p> <p>The County Council’s Local Transport Review (2015) re-assessed existing service patterns with a view to concentrating public subsidy provision on better used and more viable services in the county.</p>
Future Requirements	As part of the Local Transport Review, the County Council has worked with bus operators to negotiate better contracts that will give better value for money. To make the required savings needed from the review, some changes are proposed to local bus services

	throughout Surrey affecting the frequency, days of operation and routes of some services.
Cross Boundary Issues	Hampshire and West Sussex County Councils are also consulting on bus service funding reductions.
Implications for the Local Plan	<p>New development will look to reduce the reliance on the car and look to support additional use of public transport, walking and cycling. A greater number of passengers could increase patronage and assist with the viability of some bus services.</p> <p>The Local Plan has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car.</p> <p>Policies throughout the Local Plan look to support, where possible, a more sustainable pattern of transport use of which buses need to play a role. The Council will need to work where possible with Surrey County Council to ensure that bus services will support the sustainable pattern of development being proposed in the spatial strategy.</p> <p>In particular, scheme 'Significant bus network serving Dunsfold Aerodrome site to key destinations including Guildford town centre' relates to site allocation SS7 'New Settlement at Dunsfold Aerodrome'. This site is allocated for a residential/employment mixed use development including approximately 2,600 homes and 26,000 sq.m. of new employment (B Class) floorspace. As part of the sustainability improvements for the site, it is considered a significant bus network to serve the site and key destinations including Guildford will be required. Most importantly, as bus is the most realistic alternative mode of transport to the private car for providing access for the majority of site residents and visitors to and from rail stations, and with the current constraints on public transport budgets, it is essential that the bus services are provided and secured in perpetuity for this site.</p>
Sources of Funding	<ul style="list-style-type: none"> • Surrey County Council • Bus service operators • CIL • S106
Community Transport	
Lead Organisation	Various
Existing Provision	Community transport services can be made available for people who have difficulty using public transport. The provision of community transport is a non-statutory service, but local Councils must also offer free off-peak travel on local buses to disabled people living in their area. The voluntary sector is often a provider of services. Schemes to offer assistance can include door-to-door services, Dial-a-ride, taxi schemes, shopmobility, as well as buses designed to be accessible to disabled people. Schemes can meet many essential

	<p>travel needs which would otherwise remain unmet, and reduce social exclusion.</p> <p>Surrey Community Action hosts a Community Transport directory to help find schemes that may be able to help older people with transport to a medical appointment, to do the weekly shopping and other daily tasks. The projects and schemes within this area particularly focus on those with mobility difficulties, the young and those in rural areas.</p> <p>Waverley Hoppa Bus is a dial-a-ride service provided by a not-for-profit Company funded by Surrey County Council and Waverley Borough Council. Farnham Demand Responsive Transport is also operated by Waverley Hoppa and operates in Farnham and the surrounding villages within the Borough.</p> <p>Voluntary Car Schemes provide community based care and support for people in the local community who do not have access to affordable transport. Volunteers donate their time, and their wheels, to help people:</p> <ul style="list-style-type: none"> • Make connections with buses or trains • Attend GP, Dentist or Optician appointments • Visit friends or family in hospital • Go shopping • Visit friends <p>Schemes currently operating are as follows:</p> <ul style="list-style-type: none"> • Care Farnham • Care in Haslemere • Cranleigh Village Care • Ewcare • Milford & Witley Village Care • Shamley Green Village Care • Bramley Wheels • Godalming Care Group • Farncombe & Binscombe Care
Future Requirements	The continuing provision of revenue support for these services remains subject to the wider pressures on public sector budgets. They are constantly monitored to ensure they are providing the best value for money.
Cross Boundary Issues	None identified.
Implications for the Local Plan	<p>With an ageing population and existing pressures on public transport provision, dedicated community transport schemes are likely to become even more important to communities.</p> <p>Funding for schemes can be uncertain; it can be a costly service, with a reliance on the voluntary sector which faces problems of finding, training and recruiting volunteers. There is a need for partnership working to ensure provision is maintained.</p>

	<p>Policies should ensure that development is accessible through a variety of travel options. This is particularly important for the more elderly population and the young, but is also important in ensuring there are attractive alternatives to the car. There may be a role for planning contributions to assist towards community transport provision. As with buses there is no guarantee that these services will continue and therefore there is a need to ensure that development is not solely reliant on them.</p>
Sources of Funding	<ul style="list-style-type: none"> • SCC • CIL • DfT / Community Transport Association • S106
Walking & Cycling	
Lead Organisation	Surrey County Council
Existing Provision	<p>Walking and cycling are low cost, healthy and sustainable modes of travel. When walking and cycling trips replace those made in vehicles, benefits additionally include reducing carbon emissions, improving air quality, and reducing congestion.</p> <p>Land use planning has an important role in bringing about an improved environment for walkers and cyclists, particularly in giving priority to pedestrians and cyclists in town centres and ensuring the appropriate infrastructure for walking and cycling is built into new developments, with good networks for off-road and leisure cycling, to help create a 'culture' for cycling and walking. Walking and cycling also have an important role to play in accessing public transport services.</p> <p>Surrey County Council's Rights of Way Improvement Plan (revised 2014) forms part of the Surrey Transport Plan. Its objectives for improving the rights of way network include improving accessibility to services, facilities and the wider countryside, improving connectivity and reducing severance, improving its quality and increasing recreational enjoyment.</p> <p>Surrey County Council also works closely with stakeholders and partners including Surrey Police to facilitate safer vehicular and pedestrian movements.</p> <p><u>Cycle and pedestrian routes</u></p> <p>The Borough contains a number of cycle routes and an extensive network of footpaths / pedestrian routes. There are several long distance footpaths in the Borough. The Downs Link is a walking and cycling route which runs from Guildford through Bramley and Cranleigh to Shoreham. The North Downs Way national trail starts in Farnham and ends in Dover. The Greensand Way long distance footpath starts in Haslemere and ends in Hamstreet, Kent. The National Cycle Network Route 22 runs between Rowledge, Farnham and Guildford within the Borough.</p>

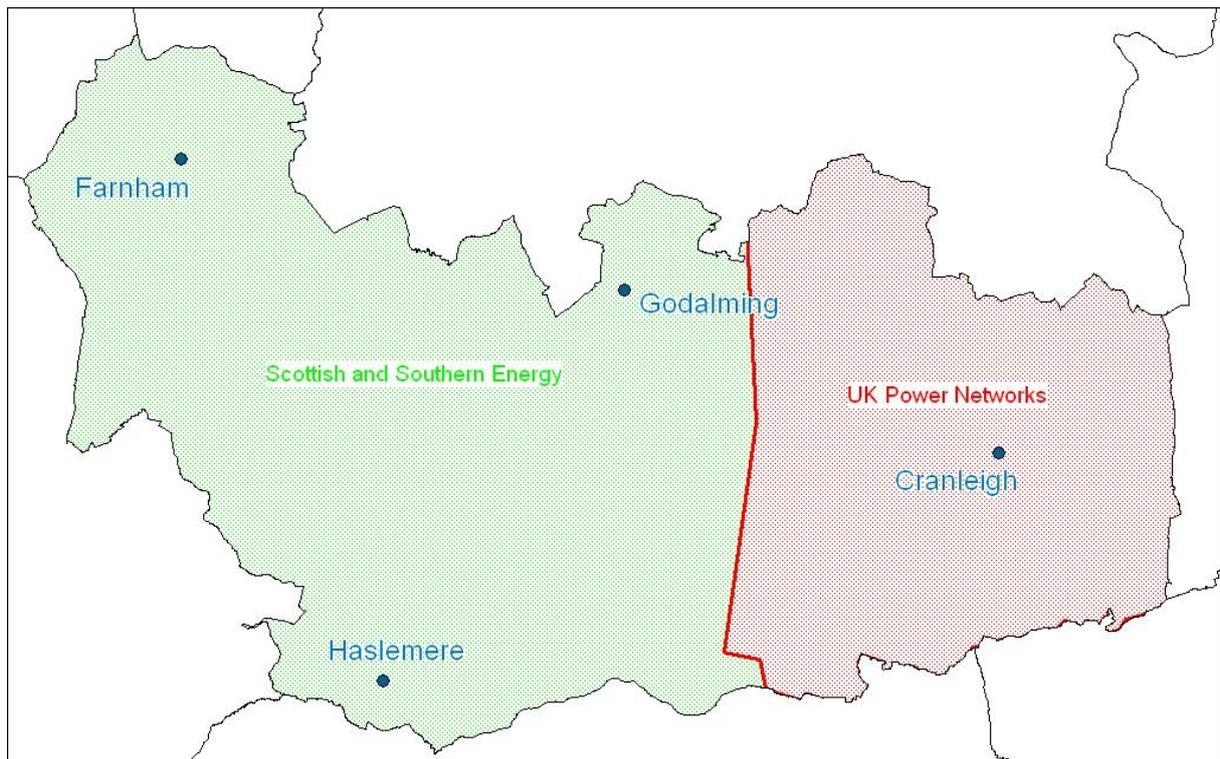
	<p>Surrey County Council continues to provide support to encourage children to travel to school in a more sustainable and safe manner.</p> <p>The Waverley Borough Cycling Plan Supplementary Planning Document) (April 2005) includes details of cycle parking facilities.</p>
Future Requirements	<p>The Waverley Borough Cycling Plan SPD identified 44 potential cycling schemes. The Waverley Cycle Forum website currently identifies 50 potential cycle schemes in Farnham, Cranleigh, Haslemere and Godalming (as at February 2016).</p> <p>The County Council considers that as new developments are brought forward, opportunities should be taken to provide public paths for recreational/leisure purposes as well as those that provide either functional connections to key locations such as the town/village centre, bus stops and rail station or form part of high quality village walk. Paths for recreational/leisure purposes might include paths linking developments with areas of good public access, for instance, to an area with a dense rural public Rights of Way network, to public open space or to a common.</p> <p>In particular, scheme 'Off site cycle network from Dunsfold Aerodrome site to key destinations' is included as it is considered that an off site cycle network from the site to key local destinations and it is intended that the developer will fund this scheme in its entirety.</p>
Cross Boundary Issues	<p>Potential provision of high quality recreational / functional links into the South Downs National Park around Haslemere and Alice Holt Forest at Dockenfield.</p>
Implications for the Local Plan	<p>Promoting alternatives to car use and easing congestion will continue to be important issues in the approach to delivering the required housing growth. The impact of an ageing population also needs to be borne in mind e.g. the need for good quality pavements and providing seating for pedestrians.</p> <p>Surrey County Council is able to use capital investment, to make infrastructure changes, including cycle routes as well as changes to road layouts, traffic calming measures and new pedestrian crossings.</p> <p>The internal highway infrastructure required for new development sites can include footpaths, cycleways, and bridleways connected to the existing highway. As part of a sustainable approach to transport, developers are required to cater for pedestrians and cyclists, including not just routes but other facilities e.g. seating, parking.</p> <p>The Council is not aware of any Public Rights of Way that are under threat as a result of development proposals within the Local Plan. However, this will be examined in further detail through the preparation of part 2 of the local plan (Non-strategic Policies and Sites).</p> <p>Developer contributions may be used to provide routes and facilities</p>

	<p>for pedestrians and cyclists both around and within the development. It is considered that due to the S106 pooling restrictions, CIL contributions alongside Local Growth Fund funding will pay for the cycling improvements although site specific improvements will still be implemented where necessary through S278 Agreements (Highways Act 1980).</p> <p>The Local Plan can also support the Surrey Transport Plan (LTP3) in seeking the preparation and delivery of Travel Plans for larger development proposals, particularly commercial, including measures to encourage walking and cycling.</p>
Sources of funding	<ul style="list-style-type: none"> • Surrey County Council • CIL • S106 • S278 (Developer funded)

UTILITIES	
Energy	
Lead Organisation	UK Power Networks SSE Power Distribution Southern Gas Networks
Existing Provision	<p>Electricity</p> <p><u>Cranleigh Area</u></p> <p>UK Power Networks supplies electricity to the eastern side of the Borough including Cranleigh, Ewhurst and Wonersh with the License boundary approximately following the A281.</p> <p>There is one primary substation located at Cranleigh with additional supplies obtained from Shalford primary substation located outside the northern boundary of the Borough.</p> <p>The two substations are connected to higher voltage grid substations at Leigh in Mole Valley and Guildford respectively.</p> <p><u>Farnham, Godalming, Haslemere and surrounding villages</u></p> <p>SSE Power Distribution provides electricity to the remainder of the borough. There are 7 primary substations in Waverley; Farnham, Aldershot (Weybourne), Wrecclesham, Godalming, Milford, Haslemere and Hindhead. There is one Grid Substation in Waverley in Weybourne. The Churt area is fed by the substation in Bordon.</p> <p>Gas</p> <p>Southern Gas Networks is responsible for both the transmission and distribution infrastructure in the whole of Waverley, but there are some rural areas where mains supply is not available.</p>
Future Requirements	<p>Concerns over climate change and rising fuel costs may affect demand for, and supply of energy. Demand may be reduced by improved insulation standards and other efficiency measures. Supply may change to more sustainable sources, including</p>

	<p>renewable fuels, exploitation of wind and wave power, and combined heat and power linked to district heating.</p> <p>The companies responsible for energy supplies are normally able to provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties. UK Power Networks' current asset condition assessments and demand forecasts do not identify the need for any significant investment proposals within the plan period. The existing capacity headroom at both Cranleigh and Shalford primary substations is sufficient to satisfy expected incremental demand growth.</p> <p>SSE has no identified major spending plans. The projected increase in load growth is anticipated to be accommodated from existing capacity. There has been a reduction in loads in recent years, thought to be due to improved energy efficiency and the downturn in the economy.</p> <p>Following the flooding over the December 2013/January 2014 period, SSE and UK Power Networks have indicated that they are preparing an action plan to increase network resilience to severe weather events.</p> <p>Work undertaken by the promoters of Dunsfold Aerodrome, in connection with their recent planning application for a mixed use scheme including 1,800 homes at the site has found that there is a need to reinforce the existing infrastructure for electricity, and gas to serve the development. These reinforcements will need to be made in a phased manner as the scheme progresses.</p>
Cross Boundary Issues	<ul style="list-style-type: none"> ▪ Any improvement to the Bordon substation due to the proposed development at Bordon would be paid for in part by the development. ▪ Aldershot Urban Extension is not expected to have an effect on provision in Waverley. ▪ The Queen Elizabeth Barracks development in Church Crookham would be supplied from SSE Power Distribution's Crookham primary substation and therefore would have no effect on provision in Waverley.
Implications for the Local Plan	<p>Improvements will be provided by the companies as required although some additional infrastructure required to enable development will be funded by developers through connection charges. There is no evidence that needs cannot be met.</p>
Sources of Funding	<ul style="list-style-type: none"> • Southern Gas Networks • SSE Power Distribution • UK Power Networks • Developers

Figure 2: Indicative Energy Supply Boundaries



Note: This map is not intended to show precise catchment areas, rather provide an indication of the energy supply areas within the Borough. For detailed information on the boundaries please contact the separate energy companies.

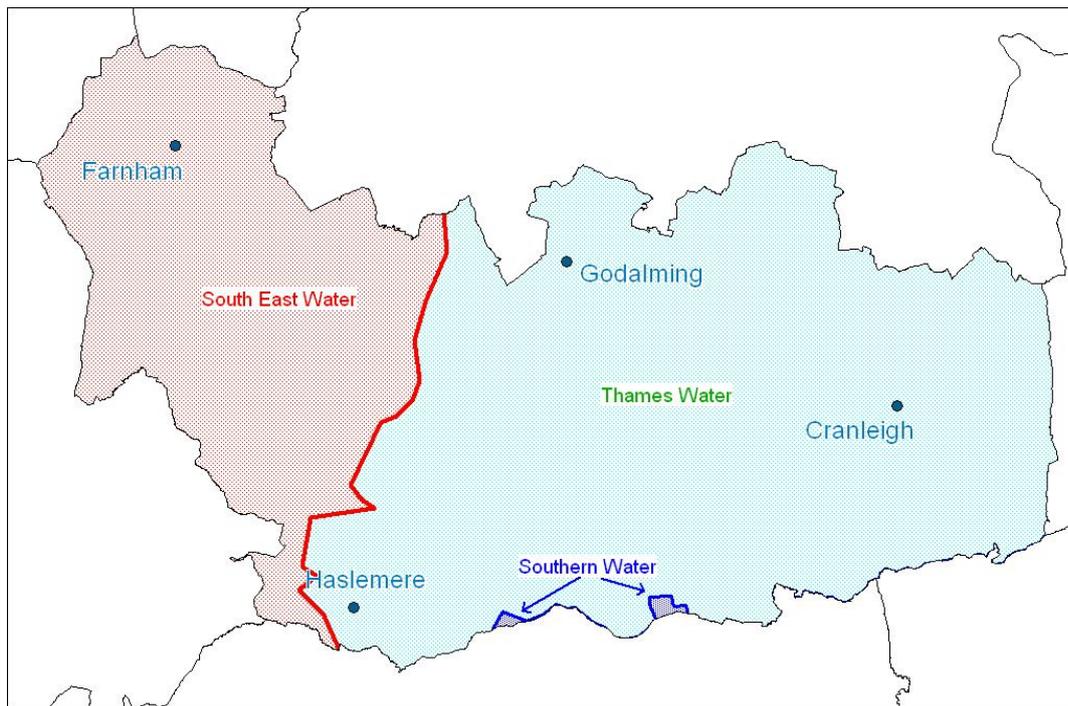
Water Supply	
Lead Organisation	Thames Water South East Water Southern Water
Existing Provision	<p>Provision of water supply is mainly through two companies – Thames Water and South East Water. Supply is largely from sources outside Waverley through a network of pumping stations across the South East.</p> <p>South East Water covers the western part of the borough including Farnham. The South East Water area is divided into 8 resource zones for their planning purposes. Waverley falls within Water Resource Zone 5 which extends into East Hampshire.</p> <p>Thames Water covers the Godalming, Cranleigh and Haslemere area.</p> <p>Southern Water covers only a small area of Fisher Lane and Plaistow Road southeast of Chiddingfold.</p> <p>There are a number of reservoirs in the Borough, but these are not part of the public water supply system.</p> <p>Water companies provide the required infrastructure to serve new development through exercising their statutory</p>

	powers and by agreement with the relevant parties.
Future Requirement	<p>The Environment Agency has identified the South East of England as an area of serious water stress.</p> <p>Water suppliers are looking to reduce demand for water and reduce the level of wastage through leaked pipes. Both these can have an impact on the ability of the water supply network to continue to meet the demands placed on it by a growing population in the South East. Companies are also concerned, and are taking into account the impact of climate change on both ground and surface water supplies.</p> <p>The water companies' approach to provide a secure supply is "twin track" combining measures to reduce demand, (by reducing leakage, enhanced metering and promoting water efficiency) and increase supply (by making full potential of existing resources, upgrading the water distribution network, increasing artificial recharge schemes, investigating opportunities for desalination plants and a new reservoir). During drought conditions short-term measures can be taken to ensure a continued supply of water.</p> <p>Thames Water The TW Asset Management Plan (period 6; 'AMP6') 2015-2020 seeks to:</p> <ul style="list-style-type: none"> • Ensure high drinking water quality • Expand the drainage network – expansion to meet the demands of planned new development across the region. • Install water meters to 80% of homes by 2025. • Keep TW sites safe in the event of a flood and provision of alternative supply in the event of wide scale interruption to the water supply. • Protect and improve streams and rivers • Protect homes and businesses from flooding, including planned improvements to sewer network to reduce the risk of sewer flooding. • Reduce leakage from pipes • Reduce odour from our sewage treatment works, including improvements to Guildford, Cranleigh and Farnham works. • Help customers to save water and reduce bills, whilst also working with local authorities, housing associations and developers to promote energy efficiency in existing and new homes. <p>A review of growth forecasts over the whole of the TW region is undertaken annually as part of its Annual Return process. The latest review has not identified anything different to the way TW outlined its approach to supply/demand balance and water resource development as identified within its latest Water Resource Management</p>

