



GUILDFORD  
B O R O U G H



# Guildford Local Plan: Infrastructure Baseline

September 2026



# CONTENTS

|                                                                                     |           |
|-------------------------------------------------------------------------------------|-----------|
| <b>1. Introduction.....</b>                                                         | <b>1</b>  |
| What is infrastructure .....                                                        | 1         |
| Purpose of infrastructure planning .....                                            | 1         |
| Purpose of this infrastructure baseline study .....                                 | 1         |
| Infrastructure baseline methodology .....                                           | 2         |
| Next steps.....                                                                     | 3         |
| Note about parish and ward boundaries .....                                         | 4         |
| Types of infrastructure .....                                                       | 4         |
| <b>2. Transport .....</b>                                                           | <b>8</b>  |
| Strategic Road Network.....                                                         | 8         |
| Local Road Network .....                                                            | 11        |
| Public off-street car parking, available to members of the public for parking ..... | 17        |
| Bus services, Park and Ride and coach services.....                                 | 19        |
| Cycling and walking infrastructure .....                                            | 22        |
| Rail services .....                                                                 | 26        |
| <b>3. Utilities .....</b>                                                           | <b>31</b> |
| Electricity and gas supply .....                                                    | 31        |
| Water supply .....                                                                  | 37        |
| Wastewater treatment.....                                                           | 44        |
| Telecommunications .....                                                            | 48        |
| Waste and recycling .....                                                           | 52        |
| <b>4. Flood Risk Reduction.....</b>                                                 | <b>56</b> |
| Flood risk reduction.....                                                           | 56        |
| <b>5. Green infrastructure .....</b>                                                | <b>61</b> |
| Open Space.....                                                                     | 61        |
| Suitable Alternative Natural Green Spaces (SANGs) .....                             | 69        |
| <b>6. Education.....</b>                                                            | <b>75</b> |
| Primary and secondary schools.....                                                  | 75        |
| Further and higher education .....                                                  | 79        |
| <b>7. Emergency services.....</b>                                                   | <b>81</b> |
| Police .....                                                                        | 81        |
| Fire and rescue .....                                                               | 83        |
| Ambulance .....                                                                     | 84        |
| <b>8. Health and social care .....</b>                                              | <b>86</b> |
| GPs and dental surgeries: Primary health care .....                                 | 86        |
| Secondary/acute health care/hospitals and community health care .....               | 89        |

|                                                                           |            |
|---------------------------------------------------------------------------|------------|
| Residential care .....                                                    | 91         |
| <b>9. Community facilities .....</b>                                      | <b>96</b>  |
| Libraries .....                                                           | 96         |
| Cemeteries and crematoria .....                                           | 97         |
| Sports facilities .....                                                   | 99         |
| <b>10. Appendix 1: Delivery against the Infrastructure Schedule .....</b> | <b>102</b> |

# 1. Introduction

## What is infrastructure

- 1.1 Infrastructure is the range of facilities, physical systems and structures that the local community, businesses and economy needs to function. It includes:
- physical assets such as roads, train stations and sewerage systems,
  - social assets such as GP surgeries, hospitals, schools and other educational facilities, and
  - community assets such as cemeteries, sporting and recreation facilities, and public open spaces.

## Purpose of infrastructure planning

- 1.2 We need coordinated infrastructure planning to ensure that development adequately mitigates its impact and does not over burden existing infrastructure in an area. Infrastructure planning also helps to identify where and when existing infrastructure needs improvement, or new infrastructure is required to support future development.
- 1.3 Infrastructure planning is the process by which we identify the current provision of local infrastructure (“the baseline”) and seek to coordinate future provision with needs arising from planned development. The process also considers the impact of future trends on the requirement for further investment in local infrastructure. Influences on future infrastructure requirements include:
- population and economic change
  - the scale and distribution of new development
  - changes in the provision of public services, and
  - the need to protect the environment and respond to climate change.
- 1.4 This is a two-way process where consideration of the demands that potential new development will place on infrastructure needs to be considered alongside the capacity of existing infrastructure to accommodate this, timescales around any necessary improvement or new infrastructure provision, and the implications of this for potential delivery or phasing of new development.

## Purpose of this infrastructure baseline study

- 1.5 This baseline study forms part of our evidence base in producing the new Guildford Local Plan (GLP) and covers the first stage of infrastructure planning only (i.e. an assessment of “the baseline”). In doing so it seeks to:

- identify existing provision of infrastructure and reflect on current capacity (where this is known),
- reflect on the current infrastructure and investment plans of infrastructure providers and authorities,
- identify progress with, or changes to, planned delivery of infrastructure that was identified as part of the previous IDP that supported the Local Plan: Strategy and Sites, 2019 (LPSS).

1.6 We recognise that the information reflected in the infrastructure baseline will not always be comprehensive. This document has been compiled as a desktop exercise, reviewing available published information. It is acknowledged that there are likely to be gaps in information and we will continue building on our baseline understanding of infrastructure capacities and planning as work on the Local Plan progresses. This includes during and as part of:

- our GLP scoping consultation where we will be seeking input on local issues from our stakeholders;
- future Local Plan consultations;
- targeted engagement with service providers; and
- further technical evidence base work<sup>1</sup>.

1.7 It is important to note that this study is the infrastructure baseline and is not the draft IDP. We are yet to develop a spatial strategy for the GLP and identify sites that could be included in the Plan.

1.8 As part of this process, we will need to consider the requirements for additional infrastructure provision and engage with infrastructure providers around whether / how / when potential constraints to development arising from current or anticipated infrastructure shortfalls could be addressed.

1.9 This will help us ensure that planned growth is coordinated with infrastructure provision and that we are able to identify infrastructure requirements to be included as part of our new Local Plan and accompanying Infrastructure Delivery Plan.

## **Infrastructure baseline methodology**

1.10 This work has so far involved primarily sourcing data from available published information and examining the delivery strategies of key partners. Some infrastructure providers operate under statutory rules that require the production of delivery plans on a rolling schedule, and others produce plans in response to market forces or population projections.

1.11 We have reviewed published material, including these provider delivery plans, associated policy documents, databases (e.g. GIS location of facilities), and other secondary sources to

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<sup>1</sup> One example of this is our intent to compile a water cycle study which assesses how water moves through the area including through surface water runoff, infiltration to ground, groundwater flows, drainage and sewer capacity, flood risk and water supply.

help us identify existing levels of provision of infrastructure, current demand / capacity (where available), and any plans for future provision.

- 1.12 We have also reviewed progress in the delivery of infrastructure against that including in the LPSS using published information, including reviewing s106 agreements and other sources. This information is presented in the report as part of each of the infrastructure sections and, in summary form, at Appendix 1.
- 1.13 The infrastructure baseline does not identify future infrastructure needs as potential planned levels and locations of growth are still to be identified as part of the new Local Plan process.

## **Next steps**

- 1.14 After preparing this infrastructure baseline, the next stage is to begin to prepare an Infrastructure Delivery Plan (IDP) – a plan of the infrastructure needed to support planned development in the future.
- 1.15 To ensure we can deliver the Local Plan, we need to identify the infrastructure required, the cost and phasing of its delivery, how it will likely be funded and who will be responsible for delivery. The IDP supporting the Local Plan will consider ways in which infrastructure provision can support and mitigate against the effects of planned new development.
- 1.16 This can will occur in the next phases of Local Plan preparation when we begin to develop our preferred spatial strategy which will set out the scale, distribution and phasing of development. As part of this process, we will be able to assess the implications of this on infrastructure and identify what improvements are necessary to deliver the planned growth.
- 1.17 This process will require further and ongoing engagement with a range of infrastructure providers through Local Plan process. It will be an iterative process. For instance, the deliverability of future infrastructure provision and timing may necessitate changes to our forthcoming and initial thinking on our spatial strategy, which may in turn necessitate a revised spatial strategy with altered implications for infrastructure provision.
- 1.18 Should the IDP find insufficient existing infrastructure capacity to accommodate increased demand from planned new development, mitigation will be required. In general, this would take the form of the provision of new infrastructure (which may be on a development site) or contributions toward new or upgraded infrastructure (which may be off-site).
- 1.19 Contributions from developers are used to mitigate impacts arising from their development only and must comply with the statutory tests<sup>2</sup>. They may not relate directly to resolving existing deficits in infrastructure.
- 1.20 The degree of impact from new development on infrastructure can also be influenced by managing demand. Demand management is where there is a reduction of pressure on

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<sup>2</sup> Set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

infrastructure through behavioural change, for example, demand for movement (and pressure on road-based infrastructure from car use) can be influenced by promoting and so increasing movement on foot, by bicycle and using passenger transport.

## Note about parish and ward boundaries

- 1.21 The borough's wards were revised in 2023 by the Local Government Boundary Commission resulting in the following changes.
- The boundaries of all wards were changed, except four.
  - Friary and St Nicolas ward was removed, with the southern part becoming a new St Nicolas ward and the remainder incorporated into an enlarged Stoke Ward.
  - Christchurch and Holy Trinity wards were merged to create Castle ward.
- 1.22 This document may draw on evidence that refers to wards that have changed or no longer exist.

## Types of infrastructure

- 1.23 The following tables list the various types of infrastructure that this infrastructure baseline study considers, and the agencies that are responsible for delivering them. The content of these tables sets the scope for this study.
- 1.24 It should be noted that Surrey is currently going through a process of local government reorganisation (LGR) which will result in the creation of a new unitary authorities covering East Surrey and West Surrey, and the abolition of Surrey County Council and all Surrey district level councils. Guildford Borough will become part of West Surrey. West Surrey Council will take over a range of functions currently undertaken by Guildford Borough Council and Surrey County Council. There are also plans for a Strategic Authority.

### Transport

|                                                                                                                                                                                                                                                    |                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Strategic Road Network (SRN)<br>Management and maintenance of the A3, the M25 and M25 junction 10 with the A3                                                                                                                                      | National Highways                                                                                                                                                              |
| Local Road Network (LRN)<br>These roads can be classified as A principal, B, classified unnumbered and unclassified roads<br>This system of roads classification directs motorists towards the most suitable roads for reaching their destination. | Surrey County Council                                                                                                                                                          |
| Public off-street car parking                                                                                                                                                                                                                      | Guildford Borough Council<br>Various parish councils<br>Private owners of public off-street car parks including South Western Railway, Network Rail, and Great Western Railway |

|                                                |                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bus services, Park and Ride and coach services | Commercial bus and coach operators<br>Guildford Borough Council – operates the Park and Ride car park sites<br>Surrey County Council – commission socially necessary bus services and subsidises the Park and Ride bus services and some other bus services such as Surrey Connect (Digital Demand Responsive Travel - partial coverage of the borough only) |
| Cycling and walking infrastructure             | Surrey County Council                                                                                                                                                                                                                                                                                                                                        |
| Rail                                           | Network Rail<br>South Western Railway (state owned)<br>First Greater Western Limited (Great Western Railway – will return to state ownership in December 2026),<br>Southern (state owned)                                                                                                                                                                    |

## Utilities

|                                                       |                                                                                                                                                                                    |
|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Electricity distribution (district network operators) | UK Power Networks (UKPN)<br>Scottish and Southern Electricity (SSE)                                                                                                                |
| Electricity transmission operators                    | National Grid                                                                                                                                                                      |
| Gas supply                                            | Scotia Gas Networks (SGN)                                                                                                                                                          |
| Water supply                                          | Thames Water<br>South East Water<br>Affinity Water<br>Sutton and East Surrey Water<br>Ofwat                                                                                        |
| Wastewater treatment                                  | Thames Water<br>Ofwat                                                                                                                                                              |
| Telecommunications                                    | Opeanreach (BT owned)<br>BT<br>EE (BT owned)<br>Virgin Media O2<br>Vodafone Three<br>Broadband companies/projects: Broadband for Surrey Hills, Gigaclear, Netomnia, Shere Internet |
| Waste and recycling                                   | Guildford Borough Council<br>Surrey County Council                                                                                                                                 |
| Flood risk reduction                                  | Environment Agency<br>Surrey County Council                                                                                                                                        |

## Flood Risk Reduction

|                  |                    |
|------------------|--------------------|
| Fluvial flooding | Environment Agency |
|------------------|--------------------|

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Surface water flooding | Environment Agency<br>Surrey County Council (as lead local flood authority) |
|------------------------|-----------------------------------------------------------------------------|

## Green infrastructure

|                                                 |                                                                                            |
|-------------------------------------------------|--------------------------------------------------------------------------------------------|
| Open Space and sports and recreation facilities | Guildford Borough Council<br>Surrey County Council<br>Parish Councils<br>Private providers |
| Suitable Alternative Natural Greenspace         | Guildford Borough Council<br>Private Providers                                             |

## Education

|                               |                                                                                                                                                         |
|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| Early years education         | Surrey County Council (Early Years)<br>Private nurseries                                                                                                |
| Primary and secondary schools | Surrey County Council (Education)<br>Private Academies<br>Private Education Sector                                                                      |
| Further and higher education  | University of Surrey<br>Guildford College of Law<br>Guildford Academy of Contemporary Music<br>Merrist Wood College (horticulture)<br>Guildford College |

## Emergency services

|                 |                                                                                        |
|-----------------|----------------------------------------------------------------------------------------|
| Police          | Surrey Police Authority<br>Surrey Police and Crime Commissioner (role to be abolished) |
| Fire and rescue | Surrey Fire and Rescue Service (SFRS)                                                  |
| Ambulance       | The South East Coast Ambulance Service NHS Foundation Trust                            |

## Health and Social Care

|                                                                     |                                                                                                                                             |
|---------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| GPs and dental surgeries: Primary health care                       | NHS Surrey and Sussex Integrated Care Board<br>Private practices                                                                            |
| Secondary / acute health care / hospitals and community health care | National Health Service (NHS) England<br>Acute care providers (Hospitals)<br>Director of Public Health<br>Surrey Health and Wellbeing Board |
| Dental surgeries                                                    | NHS<br>Private practices                                                                                                                    |

## Community facilities

|                           |                                                                                                            |
|---------------------------|------------------------------------------------------------------------------------------------------------|
| Libraries                 | Surrey County Council (Library Service)                                                                    |
| Cemeteries and crematoria | Guildford Borough Council<br>Parish councils<br>Private providers                                          |
| Sports facilities         | Guildford Borough Council<br>Surrey County Council<br>Private providers including the University of Surrey |

## 2. Transport

### Strategic Road Network

#### Lead agency

- National Highways

#### Evidence

- Transport for the South East Transport Strategy (2025)
- Transport for the South East Strategic Investment Plan (2026)
- Road traffic statistics 2024 (Department for Transport (DfT))

#### Context

- 2.1 National Highways is the government-owned company responsible for operating, maintaining and improving the Strategic Road Network (SRN) including motorways and trunk roads in England.
- 2.2 Traffic flows on the SRN in Surrey are far higher than those typically experienced nationally, with 8.48 billion vehicles miles travelled on roads in Surrey in 2024.

#### Existing provision

- 2.3 There are two SRN routes which pass through Guildford borough:
  - the M25 motorway, which enters and exits the borough near the Wisley interchange (M25 junction 10 with the A3),
  - the A3 trunk road that connects London to Portsmouth, which runs through the borough from north-east to south-west, with a number of junctions which allow traffic to join or leave the A3.
- 2.4 The M3 motorway, which is also an SRN road north of the borough, is accessed via the A331 Blackwater Valley Road from Ash. The direct connections to the SRN provide links to Greater London, Heathrow and Gatwick airports, ports and other key destinations. Heathrow and Gatwick airports and areas of south and west London are accessible by road within an hour.

#### The A3

- 2.5 The remainder of this section considers the A3, being the key SRN road in the borough. From the south-west of the borough to its junction with the A31 Hog's Back, the A3 trunk road is a dual carriageway with two lanes on each carriageway. The national speed limit applies to this stretch of road.. A dual carriageway is a class of highway with two carriageways for traffic travelling in each direction, separated by a central reservation.

- 2.6 For four kilometres between its junctions with the A31 Hog's Back and the A320 Ladymead, the A3 bisects the urban area of Guildford. The road here continues as a dual carriageway with two lanes on each carriageway. The road is of a lower standard in this section, with a gradient of as much as 4.5 per cent and tight bends with limited forward visibility, and so has a lower 50mph speed limit.
- 2.7 From the A320 Ladymead junction to the M25 Wisley interchange junction, the A3 is dual carriageway with three lanes each way (extending to four lanes at the Wisley interchange approach). The national speed limit applies. The staggered junction at the Stag Hill interchange in Guildford and the recently improved M25 Wisley interchange junction allow movements by vehicles in all directions.
- 2.8 All of the other A3 junctions in our area allow only limited access by vehicles to and from the Local Road Network (LRN) and those in the town are closely spaced. Some properties and minor roads have direct access on and off the A3. For instance, Beechcroft Drive south of the Manor Park university campus is a no through road serving a number of homes and a farm.

## **Demand and impacts**

- 2.9 The A3/A31 Hog's Back junction experiences significant peak period congestion. Sections (between the junctions) of the four-kilometre stretch between the A3/A31 Hog's Back and the A320 Ladymead junctions in the town, operate in excess of their theoretical capacity during the morning and evening peak periods. As a result, road users experience recurrent traffic congestion at these times, and sometimes at other times.
- 2.10 Together with the sequence of closely spaced, limited access junctions, there is a strong relationship between traffic conditions on the A3 and those on the LRN in Guildford. This results in traffic having to travel through Guildford town centre when it does not need to. The result is that traffic congestion in Guildford can adversely affect conditions on the A3 and vice versa.
- 2.11 The A3 through Guildford also experiences a number of accidents associated with peak time traffic merging at junctions, off peak accidents associated with speeding at the junctions, vehicles leaving the carriageway, skidding or overturning, accidents at night and accidents involving parked vehicles.
- 2.12 Community severance, air quality and traffic noise are also problems. Community severance is defined as the separation of people from facilities, services and social networks they wish to use within their community; changes in comfort and attractiveness of areas; and/or people changing travel patterns due to the physical, traffic flow and/or psychological barriers created by transport corridors and their use. The A3 trunk road, railway lines and the River Wey sever the urban area and have few crossing points. Guildford town centre, Guildford and London Road rail stations, the main University of Surrey campus and some neighbourhoods are south and east of the A3, whilst the Royal Surrey County Hospital, the

Surrey Research Park, the Surrey Sports Park, industrial estates and other neighbourhoods are to the north and west.

- 2.13 The A3 as it passes through Guildford (between A31 Hogs Back and Egerton Road) is currently exceeding the Air Quality Limit Value for nitrogen dioxide (NO<sub>2</sub>). In the latest version of the Pollutant Climate Mapping (PCM) model (based on 2018 projections), compliance was predicted in 2022 without any additional measures. However, local modelling conducted by National Highways, shows that concentrations close to the road are well above both of these PCM predictions, and compliance will not be achieved by 2030<sup>3</sup>.

## **Planned provision**

- 2.14 National Highways' upgrade of M25 Junction 10 was completed in Summer 2026 after work started in Summer 2022. The improvements are intended to reduce congestion, create a smoother flow of traffic and provide safer journeys for thousands every day. National Highways has no committed or funded plans to improve traffic management, network management or to increase capacity of the A3 trunk road in the borough.
- 2.15 The Transport for the South East Strategic Investment Plan<sup>4</sup> provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions from 2026 until 2050 in the South East of England. Some of the interventions relevant to Guildford are:
- TB12 - A3 Guildford Local Traffic Segregation
  - TB13 - A3 Guildford Long Term Solution
- 2.16 These are medium to long term projects that will require extensive funding and coordination between various stakeholders.
- 2.17 National Highways is working with Surrey County Council and Guildford Borough Council to find ways to reduce the impact of poor air quality alongside the A3 in Guildford<sup>5</sup>. A Traffic Regulation Order is in place and National Highways are closing sections of affected footways and direct users to follow alternative upgraded routes away from poor air quality. Once there is sufficient evidence that air quality levels will remain compliant, the footways will be reopened.

## **Progress against the Local Plan Infrastructure Schedule**

- 2.18 The Infrastructure Schedule lists a number of projects relating to the Strategic Road Network. Several are complete. These include SRN5 (A3 northbound off-slip lane widening at

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<sup>3</sup> AECOM (2021) *A3 Guildford Report* – Prepared for: Guildford Borough Council. Available at: <https://www.guildford.gov.uk/article/26606/Working-to-improve-air-quality-on-the-A3-in-Guildford>

<sup>4</sup> Transport for the South East (2026) *Strategic Investment Plan*. Available at: <https://transportforthesoutheast.org.uk/our-work/strategic-investment-plan/>

<sup>5</sup> National Highways (2026) *A3 Guildford air quality*. Available at: <https://nationalhighways.co.uk/our-roads/south-east/a3-guildford-air-quality/>

University Interchange (approaching Tesco roundabout) improvement scheme) and SRN6 (A3 southbound off-slip lane widening to A320 Stoke Interchange improvement scheme) which have been delivered by National Highways. Further, the upgrade of M25 Junction 10, Wisley (SRN2 - M25 Junction 10/A3 Wisley interchange 'Road Investment Strategy' scheme (E16)) was completed in 2026.

2.19 The following projects have not commenced:

- SRN1 - A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) 'Road Investment Strategy' scheme (E31) – this is no longer included in National Highways Road Investment Strategy planning.
- SRN3 - New A3/A3100 Burpham junction with relocated A3 southbound off-slip and new A3 southbound on-slip – this is dependent on the delivery of development at Gosden Hill Farm
- SRN4 - M25 Junctions 10-16 'Road Investment Strategy' scheme (E15) – this scheme is no longer being progressed
- SRN7 - A3 northbound on-slip at A247 Clandon Road (Burnt Common) – this scheme is no longer being progressed and is not included in National Highways Road Investment Strategy Planning
- SRN8 - A3 southbound off-slip at A247 Clandon Road (Burnt Common) – this scheme is no longer being progressed and is not included in National Highways Road Investment Strategy Planning

## **Local Road Network**

### **Lead agency**

- Surrey County Council

### **Evidence**

- Local Transport Plan 4 (Surrey County Council, 2022)
- 2021 Census (Office for National Statistics, 2021)
- Parking Restrictions Guildford (Surrey County Council, 2024)
- Surrey Transport Plan, 2011-2026 – Parking Strategy (Surrey County Council, 2020)

### **Context**

2.20 Surrey County Council is the Local Highway Authority responsible for roads in the county, known as the Local Road Network (LRN). Surrey County Council is also the Local Transport Authority, with responsibility for transport policy and initiatives through the Surrey Transport Plan, which is the county's fourth Local Transport Plan (LTP4).

- 2.21 Although traffic flows in Surrey are far higher than those experienced nationally (see section on the SRN), the growth in traffic over the last 20 years in Surrey has been less than that experienced nationally.

## **Existing provision**

- 2.22 The LRN provides connections to all the settlements in the borough via a combination of road types. The system of road classification directs motorists towards the most suitable roads for reaching their destination.

- A roads – major roads providing large-scale transport links within or between areas. They form part of the LRN (whereas A trunk roads are part of the SRN– see earlier section).
- B roads – connect different areas and feed traffic between A roads and smaller roads on the network
- Classified unnumbered – smaller roads connecting unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Sometimes also called minor roads or C roads.
- Unclassified – most roads in the network. Intended for local traffic.

- 2.23 Most of the borough's A roads radiate out from Guildford:

- the A320 links to Woking (and the M25)
- the A322 provides a route to the M3 and to Bracknell (and north to the M4)
- the A323 provides a route to Ash, Tongham and Aldershot (connecting to the A331 Blackwater Valley Road)
- the A25 links to Dorking, Reigate and Redhill
- the A246 serves Leatherhead and Epsom (and the M25 via Leatherhead)
- the A3100 links to Godalming (and the A3)
- the A281 serves Cranleigh
- and the A31, which runs along the elevated ridge of the Hog's Back, provides the western main route to Farnham (and the A331 Blackwater Valley Road) and onwards to the county boundary.

- 2.24 Other destinations, such as Farnborough and Frimley can be reached via the A331 Blackwater Valley Route which the A31 intersects.

- 2.25 In Guildford town centre, four of these A roads (A31 Farnham Road, A322 Onslow Street, A281 Millbrook and A3100 Portsmouth Road) converge at the one-way gyratory system. Other A roads in Guildford town include the A246 York Road and the A3100 High Street (upper section).

- 2.26 The road network in Guildford town, particularly in and around the town centre, has developed over centuries. Major changes took place in the twentieth century as cars became a mainstream mode of transport. The original settlement of Guildford developed as a 'gap

town' in the pass in the North Downs where the River Wey is forded by an ancient trackway, the Harrow Way, which follows the line of the North Downs.

- 2.27 The most recent set of major changes to the road network were made in the 1970s. The development of the road network has been constrained by the physical topography of the area, the River Wey and its navigation, the historic fabric of the town including the rail lines constructed in the nineteenth century, and various environmental designations from the mid-twentieth century onwards. To this day, north-south/east-west vehicular movements between the wider urban area of Guildford town and towns and villages are funnelled through the town centre in the area now configured as the one-way gyratory system.
- 2.28 As described in the SRN section, the A3 trunk road bisects the urban area of Guildford. The A331 Blackwater Valley Route to the west provides a good (two lane, dual carriageway high-speed) connection to Ash, Tongham, Aldershot and the M3 motorway, which runs through Surrey Heath borough. The A324 connects Ash and Tongham to Woking, via Pirbright village.
- 2.29 In the east of the borough, the principal roads generally run in an east-west direction, reflecting the presence of the North Downs. These include the A246 from Leatherhead to West Clandon and the A248, which passes through Chilworth, Shalford and Peasmarsh. Exceptions are the A247, which runs north from Clandon crossroads, through West Clandon and Send towards Woking, and part of the A25 that runs north-south.
- 2.30 There are a range of parking controls used in Guildford borough<sup>6</sup> including:
- Guildford town controlled parking zone covers Guildford town centre and surrounding residential areas. The zone is divided into catchment areas. The controls reduce congestion and increase safety and control the way parking spaces are used
  - curfew-type parking controls restricting parking to short term (one or two hours) to prevent all day parking by non-residents, for instance near rail stations
  - controls that limit parking problems (and safety issues) caused by parents dropping off or picking up children from school
  - parking controls that allow or prevent parking on footways
  - parking availability for disabled people with blue badges, where on-street parking is otherwise controlled, and
  - parking controls that allow suppliers to deliver, load or unload goods.
- 2.31 Off-street parking facilities such as public car parks are not part of the LRN and are not considered further in this section.

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<sup>6</sup> Surrey County Council (2024) *Parking Restrictions Guildford*. Available at: <https://experience.arcgis.com/experience/96162c0eeddb41c29a90a1a1f9c08d2a>

## **Demand and impacts**

### **Movement**

- 2.32 The principal A roads in Guildford town are heavily trafficked. Central roads are congested at peak times, most particularly on the one-way gyratory system and its approaches. Traffic flow for the Onslow Street count point, which is slightly north of the gyratory, was estimated to be an average 27,932 motor vehicles each day in 2025 with the highest flows during 5-6pm and early afternoon.<sup>7</sup> This can also affect bus journey times and reliability.
- 2.33 Limited evidence is available of traffic trends on the LRN. In the west of the borough, congestion and incidents on the A331 Blackwater Valley Route and the A31 Hog's Back can cause rat-running on roads in Ash and Tongham, particularly on Oxenden Road and Manor Road. Both these roads are used to access the A331 and are congested at peak times, particularly the approaches to the A331 roundabout and the Greyhound roundabout respectively.
- 2.34 To the east of the borough, the A25 carries a significant volume of through traffic. It passes through a number of villages, and has an adverse effect on the local community in terms of severance and local environmental impacts.

### **On-street parking**

- 2.35 In the 2021 Census, the average number of cars or vans per household in Guildford borough increased from 1.45 to 1.54 between 2001 and 2021.<sup>8</sup> The number of households in Guildford borough (13.8%) without a car or van is significantly lower than the average for England (23.5%), and households with more than one car (47.3%) is considerably greater than the average for England (35.2%).<sup>9</sup> The highest levels of car ownership are found in rural areas of the Borough, where there is greater dependency on private vehicle use to access local facilities, due to the relatively limited and infrequent provision of public transport. Increasing car availability is reflected in more widespread and sometimes intense on-street parking problems in the area. Demand for on-street parking in Guildford borough also comes from those travelling here from other areas such as for work or leisure.
- 2.36 The Surrey Transport Plan: Parking Strategy<sup>10</sup> states that it is increasingly necessary to encourage motorists to park in certain places while prohibiting them from parking in others, to limit congestion caused by parked vehicles, so helping traffic to flow.
- 2.37 There are a number of parking issues frequently raised by residents, businesses and road users. These concern a lack of available parking space, inconsiderate parking, or a

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<sup>7</sup> <https://roadtraffic.dft.gov.uk/count-points/48087>

<sup>8</sup> Office for National Statistics (2022) *Census 2021*. Available at: <https://www.ons.gov.uk/census>

<sup>9</sup> Office for National Statistics (2022) *Census 2021*. Available at: <https://www.ons.gov.uk/census>

<sup>10</sup> Surrey County Council (2020) *Surrey Transport Plan, 2011-2026 – Parking Strategy*. Available at: <https://www.surreycc.gov.uk/roads-and-transport/parking/strategy-and-guidance/parking-strategy>

combination of the two. Increasing the amount of on-street parking space is rarely possible and so Surrey County Council has to make best use of the limited space, to provide parking for those that most need it while not ignoring the broader requirements of all road users. By restricting parking where demand exceeds supply, and providing other ways to access such areas, pressure on the space available can be better controlled.

- 2.38 There is particular concern about on-street parking, which is a particular issue for residents in the Westborough and Park Barn areas. These neighbourhoods are close to both the main University of Surrey campus and other facilities on the Manor Farm site, including the Surrey Sports Park, the Royal Surrey County Hospital and the Surrey Research Park.

## **Planned provision**

- 2.39 Surrey's LTP4<sup>11</sup> sets the vision for the transport system in Surrey in 2032 and beyond. It marks a step change for transport in Surrey and is closely aligned with SCC's Climate Change Strategy and Surrey's commitment to achieving net zero carbon emissions by 2050.
- 2.40 Key policy areas in LTP4 that are particularly pertinent are the following:
- Planning for Place: Plan, design and improve local neighbourhoods to reduce the number and length of car trips.
  - Active Travel and Personal Mobility: Prioritising walking and cycling to improve the health of the county – this policy area includes the sustainable transport hierarchy, which prioritises walking and cycling over less sustainable modes. The aim is to shift more journeys to sustainable modes by providing facilities to encourage many more journeys to be made actively (i.e. walking, wheeling, cycling).
  - Public/Shared Transport: Working with operators to improve journeys on public and shared transport. This includes reviewing opportunities to improve the walking and cycling networks that provide access to public transport services, with the aim of making them more direct, safer, easier to negotiate and more attractive to all sectors of the population.
  - Demand Management for Cars: Introducing measures to shift the priority from vehicles to active travel.
  - Supporting Behaviour Change: Raising awareness to encourage more walking, cycling and use of public transport and electric vehicles.
- 2.41 Some of the policies above are given spatial detail through network plans included as part of the Guildford Local Cycling and Walking Infrastructure Plan (LCWIP), which was published by Surrey County Council endorsed by the GBC in 2024. Further detail on the LCWIP is set out in the cycling and walking infrastructure section below.

