



Infrastructure Delivery Plan

Waverley Borough
Submission

Local Plan 1:
Strategic Policies and Sites

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1. INTRODUCTION

Local infrastructure provision is a key element of spatial planning. New developments necessitate investment in the transport network, connections to electricity, gas and water supplies, and the provision of additional leisure, recreation and cultural activities. As part of the development of Waverley's Local Plan, the Council has worked with the full range of infrastructure providers to analyse the implications of planned growth on the services they provide and to identify where investment will be required over the plan period. In addition to demands on infrastructure from new development, the Borough will be subject to changing demographics, an ageing population and climate change, and these considerations have been included in the work carried out.,

The infrastructure planning 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 Infrastructure Delivery Plan (IDP) is part of the evidence base supporting the Local Plan. It must be remembered that infrastructure provision will change as new funding programmes are developed and priorities rescheduled. The IDP will be a living document and will be updated on a regular basis to reflect any changes to the delivery of infrastructure.

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. The detail of the projects is contained in the Infrastructure Delivery Schedule in the final section.

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.'

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 developer contributions 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 IDP has been developed collaboratively with local communities, stakeholders and strategic infrastructure providers, including county councils, and the accompanying schedule sets out the projects necessary to meet the needs created by new development in the borough of Waverley.

The objectives of the IDP

- i. To provide evidence on infrastructure requirements to help the Council in shaping the amount, location and form of development within Waverley up to 2032.
- ii. 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.
- iii. 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).

Types of infrastructure

For the purposes of this document (and mirrored in the Local Plan), infrastructure comprises;

- Transport: road network, bus, cycling and walking infrastructure, rail, parking
- Education: primary and secondary education, further and higher education, nursery schools and other early years provision
- Health: acute care and general hospitals, health centres/primary care trusts, ambulance services and social care
- Social and community: supported accommodation, social and community facilities, sports centres, open spaces, parks and play space
- Public services: waste management and disposal, libraries, cemeteries, emergency services (police, fire, ambulance), places of worship, prisons, drug treatment centres
- Utility services: gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure
- Water resources and water quality
- Flood risk management
- Suitable Alternative Natural Greenspace (SANG) in accordance with the Thames Basin Heaths Special Protection Area Avoidance Strategy
- Green infrastructure: parks and gardens, natural and semi-natural urban greenspaces, green corridors, outdoor sports facilities, amenity greenspace,

provision for children and young people, allotments, cemeteries and churchyards, accessible countryside in urban fringe areas, river and canal corridors, green roofs and walls.

Section 3 of this plan describes the current and predicted infrastructure requirements for each of these infrastructure types.

2. PLANNED DEVELOPMENT

Policy ALH1 of the 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 (Local Plan 2032)

Area	Housing target (minimum 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	305
Other Villages and Windfalls	335

The level of non-residential development is not expected to be as significant. The Employment Land Review (2016) projects an overall surplus of 14,700 sq. m of employment floorspace by 2033. However, this overall figure assumes that the projected surplus of 30,500 sq. m in B1c/B2/B8 floorspace (light industrial/general industrial and storage and distribution) will meet the projected need for 15,800 sq. m of B1a/b (offices/research and development) by 2033.

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

Appendix 1 provides more detail on the main settlements in Waverley and the planned development in the strategic allocations.

3. CURRENT PROVISION & INFRASTRUCTURE REQUIREMENTS

This section provides a description of the current infrastructure capacity in the Borough for each of the types of infrastructure, as defined in the Local Plan.

Transport

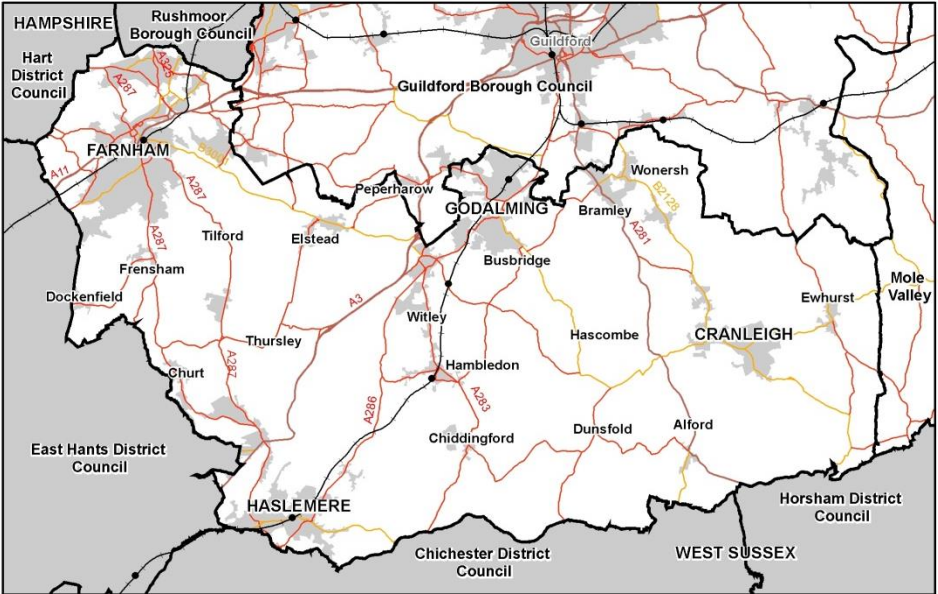
Strategic Highway Network	
Lead Organisation	Highways England
Existing Provision	<p>Highways England is a government owned company that is licensed to operate, maintain and modernise the strategic road network (SRN) in line with the Roads Investment Strategy, reflecting public interest and to provide 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 would potentially affect traffic flows and congestion in the Borough during the Plan period:</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 (proposals 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).

Strategic Highway Network	
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. It is noted that Highways England in their 3rd October 2016 response to the Local Plan Regulation 19 Consultation advised the following:</p> <p>‘From the information provided, identified growth in Waverley is not reliant upon delivery of a potential large scale scheme on the A3 through Guildford later in the Plan period’.</p> <p>Therefore although the schemes have been identified in the IDS it is considered that they are not essential to enable the Local Plan 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>“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 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”</p> <p>However, as set out above, Highways England do not believe that the schemes are essential to enable Waverley’s proposed growth although it is recognized that they would offer wider transport benefits which will extend into Waverley borough. We therefore consider 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) but as ‘desirable’ schemes rather than ‘essential’:</p> <ul style="list-style-type: none"> • ‘M25 Junction 10/A3 Wisley interchange ‘Road Investment Strategy’ scheme (E16)’ • ‘M25 Junctions 10-16 ‘Road Investment Strategy’ scheme (E15)’.

Strategic Highway Network

	<ul style="list-style-type: none"> • 'A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) 'Road Investment Strategy' scheme (E31)'
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>  <p>Figure 1: Map showing main settlements and the main road and rail networks in Waverley</p> <p>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:</p> <ul style="list-style-type: none"> ❑ 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

Local Highway Network

	<ul style="list-style-type: none"> ❑ 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: <ul style="list-style-type: none"> • the A286 through Haslemere, and • the A283 through Witley and Chiddingfold • Roads joining the A3100 include: <ul style="list-style-type: none"> • 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 Shepherds Hill and out towards the County Boundary at Camelsdale ❑ 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;

Local Highway Network

- (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.

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).

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 level.

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 –

- (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.

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.

As a result of these studies, provisional schemes needed to support planned growth in the Local Plan have been identified by Surrey

Local Highway Network	
	County Council. These are set out in the Infrastructure Delivery Schedule.
Cross Boundary Issues	Some impacts are forecast to occur across the Borough boundary, especially to the north west into Rushmoor and north into 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.
Implications for the Local Plan	Sustainable transport objectives aim to minimise the transport impact of new development, supporting the approach set out in the Surrey Transport Plan.
Sources of Funding	<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	<p>There are 6 stations within the borough on two lines:</p> <ul style="list-style-type: none"> • Farnham • Farncombe • Godalming • Milford • Witley

Rail

- 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 –

Table 3: Train Station usage in Waverley

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%

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.

Rail	
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 Local Plan.</p> <p>In terms of facilities at stations within Waverley, the car parks at Farnham and Haslemere have been or are in the process of being enlarged by the provision of decked parking, along with other forecourt and access improvements. At Godalming, work has recently been completed 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

Bus	
	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 have also been 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. 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 and Cranleigh 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	<p>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 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 which runs 27 buses. 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

Community Transport	
	<ul style="list-style-type: none"> • 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>The Borough contains a number of dedicated cycle routes and an extensive network of footpaths and bridleways. There are also several long distance footpaths and cycle routes in the Borough.</p> <p>The Downs Link is a walking and cycling route which runs from Guildford through Bramley and Cranleigh to Shoreham-by-Sea and is also part of National Cycle Network route 223. The North Downs Way</p>

Walking & Cycling

national walking 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.

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. Good networks for off-road and leisure cycling can help create a 'culture' for cycling and walking. Walking and cycling also have an important role to play in accessing public transport services.

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.

The Surrey Cycling Strategy also forms part of the Surrey Transport Plan. It covers cycling as a means of transport – i.e. for journeys to work and school, and business and shopping trips. It also covers cycling for leisure and as a sport. The aim of the cycling strategy is more people in Surrey cycling, more safely. Under the Surrey Cycling Strategy the Waverley Local Cycling Plan is being updated.

Surrey County Council also works closely with stakeholders and partners. Drive SMART is a partnership between Surrey Police and Surrey County Council (including Surrey Fire and Rescue Service), with the aim of reducing road casualties, tackling anti-social driving and making the county's roads safer and less stressful for everyone.

Sustainable travel is actively promoted across the county through the Travel SMART programme.

Surrey County Council continues to provide support to encourage children to travel to school in a more sustainable and safe manner. The annual Golden Boot Challenge is very popular with virtually all Waverley infant and junior schools taking part.

Surrey County Council also provides National Standard cycle training to around 15,000 Surrey residents each year. This is through Bikeability in schools and customised cycle training which is available for all ages and abilities.

The Waverley Borough Cycling Plan Supplementary Planning Document (April 2005) includes details of potential future cycle routes and cycle parking facilities.

Future Requirements

The Waverley Borough Cycling Plan SPD identified 44 potential cycling schemes. The Waverley Cycle Forum website currently

Walking & Cycling	
	<p>identifies 50 potential cycle schemes in Farnham, Cranleigh, Haslemere and Godalming (as at December 2016).</p> <p>Waverley Local Committee has established a joint borough and county members cycling task group. The task group is updating the Waverley Cycling Plan and is reviewing infrastructure proposals as well as identifying a programme for promotion, training, and monitoring.</p> <p>The County Council considers that as new developments are brought forward, opportunities should be taken to provide public paths and cycle facilities.</p> <p>A key objective of the Surrey Cycling Strategy is to improve infrastructure for cycling by securing funding to develop high quality, joined up cycle routes, taking account of international best practice, utilising off road and quiet streets, and separating cyclists from motorised traffic on busy roads where feasible. Efforts will be focused on routes that connect where people live with where they work, shop and go to school and with rail and bus stations for longer journeys.</p> <p>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. It is also considered that new developments should not be detrimental to existing walking, cycling and horse riding routes. The nature of existing paths is also important (see the Rights of Way Improvement Plan) and efforts should be made to prevent the loss or degradation of attractive recreational routes through the incorporation of routes into new estate roads. These may compromise public enjoyment and in so doing, deter future use.</p> <p>New routes provided should be given the appropriate legal status and properly constructed for the 'traffic' envisaged and be in keeping with the environment and landscape.</p> <p>The provision of all cycle or walking paths should take account of disabled users; a particular barrier to many disabled users are high numbers of stile or poorly designed steps or barriers. The County Council has adopted a policy of installing gates and barriers in line with the least restrictive option (a principle introduced by BS 5709).</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> <p>Links to cycle facilities in adjoining districts and boroughs.</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 growing desire of older people to cycle to help maintain their health.</p>

Walking & Cycling

	<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, cycle 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 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 majority of 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) • Bids to LEP

Utilities

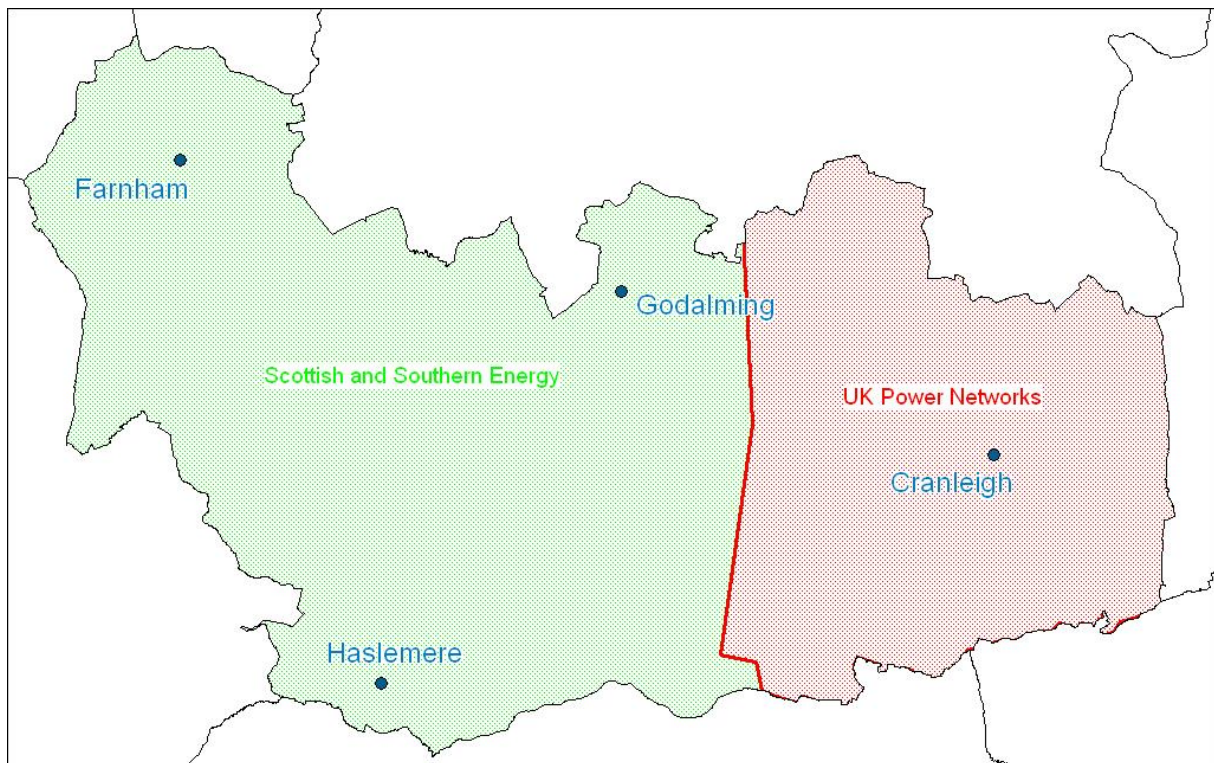
Energy

Lead Organisation	<p>UK Power Networks</p> <p>SSE Power Distribution</p> <p>Southern Gas Networks</p>
Existing Provision	<p>Electricity</p> <p><u>Cranleigh Area</u></p>

Energy	
	<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 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.</p> <p>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><u>Electricity</u></p> <p>Cranleigh, Shalford</p>

Energy	
	<ul style="list-style-type: none"> • No major infrastructure projects planned <p>Farnham, Godalming, Haslemere and surrounding villages</p> <ul style="list-style-type: none"> • No major infrastructure projects planned <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> <p><u>Gas</u></p> <p>Southern Gas Networks have confirmed that their gas infrastructure may be affected by the levels of growth proposed and should alterations to existing assets be required to allow development to proceed, the alterations will need to be funded by the developer.</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	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.
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
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>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 powers and by agreement with the relevant parties.</p>

Water Supply

Future Requirement

The Environment Agency has identified the South East of England as an area of serious water stress.