	<p>Plan (WRMP).</p> <p>The proposed development of Dunsfold Aerodrome would represent an 84% rise in demand in this area by 2035. In particular, the available water supply to the area that would support any development at the site is currently limited. The development would require a major resource transfer scheme from Guildford which would take a number of years to plan and implement (potentially in excess of four years). Such a project does not currently appear in the WRMP. TW is working directly with the site's promoters in order to understand the impact to the business of providing new infrastructure which is effectively unfunded by the price review process.</p> <p>The Haslemere area is currently subject to a modelling study to better manage pressure in the area after significant investment in reducing leakage in the Haslemere zone.</p> <p>TW are undertaking a catchment study of the Aldershot Catchment in AMP6 looking at all the drainage issues within Aldershot and looking to propose long term strategic solutions which will also cater for proposed levels of growth. Any solution will be subject to funding approval as we are only funded in AMP6 to study the catchment.</p> <p>South East Water (SEW) covers the western part of Waverley including Farnham. The company is divided into 8 water resource zones for planning purposes; Waverley falls within zones 4 and 5.</p> <p>SEW published its Water Resources Management Plan (WRMP) in June 2014. This sets out how it intends to maintain the balance between increasing demand for water and available supplies over the next 25 years up to 2040. The plan takes into account planned housing growth as well as the potential impact of climate change. To ensure secure supplies for the future, the plan must reflect the housing numbers in the supply area as accurately as possible.</p> <p>The WRMP indicates that, with planned reductions in demand from the customer metering programme and enhanced water efficiency, the Waverley resource zones should remain in surplus for average demands for the plan period. However, for peak demands a deficit is forecast from 2020 onwards, at which time additional schemes are scheduled to be delivered which will satisfy demand, in addition to regional transfers from neighbouring companies.</p> <p>To ensure sufficient flexibility to support any currently unforeseen development that maybe required during the plan period, the WRMP includes a range of sensitivity testing which covers uncertainty in demand, climate change, property and population growth, etc. and confirms that the</p>
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	<p>plan remains robust in meeting water demands.</p> <p>The water resources planning process is repeated every 5 years (known as the Periodic Review) at which time SEW updates the forecasts and water requirements for the next 25 years. This provides for a rolling update of the supply/demand balance and ensures that it is always working with the best and latest data, and that its programme continues to be the most cost effective and relevant solution.</p> <p>In the context of its current WRMP, SEW has confirmed that its published planned programme will be fully able to satisfy the growth in demands in the zones. Existing infrastructure can support growth at Tilford, Frensham and Churt by upgrading. Proposed growth at Farnham would require laying new mains to reinforce local and strategic facilities.</p>
Cross Boundary Issues	No cross boundary issues have been raised to date.
Implications for the Local Plan	<p>The Council will continue to liaise with the water companies regarding the details of new development to feed into future long term strategies.</p> <p>The Local Plan will need to address water conservation through the promotion and measured delivery of sustainable property design and construction and the use of Sustainable Drainage Systems (SuDS).</p> <p>Policy ICS1 refers to the need for new development to provide or meet the reasonable cost of providing infrastructure requirements.</p> <p>Policy 1.23 seeks the use of appropriate sustainable drainage systems as part of any new development.</p>
Sources of Funding	<ul style="list-style-type: none"> • Water Companies • Developers

Figure 3: Indicative Water Supply Coverage

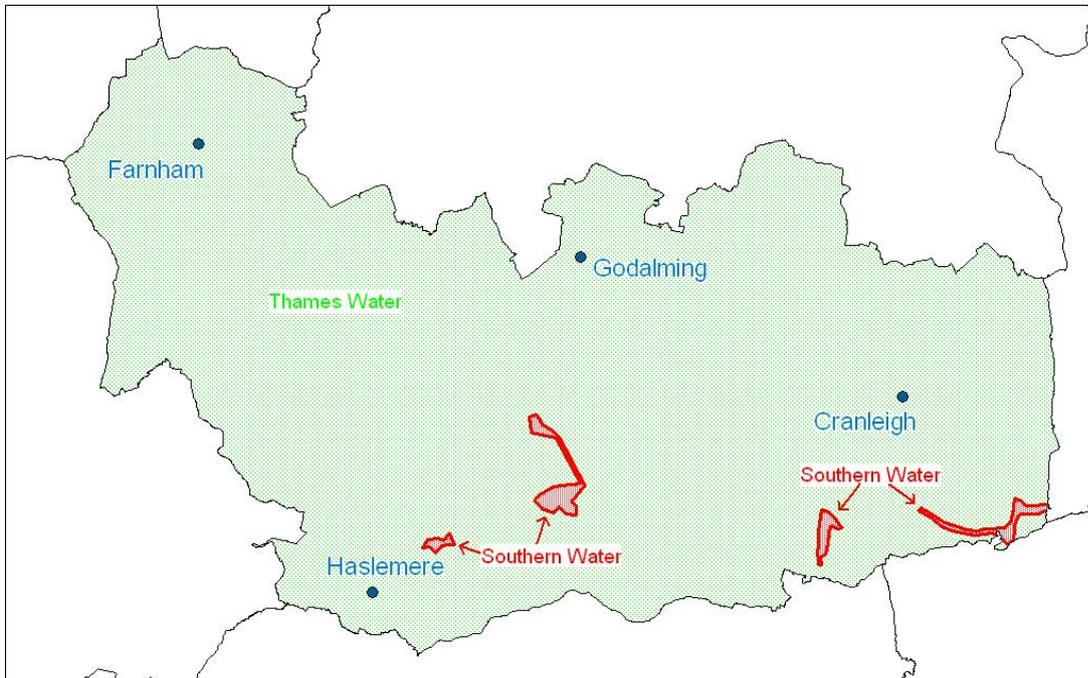


Waste Water	
Lead Organisation	Thames Water Southern Water
Existing Provision	<p>Wastewater (sewage) treatment in Waverley is provided by the Thames Water and Southern Water Services companies who have the statutory responsibility for provision and maintenance public sewers</p> <p>Thames Water has eight treatment works which serve most of Waverley:</p> <ul style="list-style-type: none"> • Aldershot Town • Bordon • Cranleigh • Elstead • Farnham • Godalming • Haslemere • Shamley Green <p>Some of these works also take flows from neighbouring boroughs.</p> <p>Southern Water provides wastewater services in parts of Waverley and has four treatment works at:</p> <ul style="list-style-type: none"> • Loxwood (serves Alfold & Alfold Crossways) • Chiddingfold • Grayswood • Rudgwick (serves Ellens Green & Cox Green)

<p>Future Requirements</p>	<p>Water companies provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.</p> <p>It is essential that developers demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water authority to agree what improvements are required and how they will be funded prior to any occupation of the development.</p> <p>Any additional infrastructure required to enable development will be funded by the developer who should connect to the local sewerage system at the nearest point of adequate capacity.</p> <p>Thames Water (TW) are undertaking a catchment study of the Aldershot Catchment in AMP6 looking at all the drainage issues within Aldershot and looking to propose long term strategic solutions which will also cater for proposed levels of growth. Any solution will be subject to funding approval as we are only funded in AMP6 to study the catchment.</p> <p>TW advise that local network upgrades take 18 months – 3 years to investigate, design and build. More strategic solutions could take up to five years.</p>
<p>Cross Boundary Issues</p>	<p>No cross boundary issues have been raised to date.</p>
<p>Implications for the Local Plan</p>	<p>The most significant impact on treatment and network capacity will arise from the proposed development at Dunsfold Aerodrome. However, the site’s developers are proposing to deal with the development’s foul water flows by using on-site sewage treatment.</p> <p>Aside from the Dunsfold situation, both companies consider that upgrades will be required at receiving treatment works to ensure sufficient capacity is available to serve scale and location of new development proposed in the local plan. Upgrades can take two to five years to design and build, so, in that respect, the companies will work closely with the Council and developers to better understand and effectively plan for the sewage treatment infrastructure needs. At the time planning permission is sought for development, an appropriately worded planning condition will be requested to ensure the timing and phasing of the developments are appropriate to enable the necessary treatment upgrades to be carried out to ensure</p>

	capacity is available before the additional development flows are received.
Sources of Funding	<ul style="list-style-type: none"> • Sewerage Undertakers • Developers

Figure 4: Indicative Wastewater Catchment Areas



Waste & recycling	
Lead Organisation	Waverley Borough Council Surrey County Council
Existing Provision	<p>The County Council is the waste planning and disposal authority while the collection of household waste is handled by Waverley Borough Council currently via its contractor, Veolia. The Surrey Waste Plan was adopted in May 2008 and its review commenced in January 2016. This will seek to provide certainty for developers and the community through the allocation of suitable sites for waste management facilities, and the inclusion of policies to ensure that adequate facilities are provided to manage waste in a sustainable manner and avoiding any significant adverse impacts on communities and the environment. The Aggregates Recycling Joint Development Plan Document was adopted in February 2013. It sets out proposals with regard to the provision of aggregates recycling facilities across Surrey for the period to 2026.</p> <p>In order to meet the Government's statutory recycling and landfill targets set under National Waste Strategy (2007), Waverley Borough Council has set out its requirements for refuse and recycling provision on new developments in the form of guidance</p>

	<p>notes for applicants and agents.</p> <p>www.waverley.gov.uk/download/downloads/id/4123/guidance_for_developers_refuse_and_recycling.pdf</p> <p>County Civic Amenity Sites provide recycling and waste disposal facilities for Waverley residents at:</p> <ul style="list-style-type: none"> • Nanhurst Community Recycling Centre, Elmbridge Rd, Cranleigh • Bourne Mill Community Recycling Centre, Farnham • Witley Community Recycling Centre / Petworth Rd Civic Amenity Site, Petworth Rd, Witley. <p>There are 11 recycling banks across the borough at:</p> <ul style="list-style-type: none"> • Stocklund Square car park, Cranleigh • Village Way car park, Cranleigh • Central car park, Victoria Rd, Farnham • Sainsburys, Water Lane, Farnham • Upper Hart car park, The Hart, Farnham • Waggon Yard car park, Downing St, Farnham • Frensham Garden Centre, Frensham • Crown Court car park, The Burys, Godalming • Sainsburys, Woolsack Way, Godalming • Weyhill car park, Haslemere • Beacon Hill car park, Hill Road, Hindhead
<p>Future Requirements</p>	<p>The layout of the small county council community recycling centre site at Nanhurst Crossroads means that it has to be closed to the public when HGV vehicles are exchanging containers on the site. The footprint of the site will not allow for expansion into a split-level site and therefore a new location for this site may need to be provided. A possible location would be within the Dunsfold development where there is an existing planning consent for an anaerobic digestion plant.</p> <p>The pattern of waste management is changing as new recycling and disposal technology emerge. New developments likely to attract a significant number of people may give rise to the need for further waste facilities, particularly for the source separation and storage of different types of waste for collection, and facilities for the public to recover or recycle waste.</p>
<p>Cross Boundary Issues</p>	<p>No cross boundary issues have been raised to date.</p>
<p>Implications for the Local Plan</p>	<p>The Surrey Waste Plan dates from 2008 and is currently under review so that it accords with national planning guidance. In that respect, the County Council recognises that waste management technology has become more advanced and there have been changes in the amount and type(s) of waste that need to be managed. Additional housing will create additional waste that will need to be managed. The growth in housing in Waverley and across the rest of Surrey is being taken into account as part of</p>

	the preparation of the new Waste Local Plan and capacity will need to be increased accordingly. Consultation on 'Issues and Options' for the new Waste Local Plan is scheduled to commence in September 2016.
Sources of Funding	<ul style="list-style-type: none"> • Waverley Borough Council • Surrey County Council • CIL • S106

Telecommunications	
Lead Organisation	Mobile Operators Association BT Virgin Media Surrey County Council
Existing Provision	<p>Telecommunications infrastructure includes the mobile phone network and broadband.</p> <p>Mobile telecommunications are vital for the UK's economic competitiveness and in promoting social inclusion. There are now 89.9 million subscriptions in the UK. In Q1 2015 61% of UK adults used their mobile phone for internet access. Tablet ownership is 54% of UK households. Operators are working with Ofcom to extend the benefits of mobile communications as widely as possible; 99.7% of UK premises (homes and businesses) had outdoor 2G coverage from at least one operator; 3G coverage is slightly lower at 99.3% and 4G has reached 89.5%.</p> <p>The Mobile Operators Association publish rollout plans every year identifying existing and proposed base stations in the area on behalf of the main mobile phone operators in the UK. There are over 100 mobile phone installations in Waverley, many of which share masts or rooftops.</p> <p>The copper broadband network now covers most households although at varying speeds. BT Openreach continue to their existing infrastructure to a fibre-based network, which will be capable of providing superfast broadband services.</p> <p>The County Council's 'Superfast Surrey' project to extend the fibre broadband network across Surrey was completed at the end of 2014. It is anticipated that around 84,000 homes and businesses are covered by the network.</p>
Future Requirements	<p>Access to a good broadband connection is crucial for businesses and supporting Surrey's future economy. It also has the potential to change the way residents, businesses and the public sector go about day-to-day activities, opening up new opportunities for all. The ambition is for Surrey to have one of the best broadband networks in Europe, and a network that is future proofed to meet the needs of those living and working in the county in years to come.</p>

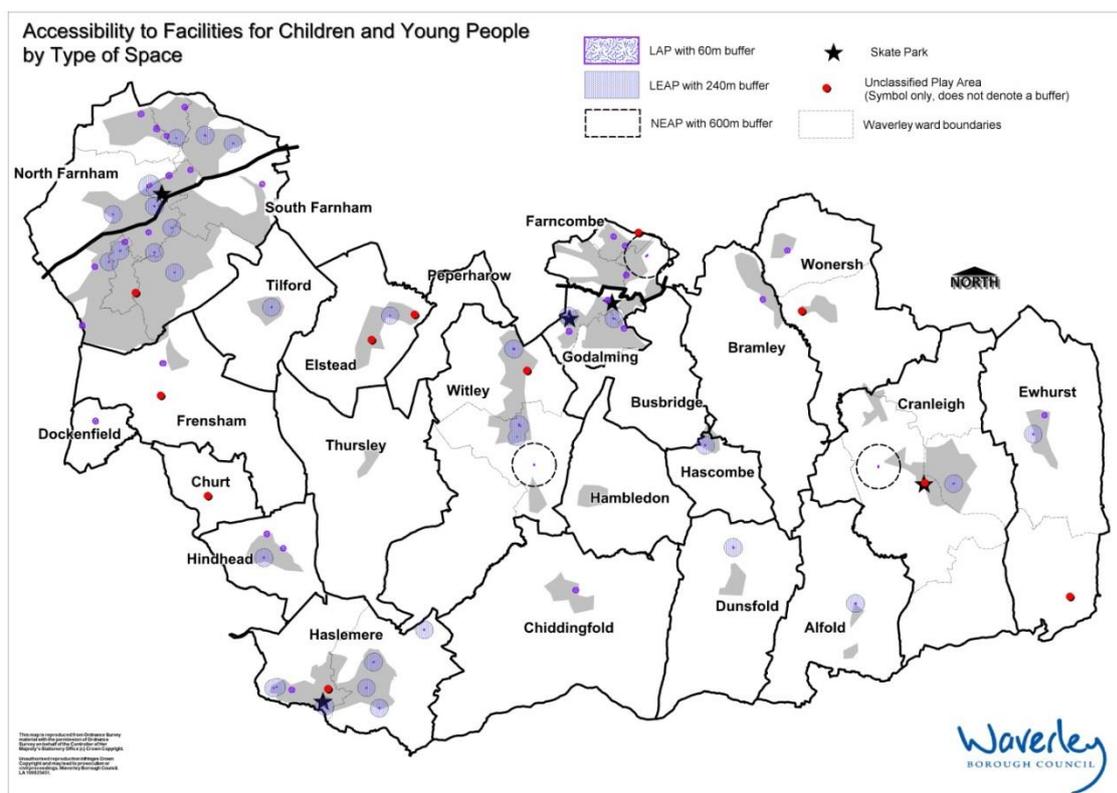
	The Mobile Operators Association have confirmed that it is not possible for any mobile phone operator to give a clear indication of what their infrastructure requirements are likely to be in the future. The technology is continually evolving and ways of improving quality of coverage and/or network capacity may change in the future.
Cross Boundary Issues	No cross boundary issues have been raised to date.
Implications for Local Plan	As with other utilities, these services are provided by the companies as required at their own cost. Siting and design considerations for telecommunications development will be addressed in Part 2 of the plan (Non-strategic Policies and Sites). Developers can enable the potential future rollout of fibre to the home by including spare ducting to the highway for broadband connection when laying services to new development.
Sources of Funding	<ul style="list-style-type: none"> • BT commercial network • Virgin Media commercial network • Mobile Phone Operators

GREEN INFRASTRUCTURE	
Provision for children and young people	
Lead Organisation	Waverley Borough Council
Existing Provision	<p>Current Provision (ha per 1,000 people): 0.06 ha of equipped playspace; and 0.73 ha of informal playspace</p> <p>Quantity standard in PPG17 Study: 0.25 ha per 1,000 people</p> <p>The 82 play areas (including skateparks and multi use games areas) in Waverley are split into three main categories defined by Fields in Trust:</p> <p>Local Area for Play (LAP) is a small area of unsupervised open space for children of 4-6 years, catering for low-key games. This has an activity zone of 100 m² and a buffer zone of 5m minimum to protect nearby houses from noise. LAPs should be accessible within a 5 minute walking distance (240m straight line distance) from home.</p> <p>Local Equipped Area for Play (LEAP) is an unsupervised area of green space for children aged 4-8 years. At least five types of play equipment are recommended, as well as seating for adults. This should be 400 m², with 20m between the edge of the activity zone and the boundary of the nearest residential property. LEAPs should be provided within a 10 minute walking distance (400m straight line distance from home). There are 32 LEAPs in the Borough.</p> <p>Neighbourhood Equipped Area for Play (NEAP) is an unsupervised</p>

	<p>site for a substantial residential area and is primarily for older children, aged 8-14 years. A minimum of eight types of play equipment is recommended, as well as a kick-about area and seating. The site should be around 1,000m², divided into two, with one for the play equipment and one with a hard surface of at least 456m². A NEAP should be sited within 15 minutes walk (600m straight line distance) of the homes it is designed to serve. There are 3 NEAPs in the Borough.</p> <p>There are also five skate parks and seven hard surface ball courts. There are currently three youth shelters in Cranleigh, Haslemere and Sandy Hill, Farnham. In total there is 4.80ha of hard surface grounds provided primarily for children and young people.</p> <p>More detail can be found in the Play Area Strategy 2015.</p> <p>The vast majority (85%) of the Fields in Trust classified play areas are provided by Waverley Borough Council, with the Parish/Town Councils providing 14 play areas.</p> <p>The play areas and their distance thresholds are illustrated on Fig. 6, which highlights areas of potential deficiencies in provision.</p> <p>The Fields in Trust developed a standard as a means of assessing whether sufficient space is available or justifying the provision of new space, a way of helping to identify its particular function or a method of determining its quality. The Fields in Trust minimum standard is 0.25 ha per 1000 population for equipped play space and 0.8 ha per 1000 population for children's play space (including both designated equipped play space, and informal play space).</p> <p>The PPG17 Study (2012) showed that there is 4.8 ha of fixed recreation equipment for children and young peoples outdoor activities across the whole of Waverley Borough, which equates to 0.04ha per 1000 people.</p> <p>When the area for children and young people is combined with amenity greenspace, it shows there is actually a provision of some 0.84 ha per 1,000 people, although in reality this figure is slightly lower as the amenity greenspace survey has included Council maintained verges, which cannot be considered appropriate space for children's play purposes.</p>
Future Requirements	<p>New residential development and changes in demographics will put pressure on existing play provision within the Borough. The level of housing growth would require the provision of an additional 23.17 ha of equipped play space to meet the Fields in Trust standard of 0.25 ha per 1000 population.</p> <p>The identified deficit will continue to be addressed in Waverley's Investment Programme for playgrounds and the Council will expect new developments to make provision on site where appropriate.</p> <p>The Council has prepared a Play Area Strategy to identify an Action Plan for meeting future demand.</p>
Cross Boundary	Play areas outside of the Borough may serve children within