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<sup>11</sup> Surrey County Council (2022) *Local Transport Plan 4*. Available at: <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan>

## **Progress against the Local Plan Infrastructure Schedule**

2.42 The Infrastructure Schedule lists a number of projects relating to the Local Road Network. Completions include:

- Various components of LRN1 (Guildford Town Centre Transport Package) have been delivered including converting Walnut Tree Close into a one-way road (following a successful trial), the replacement of Walnut Bridge, and improving the Millbrook car park junction.
- LRN2 - A3/Egerton Road Tesco Roundabout improvement scheme – improvements to the Tesco access were implemented alongside improvements to the exist slip from the A3
- LRN11 - B3411 Ash Hill Road/A323 Guildford Road (Ash) junction improvement scheme – undertaken as part of the Chester Bridge scheme (see LRN19).
- LRN14 (A331 Blackwater Valley Route with A31 Hog’s Back (Tongham) junction improvement scheme) was completed 2022
- LRN15 (The Street (Tongham) environmental improvement scheme) was completed in 2024.
- LRN16 - A31 Hog’s Back (Tongham to Puttenham) road safety scheme – eastbound section has an average speed camera.
- LRN 19 - Ash Road Bridge, now Chester Bridge, was completed in 2025, replacing the level crossing (although the implementation of a footbridge has not yet occurred).
- LRN22 - A323 Guildford Road/A324 Pirbright Road junction improvement scheme – this has been improved as part of funding for the A31/A331 junction.

2.43 Planning permission has been granted for the new settlement at Wisley airfield which will deliver LRN7 (Interventions to address potential highway performance issues resulting from development at former Wisley Airfield site) and include funding for ‘access for all’ improvement to Effingham and Horsley Stations. LRN8 (Interventions to address potential highway performance issues resulting from development at SARP site) is currently being delivered by the Weyside Urban Village development.

2.44 The following projects have not commenced but are expected to be delivered as part of the development of the Blackwell Farm and Gosden Hill Farm sites:

- LRN3 - New signalised junction from Blackwell Farm site to A31 Farnham Road
- LRN4 - Access road at Blackwell Farm site with link to Egerton Road
- LRN5 - Interventions to address potential highway performance issues resulting from development at Blackwell Farm site
- LRN6 - Interventions to address potential highway performance issues resulting from development at Gosden Hill Farm site

2.45 The following projects have not commenced:

- LRN9 - A323 Ash Road, Ash Street and Guildford Road (Ash) traffic management and environmental improvement scheme
- LRN10 - B3411 Ash Hill Road (Ash) traffic management and environmental improvement scheme
- LRN12 - B3411 Ash Vale Road (Ash Vale) environmental improvement scheme
- LRN13 - A323 Aldershot Road/A331 Blackwater Valley Route (Ash) junction improvement scheme
- LRN17 - B3000 Puttenham Hill/A31 Hog's Back junction (Puttenham) improvement scheme
- LRN18 - A247 Send Road/Send Barns Lane (Send) traffic management and environmental improvement scheme
- LRN20 - East Horsley and West Horsley traffic management and environmental improvement scheme
- LRN21 - A322 Onslow Street, Laundry Road, A322 Woodbridge Road and A246 York Road junctions improvement scheme
- LRN23 - A281 Horsham Road/A248 Kings Road/A248 Broadford Road junction improvement schemes (although there is a requirement to improve this as part of the Dunsfold planning consent)
- LRN24 - A247 Clandon Road/The Street (West Clandon) traffic management and environmental improvement scheme

## **Public off-street car parking, available to members of the public for parking**

### **Lead agency**

- Guildford Borough Council
- Various parish councils
- Private owners of public off-street car parks

### **Evidence**

- Guildford Parking Annual Report (GBC, 2025)
- A Sustainable Parking Strategy for Guildford (GBC, 2016)

### **Context**

- 2.46 National planning policy states that there should be provision of a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity)..

## **Existing provision**

- 2.47 Public off-street car parking is available in Guildford, predominantly in the town centre, and in villages and at rail stations across the borough.

### **Guildford town centre**

- 2.48 The Council operates 24 public car parks across the town centre which together provide over 4,700 spaces. Some of these are spaces leased to local business and organisations during the week (known as contract spaces) but become publicly available for weekend use.
- 2.49 There are five Council multi-storey car parks located in the town centre (Farnham Road, Bedford Road multi-storey, Leapale Road, York Road and Castle car park), which are five of the six largest car parks in Guildford town centre, accounting for over half of the total town centre provision (multi-storey providing 3,300 spaces). The biggest of these is Bedford Road, which has just over 1,000 spaces.
- 2.50 The Council is in a strong position to influence parking in the town and the associated strategies, because with the exception of the Waitrose car park and Railway Station car parks, it operates most of the large town centre car parks. A multi-storey car park has been recently constructed at Guildford Railway Station as part of the Solum Station Regeneration, and will replace the surface parking on opening.
- 2.51 Guildford Borough Council's parking policy is to provide short-stay parking in the centre of Guildford to support the local retail offer, while commuters are encouraged (by pricing mechanisms) to use the longer stay car parks toward the edges of the town centre and the two Park and Ride sites outside the town.

### **Villages and rail stations**

- 2.52 Public off-street parking is available at all twelve rail stations in the borough except Chilworth, although this is limited in many stations, and is often full from early in the morning. There are a number of other car parks, available to members of the public for car parking, including car parks in Kingspost Parade in Burpham, Epsom Road local centre in Merrow, Shere, Ripley, East Horsley and Newland's Corner.

### **Demand and impacts**

- 2.53 Surveys of the occupancy of public off-street car parks in Guildford town centre, although now somewhat dated, were undertaken for the Guildford Parking Study Strategy Report (Systra, 2020<sup>12</sup>). The surveys found that current peak occupancy across all Guildford town centre public off-street car parks was between 61-80% which is sufficient to meet current demand. However, there is significant variation between car parks. It can be seen that Castle car park exceeds 85% capacity on 85% of days, whilst Leapale Road reaches or

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<sup>12</sup> Systra (2020) *Guildford Parking Study Strategy Report*. Available at: [Item 6 2 2020.02.11 Guildford Parking Study Baseline Report.pdf](#)

exceeds 85% capacity on only 2% of analysed dates. Furthermore, the study predicts that by 2037 peak occupancy across all Guildford town centre public off-street car parks will be 81-100%. Occupancy levels of 85% or above are treated as the threshold for high occupancy within off-street car parks, whereby users are likely to have difficulty in finding a space and will circulate around the car park in order to locate a space.

## **Planned provision**

- 2.54 The Guildford Railway Station development is currently under construction and will deliver a new 633 space multi-storey car park that will replace the existing surface parking. The multi-storey car park is due to be opened in 2026.

## **Progress against the Local Plan Infrastructure Schedule**

- 2.55 There are no projects in the Infrastructure Schedule relating to public off-street car parking.

## **Bus services, Park and Ride and coach services**

### **Lead agency**

- Commercial bus and coach operators
- Guildford Borough Council – operates the Park and Ride car park sites
- Surrey County Council – commission socially necessary bus services and subsidise the Park and Ride bus services and some other bus services including Surrey Connect (DDRT)

### **Evidence**

- Bus Service Improvement Plan (SCC, 2024)

### **Context**

- 2.56 Guildford borough bus services are predominately operated by private companies, with the exception of specialised community transport. Timetables and fares are set by the bus operators; single bus fares were capped at £3 in January 2025 and are proposed to be capped at £2 from 2027.<sup>13</sup> Surrey County Council works in partnership with operators to deliver improvements to their services. SCC sets out three bus service categories of the SCC supported network in its BSIP (2024). This informs decisions for selected service frequency enhancements, and consideration of enhanced evening and weekend provision.

### **Existing provision**

- 2.57 Bus services in the borough are primarily operated by Stagecoach South as well as Safeguard Coaches, Falcon Buses, White Bus Services, and Compass Bus. These range from community

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<sup>13</sup> Department for Transport (2025) *£3 national bus fare cap*. Available at: <https://www.gov.uk/guidance/3-national-bus-fare-cap>

transport operators to small independent companies to subsidiaries of large international passenger transport operating groups. Guildford Community Transport (Dial-a-ride) also operates in the borough and provides a specialist door-to-door transport service which caters for people who are unable to make use of public transport services. Since 2023, SCC has supported the introduction of Digital Demand Responsive Transport ('Surrey Connect') in some parts of the area. This aims to provide all residents and across all age groups with greater flexibility with travel times and destinations, together with increased hours of operation. The DDRT services are similar to conventional local bus services in that passengers board and alight at predetermined bus stops (with physical infrastructure or virtual bus stops), yet with a greater flexibility of destination for those passengers.

- 2.58 National Express Coaches operate a London to Portsmouth coach service which stops in Park Barn in Guildford. Heathrow airport can be reached on the Railair RA2 coach service station on an hourly basis. The coach service is operated First Group.
- 2.59 Guildford is the only Surrey town where a Park and Ride network has been implemented. There are two sites in operation at Artington and Merrow. Two further sites at Onslow and the Spectrum are currently suspended.
- 2.60 Bus provision is concentrated in the Guildford urban area. Connections between key areas including Ash, Shalford and Horsley are provided. Onward bus connections to Woking, Godalming and Farnham are provided. Bus provision in rural areas, particularly in the south of the Borough, is limited in comparison to the urban areas of Guildford Town and Ash.<sup>14</sup>
- 2.61 The pattern of bus services consists of local Guildford routes and a network of longer distance interurban routes. These interurban routes serve Dorking, Cranleigh, Leatherhead, Epsom, Staines, Kingston, Haslemere, Farnham, Aldershot, Bagshot and Camberley.
- 2.62 The villages have less frequent bus services, which provide limited connections in evenings and on Sundays.
- 2.63 Most of the bus routes in the borough converge at Guildford bus station, although this is less true for bus routes passing through the Blackwater Valley area of the borough. The bus station is located on Commercial Road close to the main shopping areas of the town and a short walk from Guildford rail station. The present appearance of the bus station is poor, the building lacks active frontages and there are corrugated iron bus shelters. It makes a poor first impression and does not offer a pleasant, welcoming experience to the town for bus passengers.

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<sup>14</sup> AtkinsRealis (2025) *Guildford Borough Local Cycling and Walking Infrastructure Plan (LCWIP)* Available at: <https://www.guildford.gov.uk/article/27192/Local-Cycling-and-Walking-Infrastructure-Plan>

## Demand and impacts

- 2.64 Prior to the COVID-19 pandemic bus usage was relatively stable across Surrey, and while there was a significant dip in the pandemic, usage is recovering and reached 26.9 million passenger journeys in 2025.

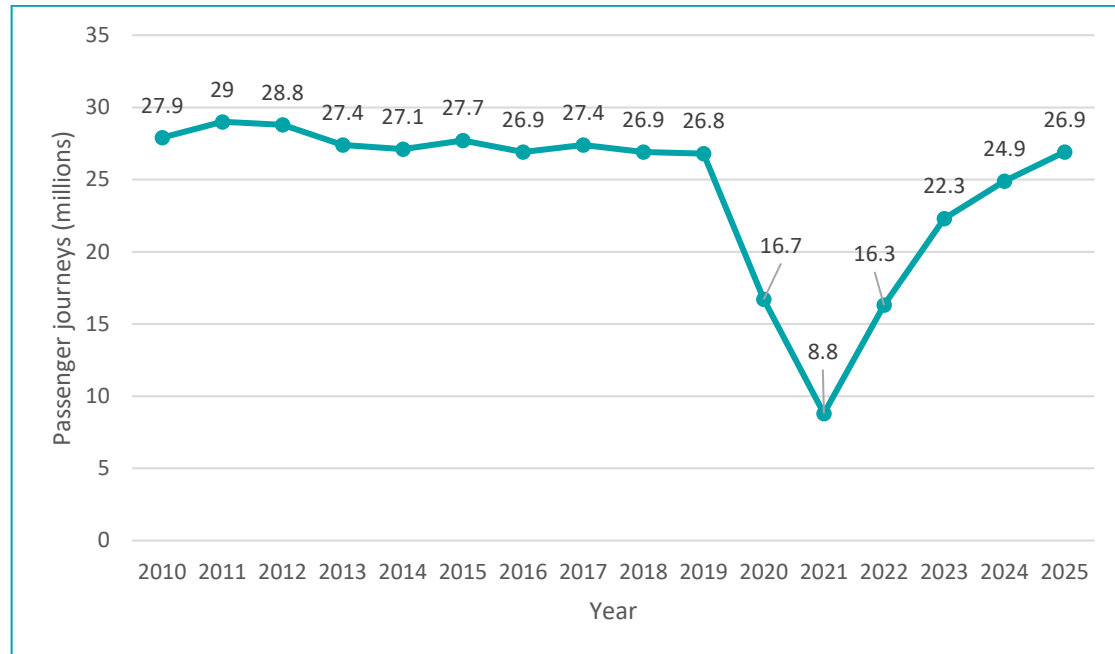


Figure 1: Passenger journeys on local bus services in Surrey from year ending March 2010. Department for Transport (2024).<sup>15</sup>

- 2.65 The Spectrum Park and Ride was suspended in 2020 and the Onslow Park and Ride closed in 2024 due to low user numbers. Only 18,000 passengers used the Onslow service each year, compared to over 84,000 at the Artington Park and Ride and more than 87,000 at the Merrow Park and Ride.

## Planned provision

- 2.66 As part of the North Street Regeneration project, led by St Edward (Berkeley Group) Guildford Bus Station is being refurbished and reconfigured. The improvements are designed to modernise the pedestrian environment with accessible facilities and access, furthermore, it will better integrate the site into the forthcoming North Street development and wider town centre.
- 2.67 The Weyside Urban Village development is delivering a package of improvements across the Guildford Urban Area to streamline traffic flow and improve safety. The development will also enable the delivery of part of the Sustainable Movement Corridor (SMC) (see the Cycling and walking infrastructure section below). The development will be connected to the

<sup>15</sup> Department for Transport (2024) *Local bus passenger journeys*. Available at: <https://maps.dft.gov.uk/transport-statistics-finder/index.html>

town centre and station through the SMC's dedicated bus lane which is designed to increase service reliability and performance.

## **Progress against the Local Plan Infrastructure Schedule**

- 2.68 The Infrastructure Schedule lists a number of projects relating bus services. BT1 (New Guildford town centre bus facilities) will be delivered by the developer of the North Street regeneration scheme and planning permission has been granted for the new settlement at Wisley airfield which will deliver BT3 (Significant bus network serving the Land at former Wisley airfield site and key destinations to be provided and secured in perpetuity).
- 2.69 The following projects have not commenced:
- P&R1 - Gosden Hill Farm Park and Ride – there is a current planning application which includes the delivery of this scheme.
  - BT2 - Bus interchange at Effingham Junction rail station (or alternatively Horsley rail station) – this is secured to be delivered as set out in the planning consent for Former Wisely Airfield site.
  - BT3 Extended and/or new bus services to serve the Land at former Wisley airfield site and which will also serve Effingham Junction railway station and/or Horsley railway station, Guildford and Cobham to be provided and secured in perpetuity – this is secured to be delivered as set out in the planning consent for Former Wisely Airfield site.
  - BT4 - Significant bus network serving the Gosden Hill Farm site and key destinations including the existing eastern suburbs – there is a current planning application which includes the delivery of this scheme.
  - BT5 - Significant bus network serving the Blackwell Farm site and key destinations including the existing western suburbs

## **Cycling and walking infrastructure**

### **Lead agency**

- Surrey County Council

### **Evidence**

- The second cycling and walking investment strategy (CWIS2) (DfT and ATE, 2022)
- Cycling infrastructure design (LTN 1/20) (DfT, 2020)
- Guildford Local Cycling and Walking Infrastructure Plan (GBC and SCC, 2025)
- Walking and cycling statistics (DfT, 2024)

## **Context**

- 2.70 The Department for Transport (DfT) and Active Travel England published the second cycling and walking investment strategy (CWIS2) in 2022 with the aim to make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040. In 2020 the DfT published Local Transport Note (LTN) 1/20 which targets a modal shift to cycling nationally, and establishing cycling as a form of mass transit. This supports issues related to public health, well-being, the economy and local business, climate change, the environment and air quality, and congestion.

## **Existing provision**

### **Pedestrians**

- 2.71 On most LRN roads in Guildford town and in the villages there is at least one footway, and usually two. Pedestrian crossings are commonplace. There are approximately 630km of Public Rights of Way (PRoW) within the administrative boundary of Guildford borough. These routes are broadly concentrated in the south and south east of the borough. However, across the borough, these facilities do not provide a coherent network and are poorly integrated to provide connectivity and route choice options for utility walking and cycling trips. Additionally, the urban areas of the borough are supplemented by an extensive network of informal routes which support active travel.
- 2.72 In Guildford town centre, there is significant priority for pedestrians; on High Street, North Street, around the castle and on the lanes that connect them. However, around the gyratory and on its approach roads, it is quite challenging for people travelling on foot. There are unclear and indirect routes, narrow footways, extensive guard railing and several subways, which can feel intimidating at quieter times and at night.

### **Cycle routes**

- 2.73 There are a number of existing routes in the borough. To the west of the borough, existing routes run throughout Ash and Tongham wards to the west of the borough with one main route into Guildford town centre, namely the Christmas Pie Trail which is an off road trail for pedestrians and cyclists that connects the south of Ash and Tongham to the north west of Guildford via Ash Green, Flexford and Wood Street Village. The rest of the western area of the borough is poorly catered for with no existing provision in the north western wards of Pirbright and Normandy.
- 2.74 National Cycle Route (NCR) 22 connects Guildford and Rowledge, south of Farnham following mainly quiet roads and bridleways to the south of the Hog's Back. NCR 223 connects Woking town centre via Sutton Green to Guildford town centre.
- 2.75 To the east of the borough, one existing route runs from the north-eastern ward of Lovelace through Send and into the town centre. The rest of the eastern wards and parishes have no provision. The Downs Link is a 37-mile footpath and bridleway, available to cyclists, linking

the North Downs Way at St Martha's Hill with the South Downs Way in West Sussex. There is a cycle track beside the A281 Millbrook which connects with the Downs Link south of the town.

- 2.76 There is some cycle provision in Guildford town centre connecting the communities in the wider urban area, although the provision is fragmented. Existing cycle facilities typically reflect earlier design guidance, and generally are not aligned with LTN 1/20 guidance.
- 2.77 Some routes, such as those serving Shalford, are segregated from the highway (cycle tracks), whilst others are provided on road (cycle lanes).
- 2.78 There are over 90 cycle parking stands around the town centre, each accommodating two bikes. In addition, the Beryl Bike scheme launched in 2024 and there are now over 300 Beryl e-bikes across the town that can be docked in one of 40 Beryl Bays (docking stations).

## **Demand and impacts**

- 2.79 Walking and cycling play an important role for people moving around the borough. The proportion of adults who do any walking or cycling, for any purpose, is significantly higher in Guildford (78.4%) than the average of England (70.9%).<sup>16</sup>

## **Planned provision**

- 2.80 Several policies in the LPSS refer to the Sustainable Movement Corridor (SMC), the intention is for the SMC to connect key trip origins/destinations in the urban area, including the proposed strategic development sites. The indicative route of the SMC is included in the Guildford Local Plan Policies Map and it illustrates the broad corridors it is expected the SMC routing could take.
- 2.81 Elements and sections of the SMC have been taken forward to construction since the adoption of the LPSS. Some of these improvements have not been progressed under the 'umbrella' of the SMC, but ultimately share the same outcomes. For instance, a one-way traffic restriction on Walnut Tree Close where motorised traffic is only permitted northbound between Kernal Court and just south of the Royal Mail Delivery Office. A contraflow cycle lane is provided to allow two-way cycling.
- 2.82 There are a number of developments that will deliver elements of the SMC. Outline planning permission (and subsequent permission for reserved matters applications for phases for the site) has been granted to develop Weyside Urban Village, a mixed-use strategic site. The site will:
  - accommodate the northern section of the SMC on the spine road,

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<sup>16</sup> Department for Transport (2024) *Walking and cycling statistics, England: Local area walking and cycling rates (Active Lives Survey)*. Available at: <https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2023/walking-and-cycling-statistics-england-local-area-walking-and-cycling-rates-active-lives-survey>

- fund on- and off-site infrastructure improvements required to mitigate the impact of development, including improvements to walking and cycling routes. Further detail will be available as the project progresses.

- 2.83 The Guildford Local Cycling and Walking Infrastructure Plan (LCWIP) identifies priorities for the strategic walking and cycling network in the borough and highlights the barriers and constraints. These are the hilly nature of much of the borough, notably Guildford town and the Surrey Hills, severance by the railway lines and watercourses, busy roads, and dispersed villages.
- 2.84 The LCWIP identifies a list of aspirational cycle corridors and core walking zones to be delivered across the Borough. The framework categorised the improvements into Phase 1 – short term (2 year plan implementation) and Phase 2 – medium term (<10 year plan implementation), as well as some additional projects in Phase 3 (10+ years). The study also provides indicative high levels costs for the cycle and walking interventions with these likely to be funded through a combination of sources such as developer contributions, Government grants, and/or Integrated Transport and Maintenance Block funding.

### **Progress against the Local Plan Infrastructure Schedule**

- 2.85 The Infrastructure Schedule lists a number of projects relating to cycle and walking infrastructure. Elements of SMC1 (Sustainable Movement Corridor: West) have been delivered by GBC, SCC, and National Highways, with remaining sections expected to be delivered by the Blackwell Farm developer. The Weyside Urban Village development is currently constructing SMC5 (Sustainable Movement Corridor: North). Parts of AM1 (Guildford Wayfinding signage system – Phase 2) and AM2 (Comprehensive Guildford cycle network, excluding AM3) have also been delivered as part of various developments across the borough. Furthermore, planning permission has been granted for the new settlement at Wisley airfield which will deliver AM3 (Off site cycle network from the Land at former Wisley airfield site to key destinations).
- 2.86 The following projects have not commenced:
- SMC2 - Sustainable Movement Corridor: Yorkie's Bridge
  - SMC3 - Sustainable Movement Corridor: Town Centre Phase 1 (although some funding has been secured through s106 contributions from development)
  - SMC4 - Sustainable Movement Corridor: Town Centre Phase 2 (although some funding has been secured through s106 contributions from development)
  - SMC6 - Sustainable Movement Corridor: East – there is a current planning application for Gosden Hill Farm which includes proposed delivery of some sections of this scheme

## **Rail services**

### **Lead agency**

- Network Rail
- South Western Railway (state owned)
- First Greater Western (Great Western Railway – will be state owned in December 2026),
- Southern (state owned)

### **Evidence**

- Estimates of station usage 2024, Office Rail and Road
- Transport for the South East State of the Region 2025 Report (2025)
- Transport for the South East Transport Strategy (2025)
- Transport for the South East Strategic Investment Plan (2026)

### **Context**

- 2.87 The infrastructure of the railways – including tracks, signals, tunnels, bridges and stations – is owned and, in the case of some stations, operated by Network Rail.
- 2.88 Passenger rail services are operated by the Train Operating Companies (TOCs) under franchise agreements with the Department for Transport (DfT). With the exception of Guildford railway station, which is operated by Network Rail, all the stations in Guildford borough are managed by either South Western Railway or First Great Western.

### **Existing provision**

- 2.89 There are twelve rail stations in the borough as shown in Table 1. Guildford rail station provides an interchange between rail services on the Portsmouth Direct Line (between Portsmouth and London Waterloo), the New Guildford Line (between Guildford and London Waterloo), the North Downs Line (between Reading and Gatwick Airport) and the Ascot to Guildford Line.
- 2.90 An hourly direct rail service provides connections from stations on the North Downs Line to Gatwick airport and to Reading. Heathrow airport can be reached on the Railair RA2 coach service station on an hourly basis. The coach service is operated First Group.

Table 1: Table of stations and railway lines in Guildford borough

| Station name            | Category* | Portsmouth Direct Line/ South West Main Line: Direct connections to London Waterloo, Clapham Junction, Woking, Haslemere and Portsmouth Harbour | New Guildford Line: Direct connections to London Waterloo, Vauxhall, Clapham Junction, Wimbledon, Surbiton and Guildford | North Downs Line: Direct connections to Reading, Dorking, Reigate, Redhill, Gatwick Airport | Ascot to Guildford Line: Direct connections to Ascot, Camberley, Guildford | Alton Line: Direct connections to Wanborough, Ash, Aldershot and Alton | Mole Valley Line – Bookham branch |
|-------------------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|------------------------------------------------------------------------|-----------------------------------|
| Ash Vale                | D         |                                                                                                                                                 |                                                                                                                          |                                                                                             | Yes                                                                        | Yes                                                                    |                                   |
| North Camp              | E         |                                                                                                                                                 |                                                                                                                          | Yes                                                                                         |                                                                            |                                                                        |                                   |
| Ash                     | E         |                                                                                                                                                 |                                                                                                                          | Yes                                                                                         | Yes                                                                        |                                                                        |                                   |
| Wanborough              | F         |                                                                                                                                                 |                                                                                                                          | Yes                                                                                         | Yes                                                                        |                                                                        |                                   |
| Gomshall                | F         |                                                                                                                                                 |                                                                                                                          | Yes                                                                                         |                                                                            |                                                                        |                                   |
| Chilworth               | F         |                                                                                                                                                 |                                                                                                                          | Yes                                                                                         |                                                                            |                                                                        |                                   |
| Shalford                | F         |                                                                                                                                                 |                                                                                                                          | Yes                                                                                         |                                                                            |                                                                        |                                   |
| Effingham Junction      | D         |                                                                                                                                                 | Yes                                                                                                                      |                                                                                             |                                                                            |                                                                        | Yes                               |
| Horsley                 | D         |                                                                                                                                                 |                                                                                                                          |                                                                                             |                                                                            |                                                                        | Yes                               |
| Clandon                 | E         |                                                                                                                                                 | Yes                                                                                                                      |                                                                                             |                                                                            |                                                                        | Yes                               |
| London Road (Guildford) | D         |                                                                                                                                                 | Yes                                                                                                                      |                                                                                             |                                                                            |                                                                        | Yes                               |
| Guildford               | B         | Yes                                                                                                                                             | Yes                                                                                                                      | Yes                                                                                         | Yes                                                                        |                                                                        | Yes                               |

\*Categories: A: National hub, B: Regional hub, C: Important feeder, D: Medium staffed, E: Small staff, F: Small unstaffed

## Planned provision

2.91 The Transport for the South East Strategic Investment Plan<sup>17</sup> provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions from 2026 until 2050 in the South East of England. Some of the interventions relevant to Guildford are:

- IG04 - Southern Rail Link to Heathrow
- IG06 - North Downs Line – Service Level and Capacity Enhancements
- IG10 - Portsmouth Direct Line – Line Speed Enhancements
- MR23 - Guildford Station Upgrade

<sup>17</sup> Transport for the South East (2026) *Strategic Investment Plan*. Available at: <https://transportforthesoutheast.org.uk/our-work/strategic-investment-plan/>

- MR24 - New Station Guildford East (Marrow)
- MR25 - New Station Guildford West (Park Barn)
- RD01 - North Downs Line Electrification

2.92 Some of these interventions are already underway, for example most of the works to upgrade the track, signalling, and junctions of the Portsmouth Direct Line took place from 2022-25 and major signalling and level-crossing upgrades were delivered in 2025. Furthermore, in January 2026 the Minister for Rail announced Ash Vale station as one of eight projects progressing directly to delivery under the Access for All programme which will deliver a step-free, accessible route to and between platforms.

2.93 Planning permission for a mixed-use scheme at Guildford Railway Station were approved in 2018. The development will deliver over 400 homes, a new multi-storey car park, and an improved station building and forecourt

## Demand and impacts

2.94 There were over 9 million estimated entries and exits made at the twelve stations in 2024/25, including over 6 million at Guildford rail station shown in Figure 2. The graph shows the impact of the COVID-19 pandemic in 2020-21.

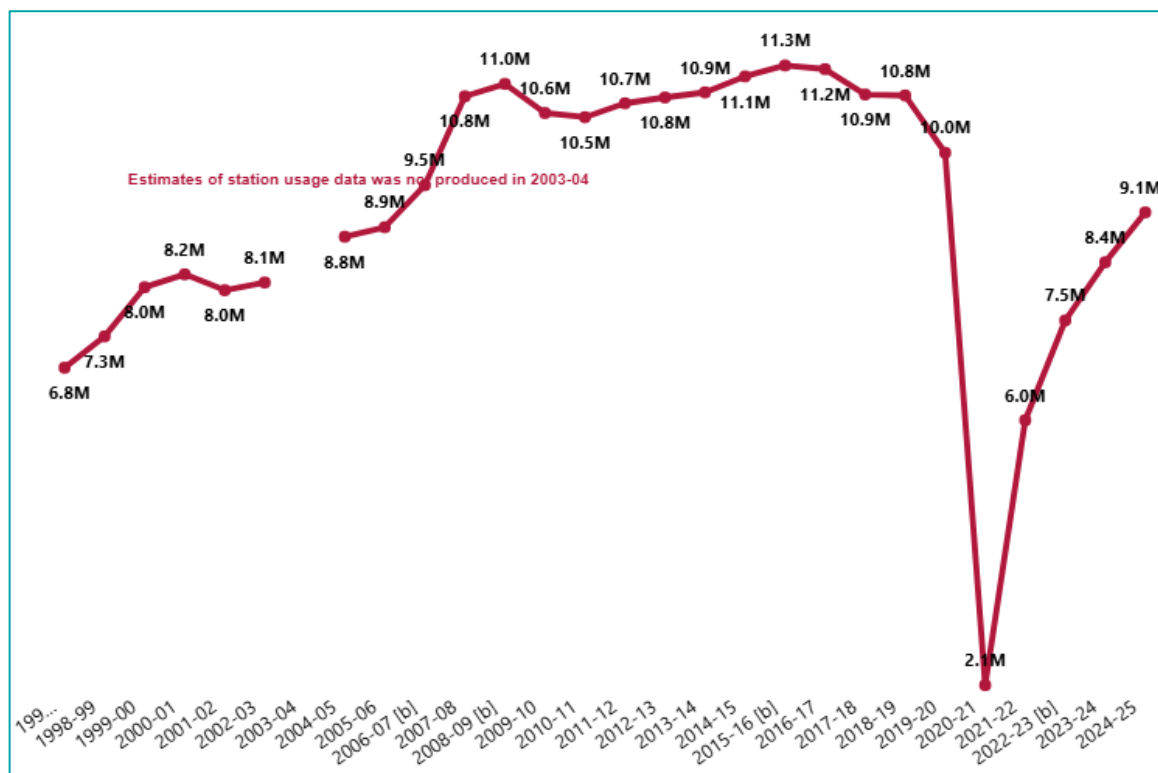


Figure 2: Entries and exists by financial year for all railway station in Guildford borough. Office of Rail and Road (2025)<sup>18</sup>

<sup>18</sup> Office of Rail and Road (2025) *Estimates of station usage*. Available at: <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

*Table 2: Passenger usage of rail stations in Guildford borough*

| Station name            | Passenger entries and exits<br>2024/25 | Interchanges | Change in passenger entries and exits<br>1997/98 -2024/25 |
|-------------------------|----------------------------------------|--------------|-----------------------------------------------------------|
| Guildford               | 6,372,542                              | 891,662      | 29.2%                                                     |
| London Road (Guildford) | 868,894                                | -            | 190.5%                                                    |
| Clandon                 | 165,566                                | -            | 16.0%                                                     |
| Horsley                 | 348,950                                | -            | 16.0%                                                     |
| Effingham Junction      | 243,110                                | 13,969       | -0.6%                                                     |
| Shalford                | 95,490                                 | -            | 65.6%                                                     |
| Chilworth               | 27,352                                 | -            | 84.7%                                                     |
| Gomshall                | 58,620                                 | -            | 229.7%                                                    |
| Wanborough              | 62,150                                 | -            | 56.6%                                                     |
| Ash                     | 259,336                                | 43,911       | 42.8%                                                     |
| North Camp              | 251,252                                | -            | -4.4%                                                     |
| Ash Vale                | 358,324                                | 100,146      | 13.4%                                                     |
| TOTAL                   | 9,111,586                              | 1,049,688    |                                                           |

2.95 There are key capacity and adequacy issues for rail in Surrey<sup>19</sup>, several of which relate specifically to Guildford borough.