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.

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.

Thames Water (TW)

TW's Asset Management Plan (period 6, 'AMP6') 2015-2020 seeks to:

- 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.

Water Supply

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 Plan (WRMP).

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.

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.

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.

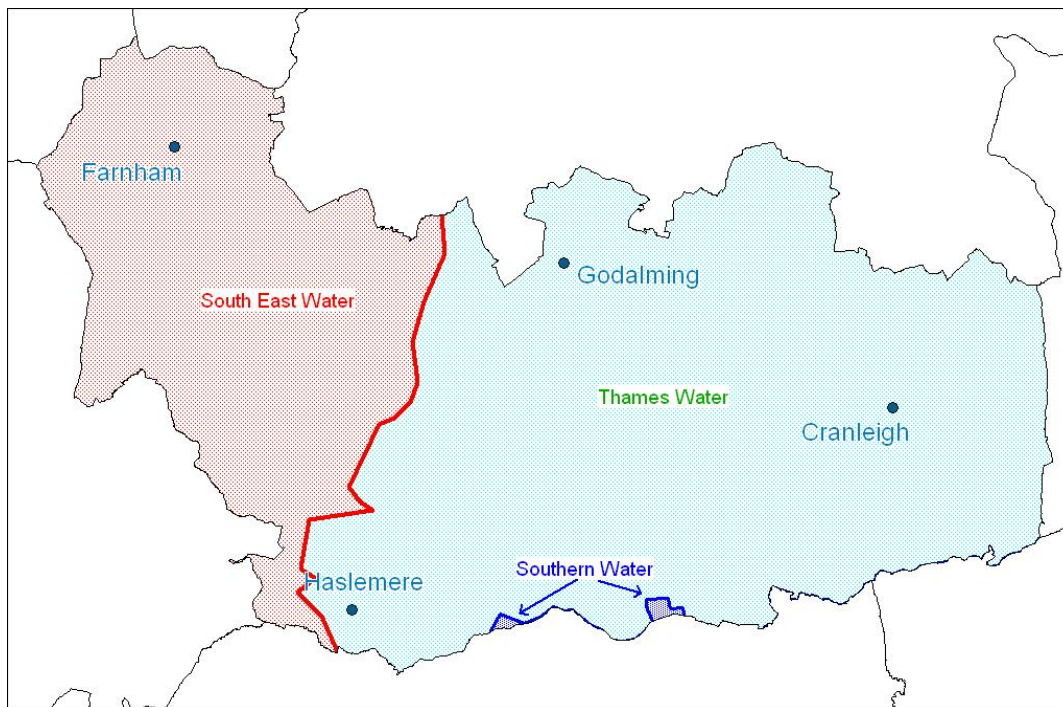
South East Water (SEW) covers the western part of Waverley including Farnham. The company is divided into 8 water resource zones for planning purposes; Waverley falls within zones 4 and 5.

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.

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

Water Supply	
	<p>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 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 CC4 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

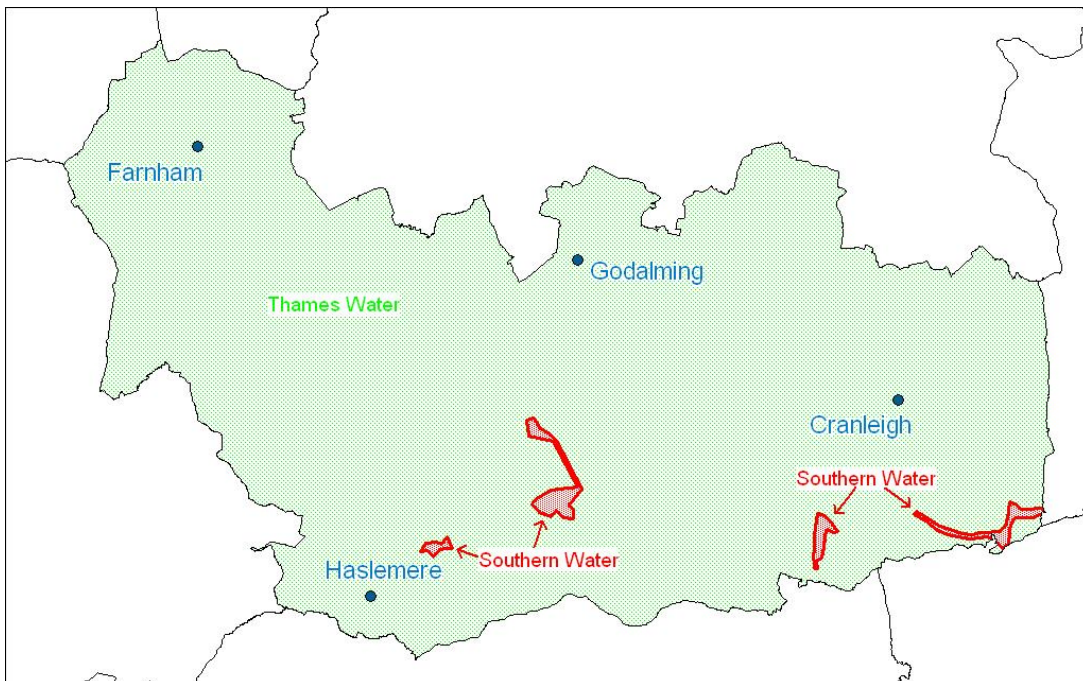


Waste Water	
Lead Organisation	Thames Water Southern Water
Existing Provision	<p>Wastewater (sewage) treatment in Waverley is provided by the Thames Water and Southern Water Services companies who have the statutory responsibility for provision and maintenance public sewers</p> <p>Thames Water is the sewerage undertaker for Farnham, Godalming, Haslemere, Cranleigh, Shamley Green & Elstead. Within Waverley, it has treatment works at Farnham, Cranleigh, Haslemere, Godalming, Shamley Green, Elstead and Alfold.</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 • Chephurst Copse
Future Requirements	Water companies provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.

Waste Water	
	<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) have confirmed that upgrades to their sewerage treatment infrastructure may be required during the plan period to support the anticipated demand. TW have indicated that these improvements are not a constraint to development although drainage strategies may be required for some developments. The Council will continue to work with Thames Water and developers to identify when and where improvements are required.</p> <p>Southern Water (SW) provides wastewater services in parts of Waverley, including Alfold and Chiddingfold. SW have confirmed that while additional capacity may be required, this is not a constraint to development.</p> <p>Both companies 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>
Cross Boundary Issues	No cross boundary issues have been raised to date.
Implications for the Local Plan	<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</p>

Waste Water	
	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 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	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

Waste & recycling

	<p>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 notes for applicants and agents.</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</p>

Waste & recycling	
	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.
Cross Boundary Issues	No cross boundary issues have been raised to date.
Implications for the Local Plan	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 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</p>

Telecommunications	
	<p>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 continues to upgrade 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> <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.</p>
Cross Boundary Issues	No cross boundary issues have been raised to date.
Implications for the Local Plan	<p>As with other utilities, these services are provided by the companies as required at their own cost.</p> <p>Siting and design considerations for telecommunications development will be addressed in Part 2 of the plan (Non-strategic Policies and Sites).</p> <p>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.</p>
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

Provision for children and young people

Existing Provision

Current Provision (ha per 1,000 people): 0.06 ha of equipped playspace; and 0.73 ha of informal playspace

National standard in PPG17 Study: 0.25 ha per 1,000 people (hereby called the 'Fields in Trust' standard, as defined in Guidance for Outdoor Sport: Beyond the Six Acre Standard: 2015).

The 73 equipped Borough and Parish/ Town Council owned play areas (including skateparks and multi use games areas) in Waverley are split into three main categories defined by Fields in Trust:

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 an accompanied walking distance of 100m from home.

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 (800m from home). There are 32 LEAPs in the Borough.

Neighbourhood Equipped Area for Play (NEAP) is an unsupervised 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, with 30m between the edge of the activity zone and the boundary of dwellings. A NEAP should be sited within (1000m walking distance from. the homes it is designed to serve. There are 3 NEAPs in the Borough.

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.

More detail can be found in the Play Area Strategy 2015.

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.

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

Provision for children and young people	
	<p>1000 population for children's play space (including both designated equipped play space, and informal play space).</p> <p>The Waverley Play Areas Strategy has identified that there is 0.06ha of equipped play space for every 1000 people. 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 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 2015-2024 to identify an Action Plan for meeting future demand.</p>
Cross Boundary Issues	Play areas outside of the Borough may serve children within 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>There are a number of projects as identified in the Infrastructure Delivery Schedule.</p>
Sources of Funding	<ul style="list-style-type: none"> • WBC • CIL • S106

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,</p>

Sports Pitches	
	<p>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	The Local Plan supports measures in the Council's strategies on playing pitches. 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.
Sources of Funding	<ul style="list-style-type: none"> • WBC • Schools • Sports Clubs • Sport England / DCMS • Lottery • Town and Parish Councils

Open Space

Total Area: 5,544 ha

Current Provision in ha per 1,000 people: 46 ha

Quantity standard in PPG17 Study: None set

This category 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.

Parks & Gardens

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

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.

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.

Amenity Open Space

No. of Parcels recorded: over 3,000

Total Area: 93 ha

Current Provision in ha per 1,000 people: 0.78 ha

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.

Open Space

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.

Open Space

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. 6 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 Copse, Witley
 - Rowhill Copse, Farnham
 - Sayer’s Croft , Ewhurst
 - The Flashes, Elstead
 - Farnham Park
 - Weybourne, Farnham

Open Space

- 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.

Open Space	
	<p>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).</p> <p>Important and established paths include:</p> <ul style="list-style-type: none"> • 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
Future Requirements	<p>National guidance proposes the following standards:</p> <ul style="list-style-type: none"> • Public Parks & Gardens – 0.2ha per 1000 population (9000 population = 1.8 ha) • Amenity Greenspace – 0.8ha per 1000 population (9000 population = 7.2 ha) <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 • Frensham 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>

Open Space	
	<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> <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 2017.</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 previous studies suggest 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</p>

Open Space	
	<p>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 • 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 Docketfield. 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 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>

Open Space	
	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.
Sources of Funding	<ul style="list-style-type: none"> • WBC • Natural England • CIL • S106 • External grant funders