Issues	Waverley and vice-versa.
Implications for the Local Plan	<p>The Council should work with a range of partners to promote, enhance and manage a substantial network of multi-functional green infrastructure across the borough, to maximise the social, economic and environmental benefits of the borough's green fabric including improvements for biodiversity where appropriate.</p> <p>The recommendations of the PPG17 Study will need to be taken account in the Local Plan to meet future needs and improvements. This may include the provision of new open space and or improvements to existing open spaces, the provision of and/or improvements to links between open space, and measures to link new and existing developments with open space.</p> <p>There are a number of projects as identified in the Infrastructure Schedule.</p>
Sources of Funding	<ul style="list-style-type: none"> • WBC • CIL • S106

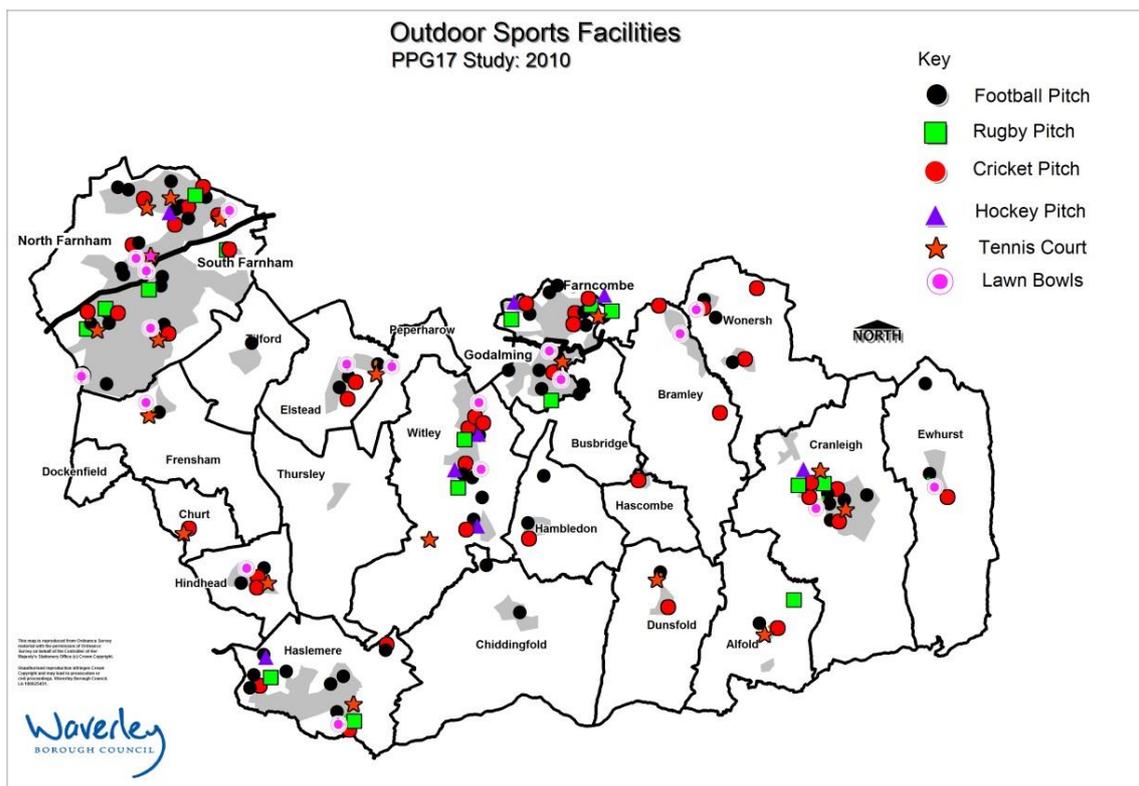
Figure 5: Accessibility to Facilities for Children and Young People



Sports Pitches	
Lead Organisation	Waverley Borough Council
Existing Provision	<p>Outdoor sports facilities (with natural or artificial surfaces, either publicly or privately owned) include tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields.</p> <p>The 2012 Playing Pitch Strategy showed that Waverley has 222 sports pitches including 47 cricket pitches, 77 adult football pitches, 24 youth football pitches, 40 mini pitches, 24 rugby pitches and 10 synthetic pitches. This figure included all known public, private, school and other pitches whether or not they were in secured in public use. Against the provisions of the Strategy, there are deficiencies in youth football and cricket pitches.</p> <p>Excluding golf courses (420 ha), this equates to 24 2ha of open access sports pitches. This is above the Fields in Trust guideline of 1.6ha per 1000 people. However, the PPG17 Study includes sites not necessarily open to the public. Approximately 70% were secured for the local community.</p> <p>In terms of other outdoor sports provision the borough is well served with a total of 19 bowling greens, 56 tennis courts and 11 golf courses.</p>
Future Requirements	<p>The 2012 Playing Pitch Strategy identified a number of quality issues and areas in need of improvement. Those most frequently highlighted by clubs in Farnham, Godalming, Haslemere and Cranleigh were:</p> <ul style="list-style-type: none"> • Need for improved changing facilities • Improved drainage to pitches • Levelling and marking of pitches • Increased provision of youth football pitches, cricket pitches, rugby pitches and synthetic pitches <p>Using the Fields in Trust standard, the increase the population from housing growth is likely to require 14.4 ha of additional playing pitches.</p> <p>The Council is currently carrying out a review of the Playing Pitch Strategy to assess the quality of existing pitches and identify future needs.</p>
Cross Boundary Issues	None identified
Implications for the Local Plan	<p>The PPG17 Study recommends the following measures:</p> <ul style="list-style-type: none"> • Seek to achieve higher percentage of schools facilities secured with public use • Audit of Quality of Pitches to be carried out • Identification and Prioritisation of Pitches to receive funding

	<p>(S106/ CIL)</p> <ul style="list-style-type: none"> • Develop more robust provision and quality standards for playing pitches within updates to the Infrastructure Delivery Plan following research in Revised Playing Pitch Strategy. <p>It is important to protect existing facilities and provide for the range of demands for sports and recreational provision that will be generated from new development.</p>
Sources of Funding	<ul style="list-style-type: none"> • WBC • Schools • Sports Clubs • Sport England / DCMS • Lottery • Town and Parish Councils • CIL • S106 • External grant funders

Figure 6: Outdoor Sports Facilities



Open Space	
Lead Organisation	Waverley Borough Council
Existing Provision	<p>The Waverley area covers approximately 34,500 ha, and the Borough Council itself manages some 1,200 hectares of countryside sites, publicly accessible green amenity space and some sixty play areas. Waverley is the most wooded borough with 31% woodland cover.</p> <p>Other main providers in the local green space network include local farmers, major landowners, The National Trust, Natural England, Forestry Commission, Surrey Wildlife Trust, Surrey County Council, MOD, and Parish and Town Councils.</p> <p>Open space covers a wide variety of uses which are covered in more detail in the PPG17 Study:</p> <p>Natural & Semi-Natural Open Space</p> <p>No. of Parcels recorded: 460 Total Area: 5,544 ha Current Provision in ha per 1,000 people: 46 ha Quantity standard in PPG17 Study: None set</p> <p>This includes accessible forestry, scrub, grasslands (e.g. downlands, commons and meadows), heathlands, wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits). These areas provide important habitats for wildlife as well as being a recreational resource.</p> <p>Parks & Gardens</p> <p>No. of public Parks and Gardens: 35 Total Area: 19.5 ha Current Provision in ha per 1,000 people: 0.16 ha Quantity standard in PPG17 Study per 1,000 people: 0.2 ha</p> <p>Of the 35 parks and gardens, eight are gardens have more formal landscaping and planting, such as the Victoria Garden, the Haren Garden and Battings Memorial Garden in Farnham. Farnham and Godalming have the highest numbers of these types of space.</p> <p>There are no real quantitative deficiencies in parks and gardens provision, but there are some locational deficiencies, with Haslemere and Cranleigh having less provision than Farnham and Godalming. The rest of the Borough has very few parks and gardens, but this needs to be balanced against the amount of natural and semi natural greenspaces in the more rural parts of Waverley.</p> <p>Amenity Open Space</p> <p>No. of Parcels recorded: over 3,000 Total Area: 93 ha Current Provision in ha per 1,000 people: 0.78 ha</p>

Quantity standard in PPG17 Study: 15 minutes walk, 800m

Amenity greenspace covers a wide range of areas and has in some cases proved difficult to classify, especially as it is often associated with, or provides a setting for facilities such as children's play areas or outdoor sports pitches. Amenity greenspaces tend to be more concentrated in the urban areas, and are generally small in size, however Waverley has a good number of rural village greens which have been included in this category.

Rivers and Canals

The rivers, streams and canals within Waverley are a rich source of biodiversity and also provide green corridors that link to adjoining areas. In Waverley the largest river is the River Wey and both the north and south branches flow through Waverley before their confluence at Tilford. It then continues to flow through Elstead and Godalming. The Wey Navigation starts in Godalming and flows north east to the Thames at Weybridge; in some cases the river has been made navigable while in other areas the river and the navigation are separate watercourses. The Wey and Arun Canal flows north from West Sussex through Alfold and historically joined the Wey Navigation at Bramley. The canal is currently being restored in parts and clearance work has begun on an area of the canal in Bramley. The River Blackwater forms part of the borough boundary with Rushmoor Borough Council.

Along the watercourses within the borough there are a number of structures such as weirs and culverts that cause obstructions to fish migration as well as impound water that leads to degraded habitats for fish and other aquatic species. Such physical modifications to the watercourse are one of the main reasons for the failure of the water bodies to reach Good Ecological Status or Good Ecological Potential under the European Water Framework Directive. The Environment Agency is addressing this issue by identifying the structures that are a priority for fish migration and are working with partner organisations and landowners to find solutions. Such projects should be taken into account in new infrastructure projects and developments that impact on watercourses, and will be considered for potential funding under the Community Infrastructure Levy.

The Wey and Arun canal is currently being restored in parts by the Wey and Arun Canal Trust and clearance work has begun on an area of the canal in Bramley.

Allotments

No. of sites recorded: 28

Total Area of plots: 16.2 ha

Current Provision in ha per 1,000 households: 0.34 ha

Quantity standard in PPG17 Study: None set.

Most of the identified allotments are managed by Parish and Town Councils and Farncombe and District Working Mens Allotment Association. Waverley Borough Council manages one site in Farnham. The sites range in size from 0.10ha to the 1.65ha site at More Road in Farncombe. North Farnham and Farncombe have the most allotment sites.

Accessible Natural Greenspace Standards (ANGSt)

Natural England devised Accessible Natural Greenspace Standards (ANGSt). The standard refers to “natural greenspace” i.e. accessible areas that also provide potential wildlife habitat. In 2007, the Forestry Commission and Natural England mapped and measured all the countryside in the South East which is open to the public, and applied the ANGSt measure across the region to combine population with available access provision. Waverley is well served with 5,800 ha of natural and semi-natural greenspace. Applying the ANGSt measure to Waverley the analysis showed:

- 30% of households have access to a site of at least 2ha within 300m;
- 80% of households have access to a site of at least 20ha within 2km;
- 100% of households have access to a site of at least 100ha within 5km;
- 100% of households have access to a site of at least 500ha within 10km.

Fig. 8 shows the Natural and Semi-Natural Greenspace captured in the PPG17 Study. Sites range in size from 0.38 ha at Blackheath crossroads to the 367 ha of Frensham Common. Sites include:

- Special Protection Areas (SPA) - Thames Basin Heaths, Wealden Heaths
- Special Areas of Conservation (SAC) – Thursley, Ash, Pirbright & Chobham
- Ramsar Sites – Thursley & Ockley Bog
- 15 Sites of Special Scientific Interest (SSSIs)
- 170 Sites of Nature Conservation Importance (SNCIs)
- 6 Local Geological Sites (formerly known as Regionally Important Geological or Geomorphological Sites or RIGS)
- Thursley National Nature Reserve
- 7 Local Nature Reserves (LNRs) declared at:
 - Rodborough Common, Witley
 - Rowhill Copse, Farnham
 - Sayer’s Croft , Ewhurst
 - The Flashes, Elstead
 - Farnham Park
 - Weybourne, Farnham
 - Chinthurst Hill

Ancient Woodland Re-Survey and Forestry Commission Land

The new Surrey Ancient Woodland Survey Report June 2011 shows that Waverley has 3,952 ha of ancient woodland in some 835 woodland parcels. This type of woodland accounts for some 11.5% of the total area of the Borough. Waverley has some 13,640ha of Forestry Commission Land.

Strategic green space includes:

National Trust land:

- Hindhead Commons and the Devil's Punchbowl (woodland valleys and heaths)
- Frensham Little Pond (heathland)
- Witley Common (heathland)
- Winkworth Arboretum (woodland)
- River Wey and Godalming Navigations (waterway)

Waverley Borough Council managed:

- Frensham Common and Great Pond (heathland & water)
- Blackheath & Mare Hill Commons (heathland)
- Farnham Park (parkland & wood pasture)
- Cranleigh, Shamley Green, Dunsfold village commons
- Downs Link (woodland corridor)

Surrey Wildlife Trust managed:

- Crooksbury Hill (heathland)
- Royal & Bagmoor Commons (heathland)
- Farnham Heath (heathland)

MOD managed:

- Hankley Common (heathland)

Natural England managed:

- Thursley NNR (heathland & mire, Biosphere Reserve)

It is also recognised that much conservation work is undertaken by volunteer groups in the community.

There is an extensive network of Public Rights of Way across Waverley, particularly given its rural character and the significant areas of natural and semi natural greenspaces. They are maintained by Surrey County Council and regularly monitored. Their length amounts to 789kms (of which 438kms are footpaths, and 320kms bridleway).

Important and established paths include:

- The North Downs Way (long distance footpath)
- The Greensand Way (long distance footpath)
- The Downslink (Cranleigh to Guildford)
- Sustrans National Cycle Network NCN 22
- The Sussex Border Path

<p>Future Requirements</p>	<p>The PPG17 Study proposes the following standards:</p> <p>Public Parks & Gardens – 0.2ha per 1000 population (9000 population = 1.8 ha)</p> <p>Amenity Greenspace – 0.8ha per 1000 population (9000 population = 7.2 ha)</p> <p>Given the significant amount of open space within the Borough, there is considered to be sufficient open space to meet the needs of future development.</p> <p>Improvements to seek Green Flag accreditation submitted for:</p> <ul style="list-style-type: none"> • Philips Memorial Ground, Godalming • Gostrey Meadow, Farnham • Fensham Great Pond and Common <p>Improve the quality of parks rated poorly by the public.</p> <ul style="list-style-type: none"> • Boundstone Recreation Ground, Farnham • Hale reeds Recreation Ground, Farnham • Oast House Crescent Recreation Ground, Farnham • Sandy Hill Top Space, Farnham • Weydon Tip, Farnham <p>Identify new sites, particularly in Haslemere.</p> <p>Potential sale or enhancement of Thurbans Play Area in Farnham, as the site is under-utilised and alternative provision exists.</p> <p>Biodiversity Opportunity Areas (BOAs) are the regional priority areas of opportunity for restoration and creation of Biodiversity Action Plan (BAP) habitats. The following BOAs have been identified within Waverley:</p> <ul style="list-style-type: none"> • Chiddingfold and West Weald Woodlands • Cranleigh Woodlands • Wallis Wood • River Wey (plus tributaries) • Puttenham and Crooksbury • Farnham Heaths • Thursley, Hankley and Frensham Heaths (Wealden Heaths SPA Phase I) • Devil's Punch Bowl and Hindhead Heaths (Wealden Heaths SPA Phase II) • Hascombe, Winkworth and Hydon's Heath and Woodland • Blackheath, Chilworth and Farley Heaths • Winterfold and the Hurtwood Greensand Ridge <p>There are a number of landscape scale projects which include land within the Borough:</p>
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	<ul style="list-style-type: none"> • West Weald Landscape Project • Woodland enhancement for BAP priority species in Surrey • Blackwater Valley Project • Surrey Heathland Project • Wey Landscape Partnership <p>The Waverley Cultural Strategy is under review and is expected to be adopted by the Council in 2016.</p> <p>The Farnham Quarry site has ceased extraction of sand and gravel and has been restored to become a nature reserve, run by the Blackwater Valley Trust. A permissive footpath runs through the northern part of the site. The SITA Runfold South Quarry site is also due to be restored by 2021 with potential for public access. Both sites have identified as potential SANG.</p>
Cross Boundary Issues	<p>The amount and location of the captured areas demonstrates the significant environmental and historical heritage within Waverley. Although the PPG17 Study suggests that all such land can be included, in this case, an attempt has been made to include only those areas that are available for the purposes of public recreation, or have an element of public access. Sites range widely in size, from the 0.38ha at Blackheath Crossroads, to the 367ha of Frensham Common. Major open spaces which extend beyond the Waverley Borough boundary include:</p> <ul style="list-style-type: none"> • Alice Holt Forest - East Hampshire District Council • Ashpark Wood - Chichester District Council • Blackdown - Chichester District Council • Blackheath, Farley Heath and Newlands Corner - Guildford Borough Council • Crooksbury and Puttenham Commons - Guildford Borough Council • Hogwood - Chichester District Council • Hurtwood - Guildford Borough and Mole Valley District Council • Ludshott and Bramshott Commons - East Hampshire District Council • Rowhill Nature Reserve - Rushmoor Borough Council • Linchmere & Marley Commons - Chichester District Council • Caesar's Camp (part of the Thames Basin Heaths SPA) - Rushmoor Borough & Hart District Councils <p>The South Downs National Park was designated in 2010, and part of its border is contiguous with Waverley around part of Haslemere and Dockenfield. Many of the other boroughs and districts are rural and it is clear that users in Waverley will also travel outside of the borough to access other open land for various reasons.</p> <p>There are many public footpaths which continue outside of Waverley into other districts and counties and opportunities to link to these</p>

	<p>routes from settlements should be investigated.</p> <p>The Surrey Hills Area of Outstanding Natural Beauty (AONB) stretches across a large part of Waverley including the North Downs from Farnham in the west through to Oxted in the east of Surrey and through the Greensand Hills which rise in Haslemere. The AONB Board was established in 2008 to develop policies and programmes to protect and enhance the natural and cultural heritage of the Surrey Hills; enhance public understanding and enjoyment of the area; and promote the social and economic well being of the area. Funds raised through the Surrey Hills Board will be used to support projects identified in the AONB Management Plan.</p>
Implications for the Local Plan	<p>One of the objectives of the Local Plan is to ensure that adequate provision is made for new or improved green infrastructure to meet the needs of the increased population. It recognises the importance of a green infrastructure network as a cross-cutting issue.</p> <p>Many major new developments offer opportunities to enhance biodiversity by retaining and enhancing existing habitats and features and creating new ones such as trees, ponds and hedgerows. Biodiversity needs to be protected and promoted, particularly in urban sites.</p>
Sources of Funding	<ul style="list-style-type: none"> • WBC • Natural England • CIL • S106 • External grant funders