- Capacity to London Waterloo – trains between Portsmouth and Haslemere and London Waterloo serve the main Guildford train station. On these services, trains use part of the South West Main Line, the capacity of which will be a major long-term challenge as demand already exceeds the seats available during the busiest times on weekday services.
- The North Downs Line – there is existing overcrowding on peak services between Guildford and Reading. The current service is slow (averaging less than 40mph) and there are only limited services in the early morning and overnight.
- Access to main centres in the county – existing train services are often infrequent and offer poor connections, for example Alton to Guildford.
- Links between new developments and stations – to support sustainable travel choices, and developing appropriate solutions.
- Access to international gateways – particularly Heathrow and Gatwick airports, but also High Speed 1 and 2, to maintain Surrey’s global competitiveness.
- There has been a gradual increase in delay minutes caused by severe weather events, this trend is likely to continue as the impacts of climate change become more prevalent.

<sup>19</sup> Transport for the South East (2026) *Rail Strategy*. Available at: <https://transportforthesoutheast.org.uk/app/uploads/2026/02/TfSE-Rail-Strategy-February-2026.pdf>

## **Progress against the Local Plan Infrastructure Schedule**

- 2.96 The Infrastructure Schedule lists a number of projects relating to rail services. NR6 (North Downs Line (Great Western Railway) service frequency and timetable improvements) has been delivered by Network Rail and Great Western, and Network Rail are have completed most of the multi-year Portsmouth Direct Line Upgrade programme (NR5 - Portsmouth Direct Line improvements facilitating increased service frequency).
- 2.97 The following projects have not commenced:
- NR1 - Guildford rail station capacity and interchange improvements
  - NR2 - New rail station at Guildford West (Park Barn) – a GRIP study has been undertaken to determine that the station is feasible and that the timetable can be adjusted.
  - NR3 - New rail station at Guildford East (Marrow)
  - NR4 - Electrification of North Downs Line, facilitating increased service frequency

## 3. Utilities

### Electricity and gas supply

#### Lead agency

- UK Power Networks
- Scottish and Southern Electricity
- Scotia Gas Networks

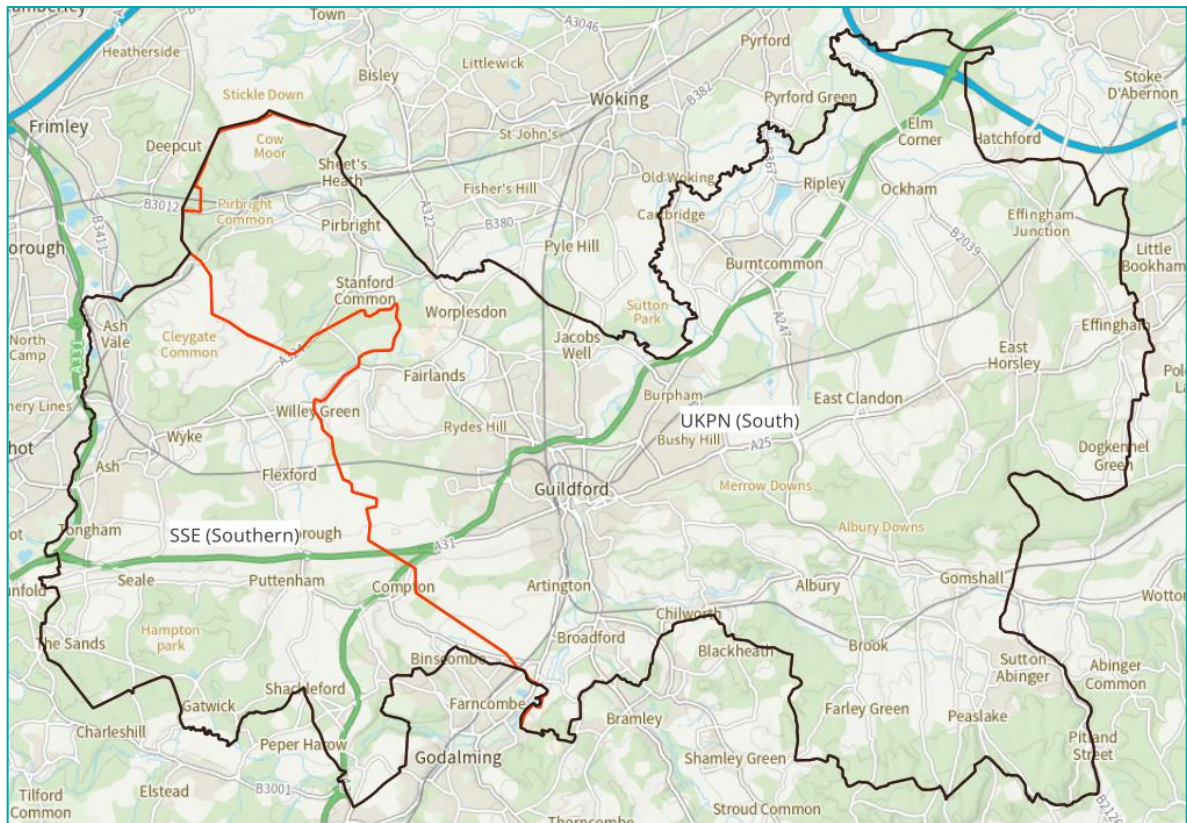
#### Evidence

- UK Power Networks Asset Catalogue (online resource)
- Scottish and Southern Electricity Networks data portal (online resource)

#### Context

##### Electricity

- 3.1 National Grid is the Electricity Transmission Operator covering the whole of England and Wales. It is responsible for moving electricity over long distances from power generation sites to different parts of the country.
- 3.2 Distribution Network Operators (DNO) take electricity at high voltages from the national grid, transform it to voltages suitable for domestic and commercial use, and distribute it to customers through their power networks.
- 3.3 Guildford Borough is served by two DNOs: UK Power Networks (UKPN) and Scottish and Southern Electricity (SSE). Note: National Grid operates as a DNO (as well as Electricity Transmission Operator), but not in Guildford Borough. The map below shows the borough boundary and the split between the two DNOs. The majority of the borough is served by UKPN.



*Figure 3: Areas covered by the DNOs, UKPN and SSE*

## Gas

- 3.4 Gas Network Operators (GNO) are companies that manage the local gas distribution infrastructure, including pipelines and distribution meters. Southern Gas Networks (the local arm of Scotia Gas Networks, collectively known as SGN) is the GNO for the whole of the borough.
- 3.5 Delivery of infrastructure by GNOs is based on forecast levels of population growth (natural population growth and new housing development) over areas defined by the companies, and not by local authorities. The gas demands of the area are regularly assessed to balance supply with demand. Funding for infrastructure is agreed via regulatory review of price controls by Ofgem on a five yearly cycle. The next review covers the period 2026-2031. SGN have appealed Ofgem's determination for this period to the Competition and Markets Authority.
- 3.6 Demand for gas supply in new developments has changed rapidly over the last few years due to:
  - the adoption of low carbon development policies in the Local Plan: Strategy and Sites (2019) and Local Plan Development Management Policies (2023),
  - the tightening of carbon emissions and energy efficiency standards in the Building Regulations in 2021 and the adjustment of national emissions factors for mains electricity and mains gas,

- national schemes promoting the shift away from fossil fuels to electric heating and hot water.
- 3.7 The result of these changes has been that new developments now rarely employ gas for heating and/or hot water, instead relying on heat pumps or direct electric systems. The national Future Homes standard is expected to be introduced in 2027 and to mandate gas free developments. The sale of new gas boilers may also be restricted.
- 3.8 At the same time, the national Boiler Upgrade Scheme grant has stimulated the market for heat pumps and existing properties are switching away from gas fired systems. Concerns over climate change, the increasing decarbonisation of energy production and rising international fuel costs may also affect demand for, and supply of, gas.
- 3.9 As a result of the above, the need for new infrastructure for gas may be limited.

## **Existing provision**

### **Electricity**

- 3.10 Grid connected energy generating facilities provide energy for the national grid. The borough does not need to be supplied locally, so local generation may not be relevant for planning purposes. However there are electricity generation facilities in the borough:
- The Sewage Treatment Plants at Guildford and Shalford have installed gas engines with capacities of 4 and 1.5mw respectively.
  - The Suez landfill at Seale has a gas engine that can export at 1.24mw.
  - Numerous small scale energy producing sites exist around the borough, including the Council's 35 kW hydro power scheme at the Town Mill.
- 3.11 The borough has one 132kv substation at Woodbridge Road in Guildford, which is part of the national transmission system provided by National Grid. Power from this substation is fed into the distribution network.
- 3.12 "Primary demand areas" are local supply zones fed by specific primary substations (33kv or higher). UKPN gives all the primary demand areas in its DNO boundary within and around Guildford Borough a green rag rating, meaning there is more than 5% headroom in capacity.<sup>20</sup> In contrast, SSE rates all of the primary demand areas within and surrounding the borough within its DNO boundary as red, which it describes as meaning there is no headroom in capacity.<sup>21</sup>

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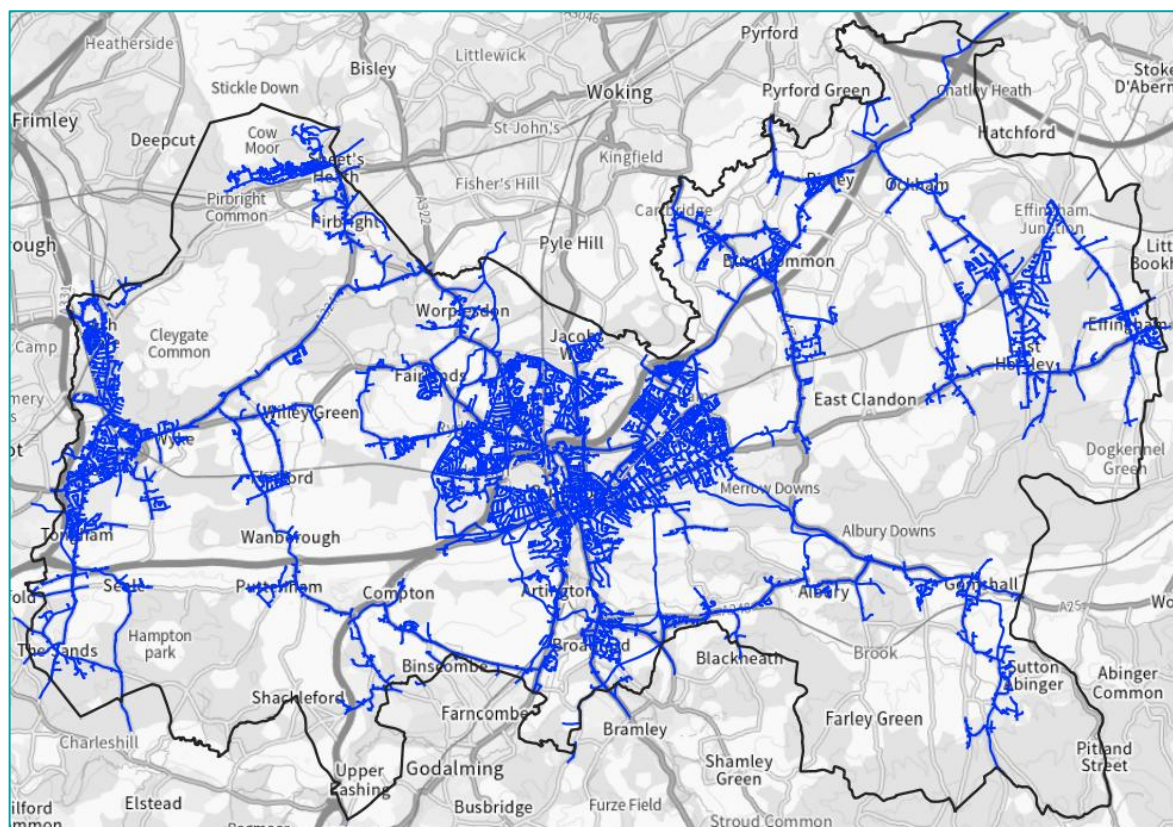
<sup>20</sup> UKPN dataset "UK Power Networks Primary Substation Distribution Areas", dated 2 December 2025. Available through UK Power Networks Asset Catalogue. Available at [https://ukpowernetworks.opendatasoft.com/explore/assets/ukpn\\_primary\\_postcode\\_area/](https://ukpowernetworks.opendatasoft.com/explore/assets/ukpn_primary_postcode_area/).

<sup>21</sup> SSE online map "Demand & Generation Capacity" available on Scottish and Southern Electricity Networks data portal, accessed 12/06/2026. Available at: [https://experience.arcgis.com/experience/763db55663e845c7b6697995a32c32b5/page/Demand-%26-Generation-Capacity#data\\_s=id%3AdataSource\\_2-19c001fa495-layer-35-19c0011e711-layer-32%3A198](https://experience.arcgis.com/experience/763db55663e845c7b6697995a32c32b5/page/Demand-%26-Generation-Capacity#data_s=id%3AdataSource_2-19c001fa495-layer-35-19c0011e711-layer-32%3A198).

- 3.13 For secondary substations (under 33kv), the UKPN data shows that most areas have headroom in the network, with isolated pockets approaching capacity and a few at or over capacity.<sup>22</sup> Equivalent data was not located for the SSE area.

## Gas

- 3.14 Mains gas is not available in some rural parts of the borough. The map below shows the extent of the mains gas network within the borough boundary.



*Figure 4: Main gas network (blue lines) within the borough (black line).*

- 3.15 In 2013, Surrey County Council (as the minerals planning authority) granted permission for the production of liquefied natural gas and associated plant and equipment at the Albury Park Well site up to 15 years. A 15 year permission was granted again in 2018. In 2023 permission was granted for the installation of plant to enable the production of grey hydrogen from the methane extracted from the well. In 2024 a further consent was granted for a new pump and other equipment.

## Planned provision

- 3.16 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

<sup>22</sup> UKPN dataset "Secondary Substation Distribution Areas", dated 12 June 2024, available at [https://ukpowernetworks.opendatasoft.com/explore/assets/ukpn\\_secondary\\_postcode\\_area/](https://ukpowernetworks.opendatasoft.com/explore/assets/ukpn_secondary_postcode_area/)

agreement with the relevant parties. Any major new development will be subject to an economic test to determine if any contribution is required.

- 3.17 Guildford Borough Council sends details of planned location and scale of new housing development (including sites reflected in the adopted Local Plan and sites with planning permission) to electricity and gas suppliers on request.

## **Gas**

- 3.18 The National Energy System Operator (NESO, the government owned body that operates the national energy system) "Gas Network Capability Needs Report"<sup>23</sup> 2024 finds that the probability of constraints in the gas network remains very low until 20235. After 2035 there is uncertainty because of changing technology, policy societal expectations regarding fossil fuels and market forces.

## **Electricity**

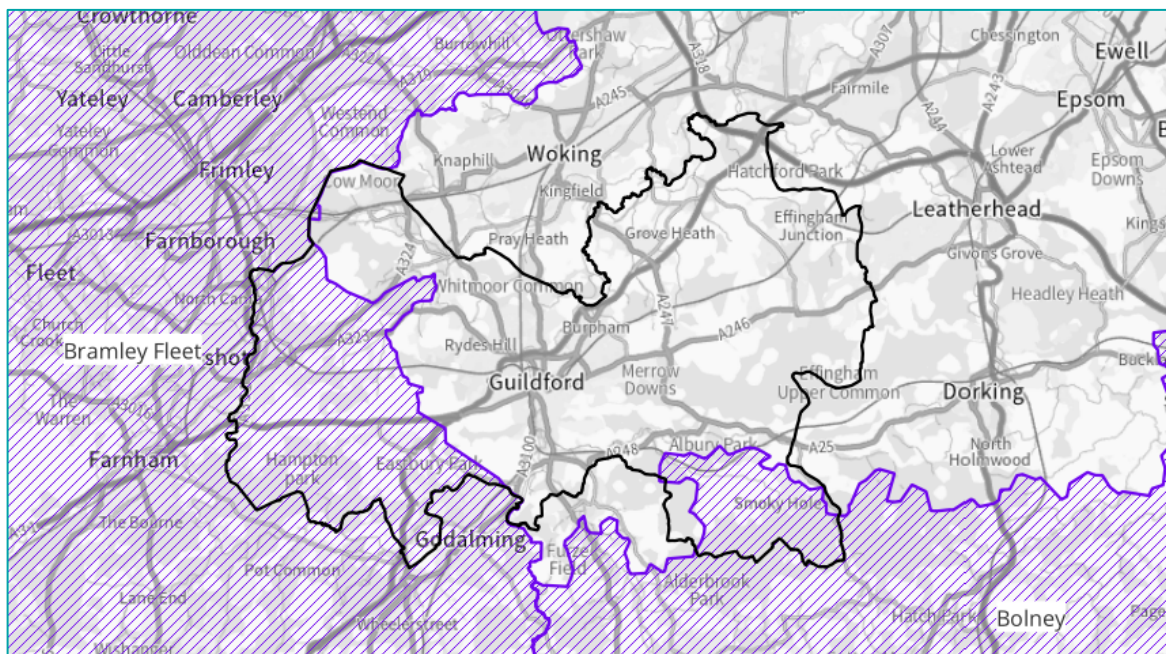
- 3.19 The national drive to reduce reliance on fossil fuels through electrification through programmes like the Boiler Upgrade Scheme, EV grant and Future Homes standard has resulted in the electrification of heating and hot water and the increased uptake of EVs. As a result, increases in capacity in the electricity network are likely to be needed, regardless of the level of growth, in order to supply energy for systems that were previously powered by oil and gas.
- 3.20 The government offers strong support for renewable energy development and this is reflected in national planning policy. A number of large domestic ground-mounted solar developments have been granted permission and numerous small scale rooftop systems have been installed on existing buildings and incorporated into new builds. The electricity network will likely need to be upgraded in order to accommodate new generation.
- 3.21 NESO's transitional Regional Energy Strategic Plan (tRESP)<sup>24</sup> is the forerunner to future Regional Energy Strategic Plans (RESP). NESO are currently in the early stages of producing the South East RESP which will include strategic planning for upgrades to the energy grid to drive investment and to ensure efficient network investment. The tRESP does not include detailed planning information but does include an assessment of Strategic Energy Needs which maps out geographic areas where there is an identified need for a strategic approach to electricity network investment. The document identifies Bolney Grid Supply Region as an area of strategic energy need, with a requirement for 0.09GW of additional capacity.
- 3.22 Additionally, Bolney and Bramley Fleet Grid Supply Regions are identified as areas with strategic needs that should be considered for proactive investment to provide 0.02GW each

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<sup>23</sup> Available at <https://www.neso.energy/what-we-do/strategic-planning/gas-network-capability-needs-report-gncnr>

<sup>24</sup> Available at <https://www.neso.energy/what-we-do/strategic-planning/regional-energy-strategic-planning-resp/transitional-regional-energy-strategic-plan-tresp>

for the purposes of Ofgem’s price control setting for the period 2028-33<sup>25</sup>. These Grid Supply Regions fall under SSE and UKPNs territory and intersect with the borough, as shown on the map below.



*Figure 5: Bramley Fleet and Bolney Grid Supply Regions and Guildford Borough boundary*

- 3.23 It is expected that DNO investment plans will reflect the needs identified by NESO. Surrey County Council are producing the Local Area Energy Plan (LAEP) which will feed into the RESP. The LAEP will provide a robust, spatial and whole system evidence base for net zero energy planning, while producing outputs that can be owned and taken forward by the future East and West Surrey unitary authorities. The objectives of the LAEP are to secure the network capacity and investment Surrey needs from RESP and UKPN/SSEN, and satisfy Heat Network Zone and Spatial Development Strategy obligations, build a current day baseline of the energy system in Surrey, and model and cost a series of multiple future scenarios.

## **Progress against the Local Plan Infrastructure Schedule**

- 3.24 The LPSS Appendix 6 Infrastructure Schedule sets out a number of electricity and gas infrastructure items that were expected to be delivered. Given that this type of infrastructure is provided as needed based on proposals for development, this section does not provide an update on delivery.

<sup>25</sup> See available Strategic Energy Need (digital resource, accessed 12/06/2026) at: <https://storymaps.arcgis.com/stories/4664847f6b1e4d52baa367788a042b5c>

## **Water supply**

### **Lead agency**

- Thames Water – water supply company
- South East Water – water supply company
- Affinity Water – water supply company
- Sutton & East Surrey Water – water supply company
- Ofwat - agrees the budgets of water supply companies at five-yearly intervals

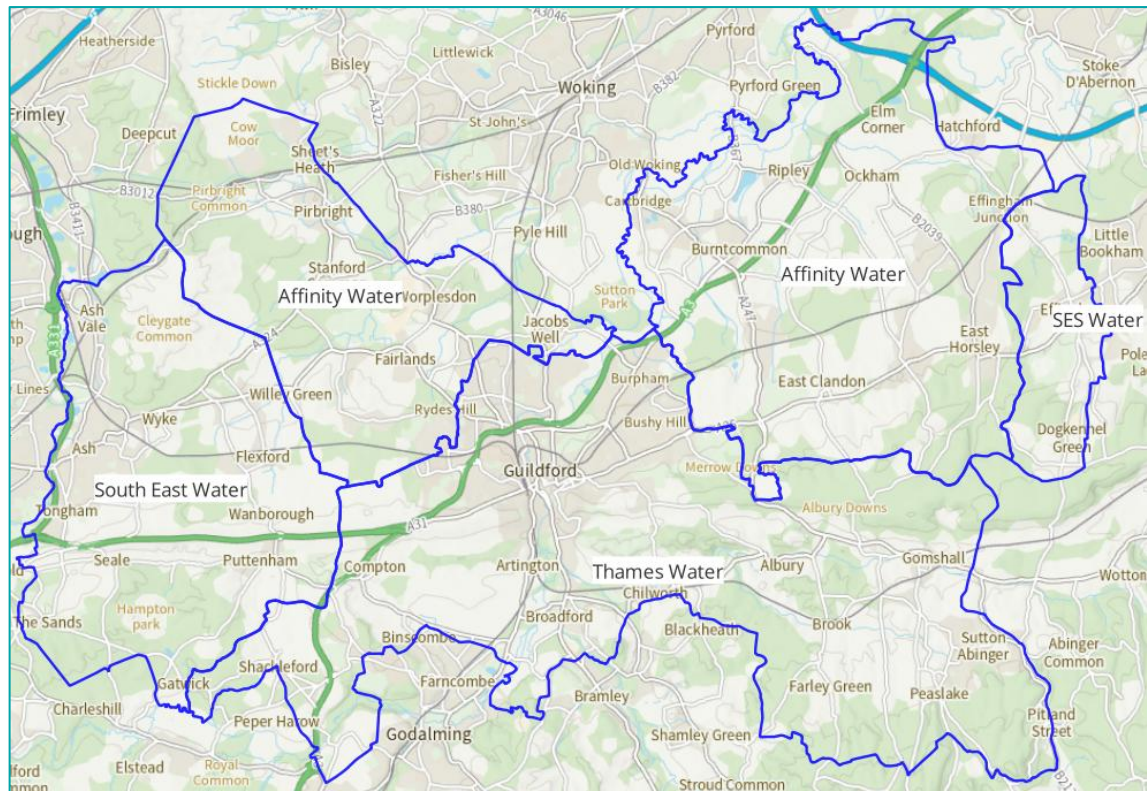
### **Evidence**

- National Framework for Water Resources 2025
- Water Resources South East (WRSE) Final Regional Plan 2025, which informs and incorporates information from:
  - Thames Water’s Water Resources Management Plan 2024
  - Affinity Water’s Water Resources Management Plan 2024
  - South East Water’s Water Resources Management Plan 2024
  - Sutton & East Surrey’s Water Resources Management Plan
- Thames Water Five Year Business Plan 2025-2030
- Affinity Water Business Plan 2025-2030
- South East Water Business Plan 2025-2030
- Sutton & East Surrey Water Business plan 2025-2030

- 3.25 Water company business plans must be agreed by Ofwat, which includes meeting a price cap. Thames Water and South East Water have not agreed with Ofwat’s price cap determination and are asking the Competition and Markets Authority to make an alternative determination.

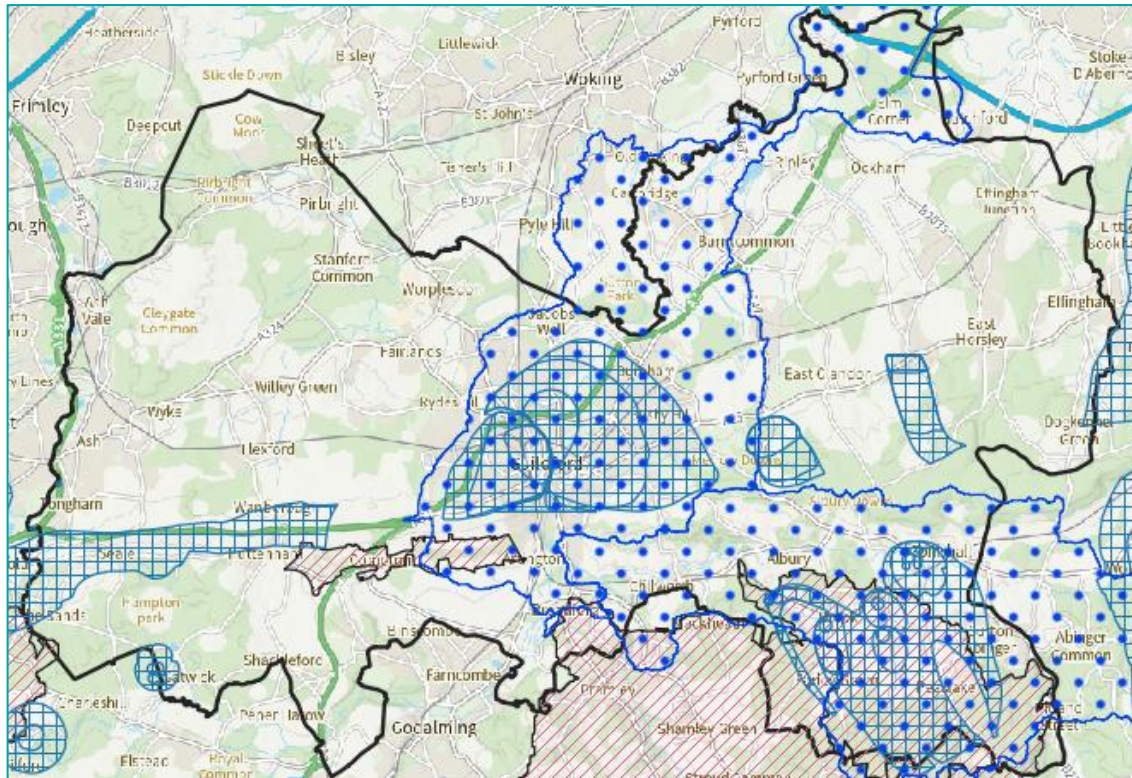
### **Context**

- 3.26 Water supply is planned at a regional scale, with water utility companies collaborating to create a plan for the south east.
- 3.27 The borough is served by four water providers; South East Water, Affinity Water, Sutton & East Surrey Water and Thames Water, the last of which covers around half the borough’s population.



*Figure 6: Water company boundaries within Guildford borough*

- 3.28 A significant portion of the borough is designated by the Environment Agency as a Groundwater Source Protection Zone. These are zones around groundwater abstraction points where some types of development can pose a risk to the quality of drinking water. There are 17 discrete areas of “zone 1”, the areas at highest risk, and these are surrounded by areas of zones 2 and 3, areas of decreasing risk. A larger part of the borough is covered by the Drinking Water Protected Area designation. This identifies locations where drinking water is abstracted from surface waterbodies and may be at risk from certain substances. A small part of the borough is identified as a Nitrate Vulnerable Zone where water resources are at risk from agricultural nitrate pollution.



*Figure 7: Drinking Water Protected Areas (blue dots), Source Protection Zones (blue cross-hatching) and Nitrate Vulnerable Zones (orange diagonal hatching)*

- 3.29 The whole of the South East of England is categorised by the Government as under “serious” water stress (in common with most of the rest of England). Further water stress is predicted as a result of climate change and due to shifting rainfall patterns and more frequent and extreme periods of water shortage/drought. The South East’s water supply will need to increase by over a billion litres per day by 2030 to 2055 - 679 million litres for the public water supply and 515 million litres per day for economic uses.
- 3.30 The borough is covered by several water resource zones. The National Framework for Water Resources 2025 sets out existing water availability and projections under several scenarios of growth in demand.<sup>26</sup> The following table sets out the current situation and projections of ‘low’, ‘central’ and ‘high’ water need. The ‘do nothing’ scenario assumes existing water company resource management plans are delivered but that no demand management and resource development occurs after 2030, meaning per capita consumption, leakage and non-household demand remain the same. The three projections use ‘do nothing’ as the baseline and apply the following assumptions:
- ‘high’ – high population growth, highest reduction in abstraction to deliver environmental aims and reasonable worst case climate change impacts

<sup>26</sup> [3. How much additional water we need: National Framework for Water Resources 2025 - GOV.UK](#)

- ‘central’ – moderate population growth, meeting national targets on water efficiency, 50% leakage reduction, and climate change impacts relating to 2-3.7 degrees of warming. Water consumption would fall to 110 litres per person per day
- ‘Low’ – low population growth, 60% leakage reduction, stronger demand management and lower climate change impacts. Water consumption would fall to 100 litres per person per day.

3.31 The Wey and Guildford resource zones cover all of the borough excluding Effingham and Ash while the Bracknell zone covers the Ash area.<sup>27</sup> Positive figures denote a surplus and negative figures denote a deficit.<sup>28</sup>

*Table 3: Existing and projected water resource surplus and deficits (millions of litres per day)*

| Scenario          | Wey    | Guildford | Bracknell |
|-------------------|--------|-----------|-----------|
| <b>Current</b>    | 15.87  | 19.4      | 30.43     |
| <b>Low</b>        | 37.18  | -0.35     | 33.47     |
| <b>Central</b>    | 9.11   | -8.72     | -9.84     |
| <b>High</b>       | -2.84  | -13.57    | -24.48    |
| <b>Do nothing</b> | -21.56 | -15.34    | -24.46    |

- 3.32 All three resource zones currently have a surplus. A ‘do nothing’ scenario would be expected to lead to deficits in all resource zones, but with action taken could result in reduced deficits or surpluses depending on the level of population growth, demand reduction measures and climate change impacts. The ‘low’ scenario is clearly the most desirable in terms of water supply.
- 3.33 Water Resources South East (WRSE) is an umbrella body formed by six water companies operating in the South East of England including the four companies operating in our borough. It is advised by stakeholders including the Environment Agency and members of Government. It produces regional plans every five years which, while non-statutory, are designed to align with Environment Agency guidance. They are subject to annual monitoring and reporting. The plan both aligns with and informs each companies’ Water Resource Management Plan (WRMP) and Business Plan.
- 3.34 Water companies have a statutory duty to develop and maintain an efficient and economical water supply system. They produce WRMPs in accordance with legislation and national guidance to set out how this duty will be delivered. Each WRMP must explain how it has reflected the regional plan and why its preferred programme has been selected.
- 3.35 The current WRSE Final Regional Plan for South East England (June 2025)<sup>29</sup> runs from 2025 to 2075. It is a long term water strategy with the aims of ensuring reliable water supplies

<sup>27</sup> See the water resource zone map here: [Water Resource Zones \(WRZs\) - MOSL](#)

<sup>28</sup> [3. How much additional water we need: National Framework for Water Resources 2025 - GOV.UK](#)

<sup>29</sup> Available at [Home | WRSE - Water Resources South East](#)

while: supporting population and economic growth, improving the environment, increasing drought resilience, and addressing climate change impacts.