Figure 6: Natural and Semi Natural Greenspace

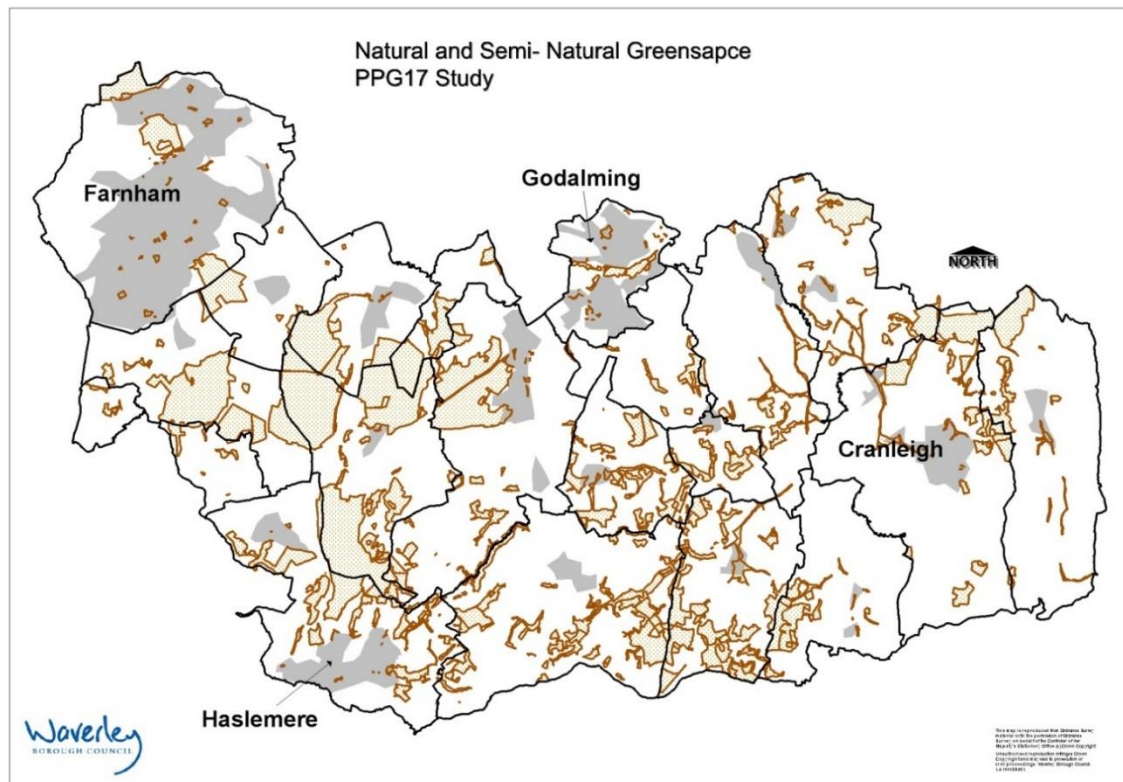


Figure 7: Special Protection Areas in and adjoining Waverley

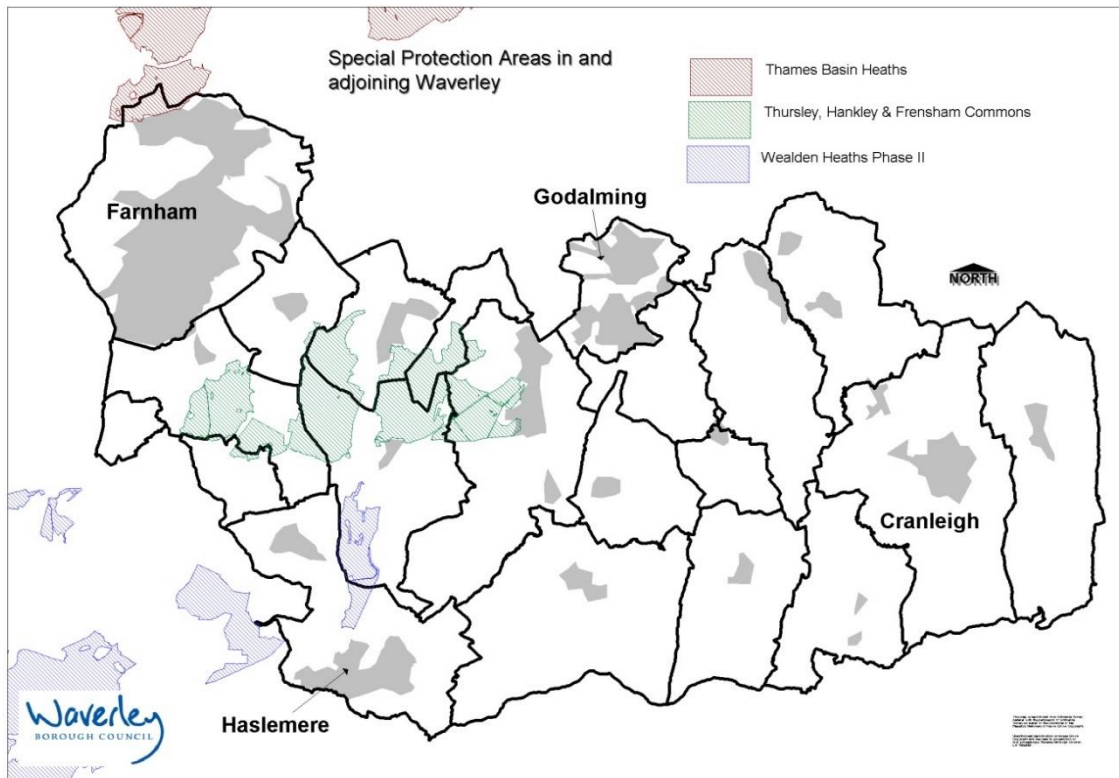


Figure 8: Local and National Nature Reserves, Sites of Special Scientific Interest and Local Geological Sites

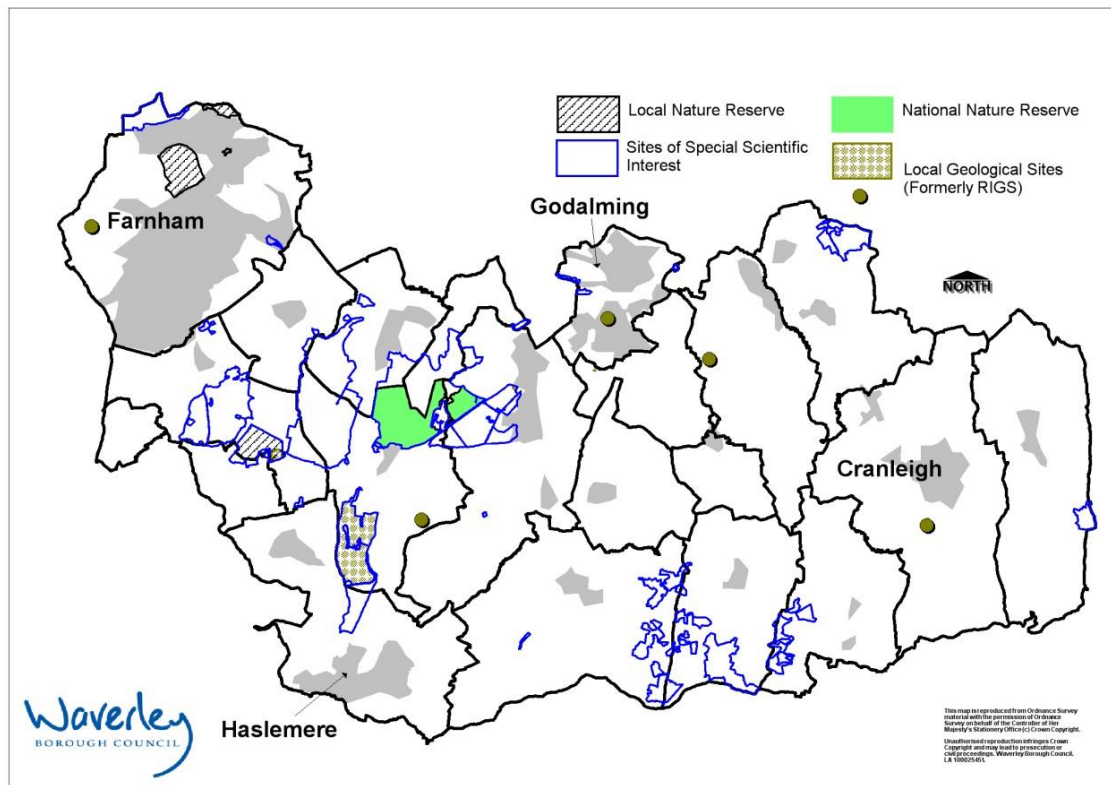


Figure 9: Green Corridors and Rights of Way

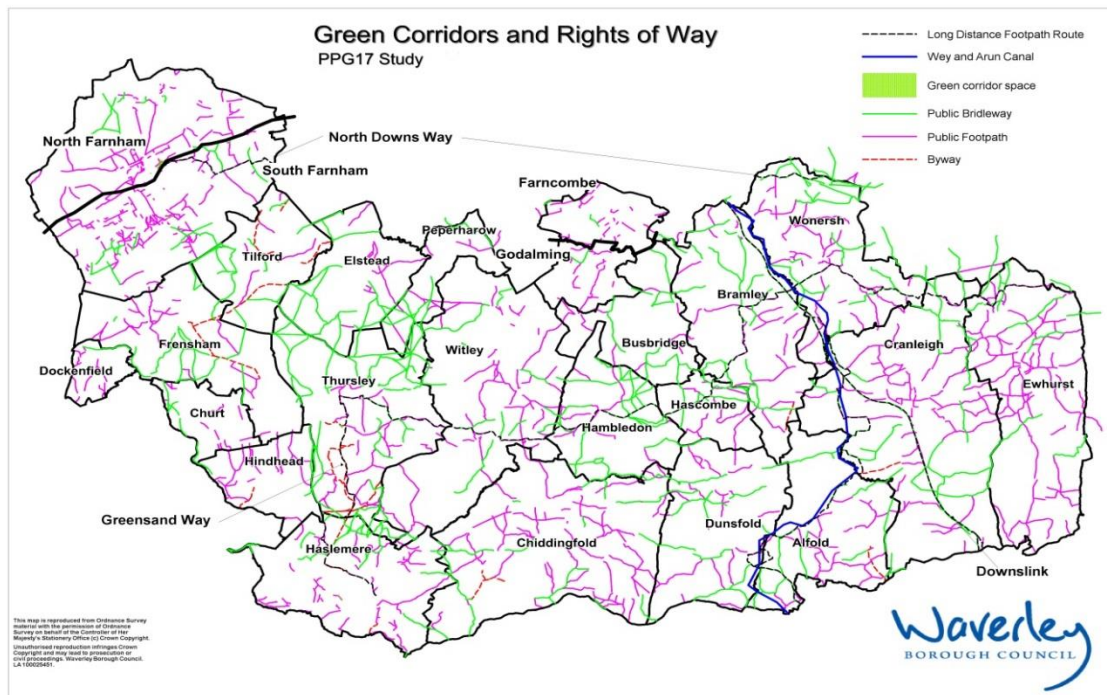


Figure 10: RAMSAR Sites, Special Areas of Conservation and Sites of Nature Conservation Importance

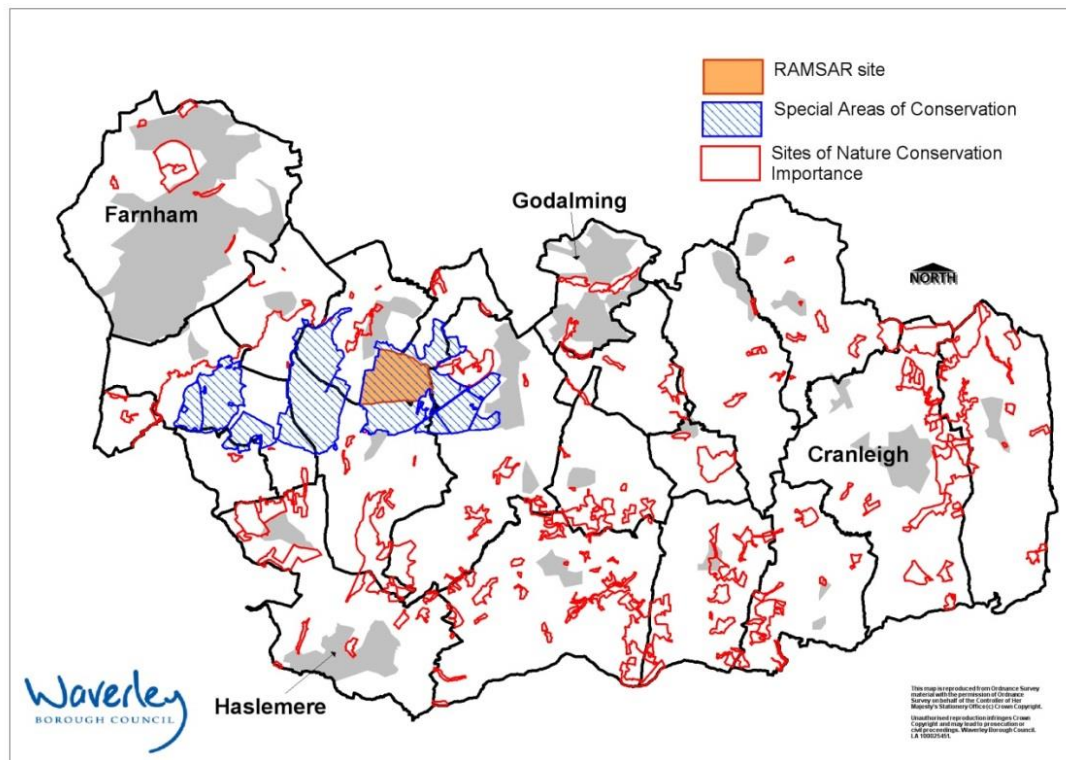
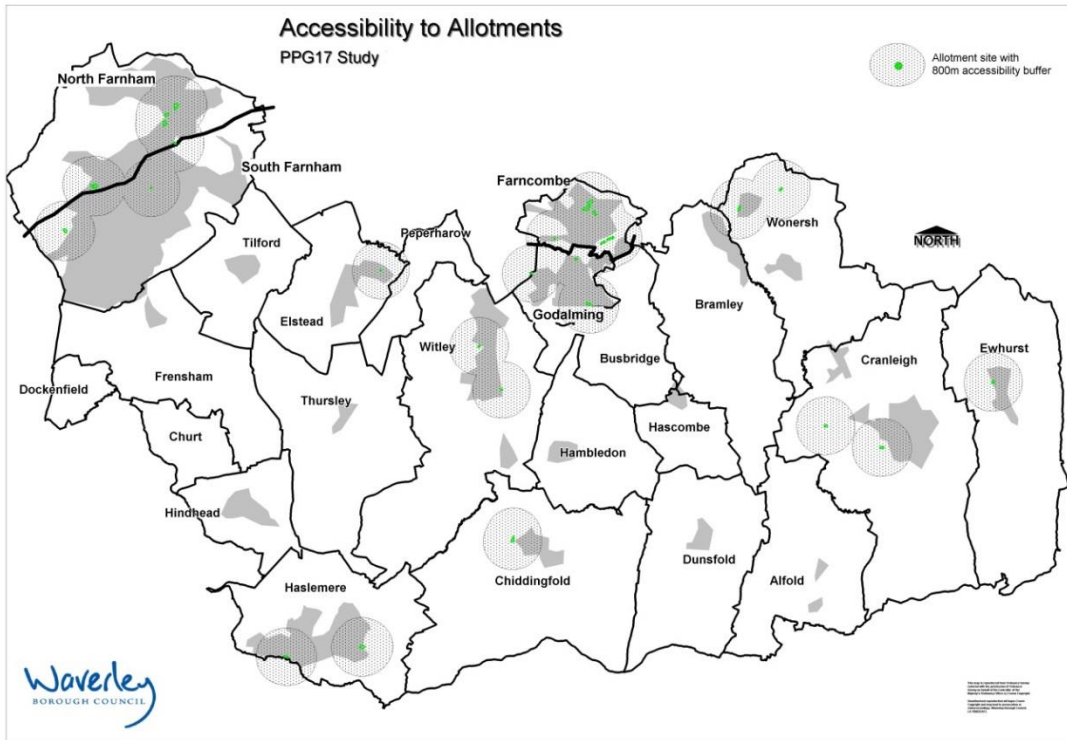


Figure 11: Allotment Sites



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>Previous studies 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 the Local Plan	Policy LRC1 seeks to safeguard existing and encourage new 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.