Figure 7: Natural and Semi Natural Greenspace

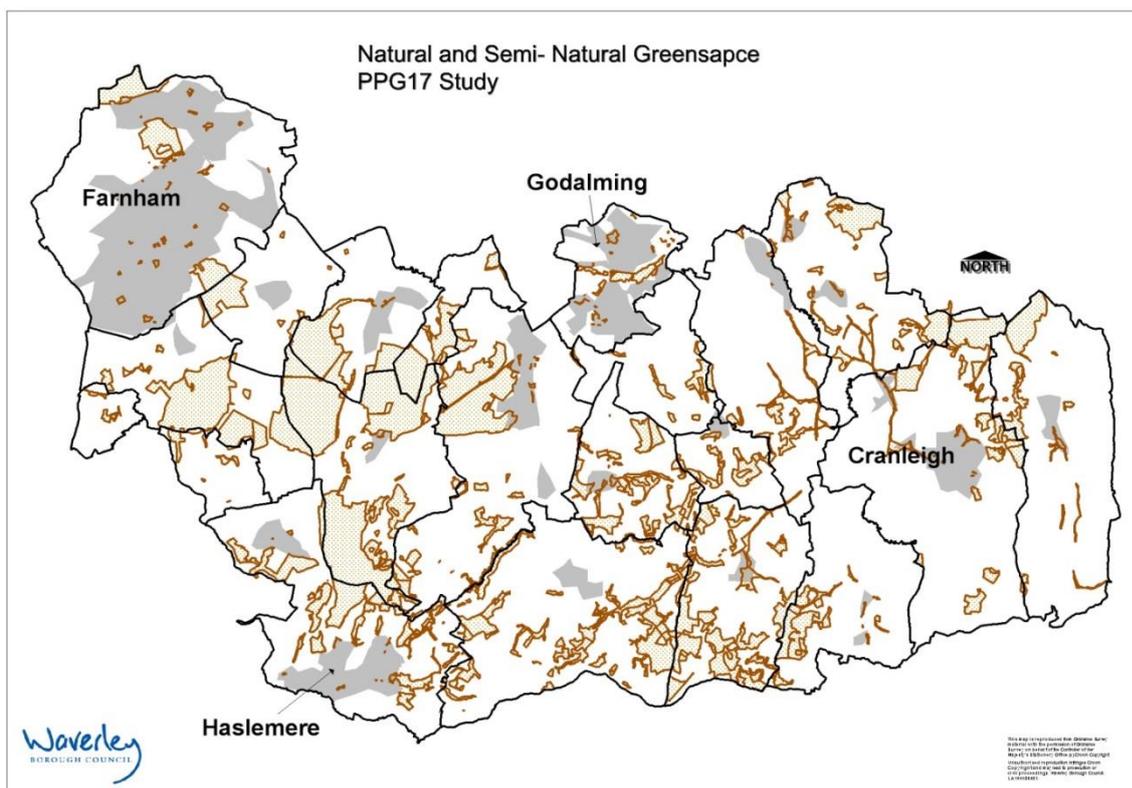


Figure 8: Special Protection Areas in and Adjoining Waverley

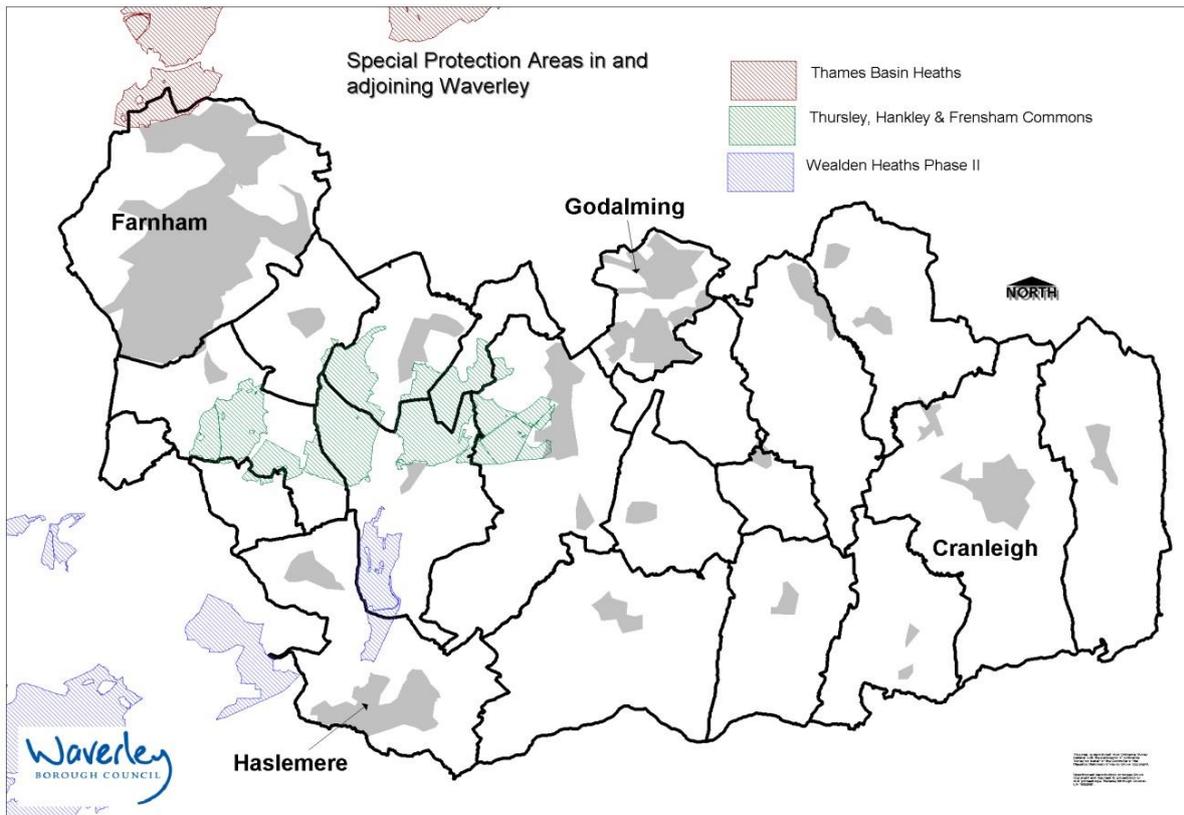


Figure 9: Local and National Nature Reserves, Sites of Special Scientific Interest and Local Geological Sites

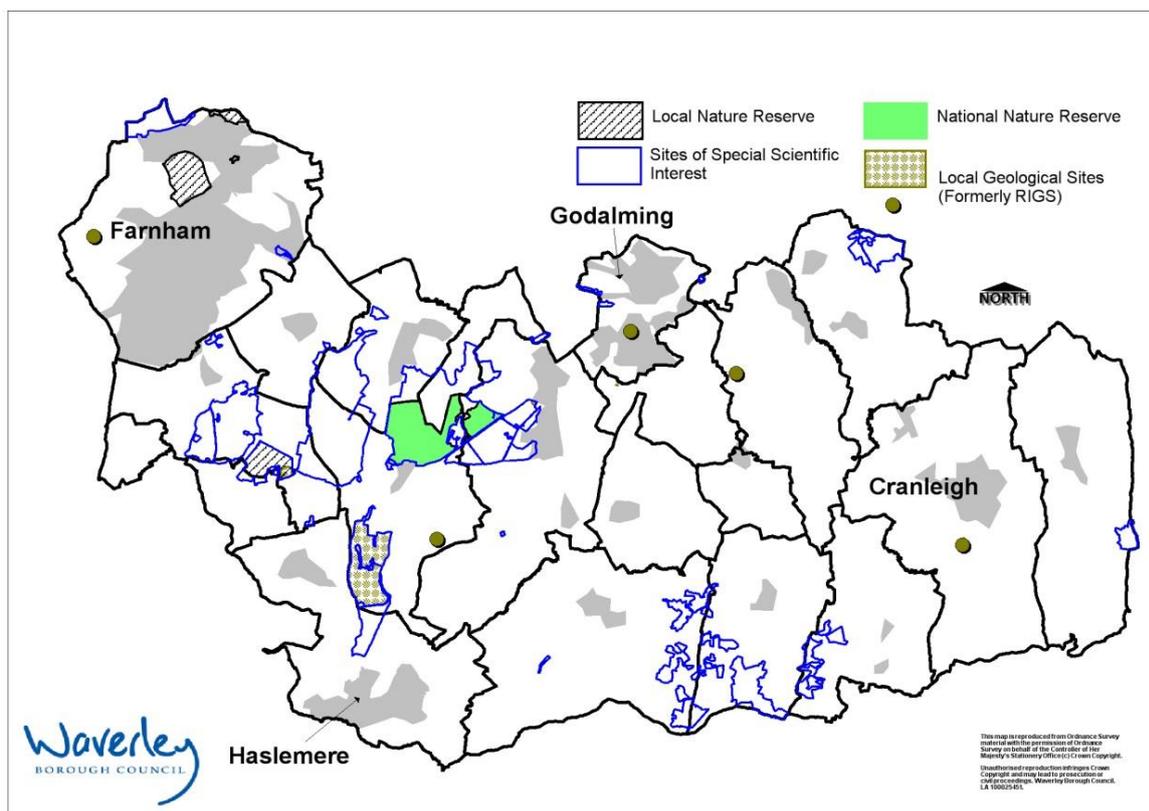


Figure 10: Green Corridors and Rights of Way

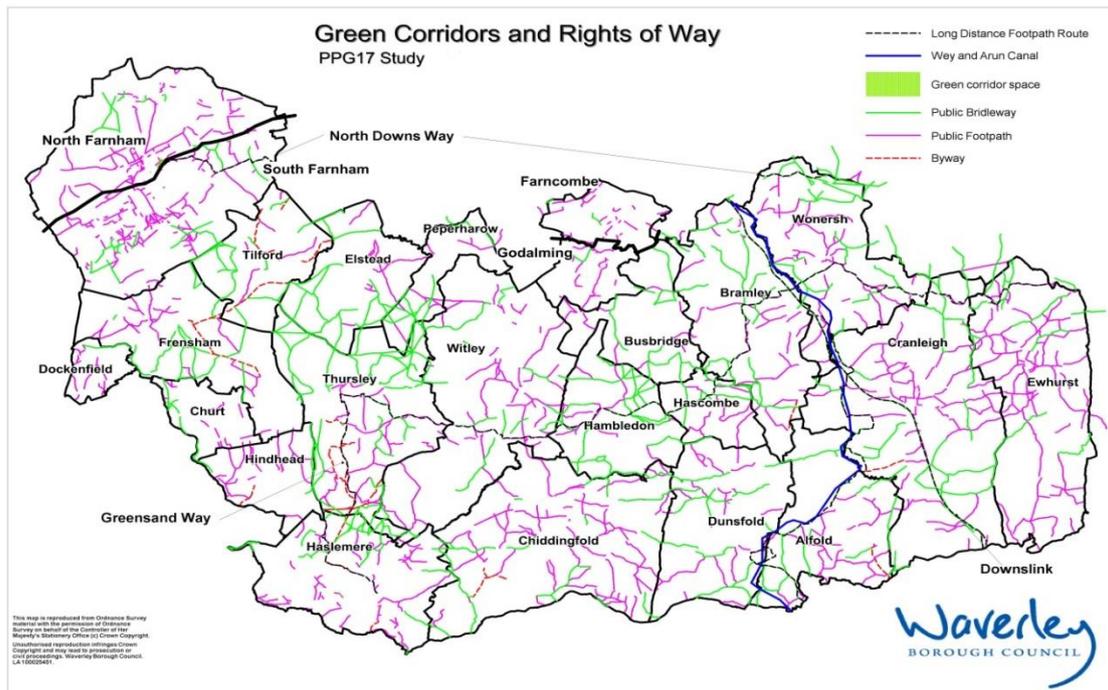


Figure 11: RAMSAR Sites, Special Areas of Conservation and Sites of Nature Conservation Importance

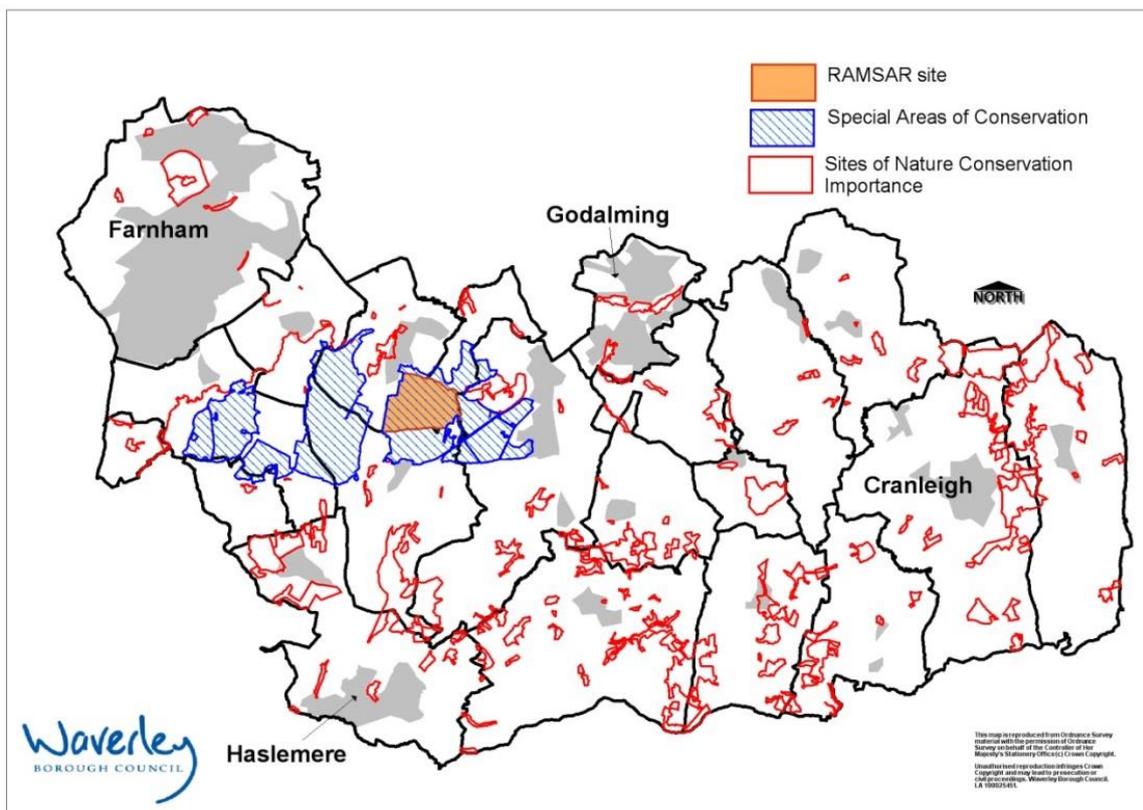
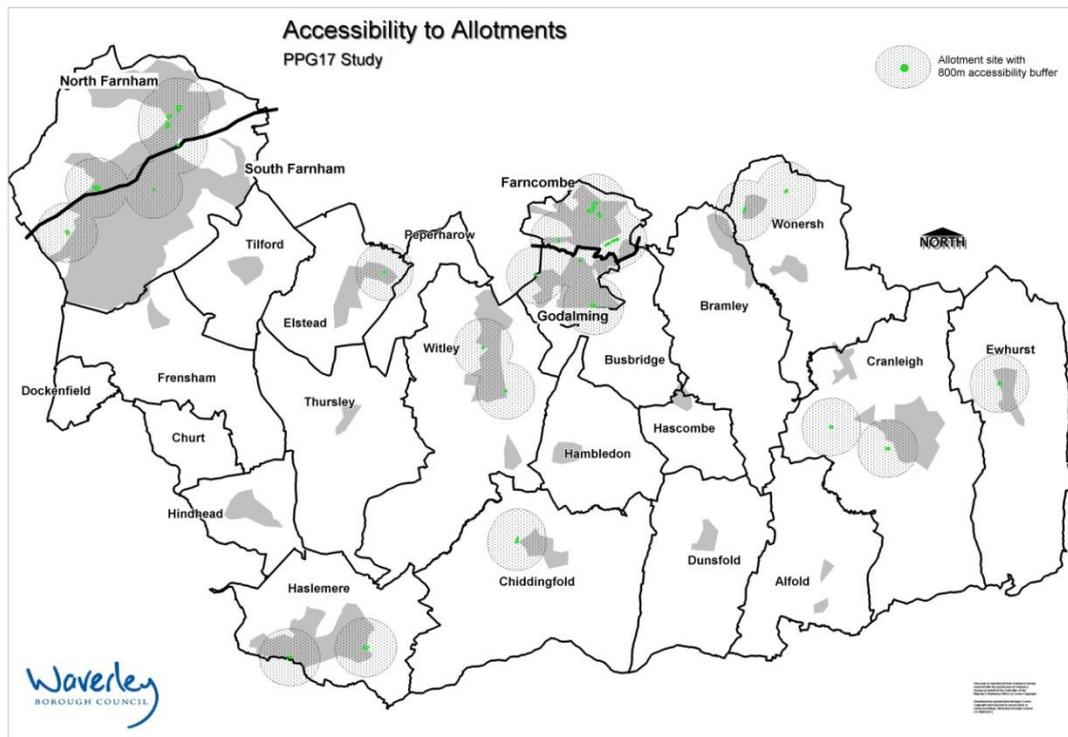


Figure 12: Allotment Sites



Thames Basin Heaths SPA Avoidance Strategy	
Lead Organisation	Waverley Borough Council Natural England
Existing Provision	<p>The Thames Basin Heaths (SPA) Avoidance Strategy was originally adopted by Waverley Borough Council in December 2009. Its purpose is to provide guidance to developers when making planning applications for new housing which may have an effect on the conservation interests of the SPA. The Strategy sets out the Council's approach in seeking to avoid the effect of a net increase in population within 5 km of the SPA, and how it proposes to discharge its legal obligations under the Conservation of Habitats and Species Regulations 2010 (UK Habitats Regulations), in compliance with the European Directive on the Conservation of Wild Birds 79/409/EEC (Birds Directive) and the Directive on the Conservation of natural habitats and species 92/43/EEC (Habitats Directive).</p> <p>The SPA was designated on 9th March 2005 and has since been protected by the Habitats Regulations. It has several conservation objectives, but in particular it is a European designation for rare wild birds, and provides specific protection for three species - <i>Dartford Warbler</i>, <i>Nightjar</i> and <i>Woodlark</i>. Because these birds nest on or near the ground, they are particularly prone to disturbance from walkers, dog walking and cat predation. Only a small part of the SPA (about 80 hectares) lies within Waverley, north of Sandy Hill, Farnham. However, for the purposes of this</p>

Avoidance Strategy, a “Zone of Influence” affects most of Farnham. This zone is defined as the area between 400 metres from the SPA perimeter (measured as a straight line to the nearest part of the curtilage of the dwelling) and 5 km from the perimeter (a straight line from the primary point of access to the curtilage of the dwelling).

A Joint Strategic Partnership Board (JSPB) was set up to take forward, agree and deliver the avoidance measures identified. The board comprises representatives of the affected local authorities, Natural England, Wildlife Trusts, Royal Society for the Protection of Birds, landowners, amongst others.

Within 400m (linear) of the SPA it is not considered possible to avoid or mitigate the impacts of new development, and as such there is a presumption against new housing development within this zone.

Between 400m to 5km (linear) of the SPA, mitigation must accompany new residential development in the form of the provision of **Suitable Alternative Natural Greenspace (SANG)** to attract informal recreation users, such as walkers and dog walkers, away from the SPA. This is combined with access management and monitoring measures to manage recreational pressure on the SPA itself.

Farnham Park is Waverley’s only SANG resource for the purposes of the Avoidance Strategy. Its overall size and location means that it can serve a development catchment of 5 km from its boundaries covering all of the Zone of Influence in Waverley. However, the (notional) amount of SANG that can be effectively enhanced and linked to development contributions in accordance with Natural England’s green space standards is only a proportion of the park’s total area.. An earlier SPA ‘Miniplan’ first identified a SANG capacity of Farnham Park of 10.9 ha. As environmental and other improvements have been made to the park, the (notional) SANG capacity has increased and at February 2016 stood at 21.25ha. The Council adopted a new Avoidance Strategy in July 2019. This identifies an increased capacity at the Farnham Park SANG of 34.6 ha.