- 3.36 It highlights the key challenge, which is a severe deficit in water supply by 2075 of 1.2–3 billion litres/day if no action is taken. This is driven by the following factors in descending order of impact.
- Reductions in abstraction: 47%
  - Population growth: 32%
  - Drought resilience planning: 15%
  - Climate change: 6%
- 3.37 The Covid-19 pandemic brought large changes to working patterns, particularly a large uptake in working from home. A study<sup>30</sup> undertaken at the start of the pandemic highlights the shift in water demand from Central London to surrounding areas as a result.

## Existing provision

- 3.38 Overall, water supplies are currently adequate, with a small surplus in supply. See the context section for data on current water supply. However, stresses on the existing supply are noted in the forward planning documents produced by water utility companies:
- The Thames Water Five Year Business Plan notes the decline in the health of ageing infrastructure ('asset health deficit') which has taken place over decades due to insufficient capital maintenance and asset replacement, and that the impact of climate change and population growth has increased pressure on already stretched assets.
  - The Affinity Water Business Plan 2025-2030 identifies significant risks emerging in recent years as a result of an increasingly changing world. It highlights risks from cyber-attacks, supply chain vulnerabilities and extreme weather events as existing pressures.
  - The South East Water Business Plan 2025-2030 notes that the operation and resilience of the water supply network have been put under severe pressure due to the Covid-19 pandemic and resulting changes to water habits, and identifies accelerated climate change driven extreme weather events as stretching the ability of the company to supply water. Future pressures are identified as population growth, housing development, environmental protection and maintaining intergenerational fairness.
  - The Sutton & East Surrey Water Business plan 2025-2030 notes the existing high level of water stress and the likely future impact of population growth and climate change.
- 3.39 Thames Water, as water provider, were consulted during the planning application for the former Weyside Urban Village (reference 20/P/02155) and stated that there was identified capacity within the water network to serve 49 dwellings but beyond that upgrades to the water network will be required, the details of which were to be determined. It requested a

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<sup>30</sup> "The impact of COVID-19 on water consumption during February to October 2020 – Final report" available at <https://artesia.shinyapps.io/Artesia-Reports/>

planning condition to be attached that prevents occupation of new homes until essential infrastructure is in place or a phasing plan is agreed.

- 3.40 Thames water provided similar comments for the Gosden Hill Farm strategic site planning application (reference 25/P/01156), stating simply that the development could not be accommodated without upgrades and that a planning condition as above is needed.
- 3.41 For the former Wisley Airfield strategic site (planning application reference 22/P/01175), specific measures were not detailed, but Affinity Water, the provider covering the site, did not raise issues regarding water supply during planning.
- 3.42 These are very large, strategic developments and it is to be expected that infrastructure upgrades are needed to accommodate them.

### **Planned provision**

- 3.43 Delivery of infrastructure is based on planned levels of population growth (natural and due to development) over areas defined by water companies and not by district or county councils. The Council will continue to liaise with the water companies regarding the number and location of new developments to feed into future long-term strategies.
- 3.44 Water supply for growth is increasingly dependent on infrastructure outside the borough (e.g. through water resource zone transfers and large strategic infrastructure projects like reservoirs and desalination plants.) This represents a shift from a historical local groundwater-based supply approach to strategic planning at a regional level. Local planning will need to be aligned with regional plans.
- 3.45 Much of the necessary improvement to infrastructure is likely to be funded by development through developer contributions. However, many of the measures proposed are small scale local interventions (e.g. replacements of pipes and other infrastructure to address leaks) which will largely take place outside planning policy.
- 3.46 The Affinity Water business plan projects a continued reduction for the company in market share of delivery of infrastructure which could see the increase in self-lay providers (developer projects) being awarded up to c.75 % of new mains work.
- 3.47 WRSE Final Regional Plan for South East England (2025-2075) proposes a package of measures to address the future expected deficits, including the following measures.
- Demand reduction, particularly in the early part of the plan period, will address half the deficit by 2050. This is proposed to be achieved through leakage reduction of 50% (20% by 2027 and 30% by 2032) and reducing per capita consumption to 110 litres pp/pd by 2050 (20% reduction by 2038).
  - New water supply infrastructure is also needed. By 2035, the proposals are for two new reservoirs, six water recycling schemes, eight groundwater storage schemes and water transfers from the midlands via the grand central canal. From 2035 to 2075,

proposals are for more reservoirs, six desalination plants, additional recycling and groundwater schemes and expansions to regional transfer networks.

- Ultraviolet treatment is proposed at sites where there is a cryptosporidium risk, with two remaining sites addressed after 2030. Addressing the public health risk of cryptosporidium removes limitations on the ability to abstract river water.
- The proposals include an environmental focus with the aim of leaving more water in rivers and aquifers through abstraction reductions and protection of habitats (especially chalk streams).

3.48 While these are all of relevance for our borough due to the strategic nature of water resources, there may be direct impacts on the borough due to its location within transfer corridors and supply zones, with potential pipeline and network upgrade projects, and possibly supply projects, delivered within the borough. Region wide demand reduction proposals are also likely to have an impact. There may be a need to safeguard land for these projects and engage with NSIP consultations

3.49 Local projects include:

- Thames Water is currently working on a new pipeline to connect up Netley Mill water treatment works which supplies East Guildford to Pewley Reservoir in West Guildford to improve reliability and to allow transfers between the two areas from the end of 2026.
- An upgrade to Shalford water treatment plant following outages to improve supply resilience and enhance treatment performance by 2028.

3.50 Additionally, LPAs can help deliver demand reduction, which is a key element of the regional approach, by applying water use standards for new homes that are more stringent than the national standard. This is currently limited to the 110 litre standard, but the government allows tighter standards where justified in the NPPF 2026.

## **Progress against the Local Plan Infrastructure Schedule**

3.51 The LPSS Appendix 6 Infrastructure Schedule sets out key wastewater infrastructure items needed to support the housing development sites, all scheduled for years 1-15 of the plan.

- WS1 Upgrade to water supply network capacity to support the former Wisley airfield strategic site.
- WS2/3/4 Upgrade to capacity of water supply network if assessment shows it is needed to support: Blackwell Farm strategic site, Gosden Hill Farm strategic site, Slyfield Regeneration site (Weyside Urban Village).

3.52 See the “Existing provision” section for details relating to the Former Wisley Airfield, Gosden Hill Farm and Weyside Urban Village development. Blackwell Farm strategic site has not yet reached the planning application stage.

- 3.53 For the former Wisley Airfield strategic site has secured permission and is currently being delivered alongside any necessary improvements .
- 3.54 The Weyside Urban Village site has planning permission. Thames Water has agreed a necessary upgrade to the potable water provision. The intended infrastructure will support the delivery of circa 1500 new homes and will be in place in readiness for the first completions.
- 3.55 Gosden Hill Farm has applied for planning permission but this is not yet determined. Thames Water has indicated a need for infrastructure upgrades and these will be coordinated with the phasing plan, which Thames Water will likely need to agree.

## **Wastewater treatment**

### **Lead agency**

- Thames Water - the statutory sewerage undertaker across the whole borough
- Ofwat - agrees the budgets of sewerage undertakers at five-yearly intervals

### **Evidence**

- Thames Water Five Year Business Plan 2025-2030<sup>31</sup>
- Thames Water Drainage and Wastewater Management Plan 2025-2050 (2023)<sup>32</sup>

### **Context**

- 3.56 Thames Water Utilities Limited is the statutory sewerage undertaker for the whole of the Borough. Provision of wastewater infrastructure is planned at a regional scale, taking into account river catchments, but new development still needs to be co-located with wastewater infrastructure.

### **Existing provision**

- 3.57 Guildford is served by a number of Sewage Treatment Plants (STWs). There are 12 STWs that serve areas within Guildford Borough. Permits issued by the Environment Agency set out how much wastewater each can receive, the treatment process and limits on the volume and quality of treated wastewater that can be discharged. The permits include a flow 'headroom' which is an allowance for future development and the additional wastewater generated. The following map shows the STW catchments that intersect with Guildford borough.<sup>33</sup>

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<sup>31</sup> Available at <https://www.thameswater.co.uk/about-us/regulation/our-five-year-plan>

<sup>32</sup> Available at <https://www.thameswater.co.uk/about-us/regulation/drainage-and-wastewater-management/dwmp23>

<sup>33</sup> Data sources from Environmental information Request submitted to Thames Water in December 2021 available at [https://www.whatdotheyknow.com/request/wastewater\\_catchment\\_area\\_geospa\\_9](https://www.whatdotheyknow.com/request/wastewater_catchment_area_geospa_9)

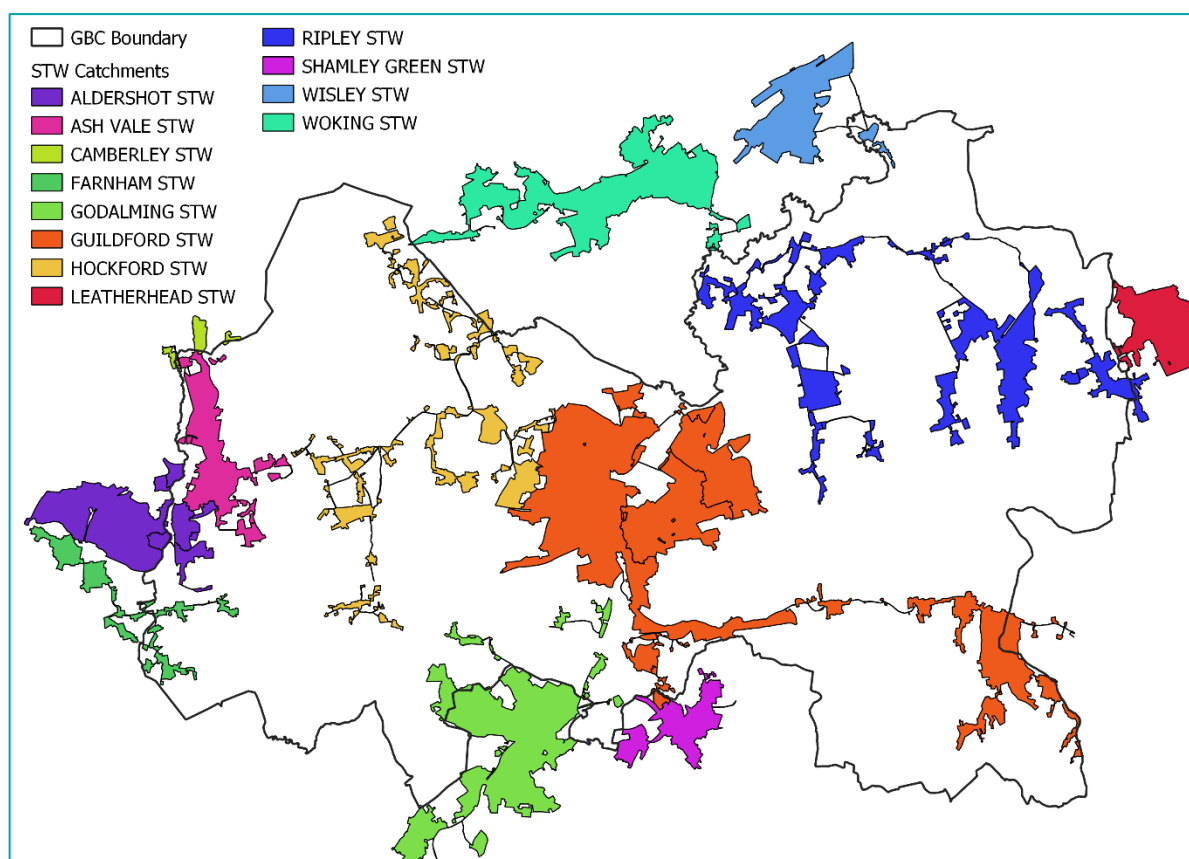


Figure 8: STW catchments that intersect with the Guildford borough boundary

3.58 The following table sets out the load entering and total capacity as at December 2024 for each of these STWs.<sup>34</sup> The figures are population equivalent.

Table 4: Capacity and load at wastewater treatment works within Guildford borough. The most important STWs are in bold

| STW                  | Load entering  | Total capacity |
|----------------------|----------------|----------------|
| <b>Farnham</b>       | <b>50,976</b>  | <b>50,976</b>  |
| Camberley            | 156,725        | 156,725        |
| <b>Guildford</b>     | <b>106,935</b> | <b>106,935</b> |
| <b>Ripley</b>        | <b>20,168</b>  | <b>20,168</b>  |
| Leatherhead          | 51,793         | 51,793         |
| Aldershot            | <b>42,081</b>  | <b>43,250</b>  |
| Ash Vale             | <b>17,153</b>  | <b>22,600</b>  |
| Hockford (Pirbright) | <b>17,776</b>  | <b>18,200</b>  |
| <b>Godalming</b>     | <b>33,546</b>  | <b>33,868</b>  |
| <b>Wisley</b>        | <b>25,115</b>  | <b>25,776</b>  |
| <b>Shamley Green</b> | 6,116          | 6,116          |
| <b>Woking</b>        | 84,332         | 84,332         |

<sup>34</sup> Data sourced from <https://www.data.gov.uk/dataset/d7e2c57b-110a-462b-97a0-9833e7d26cc2/wastewater-treatment-in-england>

3.59 The figures show that many STWs are approaching, or already at, capacity. Recent planning applications have indicated that wastewater capacity is beginning to act as a constraint on the timing of development delivery across the borough. Thames Water states that it requests Grampian conditions (a planning condition that prevents the start or occupation of a development until off-site works have been completed) either where sufficient capacity does not exist or where it cannot confirm that sufficient capacity exists without further investigation. These are applied proportionately with larger and more impactful developments more likely to be subject to a Grampian condition.

- Planning application 22/P/01175, Land at the Former Wisley Airfield: new settlement in the north east of the borough with 1,730 dwellings and other uses – Thames Water advised that capacity exists within the foul water network to serve the first 600 dwellings and Primary School but further work was needed to ensure that further delivery does not outpace provision of wastewater infrastructure. Thames Water requested a condition preventing occupation beyond the first 600 dwellings and primary school until required network upgrades and a development phasing plan is agreed.
- Planning application 25/P/01156, Land at Gosden Hill Farm: urban extension in north east Guildford for 1,800 dwellings and other uses – Thames Water advised that the existing foul water network cannot support the development and requested a condition limiting occupation of the development until all necessary upgrades are complete and a phasing plan is agreed.
- Planning application 25/P/01725, Land at Normandy and Flexford: development of 950 dwellings and other uses in the west of the borough between Guildford and Ash - Thames Water advised that the existing foul water network cannot support the development and requested a condition limiting occupation of the development until all necessary upgrades are complete and a phasing plan is agreed.
- For other applications, where proposals are not developed enough for the impact on wastewater infrastructure to be determined, Thames Water are requesting a planning condition similar to the above.

## **Planned provision**

- 3.60 Thames Water's Drainage and Wastewater Management Plan 2025-2050 sets out proposals for managing sewage, drainage, and wastewater systems across its area. It highlights the pressures of population growth, climate change, environmental improvements and ageing infrastructure which collectively mean that significant investment and intervention will be required.
- 3.61 Potential upgrades are identified at 82 STWs, with 30 site upgrades in the near term (2025 to 2030) and 48 in the following five years. The planned works for Surrey propose the following interventions over the next 25 years.

- Upgrades to 7 sewage treatment works.
- 115 hectares of surface water management (area of runoff disconnected from sewers).
- 23km of sewer lining.
- £1.7bn on managing the impact of surface water on the sewerage system including
- construction of new sewers, sewer upsizing and attenuation storage to provide additional capacity
- £312m on improvements to surface water management, with a particular focus on removing surface water from impacting on the networks

3.62 The Weyside Urban Village Project includes the relocation of the Guildford wastewater treatment works to a site nearby. This will increase capacity to cover at least 120,000 people (up from 106,935) with space for future expansion.<sup>35</sup> This is due to be complete by Spring 2027.

## **Progress against the Local Plan Infrastructure Schedule**

3.63 The LPSS Appendix 6 Infrastructure Schedule sets out the following key wastewater infrastructure items needed to support the housing development sites. The following items were scheduled for 2021 and years 1-10 of the plan respectively:

- WCT5 Relocation of Slyfield wastewater treatment works [part of the Weyside Urban Development],
- WCT6/7 Weyside Urban Village - upgrade of pumping station and new pipeline from pumping station to site.

3.64 Thames Water is progressing delivery of the new STW and associated infrastructure required to support the Weyside Urban Village development. It is expected to be complete by Spring of 2027.

3.65 The following item was scheduled for years 1-5 of the Local Plan:

- WCT8 Upgrade of capacity at Ash Vale wastewater treatment works.

3.66 Thames Water's Asset Management Plan (AMP) 7 ran from 2020 to 2025 is assumed to have contained this project but is no longer available. AMP8 2025-2030 includes the item "Ash Vale STW Phosphorus Dosing". This refers to an upgrade that will allow nutrients to be stripped from effluent to prevent eutrophication of rivers. It is assumed that this is the upgrade referred to in AMP7 and is therefore not yet complete.

3.67 The following items were scheduled for years 1-15 of the plan

- WCT1 Upgrade to the foul water network connections to the former Wisley airfield site.

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<sup>35</sup> [Guildford works relocation](#) | [About us](#) | [Thames Water](#)

- WCT2 Upgrade of capacity at Ripley wastewater treatment works to serve increased flows from Wisley former airfield strategic site.
- 3.68 The former Wisley airfield development has been granted permission. Thames Water has confirmed (in its response to discharge of condition application 24/D/00114/6) that it is working with the developer to identify and deliver the off-site infrastructure needed to serve the development.
- 3.69 Thames Water confirms that Ripley STW will be upgraded to reduce phosphorus levels in effluent but has not specified a timeframe.<sup>36</sup> The project is listed in its Asset Management Plan 8 (AMP8) 2025-2030.
- WCT3 Upgrade to wastewater infrastructure if assessment (at developer's cost) shows that additional capacity is needed to provide for Blackwell Farm strategic site.
  - WCT4 Upgrade to wastewater infrastructure if assessment (at developer's cost) shows that additional capacity is needed to provide for Gosden Hill.
- 3.70 Blackwell Farm strategic site has not yet submitted a planning application. The Gosden Hill strategic site is currently at the planning application stage. Thames Water has stated that current wastewater capacity is insufficient and requested a phasing plan. Upgrades will be coordinated with site delivery through the planning process.

## Telecommunications

### Lead agency

- Openreach (BT owned)
- BT
- EE (BT owned)
- Virgin Media O2
- Vodafone Three
- Broadband companies/projects
  - Broadband for Surrey Hills
  - Gigaclear
  - Netomnia
  - Shere Internet
  - Toob
  - Surrey County Council (Surrey Superfast Broadband project)

### Evidence

- Department for Science, Innovation and Technology (DSIT) online guidance

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<sup>36</sup> See FAQ on the Thames Water Website here: <https://www.thameswater.co.uk/about-us/performance/river-health/frequently-asked-questions/information-about-specific-sites#TQ04495732>

- ONS Census 2021
- ONS Local Indicators
- Ofcom Data Downloads 2025
- Shared Rural Network project

## Context

- 3.71 Telecommunications infrastructure includes the fixed and mobile phone networks, and the fibre broadband network.

### Fixed telephone network

- 3.72 The analogue landline network, the Public Switched Telephone Network (PSTN), is being replaced by digital services. Telephone calls will be carried on data networks using Voice over Internet Protocol (VoIP) technology. The switch from PSTN is expected to be complete by January 2027 in Surrey. The telephone exchanges, which operate the PSTN, will be closed over the next decade nationally, starting with 108 exchanges by 2030.<sup>37</sup>
- 3.73 As a result, extensions and upgrades to the analogue landline network and PSTN infrastructure are not expected to be needed.

### Mobile Phone Network

- 3.74 The roll-out of mobile services and infrastructure in the UK is led by private Mobile Network Operators (MNOs): EE (owned by BT), O2 and Virgin Media joint venture, Vodafone Three.
- 3.75 3G networks have now been switched off, and 2G networks are in the process of being decommissioned.

### Broadband

- 3.76 The way residents, businesses and the public sector go about day-to-day activities has changed over the last decade, with many commercial and public services moving to an online and/or app-based model leading to increasing amounts of data traffic. Access to an efficient broadband connection is crucial for businesses and, therefore, Surrey's future economy. An effective and fast broadband provision will stimulate economic growth through new business start-ups and create an attractive location for incoming businesses, thereby promoting competitiveness. It can also enable digital inclusion of vulnerable communities, improve access to education facilities and improve the skills base in a changing economy. It also supports efforts to reduce carbon emissions and support sustainable development by enabling remote working which then reduces pressure on other infrastructure such as an already stretched transport network.
- 3.77 Fixed fibreoptic infrastructure is the backbone of modern internet connectivity, but is now complemented by mobile broadband delivered through the 4g and 5g mobile networks,

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<sup>37</sup> <https://www.gov.uk/guidance/telecommunications-modernisation-connectivity-timeline>

satellite internet providers such as Starlink and Oneweb and Fixed Wireless Access (FWA) in difficult to serve areas.

- 3.78 Openreach owns the largest fibre network and leases it's infrastructure to retail providers (such as Sky and Plusnet) operating under rules and price caps sets by Ofgem to stimulate market competition. Virgin Media owns the second largest network. There are a number of smaller network providers operating around the country in specific areas.

## **Existing provision**

### **Mobile phone network**

- 3.79 99.6% of the borough area has 4G coverage from at least one MNO<sup>38</sup> and 98.2% has 5G coverage (as at January 2026).<sup>39</sup>
- 3.80 Ofcom produces data on "not spots" (post codes where at least one property is estimated to be unable to get a reliable indoor mobile signal from any mobile networks). The few identified not spot postcodes in the borough fall outside settlements in the countryside to the south of West Horsley, East Horsley and Effingham, but also covering St Teresa's Independent School.<sup>40</sup>

### **Broadband**

- 3.81 Around 63% of premises in the borough have access to full fibre (fibre to the premises). Some areas have hybrid fibre availability (fibre to the cabinet or mix of fibre and copper wire) and some have no fibre access.
- 3.82 Gigabit broadband means speeds of around 1 gigabyte (1,000 megabits) per second or higher. The government aims for all communities to have access to connections of this speed. 81.8% of the borough's premises have access to gigabit capable broadband (as at January 2026).<sup>41</sup> This is lower than the UK average of 87.8%. 1.7% of premises do not have access to a connection above 30mbps.<sup>42</sup>
- 3.83 The chart below shows the percentage of premises where 30, 100, 300 and 1,000 megabit and full fibre connections are available. Guildford Borough has similar provision to the average Surrey and UK local authority for 30 megabit connections but is behind for higher speeds and full fibre. The achieved download speeds are typically slightly better for Guildford borough premises than the Surrey and UK Local Authority averages, but not upload speeds for which the UK Local Authority average is higher.

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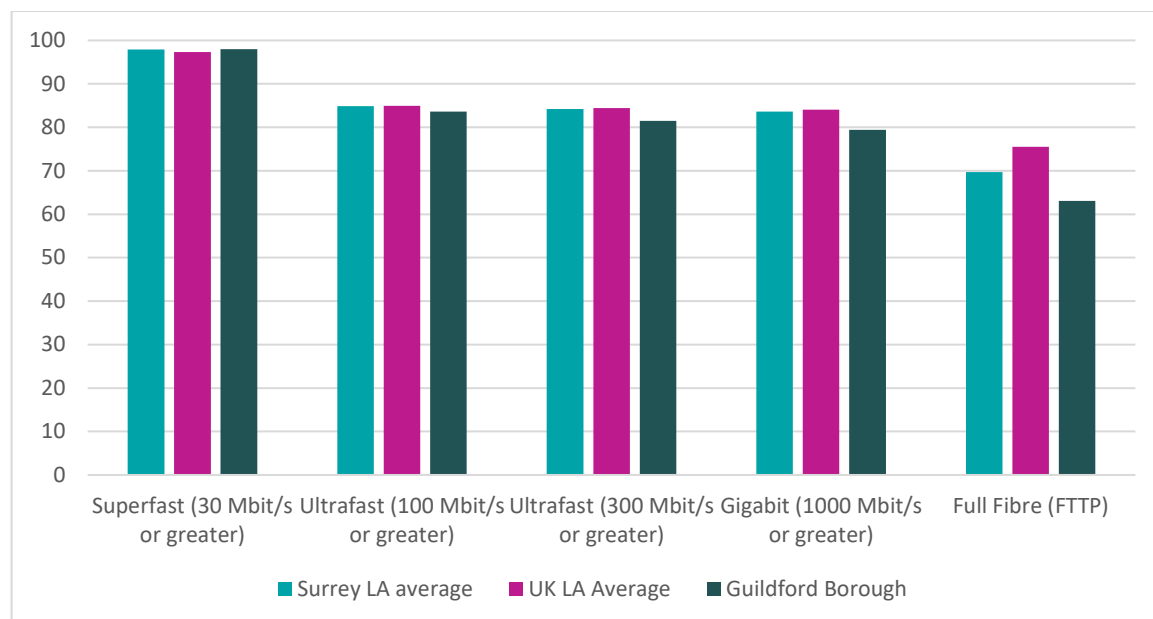
<sup>38</sup> <https://www.ons.gov.uk/explore-local-statistics/indicators/4g-coverage>

<sup>39</sup> <https://www.ons.gov.uk/explore-local-statistics/indicators/5g-coverage>

<sup>40</sup> <https://experience.arcgis.com/experience/d306ef06af114f0582032b3f77137922/page/Mobile-Not-Spots/>

<sup>41</sup> <https://www.ons.gov.uk/explore-local-statistics/indicators/gigabit-capable-broadband>

<sup>42</sup> <https://www.ons.gov.uk/explore-local-statistics/indicators/premises-below-30mbps>



*Figure 9: Percentage of premises where superfast, ultrafast, gigabit and full fibre connections are available for Guildford Borough and the average percentages for Surrey and UK local authorities<sup>43</sup>*

## Planned provision

### Mobile phone network

- 3.84 Rollout plans for mobile phone masts are based on commercial decisions. Detailed roll-out and infrastructure plans are not available.
- 3.85 The government has set aside £1 billion for investment with the four main Mobile Network Operators through the Shared Rural Network project, which aims to provide and improve mobile phone masts in order to close “not spots”, and MNOs are required under the programme to close “partial not spots” (areas with coverage from at least one but not all MNOs). The programme is forecast to reduce partial not spots so that coverage by all four MNOs increases from 85% to 92%. Coverage by at least one MNO will remain unchanged at 99%.<sup>44</sup>

### Broadband

- 3.86 The majority of new fibre network will be installed by fibre suppliers as a commercial decision. Alongside Openreach and Virgin, a number of smaller companies are operating in different parts of Guildford borough.<sup>45</sup>

<sup>43</sup> <https://www.ofcom.org.uk/phones-and-broadband/coverage-and-speeds/connected-nations-20252/data-downloads-2025>

<sup>44</sup> <https://srn.org.uk/forecast-coverage-improvements/>

<sup>45</sup> <https://www.surreycc.gov.uk/business/digital-infrastructure-coverage>

- 3.87 Openreach is extending its full fibre coverage in some areas. It classifies different parts of the borough as follows:<sup>46</sup>
- Many parts have full fibre, the network is being expanded: Guildford town, Shalford, the Horsley's and Effingham.
  - Many parts have full fibre but there are no current plans to expand the network: Much of the rest of the borough, including the Ash and Tongham urban area.
  - Some parts have full fibre but there are no current plans to expand the network: Albury and Shere.
- 3.88 Project Gigabit is the government's programme to enable hard-to-reach communities to access gigabit-capable broadband, with a target of 99% national coverage by 2032. It targets homes and businesses that are not included in broadband suppliers' plans, aiming for nationwide gigabit coverage with 99% of premises having access to a gigabit-capable connection by 2032. In mid-2024, a call-off contract was signed with Openreach worth up to approx. £160m which includes works in Surrey.<sup>47</sup> Pirbright and East Clandon are included.<sup>48</sup>
- 3.89 Developers may be able to assist with enabling future rollout of fibre to the home by including spare ducting to the highway for broadband connection when laying services to new development.

## **Progress against the Local Plan Infrastructure Schedule**

- 3.90 No items were listed.

## **Waste and recycling**

### **Lead agency**

- Guildford Borough Council
- Surrey County Council

### **Evidence**

- Collection and recycling service information on Guildford Borough Council website<sup>49</sup>
- Surrey Waste Local Plan 2020<sup>50</sup>

### **Context**

- 3.91 Surrey County Council is responsible for waste management, while Guildford Borough Council as the waste collection authority is responsible for the collection of household waste

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<sup>46</sup> [www.openreach.com/fibre-broadband/where-when-building-ultrafast-full-fibre-broadband](https://www.openreach.com/fibre-broadband/where-when-building-ultrafast-full-fibre-broadband)

<sup>47</sup> <https://www.gov.uk/guidance/project-gigabit-uk-gigabit-programme>

<sup>48</sup> <https://www.gov.uk/government/news/new-gigabit-address-checker-launches-as-rural-britain-sees-surge-in-rollout-of-faster-broadband-and-mobile-coverage>

<sup>49</sup> <https://www.guildford.gov.uk/recycling>

<sup>50</sup> <https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/waste-plan>

and can also collect business waste if requested. Surrey County Council also acts as the waste disposal authority responsible for disposing of the waste collected by Surrey's waste collection authorities and waste brought directly to the Community Recycling Centres by residents.

- 3.92 The key planning document for waste management is the Surrey Waste Local Plan that was adopted in 2020 and sets out the county-wide policy for meeting the waste needs of Surrey.
- 3.93 From 2024-25, the council collected 56,832 tonnes of waste – 52,414 coming from households. 31,291 tonnes of the total waste was sent for recycling.<sup>51</sup>
- 3.94 The overarching aims of the Surrey Waste Plan are to reduce the amount of waste produced, maximise the reuse and recycling of waste, and ensure that sufficient infrastructure is in place to manage waste that cannot be reused or recycled effectively.
- 3.95 Forecasts of future waste take into account expected improvements in waste reduction and recycling behaviour, which may reduce waste generated per household; however, overall waste volumes are still expected to increase due to population growth. This places additional pressure on the county's waste management infrastructure.
- 3.96 To respond to this, Surrey County Council identifies the need to ensure sufficient waste management capacity is available over the plan period, including through the provision, safeguarding and optimisation of facilities. In particular, achieving higher recycling rates will require adequate provision of recycling and recovery infrastructure to manage different waste streams effectively.
- 3.97 Guildford is rated in the top 5% of councils for recycling<sup>52</sup>, and the corporate strategy aims to increase recycling rates from 58% (2023/24<sup>53</sup>) to 70%.