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 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).</p> <p>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.</p> <p>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.</p> <p>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</p>

Thames Basin Heaths SPA Avoidance Strategy

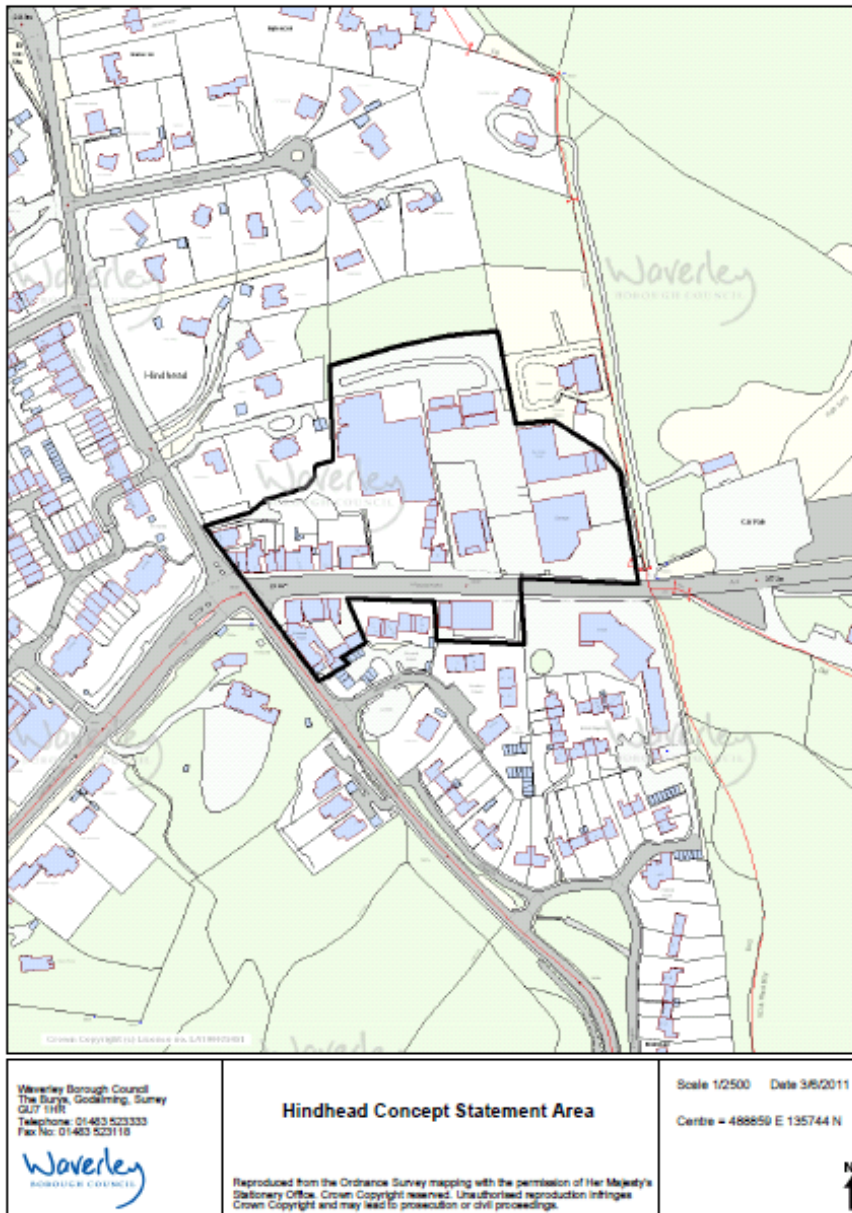
	<p>management and monitoring measures to manage recreational pressure on the SPA itself.</p> <p>Farnham Park is Waverley’s only SANG resource for the purposes of the Avoidance Strategy. Its overall size and location means that it can serve a development catchment of 5 km from its boundaries covering 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.</p> <p>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.</p> <p>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.</p>
<p>Future Requirements</p>	<p>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.</p>
<p>Cross Boundary Issues</p>	<p>The Thames Basin Heaths SPA covers 11 local authority areas in Surrey, Hampshire and Berkshire, including Guildford, Rushmoor, and Hart which adjoin Waverley.</p> <p>All the authorities have a need to provide SANG and are represented on the Thames Basin Heaths Joint Strategic Partnership Board.</p>
<p>Implications for the Local Plan</p>	<p>Local Plan Policy NE3, 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:</p>

Thames Basin Heaths SPA Avoidance Strategy	
	<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 Whitehill Bordon Ecotown Masterplan.

Wealden Heaths (Phase II) SPA – Hindhead Avoidance Strategy	
Implications for the Local Plan	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	<p>Waverley Borough Council</p> <p>Environment Agency</p> <p>Surrey County Council</p>
Existing Provision	<p>Many of the towns and villages in the Borough are situated adjacent to rivers and the Environment Agency estimates that there are 523 properties at risk of flooding in Flood Zone 3 (1 in 100 year flood event) and 1315 properties within Flood Zone 2 (1 in 1000 year event), as at October 2010. This may be exacerbated in the future by the impacts of climate change.</p> <p>Each of the rivers in the Borough pose 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 main watercourse catchments in Waverley are the River Wey, the upper River Arun (primarily the Loxwood Stream) and the River Blackwater.</p> <p>The Environment Agency have produced a Draft River Wey Flood Risk Management Strategy. This strategy will help to put into practice the Thames Catchment Flood Management Plan. The preferred option in the Strategy is to maintain the river system and structures to meet existing flood risk standards. These standards will decrease with time due to climate change. Flood risk is the combination of probability (likelihood) and consequence (impact). The Environment Agency will reduce the impacts of flooding by: enhancing flood warning and forecasting ability, influencing development planning and promoting flood proofing measures in homes.</p> <p>A two stage channel in Farnham is the only existing flood defence structure in the Borough. There are several privately owned weirs which maintain and control flows through mills.</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 but highlight recommendations made in the Strategic Flood Risk Assessment.</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</p>

Flood Infrastructure

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.

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.

The Environment Agency is currently progressing three flood mitigation schemes in Waverley. Details of the schemes are outlined below. Both these schemes are in the initial investigation/planning stage and whether or not they will be implemented will depend on their technical viability and getting the necessary partnership funding.

Details of the schemes as follows:

Bramley Flood Alleviation Scheme – Initial Assessment

Following the Bramley Surface Water Study undertaken by Waverley Borough Council in 2014, the Environment Agency is currently undertaking an Initial Assessment (IA) to investigate the potential flood alleviation in Bramley. The IA will examine the mechanism of flooding, including both main river and surface water. It will identify and cost potential solutions to reduce the fluvial flood risk and recommend ideas for a collaborative scheme to address both fluvial and surface water flooding.

Alfold Flood Alleviation Scheme

This is currently valued at £50k and programmed for the 2016/2017 financial year.

Godalming Flood Alleviation Scheme

We are working with our partners to look at the various options for the Godalming Flood Alleviation Scheme and to develop updated hydrology and more accurate hydraulic models for the catchment to test these. The options could include; bypass channels, channel improvements, flood walls and banks, temporary defences, property level protection, flood storage areas and catchment management. The scheme will be built to protect as many properties as possible only if viable and fully funded.

This is a partnership funded scheme. The costs are estimated to be between £2 million and £5 million for localised flood defences along Meadrow. Under the partnership funding approach it is likely that at least £2 million of contributions will be required.

Flood Infrastructure	
	<p>Key partners have already pledged significant partnership funding. These include the Thames Regional Flood and Coastal Committee (RFCC), Surrey County Council, Waverley Borough Council, Godalming Town Council and private business. A Memorandum of Understanding is being developed for this which will be progressed as costs become more certain.</p> <p>The exact timings for construction of the Godalming Flood Alleviation Scheme are provisional. If the Godalming scheme gets approval and the contributions secured, then building work could begin in April 2017 and take approximately 1 to 2 years to complete.</p>
Cross Boundary Issues	None identified.
Implications for the Local Plan	In accordance with the guidance in the NPPF, local plans must 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

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	<p>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.</p>

Early Years Provision	
Implications for the Local Plan	Three early years classrooms at Dunsfold Park Primary School and additional infrastructure at Little Harriers Montessori Day Nursery.
Sources of Funding	<ul style="list-style-type: none"> • SCC • 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> </tbody> </table>	Area	School	Year	Cranleigh	Cranleigh Primary	2013
Area	School	Year					
Cranleigh	Cranleigh Primary	2013					

Primary & Secondary

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

Primary & Secondary	
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	<p>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 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 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 form of primary entry (relocated 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.
Sources of Funding	<ul style="list-style-type: none"> • Surrey County Council • S106 • CIL • Academy Schools

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)

Further & Higher Education

Existing Provision

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.

Further education is available within the Borough through the following providers:

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

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.

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.

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

Further & Higher Education	
	arrangement between institutions and the Higher Education Funding Council for England.
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	None identified
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

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.

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.

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.

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).

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.

There have been some national changes linked to Clinical Commissioning Groups:

- 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

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

- 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
- Farnham falls within the Frimley Health STP whilst the rest of Waverley sits within Surrey Heartlands

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.

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.

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.

Secondary and Community Health Care provision

- Guildford & Waverley CCG
- 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

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

	<p>Main providers of primary, community, mental health, social and acute care to NE Hampshire and Farnham CCG</p> <table border="0"> <tr> <td data-bbox="448 405 884 488"> <p>General Practice</p> <ul style="list-style-type: none"> ▪ 24 practices within the CCG ▪ Out of hours care – NE Hants Urgent Care </td> <td data-bbox="951 405 1345 510"> <p>Mental Health Services</p> <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="448 517 836 600"> <p>Acute Care</p> <ul style="list-style-type: none"> ▪ Frimley Park Hospital NHS FT ▪ Royal Surrey County Hospital NHS FT </td> <td data-bbox="951 544 1329 600"> <p>Ambulance Services</p> <ul style="list-style-type: none"> ▪ South East Coast Ambulance NHS FT </td> </tr> <tr> <td data-bbox="448 629 826 712"> <p>Community Health Services</p> <ul style="list-style-type: none"> ▪ Virgin Care Ltd – Farnham ▪ Southern Health NHS FT – NE Hants </td> <td data-bbox="951 629 1340 712"> <p>Social Care</p> <ul style="list-style-type: none"> ▪ Surrey County Council – Farnham ▪ Hampshire County Council– NE Hants </td> </tr> </table> <p>There are also a wide range of independent and voluntary sector providers for our population</p>	<p>General Practice</p> <ul style="list-style-type: none"> ▪ 24 practices within the CCG ▪ Out of hours care – NE Hants Urgent Care 	<p>Mental Health Services</p> <ul style="list-style-type: none"> ▪ Surrey & Borders Partnership NHS FT ▪ Sussex Partnership NHS FT for CAMHS ▪ TalkPlus for IAPT services 	<p>Acute Care</p> <ul style="list-style-type: none"> ▪ Frimley Park Hospital NHS FT ▪ Royal Surrey County Hospital NHS FT 	<p>Ambulance Services</p> <ul style="list-style-type: none"> ▪ South East Coast Ambulance NHS FT 	<p>Community Health Services</p> <ul style="list-style-type: none"> ▪ Virgin Care Ltd – Farnham ▪ Southern Health NHS FT – NE Hants 	<p>Social Care</p> <ul style="list-style-type: none"> ▪ Surrey County Council – Farnham ▪ Hampshire County Council– NE Hants
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<p>Existing Provision</p>	<p>Secondary health care comprises acute services such as specialist medical care, accident and emergency care, referrals from GPs, 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. 						

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

	<ul style="list-style-type: none"> • 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>
<p>Future Requirements</p>	<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 outcomes, and thereby change the way that patients receive care. • 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>

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

	<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 primary and community services • 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>
<p>Cross Boundary Issues</p>	<p>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.</p>
<p>Implications for the Local Plan</p>	<p>See 'Primary Health Care' below.</p>

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

Sources of Funding	<ul style="list-style-type: none"> • NHS • CIL
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Primary Health Care

Lead Organisation	<p>Guildford and Waverley Clinical Commissioning Group</p> <p>North East Hampshire & Farnham Clinical Commissioning Group</p> <p>NHS England South</p>
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Existing Provision

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.

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.

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.

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.

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
Downing Street Surgery	Farnham
Binscombe Medical Centre	Godalming
The Mill Medical Practice	Godalming
Haslemere Health Centre	Haslemere
Hurst Farm Surgery	Milford
Springfield Surgery	Elstead
Chiddingfold Surgery	Chiddingfold
Witley & Milford Surgery	Witley & Milford

Primary Health Care					
	<table border="1"> <tr> <td>Wonersh Surgery</td> <td>Wonersh</td> </tr> <tr> <td>The Grayshott Surgery</td> <td>Hindhead</td> </tr> </table> <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>	Wonersh Surgery	Wonersh	The Grayshott Surgery	Hindhead
Wonersh Surgery	Wonersh				
The Grayshott Surgery	Hindhead				
Future Requirements	<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 increase 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.				

Primary Health Care	
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 Funding	Surrey County Council

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>

Community Facilities including Day Centres, Village Halls

	<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 Requirements	<p>The increase in population over the local plan period is likely to 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>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	<p>Surrey County Council</p> <p>Surrey Fire and Rescue Service (SFRS)</p>
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>

Fire & Rescue	
	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.
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</p>

Ambulance	
	<p>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.

Police	
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

4. DELIVERY AND FUNDING

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
- Improvements to sewerage treatment works to provide additional capacity within environment limits.

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.

The Council are actively seeking funding for these schemes which may come from the New Homes Bonus, Local Enterprise Partnership, Garden City funding and S106 contributions before the CIL is adopted. However, the primary source of funding for delivery of improvements outlined in the schedule is likely to be through the Community Infrastructure Levy.

CIL funding

The Council is developing its approach to the Community Infrastructure Levy. This IDP will form the basis of the infrastructure evidence required to support the charging schedule. Consultation on a new Preliminary Draft Charging Schedule will take place early in 2017. Until CIL is adopted, the Council will continue to collect infrastructure contributions based on current national guidance and our adopted policies.

5. INFRASTRUCTURE DELIVERY SCHEDULE - SUPERCEDED BY JULY 2021 UPDATE

The following table sets out a schedule of infrastructure projects over the plan period to 2032, which have been identified by infrastructure providers.

The IDS has been updated since the August 2016 version as more information has become available on projects, costs etc. It will continue to evolve as more up to date information becomes available, and some additional projects will be added to the schedule. The Schedule seeks to be comprehensive but does not yet contain all the desired information on project costs and timescales. In that respect, the IDP itself is not fixed to any specific point in time. Prioritisation of the projects is likely to be necessary as the Council develops its CIL charging schedule.

WAVERLEY LOCAL PLAN: INFRASTRUCTURE DELIVERY SCHEDULE

December 2016

SUPERCEDED BY JULY 2021 UPDATE

The IDS has been updated since the August 2016 version as more information has become available on projects, costs etc. It will continue to evolve as more up to date information becomes available, and some additional projects will be added to the schedule. The Schedule seeks to be comprehensive but does not yet contain all the desired information on project costs and timescales. In that respect, the IDP itself is not fixed to any specific point in time.