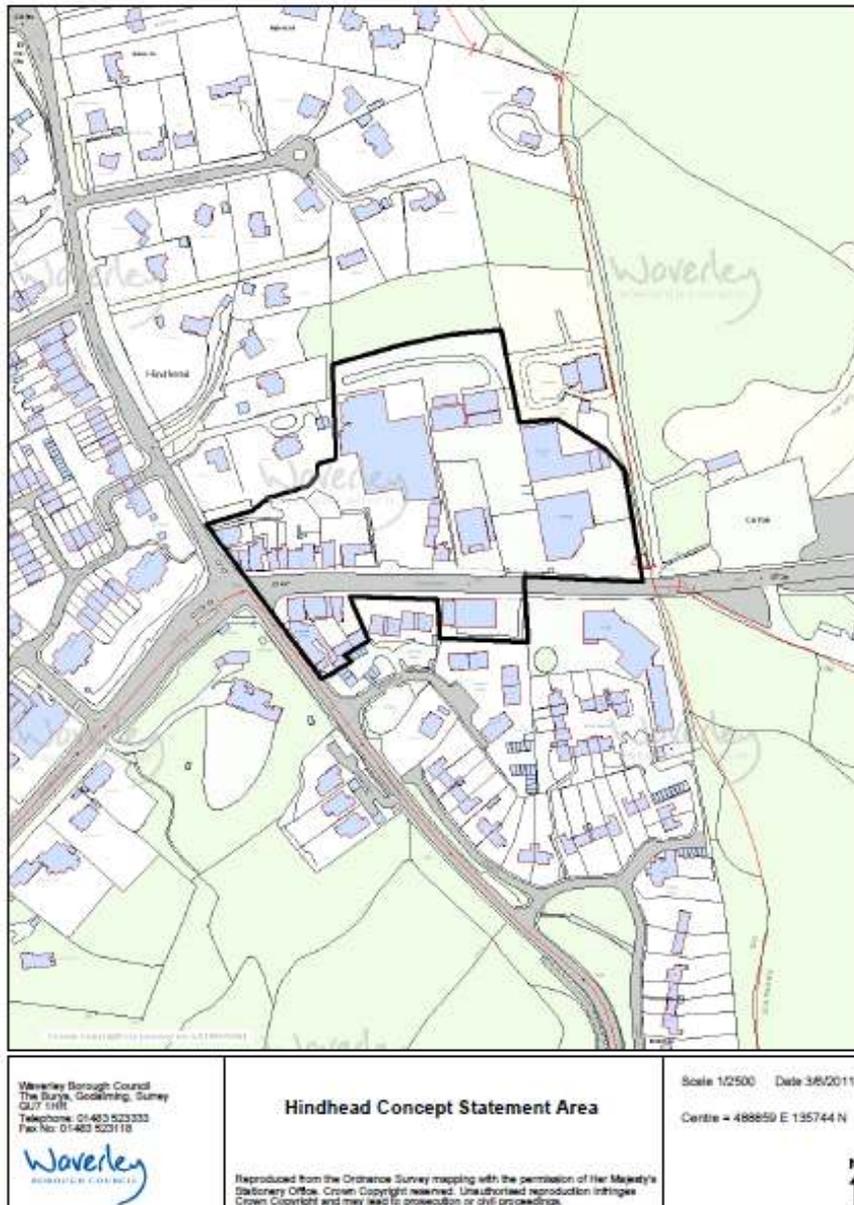
In accordance with the Avoidance Strategy, where new developments cannot (or choose not to) provide their own SANG (on- or off-site), they are required to make a financial contribution towards the maintenance of the SANG and towards a programme of **Strategic Access Management and Monitoring (SAMM)** of the SPA itself.

The SAMM includes a monitoring programme which will provide the baseline assessment and ongoing data ensuring that visitor numbers on the SPA do not adversely affect it and will evaluate the success of avoidance and mitigation measures which includes measuring the effectiveness of SANG. The access management

	of the SPA focuses on “soft” measures i.e. wardening, signage, leaflets and educational material. Further details of the project can be found in on the Council's website.
Future Requirements	The increased SANG capacity at Farnham Park not only allows the Council to continue to discharge its duties as local planning authority in determining planning applications, but also demonstrates that sufficient SANG can be identified to support housing allocations well into the Local Plan period, and at least until any new sites that may be required can be identified.
Cross Boundary Issues	The Thames Basin Heaths SPA covers 11 local authority areas in Surrey, Hampshire and Berkshire, including Guildford, Rushmoor, and Hart which adjoin Waverley. All the authorities have a need to provide SANG and are represented on the Thames Basin Heaths Joint Strategic Partnership Board.
Implications for the Local Plan	Draft Local Plan Policy 1.24, the SPA Avoidance Strategy and the JSPB Delivery Framework set out the principles for protection of the SPA. This includes a combination of avoidance measures: <ul style="list-style-type: none"> • A 400m exclusion zone where mitigation measures are unlikely to be capable of protecting the integrity of the SPA and within which there will be a presumption against additional residential development; • Where additional residential development is proposed within 400m to 5km of the SPA, mitigation measures will be required and based on a combination of SAMM, and the provision of SANG. <p>Under the CIL Regulations, the provision of SANG falls within the definition of infrastructure and is therefore subject to the restrictions on the pooling of contributions under Regulation 123. The maintenance of existing SANG, along with contributions towards SAMM, however fall outside that definition and the pooling restrictions do not apply, enabling the council to charge its mitigation tariff. This is collected on a 'per person' basis reflecting the occupancy rates of new dwellings The Avoidance Strategy Review (2016) includes a revision of the tariff to reflect the enhanced capacity of Farnham Park and the ongoing maintenance of the SANG.</p>
Sources of Funding	<ul style="list-style-type: none"> • S106 Developer Contributions through Avoidance Strategy • CIL
Wealden Heaths (Phase II) SPA – Hindhead Avoidance Strategy	
Lead Organisation	Waverley Borough Council, Natural England, National Trust
Existing Provision	As a result of the opening of the A3 tunnel scheme at Hindhead, sites within central Hindhead are likely to come forward for redevelopment. The Council adopted the Hindhead Concept Statement as a material consideration in 2008. An Habitats Regulations Assessment of the Concept Statement concluded that avoidance measures were required. An Avoidance Strategy

	was adopted in July 2011 based on mitigating potential development from 100 dwellings.
Future Requirements	Avoidance measures including alternative walking routes are planned at Golden Valley and Tyndall's Wood in Hindhead as part of the Hindhead Avoidance Strategy and will be implemented in partnership with the landowners, the National Trust.
Cross Boundary Issues	The Wealden Heaths (Phase II) SPA also covers parts of East Hampshire District Council. SANG provision is included as part of the the Whitehill Bordon Ecotown Masterplan.
Implications for Core Strategy	Consultation with Natural England takes place on development within 5 km of the Wealden Heaths SPA and the impact of development needs to be considered. The Central Hindhead and Oakdale sites are within 400m of the Wealden Heaths SPA.
Sources of Funding	<ul style="list-style-type: none"> • S106 Developer Contributions through Avoidance Strategy • CIL

Figure 13: Hindhead Concept Statement Area



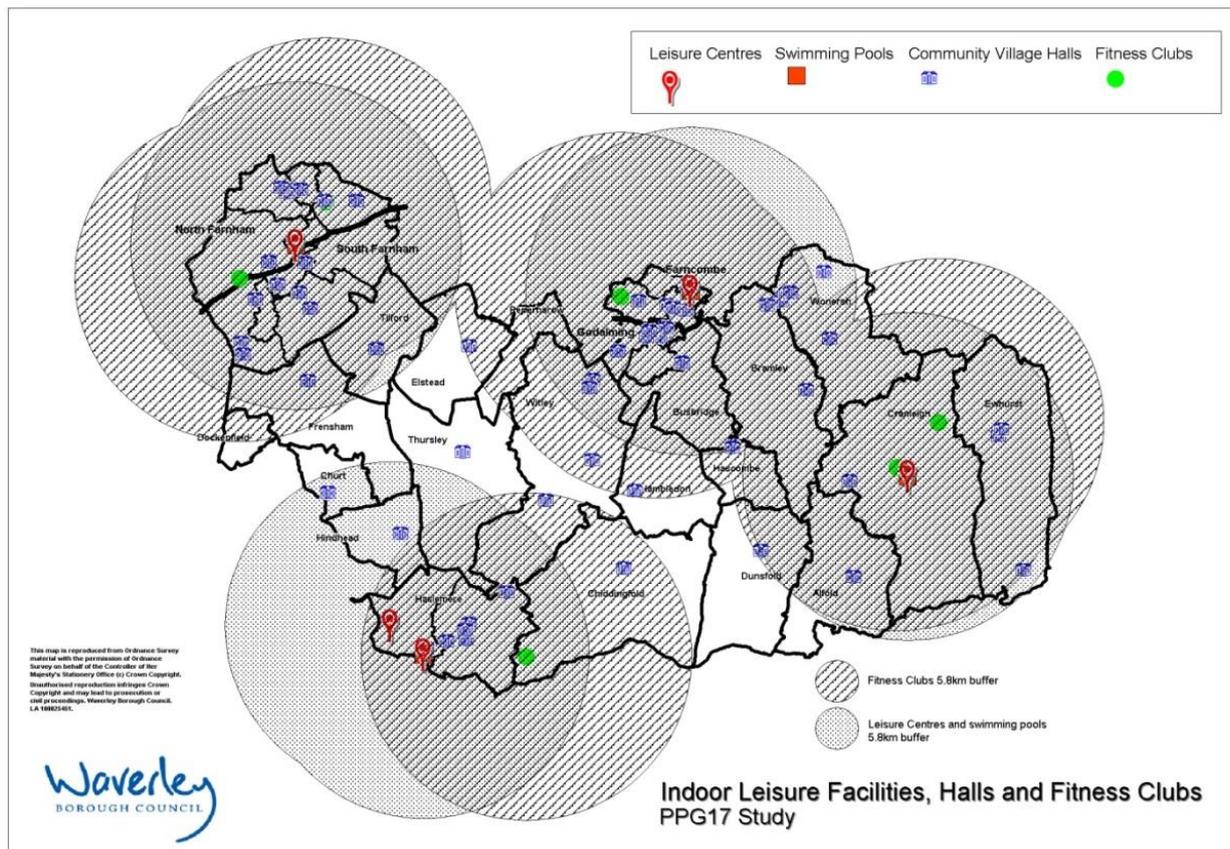
Flood Infrastructure	
Lead Organisation	Waverley Borough Council Environment Agency Surrey County Council
Existing Provision	<p>Many of the towns and villages in the Borough are situated adjacent to rivers. The main watercourse catchments in Waverley are the River Wey, the upper River Arun (primarily the Loxwood Stream) and the River Blackwater.</p> <p>Each poses a potential risk of flooding. More detailed analysis of flood risk areas is provided in the Council's Strategic Flood Risk Assessment (update 2015). In addition the Environment Agency's flood maps are regularly updated and provide an accurate assessment of flood risk in the Borough.</p> <p>The Environment Agency (EA) is working with its partners to develop the Wey flood alleviation schemes to reduce flood risk to local communities. We are currently looking at schemes in Godalming, Guildford, Old Woking and Byfleet and Weybridge. The EA estimates that 135 properties in Godalming are at risk of flooding.</p>
Future Requirements	<p>New development must be located, designed and laid out to ensure that the risk from flooding is minimised.</p> <p>The Environment Agency have not identified any additional infrastructure to be provided to support the levels of development being proposed.</p> <p>Flood risk is greatest from rivers notably at Bramley, Chiddingfold, Cranleigh, Farnham, Godalming and Haslemere. Risk from surface water flooding is greatest at Badshot Lea, Bramley, Chiddingfold, Churt, Cranleigh, Ellen's Green, Ewhurst, Farnham, Frensham, Godalming, Hambledon, Haslemere, Milford, Rowledge, Rushmoor, Shottermill, Upper Hale and Weybourne. There is also potential for groundwater flooding in Upper Hale, Godalming, Elstead, Churt, Shottermill, Wormley, Witley, south of Busbridge, and Cranleigh. There is also a residual risk of flooding from reservoirs and the Wey and Arun Canal.</p> <p>Any new infrastructure for flood risk benefit needs to consider the Water Framework Directive (WFD). As a minimum it should not cause deterioration in the water body status and ideally it should look at improving it. Existing flood risk infrastructures may also to be improved with regard to the WFD.</p> <p>Surrey County Council's Draft Local Flood Risk Management Strategy was published in 2012.</p> <p>Following the flooding over the December 2013/January 2014 period, the Environment Agency have indicated that they are preparing an action plan to increase resilience.</p>
Cross Boundary Issues	None identified.
Implications for	In accordance with the guidance in the NPPF, local plans must

the Local Plan	seek to locate development in the lowest appropriate flood risk zone through a sequential test and where there is a risk of flooding development will need to ensure that flood mitigation measures are integrated into the design.
Sources of Funding	<ul style="list-style-type: none"> • Environment Agency • CIL • S106

LEISURE	
Indoor Leisure Facilities	
Lead Organisation	Waverley Borough Council
Existing provision	<p>Indoor leisure facilities include the main leisure centres, sports halls, swimming pools and health and fitness studios.</p> <p>Sport England's Active Places database is a searchable website with records of all local sports facilities in England.</p> <p>The Council owns five leisure centres, four with a swimming pool together with a range of sports facilities and a wide variety of activities and services for people of all ages, at:</p> <ul style="list-style-type: none"> • Cranleigh Leisure Centre • Farnham Leisure Centre • Godalming Leisure Centre • The Edge Leisure Centre, Haslemere (no pool) • Haslemere Leisure Centre <p>The Council contracts Places for People Leisure to manage the centres. Cranleigh Leisure Centre and Farnham Leisure Centre were refurbished in 2009 and 2010 respectively. A new replacement leisure centre was opened in Godalming in July 2012. A refurbishment was completed at Haslemere Leisure Centre in January 2015.</p> <p>There are a large number of private fitness clubs, swimming pools in schools and private facilities such as hotels within Waverley.</p>
Future Requirements	<p>The PPG17 Study did not project the level of demand in the future. Although the population is ageing, people are remaining physically active for longer. Indoor sports facilities are important for the health and well-being of the population.</p> <p>A model has been devised by Sport England, the Sport Facility Calculator (SFC) which calculates demand for major built facilities (sports halls, swimming pools, indoor bowls) based on population. It suggests there is currently a need for 0.56 swimming pools, 0.82 sports halls, and 0.13 indoor bowls centre (based on projected population of 130,085 in 2026 – dwelling controlled population forecast with 2006 mid year estimate).</p>
Cross Boundary Issues	None identified
Implications for	Policy 1.14 seeks to safeguard existing and encourage new

the Local Plan	leisure facilities. It also sets out the expectation that developer contributions will continue to be sought to help fund improvements to existing sites and facilities.
Sources of Funding	<ul style="list-style-type: none"> • WBC • CIL • S106

Figure 14: Indoor Sports and Community Facilities



EDUCATION	
Early Years Provision	
Lead Organisation	Surrey County Council
Existing Provision	<p>The Childcare Act 2006 places a duty on all local authorities to secure sufficient early education for all three and four year olds and childcare to allow parents to work or attend training. The current requirement is to secure early education places offering 570 hours a year over no fewer than 38 weeks of the year for every three and four year old child in Surrey and for two year olds that meet the eligibility criteria. From September 2016 this will increase to 1,140 hours a year for eligible working families.</p> <p>To make sure that these statutory duties are met, Surrey's Early Years and Childcare Service (EYCS) supports current maintained and non maintained childcare and early education settings to sustain or expand places. EYCS also works with schools, local borough and district councils, community and voluntary organisations to identify appropriate buildings to support the development of new places.</p> <p>The Council also carries out a full Childcare Sufficiency Assessment (CSA) every three years, with annual updates. It brings together data from various sources to effectively analyse the supply and demand for childcare and early education services, and to identify gaps in provision.</p> <p>The assessment explores gaps in provision affecting specific groups who have lower take-up rates of services, including parents of disabled and special needs children, lone parents, parents with lower incomes, young parents and parents from black and minority ethnic groups.</p>
Future Requirements	<p>It is estimated that the population of 0-4 year olds in Surrey will rise slightly over the coming years, peaking in 2021 before levelling out. This projection assumes that recent population trends will continue.</p> <p>In order to predict the number of places needed in the future, population projections, pupil yields from planned housing developments, numbers of eligible two year olds, and projected early education take-up rates (based on current take-up rates) are analysed at ward level and ward cluster level to help identify areas in the county with insufficient early years provision.</p>
Cross Boundary Issues	Local Authorities fund children living out of county that access free early education within their administrative border, but not children resident within their boundary that access provision outside. Overall, for every 10 children that live out of county and access free early education in Surrey, there are six Surrey resident children accessing free early education in neighbouring Local Authorities. This is a further pressure on free early education places.
Implications for the Local Plan	None identified
Sources of	<ul style="list-style-type: none"> • SCC

Funding	<ul style="list-style-type: none"> • CIL • S106 																								
Primary & Secondary																									
Lead Organisation	Surrey County Council																								
Existing provision	<p>Schools are arranged in planning areas and places are planned on this basis rather than by individual schools. The County Council's policy is to provide local schools for local children, although parents/carers can exercise their right to apply for schools that are not the nearest to their home.</p> <p>Planning areas are based on geographic proximity of schools, connections between schools such as feeder links and typical catchment areas of schools. There are seven primary planning areas and four secondary planning areas in Waverley borough. These cover 41 primary phase schools, five of which have nursery provision. There are four secondary schools, on with post-16 provision. Farnham and Godalming Colleges have sixth form college provision</p> <p>The large majority of schools are focused in the four main urban areas of Cranleigh, Farnham, Godalming and Haslemere. A smaller number of schools are located in the rural areas between these towns, Many schools within the borough are popular, over-subscribed and at, or very close to capacity. Although there are also schools which are less popular and have spaces available, and areas with some places surplus to demographic need. SCC has a duty to provide school places and the policy is to provide local schools for local children.</p> <p>The mixed nature of Waverley spanning a large geographic area means that it has been necessary to increase capacity at some schools in areas that are consistently oversubscribed, whilst others will continue to function with surplus places. Expansions are based on trends of demographic growth, oversubscription, residence location of applications for places and the ability of the school to expand.</p>																								
Future requirements	<p>The impact on availability of school places in the area is a combination of increased birth rates, migration into the area and any pupils that new housing developments may yield.</p> <p>The following projects have been commissioned to meet demand.</p> <p>Temporary 'Bulge' Classes - Primary</p> <table border="1"> <thead> <tr> <th>Area</th> <th>School</th> <th>Year</th> </tr> </thead> <tbody> <tr> <td>Cranleigh</td> <td>Cranleigh Primary</td> <td>2013</td> </tr> <tr> <td>Farnham</td> <td>William Cobbett Junior</td> <td>2014</td> </tr> <tr> <td>Godalming</td> <td>Loseley Fields Primary</td> <td>2014, 2015</td> </tr> <tr> <td>Haslemere</td> <td>Shottermill Infant</td> <td>2015</td> </tr> <tr> <td>Haslemere</td> <td>St Bartholomew's Primary</td> <td>2014</td> </tr> <tr> <td>Haslemere</td> <td>Beacon Hill Primary</td> <td>2013</td> </tr> <tr> <td>Milford</td> <td>Witley Infant</td> <td>2014</td> </tr> </tbody> </table>	Area	School	Year	Cranleigh	Cranleigh Primary	2013	Farnham	William Cobbett Junior	2014	Godalming	Loseley Fields Primary	2014, 2015	Haslemere	Shottermill Infant	2015	Haslemere	St Bartholomew's Primary	2014	Haslemere	Beacon Hill Primary	2013	Milford	Witley Infant	2014
Area	School	Year																							
Cranleigh	Cranleigh Primary	2013																							
Farnham	William Cobbett Junior	2014																							
Godalming	Loseley Fields Primary	2014, 2015																							
Haslemere	Shottermill Infant	2015																							
Haslemere	St Bartholomew's Primary	2014																							
Haslemere	Beacon Hill Primary	2013																							
Milford	Witley Infant	2014																							

Permanent Expansions – Primary

Area	School	Year
Farnham	Potter's Gate Primary	2013
Godalming	Milford Infant	2014
Godalming	Farncombe Infant	2015
Godalming	St Mary's CE Infant	2013
Haslemere	St Bartholomew's CE Primary	2013

In addition, South Farnham Primary Academy expanded in 2015, creating a further 30 permanent places.

There were 1,320 on time primary applications for a reception place in Waverley in 2015. Forecasts show that the pattern of peaks and troughs of demand is likely to continue before reaching a steady state from 2019 onwards.