## Existing provision

- 3.98 There is one Community Recycling Centre (Guildford Community Recycling Centre, at Slyfield Industrial Estate) within Guildford borough. This is open for Surrey residents to dispose of household, garden or hazardous waste.<sup>54</sup>
- 3.99 There were previously over 30 public local collection sites/recycling sites across the borough that provided a collection point for a wide range of materials. However these were removed from 2024 onwards as part of a strategic shift towards kerbside collection<sup>55</sup>.
- 3.100 Existing local recycling collection points are located in the following locations<sup>56</sup>:

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<sup>51</sup> <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results>

<sup>52</sup> <https://www.guildford.gov.uk/corporatestrategy>

<sup>53</sup> [https://democracy.guildford.gov.uk/documents/s40855/Item%207%20-%20Performance report Q1 202526%20Appendix%201%20-%20updated.pdf](https://democracy.guildford.gov.uk/documents/s40855/Item%207%20-%20Performance%20report%20Q1%202526%20Appendix%201%20-%20updated.pdf)

<sup>54</sup> Available at: <https://www.surreycc.gov.uk/waste-and-recycling/community-recycling-centres/visiting-your-community-recycling-centre/guildford>

<sup>55</sup> Available at: <https://www.guildford.gov.uk/article/27007/Changes-to-our-recycling-points-in-January-2024>

<sup>56</sup> Available at: <https://www.guildford.gov.uk/recyclingsites>

- Slyfield Waste Transfer Station
- Tesco Superstore (Park Barn)
- Portsmouth Road Car Park
- Bright Hill Car Park
- The Albury Village Hall

- 3.101 There are also other charitable organisations that work to reduce the amount of landfill coming from this area. These include Furniture Link Guildford (a member of Surrey Reuse network).
- 3.102 Guildford Borough Council operates a kerbside waste collection service comprising a wheeled bin for residual waste, a wheeled bin for commingled recycling, and a separate food waste caddy. Residual waste and recycling are collected on an alternate weekly basis, while food waste is collected weekly.
- 3.103 A subscription-based garden waste service is also provided, with collections typically taking place on a fortnightly basis. In addition, textiles, batteries and small waste electrical items can be presented separately for collection alongside scheduled services.

## **Planned provision**

- 3.104 Green Belt sites have been considered in the Surrey Waste Local Plan (SWLP) due to the limited availability of suitable non-Green Belt land within the county. Policy 11 sets out criteria for assessing proposals for waste development, including a preference for previously developed land and the need to demonstrate very special circumstances where development is proposed within the Green Belt.
- 3.105 Land to the north east of Slyfield Industrial Estate, Guildford is identified in the Surrey Waste Local Plan (Part 2) as a specific allocated site for waste management uses. Part of the site forms part of the Slyfield Area Regeneration Programme – Weyside Urban Village (WUV), and is expected to accommodate new or replacement waste infrastructure, including facilities to replace the existing Community Recycling Centre and waste transfer station.
- 3.106 This allocation sits within the wider Slyfield Industrial Estate, which is also identified as an Industrial Land Area of Search (ILAS), indicating that waste-related development may be acceptable more broadly across the industrial area.
- 3.107 Further areas identified within Guildford borough by the SWLP include Woodbridge Meadows Industrial Estate, land around Burnt Common Warehouse (Send), land to the north and south of Lysons Avenue (Ash Vale), and Riverway Industrial Estate, Astolat Business Park and Weyvern Park (Peasmarsh). These are identified as Industrial Land Areas of Search (ILAS), which differ from allocated sites in that they indicate locations where waste management uses may be acceptable in principle. These areas are typically existing or proposed employment locations where waste uses are considered compatible with surrounding land uses.

## **Progress against the Local Plan Infrastructure Schedule**

3.108 The Local Plan infrastructure schedule lists the following two projects in the years 1-5 of the plan. Both are committed as part of Weyside Urban Village development, but not yet commenced.

- SARP1 - New Surrey County Council waste transfer station in the Slyfield industrial estate (in a different location to the existing waste transfer station).
- SARP2 - New Community Recycling Centre (CRC).

## 4. Flood Risk Reduction

### Flood risk reduction

#### Lead agencies

- Environment Agency
- Surrey County Council

#### Evidence

- Guildford Flood Alleviation Scheme (FAS)<sup>57</sup>
- Surface Water Management Plan (2014)<sup>58</sup>
- Guildford Borough Council (2023) Climate Change Action Plan<sup>59</sup>
- Surrey Local Flood Risk Management Strategy (LFRMS) (2017-2032)

#### Context

##### Fluvial flooding

- 4.1 Fluvial (river) flooding from the River Wey and its tributaries is the primary cause of flooding in Guildford. The River Wey Navigation in Guildford borough is made up of a combination of navigable rivers and manmade sections maintained by the National Trust. The main tributaries of the River Wey are the Tillingbourne and Cranleigh Water. The River Blackwater flows through the west of the borough, and is also a source of fluvial flooding.
- 4.2 Significant flooding in 2013-14 affected more than 160 properties in Guildford and Cranleigh, including the town centre and Millmead. There was further flooding in 2020 from Storm Dennis.
- 4.3 More localised types of flooding occur from surface water flooding, groundwater flooding, and flooding from the lead drainage systems and sewers. A large proportion of the borough is currently undeveloped and so in those areas, the surface water is unchanged from greenfield rates. The most intensive urbanised areas are within Guildford and Ash and it is here that any further development without appropriate sustainable drainage systems (SuDS) could potentially increase surface water.
- 4.4 The majority of flooding is limited to open space and rural or semi-rural areas, however, a few developed areas are at high risk from flooding, notably areas of Guildford town centre on both banks of the River Wey, parts of Ash within the Blackwater Valley and some

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<sup>57</sup> <https://engageenvironmentagency.uk.engagementhq.com/guildford-flood-alleviation-scheme?preview=true>

<sup>58</sup> <https://www.guildford.gov.uk/localplan/surfacewatermanagementplan>

<sup>59</sup> <https://www.guildford.gov.uk/article/27082/Our-climate-change-action-plan>

properties in villages along the River Tillingbourne. Guildford borough has over 1000 properties that are at 1% risk of annual river flood, with 590 in the town centre.<sup>60</sup>

- 4.5 All proposed development must comply with the NPPF and its associated Planning Practice Guidance. An SFRA is a material planning consideration and provides technical information on flood risk. This is currently in the process of being prepared. Where appropriate, early engagement with the Environment Agency is recommended to ensure that the most up-to-date flood risk information is used to inform development proposals.
- 4.6 Surrey County Council published the Surrey Local Flood Risk Management Strategy (LFRMS) in 2017 and are currently in the process of updating this to be consistent with the National Flood Risk Management Strategy (2020). The LFRMS splits Surrey into five areas, Guildford borough forms the northern, or downstream, portion of Area 5: Upper Wey (with Waverley district forming the southern, or upstream, portion).<sup>61</sup>
- 4.7 Flood risk has been split into four categories nationally:
- Flood Zone 1 - sites within Flood Zone 1 are considered to be at a low risk of fluvial flooding.
  - Flood Zone 2 - generally, there is a medium probability of flood risk.
  - Flood Zone 3a - high risk of flooding means that stringent criteria are required for new developments to be acceptable.
  - Flood Zone 3b – the functional floodplain is where water has to flow or be stored in times of flood. Only water compatible uses and essential infrastructure can be considered in the functional floodplain.
- 4.8 Many of the major roads which link Guildford town with other parts of the borough could potentially be blocked during a flood event. This includes the route between Ladymead and Parkway (the A25), Guildford Fire Station and the Royal Surrey County Hospital. The main road between Guildford town and the Royal Surrey County Hospital is prone to flooding from highway drains being overwhelmed. This is the responsibility of Surrey County Council. It is also in Flood Zone 3.
- 4.9 Guildford town Police Station is located within Flood Zone 3 and Guildford Fire Station is partially in Flood Zone 2.

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<sup>60</sup> Available at: <https://www.gov.uk/government/publications/thames-catchment-flood-management-plan>

<sup>61</sup> Available at: <https://www.surreycc.gov.uk/community/emergency-planning-and-community-safety/flooding/strategy-policies-key-contacts/surrey-local-flood-risk-management-strategy#section-5>

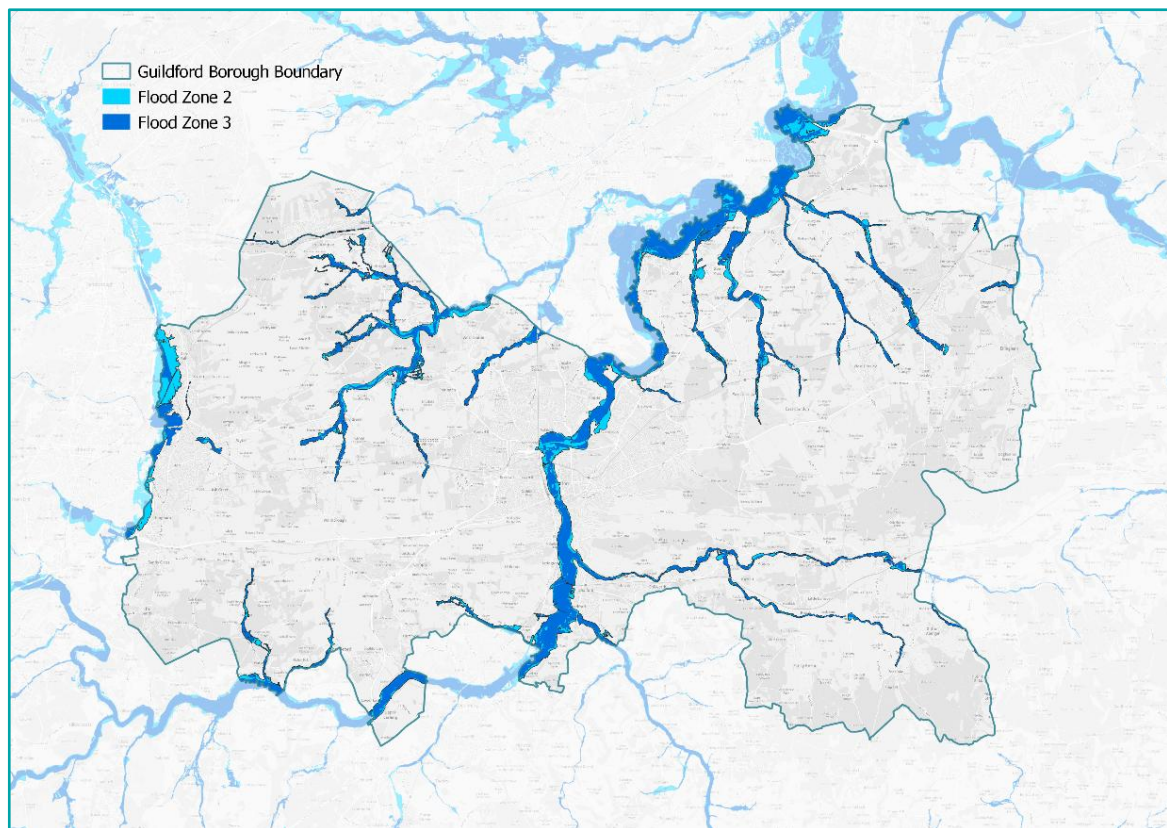


Figure 10: Fluvial Flood Risk in Guildford Borough, Environment Agency (2025)<sup>62</sup>

## Surface water flooding

- 4.10 Much of the flooding in the Borough is surface water (known as pluvial) rather than river flooding (known as fluvial). Surface water flooding happens when the rain is so intense that much of the run-off cannot soak into the ground and it overwhelms local watercourses, ditches, streams and sewers. Flooding then occurs in low spots, and can be seen following heavy rain in over-flowing ditches. This type of flooding happens very quickly and with very little warning because the catchments are much smaller than for rivers. Permeable or porous surfaces, including for domestic driveways and patios and in surface car parks help to minimise surface water flooding.
- 4.11 Guildford Borough Council works in partnership with Surrey County Council (as Lead Local Flood Authority), the Environment Agency and Thames Water to manage flood risk across the borough. A Surface Water Management Plan (SWMP) has been prepared which identifies areas most susceptible to surface water flooding and sets out a range of measures to reduce risk. These measures include improved maintenance of drainage assets and targeted local interventions.

<sup>62</sup> Environment Agency (2025) *Flood Map for Planning – Flood Zones*. Available at: <https://www.data.gov.uk/dataset/104434b0-5263-4c90-9b1e-e43b1d57c750/flood-map-for-planning-flood-zones1>

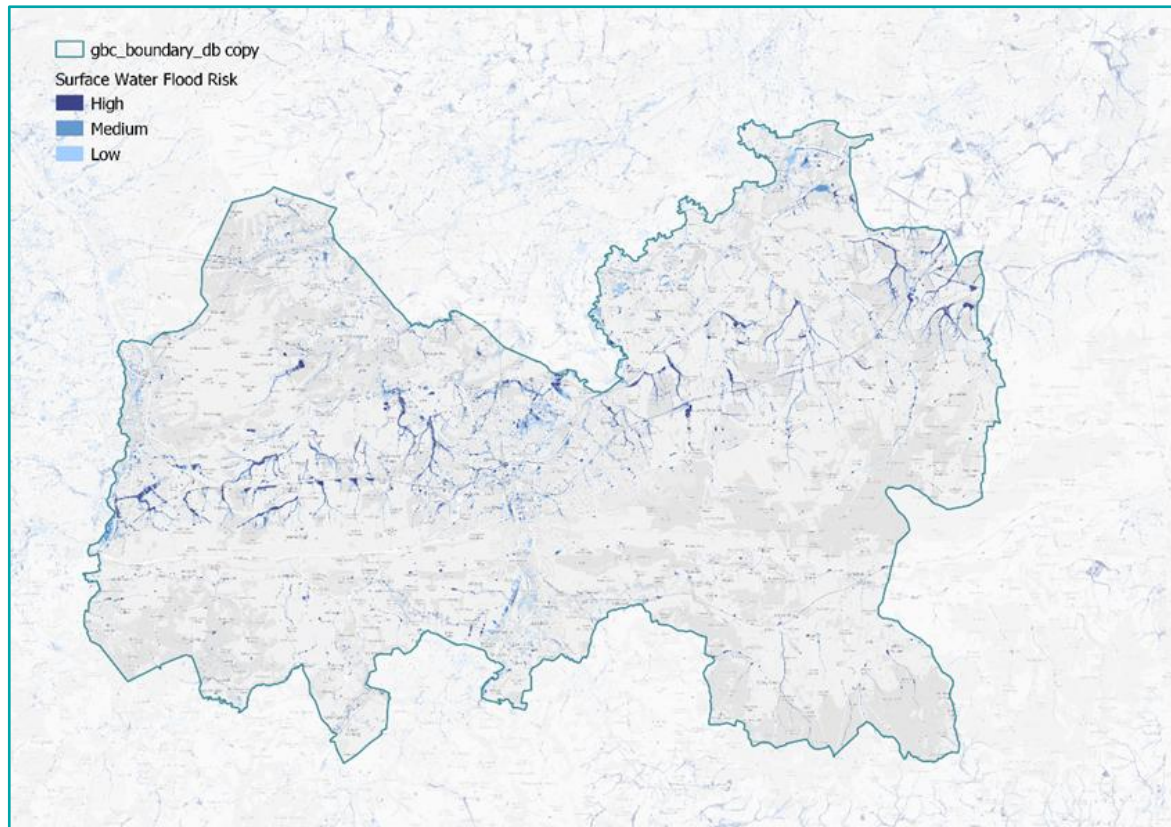


Figure 11: Surface Water Flood Risk in Guildford Borough, Environment Agency (2025).<sup>63</sup>

## Existing provision

- 4.12 There are no formal flood defences within the borough, however there are isolated flood relief facilities including flood relief channels and culverts.

## Planned provision

- 4.13 Climate change is expected to increase peak river flows and the frequency of intense rainfall events over the coming decades. This is likely to increase flood risk from both rivers and surface water in parts of Guildford borough, including areas of the town centre along the River Wey.
- 4.14 In addition to local surface water measures, a major strategic scheme is being explored to potentially address river flooding in Guildford town centre. The Environment Agency, in partnership with Guildford Borough Council and Surrey County Council, is progressing the Guildford Flood Alleviation Scheme. This long-term scheme is intended to reduce flood risk from the River Wey to homes, businesses and infrastructure, while also supporting regeneration and improving the riverside environment.

<sup>63</sup> Environment Agency (2025) *Flood Map for Planning – Flood Zones*. Available at: <https://www.data.gov.uk/dataset/104434b0-5263-4c90-9b1e-e43b1d57c750/flood-map-for-planning-flood-zones1>

- 4.15 The scheme is currently at the design and appraisal stage, with options including flood walls, embankments, and demountable defences, alongside property-level protection measures. It is being designed to provide resilience to future climate change impacts and to avoid increasing flood risk elsewhere.
- 4.16 Alongside strategic schemes, ongoing flood risk management activities are undertaken across the borough. These include maintenance of ordinary watercourses and drainage infrastructure, delivery of local flood alleviation and surface water schemes where required, and the implementation of Sustainable Drainage Systems (SuDS) through new development to manage runoff and reduce pressure on existing drainage networks.
- 4.17

### **Progress against the Local Plan Infrastructure Schedule**

- 4.18 The Local Plan Strategy and Sites lists the following items to be completed in years 1-15 of the plan period. The first two are linked with strategic sites awaiting planning permission, and FRR3 is under construction.
- FRR1 - Minimising surface water flood risk at the strategic site at Gosden Hill, to ensure that run-off after development does not exceed run-off rates from the site before development.
  - FRR2 - Minimising surface water flood risk at the strategic site at Blackwell Farm, to ensure that run-off after development does not exceed run-off rates from the site before development.
  - FRR3 - Minimising surface water flood risk at the strategic site at Wisley former airfield, to ensure that run-off after development does not exceed run-off rates from the site before development.

## 5. Green infrastructure

- 5.1 The NPPF (2024) defines green infrastructure as: “A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.”

### Open Space

- 5.2 The NPPF (2024) defines open space as “All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.”
- 5.3 Open space, for the purposes of the infrastructure baseline, is distinct from the wider countryside. While the wider countryside may also have a degree of accessibility through rights of way, much of it would be considered primarily agricultural, horticultural or forestry land with limited access, rather than spaces that provide recreation opportunities and visual amenity.
- 5.4 National planning policy requires us to assess the need for open space and opportunities for new provision.
- 5.5 Sports facilities are covered in the “community facilities” section.

### Lead agency

- Guildford Borough Council
- Surrey County Council
- Parish Councils
- Private providers

### Evidence

- Guildford Open Space, Sports and Recreation Assessment 2017 (OSSRA)
- Assessment of Sites for Amenity Value 2017
- Natural England Green Infrastructure Framework

### Context

#### **Guildford Open Space, Sports and Recreation Assessment (OSSRA)**

- 5.6 We produced the OSSRA<sup>64</sup> in 2016 and 2017 in order to support the development of the LPSS. The OSSRA identifies different types of open space, outdoor sports facilities, and outdoor recreational facilities that meet the definition of Open Space set out in the NPPF,

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<sup>64</sup> Available at <https://www.guildford.gov.uk/article/22861/Planning-for-Open-Space-and-Green-Infrastructure>

including spaces owned by Guildford and Surrey authorities, parish councils and private entities.

- 5.7 The OSSRA developed local minimum standards covering quantity, accessibility and quality for each Open Space typology, expressed as a minimum amount of land per 1,000 people. Standards were not developed for education sites, churchyards and cemeteries, private outdoor sports space, other private spaces, fishing lakes and golf courses because minimum standards could not be reasonably developed for these typologies.
- 5.8 The OSSRA then audited the existing provision against standards to identify whether the borough and its wards had a surplus or deficit of each type of open space. This information was used to make judgements about how much and what sort of new open space was needed in specific locations within the borough, and where access and open space quality needed to be improved.

### **Assessment of Sites for Amenity Value**

- 5.9 The OSSRA was produced alongside the Assessment of Sites for Amenity Value.<sup>65</sup> This assessment identified whether parcels of open land within villages that were proposed to be inset from the Green Belt in the LPSS should be identified as Open Space because of amenity value. Those that were considered to have amenity value were included within the OSSRA as Open Spaces within the amenity green space typology.

### **Green Infrastructure Framework**

- 5.10 Natural England's Green Infrastructure Framework<sup>66</sup> was launched after the OSSRA but performs a similar role. The stated purpose of it is to provide clear guidance to support the greening of England's towns and cities and developments, and to support better planning for good quality green infrastructure by targeting the creation or improvement of green infrastructure (GI) where it is needed most.
- 5.11 It uses the Accessible Green Space Standard (AGSt) which classifies open spaces depending on size as (in ascending order) doorstep, local, neighbourhood, wider neighbourhood, district or sub-regional. It sets catchments for these classes which allows accessibility to be mapped, taking account of major barriers like rail lines and motorways. Some of the metrics are still in development but the tool currently provides some useful information about current GI accessibility across the borough.

## **Existing provision**

### **OSSRA**

- 5.12 The OSSRA identified existing provision as follows:

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<sup>65</sup> Available at <https://www.guildford.gov.uk/article/25507/Green-and-blue-infrastructure>

<sup>66</sup> Available at <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/QuickStart.aspx>

Table 5: Total and per capita borough wide provision of open space by type

| Typology                                                 | Existing Provision (Ha) | Existing Provision (Ha/1000) |
|----------------------------------------------------------|-------------------------|------------------------------|
| Allotments                                               | 31.31                   | 0.23                         |
| Amenity Green Space                                      | 144.42                  | 1.05                         |
| Park and Recreation Ground (Public Combined)             | 101.14                  | 0.74                         |
| Park and Recreation Ground (Public and Private Combined) | 184.43                  | 1.35                         |
| Park and Recreation Ground                               | 76.9                    | 0.56                         |
| Outdoor Sport (Pitches)                                  | 21.62                   | 0.16                         |
| Outdoor Sport (Fixed)                                    | 2.62                    | 0.02                         |
| Outdoor Sport (Private)                                  | 83.29                   | 0.61                         |
| Play Space (Children)                                    | 5.06                    | 0.04                         |
| Play Space (Youth)                                       | 1.4                     | 0.01                         |
| Accessible Natural Green Space                           | 4416.04                 | 32.19                        |
| Education                                                | 192.29                  | 1.4                          |
| Churchyards and Cemeteries                               | 40.37                   | 0.29                         |

- 5.13 Applying the open space standards, the OSSRA concluded “at the Borough level there is an overall under-supply of the majority of open space typologies, with the exception of amenity green space and outdoor sport (private) which results in sufficient supply of park and recreation grounds when combined with the figures for public provision.”
- 5.14 Every ward had an undersupply in at least one type of open space. Details on the supply for specific types of open space follows.

Table 6: Supply of open space by type and ward (hectares, negative figures indicate an under-supply)

| Ward (before 2023 Boundary review) | Allotments | Amenity Green Space | Park and Recreation Ground (Public Combined) | Park and Recreation Ground (Public and Private Combined) | Park and Recreation Ground | Outdoor Sport (Pitches) | Outdoor Sport (Fixed) | Outdoor Sport (Private) | Play Space (Children) | Play Space (Youth) | Total  |
|------------------------------------|------------|---------------------|----------------------------------------------|----------------------------------------------------------|----------------------------|-------------------------|-----------------------|-------------------------|-----------------------|--------------------|--------|
| Ash South and Tongham              | -0.57      | 2.04                | -3.34                                        | -7.41                                                    | -3.59                      | 0.09                    | 0.16                  | -4.07                   | -0.27                 | -0.20              | -17.16 |
| Ash Vale                           | -1.42      | 0.80                | -4.44                                        | -7.57                                                    | -4.55                      | 0.00                    | 0.11                  | -3.13                   | 0.18                  | -0.05              | -20.07 |
| Ash Wharf                          | 0.60       | -3.52               | -3.42                                        | -3.71                                                    | -3.42                      | 0.00                    | 0.00                  | -0.29                   | 0.00                  | 0.12               | -13.64 |
| Burpham                            | 0.35       | -2.35               | 1.70                                         | 1.25                                                     | -0.25                      | 1.50                    | 0.45                  | -0.45                   | -0.14                 | -0.14              | 1.92   |
| Christchurch                       | -0.15      | 2.95                | 25.52                                        | 26.25                                                    | 19.69                      | 5.15                    | 0.68                  | 0.73                    | -0.08                 | -0.07              | 80.67  |
| Clandon and Horsley                | -0.86      | -0.26               | -1.31                                        | 5.23                                                     | -2.45                      | 0.92                    | 0.22                  | 6.54                    | -0.08                 | -0.11              | 7.84   |
| Effingham                          | 0.22       | -1.33               | 7.23                                         | 7.24                                                     | 3.54                       | 3.51                    | 0.18                  | 0.01                    | -0.01                 | 0.00               | 20.59  |
| Friary and St Nicolas              | -0.62      | -7.27               | -4.61                                        | -5.85                                                    | -5.74                      | 1.13                    | 0.00                  | -1.24                   | -0.35                 | -0.27              | -24.82 |

|                      |              |             |              |              |               |              |             |             |              |              |               |
|----------------------|--------------|-------------|--------------|--------------|---------------|--------------|-------------|-------------|--------------|--------------|---------------|
| <b>Holy Trinity</b>  | 0.34         | -2.10       | 3.02         | 5.77         | -0.57         | 3.49         | 0.10        | 2.75        | -0.25        | -0.10        | <b>12.45</b>  |
| <b>Lovelace</b>      | 0.38         | -2.62       | 3.52         | 7.54         | 2.84          | 0.66         | 0.02        | 4.02        | -0.04        | -0.05        | <b>16.27</b>  |
| <b>Merrow</b>        | 0.13         | -3.61       | -4.62        | -6.19        | -4.63         | 0.00         | 0.01        | -1.57       | -0.32        | -0.21        | <b>-21.01</b> |
| <b>Normandy</b>      | 0.08         | -1.78       | -1.79        | 5.47         | -2.38         | 0.57         | 0.02        | 7.26        | 0.47         | -0.09        | <b>7.83</b>   |
| <b>Onslow</b>        | -2.37        | 1.10        | -5.32        | 6.14         | -5.87         | 0.55         | 0.00        | 11.46       | -0.30        | -0.23        | <b>5.16</b>   |
| <b>Pilgrims</b>      | -0.65        | 4.81        | -1.62        | -1.96        | -2.09         | 0.47         | 0.00        | -0.34       | 0.02         | -0.08        | <b>-1.44</b>  |
| <b>Pirbright</b>     | -0.92        | 2.99        | -1.01        | -2.93        | -1.04         | 0.00         | 0.03        | -1.92       | 0.10         | -0.05        | <b>-4.75</b>  |
| <b>Send</b>          | -0.45        | 0.08        | -1.68        | -2.62        | -2.13         | 0.34         | 0.11        | -0.94       | 0.18         | -0.07        | <b>-7.18</b>  |
| <b>Shalford</b>      | 4.59         | 2.28        | 0.55         | 2.83         | 0.45          | 0.10         | 0.00        | 2.28        | -0.07        | -0.16        | <b>12.85</b>  |
| <b>Stoke</b>         | 3.14         | 6.04        | -4.95        | -8.35        | -4.95         | 0.00         | 0.00        | -3.40       | -0.09        | -0.14        | <b>-12.70</b> |
| <b>Stoughton</b>     | -2.45        | -4.42       | -5.48        | -10.87       | -5.48         | 0.00         | 0.00        | -5.39       | -0.41        | -0.26        | <b>-34.76</b> |
| <b>Tillingbourne</b> | -0.38        | 0.90        | 1.69         | -1.78        | -3.18         | 1.24         | 0.25        | -0.09       | -0.01        | -0.14        | <b>-1.50</b>  |
| <b>Westborough</b>   | 0.85         | -3.36       | -2.42        | -7.26        | -3.75         | 1.29         | 0.04        | -4.84       | -0.07        | -0.24        | <b>-19.76</b> |
| <b>Worplesdon</b>    | -2.13        | 15.74       | -2.49        | -5.70        | -3.33         | 0.60         | 0.24        | -3.21       | -0.25        | -0.17        | <b>-0.70</b>  |
| <b>Total</b>         | <b>-2.29</b> | <b>7.11</b> | <b>-5.27</b> | <b>-4.48</b> | <b>-32.88</b> | <b>21.61</b> | <b>2.62</b> | <b>4.17</b> | <b>-1.79</b> | <b>-2.71</b> | <b>-13.91</b> |

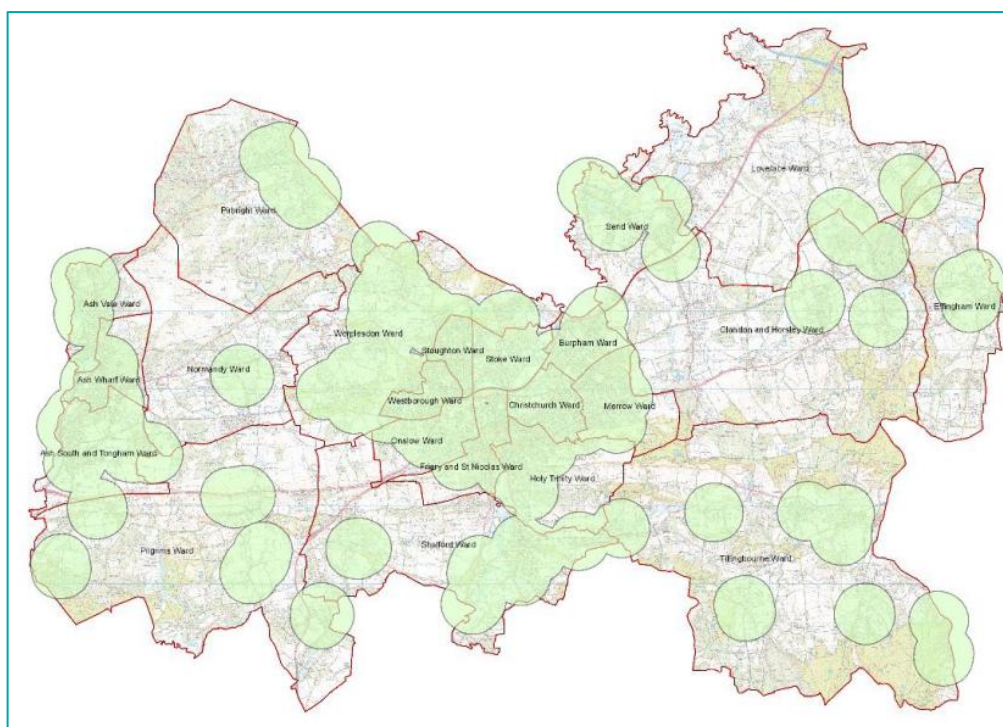
- 5.15 It is likely that the position for some types of open space has changed since the OSSRA was published in 2017, except for access to large natural green spaces and for other types of Open Space in those parts of the borough that have not seen much development.

#### **Play space (children and youth)**

- 5.16 The OSSRA and the Council's Play Strategy both emphasise the importance of providing and retaining areas of publicly accessible space which may not be formally designated or equipped for play, but nevertheless provide opportunities for informal play, for example through use of landscaping and natural building materials.
- 5.17 Proximity has been highlighted as an issue, particularly for younger children; the household survey undertaken for the OSSRA identified that 46% of residents surveyed wished to have children's play facilities within 10 minutes and a further 31% within 15 minutes of their home.
- 5.18 Most wards show deficits for one or both types (children and youth) with the others showing modest positive provision. The Stoughton, Friary & St Nicholas and Merrow wards have the largest deficits.

#### **Amenity green space**

- 5.19 Amenity green space generally means spaces open to the public, but not formally laid out or managed for a specific function or managed as a natural or semi-natural habitat. Borough-wide, provision of amenity green space exceeds minimum standards. However, its distribution varies, with some areas of the borough lacking adequate provision.
- 5.20 In terms of quantity, Friary and St Nicolas, Stoughton and Merrow have the largest deficits.