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	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	£4m	£0.27m S106 from (WA/2014/1565 & WA/2015/2387)	£3.73m	2017-21	S106 (town centre developments) CIL LEP (75% maximum of cost)	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	£0.17m (S106 from Whitehill/Bordon Planning Consent)	£2.73m	2017-21	LEP CIL S106 (Whitehill/Bordon)	-SCC Strategic Highway Assessment 2016 -SCC Expression of Interest to EM3 (LEP)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	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	£1m	£0	£1m	By 2032	LTP S106 CIL	- 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	£0.25m	£0.09m (S106 from Whitehill/Bordon Planning Consent)	£0.16m	By 2032	LTP CIL S106	Transport Assessment for Whitehill/Bordon eco-town
Transport	A31/A325 Coxbridge Roundabout: improvements	To improve junction capacity	Surrey CC	£2m	£0.4046 m (S106 from Whitehill/Bordon Planning Consent)	£1.5964m	By 2032	LTP CIL S106 (WBC) S106 (Whitehill/Bordon)	-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 Hill junction: signalisation	To improve junction capacity and safety	Surrey CC	£0.35m	£0.131m (S106 from	£0.219m	By 2032	CIL S106 (WBC)	Transport Assessment for

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
					Whitehill/Bordon Planning Consent)			S106 (Whitehill/Bordon)	Whitehill/Bordon eco-town
Transport	Farnham railway station: improvements to forecourt	To improve cycle and pedestrian access to the station	Surrey CC	£0.2m	£0	£0.2m	2016-20	S106 CIL	Surrey LTP3 (Draft Forward Programme)
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	£0.5m	£0.03 (S106 from WA/2015 /2163)	£0.47	2016-20	S106 CIL LEP	Surrey LTP3 (Draft Forward Programme)
Transport	A287 Firgrove Hill Pedestrian crossing near Red Lion Lane	To improve pedestrian access	Surrey CC	£0.2m	£0	£0.2m	2016-20	S106 CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Pedestrian Crossing in Long Bridge	To improve pedestrian safety	Surrey CC	£0.13m	£0	£0.13m	2016-20	SCC (Local Committee)	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	£0.06m	£0	£0.06m	2016-20	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)
Education	Additional one Primary School form of entry	To accommodate additional pupils in the borough	Surrey CC	£3m	£0	£3m	Plan period	SCC S106 CIL	Surrey CC (School Commissioning Officer)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
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 £12m		Up to £12m	Plan period	SCC S106 CIL	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	£2m		£2m	By 2020	S106 CIL Waverley Borough Council Places for People	Waverley BC
Cultural	Conservation and enhancement works at Museum of Farnham	To improve building fabric and visitor experience	Waverley BC	£0.08m		£0.08m	By 2032	Heritage Lottery Fund CIL S106	Waverley BC
Culture	Installation of disabled lift to service backstage and East Wing Studios at Farnham Maltings	Increasing accessibility throughout building for audiences and users	Farnham Maltings	£0.15	£0	£0.15	By 2025	ACE CIL Trusts Donations	Farnham Maltings
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		Tbc	Post 2026	- S106 - Bespoke SANG	- 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		Nil	Annual	Annual grant until 2020 HLS Grant - DEFRA	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Sewerage	Improvements to Farnham treatment works	To reduce odour for c.100 neighbouring properties	Thames Water	Unknown		tbc	Unknown	Thames Water	Thames Water Water Cycle Study
Water	Extension of Hale reservoir	Additional capacity	South East Water	Undisclosed		£0m	Plan period	South East Water	South East Water
Water	Mains reinforcement – 8.7km of 350mm diameter	To ensure security of supply, quality and pressure standards are maintained for all existing and future households.	South East Water	£3.98m		tbc	Plan period	South East Water S106	South East Water
Play provision	New playground provision at Park View, Folly Hill and at Old Park Close.	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.12m		£0.145m	Plan period	Developer's contributions	WBC Parks
Play provision	Expand and refurbish adventure playground at Farnham Park.	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.1m		£0.1m	Plan period	Developer's contributions	WBC Parks
Play provision	Skate Parks at Sandy Hill and Weybourne Rec Ground (site of existing tennis court).	To meet the objectives of the Play Area Strategy.	Waverley BC and Surrey CC	£0.65m		£0.65m	Plan period	Developer's contributions	WBC Parks
Sports facilities	Create two football pitches at Weydon Lane, Farnham. Pitches to include a pavilion and landscaped open space.	To meet the objectives of the Play Area Strategy.	Waverley BC	£1.18m	LEP bid	£1.18m	Plan period	Developer's contributions	WBC Parks
Sports facilities	Create new level pitches and improve specification at Farnham Park.	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.15m		£0.15m	Plan period	Developer's contributions	WBC Parks
Sports facilities	Self-contained changing facilities to enable use of pitches at Farnham College.	To meet the objectives of the Play Area Strategy.	Waverley BC/ Farnham College	£0.35m		£0.35m	Plan period	Developer's contributions	WBC Parks

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Sports facilities	Levelling Cricket Outfield at Rowledge Cricket Club	To meet the objectives of the Play Area Strategy.	Waverley BC/ Rowledge CC	£0.05m	Potential PIC funding	£0.05m	Plan period	Developer's contributions	WBC Parks
Sports facilities	Two new football pitches and changing facilities.	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.365m		£0.365m	Plan period	Developer's contributions	WBC Parks
Sports facilities	Two new cricket pitches with changing facilities.	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.435m		£0.435m	Plan period	Developer's contributions	WBC Parks
Sports facilities	One new synthetic 3G pitch with changing facilities.	To meet the objectives of the Play Area Strategy.	Waverley BC	£1.085m		£1.085m	Plan period	Developer's contributions	WBC Parks
Environmental Improvements	Environmental improvements required as a result of development	To improve the local environment of Farnham.	Waverley BC	tbc		tbc	Plan period	Developer's contributions Other funding	Waverley Borough Council
GODALMING									
Transport	A3100 Meadrow junction with Catteshall Road: potential signalisation	To improve junction capacity and safety	Surrey CC	£0.5m	£0	£0.5m	By 2032	CILS106	-Developers' Transport assessments - SCC Local Highways scheme
Transport	Catteshall Lane (western end) environmental enhancements	To provide environmental improvements	Surrey CC	£0.5m	£0	£0.5m	By 2032	CILS106	Planning applications Surrey CC
Transport	Pedestrian crossing facilities, Station Road	To improve pedestrian movements	Surrey CC	£0.3m	£0	£0.3m	By 2032	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
									Surrey CC
Transport	Pedestrian crossing at Vicarage Walk	To improve pedestrian movements	Surrey CC	£0.3m	£0	£0.3m	By 2032	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme) Surrey CC
Transport	Farncombe to Godalming town centre cycle link (via Marshalls Road)	To improve cycle facilities	Surrey CC	£0.1m	£0	£0.1m	2016-20	SCC (Local Committee)	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	£0	£0.5m - £1m	2016-20	SCC S106 CIL	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 information ▪ Integration with train services ▪ Bus priority on approach roads where required 	To enhance accessibility to public transport	Surrey CC	£0.2m - £0.5m	£0m	£0.2m - £0.5m	2016-20	SCC S106 CIL	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	£0.3m	£0	£0.3m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Transport	Quality cycle route between Godalming and Guildford	To encourage sustainable travel	Surrey CC	£0.75m	£0	£0.75m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Bridge Street enhancements	To improve links between Godalming and Farncombe and improve environment for pedestrians and cyclists	Surrey CC	£1.5m	£0	£1.5m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward Programme)
Education	One Primary School form entry	To accommodate additional pupils in the borough	Surrey CC	£3m	£0m	£3m	Plan period	SCC; S106; CIL	Surrey CC (School Commissioning Officer)
Education	Godalming Secondary School – additional one form of entry	To accommodate additional pupils in the Borough	Surrey CC	Up to £3.5m		£3.5m	Over plan period	SCC S106 CIL	Surrey CC (School Commissioning Officer)
Community/ Leisure (extension)	Godalming Leisure Centre: extension to gym and dedicated indoor cycling studio	To meet demand for provision	Waverley BC	£2m		£2m	2020	CIL Sports England Waverley Borough Council	Waverley BC
Community/ Leisure	Godalming Leisure Centre: replace tennis courts with indoor tennis centre	To meet demand for provision	Waverley BC	£2.5m		£2.5m	By 2032	CIL Tennis Association	Waverley BC
Culture	Upgrade Borough Hall Cinema Equipment to enable current release films and live satellite broadcasting	To meet demand for provision and attract families and young people	Waverley BC	£0.1m		£0.1m	2020	CIL BFI	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
								Trusts and foundations	
Culture	Redesign of upper galleries at Godalming Museum to increase public display of collection held in storage	Improve layout and visitor experience	Waverley BC Godalming Museum Trust	£0.05m		£0.05m	2017-19	CIL Godalming Town Council Trusts and foundations	Waverley BC
Flood Alleviation	Godalming Flood Alleviation Scheme	To reduce flooding problems	Environment Agency	£2-5m	£3m	£2m	Before 2020	Environment Agency and partners	Environment Agency
Play provision	New playground provision	To meet the objectives of the Play Area Strategy.	Waverley BC	tbc		tbc	Plan period	Developer's contributions	WBC Parks
Play provision	Broadwater Park improvements to include Skate Park provision.	To meet the objectives of the Play Area Strategy.	Waverley BC	tbc	Potential HLF bid	tbc	Plan period	Developer's contributions	WBC Parks
Sports facilities	Drainage works for Burys 9-a-side pitch.	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.025m		£0.025m	Plan period	Developer's contributions	WBC Parks
Sports facilities	New Pavilion for Hambledon Football Club.	To meet the objectives of the Play Area Strategy.	Hambledon Parish Council	£0.1m			Plan period	Developer's contributions	WBC Parks
Sports facilities	Increase public access to pitches and changing facilities at Rodborough College and Barrows Hill School.	To meet the objectives of the Play Area Strategy.	Waverley BC/ Rodborough College/ Barrows Hill School	tbc		tbc	Plan period	Developer's contributions	WBC Parks

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Sports facilities	Improvements to Witley Recreation Ground	To meet the objectives of the Play Area Strategy.	Witley Parish Council	tbc		tbc	Plan period	Developer's contributions	WBC Parks
Sports facilities	Convert 6 surplus adult pitches to youth pitches.	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.006m		£0.006m	Plan period	Developer's contributions	WBC Parks
Sports facilities	One new youth pitch and changing facilities	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.3m		£0.3m	Plan period	Developer's contributions	WBC Parks
Sports facilities	One new synthetic 3G pitch with changing facilities at Rodborough College	To meet the objectives of the Play Area Strategy.	Waverley BC	£1.085m		£1.085m	Plan period	Developer's contributions	WBC Parks
Sports facilities	One new cricket pitch with changing facilities	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.435m		£0.435m	Plan period	Developer's contributions	WBC Parks
Recreation	Improving access and visitor information to Lammas lands and re-surfacing Phillips Memorial Footpaths.	To encourage visitors to the area.	Waverley BC	£0.32m		£0.32m	Plan period	Developer's contributions	WBC Parks
Environmental Improvements	Environmental improvements required as a result of development	To improve the local environment of Godalming.	Waverley BC	tbc		tbc	Plan period	Developer's contributions Other funding	Waverley Borough Council
HASLEMERE									
Transport	Improved interchange facilities at Haslemere Station including – <ul style="list-style-type: none"> improved cycle and pedestrian access to town centre 	To enhance accessibility to public transport	Surrey CC	£1m	£0	£1m	2016-20	SCC CIL Network Rail SW Trains	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	<ul style="list-style-type: none"> ▪ improved bus access and facilities ▪ upgrading bus stops including real time passenger information ▪ integration with train services ▪ 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	£0.15m	£0	£0.15m	Over plan period	Local Sustainable Transport Fund (LSTF)	Surrey LTP3 (Draft Forward Programme)
Transport	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 	To reduce accidents and improve safety for all road users	Surrey CC	£0.06m	£0	£0.06m	2016-20	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)
Transport	Fosters Bridge improvements	To mitigate flooding and improve poor walking facilities	Surrey CC	£5m	£0	£5m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward Programme) Surrey CC
Transport	Decked car park at Haslemere Station (to add 110 spaces)	Improving facilities	Network Rail South West Trains	tbc		tbc	2016-2017	SW Trains	SW Trains

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Community/Leisure	Haslemere Leisure Centre: outdoor play area; upgraded toilets and spectator seating.	To meet demand for provision	Waverley BC	£0.11m	£0	£0.11m	By 2018	CIL Waverley BC Swimming Association	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	£0.11m	£0	£0.11m	By 2032	CIL	Waverley BC
Community/Leisure	2 no. floodlit netball courts	To meet demand for provision	Waverley BC	£0.3m	£0	£0.3m	By 2032	CIL	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	£0	£2m	By 2032	CIL External funding	Waverley BC
Community/Leisure	Wey Centre: improved facilities for different use groups	To develop a flexible space for a variety of use groups	Waverley BC	£0.5m	£0	£0.5m	By 2032	CIL Waverley BC SCC	Waverley BC
Health	New build health facilities for Haslemere Hospital,	To address existing and forecasted capacity issues	Guildford and Waverley CCG	tbc	tbc	tbc	By 2020	tbc	Guildford and Waverley CCG
Sewerage	Improvements to Haslemere sewage	An effective fertiliser that reduced the risk of nitrate pollution.	Thames Water	tbc		tbc	tbc	Thames Water	Thames Water Water Cycle Study
Play provision	New playground provision	To meet the objectives of the Play Area Strategy.	Waverley BC	tbc		tbc	Plan period	Developer's contributions	WBC Parks