The number of children entering secondary education is set to continue to increase over the next 3 years, reflecting the increase that has been seen in the primary sector in some parts of the borough. Beyond 2020, the fluctuation seen in the primary sector will then be seen in the secondary sector.

There were 1,349 on time secondary applications for a Year 7 place in Waverley in 2015. In the past, although Year 7 numbers were expected to fluctuate year on year, they have stayed within the planned number of places. Whilst secondary demand is expected to stay within planned numbers of places for the borough as a whole, demand is not uniform and this masks some areas of increased demand where there is a significant pressure on places. The following projects have been commissioned to meet the demand for secondary school places:

Temporary 'Bulge' Classes - Secondary

Area	School	Year
Farnham	Weydon Academy	2016
Farnham	Farnham Heath End	2016

Permanent Expansions - Secondary

Area	School	Year
Farnham	Weydon Academy	2016
Farnham	Tbc	+ 1 form of entry, 2018

Cross Boundary Issues

There is considerable overlap between some areas of Waverley and across the borders with Hampshire and West Sussex. It is important when responding to patterns of demand that we give regard to the potential impacts on these adjacent planning areas and vice versa.

Implications for the Local Plan

The need for primary and secondary school places depends on the local child population. The current forecasts indicate that the birth rate across the Borough is set to slow and then plateau by 2020 although this will vary across the area. The rural nature of the Borough means that birth rates and pupil populations fluctuate

	<p>more significantly than in urban areas. Demand is therefore unlikely to be evenly spread across the borough and some areas will experience more pressure on school places than others. This will be especially evident in those parts of the Borough where proposed growth (housing development) is concentrated, namely the Farnham and Cranleigh areas. The number of extra forms of entry required due to new housing will depend upon the housing developments that are agreed. School commissioning officers are exploring options that may be required to meet any increase in demand. This involves co-ordination with local schools, the local planning authority and developers. On the basis of the Draft Local Plan, the following provisional requirements have been identified (see also the Infrastructure Delivery Schedule) –</p> <ul style="list-style-type: none"> ▪ Farnham: additional one form primary entry plus up to an additional four forms secondary school entry ▪ Cranleigh: additional 1.5 form primary entry (new Cranleigh Primary School), plus up to two form secondary entry expansion at Glebelands (including demand from Dunsfold Aerodrome site) ▪ Godalming: additional one form primary entry expansion ▪ Dunsfold Aerodrome site: two form entry in new primary school provided by developer.
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Sources of Funding	<ul style="list-style-type: none"> • Surrey County Council • S106 • CIL • Academy Schools
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Further & Higher Education

Lead Organisation	<ul style="list-style-type: none"> • Surrey County Council • Education Funding Agency (EFA) • Skills Funding Agency (SFA) • Higher Education Funding Council for England (HEFCE)
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Existing Provision	<p>Further Education describes post-16 education up to and including level 3. Higher Education is the term used to describe education at degree level (level 4) and above.</p> <p>Further education is available within the Borough through the following providers:</p> <table border="1"> <thead> <tr> <th>Provider</th> <th>Number of 16-18 learners</th> <th>Qualifications</th> </tr> </thead> <tbody> <tr> <td>Farnham College</td> <td>c.600</td> <td>AS/A Level BTEC GCSE (limited)</td> </tr> <tr> <td>Godalming College</td> <td>c.1,950</td> <td>GCSE BTEC AS/A Level</td> </tr> <tr> <td>University for the Creative Arts (Farnham)</td> <td>c.1,000</td> <td>Vocational</td> </tr> </tbody> </table>	Provider	Number of 16-18 learners	Qualifications	Farnham College	c.600	AS/A Level BTEC GCSE (limited)	Godalming College	c.1,950	GCSE BTEC AS/A Level	University for the Creative Arts (Farnham)	c.1,000	Vocational
Provider	Number of 16-18 learners	Qualifications											
Farnham College	c.600	AS/A Level BTEC GCSE (limited)											
Godalming College	c.1,950	GCSE BTEC AS/A Level											
University for the Creative Arts (Farnham)	c.1,000	Vocational											

	Waverley Training Services (Farnham and Godalming)	c.250	Employability Functional Skills NVQs Apprenticeships
	Professional Training Solutions (Farnham)		Vocational
	All Hallows Catholic School (Farnham)	c. 200	GCSE BTEC AS/A Level
	The Ridgeway Community School, for young people with severe and complex learning difficulties (Farnham).	c.30	ASDAN
	<p>There are also other providers accessible from the Borough, the details of which are outlined by Surrey County Council within its Provision Maps as part of its statutory duties under Raising of the Participation Age legislation.</p> <p>The University for the Creative Arts offers higher education provision within the Borough and Guildford College also offers a variety of higher education programmes which are accessible from Waverley.</p> <p>Funding for further education sits with the Education Funding Agency (for 16-18 year-olds) and Skills Funding Agency (for post-19 learning and Apprenticeships). Funding for higher education is by individual arrangement between institutions and the Higher Education Funding Council for England.</p>		
Future Requirements	There is currently sufficient capacity available to meet needs. Detailed planning work on demographic projections and future need is undertaken by Surrey County Council, in conjunction with providers.		
Cross Boundary Issues	There are other providers in bordering boroughs and districts within Surrey and Hampshire which are accessible from the Borough and travel-to-learn patterns indicate that many resident young people travel outside of Waverley to take-up education and training opportunities.		
Implications for the Local Plan	tbc		
Sources of Funding	Education Funding Agency (EFA) Skills Funding Agency (SFA) Higher Education Funding Council for England (HEFCE)		

HEALTH & SOCIAL CARE

Commissioners, Provision of NHS Services, Secondary and Community Health Care provision

Lead Organisation	<p>Health and wellbeing boards bring together local commissioners of health and social care, elected representatives and representatives of Healthwatch to agree an integrated way to improving local health and well-being. Surrey County Council has established a Health and Wellbeing Board. The Health and Well being Board is responsible for the production of the Joint Strategic Needs Assessment (JSNA) for Surrey.</p> <p>From 1st April 2013 the responsibility for commissioning health services transferred to the newly created Clinical Commissioning Groups (CCGs), which gave GPs and other clinicians the responsibility for using the resources available to secure high-quality services. The Guildford and Waverley CCG was established and fully authorised from 1st April 2013. This incorporates the twenty-one GP practices in the boroughs of Guildford and Waverley. The five GP practices in the Farnham area are incorporated in the North East Hampshire and Farnham CCG, along with 19 practices in the Hampshire boroughs of Hart and Rushmoor. North East Hampshire and Farnham CCG is working closely with neighbouring CCGs that face into the Frimley Park system.</p> <p>The North East Hampshire and Farnham CCG was established in shadow form as a subcommittee of NHS Surrey and Hampshire from 1st April 2012. The CCG consists of the twenty-four GP practices in the boroughs of Waverley, Rushmoor and Hart.</p> <p>NHS commissioners are supported by NHS England. The Board authorises CCGs, allocates resources, and directly commissions certain services, such as primary care. It also hosts clinical networks (to advise on single areas of care) and clinical senates (providing clinical advice on commissioning plans).</p> <p>Ministers in the Department of Health are ultimately accountable for the NHS. Instead of directly managing providers or commissioners, Ministers set objectives for the NHS through a mandate to the NHS Commissioning Board. It holds to account all of the national bodies, with powers to intervene in the event of significant failure, or in an emergency.</p> <p>There have been some national changes linked to Clinical Commissioning Groups:</p> <ul style="list-style-type: none">• The development of Sustainability and Transformation Plans (STPs), announced in the NHS shared planning guidance 16/17-20/21, which require CCGs and other health and care organisations to create integrated 5 year plans for improving health and wellbeing, patient care and financial sustainability• The formation of 44 STP 'footprints' across England in January 2016, of which there are three in Surrey; Frimley Health, Sussex and East Surrey and Surrey Heartlands
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	<ul style="list-style-type: none"> • Farnham falls within the Frimley Health STP whilst the rest of Waverley sits within Surrey Heartlands <p>STPs show how local services will evolve and become sustainable over the next five years – ultimately delivering the Five Year Forward View vision of better health, better patient care and improved NHS efficiency.</p> <p>The health and care organisations within these geographic footprints are working together to develop STPs which will help drive genuine and sustainable transformation in patient experience and health outcomes of the longer-term.</p> <p>The footprints should be locally defined, based on natural communities, existing working relationships, patient flows and take account of the scale needed to deliver the services, transformation and public health programmes required, along with how they best fit with other footprints.</p> <p>Secondary and Community Health Care provision</p> <p><u>Guildford & Waverley CCG</u></p> <ul style="list-style-type: none"> • Royal Surrey County Hospital NHS Foundation Trust • Frimley Park Hospital NHS Foundation Trust • Surrey and Borders Partnership NHS Foundation Trust • Range of London NHS providers such as St Georges, Great Ormond Street, Royal Marsden, Kingston. • South East Coast Ambulance Services NHS Foundation Trust • Virgin Care Ltd. Surrey Community Health • Specialist Community and Hospice Palliative Care <table border="1" data-bbox="427 1458 1423 1928"> <thead> <tr> <th colspan="2" data-bbox="432 1464 1418 1541">Main providers of primary, community, mental health, social and acute care to NE Hampshire and Farnham CCG</th> </tr> </thead> <tbody> <tr> <td data-bbox="432 1563 906 1644"> General Practice <ul style="list-style-type: none"> ▪ 24 practices within the CCG ▪ Out of hours care – NE Hants Urgent Care </td> <td data-bbox="935 1563 1418 1671"> Mental Health Services <ul style="list-style-type: none"> ▪ Surrey & Borders Partnership NHS FT ▪ Sussex Partnership NHS FT for CAMHS ▪ TalkPlus for IAPT services </td> </tr> <tr> <td data-bbox="432 1675 906 1756"> Acute Care <ul style="list-style-type: none"> ▪ Frimley Park Hospital NHS FT ▪ Royal Surrey County Hospital NHS FT </td> <td data-bbox="935 1697 1418 1756"> Ambulance Services <ul style="list-style-type: none"> ▪ South East Coast Ambulance NHS FT </td> </tr> <tr> <td data-bbox="432 1787 906 1868"> Community Health Services <ul style="list-style-type: none"> ▪ Virgin Care Ltd – Farnham ▪ Southern Health NHS FT – NE Hants </td> <td data-bbox="935 1787 1418 1868"> Social Care <ul style="list-style-type: none"> ▪ Surrey County Council – Farnham ▪ Hampshire County Council– NE Hants </td> </tr> <tr> <td colspan="2" data-bbox="432 1883 1418 1921"> There are also a wide range of independent and voluntary sector providers for our population </td> </tr> </tbody> </table>	Main providers of primary, community, mental health, social and acute care to NE Hampshire and Farnham CCG		General Practice <ul style="list-style-type: none"> ▪ 24 practices within the CCG ▪ Out of hours care – NE Hants Urgent Care 	Mental Health Services <ul style="list-style-type: none"> ▪ Surrey & Borders Partnership NHS FT ▪ Sussex Partnership NHS FT for CAMHS ▪ TalkPlus for IAPT services 	Acute Care <ul style="list-style-type: none"> ▪ Frimley Park Hospital NHS FT ▪ Royal Surrey County Hospital NHS FT 	Ambulance Services <ul style="list-style-type: none"> ▪ South East Coast Ambulance NHS FT 	Community Health Services <ul style="list-style-type: none"> ▪ Virgin Care Ltd – Farnham ▪ Southern Health NHS FT – NE Hants 	Social Care <ul style="list-style-type: none"> ▪ Surrey County Council – Farnham ▪ Hampshire County Council– NE Hants 	There are also a wide range of independent and voluntary sector providers for our population	
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There are also a wide range of independent and voluntary sector providers for our population											
Existing Provision	Secondary health care comprises acute services such as specialist medical care, accident and emergency care, referrals from GPs,										

	<p>secondary mental health care and ambulance services.</p> <p>The nearest hospitals with Accident & Emergency facilities are at the Royal Surrey County Hospital, Guildford and Frimley Park Hospital, Frimley.</p> <p>The Royal Surrey County Hospital provides specialist care for cancer, oral and maxillo-facial surgery and pathology.</p> <p>Other NHS England commissioned specialist services for the population of Waverley are provided in London such as renal transplant services and specialist children’s care.</p> <p>Surrey and Borders Partnership Trust are the providers of specialist mental health, drug and alcohol and learning disability services for people of all ages.</p> <p>South East Coast Ambulance Services NHS Foundation Trust provides both the 999 emergency ambulance service and the patient transport service.</p> <p>Community health services across south-west Surrey are provided by Virgin Care. They deliver a comprehensive community service to the population of Waverley from community hospitals, health centres, clinics, acute hospitals and in patients' homes.</p> <p>They provide district nurses, therapy services, specialist nurses, breast screening, dental services, diabetic retinopathy screening, podiatry services, neuro rehabilitation, physiotherapy and wheelchair services.</p> <p>There are four community hospitals in Waverley with a variety of services delivered by a number of providers</p> <ul style="list-style-type: none"> • Farnham Hospital and Centre for Health: Primary care, in-patients, community (including day hospital), outpatients, therapies, diagnostic services, including X-ray and blood testing. • Haslemere and District Hospital: In-patients, community, outpatients, therapies, diagnostic services, including X-ray and blood testing. • Cranleigh Village Hospital: Community, outpatients, therapies, diagnostic services including blood testing. • Milford Hospital: specialist rehabilitation with In-patients, Milford Assessment and Rehabilitation Centre, X-ray <p>A number of voluntary sector organisations provide community based and hospice specialist palliative care to the local population across Guildford and Waverley supporting patients, their families and carers to be cared for and die in a place of their choice.</p>
Future Requirements	<p><u>Guildford and Waverley CCG’s</u> strategic outcomes are to -</p> <ul style="list-style-type: none"> • improve the health status of our local population and reduce inequalities in health • achieve a sustainable health economy • enhance the quality and safety of patient services • deliver service transformation and commission for better patient

	<p>outcomes, and thereby change the way that patients receive care.</p> <ul style="list-style-type: none"> • enable local people to have a greater influence on services that we commission and increase the ability of people to manage their own care • develop into an effective and responsive commissioning organisation. <p>The CCG Health Profile 2015 sets out the demographic, deprivation and specific conditions and behavioural risk factors. The 65 and over 85 population is projected to grow at around the same speed as the national average, which means an increasing proportion of the population will be suffering from conditions requiring additional care needs. Additionally, this patient group is more likely to have multiple chronic diseases requiring polypharmacy, and to be in the later stages of the disease when complications have manifested.</p> <p>Accordingly, commissioners should take into account the need to work together with social care services and community health providers to ensure that this population has the support they need to live a healthy life in their homes, and to prevent avoidable hospital admissions through the use of appropriate housing, carers, GP home visits, health visitors, pharmacy support, patient education and telehealth/telecare where appropriate.</p> <p>Given the strategic nature of secondary health care facilities it is difficult to quantify the specific impact of development in Waverley alone on such services.</p> <p>Future needs are targeted through the Joint Strategic Needs Assessment (JSNA) undertaken in partnership by the County Council and the six CCGs that cover Surrey. This assesses the likely impact of change in population on health and social care across the county. The Surrey JSNA was published in 2014.</p> <p>During its transition year the CCG has developed an Annual Operating Plan for 2015/16 which set out the strategic priorities including to improve care for the frail elderly; improvements to prescribing in primary care; primary care professionals working more closely with hospital consultants; review of care for patients with long-term conditions; and investment in end of life care services.</p> <p><u>North East Hampshire & Farnham CCG's</u> strategic outcome ambitions are to:</p> <ul style="list-style-type: none"> • Secure an additional 243 years of life for people with treatable mental and physical health conditions • Improve quality of life for the 65,000 people with one or more long term condition • Reduce the amount of time people spend avoidably in hospital • Increase the proportion of older people living at home • Increase the proportion of people having a positive experience of hospital services • Increase the proportion of people having a positive experience of
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	<p>primary and community services</p> <ul style="list-style-type: none"> • Eliminate avoidable deaths caused by problems in care. <p>An estimated 220,000 people live in NE Hampshire and Farnham. The health of the local population is generally better than the England average. The CCG's 2015 Joint Strategic Needs Assessment (JSNA) and the Public Health England Health Profiles for the boroughs of Hart, Rushmoor and Waverley provide a comprehensive picture of health in the area.</p>												
Cross Boundary Issues	Hospitals with Accident and Emergency facilities are located at the Royal Surrey County Hospital in the Borough of Guildford and Frimley Park Hospital in Surrey Heath Borough Council.												
Implications for the Local Plan	See 'Primary Health Care' below.												
Sources of Funding	<ul style="list-style-type: none"> • NHS • CIL 												
Primary Health Care													
Lead Organisation	<p>Guildford and Waverley Clinical Commissioning Group North East Hampshire & Farnham Clinical Commissioning Group NHS England South</p>												
Existing Provision	<p>NHS England is the body formally responsible for the provision of primary care planning and delivery, but work very closely with local CCGs and through them to local authorities.</p> <p>The Borough Council has developed its own Health and Wellbeing Strategy for Waverley (2016-2021). It aims to reflect Surrey's overarching priorities to promote health and wellbeing, as well as recognising the local health and wellbeing needs, other relevant local strategies and plans, and stakeholder and public feedback.</p> <p>A local Health and Wellbeing Partnership was established in 2013 and includes representatives from the Council, the two CCGs, Adult Social Care, Public Health, the Royal Surrey County Hospital, the Surrey and Borders Community Mental Health Trust, Waverley Borough Council and key representatives from the voluntary and independent sectors.</p> <p>In determining local health care needs, CCGs examine a range of health care indicators as well as the total population within the Borough. The health care needs of Surrey's population are outlined in the JSNA.</p> <table border="1"> <thead> <tr> <th>GP Surgery</th> <th>Settlement Area</th> </tr> </thead> <tbody> <tr> <td>Cranleigh Health Centre</td> <td>Cranleigh</td> </tr> <tr> <td>Holly Tree Surgery</td> <td>Farnham</td> </tr> <tr> <td>Dr O'Donnell & Partners</td> <td>Farnham</td> </tr> <tr> <td>Farnham Dene Medical Practice</td> <td>Farnham</td> </tr> <tr> <td>The Ferns Medical Practice</td> <td>Farnham</td> </tr> </tbody> </table>	GP Surgery	Settlement Area	Cranleigh Health Centre	Cranleigh	Holly Tree Surgery	Farnham	Dr O'Donnell & Partners	Farnham	Farnham Dene Medical Practice	Farnham	The Ferns Medical Practice	Farnham
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Future Requirements	<p>There are 23 dental surgeries within Waverley with 78 practitioners. This is equivalent to 1 dentist per 1487 residents compared to the benchmark standard of 1 dentist per 2000.</p> <p>The Guildford & Waverley CCG is looking to redevelop the Haslemere Health Centre and community hospital service which would create the space to absorb significantly more patients.</p> <p>The proposed development at the Dunsfold Aerodrome site would require a new modular primary care facility that could be expanded around a 'core' first build as later phases of the scheme come forward.</p> <p>The NE Hampshire & Farnham CCG's assessment increased patient numbers has been modelled on the proposed levels of growth in the Farnham area. Although the scale of new development is relatively small, the impacts are not insignificant when expressed in terms of healthcare infrastructure. Assuming an average household occupancy of 2.3 persons, the CCG estimate an increase of 6.75% on the current registered patient population. Given the average consultation for primary care (and the average age profile), and assuming slightly more patients overall will be seen / attended to by Nursing Practitioner staff than by GPs, there could be a requirement of up to three extra clinical rooms for primary care, and up to another one room for additional outpatient activity in community settings. This might also be expressed in terms of another two GPs and another two nurses, plus support staff.</p> <p>This equates very roughly to about half a small / medium sized GP practice and hence unlikely to be a viable proposition in terms of providing entirely new capacity in one place (unless spare capacity in one place already exists). The issues are therefore around the location and suitability / sufficiency of existing care infrastructure and opportunities to either increase throughput or extend existing premises, along with probably, a review of additional staffing / clinical resources needs.</p> <p>Some practices in Farnham either do not have spare capacity or are not easy to adapt/extend. In that respect, the CCG acknowledge that further options will need to be evaluated and which would look more specifically at locational impacts and resourcing.</p>																					