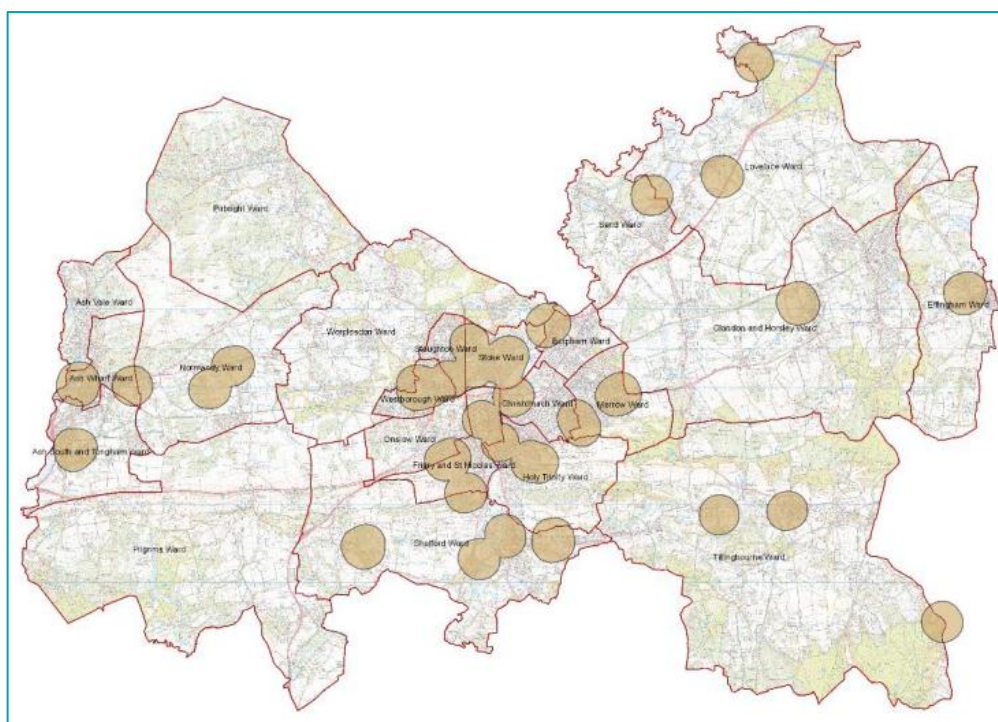
*Figure 12: Amenity green space 720m catchments (Source: OSSRA)*

### **Parks and recreation grounds and sports facilities**

- 5.21 The OSSRA figures for 'Park and Recreation Ground (Public Combined)' include a combination of the following typologies:
- Park and Recreation Ground,
  - Outdoor Sport (Pitches),
  - Outdoor Sport (Fixed).
- 5.22 The figures for 'Park and Recreation Ground (Public and Private Combined)' include the above typologies, plus 'Outdoor Sport (Private)'.
- 5.23 Excluding private outdoor sports provision, for Park and Recreation Ground (Public Combined), urban wards have the highest deficits. The worst affected, in descending order, are Stoughton, Onslow, Stoke, Merrow, Friary and St Nicolas, Ash Vale, Ash Wharf, Ash South and Tongham Ward. Including private outdoor sports provision results in Onslow showing adequate provision but the remaining urban wards still showing significant deficits, along with Worplesdon.

### **Allotments**

- 5.24 The Council's LPDMP policy ID6 sets out standards for new allotments as well as design guidance covering matters such as access, storage and composting facilities, to help ensure that they are in line with the OSSRA's recommendations and with guidance from Guildford Allotment Society.



*Figure 13: 480m catchment around allotment sites (Source: OSSRA)*

- 5.25 Using the Local Plan's standards, most of the borough's wards are underprovided for allotments, although there is considerable allotment provision in Guildford urban area.

#### **Natural and semi-natural green space**

- 5.26 Natural green space covers publicly accessible natural and semi-natural spaces such as meadows, woodland and copses. Guildford is a rural borough and residents generally have access to a large amount of natural and semi-natural space outside of settlement areas. Surrey County Council plays a key role in this typology through its ownership of much of the borough's common land.
- 5.27 With the exception of nature reserves, Natural England's Accessible Natural Green Space wider neighbourhood standards (ANGST, referred to in paragraph 6.6.1 of the OSSRA) cover natural spaces of at least 20 hectares within 2km of people's homes. Most parts of the borough meet this, and most areas except for inner parts of Guildford urban area and the very centre of Ash and Tongham urban area also meet standards for natural spaces to be within 720 metres of residential properties. Across the borough there is generally good access to at least one natural green space of 20ha, 100ha and 500ha or greater, except in some parts of the west of the borough which lack access to 100ha and 500ha natural green spaces.
- 5.28 Although SANGs are not counted as open space for the purposes of Local Plan policy, they provide a significant uplift in the quantity, and potentially the quality, of natural and semi-natural space across the borough, at a quantity far above minimum standards.

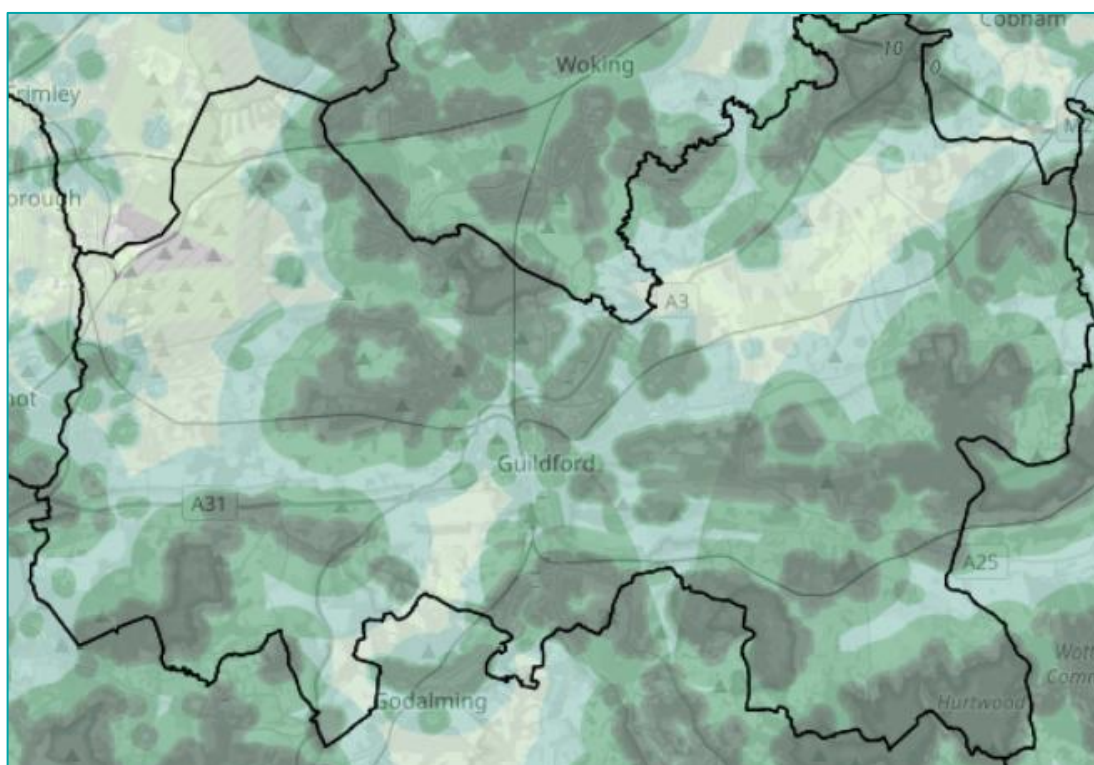
## Quality

- 5.29 The OSSRA also considers the quality of open spaces using Green Flag criteria. It finds that the quality of child and youth play spaces across the borough is generally good, but other types of open space were mixed with a substantial proportion scoring low.

## Green Infrastructure Framework

- 5.30 The map below is derived from the AGST standards and shows how many of the catchments for the six AGST open space classes cover each part of the borough. The map shows that:

- parts of Ash Vale and West Clandon only have access to one class of open space,
- other parts of the Ash and Tongham Urban Area and parts of some rural settlements only have access to two classes of open space,
- however, the majority of the borough, including the rest of the Ash and Tongham Urban Area, the Guildford Urban Area and the remaining rural settlements have access to 3-6 classes of open space.



*Figure 14: Map showing how many of the six AGSt catchments cover each area. Darker areas are covered by more catchments. (Source: Natural England Green Infrastructure Framework online map: <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Map.asp>)*

- 5.31 The Green Infrastructure Framework also provides data on accessible green infrastructure (AGI) per capita at a range of scales. Guildford Borough is calculated to have 0.23km<sup>2</sup> of AGI per 1,000 people. This is higher than the Surrey average of 0.14 km<sup>2</sup> per 1,000 people and higher than the neighbouring districts of Rushmoor (0.02km<sup>2</sup>), Surrey Heath (0.15km<sup>2</sup>),

Elmbridge (0.07km<sup>2</sup>) and Woking (0.07km<sup>2</sup>) but lower than the neighbouring districts of Waverley (0.31km<sup>2</sup>) and Mole Valley (0.29km<sup>2</sup>).

- 5.32 The figures for Lower Super Output Areas demonstrate that urban areas of Guildford and Ash and Tongham broadly have the least provision, below the borough average.

## **Planned provision**

- 5.33 Provision of green infrastructure and open space is guided by local planning policy and standards rather than a fixed delivery programme: new provision is typically secured through the planning process, with on-site provision expected as part of larger housing schemes and contributions sought where appropriate to enhance existing open spaces.
- 5.34 See the next section for details of planning provision through Local Plan strategic site allocations.
- 5.35 The Council's Weyside Urban Village development has planning permission and delivery is progressing. The scheme is phased and the detail of most phases is not finalised, but the outline plan includes the provision of 9.15ha of Open Space:
- 0.82ha of Allotments/Community Garden/Orchard
  - 1.68ha each of Amenity green space and Natural Green Space
  - 4.7 ha of Parks and Recreation Ground
  - 0.165 ha and 1 ha of Children's Play Space and Youth Play Space respectively.
- 5.36 Alongside the above, the scheme involves the removal of 43 allotment plots at Bellfields allotments to make way for the development, the reprovision of 15 plots at the same site, and the provision of 120 plots at a new North Moor (Clay Lane) allotments site and through an expansion of the existing Aldershot Road allotments site (a net gain of 92 plots).

## **Progress against the Local Plan Infrastructure Schedule**

- 5.37 The Infrastructure Schedule lists the provision of "Open space including park, playground, and playing fields" at the following strategic sites to be delivered in years 1-15 of the plan period:
- OS1 Gosden Hill Farm
  - OS2 Blackwell Farm
  - OS3 Former Wisley Airfield
- 5.38 Of these three strategic sites, one has planning permission and work has commenced. However, it has not yet reached a stage where the Open Space has been provided. The remaining two sites do not yet have planning permission.
- 5.39 The Infrastructure Schedule also lists two allotments projects for years 1-5 of the plan period:
- OS4 Relocation of Bellfield's allotments to Clay Lane

- OS5 New allotments on land north east of Spoil Lane, Tongham

5.40 The relocation of the Bellfields allotments is complete, though the allotments were only partially moved, and the plots were reprovided at two sites (see previous section).

5.41 The new allotments site north east of Spoil Lane has not been delivered.

5.42

## **Suitable Alternative Natural Green Spaces (SANGs)**

### **Lead agency**

- Guildford Borough Council
- Private providers

### **Evidence**

- Suitable Alternative Natural Green Space (SANGs) monitoring data
- Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2017

5.43 Green infrastructure also includes the provision of Suitable Alternative Natural Green Spaces (SANGs) to mitigate harmful effects on the Thames Basin Heaths Special Protection Area (the 'SPA') resulting from new development.

5.44 The Council adopted the Thames Basin Heaths SPA Avoidance Strategy in 2017. It sets out the regional approach to mitigation that enables residential development to take place in most parts of the borough where it would otherwise be restricted. The strategy facilitates the determination of planning applications by ensuring that there will be no adverse impact on the SPA and that permitting new homes is therefore in compliance with the Conservation of Habitats and Species Regulations 2017. In 2024, the Council updated the strategy through the Special Protection Area tariffs SPD, which updated the calculations for how much SANG capacity is needed to mitigate new homes in order to reflect new data released in 2023 from the 2021 national census.

5.45 SANG mitigation is provided at a minimum of eight hectares per thousand people. The National Census gives us occupancy data for different sizes of homes up to five bedrooms. The amount of SANG mitigation needed for a development is calculated by applying the expected occupancy to the proposed mix of house sizes.

### **SANG delivery, implementation and monitoring**

5.46 Progress of SPA issues and actions is regularly monitored, including implementation of the Thames Basin Heaths Avoidance Strategy, to identify and address implementation issues as they arise. This includes the monitoring of the delivery of new SANGs and new capacity on existing SANGs.

- 5.47 Experience during the current Local Plan period has shown that provision of SANG has not been a major constraint on the provision of housing development.

## Existing provision

### Total capacity

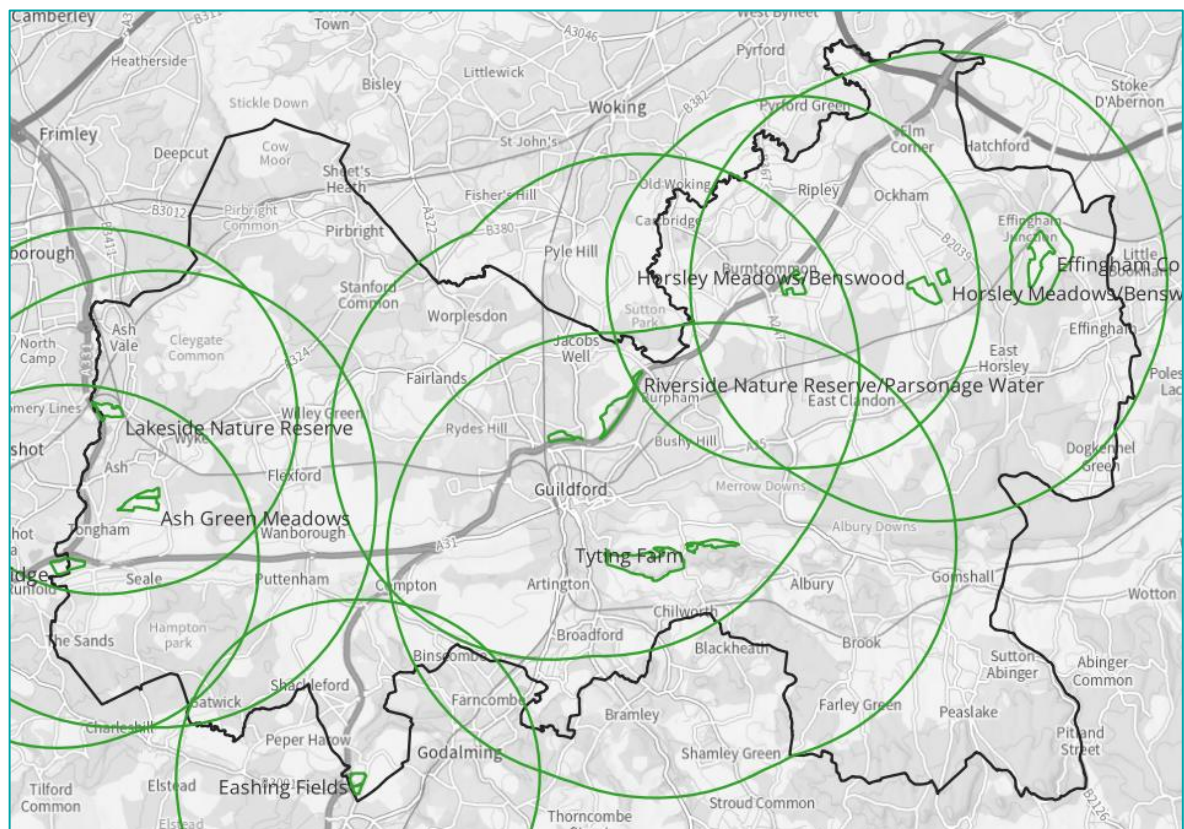
- 5.48 Details of the current existing SANGs (as at April 2026) can be seen in the table below:

*Table 7: Capacity of SANGs as at April 2026*

| SANG                                             | Total size (ha) | Area allocated to development (ha) | Remaining capacity (ha) |
|--------------------------------------------------|-----------------|------------------------------------|-------------------------|
| Riverside Nature Reserve/ Parsonage Watermeadows | 24              | 23.95                              | 0.05                    |
| Lakeside Nature Reserve                          | 4               | 3.91                               | 0.09                    |
| Effingham Common                                 | 34              | 22.25                              | 11.75                   |
| Chantry Wood/Tyting Farm                         | 60.5            | 54.11                              | 6.39                    |
| Ash Green Meadows (inc. Bin Wood)                | 26.17           | 21.14                              | 5.03                    |
| Runfold Ridge (Manor Farm)                       | 17.7            | 8.16                               | 9.54                    |
| Horsley Meadows/Benswood                         | 30.51           | 9.77                               | 20.74                   |
| Oldlands Copse                                   | TBC             | TBC                                | TBC                     |

- 5.49 Oldlands Copse is a SANG brought forward in support of a development that provides additional spare capacity for other developments. We are waiting for confirmation of the total and spare capacity.
- 5.50 Alongside the SANGs in the table above, Eashing Fields SANG near Eashing at the southern boundary of Guildford Borough is also operational. It is within Guildford borough but has been brought forward by the developer of a housing site in Waverley to provide mitigation for developments that would impact the Wealden Heaths SPA. The Wealden Heaths SPA does not have a formally codified mitigation approach in the same way as the Thames Basin Heaths SPA. As a result, the SANG is not included in the mitigation details set out in this section, though it still provides open space opportunities for residents of the borough.
- 5.51 Homes across the SPA region average 2.4 occupants. This equates to 0.0192 hectares of SANG per average house. The current unallocated SANG capacity of 53.1 hectares would therefore provide mitigation for around 2,761 new homes, though the exact amount depends on the mix of home sizes that is delivered. Against the annual housing target of 1,142, this would provide around 2.42 years of SANG.

## Geographical distribution



*Figure 15: Existing SANGs and mitigation catchments*

- 5.52 The majority of existing capacity falls in the east of the borough, provided by Horsley Meadows/Benswood and Effingham Common. However, Effingham Common has no parking area and as a result has a catchment of only 400m so is primarily providing mitigation for sites of 9 homes or fewer which do not need to fall within the catchment of the SANG that provides mitigation. Horsley Meadows/Benswood SANG alone has enough spare capacity for around 1,080 homes.
- 5.53 In the west of the borough, the Runfold Ridge and Ash Green Meadows SANGs together have enough spare capacity for around 755 homes.
- 5.54 The Chantry Wood/Tyting Farm SANG provides enough capacity for an additional 332 homes.

## Planned provision



*Figure 16: Planned SANGs and mitigation catchments*

- 5.55 Chantry Woods SANG opened initially with 38ha of capacity. The Council has since extended the SANG to include the nearby Tyting Farm site. Initial tranches of 13ha and 9.5ha at Tyting Farm have been brought online but the whole site is expected to provide around 40ha. The remaining 22.5ha can be brought online once the remediation works following a new Thames Water freshwater pipeline through the site have been completed. This would provide additional mitigation for approximately 1,170 homes primarily in the Guildford Urban Area.
- 5.56 Burpham Court Farm is a Council owned site to the northeast of Guildford. The Council has planning permission for change of use to create new open space and a Nature Reserve covering 45.9 hectares. It is not clear at this stage how much of that land will be available for use as SANG and how much will remain after mitigating the Council's own Weyside Urban Village development. However, the open space will be available for use regardless.
- 5.57 Wood Street Knoll SANG is a new 34 hectare SANG in Worplesdon parish near Wood Street Village. It has been granted planning permission and SANG works have been undertaken. The SANG is privately owned and has a total capacity for approximately 1,770 homes, with a catchment stretching from Guildford town centre to much of the Ash urban area. The site owner is discussing with the Council how the SANG can be brought online.

- 5.58 The LPSS contains allocations for large sites at Gosden Hill Farm, Blackwell Farm and the Former Wisley Airfield. These strategic sites are expected to deliver bespoke SANGs to cover their own developments and may provide spare capacity for other developments.
- 5.59 The Council is also aware of early stage proposals for SANGs as set out below.
- A number of sites put forward during the Call for Sites are proposing to provide new SANGs.
  - The Council has had pre-application discussions with developers who are proposing new SANGs.
  - Other landowners have approached the Council to discuss the prospect of using their land as a SANG.

### **Progress against the Local Plan Infrastructure Schedule**

- 5.60 The LPSS Appendix 6 Infrastructure Schedule sets out the SANGs that are proposed to support the housing development sites. All were scheduled for the first five years of the plan period (years 1-5).
- 5.61 The following SANGs are council owned and were operational at the outset of the LPSS. Square brackets indicate the published name of the SANG.
- SANG 1 Effingham Common
  - SANG 2 Chantry Woods
  - SANG 3 Riverside Park [Riverside Nature Reserve]/Parsonage Watermeadows
- 5.62 The following SANGs are outside of Council ownership, and were operational within the 1-5 year plan period.
- SANG 7 West of Ash Green [Ash Green Meadows]
  - SANG 8 Land Adjacent to Long Reach [Horsley Meadows]
- 5.63 SANG 4 Tyting Farm, which is owned by the Council, was delayed by Covid and then a Thames Water pipeline project. It is being delivered in phases as an extension to Chantry Woods. The first phase of 13 ha opened in early 2025, and a second phase of 9.5 ha opened in Summer 2026. The remaining capacity is expected to open later in 2026.
- 5.64 SANG 9 Benswood (extension to Horsley Meadows) is now in Council ownership but was delivered by a private developer. It opened in mid 2025.
- 5.65 SANG 5 Burpham Court Farm is owned by the council and was proposed primarily as mitigation for the Council's Weyside Urban Village development site. The SANG was delayed to coincide with the delivery of Weyside Urban Village. The SANG has planning permission and works are being undertaken. It is expected to open in the second half of 2026.
- 5.66 SANG 6 Russell Place Farm [Wood Street Knoll] is in private ownership and has not yet opened. It has planning permission and the majority of works to create the SANG have been undertaken. The Council is discussing with the developer how the site can be brought online.

- 5.67 The following SANGs are proposed as bespoke SANGs for strategic developments but have not yet been delivered.
- SANG 10 Blackwell Farm site SANG
  - SANG 11 Gosden Hill Farm site SANG
  - SANG 12 Former Wisley Airfield site SANG
- 5.68 The Former Wisley Airfield SANG has received planning permission and work is underway to deliver the SANG to support the first phase of housing on the site. The other two sites do not yet have planning permission.

### **Future capacity**

- 5.69 The availability of SANG can be a limiting factor for new housing, so it is necessary to monitor the delivery of new SANGs to ensure the quantity of SANG across the borough matches expected development needs
- 5.70 Broadly, the borough can be divided into three zones: Guildford town and surrounds, the East of the borough and the West of the borough. The SANG situation for these three zones is currently as follows:
- Guildford town and surrounds – while SANG capacity is currently limited, Tyting Farm is expected to provide c.27 ha of SANG in the near future, providing mitigation for around 1,400 typical homes, but likely a higher number considering new homes in the town are likely to have fewer bedrooms than the borough average. In addition to this, Burpham Court Farm may provide additional capacity and bespoke SANGs at Gosden Hill Farm and Blackwell Farm are expected to provide mitigation for their own developments as a minimum. If Wood Street Village SANG is brought online this will also provide substantial capacity for the west of the town and the town centre.
  - East of the borough – Horsley Meadows/Benswood has enough capacity for 1,080 homes. If a parking area can be found for Effingham Common, an additional c. 11 hectares could serve the area providing mitigation for a further 570 homes, though the Council has tried to resolve this for a number of years so a resolution seems unlikely. The development at the Former Wisley Airfield is providing a SANG that will mitigate its own impact. The amount of SANG in this area may not be adequate, depending on future development patterns.
  - West of the borough - Runfold Ridge and Ash Green Meadows SANGs together have enough spare capacity for around 755 homes. If Wood Street Village SANG is brought online this will provide substantial capacity covering some, but not all, of Ash and Ash Vale. The amount of SANG in this area may not be adequate, depending on future development patterns.
- 5.71 It will be necessary to review SANG capacity as the Local Plan advances and the likely location of development becomes known.

## 6. Education

### Primary and secondary schools

#### Lead agency

- Surrey County Council (for local authority schools)
- Private schools, academies and trust schools

#### Evidence

- Surrey School Organisation Plan (SOP) (2025-2035)
- Department for Education Schools, pupils and their characteristics (2024-2025)

- 6.1 The Surrey SOP<sup>67</sup> sets out the policies and principles underpinning school organisation in Surrey.
- 6.2 It highlights the likely demand for school places as projected over a 10 year forecast period and sets out the potential changes to provision that may be required in order to meet the statutory duty to provide suitable and sufficient places.

#### Context

- 6.3 All state-maintained schools and academies are publicly funded and do not charge tuition fees, remaining free at the point of delivery for compulsory education.
- 6.4 Over the last 10 years, the proportion of academies has doubled and Local Authority maintained school places has halved. Currently, roughly 56% of school places are at academies, 24% are Local Authority maintained, and 20% are independent.
- 6.5 Academies still remain publicly funded but are independent of local authorities. Academies have significantly greater autonomy than local authority maintained schools (including length of the school day, the curriculum, and staffing).
- 6.6 There is currently one Free School in the borough - Peaslake Free School
- 6.7 As of the date of the latest Census<sup>68</sup> In March 2021, there were 34,100 schoolchildren and full-time students, including adults in full-time education, who were also resident in Guildford.
- 6.8 A relatively high proportion of Guildford borough's children attend independent schools in Surrey. Approximately 20% of the county's school age population attend a private school,

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<sup>67</sup> Available at <https://mycouncil.surreycc.gov.uk/documents/s102844/School%20Organisation%20Plan%202025%20Final.pdf>

<sup>68</sup> Available at <https://www.ons.gov.uk/census>

compared approximately 6% nationally across the country.<sup>69</sup> Surrey has the largest number of pupils educated in fee-paying schools of any local authority area outside London, with 38,747 pupils attending 111 independent schools. The number of pupils in independent schools increased from 39,317 in 2015/16 to a peak of 41,234 in 2023/24. Following the introduction of VAT on private school fees in January 2025, pupil numbers fell to 38,747, the lowest level recorded in the past ten years. During the same period, one independent school in Surrey closed.

- 6.9 Private schools (including boarding schools) in the borough include the Royal Grammar School, St. Catherine's School, Guildford High School, Tormead School and Rydes Hill Preparatory School among others. In Surrey, there are slightly more boys being educated privately than girls.
- 6.10 There have been changes in demand patterns – the birth rate has declined 19% since 2012, and primary aged pupils in Guildford decreased from 1,509 in 2016 to 1,257 in 2024. Pupil projections expect a slight increase in demand for secondary school places, and a lowering demand for primary school places.

### **Existing provision**

- 6.11 Schools operate most efficiently and effectively when full or nearly full as funding is based on pupil numbers. To this end Surrey County Council seeks to keep the number of surplus places (places in schools that are unfilled) to a minimum. It is not desirable for the County Council to try to eliminate all surplus capacity, as it is important to retain a degree of flexibility in the system to respond to parental choice and to unexpected changes in pupil numbers.

### **Primary provision**

- 6.12 The borough includes 37 primary schools, and 7 school based nurseries.
- 6.13 There are also two schools for Special Educational Needs and Disabilities (SEND) (Pond Meadow School and Gosden House School), as well as three short stay schools (Hope, Wey Valley College and North West Surrey Short Stay School) near or on the edge of the borough.
- 6.14 For the purposes of primary school provision, the borough is divided into 7 primary planning areas. This includes the four planning areas within Guildford town of West Guildford, North Guildford, North East Guildford and South Guildford planning areas.
- 6.15 Surrey County Council projections of need for primary school places is based on number of births in each planning area, plus the number of pupils expected to be living in the new homes built in the area (new homes with planning permission). These figures are compared

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Department for Education. Available at <https://explore-education-statistics.service.gov.uk/find-statistics/school-pupils-and-their-characteristics/2025-26>

to the number four years later to obtain an average transfer ratio (births to reception class pupils), which is used to forecast future reception numbers.

- 6.16 Currently, 10.7% of Surrey Primary school places are unfilled.
- 6.17 Guildford Council report outstanding permissions and completions to Surrey County Council annually, as well as expected trajectories and windfall sites for pupil projection.
- 6.18 Expansion has been completed at Worplesdon Primary School from a 2 form entry primary school to a 3 form entry primary school (540 places). Furthermore, a Multi-use games area (MUGA) was approved in 2025.
- 6.19 Surrey County Council recently consulted on the expansion of Ash Grange School from a 1 form entry to a 2 form entry from September 2028, in which each new Reception intake would increase from 30 to 60 pupils. The consultation ran from the 1<sup>st</sup> to 13<sup>th</sup> of July 2026.

## **Secondary provision**

- 6.20 There are 7 secondary schools, 5 sixth forms, and 2 colleges in the borough.
- 6.21 6 of the 7 secondary schools are academies, the seventh being Ash Manor School which is a community school.
- 6.22 Currently, 10.1% of Surrey Secondary school places are unfilled<sup>70</sup>.
- 6.23 Guildford borough is divided into three secondary planning areas for forecasting of secondary pupil numbers; Farnham & Ash (western part of the borough), Guildford Town Area, and Leatherhead (eastern part of the borough) – two of the three planning areas overlap borough boundaries.
- 6.24 Howard of Effingham School was planned to be refurbished, however plans have been cancelled due to viability.
- 6.25 Ash Manor School has completed expansion, including a new performing arts centre and capacity for an additional 30 students.

## **Planned provision**

- 6.26 Ash Primary School is to be rebuilt as part of the Government Redevelopment Programme. There are no plans to increase the number of school places or staff at the site.

## **Progress against the Local Plan Infrastructure Schedule**

- 6.27 The Local Plan Strategy and Sites lists the following items in years 1-15 of the plan period.
  - EYED1 - Early years provision on strategic sites, to meet identified needs.
  - PED1 - A new two-form entry primary school with pre-school provision at the Former Wisley Airfield site to serve new housing on the site.

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<sup>70</sup> Available at: <https://www.gov.uk/government/collections/statistics-school-capacity>

- PED2 - A new two-form entry primary school with pre-school provision at Gosden Hill Farm to serve new housing on the site.
- PED3 - A new two-form entry primary school with pre-school provision at Blackwell Farm to serve new housing on the site.
- PED4 - Appropriate financial contribution to enable expansion of Weyfield Primary Academy by additional 1 – 2 form entry with pre-school provision at Slyfield regeneration site (SARP) (now called Weyside Urban Village (WUV)) to serve the new housing on site.

6.28 The delivery of these items is tied to the delivery of the strategic housing sites.

- The status of EYED1 is unknown
- PED1 is at the reserved matters stage and awaiting determination
- PED2 is linked with the current planning application that is still being determined
- PED3 is linked with the delivery of Blackwell which is not at planning application stage yet
- PED4 is committed as part of Section 106 agreement, and Surrey County Council have stated that additional school provision at will be provided once the demand for places in the local area, as a result of the development, is shown to exceed the number of places that are available.

6.29 The following items are listed in years 1-10 and 1-5 respectively.

- PED5 - (Potential) expansion of Ash Grange Primary School by additional 1 – 2 form entry (if required to provide spaces for children who will live in the homes south and east of Ash and Tongham).
- PED6 - Up to an additional 3 primary school form entry in Guildford Town.

6.30 The status of PED6 is unknown. Section 6.19 sets out information regarding the consultation held by SCC related to PED5.

6.31 The following items were listed with a delivery date to be determined.

- SED1 - A minimum 4-form entry (4FE) secondary school at Gosden Hill Farm strategic development site. To be located a short walk from the proposed Park and Ride.
- SED2 - A 4 form entry secondary school at the former Wisley airfield.
- SED3 - A 6 form entry secondary school at Blackwell Farm strategic development site. To be located to the north of the site.
- SED4 - Expansion of Ash Manor Secondary School by additional 1FE to provide spaces for children who will live around Ash and Tongham.