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Play provision	Expand playground at Lion Green.	To meet the objectives of the Play Area Strategy.	Haslemere Town Council	£0.085m		£0.085m	Plan period	Developer's contributions	WBC Parks
Play provision	Landscaping and gardening scheme to include expansion of the playground.	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.185m		£0.185m	Plan period	Developer's contributions	WBC Parks
Sports facilities	New pitch and associated drainage at Haslemere Recreation Ground	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.1m		£0.1m	Plan period	Developer's contributions	WBC Parks
Sports facilities	New Pavilion for Chiddingfold football pitch on Coombe Lane, Coombe Common.	To meet the objectives of the Play Area Strategy.	Chiddingfold Parish Council	£0.12m		tbc	Plan period	Developer's contributions	WBC Parks
Sports facilities	Convert 4 adult pitches to youth pitches.	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.004m		£0.004m	Plan period	Developer's contributions	WBC Parks
Sports facilities	One additional youth pitch and changing facilities	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.3m		£0.3m	Plan period	Developer's contributions	WBC Parks
Sports facilities	One new cricket pitch with changing facilities	To meet the objectives of the Play Area Strategy.	Waverley BC	£0.435m		£0.435m	Plan period	Developer's contributions	WBC Parks
Environmental Improvements	Environmental improvements required as a result of development	To improve the local environment of Haslemere.	Waverley BC	tbc		tbc	Plan period	Developer's contributions Other funding	Waverley Borough Council
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	Surrey CC	£1.3-£2m	£0.9384 m (Amlets Lane,	£1.8-£2m	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
		lane carriageway and pedestrian footway			The Maples, Little Meadow)				Wey & Arun Canal Trust
Transport	Traffic Management Scheme between Cranleigh and Shere on Barhatch Lane and Hound House Road	Improve capacity and safety improvements	Surrey CC	£0.05m	£0.05m (The Maples)	£0	By 2032	S106	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	£0.25m	£0.25m (Berkeley and Knowle Park Initiative)	£0m	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)
Transport	Bridge over Downlink, Cranleigh: new bridge or amendments to existing traffic signals	To improve junction capacity and address potential structural issues	Surrey CC	£0.2m - £1.5m	£0m	£0.2m - £1.5m	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)
Transport	Downs Link, Cranleigh to Bramley Improvements to surface, drainage and lighting	To encourage journeys by sustainable modes	Surrey CC	£0.495m	£0.2858m (Horsham Road, The Maples, Little Meadow)	£0.2092m	By 2032	S106 Dunsfold Park + other	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	£0.09m	£0.09m (Knowle Park Initiative)	£0m	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	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	£0.05m	£0.05m (delivery in kind by Knowle Park Initiative)	£0	By 2032	S278	Cranleigh Draft Infrastructure list (SCC)
Transport	Public bridleway 350: surface and drainage improvements	To encourage journeys by sustainable modes	Surrey CC	£0.5m	£0.02m (delivery in kind by Amlets Lane site)	£0	By 2032	S106	SCC
Transport	High Street/Horsham Road junction	Capacity and safety improvements	Surrey CC	£0.04m	£0.04m	£0	By 2032	S106	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	£0.18m	£0	£0.18m	2016-20	SCC CIL	Surrey LTP (Draft Forward Programme)
Public Transport	Cranleigh Bus Service Enhancement Strategy	To improve frequency of evening and weekend services	Surrey CC	£1m	£0.125m (The Maples)	£1m	Over Plan period	S106 CIL	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	£0.3m	£0.251m (Amlets Lane, Horsham Road, The Maples, Little	£0.049m	2016-20	SCC S106 or CIL	Cranleigh Draft Infrastructure list (SCC)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
					Meadows)				
Environmental Improvements	Cranleigh High Street	To enhance the environment	Surrey CC	£0.5-£1m	£0.106m (Berkeley)	£0.5-£1m	By 2032	SCC S106	Cranleigh Draft Infrastructure list (SCC)
Education	Relocate and enlarge Cranleigh CofE Primary School to include additional 1 forms of entry	To co-locate and replace existing school and to accommodate increased pupil numbers arising from new developments	Surrey CC	£8m-10m		£8-10m	By 2032	- SCC via Government's Priority School Building Programme - Sale of existing school site for housing development - S106	Surrey CC
Education	1-2 additional forms entry for Secondary School to be accommodated at Glebelands School	To accommodate increased pupil numbers arising from new developments in Cranleigh and at Dunsfold Aerodrome	Surrey CC	£6m	(Developer contributions £3.346m)	£6m	By 2032	S106	Surrey CC (School Commissioning Officer)
Community/ Leisure	Cranleigh Leisure Centre: new build leisure centre with sports hall to replace existing centre	To meet demand for provision	Waverley BC	£9m	£779,620 from Dunsfold S106.	£9m	2025	S106 CIL Waverley BC Places for People	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
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	£0.15m	£0.05m (WBC)	£0.1m	By 2032	CIL	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		£1.962m	By 2032	CIL	Waverley BC
Culture	Improvement to the fabric of building and enhance facilities	Improve and modernise building and facilities	Cranleigh Arts Centre	£0.15m		£0.15m	By 2025	CIL Trusts and foundations	Cranleigh Arts Centre
Health	Cranleigh Village Hospital	To improved local health services and facilities	Guildford & Waverley CCG Cranleigh Hospital Trust	£6m		tbc	By 2032	CCG S106 NHS	Cranleigh Village Hospital Trustees Infrastructure Plan
Sewerage	Improvements to Cranleigh sewage works	To comply with regulations and reduce risk of nitrate pollution. To reduce odour for c.100 neighbouring properties.	Thames Water	tbc		tbc	tbc	Thames Water	Thames Water Water Cycle Study
Gas	Upgrade to gas infrastructure network to support the Horsham road development	To accommodate increased utility demand	Southern Gas Networks	tbc		tbc	With development	Developer contributions	Southern Gas Networks
Electricity	Cranleigh capacity improvements	Triggered by customer's requirements	UK Power Networks	tbc		tbc	Unknown	UK Power Networks	UK Power Networks

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Play provision	0.57 ha of playground provision (based on NPFA 0.25ha per 1000 population)	To meet standards	Waverley BC	tbc		tbc	Plan period	Developer contributions	WBC Parks
Play provision	Snoxhalls Field, Cranleigh. Expand playground	To meet standards	Cranleigh PC	£0.124m		£0.124m	Plan period	Developer contributions	WBC Parks
Play provision	Provision of MUGA either next to Cranleigh Centre or in Snoxhalls Fields	To meet standards	Waverley BC	£0.06m		£0.06m	Plan period	Developer contributions	WBC Parks
Play provision	Lashmere Recreation Ground, Cranleigh - Expand playground	To meet standards	Waverley BC	£0.085m		£0.085m	Plan period	Developer contributions	WBC Parks
Play provision	Extension of outdoor fitness area in Snoxhall Fields	To meet standards	Cranleigh PC	£0.01m		£0.01m	Plan period	Developer contributions	WBC Parks
Play provision	Cranleigh Skate park, Increase provision and replace	To meet standards	Waverley BC	£0.12m		£0.12m	Plan period	Developer contributions	WBC Parks
Sports facilities	An additional new youth football pitch and changing facility (from Playing Pitch Strategy) (Maintenance £2k pa)	To meet standards	Waverley BC	£0.3m		£0.065m	Plan period	Developer contributions	WBC Parks
Sports facilities	Convert existing adult football pitches to provide 3 youth pitches (from Playing Pitch Strategy) (maintenance £2k pa per pitch)	To meet standards	Waverley BC	£0.03m		£0.03m	Plan period	Developer contributions	WBC Parks

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Sports facilities	A Cricket pitch in Cranleigh area with changing facility (from Playing Pitch Strategy) (Maintenance £8k pa)	To meet standards	Waverley BC	£0.435m		£0.435m	Plan period	Developer contributions	WBC Parks
Sports facilities	Cranleigh School resurfacing of synthetic pitch	To meet standards	Waverley BC	£0.5m		£0.5m	Plan period	Developer contributions	WBC Parks
Sports facilities	Snoxalls Field, Cranleigh - Creation of MUGA, changing facilities, top dressing, tractor, perimeter fencing for tennis courts, improvements to pavilion	To meet standards	Waverley BC	£0.39m		£0.39m	Plan period	Developer contributions	WBC Parks
Sports facilities	Bruce McKenzie Playing Fields, Cranleigh - Pitch Drainage	To meet standards	Waverley BC	£0.06m		£0.06m	Plan period	Developer contributions	WBC Parks
Sports facilities	Quality improvement to existing football pitches	To meet standards	Waverley BC	£0.02m		£0.02m	Plan period	Developer contributions	WBC Parks
Sports facilities	Improved MUGA/play provision and enlargement	To meet standards	Waverley BC	£0.03m		£0.03m	Plan period	Developer contributions	WBC Parks
Play Provision	Bramley Skate Park	To meet standards	Waverley BC	£0.05m		£0.05m	Plan period	Developer contributions	WBC Parks
Environmental Improvements	Environmental improvements required as a result of development	To improve the local environment of Cranleigh.	Waverley BC	tbc		tbc	Plan period	Developer's contributions Other funding	Waverley Borough Council

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
DUNSFOLD AERODROME									
Transport	A281: new site access to Dunsfold Aerodrome	To provide suitable access to the proposed development	Surrey CC	£3-4m	£0	£3-4m	By 2032	S278 - Dunsfold Aerodrome developers	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016 -Planning Application
Transport	A281 Station Road, Bramley: signalisation of junction	To mitigate the traffic impact of Dunsfold Aerodrome proposals	Surrey CC	£0.5m	£0	£0.5m	By 2032	S278 - Dunsfold Aerodrome developers	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016 -Planning Application
Transport	A281 Elmbridge Road/ Dunsfold Road: improvement and upgrade to the signalised junction	To mitigate the traffic impact of Dunsfold Aerodrome proposals	Surrey CC	£0.5-1m	£0	£0.5-1m	By 2032	S278 - Dunsfold Aerodrome developers	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016 -Planning Application
Transport	HGV management plan and road traffic orders as necessary including the	For management measures to mitigate employment related	Surrey CC	£0.05m	£0m	£0.05m	By 2032	S106 – Dunsfold	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	Surrey Hills AONB as necessary	HGVs at Dunsfold impacting on the rural lanes to the north east of the site towards Shere and also towards Milford/Godalming to the northwest of the site						Aerodrome developers	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	£0.5-0.75m	£0.01m Cranleigh Brick and Tile	£0.49-0.74m	By 2032	S106 – Dunsfold Aerodrome developers	- Cranleigh Draft Infrastructure list (SCC) - SCC Strategic Highway Assessment 2016 -Planning Application
Transport	Off site walking and cycle network from Dunsfold Aerodrome site to key destinations	To maximise sustainable transport to/from the site and to reduce vehicle journeys	Surrey CC	£0.75-1m	£0	£tbc	By 2032	Nil – developer funded. S278/S106 - Dunsfold Aerodrome developers	- SCC Transport Development Management Team -Planning Application
Transport	Significant bus network in perpetuity serving Dunsfold Aerodrome site to key destinations including Cranleigh Guildford, Godalming town centre	To maximise sustainable transport to/from the site and to reduce vehicle journeys	Surrey CC	£tbc	£0	£tbc	By 2032	Dunsfold Aerodrome developers	- Dunsfold Park Traffic Assessment - SCC Transport Development Management Team -Planning Application
Transport	A281 Horsham Road/ A248 Kings Road/ A348 Broadford	To mitigate the traffic impact on Guildford	Surrey CC	£2.5-5m	£0	£2.5-5m	By 2032	S278 - Dunsfold	- Dunsfold Park Traffic Assessment

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	Road: Conversion of both junctions to improve capacity and safety	borough from Dunsfold Aerodrome proposals						Aerodrome developers	- SCC Strategic Highway Assessment 2016 -Planning Application
Transport	Contribute towards transport mitigation in the Borough of Guildford.	To mitigate the traffic impact on the southern approaches to Guildford from Dunsfold Aerodrome proposals	Surrey CC	£5m-7.5m	£0	Nil – developer funded	Phased payments over build period up to 2032	S106 (Dunsfold Aerodrome developer)	Dunsfold Aerodrome Traffic Assessment (Vectos) -Planning Application
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	£10-15m	£0	£10-15m	By 2032	S278 and on-site development costs Dunsfold Aerodrome developers	Waverley BC
Utilities	<ul style="list-style-type: none"> ▪ Gas (upgrade to existing medium pressure system) ▪ Electricity – reinforce the Cranleigh substation ▪ Water supply reinforcement 	To accommodate increased utility demand	Service Providers	£10-15m	£0	£10-15m	By 2032	Dunsfold Aerodrome developers	-Dunsfold Aerodrome developers -Planning Application

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Sewage Infrastructure	Package Treatment Plant	Bespoke treatment works to serve the Dunsfold development		tbc		tbc		Developer	Dunsfold Aerodrome developers Planning Application
Education	Three Early Years classrooms at Dunsfold Park Primary School Plus additional infrastructure at Little Harriers Montessori Day Nursery	Provision triggered by Dunsfold development	Surrey CC	tbc		Nil developer funded	Phased payments over build period	S106	Dunsfold Aerodrome developers Planning Application
Education	Provision of a two form Primary School –on site	Provision triggered by Dunsfold development	Surrey CC	tbc		tbc	In accordance with Heads of Terms	S106	Dunsfold Aerodrome developers Planning Application
Play Provision	1.08ha of equipped play space, 1.296ha of outdoor provision of skate/bmx/biking area, Multi-use Games Area, 2.376ha of Informal play space, Signage.	Ancillary uses to accompany Dunsfold development	Waverley BC	tbc		tbc	In accordance with Heads of Terms	S106, CIL	Dunsfold Aerodrome developers Planning Application
Sports Facilities	Grass pitches, all-weather pitches, Cricket pitches, Pavillion, Tennis Courts, Outdoor Gym, Trim Trails	Necessary facilities for the Dunsfold development	Waverley BC	tbc		tbc	In accordance with Heads of Terms	S106, CIL	Dunsfold Aerodrome developers Planning Application
Public Open Space	Public Art; Public realm environmental improvements; Open Space; public access; footpath links; provision of	Necessary facilities for the Dunsfold development	Waverley BC	tbc		tbc	In accordance with Heads of Terms	S106, CIL	Dunsfold Aerodrome developers Planning Application

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	canal basin; management and maintenance.								
Health	On-site provision of new medical centre	To meet increased demand	Guildford and Waverley CCG	tbc		tbc	By 2032	Developer contribution	Dunsfold Aerodrome developers Planning Application
Police	Policing of new settlement	To improve security and safety	Surrey Police	£0.2m-£0.3m		tbc	By 2032	Developer contribution	Dunsfold Aerodrome developers Planning Application
Other Community Infrastructure	<ul style="list-style-type: none"> ▪ Sustainable Drainage System (SuDS) ▪ Community centre 	To comply with planning legislation, to accommodate demand for facilities	Waverley BC	£5-10m	£0	£5-10m	By 2032	Dunsfold Aerodrome developers	Waverley BC
RURAL WAVERLEY									
Transport	Rural Areas: improvements to public transport including demand responsive community transport	To improve local services	Waverley BC Surrey CC	£1m	£0	£1m	By 2032	SCC S106 CIL	Waverley BC
Transport	Improved road links between Cranleigh, Milford, Witley and Godalming	To improve transport links between Cranleigh and the northern settlements	Surrey CC	£2m	£0m	£2m	By 2032	SCC (Local Committee) S106 CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Footway in The Street, Wonersh/Bramley	To improve pedestrian & cyclist safety	Surrey CC	£0.25m	£0m	£0.25m	2016-20	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
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	£0.1m	£0	£0.1m	2016-20	SCC (Local Committee)	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	£8m	£0	£8m	2016-20	SCC CIL	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	£0	£1.5m	By 2032	CIL S106	SCC Strategic Highway Assessment 2016
Transport	Improvements to general public transport provision within rural communities including (Hoppa)	To improve accessibility to local communities	Waverley BC Surrey CC	£1.75m	£0	£1.75m	Plan period	SCC S106 CIL	WBC Community Services
Canal	Restoration of the Wey & Arun Canal - Tannery Lane Bridge to Station Road, Bramley; Station Rd to Birtley Bridge.	To create a public amenity and navigable link between the Rivers Wey and Arun	Wey & Arun Canal Trust	tbc		Unknown	By 2026	Wey & Arun Canal Trust	Wey & Arun Canal Trust
Flood Alleviation	Bramley Flood Alleviation Scheme	To reduce flooding problems	Environment Agency	tbc		tbc	Plan Period	Environment Agency	Environment Agency