Cross Boundary Issues	GP and dental surgeries may have patients living in adjoining boroughs.
Implications for the local plan	Some pockets of the Borough have higher levels of health deprivation. The local plan can help to deliver appropriate health infrastructure along with other well being benefits such as opportunities for walking and cycling and access to open space and recreational facilities.
Sources of Funding	<ul style="list-style-type: none"> • NHS • CIL
Social Care	
Lead Organisation	Surrey County Council
Existing Provision	<p>Adult Social Care relates to looking after vulnerable members of society over the age of 18. This can include the elderly, adults with learning disabilities, people with physical and sensory disabilities and/or those with mental health issues. Services are provided either by Surrey County Council or privately and through the charitable sector.</p> <p>The Waverley Locality Team is based in Godalming and comprises both long term cases and people in the process of initial assessments.</p> <p>Surrey County Council's Children's and Safeguarding Service provides a joined-up service across social care and education. There are approximately 840 children in care in Surrey at any one time and they are looked after in a number of ways including fostering, placements such as residential care homes and for some older children through supported living.</p> <p>There are five day care centres in Waverley and two provide services to people with dementia. The day centres are at The Clock House, Milford; Farncombe Day Centre; Brightwells, Farnham; Haslewey; and Haslemere Day Centre.</p>
Future Requirements	The County Council's high level strategy "Accommodation with Care and Support" shows significant increases in the 75+ populations in the Farnham, Haslemere, Godalming and Cranleigh areas. The strategy considers the issues surrounding the accommodation and care needs for all client groups and summarises the council's general approach to meeting these needs. It recognises that Extra Care housing, Assisted Living, Supported Living and Supported Housing are valuable housing options, and represent positive choices for people.
Cross Boundary Issues	None identified.
Implications for the Local Plan	The potential for good quality new supported accommodation to be delivered through the policies of the plan in accordance with the Council' Health & Wellbeing Strategy.
Sources of	Surrey County Council

Funding	
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COMMUNITY SERVICES

Libraries

Lead Organisation	Surrey County Council
Existing Provision	<p>There are 5 libraries within the borough at Bramley, Cranleigh, Farnham, Godalming and Haslemere. All provide IT, internet access and WiFi. Library services are managed through Surrey County Council.</p> <p>Services for those in rural areas and the housebound are provide by Library Direct which uses volunteers and virtual services to reach those who cannot get to a static library.</p>
Future Requirements	<p>Following a Library Public Value Review, the County Council transferred of the day to day running of 10 smaller libraries to the community. The County Council continues to provide the building, stock and computer equipment.</p> <p>Guidance from the Museums and Libraries Authority (MLA) suggest that the requirement for a library is around 30 sq m for every 1000 people. However, this standard is being revised by Surrey to more accurately reflect how libraries are used across the borough as sq m per population is thought to be too crude a measure.</p>
Cross Boundary Issues	None identified
Implications for the Local Plan	<p>New housing developments may place pressure on library services and require the need for refurbishment of some libraries – in particular in terms of ICT.</p> <p>Policy ICS1 seeks to resist the loss of key community facilities.</p>
Sources of Funding	<ul style="list-style-type: none"> • Surrey County Council • CIL • S106

Community Facilities including Day Centres, Village Halls

Lead Organisation	<ul style="list-style-type: none"> • Waverley Borough Council • Town and Parish Councils
Existing provision	<p>Community centres provide the opportunity for enhancing a sense of place and community spirit providing a venue for a range of community activities, including sport, entertainment, education, public meetings, blood donation and childcare.</p> <p>There are 5 day centres and 63 community/village halls in Waverley.</p> <p>Arts Venues include the Farnham Maltings and Cranleigh Arts Centre. Performance spaces are also available at Haslemere Hall, Borough Hall Godalming, the Performing Arts Centre at Frensham Heights School, Ben Travers Theatre at Charterhouse School in addition to village halls.</p>
Future	The increase in population over the local plan period is likely to

Requirements	<p>require additional built community space. There is no agreed national standard for the provision of such space, although other authorities have used standards of between 61-69 sq m per 1000 people.</p> <p>A cinema is proposed as part of the Brightwells development in Farnham including a requirement for community use.</p> <p>The success of many community facilities is reliant on volunteering.</p>
Cross Boundary Issues	None identified
Implications for the local plan	To ensure that the community needs of new development are met.
Sources of Funding	<ul style="list-style-type: none"> • Waverley Borough Council • National Lottery • CIL • S106

EMERGENCY SERVICES

Fire & Rescue

Lead Organisation	Surrey County Council Surrey Fire and Rescue Service (SFRS)
Existing Provision	<p>There are 5 permanently staffed fire stations at Cranleigh, Dunsfold, Farnham, Godalming and Haslemere.</p> <p>Fire & Rescue plans its services using a local risk management approach rather than one based on national standards on population size and general response times. Services are located and provided in a way that best manages risk which has led to significant changes in the way services have allocated funding and the location of their infrastructure. There is also greater attention paid to reducing the incidence of fire and accidents rather than the reactive fire and rescue services.</p> <p>Surrey Fire and Rescue Service are expecting to deliver their services within their existing or a reduced budget despite increased risks from flooding and terrorist threats that places an additional burden on services. This has led to one of their key assumptions in planning their services as being that fire and rescue services can be delivered from fewer and more appropriately located locations. This will mean that it will have to place its services where there is highest risk of incidents. The service also believes it is under resourced in some areas and over resourced elsewhere which will mean re allocation of services across the borough.</p>
Future Requirements	Fire and rescue services are not based on population levels but on risk levels. An increase in housing may not attach a greater risk level in itself, but will depend on the type of housing and where it is located. In addition to this new housing is more likely to be safer than older properties.

Cross Boundary Issues	None identified.
Implications for the local plan	Limited other than in ensuring developers provide sufficient access for emergency vehicles and, where necessary, sufficient supplies of water at the right pressure. Development at Dunsfold Aerodrome could require changes to fire station locations.
Sources of Funding	Surrey County Council Surrey Fire & Rescue Service
Ambulance	
Lead Organisation	South East Coast Ambulance Service NHS Trust
Existing Provision	<p>There are 3 ambulance stations at Cranleigh, Godalming and Haslemere. Ambulance services across this geographical area are directly managed by South East Coast Ambulance Service NHS Foundation Trust. Demand continues to increase on all ambulance services across the UK by approx five / six per cent each year – and the range of patient requirements are now greater than ever before. These include emergency calls to patients suffering life threatening conditions such as major trauma, stroke or coronary heart disease and require an emergency response within 8 minutes or less, to those patients who require medical treatment / advice such as minor injuries or illnesses but do not require an ambulance response.</p> <p>A telephone triage system is now in place across the UK for all 999 ambulance calls. This system quickly identifies life threatening calls where ambulance crews are assigned and those patients who do not need an ambulance response, but do need medical advice or treatment, are being directed to the right place at the right time to services such as Walk-In-Centres, Doctors Surgeries, local Pharmacies and using the 111 medical helpline.</p> <p>However, as with all public sector services, SECAMB is faced with increasing pressures on their budgets and the need to find significant efficiency savings but still deliver and exceed services to the public wherever possible.</p> <p>SECAMB have identified there is a need to review their services and ensure a quicker and more efficient use of facility is provided. At present the distribution of stations does not allow the best response time in all locations. In Surrey, services will be consolidated in 4 major locations where larger centres will be developed at :-</p> <ul style="list-style-type: none"> • Chertsey • Godalming • Redhill • Banstead <p>These centres will be fully supported by strategically placed Ambulance Community Response Posts (ACRPs) which will be developed based on historical emergency activity.</p>

Future Requirements	Provision is assessed at a regional and the county level so local gaps in provision are difficult to assess. Demand for the ambulance service is driven by a number of factors; growth in population, changes in the type of patients accessing the service and the transformation of local NHS services. The impact of local housing growth is likely to have little impact on the provision of ambulance services.
Cross Boundary Issues	None identified
Implications for the local plan	Recognition of the ageing population and the need to keep access from the public highway for emergency vehicles will be important considerations.
Sources of Funding	Clinical Commissioning Groups
Police	
Lead Organisation	Surrey & Sussex Police
Existing Provision	Only Godalming now provides a Public Counter within the Borough, located at The Burys. Office functions for the Haslemere and Cranleigh stations have been relocated to the Locality Office and Leisure Centre respectively.
Future Requirements	In order to quantify the impact of strategic growth on the policing operations of Surrey Police, a baseline assessment has been undertaken to identify the current costs of providing an appropriate level of policing and community safety. This has been costed based on crime rates and population data available, and Surrey Police costs for providing a comprehensive policing service. This information has then been used to project the infrastructure costs resulting from policing an increased population, based upon the anticipated housing set out the updated assessment of housing need.
Cross Boundary Issues	Surrey Police provide force wide policing, there are cross boundary infrastructure requirements associated with growth. Any Surrey Police Headquarters accommodation will require adequate space to meet policing needs of the growing population at a force-wide level. This includes as a result of the growth identified in the Borough. There may also be future costs associated with custody provision which are required as a result of development across all districts in Surrey.
Implications for the Local Plan	Based on the development planned, and the anticipated population increase, it has been identified that the cost of policing this anticipated growth equates to a potential Surrey Police infrastructure funding need of approximately £1.7 m over the Plan period.
Sources of Funding	<ul style="list-style-type: none"> • Surrey and Sussex Police • Police and Crime Commissioner • S106 • Community Infrastructure Levy

Delivery

The evidence shows that there are some gaps within the local infrastructure that will be exacerbated by the amount of development, and subsequent growth in population. The key areas that need new, or improved infrastructure in order to meet the growing needs of the Borough are:

- An increase in Primary and Secondary School places to support a growing number of pupils
- Improvements to highways and public transport to limit the additional congestion expected
- Improvements to greenspace to mitigate against the impacts of population growth on the Thames Basin Heaths and Wealden Heaths Special Protection Areas
- Improvements to play space and sports pitches to meet the needs of a growing population of children and young people.

The delivery of improvements will be through a range of mechanisms. Some will be funded through a mixture of private and public sector improvements, whilst other infrastructure, such as much of the required highway improvements, will, because of limited capital resources available for transport improvements in Waverley, be delivered primarily through developer contributions.

Potential funding may also come from the New Homes Bonus, Local Enterprise Partnership and S106 contributions before the CIL is adopted. However, the primary source of funding for delivery of improvements outlined in the table below is likely to be through the Community Infrastructure Levy. It is expected that a charging schedule will be adopted in 2017.

Infrastructure Delivery Schedule

The following table sets out a schedule of infrastructure projects over the Plan period to 2032, discussed within the associated report, which have been identified by infrastructure providers.

Acronyms:

WBC – Waverley Borough Council

SCC – Surrey County Council

CIL – Community Infrastructure Levy

S106 – Section 106 obligations (Town and Country Planning Act 1990)

S278 – Licence granted by the Highway Authority to construct highway works (Highways Act 1980)

LTP – Surrey Transport Plan (LTP3)

WAVERLEY LOCAL PLAN: INFRASTRUCTURE DELIVERY SCHEDULE

The Local Plan's 2016 Infrastructure Delivery Plan (IDP) is a key part of the evidence base and follows the same format as the 2012 IDP that supported the Core Strategy. The main part of the document details the background information supplied by the infrastructure providers on existing provision and future requirements, and an assessment of the implications for the Local Plan. This has informed the preparation of the Plan's spatial strategy, but is also part of an iterative process whereby the preparation of the IDP's **Infrastructure Delivery Schedule** (IDS) seeks to reflect the Plan's policies and strategic site allocations.

The preliminary IDS is set out below for information. It should be emphasised, however, that the schedule remains 'work in progress' and, in particular, does not yet contain all the desired information on project costs and timescales. It also contains some schemes that have not yet been confirmed in local authority spending programmes and budgets. In that respect, the IDP itself is not fixed to any specific point in time, but will evolve as more up to date information becomes available and the Plan progresses to its adoption.

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
FARNHAM								
Transport	Farnham Town Centre Transport Package: measures to – - Simplify the town centre road network to improve accessibility and journey time reliability for all modes of transport, reduce congestion, and improve air quality to address the AQMA. - Reconfigure/re-allocate road space and improve the public realm	To reduce the impact of motor vehicles and, improve accessibility, connectivity and safety for walkers and cyclists	Surrey CC	£2m	2017-21	S106 (town centre developments) CIL LEP	£1.73m	SCC Expression of Interest to EM3 (LEP) 2015
Transport	A31 Hickley's Corner online interim capacity improvement	To improve capacity and journey times and reliability for traffic travelling along or joining or exiting or crossing the junction.	Surrey CC	£3m	2017-21	LEP CIL S106 (Whitehill/Bordon)	£2.73m	- SCC Strategic Highway Assessment 2016 - SCC Expression of Interest to EM3 (LEP)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
								- Transport Assessment for Whitehill/Bordon
Transport	A31 Shepherd & Flock roundabout - new signalling of give way approaches	To improve junction capacity	Surrey CC	£5m-10m	By 2032	LTP S106 CIL	£5m-10m	- SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016
Transport	A325 Wrecclesham Hill / B3384 Echo barn Lane – convert to mini-roundabout junction	To improve environment for pedestrians and cyclists and road network efficiency	Surrey CC	£250,000	By 2032	LTP CIL S106	£160,000	Transport Assessment for Whitehill/Bordon eco-town
Transport	A31/A325 Coxbridge Roundabout: improvements	To improve junction capacity	Surrey CC	£2m	By 2032	LTP CIL S106 (WBC) S106 (Whitehill/Bordon)	£1.6m	- SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016 - Transport Assessment for Whitehill/Bordon eco-town
Transport	A325 Wrecclesham High Street / School junction: signalisation	To improve junction capacity and safety	Surrey CC	tbc	By 2032	CIL S106 (WBC) S106 (Whitehill/Bordon)	tbc	Transport Assessment for Whitehill/Bordon eco-town
Transport	Farnham railway station: single storey decked car park	To improve parking capacity and facilities	Network Rail SW Trains	tbc	2016-20	Network Rail SW Trains TfL	£0	Network Rail SW Trains
Transport	Farnham railway station: improvements to forecourt	To improve cycle and pedestrian access to the station	Surrey CC	£200,000	2016-20	S106 CIL	£200,000	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Transport	Improvements to strategic cycle network to include Weydon Lane (A31 crossing) and Shepherd & Flock roundabout	To encourage cycling to access town centre and station from surrounding areas and communities	Surrey CC	£500,000	2016-20	S106 CIL	£500,000	Surrey LTP3 (Draft Forward Programme)
Transport	A287 Firgrove Hill Pedestrian crossing near Red Lion Lane	To improve pedestrian access	Surrey CC	£200,000	2016-20	S106 CIL	£200,000	Surrey LTP3 (Draft Forward Programme)
Transport	Pedestrian Crossing in Long Bridge	To improve pedestrian safety	Surrey CC	£130,000	2016-20	SCC (Local Committee)	£130,000	Surrey LTP3 (Draft Forward Programme)
Transport	Road safety improvements (A287) – <ul style="list-style-type: none"> ▪ Castle Hill/ Old Park Lane junction ▪ Castle Street/The Borough junction ▪ Firgrove Hill near Alfred Road 	To reduce accidents and improve safety for all road users	Surrey CC	£60,000	2016-20	SCC (Local Committee)	£60,000	Surrey LTP3 (Draft Forward Programme)
Education	Possible one Primary School form entry	To accommodate additional pupils in the borough	Surrey CC	£3m	Plan period	SCC S106 CIL	£3m	Surrey CC (School Commissioning Officer)
Education	Up to four Secondary School forms of entry in addition to current plans	To accommodate additional pupils in the borough	Surrey CC	Up to £8m	Plan period	SCC S106 CIL	tbc	Surrey CC (School Commissioning Officer)
Community/ Leisure	Farnham Leisure Centre: additional showers, indoor soft play, climbing wall and improved reception	To improve facilities	Waverley BC	£750,000	By 2032	S106 CIL	£750,000	Waverley BC
Cultural	Conservation and enhancement works at Museum of Farnham	To improve building fabric and visitor experience	Waverley BC	£80,000	By 2032	Heritage Lottery Fund	£80,000	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Sports Pitches	Upgrade of Farnham Memorial Ground	To meet National Ground Grading Standards	Farnham Town FC & partners	tbc	By 2032	Football Foundation Sport England CIL S106	tbc	Waverley BC
Natural and semi-natural greenspace	Up to 6.3 ha of additional SANG (Thames Basin Heaths SPA Avoidance Strategy)	To avoid impact on the SPA	Waverley BC	Tbc	Post 2026	- S106 - Bespoke SANG	Tbc	- TBH SPA Avoidance Strategy (Review 2016) - Draft Local Plan
Natural and semi-natural greenspace	Farnham Park Environment habitat enhancement and creation.	WBC has responsibility for management of SNCI's.	Waverley BC	tbc	Annual	Annual grant until 2020 HLS Grant - DEFRA	Nil	Waverley BC
GODALMING								
Transport	Improved access to Godalming station including – <ul style="list-style-type: none"> ▪ customer lifts and covered footbridge ▪ wider pavements and pedestrian crossings ▪ improved bus access ▪ improved lighting 	To enhance accessibility to public transport for pedestrians	Network Rail Surrey CC	£3.4m	2016-20	Network Rail	£0.3m (SCC)	- Network Rail - Surrey LTP3 (Draft Forward Programme)
Transport	A3100 Meadrow junction with Catteshall Road: potential signalisation	To improve junction capacity and safety	Surrey CC	tbc	By 2032	CIL S106	tbc	- Developers' Transport assessments - SCC Local Highways scheme
Transport	Catteshall Lane (western end): environmental enhancements	To provide environmental improvements	Surrey CC	tbc	By 2032	CIL S106	tbc	Planning applications