6.32 The delivery of these items is tied to the delivery of the strategic housing sites.

- SED1 is linked with the current planning application that is still being determined
- SED2 was determined unnecessary as part of the permission, and instead a proportional contribution was agreed

- SED3 is linked with the delivery of Blackwell which is not at planning application stage yet
- SED4 Ash Manor school expansions have been completed in line with development of new homes.

## **Further and higher education**

### **Lead agency**

- Surrey County Council/Education Funding Agency
- University of Surrey
- Various other colleges and institutes

### **Evidence**

- Surrey School Organisation Plan (2025-2035)
- University of Surrey: Vision 2041<sup>71</sup> (2024-2041)

### **Existing provision**

- 6.33 The law requires young people to remain in education until their 18<sup>th</sup> birthday unless they have achieved a full level 3 qualification, however this can be up to 25 for those with an EHCP (Education, Health and Care plan).
- 6.34 Education and training options range from full time study in a college or a school to apprenticeships.
- 6.35 The main provision of post-16 opportunities is currently at Guildford College of Further and Higher Education, although there are 7 other further education establishments in the borough, notably:
- Christs College (Sixth Form)
  - George Abbot School (Sixth Form)
  - Guildford County School (Sixth Form)
  - Howard of Effingham School (Sixth Form)
  - St Peter's Catholic School (Sixth Form)
  - Guildford High School (Sixth Form)
  - The Academy of Contemporary Music
- 6.36 There are also colleges in Farnborough, Godalming and Woking that may also serve post-16 further education needs in the borough.
- 6.37 There are five Higher Education establishments in the borough.
- The University of Surrey is the largest with approximately 17,974 students in 2024/25.

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<sup>71</sup> Available at <https://www.surrey.ac.uk/about/strategy/vision-2041-our-approach>

- The Academy of Contemporary Music
- Guildford College (Approximately 1200 students)
- Merrist Wood College (Approximately 1200 students)

- 6.38 Guildford College of Law is permanently closed with planning permission to become a care home.
- 6.39 The University of Surrey is intending to increase its student numbers and therefore accommodation, however their growth strategy also intends to leverage technology and remote working capabilities to reduce pressures on facilities and accommodation.
- 6.40 The University of Surrey's Manor Park School of Veterinary Medicine was completed in 2015. 479 bedspaces in purpose-built student accommodation (PBSA) at Manor Park were completed by September 2018 and 669 completed by September 2019. A further 726 PBSA units were delivered from 01 April 2020 to 31 March 2025<sup>72</sup>.

## **Planned provision**

- 6.41 Provision for post-16 education is planned for a wide area, extending beyond Local Education Authority borders.
- 6.42 Surrey County Council monitors the local offer to ensure that there is suitable provision for all young people.
- 6.43 The University of Surrey has plans for further growth, including increasing student numbers and developing new and improved facilities.

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<sup>72</sup> Available at <https://www.guildford.gov.uk/localplan/monitoring>

## 7. Emergency services

### Police

#### Lead agency

- Surrey Police
- Office of the Police and Crime Commissioner for Surrey (role to be abolished)

#### Evidence

- Police and Crime Plan for Surrey<sup>73</sup> (2021 – 2025)
- Surrey Infrastructure Plan<sup>74</sup> (2017)

#### Context

- 7.1 Surrey Police do not operate defined service standards based on a fixed number of police officers per head of population or per household. Police resource planning is demand-led, with staffing levels informed by patterns of policing demand, risk and harm. As a result, it is not possible to apply a simple formula to assess how future housing growth or development will impact on police service requirements.
- 7.2 In November 2023, Surrey Police had 4,196 employees including 2,105 warranted police officers and 1,978 police staff. There has been a 19.4% increase in officer headcount since March 2019.
- 7.3 The Police and Crime Commissioner (PCC) for Surrey is based at Surrey Police HQ, Mount Browne in Guildford.
- 7.4 The 2021 Police and Crime Plan includes the following priorities, which were established from the views expressed by the public:
- Reducing violence against women and girls in Surrey
  - Protecting people from harm in Surrey
  - Working with Surrey communities so that they feel safe
  - Strengthening the relationship between Surrey Police and Surrey residents
  - Ensuring safer Surrey roads

#### Existing provision

- 7.5 Current provision in Guildford borough is as follows:
- Police Headquarters at Mount Browne

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<sup>73</sup> Available at <https://www.surrey-pcc.gov.uk/wp-content/uploads/2025/09/8232-Police-and-Crime-Plan-for-Surrey-2025-2028-web.pdf>

<sup>74</sup> Available at <https://www.surreycc.gov.uk/land-planning-and-development/development/surrey-future/surrey-infrastructure-study>

- Guildford Police Station, Margaret Road, Guildford
- 12 Safer Neighbourhood Teams located around the borough
- Guildford Station (British Transport Police)

## **Planned provision**

- 7.6 Surrey Police continues to operate within a constrained financial environment and, as with other police forces nationally, focuses on ensuring that available resources are deployed in a way that maximises operational effectiveness and public confidence.
- 7.7 Surrey Police has undertaken a long-term programme of estate rationalisation to support a modern model of policing. This has focused on maintaining neighbourhood and frontline policing capability while reducing reliance on traditional police stations that are costly to operate and infrequently used by the public.
- 7.8 Guildford Police Station on Woodbridge Road is due to close as part of this rationalisation, and officers will move to the Mount Browne headquarters. Surrey Police have confirmed that Guildford Police Station is expected to become available for redevelopment in the next five years.
- 7.9 Redevelopment was approved at Mount Browne Headquarters in November 2025, which will include a new access road and refurbishment of the headquarters.
- 7.10 Guildford Town has been identified as an antisocial behaviour (ASB) hotspot, with offences most likely to occur at the weekends between the hours of noon and 8pm. To tackle ASB, Guildford Borough Council, Guildford's Safer Neighbourhood Team, the Friary, local businesses, British Transport Police, and Experience Guildford have partnered with Surrey's Police and Crime Commissioner Lisa Townsend, who secured funding from the Home Office's Safer Streets initiative<sup>75</sup>. The scheme aims to reduce re-offending by targeting specific crime issues within local areas.
- 7.11 £273,000 of funding was awarded in August 2023 to tackle ASB, which is being used to fund street marshals, who patrol ASB hotspots within the town centre during the peak hours, as well as a social media campaign and youth outreach.

## **Progress against the Local Plan Infrastructure Schedule**

- 7.12 Neighbourhood Policing Centre (24 sq. m plus 2 parking spaces) on-site at Former Wisley Airfield site is confirmed. Provision of onsite police facilities are required prior to 750<sup>th</sup> occupation, as well as a Policing Contribution of £339,798.

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<sup>75</sup> Available at <https://www.surrey.police.uk/news/surrey/news/2024/08/surreypolice-and-local-partners-on-a-mission-to-tackle-asbinguildford/>

## Fire and rescue

### Lead agency

- Surrey Fire and Rescue Service (SFRS)

### Evidence

- Surrey Fire and Rescue Service Community Risk Management Plan<sup>76</sup> (2025-2030)
- Surrey Fire and Rescue Service Guildford Borough Plan<sup>77</sup> (2025/26)
- Surrey Infrastructure Study<sup>78</sup> (2017)

### Context

- 7.13 While there are no standard response targets, Surrey Fire and Rescue have their own 'Surrey Standard' of 10 minutes for the first ambulance and 16 minutes for a second ambulance for critical incidents, and 16 minutes for other incidents.

### Existing provision

- 7.14 There are two fire stations located within Guildford borough:
- Ladymead, Guildford
  - Goose Green, Gomshall in the east of the borough
- 7.15 Fire services plan their services using a local risk management approach (Community Risk Profile) rather than one based on national standards for fire services based 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 fire services have allocated funding and the location of their infrastructure across the country. There is also greater attention paid to reducing the incidence of fire and accidents rather than the reactive fire and rescue services.
- 7.16 An increase in housing may not attach a greater risk level in itself, this will depend on the type of housing and where it is located. New housing is more likely to be safer than older properties. However, increases in population could lead to increased traffic and therefore increase risk of road traffic accidents.
- 7.17 There is a limited role for the Local Plan to support provision of fire and rescue services other than in ensuring developers provide sufficient access for emergency vehicles and, where necessary, sufficient supplies of water at the right pressure.

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<sup>76</sup> Available at [https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0020/410492/FINAL-draft-Community-Risk-Management-Plan-document.-Nov-24.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0020/410492/FINAL-draft-Community-Risk-Management-Plan-document.-Nov-24.pdf)

<sup>77</sup> Available at [https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0011/301232/Guildford-Borough-Plan-2025-26.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0011/301232/Guildford-Borough-Plan-2025-26.pdf)

<sup>78</sup> Available at <https://www.surreycc.gov.uk/land-planning-and-development/development/surrey-future/surrey-infrastructure-study>

- 7.18 Guildford Fire Station at Ladymead was demolished and rebuilt in 2015, replacing the existing 1930s fire station which was no longer fit for use.

## **Planned provision**

- 7.19 There is nothing planned within the borough as the fire station has been modernised, and therefore further modernisation elsewhere in the county will take priority.

## **Ambulance**

### **Lead agency**

- South East Coast Ambulance Service (SECAmb) NHS Foundation Trust

### **Evidence**

- South East Coast Ambulance Service Trust Strategy<sup>79</sup> 2024 – 2029
- Surrey Infrastructure Study<sup>80</sup> (2017)

### **Context**

- 7.20 Ambulance provision is assessed at a regional and county level through the NHS. The impact of localised housing growth is likely to have little impact on the provision of ambulance services.
- 7.21 Demand for ambulance services is driven by a range of interacting factors, including population growth and ageing, changes in patient needs and complexity, patterns of deprivation and health inequality, and wider changes in the organisation of NHS urgent and emergency care. SECAmb continually monitors demand and performance through population-based modelling and system-wide planning.
- 7.22 Incremental increases in housing and the effect that they have on the ambulance service can be dealt with through the services annual review of demand process.

### **Existing provision**

- 7.23 There are two ambulance stations at Guildford and Tongham and ambulance stations in Godalming and Woking which serve parts of the borough. The Surrey Air Ambulance charity provides a Helicopter Emergency Medical Service (HEMS) in Surrey. The service operates a dedicated helicopter based at Dunsfold Aerodrome in Waverley borough, enabling access to emergency incidents across the county within 15 minutes.
- 7.24 Both Accident and Emergency (A&E) and Patient Transport Service (PTS) ambulance services are managed by SECAmb. Demand continues to increase for ambulance services across this

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<sup>79</sup> Available at <https://www.secamb.nhs.uk/how-we-do-it/our-vision-and-strategy/>

<sup>80</sup> Available at <https://www.surreycc.gov.uk/land-planning-and-development/development/surrey-future/surrey-infrastructure-study>

region, and the spectrum of patient need is now broader than before. It ranges from critically ill patients suffering from trauma, stroke and coronary heart disease, to patients who have primary care needs such as minor injuries and illnesses.

- 7.25 SECAmb operates a 'Make Ready' model in which ambulances are cleaned, restocked and maintained at dedicated Make Ready Centres before deployment. In Surrey this includes centres at Chertsey and Redhill, supported by a wider network of Ambulance Community Response Posts located closer to where demand arises. This model is intended to improve vehicle availability, response times and overall service resilience.

### **Planned provision**

- 7.26 Provision is assessed at a regional and the county level so local gaps in provision are difficult to assess.
- 7.27 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.
- 7.28 Recognition of the ageing population and the need to keep access from the public highway for emergency vehicles will be important considerations.
- 7.29 South Central Ambulance Service (SCAS) and South East Coast Ambulance Service (SECAmb) plan to form the South Central and South East Ambulance Group. They will work independently and collaborate on digital innovation, clinical best practice, and workforce development.

### **Progress against the Local Plan Infrastructure Schedule**

- 7.30 ES2 A new ambulance community response post and a Make Ready Centre (MRC) at the existing ambulance station at The Street, Tongham (immediately north of the A31 Runfold Diversion) has been delivered.

## 8. Health and social care

### GPs and dental surgeries: Primary health care

#### Lead agency

- Surrey and Sussex Integrated Care Board (ICB)

#### Evidence

- NHS Surrey and Sussex five-year strategic commissioning plan (forthcoming – not published at the time of writing<sup>81</sup>)
- NHS England 2025-26 Provider and ICB Capital Allocations Spreadsheet

#### Context

- 8.1 Primary healthcare services are generally the first point of contact service, offering frontline services. These include NHS Walk-in Centres, GP Practices, Dentists, Opticians and Pharmacists.
- 8.2 Until 30 June 2022, Clinical Commissioning Groups (CCGs), led by local GP practices, took on responsibility for commissioning the majority of local health services in response to community needs.
- 8.3 Further reforms were introduced through the Health and Care Act 2022. From 1 July 2022, CCGs were abolished and replaced by Integrated Care Boards (ICBs) as part of Integrated Care Systems (ICSs). ICBs are now responsible for planning and commissioning NHS services across their area, working in partnership with local authorities, NHS providers and other organisations to improve population health outcomes and reduce health inequalities.
- 8.4 ICBs are responsible for commissioning the majority of NHS services, including:
  - planned hospital care,
  - rehabilitative care,
  - urgent and emergency care (including out-of-hours services),
  - most community health services,
  - mental health and learning disability services.
- 8.5 ICBs can commission services from any provider that meets NHS quality standards and value requirements. These providers may include NHS trusts, foundation trusts, social enterprises, voluntary and charitable organisations, and private sector providers.
- 8.6 All GP practices in the Borough are now required to belong to Surrey and Sussex ICB.

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<sup>81</sup> <https://www.surreysussex.icb.nhs.uk/five-year-commissioning-plan>

- 8.7 One ICB covers Guildford Borough - Surrey and Sussex Integrated Care Board. It was created by merging NHS Surrey Heartlands and NHS Sussex and extending the boundary to take in Surrey Heath, Farnham and Ash, which were previously part of the Frimley health and care system. This took effect on 1 April 2026.
- 8.8 An overarching strategy for the new ICB has not yet been published. Therefore, Surrey Heartlands ICB documents have been used for the purposes of this section.
- 8.9 From 2024-25 Surrey Heartlands ICB collaborated with 99 GP practices, 28 Primary Care Networks (PCN), Local Authorities (LA), voluntary sector partners, and others to address local health needs and deliver services.<sup>82</sup>

## Existing provision

- 8.10 There are currently a total of 102 FTE<sup>83</sup> (Full Time Equivalent) GPs practising in the 12 surgeries across the borough with a total of 159,795 patients on their registers. Provision is not spread equally across the Borough and when examining local list sizes per GP, the number of GPs per surgery varies. Table 8 shows the data on a settlement basis.
- 8.11 The national ratio of GPs to patients is 1:1,634<sup>84</sup>, whereas combined the surgeries across Guildford have a ratio of 1:1,566.
- 8.12 Not all dental practices will now accept NHS patients. Capacity of dental surgeries will not restrict development as the market will react to demand, and much provision is now private.

## Planned provision

- 8.13 The provision of additional GPs and dental surgeries will be required to be delivered through use of planning obligations for significant residential or mixed used developments.

*Table 8: General practitioners surgeries in Guildford borough<sup>85</sup>*

| GP Surgery                                           | Settlement / Area              | GP FTE (Capacity – rounded to one decimal place) |
|------------------------------------------------------|--------------------------------|--------------------------------------------------|
| Austen Road Surgery                                  | Guildford                      | 4.1                                              |
| Bartlett Group Practice - Ash Vale                   | Ash                            | 19.7                                             |
| Dapdune House Surgery                                | Guildford                      | 7.4                                              |
| Guildowns Group Practice (Inc. Beaumont J, The Oaks) | Guildford (Stoughton/The Oaks) | 14.6                                             |
| Marrow Park Surgery                                  | Guildford (Marrow)             | 7.8                                              |
| Villages Medical Centre                              | Send                           | 4.3                                              |
| Fairlands Medical Practice                           | Worplesdon / Normandy          | 9.5                                              |

<sup>82</sup> Available at <https://www.sussex.ics.nhs.uk/wp-content/uploads/sites/9/2025/11/1.5-Minutes-of-the-NHS-Surrey-Heartlands-Annual-General-Meeting-AGM.pdf>

<sup>83</sup> Produced using June 2026 data. Available at: <https://digital.nhs.uk/data-and-information/publications/statistical/general-and-personal-medical-services/30-june-2026>

<sup>84</sup> Available at: <https://commonslibrary.parliament.uk/research-briefings/cbp-10824/>

<sup>85</sup> Produced using June 2026 data. Available at: <https://digital.nhs.uk/data-and-information/publications/statistical/general-and-personal-medical-services/30-june-2026>

|                              |              |      |
|------------------------------|--------------|------|
| Shere Surgery & Dispensary   | Shere        | 6.5  |
| St. Luke's Surgery           | Guildford    | 8.4  |
| Woodbridge Hill Surgery      | Guildford    | 11.4 |
| The Horsley Medical Practice | East Horsley | 4.4  |
| Pirbright Surgery            | Pirbright    | 3.7  |

- 8.14 The Council provides regular updates regarding planned housing delivery which helps to inform an understanding regarding capacity and the need for contributions of new provision to be sought as part of new developments.

## **Progress against the Local Plan Infrastructure Schedule**

- 8.15 The following item was expected to be delivered in the first 1-5 years of the plan:
- HSC1 - Park Barn Surgery and Community Centre: Replacement of the Oaks Medical Centre with a new health centre on the former Pond Meadow school site. New facilities to provide GPs practice, dental surgery and pharmacy. On the same site, and potentially within the same building, a Community Centre with Youth Facilities.
- 8.16 The status is cancelled, as Surrey County Council progressed redeveloping the former training centre site as an extra care facility rather than for the original community hub concept. The proposal was for 50 extra care units (later expanded to 59 apartments). The county council's indicated that the scheme would provide specialist accommodation for older and vulnerable residents, and contribute to Surrey's programme to deliver 725 extra care units across the county.
- 8.17 The following items were expected to be delivered in the 1-15 years period of the plan.
- HSC2 - Land and a new building for a new GPs practice surgery at Gosden Hill strategic site.
  - HSC3 - Expansion of existing GPs Practices in Guildown Group Practice to provide additional capacity for residents of Blackwell Farm strategic site or land and a new building for a new GPs practice surgery at Blackwell Farm strategic site.
  - HSC4 - GPs surgery with pharmacy at the Former Wisley airfield site.
  - HSC6 - Expansion of existing GP provision in the area to provide additional capacity for residents of the Ash and Tongham strategic location for development or land and a new building for a new GPs practice surgery at the Ash and Tongham strategic location for development.
- 8.18 The status of these items is below:
- HSC2 – Gosden Hill have submitted an outline application which includes provision of a 500sqm health centre located within the Local Centre.
  - HSC3 - Blackwell Farm is currently at early engagement and has not yet applied for Planning permission.

- HSC4 – The Wisley Airfield provision is still awaiting determination from the NHS, who must make a decision on three options by the 240<sup>th</sup> occupation. The options include healthcare provision onsite, a financial contribution, or a combination of both.
- HSC6 – Section 106 contributions were secured to undertake improvements to existing buildings in the area. A new GP surgery was not provided on the site allocation as this was not the preference of local providers.

8.19 The following item is listed in years 5-15:

- HSC5 - Expansion of East Horsley Medical Centre to provide additional capacity and services for future population - not commenced although health contributions have been secured from developments in the Horsley area.

## **Secondary/acute health care/hospitals and community health care**

### **Lead agency**

- NHS England
- Surrey and Sussex Integrated Care Board (ICB)
- Two acute care providers provide emergency and hospital care (except for very specialist needs) – Royal Surrey County Hospital and Frimley Park Hospital.
- Community health provision:
- Director of Public Health
- Surrey Health and Wellbeing Board

### **Evidence**

- 8.20 The Surrey Health and Wellbeing Strategy (2026-2030), produced in collaboration between the NHS, Surrey County Council, borough councils, and wider partners, including the voluntary, community and social enterprise (VCSE) sector and the Police.
- 8.21 The strategy is based on the needs and assets of Surrey identified within the Joint Strategic Needs Assessment (JSNA) which was updated in 2022. The JHWS identifies priorities, mainly concerned with health inequalities to ensure no resident is left behind.
- 8.22 Royal Surrey NHS Foundation Trust: Our clinical strategy 2024–2029<sup>86</sup>

### **Context**

- 8.23 Secondary health care comprises acute services which may either be emergency or elective (optional) services. This category includes services such as specialist medical care, referrals from GPs, and secondary mental health care.

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<sup>86</sup> Available at <https://www.royalsurrey.nhs.uk/download.cfm?doc=docm93ijjm4n27201.pdf&ver=67543>

## Hospitals

- 8.24 Hospital services in Surrey are provided by a number of NHS acute trusts. Two acute trusts operate hospitals that serve residents of Guildford borough. These are Royal Surrey NHS Foundation Trust, which operates the Royal Surrey County Hospital within Guildford, and Frimley Health NHS Foundation Trust, which operates Frimley Park Hospital. Although Frimley Park Hospital is located outside the borough, its catchment area includes the western parts of Guildford borough, and GP practices in those areas routinely refer patients to that hospital for acute services.
- 8.25 There is also private provision within the borough, available for those that are able to pay, including Mount Alvernia Hospital.

## Community health care

- 8.26 Every upper tier local authority, including Surrey County Council, is required to establish a Health and Wellbeing Board to act as a forum for local commissioners across the NHS, social care, public health and other services.
- 8.27 Health and Wellbeing Boards:
- provide democratic leadership and local accountability in setting strategic priorities for health and wellbeing;
  - strengthen partnership working between the NHS, social care, public health and local government; and
  - promote joined-up and integrated approaches to the planning and commissioning of health and social care services.
- 8.28 Future health needs are assessed by the ICB and Surrey County Council in a Joint Strategic Needs Assessment (JSNA). This seeks to identify and understand the population's health needs in the short (3-5 years) and long-term (5 - 10 years). This uses population projections and planned housing to forecast service needs.
- 8.29 Planning for health infrastructure is complex due to the separation between the land use planning system and the NHS commissioning framework. While population growth provides an indication of future service demand, health infrastructure planning is undertaken through Integrated Care Boards, which must balance strategic, place-based and clinical considerations across wider geographies. This can create challenges in aligning the timing and location of new development with the provision of health facilities at the local level.

## Existing provision

- 8.30 Guildford borough has a major district general hospital, the Royal Surrey County Hospital which provides 528 beds and 14 operating theatres.
- 8.31 The Hospital Trust took over the adult community services in Guildford & Waverley in 2018.

- 8.32 The hospital serves a population of 400,000 for emergency and general hospital services and is a major tertiary cancer centre, with 50% of activity relating to cancer treatment and serving over 2 million people across the South East of England.
- 8.33 From 2023-24, The Royal Surrey County Hospital Trust processed 423,000 outpatients, and over 78,000 patients in the A&E department. The Trust also provides an extensive education, training and research through links with the University of Surrey.
- 8.34 The Surrey and Borders Partnership NHS Foundation Trust is one of the leading providers of specialist mental health, drug and alcohol and learning disability services for people of all ages in southern England.
- 8.35 Farnham Road Hospital, which opened in December 2015, provides wards for working-age adult mental health services, co-located with the older adult mental health wards and community mental health and drug and alcohol services.

## **Planned provision**

- 8.36 Royal Surrey County Hospital (RSCH) received planning permission in 2022 for a £41m Cancer and surgery centre, which is now is nearing completion, planned to open towards the end of 2026 and treat an additional 7000 patients annually.

8.37

## **Residential care**

### **Lead agency**

- 8.38 Guildford Borough Council is not a direct provider of health or social care services, but works in partnership with a range of organisations involved in service delivery within the borough. Its key partners include:
- Surrey County Council (SCC)
  - Sussex & Surrey Integrated Care Board (ICB)
  - Voluntary organisations (VOs), and
  - Private sector providers (PSPs).

### **Evidence**

- Surrey County Council Living Well in Later Life Strategy 2021 – 2030 Commissioning Strategy for Older People 2021
- Surrey planning guidance for older people's accommodation with care October 2025<sup>87</sup>
- Guildford planning profile for older people's accommodation with care October 2025

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<sup>87</sup> <https://www.surreycc.gov.uk/adults/professionals/information-and-resources/commissioning-strategies/accommodation-with-care-and-support-commissioning-statements>

## Context

- 8.39 Surrey County Council, as the statutory social services authority, has responsibility under the Care Act 2014 for the planning, commissioning and provision of adult social care services across Surrey, including care and support for older people with eligible needs. This includes residential and community-based care and support services. While Guildford Borough Council does not have a statutory duty to provide adult social care, it plays an important complementary role through the provision of housing-related and preventative services, delivered either directly or in partnership with Surrey County Council and voluntary and private sector organisations. These services help to support independence and wellbeing and contribute to the wider adult social care system.
- 8.40 Guildford Borough Council provides services such as sheltered housing, community transport, community meals, The Hive social centre, and runs a Handyperson scheme. These help elderly people to maintain independence, and encourage active ageing and social inclusion of those in low to considerable need.
- 8.41 Voluntary and faith sector organisations, including Age UK provide services including advice, home help, and social clubs that help to prevent social isolation. The private sector, which includes registered housing providers and private general practitioners, also play a role in service provision through nursing homes, sheltered accommodation, and private GPs.
- 8.42 There are approximately 25,000 people over the age of 65 living in Guildford borough, and over 7,600 are over 85 years old.<sup>88</sup> The projected population growth across Guildford borough has the potential to increase demand for social care services. The proportion of Guildford residents aged 65 and over increased from 15.5% in 2011 to 17.6% in 2021, an increase of 2.1 percentage points over the decade<sup>89</sup>. The Office of National Statistics estimate that the over 65 year old age group will increase from 17% in 2022 to 18% of the population by 2032.<sup>90</sup> An increasing population over 65 may increase the need for care home facilities; however there is now an emphasis on helping people remain in their own homes that may reduce this requirement.
- 8.43 Future demographic changes are going to put increasing pressure on services for elderly people, including those that help them to stay in their own homes.

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<sup>88</sup> Data available at: <https://lginform.local.gov.uk/reports/view/lga-research/lga-research-report-usual-resident-population-by-sex-and-age?mod-area=E07000209#text-13>

<sup>89</sup> Available at: <https://www.ons.gov.uk/visualisations/censuspopulationchange/E07000209/>

<sup>90</sup> Available

at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/subnationalpopulationprojectionsforengland/2022based#projected-change-by-local-authority>

## Existing provision

### Residential Nursing and Care homes

- 8.44 Residential care and nursing homes (registered care bedspaces) provide a high level of care, meeting all activities of daily living. As of April 2025 Guildford Borough area had a supply of 354 residential care home beds and 540 nursing care home beds, which includes public and private provision<sup>91</sup>.

### Extra care housing and sheltered housing or retirement living

Extra-care housing, or housing with care provides independent living with a medium to high level of on-site support if needed. There are currently the following homes within the borough provided by the Council<sup>92</sup>: Sheltered housing or retirement housing is specially designed accommodation for older people who would like to remain independent and do not require care services, but prefer the added on-site support available such as an assistance alarm, warden or house-manager.

#### Extra-care (housing with care):

- Japonica Court - providing accommodation for older people requiring higher levels of support with 48 one-bedroom flats, 13 two-bedroom flats, situated approximately two miles from Aldershot and 10 miles from Guildford
- Dray Court -provides accommodation for older people requiring higher levels of support with 61 one-bedroom flats, and 10 two-bedroom flats approximately one mile from Guildford town centre with a bus stop situated outside the Court, with a regular service to the town.
- For information Land at Pond Meadow (Meadowcroft Lodge) is currently under construction for extra care affordable accommodation providing 59 bedspaces, and provided by Surrey County Council.

#### Sheltered Housing or retirement living (housing with support):

- St Martins Court - nine miles east of Guildford on the A246 with a nearby bus stop providing regular and direct routes to Guildford. Includes 30 one-bedroom flats and one flat with three bedrooms.
- St Marthas Court - located four miles south east of Guildford on the A248 with a bus stop within easy walking distance served by half-hourly bus services to Guildford. Includes 37 one-bedroom flats
- Millmead Court - located next to the Council's Offices in Guildford with 25 single studio flats, one one-bedroom flat and one two-bedroom flat.

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<sup>91</sup> Available at: [https://www.surreycc.gov.uk/data/assets/pdf\\_file/0005/375017/Guildford-Planning-Profile-Older-People-October-2025.pdf](https://www.surreycc.gov.uk/data/assets/pdf_file/0005/375017/Guildford-Planning-Profile-Older-People-October-2025.pdf)

<sup>92</sup> Available at: <https://www.guildford.gov.uk/article/25976/Who-can-get-sheltered-housing>

- Tarragon Court - near Worplesdon, on the A322 about two miles north of Guildford town centre with 37 single studios and two two-bedroom flats.

- 8.45 The Housing Needs Assessment (2026) states that there is a clear need to increase the supply of specialist older persons accommodation, including residential care, nursing care, extra care housing and accessible and adaptable homes<sup>93</sup>.
- 8.46 The private and voluntary sectors also provide sheltered housing in the borough, such as at Abbeyfields voluntary sector sheltered housing and The Clockhouse extra care market accommodation in Guildford town.
- 8.47 Accommodation for the borough's elderly population is also provided through Almshouses. These are typically privately run, often by charities or housing associations, and usually comprise self-contained flats with access to shared facilities and social activities. Examples in Guildford include Hedger's Almshouse and Abbot's Hospital.

### **Day centres**

- 8.48 Provision for older people within the borough is delivered through a combination of community and activity hubs, sheltered housing schemes, and commissioned services led by SCC, GBC, the NHS and voluntary and community sector partners. There is an increased emphasis on flexible, community-based provision that is accessible to residents across the borough regardless of their place of residence.
- 8.49 A range of services previously associated with individual day centres are now delivered through multi-functional community facilities, most notably the Activity Hub at The Hive (Park Barn), alongside other local venues and outreach provision. These facilities offer opportunities for social interaction, physical activity, health and wellbeing support and practical assistance for older residents. Sheltered housing schemes such as Japonica Court, Dray Court, St Martha's Court, St Martins Court, Millmead Court and Tarragon Court continue to provide independent living accommodation with access to support and communal facilities, but are no longer designated as standalone service hubs.

8.50

### **Supported housing**

- 8.51 Guildford Borough Council has a dedicated supported housing service. The properties are allocated to vulnerable adults between the ages of 18 and 65 who need low to moderate support to live independently. Residents may have mental health needs, a learning disability, or a drug/alcohol problem that they are actively addressing. Housing associations and/or the voluntary sector also provides additional services in the borough. For example, Mulberry House (Salvation Army Homes) provides 15 units of temporary accommodation for

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<sup>93</sup> <https://www.guildford.gov.uk/article/25486/Housing-Needs-Assessment-2026>

vulnerable women, and The Number 5 Hub on York Road provides 11 units of temporary accommodation for people with a connection to Guildford.

- 8.52 The Supported Housing (Regulatory Oversight) Act (2023) aims to improve housing quality for vulnerable adults who need specialist accommodation and support.