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Play provision	Wonersh - New tennis courts and basketball hoop	To meet standards	Wonersh PC	tbc		tbc	Plan period	Developer contributions	WBC Parks
REST OF WAVERLEY BOROUGH									
Transport	A31 Guildford to Wrecclesham – Highway Maintenance and Resilience Corridor	To resolve flooding problems	Surrey CC	£4.95m	£0	£4.95m	By 2032	LEP	SCC Expression of Interest to EM3 (LEP) 2015
Gas	Upgrade to gas infrastructure network to support development in the Borough	To accommodate increased utility demand	Southern Gas Networks	tbc		tbc	With development	Developer contributions	Southern Gas Networks
Wealden Heaths SPA	Hindhead Avoidance Strategy	To mitigate effect of development on SPA	Waverley BC National Trust	tbc		Nil	Plan period	S106 CIL	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		Nil	Annual	Annual grant until 2018 Higher Level Stewardship (HLS) DEFRA	Waverley BC
Natural and semi-natural greenspace	Frensham HLS: habitat enhancement and creation.	WBC have responsibility for management of SSSIs	Waverley BC	tbc		Nil	Annual	Annual grant until 2020 DEFRA	Waverley BC
Natural and semi-natural greenspace	Lammas Lands HLS: habitat enhancement and creation	WBC have responsibility for management of SNCIs	Waverley BC	tbc		Nil	Annual	Annual grant until 2022 DEFRA	Waverley BC
Open Space	Recreation Ground Improvements	To meet additional need	Waverley BC	tbc		tbc	Plan period	Waverley BC S106	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
								CIL Town & Parish Councils	
Sports Pitches	Creation of new pitches and improvements to existing. Provision of Pavilions.	To meet additional need	Waverley BC	tbc		tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	Waverley BC
Playgrounds	Playground replacement	To meet additional need	Waverley BC	tbc		tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	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		tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	Waverley BC
Flood Alleviation	Alfold Flood Alleviation Scheme	To reduce flood risk	Surrey CC	£0.05m		tbc	2016/2017	SCC/ EA	Surrey CC
Water	Connection to the local sewerage system at nearest point of adequate capacity	To support the anticipated demand	Thames Water Southern Water	Unknown		Unknown	Ongoing	Developers	Correspondence with water companies

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Water	Investment in water mains reinforcement / replacement.	To ensure security of supply, quality and pressure standards are maintained for all existing and future households.	Thames Water Southern Water SE Water	Unknown		Unknown	Ongoing	Water companies	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		Unknown	Ongoing	S106 CIL	Surrey Police
Police	Capital infrastructure funding to police additional developments.	To improve security and safety	Surrey Police	tbc		tbc	By 2032	Developer contribution	Planning Application
Telecommunications	To secure superfast broadband to parts of the Borough not included in the super- fast broadband rollout	To secure superfast broadband to those parts of the Borough	Waverley BC Surrey CC	Tbc		Unknown	Ongoing	Telecom operators	Waverley BC Surrey CC
Health	New health facilities as required, including possible sites for Milford Community Hospital and in Binscombe.	To address existing and forecasted capacity issues	Guildford and Waverley CCG	tbc	tbc	tbc	Plan period	tbc	Guildford and Waverley CCG
Wastewater Treatment	Investment to Wastewater Treatment Works e.g Loxwood, Grayswood, Chiddingfold Chephurst Copse, Alfold	To meet demand for wastewater treatment.	Southern Water Thames Water	tbc		tbc	Plan period	Southern Water Thames Water	Southern Water Thames Water

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Water	Elstead Mains reinforcement required -400m or 180mm diameter.	To ensure security of supply, quality and pressure standards are maintained for all existing and future households.	South East Water	£0.12m		tbc	tbc	South East Water S106	South East Water
Environmental Improvements	Environmental improvements required as a result of development	To improve the local environment of Waverley Borough.	Waverley BC	tbc		tbc	Plan period	Developer's contributions Other funding	Waverley Borough Council
Environmental Improvements	Dual Community and Parish Council Noticeboard	To provide news to residents in the new Leithfield Park Development	Busbridge Parish Council	£0.0015m (£1500)		tbc	Plan period	Developer's contribution	Busbridge Parish Council
Environmental Improvements	New lay-bys on Thursley Road, Elstead and in Broomfield	To alleviate parking problems	Elstead Parish Council	£0.06m-£0.12m		£0.06m-0.12m	Plan period	Developer's contribution Other funding	Elstead Parish Council
CROSS BOUNDARY IMPACTS									
Transport	Impact of Local Plan growth on Horsham District Council's Local Road Network	To mitigate the impact on Horsham borough from Cranleigh and Dunsfold Aerodrome proposals	West Sussex County Council	£tbc	£0	£tbc	By 2032	S106 (Dunsfold Aerodrome developer)	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016
Transport	Impact of Local Plan growth on Rushmoor Borough Council's Local Road Network	To mitigate the impact on Rushmoor borough from Waverley Local Plan	Hampshire County Council	£tbc	£0	£tbc	By 2032	S106	- SCC Strategic Highway Assessment 2016 Mott MacDonald Transport Assessment

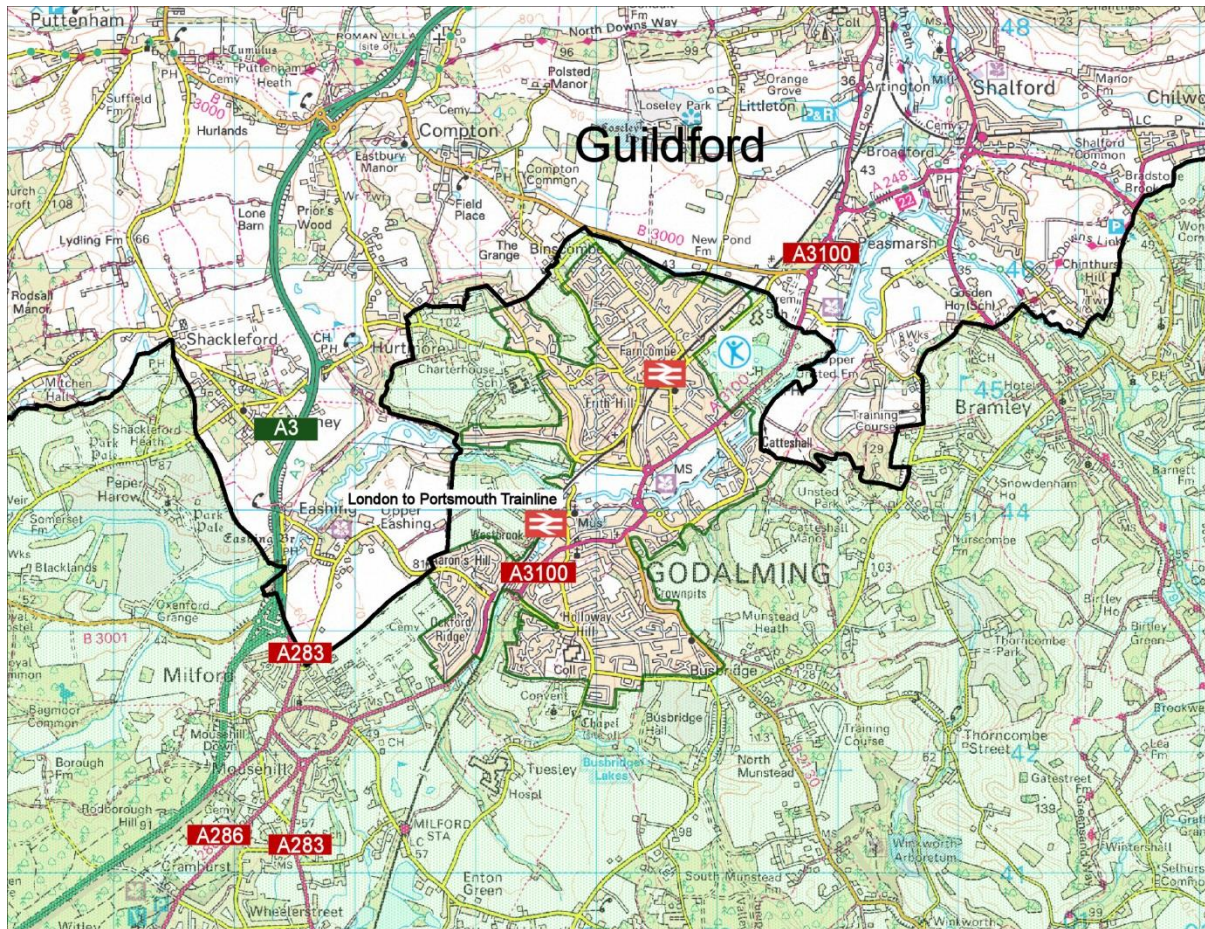
Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Transport	A331 Blackwater Valley Route with A31 Hog's Back (Tongham) junction improvement scheme	To improve junction capacity	Surrey CC	£0.5m	£0 Money likely to be secured by GBC as well.	£0.5m	By 2032	LTP S106 CIL	Guildford BC Transport Strategy 2016
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	£16m	£0	£16m	By 2032	SCC LEP and match funding CIL	SCC Expression of Interest to EM3 (LEP) 2015
Transport	Provide high quality recreational and functional cycle links to routes and facilities in adjoining districts and boroughs.	To encourage journeys by sustainable modes and encourage healthy lifestyles.	Surrey CC	tbc		tbc	Plan period	SCC CIL S106 LEP	Surrey Cycling Strategy; Waverley Cycling Plan SPD
Electricity	Improvement to Bordon substation	To support the proposed EcoTown at Bordon	SSE Power Distribution	tbc		tbc	Plan period	SSE Power Distribution Developer contributions	UK Power Networks
OUTSIDE WAVERLEY BOROUGH									
Transport	Portsmouth Direct Line improvements (along with South West Main Line Peak Demand improvements)	To increase service frequency	Network Rail	£5m	£0	£5m	By 2032	Department for Transport	Wessex Route Study 2015
Transport	A3 through Guildford (early targeted schemes):	To improve link and junction capacity and resolve safety issues	- Department for Transport	£8m	£0	£8m	By 2020	Department for Transport	Highways England (indicative concept plan only)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	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)		- Highways England						
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	£0	£100-£250m	Post 2020	Department for Transport	DfT Road Investment Strategy Road Period 1 scheme E16
Transport	M25 junctions 10-16: widening to 4 lanes in each direction	To improve link and junction capacity and resolve safety issues	Dept. for Transport. Highways England	£100 - £250m	£0	£100-£250m	Post 2020	Department for Transport	DfT Road Investment 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	£0	£100-£250m	2024-2027	Department for Transport	DfT Road Investment Strategy Road Period 2 scheme E31
Transport	Grade separation of Woking Junction (Woking flyover)	To provide capacity and interchange improvements to provide higher frequency train services in Waverley borough.	Network Rail SW Trains	£100m	£0	£100m	By 2032	Department for Transport	Wessex Route Study 2015

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Transport	Guildford railway station	To provide capacity and interchange improvements to provide higher frequency train services in Waverley borough.	Network Rail SW Trains	£100m	£0	£100m	By 2032	Department for Transport	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	£0	£30m	By 2032	Department for Transport	Wessex Route Study 2015
Transport	Capacity increase of North Downs line	To improve service frequency and timetable to provide better train connections with Waverley borough	Great Western Railway	£31.8m	£0m	£31.8m	By 2032	Department for Transport	Wessex Route Study 2015
Transport	Crossrail2 (London)	To increase service frequency to provide better train connections with Waverley borough	Network Rail and Transport for London	£27bn (2016 prices)	£0	£27bn	By 2030	Department for Transport and TFL	Crossrail2 website

Appendix 1: Planned development

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 sqft of town centre retail floorspace.¹