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Transport	Pedestrian crossing facilities, Station Road	To improve pedestrian movements	Surrey CC	tbc	By 2032	SCC (Local Committee)	Tbc	Surrey LTP3 (Draft Forward Programme)
Transport	Pedestrian crossing at Vicarage Walk	To improve pedestrian movements	Surrey CC	tbc	By 2032	SCC (Local Committee)	Tbc	Surrey LTP3 (Draft Forward Programme)
Transport	Farncombe to Godalming town centre cycle link (via Marshalls Road)	To improve cycle facilities	Surrey CC	£100,000	2016-20	SCC (Local Committee)	£100,000	Surrey LTP3 (Draft Forward Programme)
Transport	A3100 Flambard Way corridor improvements	To improve link and junction capacity, reduce air pollution and address community severance	Surrey CC	£0.5m - £1m	2016-20	SCC S106 CIL	£0.5m - £1m	Surrey LTP3 (Draft Forward Programme)
Transport	Bus network improvements including: <ul style="list-style-type: none"> ▪ Upgrading bus stop facilities to include real time passenger ▪ Integration with train services ▪ Bus priority on approach roads where required 	To enhance accessibility to public transport	Surrey CC	£200,000 - £500,000	2016-20	SCC S106 CIL	£200,000 - £500,000	Surrey LTP3 (Draft Forward Programme)
Transport	Quality cycle route between Milford and Farncombe via Godalming town centre	To encourage cycling as alternative to car use	Surrey CC	£300,000	2016-20	SCC S106 CIL	£300,000	Surrey LTP3 (Draft Forward Programme)
Transport	Quality cycle route between Godalming and Guildford	To encourage sustainable travel	Surrey CC	tbc	2016-20	SCC S106 CIL	Tbc	Surrey LTP3 (Draft Forward Programme)
Transport	Bridge Street enhancements	To improve links between Godalming and Farncombe and improve environment	Surrey CC	tbc	2016-20	SCC S106 CIL	Tbc	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
		for pedestrians and cyclists						
Education	Godalming Secondary School – additional one form of entry	To accommodate additional pupils in the Borough	Surrey CC	Up to £8m	Plan period	SCC S106 CIL	tbc	Surrey CC (School Commissioning Officer)
Community/Leisure	Godalming Leisure Centre: extension to gym and dedicated indoor cycling studio	To meet demand for provision	Waverley BC	£1,000,000	tbc	CIL	£1,000,000	Waverley BC
Community/Leisure	Godalming Leisure Centre: replace tennis courts with indoor tennis centre	To meet demand for provision	Waverley BC	£2,500,000	tbc	CIL	£2,500,000	Waverley BC
HASLEMERE								
Transport	Single storey decked car park at Haslemere railway station	To provide extra parking	Network Rail South West Trains	tbc	2016-20	Network Rail SW trains	tbc	Network Rail SW Trains
Transport	New cycle hub at Haslemere Station including repair facilities and CCTV	To improve facilities for cyclists	Network Rail South West Trains	tbc	2016-20	Network Rail SW Trains	tbc	Network Rail SW Trains
Transport	Improved interchange facilities at Haslemere Station including – <ul style="list-style-type: none"> ▪ improved cycle and pedestrian access to town centre ▪ improved bus access and facilities ▪ upgrading bus stops including real time passenger information ▪ integration with train services 	To enhance accessibility to public transport	Surrey CC	£200,000 - £700,000	2016-20	SCC CIL	£200,000 - £700,000	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
	<ul style="list-style-type: none"> ▪ bus priority on approach roads where required 							
Transport	Improved bus services and cycle routes from station to South Downs National Park	To encourage sustainable tourism	Surrey CC	£150,000	Over plan period	Local Sustainable Transport Fund (LSTF)	£150,000	Surrey LTP3 (Draft Forward Programme)
Transport	Road safety improvements <ul style="list-style-type: none"> ▪ Critchmere Hill/A287 junction feasibility study ▪ A283 Petworth Road/ Gostrove Lane junction ▪ B2131 Petworth Road/Killinghurst Lane junction 	To reduce accidents and improve safety for all road users	Surrey CC	£60,000	2016-20	SCC (Local Committee)	£60,000	Surrey LTP3 (Draft Forward Programme)
Transport	Fosters Bridge improvements	To mitigate flooding and improve poor walking facilities	Surrey CC	tbc	2016-20	SCC S106 CIL	tbc	Surrey LTP3 (Draft Forward Programme)
Community/Leisure	Haslemere Leisure Centre: outdoor play area; upgraded toilets and spectator seating.	To meet demand for provision	Waverley BC	£110,000	By 2032	CIL	£110,000	Waverley BC
Community/Leisure	The Edge Leisure Centre: refurbishment of sports hall floor and upgrade of school changing facilities.	To meet demand for provision	Waverley BC	£110,000	By 2032	CIL	£110,000	Waverley BC
Community/Leisure	2 no. floodlit netball courts	To meet demand for provision	Waverley BC	£300,000	By 2032	CIL	£300,000	Waverley BC
Community/Leisure	Purpose built Community Centre to provide services for older people	To provide flexible accommodation for services and activities to support health and wellbeing	Waverley BC	£2m	By 2032	CIL	£2m	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Community/Leisure	Wey Centre: improved facilities for different use groups	To develop a flexible space for a variety of use groups	Waverley BC	£250,000	By 2032	CIL	£250,000	Waverley BC
CRANLEIGH								
Transport	Elmbridge Road/Wey and Arun Canal Bridge, Cranleigh	New bridge on Elmbridge Road over the Wey and Arun Canal to provide a two lane carriageway and pedestrian footway	Surrey CC	£1.8-£2m	By 2032	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Traffic Management Scheme between Cranleigh and Shere on Barhatch Lane and Hound House Road	Improve capacity and safety improvements	Surrey CC	£50,000	By 2032	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Alfold Road adjacent to Little Mead Industrial Estate: widen road bridge and priority management	To improve capacity and safety improvements	Surrey CC	£350,000	By 2032	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Cranleigh High Street: Environmental improvements	To enhance the environment	Surrey CC	£0.5-£1m	By 2032	SCC S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Bridge over Downslink, Cranleigh: new bridge or amendments to existing traffic signals	To improve junction capacity and address potential structural issues	Surrey CC	£200,000 - £1.5m	By 2032	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Study to review on and off-street car parking in Cranleigh village centre	To improve car parking facilities	Surrey CC	?	By 2032	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Public bridleway between Elmbridge Road and Cranleigh Leisure Centre: Lighting Scheme	To improve public safety and to encourage journeys by sustainable modes	Surrey CC	£90,000	By 2032	S106	tbc	Cranleigh Draft Infrastructure list (SCC)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Transport	Public footpath 393 between Elmbridge Village and Knowle Lane: surface and drainage improvements	To encourage journeys by sustainable modes	Surrey CC	£50,000	By 2032	S106	£0 – delivery in kind by developers (Knowle Park Initiative)	Cranleigh Draft Infrastructure list (SCC)
Transport	Public bridleway 350: surface and drainage improvements	To encourage journeys by sustainable modes	Surrey CC	Tbc	By 2032	S106	£0 – delivery in kind by Amlets Lane developer	Cranleigh Draft Infrastructure list (SCC)
Transport	Off-carriageway cycle/ pedestrian link between Cranleigh and Ewhurst	To encourage sustainable transport and improve pedestrian and cycle facilities	Surrey CC	£180,000	2016-20	SCC CIL	£180,000	Surrey LTP (Draft Forward Programme)
Public Transport	Cranleigh Bus Service Enhancement Scheme	To improve frequency of evening and weekend services	Surrey CC	tbc	Over plan period	S106 CIL	tbc	Cranleigh Draft Infrastructure list (SCC)
Public Transport	Upgrade bus stop facilities to include real time passenger information	To improve accessibility to public transport	Surrey CC	£200,000	2016-20	SCC CIL	£200,000	Cranleigh Draft Infrastructure list (SCC)
Education	New Cranleigh Primary School including additional 1.5 forms entry	To replace existing C of E and to accommodate increased pupil numbers arising from new developments	Surrey CC	£8m-10m	By 2032	- SCC via Government's Priority School Building Programme - Sale of existing school site for housing development - S106	tbc	Surrey CC
Education	1-2 additional forms entry for Secondary School to be accommodated at	To accommodate increased pupil numbers arising from new developments in	Surrey CC	£6m	By 2032	S106	tbc	Surrey CC (School Commissioning Officer)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
	Glebelands School	Cranleigh and at Dunsfold Aerodrome (Depends on whether Dunsfold Aerodrome option is taken forward)						
Community/Leisure	Cranleigh Leisure Centre: replace outdoor tennis courts with a 4 court indoor sports hall	To meet demand for provision	Waverley BC	£3.7m	By 2032	S106 CIL	£3.7m	Waverley BC
Community/Leisure	Cranleigh Leisure Centre: extension to provide indoor cycling studio	To meet demand for provision	Waverley BC	£400,000	By 2032	S106 CIL	£400,000	Waverley BC
Community/Leisure	Cranleigh Leisure Centre: poolside upgrade	To meet demand for provision	Waverley BC	£400,000	By 2032	S106 CIL	£400,000	Waverley BC
Community/Leisure	<i>As a potential longer term alternative to above improvements:</i> Cranleigh Leisure Centre: new build leisure centre with sports hall re replace existing centre	To meet demand for provision	Waverley BC	£8,000,000	tbc	S106 CIL	£8,000,000	Waverley BC
Community/Leisure	Rowleys Centre for the Community: refurbishment of Rowland House Lounge area and existing centre	To support health and wellbeing, particularly for older people	Waverley BC	£150,000	By 2032	CIL	£150,000	Waverley BC
Community/Leisure	Multi agency centre in Village Way to accommodate Parish Council, CAB, youth centre, Police and rooms for public hire	To provide improved and more efficient local services	Waverley BC	£1.962m	By 2032	CIL	£1.962m	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Health	Cranleigh Village Hospital	To improved local health services and facilities	Guildford & Waverley CCG Cranleigh Hospital Trust	tbc	By 2032	CCG S106	tbc	- Cranleigh Village Hospital Trustees
DUNSFOLD AERODROME								
Strategic Green Infrastructure	<ul style="list-style-type: none"> ▪ Pedestrian and cycle routes (within the site) ▪ Ecological mitigation ▪ Runway Park ▪ Country Park ▪ Sports pitches and play facilities ▪ Neighbourhood parks ▪ Flexible informal landscape ▪ Works to existing woodland ▪ Landscape maintenance 	To comply with planning legislation, to accommodate demand for facilities and to encourage sustainable travel	Waverley BC	tbc	By 2032	Dunsfold Aerodrome developers	Nil – developer funded	- Waverley Borough Council
Utilities	<ul style="list-style-type: none"> ▪ Gas ▪ Electricity ▪ Water reinforcement 	To accommodate increased utility demand	Service Providers	tbc	By 2032	Dunsfold Aerodrome developers	Nil – developer funded	- Dunsfold Aerodrome developers
Other Community Infrastructure	<ul style="list-style-type: none"> ▪ Medical centre ▪ Day nursery ▪ Primary school ▪ Sustainable Drainage System (SuDS) ▪ Pedestrianised local centre ▪ Town canal, basin and connection 	To comply with planning legislation, to accommodate demand for facilities	Waverley BC	tbc	By 2032	Dunsfold Aerodrome developers	Nil – developer funded	- Waverley Borough Council

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Transport	A281: new site access to Dunsfold Aerodrome	To provide suitable access to the proposed development	Surrey CC	tbc	By 2032	S278 - Dunsfold Aerodrome developers	Nil – developer funded	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016
Transport	A281 Station Road, Bramley: signalisation of junction	To mitigate the traffic impact of Dunsfold Aerodrome proposals	Surrey CC	tbc	By 2032	S278 - Dunsfold Aerodrome developers	Nil – developer funded	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016
Transport	A281 Elmbridge Road/ Dunsfold Road: improvement and upgrade to the signalised junction	To mitigate the traffic impact of Dunsfold Aerodrome proposals	Surrey CC	£1m	By 2032	S278 - Dunsfold Aerodrome developers	Nil – developer funded	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016
Transport	HGV management plan and road traffic orders as necessary	To mitigate employment related HGVs at Dunsfold impacting on unsuitable roads	Surrey CC	£500,000	By 2032	S106 – Dunsfold Aerodrome developers	Nil – developer funded	Waverley BC Mott MacDonald – Impact on HGVs from Dunsfold August 2016
Transport	Horsham Road, Bramley: safety and capacity improvements	To mitigate the traffic impact of Dunsfold Aerodrome proposals	Surrey CC	£600,000	By 2032	S106 – Dunsfold Aerodrome developers	tbc	- Cranleigh Draft Infrastructure list (SCC) - SCC Strategic Highway Assessment 2016
Transport	Off site cycle network from Dunsfold Aerodrome site to key destinations	To maximise sustainable transport to/from the site and to reduce vehicle	Surrey CC	tbc	By 2032	S278 - Dunsfold Aerodrome developers	Nil – developer funded	- SCC Transport Development Management Team

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
		journeys						
Transport	Significant bus network serving Dunsfold Aerodrome site to key destinations including Guildford town centre	To maximise sustainable transport to/from the site and to reduce vehicle journeys	Surrey CC	tbc	By 2032	S106 - Dunsfold Aerodrome developers	Nil – developer funded in perpetuity	- Dunsfold Park Traffic Assessment - SCC Transport Development Management Team
Transport	A281 Horsham Road/ A248 Kings Road/ A348 Broadford Road: Conversion of both junctions to improve capacity and safety	To mitigate the traffic impact on Guildford borough from Dunsfold Aerodrome proposals	Surrey CC	tbc	By 2032	S278 - Dunsfold Aerodrome developers	Nil – developer funded	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016
Transport	Funding towards Guildford gyratory, park and ride provision at Artington	To mitigate the traffic impact on Guildford borough from Dunsfold Aerodrome proposals	Surrey CC	tbc	Plan period	S106 (Dunsfold Aerodrome developers)	tbc	Dunsfold Aerodrome Traffic Assessment (Vectos)
REST OF WAVERLEY BOROUGH								
Transport	A31 Guildford to Wrecclesham – Highway Maintenance and Resilience Corridor	To resolve flooding problems	Surrey CC	£4.95m	By 2032	SCC	tbc	SCC Expression of Interest to EM3 (LEP) 2015
Transport	Rural Areas: improvements to public transport including demand responsive community transport	To improve local services	Waverley BC Surrey CC	£1m	By 2032	SCC S106 CIL	tbc	Waverley BC
Transport	Improved road links between Cranleigh, Milford, Witley and Godalming	To improve transport links between Cranleigh and the northern settlements	Surrey CC	tbc	By 2032	SCC (Local Committee) S106 CIL	tbc	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Transport	Horsham Road, Bramley: safety and capacity improvements	To improve safety and capacity	Surrey CC	£600,000	By 2032	S106 – Cranleigh development sites	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Footway in The Street, Wonersh/Bramley	To improve pedestrian & cyclist safety	Surrey CC	£25,000	2016-20	SCC (Local Committee)	£25,000	Surrey LTP3 (Draft Forward Programme)
Transport	Road safety improvements - <ul style="list-style-type: none"> ▪ A281 Horsham Road, Grafham/ Bramley ▪ B2129 Station Road/ Chinthurst Lane junction ▪ A281 Horsham Road, Alfold ▪ Horsham Road/Station Road junction, Bramley ▪ A287 Frensham Road/ Pond Lane junction, Frensham 	To reduce accidents and improve safety for all road users	Surrey CC	£100,000	2016-20	SCC (Local Committee)	£100,000	Surrey LTP3 (Draft Forward Programme)
Transport	Improve strategic footpath and cycle network including cycle links to Milford and Witley stations	To encourage journeys by sustainable modes	Surrey CC	£25,000 - £100,000	2016-20	SCC CIL	£25,000 - £100,000	Surrey LTP3 (Draft Forward Programme)
Transport	Waverley B and minor roads: traffic management scheme(s)	To reduce impact of additional cross borough development related traffic or traffic diverted from A3	Surrey CC	£1.5m	By 2032	CIL S106	tbc	SCC Strategic Highway Assessment 2016
Transport	Community Transport Project – 15 no. Hoppa	To improve accessibility to local	Waverley BC Surrey CC	£2.2m	Plan period	SCC S106	tbc	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
	minibuses, including maintenance costs and driver salaries	communities				CIL		
Transport	Shere Rural Area HGV study and Quiet Lane Project	To mitigate impact of development on the Surrey Hills AONB by conserving and enhancing country lanes	Surrey CC	£50,000	2016-20	S106 CIL	£50,000	SCC (Waverley Local Committees)
Canal	Restoration of the Wey & Arun Canal - Tannery Lane Bridge to Station Road, Bramley; Station Rd to Birtley Bridge; Rowly to Gennets Wood.	To creation a public amenity and navigable link between the Rivers Wey and Arun	Wey & Arun Canal Trust	tbc	By 2026	Wey & Arun Canal Trust	Unknown	Wey & Arun Canal Trust
Wealden Heaths SPA	Hindhead Avoidance Strategy	To mitigate effect of development on SPA	Waverley BC National Trust	tbc	Plan period	S106 CIL	Nil	Waverley BC
Natural and semi-natural greenspace	Mare Hill Countryside Stewardship: habitat enhancement and creation.	WBC have responsibility for management of SSSIs	Waverley BC	tbc	Annual	Annual grant until 2018 Higher Level Stewardship (HLS) DEFRA	Nil	Waverley BC
Natural and semi-natural greenspace	Frensham HLS: habitat enhancement and creation.	WBC have responsibility for management of SSSIs	Waverley BC	tbc	Annual	Annual grant until 2020 DEFRA	Nil	Waverley BC
Natural and semi-natural greenspace	Lammas Lands HLS: habitat enhancement and creation	WBC have responsibility for management of SNCIs	Waverley BC	tbc	Annual	Annual grant until 2022 DEFRA	Nil	Waverley BC
Open Space	Recreation Ground Improvements	To meet additional need	Waverley BC	tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	tbc	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Sports Pitches	Creation of new pitches and improvements to existing. Provision of Pavilions.	To meet additional need	Waverley BC	tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	tbc	Waverley BC
Playgrounds	Playground replacement	To meet additional need	Waverley BC	tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	tbc	Waverley BC
Green infrastructure	Benches/public seating in high streets, main public areas and walking routes across the borough	To encourage active travel, physical activity and visits to local services by the growing older population	Waverley BC	tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	tbc	Waverley BC
Water	Connection to the local sewerage system at nearest point of adequate capacity	To ensure the sewerage system does not become overloaded	<ul style="list-style-type: none"> ▪ Thames Water ▪ Southern Water ▪ SE Water 	Unknown	Ongoing	Developers	Unknown	Correspondence with water companies
Water	Investment in water mains reinforcement / replacement.	To ensure security of supply, quality and pressure standards are maintained for all existing and future households.	<ul style="list-style-type: none"> ▪ Thames Water ▪ Southern Water ▪ SE Water 	Unknown	Ongoing	Water companies	Unknown	Thames Water Five-year Plan 2015-2020; SE Water Business Plan 2015-2020; Southern Water Business Plan 2015-2020
Police	Implementing "Design out Crime" measures	To reduce the opportunity of crime within the local community	Surrey Police	tbc	Ongoing	S106 CIL	Unknown	Surrey Police

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Telecommunications	To secure superfast broadband to parts of the Borough not included in the superfast broadband rollout	To secure superfast broadband to those parts of the Borough	Waverley BC Surrey CC	Tbc	Ongoing	Telecom operators	Unknown	Waverley BC Surrey CC
OUTSIDE WAVERLEY BOROUGH								
Transport	A331 Blackwater Valley Route with A31 Hog's Back (Tongham) junction improvement scheme	To improve junction capacity	Surrey CC	£500,000	By 2032	LTP S106 CIL	tbc	Guildford BC Transport Strategy 2016
Transport	Portsmouth Direct Line improvements (along with South West Main Line Peak Demand improvements)	To increase service frequency	Network Rail	£5m	By 2032	Department for Transport	tbc	Wessex Route Study 2015
Transport	A3 through Guildford (early targeted schemes): Average speed cameras; closure of Beechcroft Drive; Widening to northbound off-slip to Egerton Road; improvements to the traffic signals at Dennis roundabout; widening of southbound off-slip at Stoke interchange (A320)	To improve link and junction capacity and resolve safety issues	- Department for Transport - Highways England	£8m	By 2020	Department for Transport	n/a	Highways England (indicative concept plan only)
Transport	M25 Junction 10/A3 Wisley interchange All-movements grade separated junction	To improve link and junction capacity and resolve safety issues	Dept. for Transport. Highways England	£100 - £250m	Post 2020	Department for Transport	n/a	DfT Road Investment Strategy Road Period 1 scheme E16
Transport	M25 junctions 10-16: widening to 4 lanes in	To improve link and junction capacity and	Dept. for Transport.	£100 - £250m	Post 2020	Department for Transport	n/a	DfT Road Investment

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
	each direction	resolve safety issues	Highways England					Strategy Road Period 1 scheme E15
Transport	A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction): widening to 3 lanes	To improve link and junction capacity and resolve safety issues	Dept. for Transport. Highways England	£100 - £250m	Post 2025	Department for Transport	n/a	DfT Road Investment Strategy Road Period 2 scheme E31
Transport	Blackwater Valley Bus Corridors: range of complementary sustainable passenger transport improvements	To improve sustainable transport connectivity to and through the Blackwater Valley area, supporting the economic viability	SCC	tbc	Plan period	SCC LEP and match funding CIL	tbc	SCC Expression of Interest to EM3 (LEP) 2015
Transport	Guildford railway station	To provide capacity and interchange improvements to provide higher frequency train services in Waverley borough.	Network Rail SW Trains	£100m	By 2032	Department for Transport	n/a	Wessex Route Study 2015
Transport	Electrification of North Downs line	To increase service frequency to provide better train connections with Waverley borough	Network Rail Great Western Railway	£30m	By 2032	Department for Transport	n/a	Wessex Route Study 2015
Transport	North Downs line	To improve service frequency and timetable to provide better train connections with Waverley borough	Great Western Railway	tbc	By 2032	Department for Transport	n/a	Wessex Route Study 2015