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

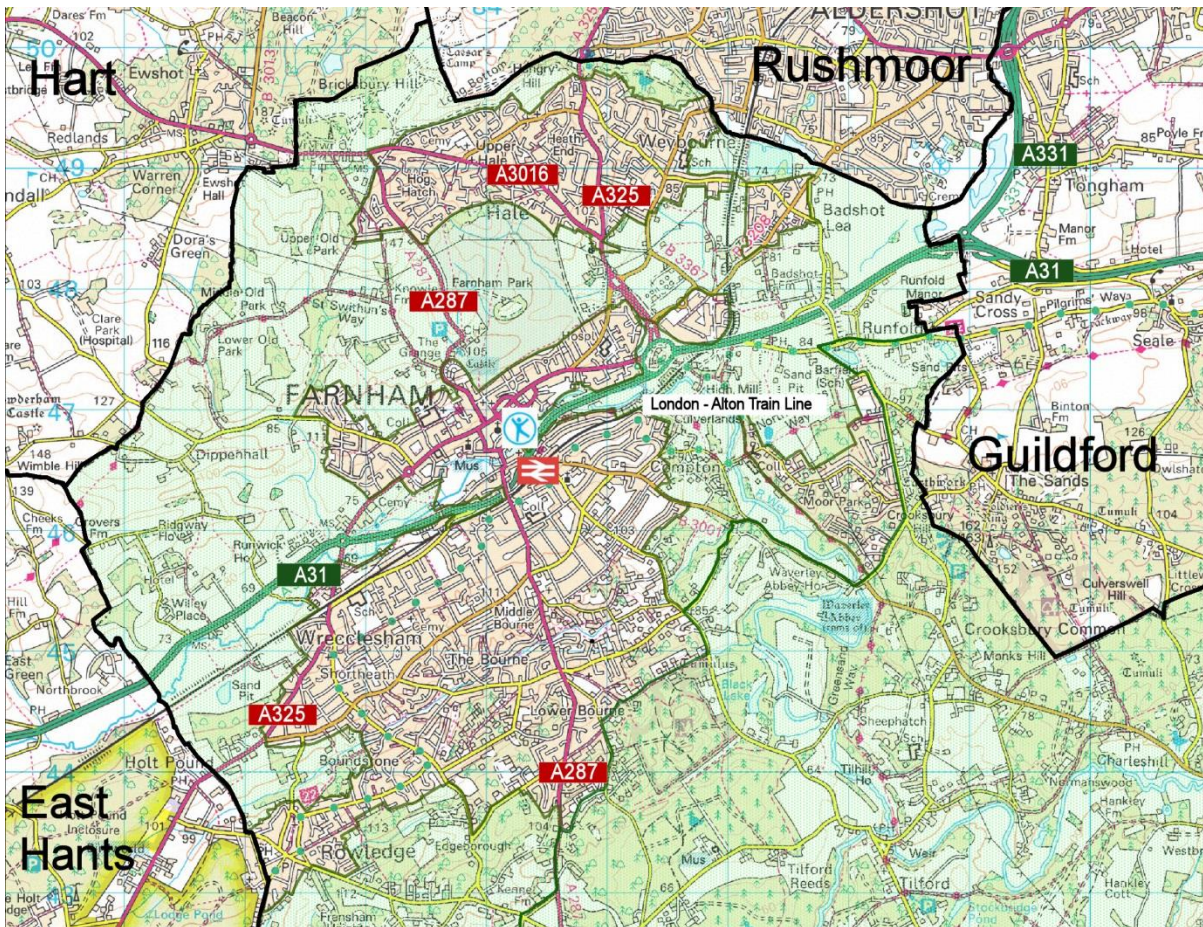
Development Type & Amount (approx.)	When
Housing Target in Local Plan 2013 - 2032: 1240 units	2013-2032
Employment ² Potential shortfall of 16,000 sq m of Class B1a/b (Offices/Research & Development) across the Borough:	Over the plan period

¹ Town Centre Retail Study Update 2013

² Employment Land Review 2016

Development Type & Amount (approx.)	When
Retail ³	
Potential floorspace requirements of:	
<ul style="list-style-type: none"> • 2,128 sq m (net) additional Comparison Goods floorspace 	2013-2028
<ul style="list-style-type: none"> • 946 sq m (net) additional Convenience Goods floorspace 	2013-2028

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)⁴.

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.

³ Town Centre Retail Study Update 2013

⁴ Town Centre Retail Study Update 2013

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).

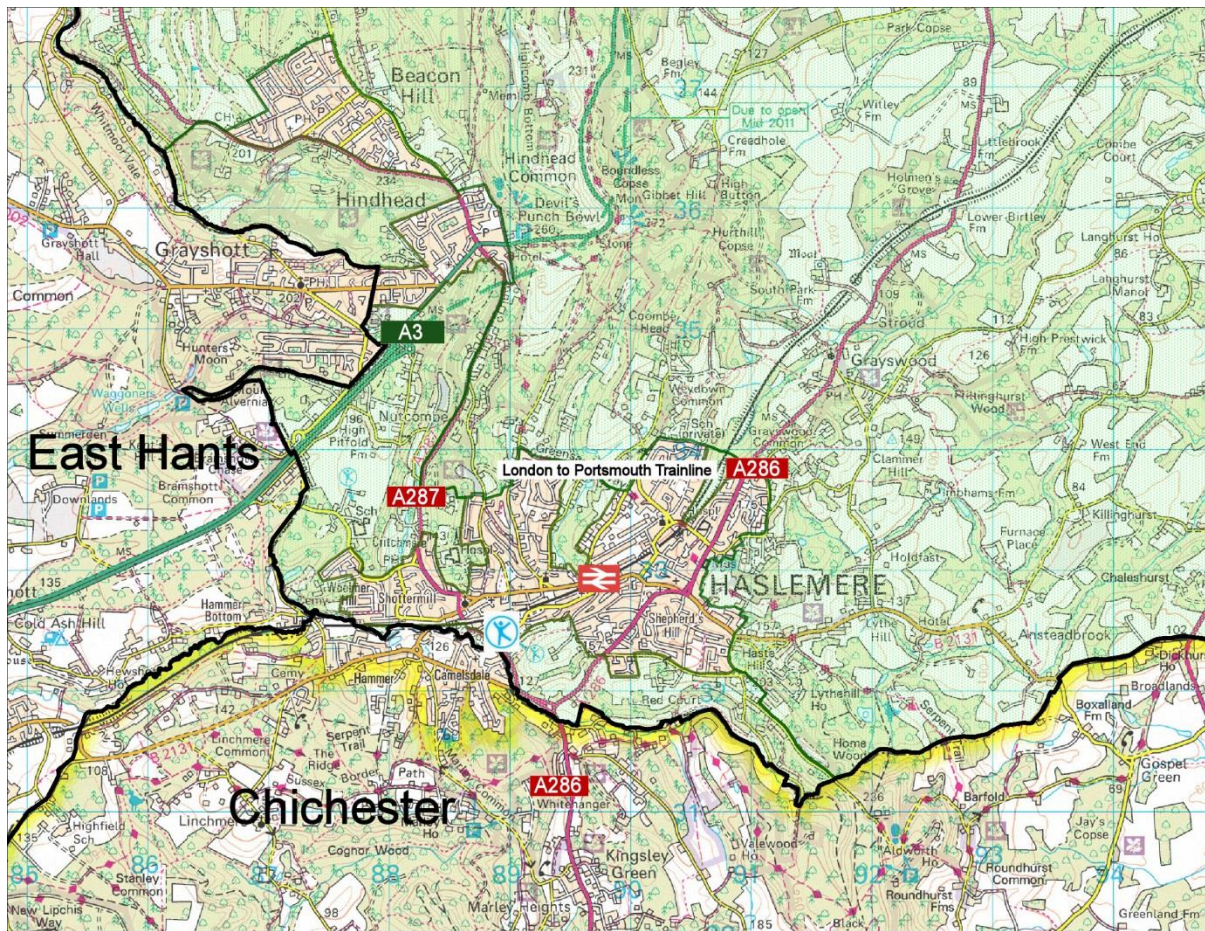
Each of these developments, if built, would include additional infrastructure, although they may result in some additional pressure on infrastructure within Farnham and Waverley.

Development Type & Amount (approx.)	When
Housing Target in Local Plan 2013 - 2032: 2,330 units	2013-2032
Employment ⁵ Potential shortfall of 16,000 sq m of Class B1a/b (Offices/Research & Development) across the Borough	Over the plan period
Retail ⁶ Potential floorspace requirements of: <ul style="list-style-type: none"> • 10,665 sq m (net) additional Comparison Goods floorspace • 1,517 sq m (net) additional Convenience Goods floorspace 	2013-2028 2013-2028

⁵ Employment Land Review 2016

⁶ Town Centre Retail Study Update, 2013.

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

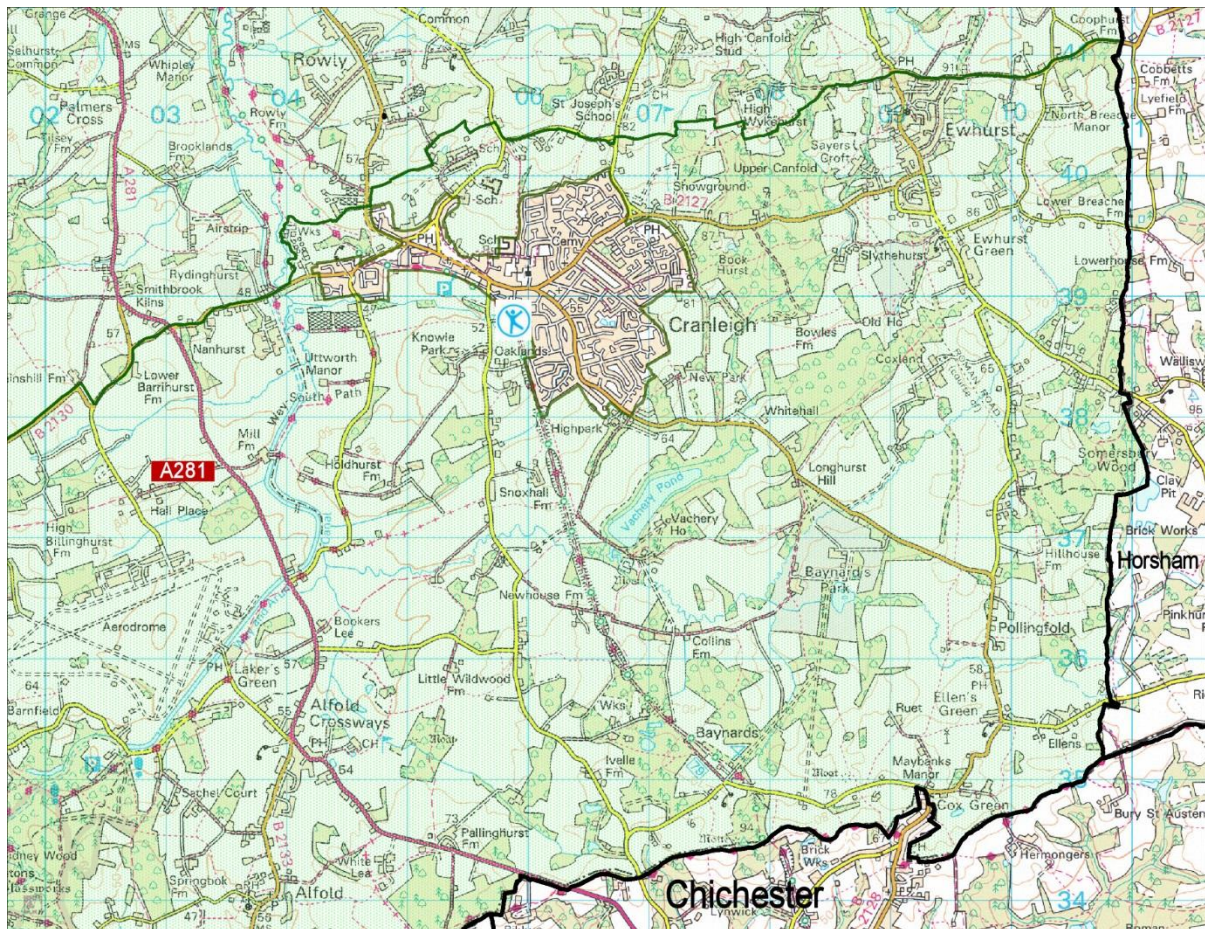
⁷ Town Centre Retail Study Update 2013

Development Type & Amount (approx.)	When
Employment ⁸ Potential shortfall of 16,000 sq m of Class B1a/b (Offices/Research & Development) across the Borough.	Over the plan period
Retail ⁹ Potential floorspace requirements of: <ul style="list-style-type: none"> • 1,342 sq m (net) additional Comparison Goods floorspace • 945 sq m (net) additional Convenience Goods floorspace 	2013-2028 2013-2028

⁸ Employment Land Review 2016

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
Employment ¹¹	Over the plan period

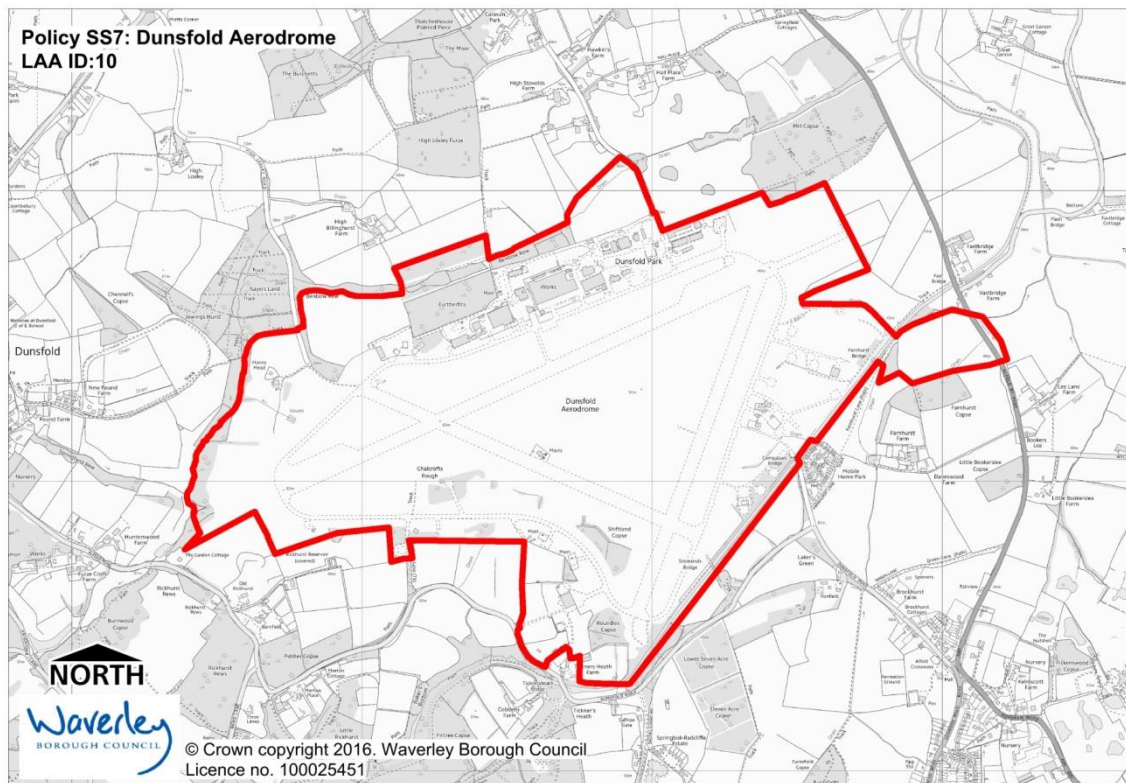
¹⁰ Town Centre Retail Study Update 2013

¹¹ Employment Land Review 2016

Development Type & Amount (approx.)	When
Potential shortfall of 16,000 sq m of Class B1a/b (Offices/Research & Development) across the Borough:	
Retail ¹² Potential floorspace requirements of: <ul style="list-style-type: none"> • 1,353 sq m (net) additional Comparison Goods floorspace • 696 sq m (net) additional Convenience Goods floorspace 	2013-2028 2013-2028

¹² Town Centre Retail Study Update 2013

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 (all 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

Appendix 2: Glossary of terms

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)