### **Planned provision**

- 8.53 Surrey County Council's Living Well in Later Life: Older People's Commissioning Strategy 2021–2030 sets out the current approach to adult social care for older people in Surrey. The strategy focuses on supporting people to age well and live independently for as long as possible, while managing growth in demand within available resources. It promotes a preventative approach to care, recognising that early intervention, community support and appropriate housing options can delay or reduce the need for long-term residential and nursing care.
- 8.54 The strategy places strong emphasis on prevention and intermediate care, including reablement, Discharge to Recover and Assess (D2A), home-based care, and technology-enabled support. These services aim to help people remain at home or return home following illness or hospital admission, rather than entering institutional care prematurely. This will absorb some of the increasing demand being presented by population growth, including increasing incidence of dementia.
- 8.55 The York Road Hub is identified as a priority in the 2026/27 Guildford Borough Council Corporate Delivery Plan, with plans to renovate the space to better support vulnerable residents experiencing homelessness in rebuilding their lives.

## 9. Community facilities

### Libraries

#### Lead agency

- Surrey County Council

#### Evidence

- Surprising Surrey Cultural Strategy & Vision<sup>94</sup> 2024–2034
- Surrey County Council Library and Cultural Services Strategy<sup>95</sup> 2020-2025
- Surrey County Council Press Release 23 May 2025<sup>96</sup>
- Ash library<sup>97</sup>

#### Context

- 9.1 Public libraries within Guildford borough are provided and managed by Surrey County Council as the library authority and are used by roughly a third of Guildford residents. The borough's libraries form part of the wider Surrey library network and provide accessible cultural, educational and community facilities for residents of all ages and backgrounds.
- 9.2 Modern libraries are no longer simply a place for loaning books, technology, and media, which have all seen a decline in usage. Increasingly, libraries have seen an increase in attendance for community activities and event programmes, lifelong education, and services, as well as virtual services which can be accessed without physically visiting the library.
- 9.3 Libraries support social and community infrastructure by providing space for activities such as reading groups, children's events, learning sessions, advice services and informal community gatherings. This role is particularly important in ensuring inclusive access to services for an ageing population.
- 9.4 For example, Ash Library offers 'Obie', which is an interactive projector for fun and educational games to be used by children and older people.
- 9.5 Furthermore, Guildford Library offers a Borrow Bike and the Library of Things, which enables residents to borrow bikes, health tracking equipment, and items such as tools, household equipment and other infrequently used goods. This initiative supports skills sharing, reduces

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<sup>94</sup> Available at <https://www.surreyculturalpartnership.com/strategy>

<sup>95</sup> Available at <https://www.surreycc.gov.uk/libraries/your-library/modernisation/library-and-cultural-services-strategy>

<sup>96</sup> Available at <https://www.surreycc.gov.uk/community/news/press-releases/2025/surrey-libraries-announced-as-one-of-the-three-green-library-hubs-to-be-funded-by-national-lottery-community-funding>

<sup>97</sup> Available at <https://www.activesurrey.com/community/libraries>

the need for individual ownership, and contributes to waste reduction and affordability by enabling access to items that might otherwise be costly or under-used.

## **Existing provision**

- 9.6 Surrey County Council operates 3 libraries within Guildford borough as part of its core strategic network of 42 county libraries. These are located in:
- Guildford library (to serve the Guildford urban area)
  - Ash (to serve the Ash and Tongham urban area)
  - East Horsley (to serve villages and settlements to the East of the borough)
- 9.7 There is also a network of Community Partnered Libraries, which includes Shere. These are run by community volunteers, with books provided by the library service, and provide a point of access into the library service network in that community. The Shere Diamond Jubilee library and meeting room opened on 2 October 2012 to replace the withdrawn mobile library service.

## **Planned provision**

- 9.8 Library Provision is currently based around socioeconomic need, for example from IMD (Indices of Multiple Deprivation) data rather than population, demand, or size.
- 9.9 Guildford Library has received a grant of £30,000 per year over three years to establish a Green Library Hub to build on their existing initiatives and strengthen partnerships.

## **Cemeteries and crematoria**

### **Lead agency**

- Guildford Borough Council
- Parish Councils
- Private cemetery providers

### **Evidence**

- Procurement of New Cemeteries Meeting of Community Executive Advisory Board, Thursday, 5th July, 2018

### **Context**

- 9.10 Council cemeteries and crematoria are generally managed by borough, district and parish councils. The provision of burial land is a non-statutory service provided by the Council as well as parish councils and private companies.

## Existing provision

- 9.11 Guildford Borough Council operates and maintains two cemeteries within the borough. The Mount Cemetery at The Mount in Guildford and Stoke New Cemetery at Stoughton Road in Guildford.
- 9.12 The Mount Cemetery has been closed for new burials for a number of years. The only burials which occur there are burial of cremated remains or full burials in existing family graves.
- 9.13 Stoke New cemetery and Stoke Old Cemetery, either side of Stoughton Road in the north west of Guildford is the borough's main cemetery. Stoke Cemetery is currently open for new burials. The cemetery is separated into a number of sections specifically for Church of England (lawn and traditional), Roman Catholic (lawn and traditional), Non-Conformist (lawn and traditional), Jewish (lawn) and children/ babies (lawn and traditional).
- 9.14 Current borough capacity is 5 to 10 years and there is very limited capacity for catholic lawn graves, non-conformist with no marked provision for members of the travelling community, or followers of the Muslim faith, and there are sections of the community that the Council is not able to cater for.
- 9.15 A service chapel is available for all denominations. Cremated remains may be placed in a Garden of Remembrance.
- 9.16 Stoke old Cemetery is taking reopens only. Stoke new Cemetery is currently taking mainly reopens, but also has a small amount of burial space. This is the only cemetery in Guildford town with new grave space.
- 9.17 There are eight other churchyards in Guildford town, such as Holy Trinity Church, that are also owned by Guildford Borough Council. However, these are all closed.
- 9.18 Cemeteries in the Parishes of Shalford, Send, Ripley, Compton and Worplesdon are run by the respective Parishes Councils for residents of those parishes only.
- 9.19 A privately owned and operated natural burial ground at Clandon Woods, in West Clandon provides natural burials. Natural burial is not currently provided by the council.
- 9.20 Capacity is also available privately at Brookwood Cemetery, Nightingale Cemetery and Eashing Cemetery.
- 9.21 Ash Cemetery on Ash Church Road is owned and managed by Ash Parish Council. This has new plots available for exclusive rights purchase, and also vaults. There is also a Garden of Remembrance where cremated remains may be placed.
- 9.22 Guildford Crematorium New Pond Road near to Shalford in the south of the borough is the borough's main crematorium. It was rebuilt from 2018-2019 and has recently been given an 'outstanding' rating following an inspection from the Federation of Burial and Crematorium Authorities in March 2026. It has won several awards including RIBA South East Regional RIBA Awards (2022).

- 9.23 A Burial site was allocated in the LPSS at Salt Box Lane (Policy A23) to provide 7.88 hectares of Burial ground, which was to be delivered in 6-15 years. This plot of land was purchased by the Council in 2021. Environmental Services confirmed that plans to develop the land for burial ground use had to be abandoned due to higher than anticipated costs.

## **Planned provision**

- 9.24 Guildford Borough Council's Bereavement Service is currently undertaking a full service review, including a search for additional provision either as an extension to an existing cemetery, or a new cemetery. This will include working with local faith groups. The Planning Service is working with the Bereavement Service to try to find suitable sites for additional provision of grave space. These need to be in places which are not liable to flooding.
- 9.25 Choice is needed for burials and cremations, so that families can select the service based on their religious, location and other needs. The options available to the people of Guildford for burial are reducing. The current supply of cemeteries owned and operated by Guildford Borough Council has sufficient capacity for approximately 5 to 10 years supply.
- 9.26 There is a need to plan for provision for approximately the next 50 years.
- 9.27 One or two new cemetery sites will therefore be needed, each between 2 and 2.4 hectares. These should be either adjacent to existing cemeteries or in areas of planned population growth.

## **Progress against the Local Plan Infrastructure Schedule**

- 9.28 BS1 New burial ground at Salt Box Road, by Whitmoor Common and the railway line was abandoned due to viability issues.

## **Sports facilities**

### **Lead agency**

- Guildford Borough Council
- Surrey County Council
- Private providers (including the University of Surrey)

### **Evidence**

- Playing Pitch Strategy Presentation (2019)
- Topic paper: Open space (2022)

### **Context**

- 9.29 Most residents in the borough live close to a built sports facility with 27 per cent of residents being members of sports club. 70 per cent of sporting activities take place in the urban areas, mainly Guildford.

- 9.30 The quality of built sports facilities is generally high.

### **Existing provision**

- 9.31 The provision of high quality indoor and outdoor sports infrastructure within the borough is good.
- 9.32 Guildford Spectrum leisure complex is located 1 mile from Guildford centre, attracting 1.9 million visitors each year. The complex houses an Olympic sized ice rink, a 1,300 sqm indoor arena with capacity for up to ten badminton courts, and a stadium with an international standard 400m all weather athletics track, ten-pin bowling, rock climbing, a complex of 4 pools including a diving pool, and a gym. Furthermore, Guildford Lido has a heated 50m pool which is open year-round.
- 9.33 Ash Manor Sports Centre offer badminton, football, pickleball, basketball, a gym, fitness classes, and an all weather outdoor pitch.
- 9.34 The world-class Surrey Sports Park, at the University of Surrey was opened in 2010 and includes a 50m pool, as well as gym, climbing wall, netball, tennis, squash, badminton, padel, and fitness classes. The sports complex is open to the public at certain times. Surrey Sports Park offers a £36m health and fitness facility based at the University of Surrey offering world class sports and events facilities. It is the permanent training base of Aviva Premiership rugby union team Harlequins, and UK top 5 swimming club Guildford City. It is also a regular training base of both England women's Rugby and Lacrosse teams.

### **Cricket pitches**

- 9.35 There are four publicly-managed cricket pitches in the borough. Two of these are located at Stoke Park, one at Sutherland Memorial Park, Burpham and one at Stoke Recreation Ground.

### **Football**

- 9.36 There are 26 publicly managed pitches in the borough, including:
- 14 to 16 11-a-side football pitches (2 are overmarked with 9v9s)
  - 4-7 9v9 (2 are overmarked on 11 a-sides)
  - 1-3 7 a-side (overmarked on 5 a-sides)
  - 2 5 a-side (overmarked on 7v7s)
  - 3 Artificial 5 a-side (dual use with tennis)
  - Guildford Rugby Club, at Broadwater, Guildford Road (managed by Waverly Borough Council, and only partially in the Guildford boundary)

### **Lacrosse**

- 9.37 There are three publicly managed lacrosse pitches in the borough located at Stoke Park.

### **Rugby**

- 9.38 There are 3 full-size pitches and one junior pitch located at Stoke Park.

## **Other sports and activities**

9.39 In addition the borough contains:

- 13 golf clubs and driving ranges
- 61 tennis courts across 20 sites (4 publicly managed courts located at Stoke Park)
- 18 Multi sports courts (publicly managed, free to use)
- 12 bowling clubs and 12 bowling greens
- 4 sites with Rounders and softball pitches
- 3 training grids
- the Papercourt Sailing Club Lake
- Spectrum athletics track

## **Planned provision**

- 9.40 Spectrum Leisure Centre has planned a 10 million pound investment into improving facilities, including padel tennis at the Lido and mini golf.
- 9.41 There are plans to prepare a Playing Pitch Strategy which will create a structured plan to assess, manage, and improve provision of sports facilities to meet current and future community needs.

## **Progress against the Local Plan Infrastructure Schedule**

- 9.42 CMH1, CMH2, and CMH3 policies are for Community meeting halls at Blackwell Farm, Wisley Airfield, and Gosden Hill Farm strategic sites (Use Class D1)
- 9.43 Use Class D1 has since been removed, Class F2 now encompasses community halls.
- 9.44 Gosden Hill farm is currently at the application stage and proposing a mixed-use local centre comprising some or all Use Class C2, C3, E, F2 and sui generis use.
- 9.45 Blackwell Farm is currently at early engagement and has not yet applied for Planning permission.
- 9.46 Wisley Airfield is under construction and includes a mixed-use local centre with a public square, comprising some or all Use Classes C2, C3, E, F2 and sui generis uses. The community hall is to be constructed by the occupation of the 750th residential unit.

## 10. Appendix 1: Delivery against the Infrastructure Schedule

|                                                 |        |
|-------------------------------------------------|--------|
| Unknown                                         | (U)    |
| Cancelled / no longer necessary                 | (C)    |
| Dependant on emerging sites / feasibility stage | (D)    |
| Complete or committed (e.g. in S106)            | (Comm) |

| Ref | Infrastructure type / Infrastructure project                                  | Status | Delivered by                                                                                                  |
|-----|-------------------------------------------------------------------------------|--------|---------------------------------------------------------------------------------------------------------------|
| NR1 | Guildford rail station capacity and interchange improvements                  | (U)    | Network Rail                                                                                                  |
| NR2 | New rail station at Guildford West (Park Barn)                                | (D)    | Network Rail, Surrey County Council, Royal Surrey County Hospital, Guildford Borough Council and developer(s) |
| NR3 | New rail station at Guildford East (Marrow)                                   | (D)    | Network Rail, Surrey County Council and developer                                                             |
| NR4 | Electrification of North Downs Line, facilitating increased service frequency | (U)    | Network Rail                                                                                                  |
| NR5 | Portsmouth Direct Line improvements facilitating increased service frequency  | (Comm) | Network Rail                                                                                                  |

| Ref  | Infrastructure type / Infrastructure project                                                                      | Status | Delivered by                                                                                       |
|------|-------------------------------------------------------------------------------------------------------------------|--------|----------------------------------------------------------------------------------------------------|
| NR6  | North Downs Line (Great Western Railway) service frequency and timetable improvements                             | (Comm) | Network Rail and Great Western Railway                                                             |
| SRN1 | A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) 'Road Investment Strategy' scheme (E31) | (C)    | Highways England                                                                                   |
| SRN2 | M25 Junction 10/A3 Wisley interchange 'Road Investment Strategy' scheme (E16)                                     | (Comm) | Highways England                                                                                   |
| SRN3 | New A3/A3100 Burpham junction with relocated A3 southbound off-slip and new A3 southbound on-slip                 | (D)    | Highways England and/or developer                                                                  |
| SRN4 | M25 Junctions 10-16 'Road Investment Strategy' scheme (E15)                                                       | (C)    | Highways England                                                                                   |
| SRN5 | A3 northbound off-slip lane widening at University Interchange (approaching Tesco roundabout) improvement scheme  | (Comm) | Highways England                                                                                   |
| SRN6 | A3 southbound off-slip lane widening to A320 Stoke Interchange improvement scheme                                 | (Comm) | Highways England                                                                                   |
| SRN7 | A3 northbound on-slip at A247 Clandon Road (Burnt Common)                                                         | (C)    | Highways England and/or developer                                                                  |
| SRN8 | A3 southbound off-slip at A247 Clandon Road (Burnt Common)                                                        | (C)    | Highways England and/or developer                                                                  |
| LRN1 | Guildford Town Centre Transport Package                                                                           | (Comm) | Surrey County Council for highway schemes, Guildford Borough Council for replacement Walnut Bridge |
| LRN2 | A3/Egerton Road Tesco Roundabout improvement scheme                                                               | (Comm) | GBC on behalf of Surrey County Council and/or Highways England                                     |

| Ref   | Infrastructure type / Infrastructure project                                                                             | Status | Delivered by                      |
|-------|--------------------------------------------------------------------------------------------------------------------------|--------|-----------------------------------|
| LRN3  | New signalised junction from Blackwell Farm site to A31 Farnham Road                                                     | (D)    | Developer                         |
| LRN4  | Access road at Blackwell Farm site with link to Egerton Road                                                             | (D)    | Developer                         |
| LRN5  | Interventions to address potential highway performance issues resulting from development at Blackwell Farm site          | (D)    | Highways England and/or developer |
| LRN6  | Interventions to address potential highway performance issues resulting from development at Gosden Hill Farm site        | (D)    | Highways England and/or developer |
| LRN7  | Interventions to address potential highway performance issues resulting from development at former Wisley Airfield site. | (Comm) | Highways England and/or developer |
| LRN8  | Interventions to address potential highway performance issues ... resulting from development at SARP site                | (Comm) | Highways England and/or developer |
| LRN9  | A323 Ash Road, Ash Street and Guildford Road (Ash) traffic management and environmental improvement scheme               | (U)    | Surrey County Council             |
| LRN10 | B3411 Ash Hill Road (Ash) traffic management and environmental improvement scheme                                        | (U)    | Surrey County Council             |
| LRN11 | B3411 Ash Hill Road/A323 Guildford Road (Ash) junction improvement scheme                                                | (Comm) | Surrey County Council             |
| LRN12 | B3411 Ash Vale Road (Ash Vale) environmental improvement scheme                                                          | (U)    | Surrey County Council             |
| LRN13 | A323 Aldershot Road/A331 Blackwater Valley Route (Ash) junction improvement scheme                                       | (U)    | Guildford Borough Council         |

| Ref   | Infrastructure type / Infrastructure project                                                                                  | Status | Delivered by              |
|-------|-------------------------------------------------------------------------------------------------------------------------------|--------|---------------------------|
| LRN14 | A331 Blackwater Valley Route with A31 Hog's Back (Tongham) junction improvement scheme                                        | (Comm) | Guildford Borough Council |
| LRN15 | The Street (Tongham) environmental improvement scheme                                                                         | (Comm) | Surrey County Council     |
| LRN16 | A31 Hog's Back (Tongham to Puttenham) road safety scheme                                                                      | (Comm) | Surrey County Council     |
| LRN17 | B3000 Puttenham Hill/A31 Hog's Back junction (Puttenham) improvement scheme                                                   | (U)    | Surrey County Council     |
| LRN18 | A247 Send Road/Send Barns Lane (Send) traffic management and environmental improvement scheme                                 | (U)    | Surrey County Council     |
| LRN19 | New road bridge and footbridge scheme to enable level crossing closure on A323 Guildford Road adjacent to Ash railway station | (Comm) | Guildford Borough Council |
| LRN20 | East Horsley and West Horsley traffic management and environmental improvement scheme                                         | (U)    | Surrey County Council     |
| LRN21 | A322 Onslow Street, Laundry Road, A322 Woodbridge Road and A246 York Road junctions improvement scheme                        | (U)    | Surrey County Council     |
| LRN22 | A323 Guildford Road/A324 Pirbright Road junction improvement scheme                                                           | (Comm) | Surrey County Council     |
| LRN23 | A281 Horsham Road/A248 Kings Road/A248 Broadford Road junction improvement schemes                                            | (D)    | Surrey County Council     |
| LRN24 | A247 Clandon Road/The Street (West Clandon) traffic management and environmental improvement scheme                           | (U)    | Surrey County Council     |

| Ref  | Infrastructure type / Infrastructure project       | Status | Delivered by                                                                                       |
|------|----------------------------------------------------|--------|----------------------------------------------------------------------------------------------------|
| P&R1 | Gosden Hill Farm Park and Ride                     | (D)    | Developer                                                                                          |
| SMC1 | Sustainable Movement Corridor: West                | (Comm) | Guildford Borough Council<br><br>Surrey County Council, Guildford Borough Council and developer(s) |
| SMC2 | Sustainable Movement Corridor: Yorkie's Bridge     | (U)    | Surrey County Council, Guildford Borough Council, Network Rail and developer(s)                    |
| SMC3 | Sustainable Movement Corridor: Town Centre Phase 1 | (D)    | Surrey County Council and Guildford Borough Council                                                |
| SMC4 | Sustainable Movement Corridor: Town Centre Phase 2 | (D)    | Surrey County Council, Guildford Borough Council, Network Rail and developer(s)                    |
| SMC5 | Sustainable Movement Corridor: North               | (Comm) | Surrey County Council, Guildford Borough Council and developer(s)                                  |
| SMC6 | Sustainable Movement Corridor: East                | (D)    | Surrey County Council, Guildford Borough Council and developer                                     |
| BT1  | New Guildford town centre bus facilities           | (Comm) | Surrey County Council and/or Guildford Borough Council and/or developer(s)                         |

| Ref | Infrastructure type / Infrastructure project                                                                                          | Status            | Delivered by                                                    |
|-----|---------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------------------------------------------------------|
| BT2 | Bus interchange at Effingham Junction rail station (or alternatively Horsley rail station)                                            | (Comm)            | Developer                                                       |
| BT3 | Significant bus network serving the Land at former Wisley airfield site and key destinations to be provided and secured in perpetuity | (Comm)            | Developer                                                       |
| BT4 | Significant bus network serving the Gosden Hill Farm site and key destinations including the existing eastern suburbs                 | (D)               | Developer                                                       |
| BT5 | Significant bus network serving the Blackwell Farm site and key destinations including the existing western suburbs                   | (D)               | Developer                                                       |
| AM1 | Guildford Wayfinding signage system – Phase 2                                                                                         | (D) <sup>98</sup> | Surrey County Council, Guildford Borough Council and developers |
| AM2 | Comprehensive Guildford cycle network, excluding AM3                                                                                  | (D) <sup>99</sup> | Surrey County Council, Guildford Borough Council and developers |
| AM3 | Off site cycle network from the Land at former Wisley airfield site to key destinations                                               | (Comm)            | Surrey County Council, Guildford Borough Council and developers |
| EG1 | UKPN RDP Asset replacement and reinforcements                                                                                         | (U)               | UKPN / SSE / Developers                                         |
| EG2 | UKPN Various                                                                                                                          | (U)               | UKPN                                                            |

<sup>98</sup> Partially complete

<sup>99</sup> Partial improvements funded

| Ref  | Infrastructure type / Infrastructure project                                                                                          | Status | Delivered by   |
|------|---------------------------------------------------------------------------------------------------------------------------------------|--------|----------------|
| EG3  | Upgrade electricity supply infrastructure should capacity assessment conclude it necessary, at Gosden Hill strategic site             | (D)    | UKPN           |
| EG4  | Upgrade electricity supply infrastructure should capacity assessment conclude it necessary, at Blackwell Farm strategic site          | (D)    | UKPN           |
| EG5  | Upgrade electricity supply infrastructure should capacity assessment conclude it necessary, at Wisley former airfield strategic sites | (Comm) | UKPN           |
| EG6  | Upgrade electricity supply infrastructure should capacity assessment conclude it necessary, at Slyfield Regeneration site (SARP)      | (Comm) | UKPN           |
| WS1  | Upgrade to water supply network capacity to support the former Wisley airfield strategic site                                         | (Comm) | Affinity Water |
| WS2  | Upgrade to capacity of water supply network if assessment shows it is needed to support Blackwell Farm strategic site                 | (D)    | Thames Water   |
| WS3  | Upgrade to capacity of water supply network if assessment shows it is needed to support Gosden Hill Farm strategic site               | (D)    | Thames Water   |
| WS4  | Upgrade to capacity of water supply network if assessment shows it is needed to support Slyfield Regeneration site                    | (D)    | Thames Water   |
| WCT1 | Upgrade to the foul water network connections to the former Wisley airfield site to provide sufficient capacity                       | (Comm) | Thames Water   |
| WCT2 | Upgrade of capacity at Ripley wastewater treatment works to serve increased flows from Wisley former airfield strategic site          | (Comm) | Thames Water   |

| Ref  | Infrastructure type / Infrastructure project                                                                                                                                                                                                                                                                                                       | Status | Delivered by |
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| WCT3 | Upgrade to wastewater infrastructure if assessment (at developer's cost) shows that additional capacity is needed to provide for Blackwell Farm strategic site. Details of scale and form of upgrades to wastewater infrastructure will be included once development areas are confirmed and developers have produced detailed drainage strategies | (D)    | Thames Water |
| WCT4 | Upgrade to wastewater infrastructure if assessment (at developer's cost) shows that additional capacity is needed to provide for Gosden Hill                                                                                                                                                                                                       | (D)    | Thames Water |
| WCT5 | Relocation of Slyfield wastewater treatment works                                                                                                                                                                                                                                                                                                  | (Comm) | Thames Water |
| WCT6 | Upgrading existing pumping station at Slyfield. Slyfield Area Regeneration Project (SARP) site                                                                                                                                                                                                                                                     | (Comm) | Thames Water |
| WCT7 | Pipeline required between existing pumping station and the new site and potentially returning to discharge location at Slyfield Area Regeneration Project (SARP) site                                                                                                                                                                              | (Comm) | Thames Water |
| WCT8 | Upgrade of capacity at Ash Vale wastewater treatment works to serve increased flows                                                                                                                                                                                                                                                                | (Comm) | Thames Water |
| FRR1 | Minimising surface water flood risk at the strategic site at Gosden Hill, to ensure that run-off after development does not exceed run-off rates from the site before development.                                                                                                                                                                 | (D)    | Developer    |
| FRR2 | Minimising surface water flood risk at the strategic site at Blackwell Farm, to ensure that run-off after development does not exceed run-off rates from the site before development.                                                                                                                                                              | (D)    | Developer    |

| Ref   | Infrastructure type / Infrastructure project                                                                                                                                                  | Status | Delivered by                                            |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|---------------------------------------------------------|
| FRR3  | Minimising surface water flood risk at the strategic site at Wisley former airfield, to ensure that run-off after development does not exceed run-off rates from the site before development. | (Comm) | Developer                                               |
| SANG1 | Strategic Suitable Alternative Natural Green Space (SANG) Effingham Common (current)                                                                                                          | (Comm) | Guildford Borough Council                               |
| SANG2 | Strategic Suitable Alternative Natural Green Space (SANG) Chantry Woods, Pilgrim's Way, Holy Trinity (current)                                                                                | (Comm) | Guildford Borough Council                               |
| SANG3 | Strategic Suitable Alternative Natural Green Space (SANG) Riverside Park (including Parsonage Watermeadows), North Guildford (current)                                                        | (Comm) | Guildford Borough Council                               |
| SANG4 | Strategic Suitable Alternative Natural Green Space (SANG) Tyting Farm, Halfpenny Lane, Holy Trinity                                                                                           | (Comm) | Guildford Borough Council                               |
| SANG5 | Strategic Suitable Alternative Natural Green Space (SANG) Burpham Court Farm, North Guildford                                                                                                 | (Comm) | Guildford Borough Council                               |
| SANG6 | Strategic Suitable Alternative Natural Green Space (SANG) Russell Place Farm, Wood Street Village                                                                                             | (Comm) | Landowner                                               |
| SANG7 | Strategic Suitable Alternative Natural Green Space (SANG) Ash, West of Ash Green                                                                                                              | (Comm) | Developer<br>Maintained by the Land Trust in perpetuity |
| SANG8 | Strategic Suitable Alternative Natural Green Space (SANG) Land Adjacent to Long Reach, West Horsley                                                                                           | (Comm) | Landowner                                               |

| Ref    | Infrastructure type / Infrastructure project                                                                                      | Status | Delivered by                              |
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| SANG9  | Bespoke Suitable Alternative Natural Green Space (SANG) Bens Wood, West Horsley                                                   | (Comm) | Developer                                 |
| SANG10 | Bespoke Suitable Alternative Natural Green Space (SANG) at Blackwell Farm site                                                    | (D)    | Developer                                 |
| SANG11 | Bespoke Suitable Alternative Natural Green Space (SANG) Gosden Hill Farm                                                          | (D)    | Developer                                 |
| SANG12 | Bespoke Suitable Alternative Natural Green Space (SANG) Former Wisley airfield                                                    | (Comm) | Developer                                 |
| OS1    | Open space including park, playground, and playing fields at Gosden Hill Farm strategic site                                      | (D)    | Developer                                 |
| OS2    | Open space including park, playground, and playing fields, at Blackwell Farm strategic site                                       | (D)    | Developer                                 |
| OS3    | Open space including park, playground, and playing fields at Former Wisley Airfield strategic site                                | (Comm) | Developer                                 |
| OS4    | Bellfields allotments relocated to Clay Lane                                                                                      | (Comm) | Guildford Borough Council                 |
| OS5    | New allotments on land north east of Spoil Road, Tongham                                                                          | (U)    | Developer; to be vested to Parish Council |
| EYED1  | Early years provision on strategic sites, to meet identified needs                                                                | (D)    | Private developer                         |
| PED1   | A new two-form entry primary school with pre-school provision at the Former Wisley Airfield site to serve new housing on the site | (Comm) | An academy trust                          |
| PED2   | A new two-form entry primary school with pre-school provision at Gosden Hill Farm to serve new housing on the site                | (D)    | An academy trust                          |

| Ref  | Infrastructure type / Infrastructure project                                                                                                                                                               | Status | Delivered by                          |
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| PED3 | A new two-form entry primary school with pre-school provision at Blackwell Farm to serve new housing on the site                                                                                           | (D)    | An academy trust                      |
| PED4 | Appropriate financial contribution to enable expansion of Weyfield Primary Academy by additional 1FE – 2FE with pre-school provision at Slyfield regeneration site (SARP) to serve the new housing on site | (Comm) | An academy trust                      |
| PED5 | (Potential) expansion of Ash Grange Primary School by additional 1FE - 2FE (if required to provide spaces for children who will live in the homes south and east of Ash and Tongham)                       | (D)    | A community / maintained school       |
| PED6 | Up to an additional 3FE in Guildford Town;                                                                                                                                                                 | (U)    | Existing schools and an academy trust |
| SED1 | A minimum 4-form entry (4FE) secondary school at Gosden Hill Farm strategic development site. To be located a short walk from the proposed Park and Ride.                                                  | (D)    | An academy trust                      |
| SED2 | A 4FE secondary school at the former Wisley airfield                                                                                                                                                       | (C)    | An academy trust                      |
| SED3 | A 6FE secondary school at Blackwell Farm strategic development site. To be located to the north of the site.                                                                                               | (D)    | An academy trust                      |
| SED4 | Expansion of Ash Manor Secondary School by additional 1FE to provide spaces for children who will live around Ash and Tongham                                                                              | (Comm) | An academy trust                      |
| ES1  | Neighbourhood Policing Centre (30 sq. m plus 2 parking spaces) on-site at Former Wisley Airfield site                                                                                                      | (Comm) | Surrey Police                         |

| Ref    | Infrastructure type / Infrastructure project                                                                                                                                                                                                                              | Status | Delivered by                                     |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------------------------------------|
| ES2    | A new ambulance community response post and a Make Ready Centre (MRC) at the existing ambulance station at The Street, Tongham (immediately north of the A31 Runfold Diversion).                                                                                          | (Comm) | SE Coast Ambulance NHS Foundation Trust (SECAmb) |
| HSC1   | Park Barn Surgery and Community Centre:                                                                                                                                                                                                                                   | (C)    | GP Practice / Guildford Waverley CCG             |
| HSC2   | Land and a new building for a new GPs practice surgery at Gosden Hill strategic site                                                                                                                                                                                      | (D)    | Developer / Guildford Waverley CCG               |
| HSC3   | Expansion of existing GPs Practices in Guildown Group Practice to provide additional capacity for residents of Blackwell Farm strategic site or land and a new building for a new GPs practice surgery at Blackwell Farm strategic site                                   | (D)    | Developer / Guildford Waverley CCG               |
| HSC4   | GPs surgery with pharmacy at the Former Wisley airfield site                                                                                                                                                                                                              | (Comm) | Developer / Guildford Waverley CCG               |
| HSC5   | Expansion of East Horsley Medical Centre to provide additional capacity and services for future population                                                                                                                                                                | (U)    | GP Practice                                      |
| HSC6   | Expansion of existing GP provision in the area to provide additional capacity for residents of the Ash and Tongham strategic location for development or land and a new building for a new GPs practice surgery at the Ash and Tongham strategic location for development | (Comm) | Developer / Surrey Heath CCG                     |
| chaBS1 | New burial ground at Salt Box Road, by Whitmoor Common and the railway line.                                                                                                                                                                                              | (C)    | Guildford Borough Council                        |
| CMH1   | Community meeting hall at Blackwell Farm strategic site (Use Class D1)                                                                                                                                                                                                    | (D)    | TBD                                              |
| CMH2   | Community meeting hall at Gosden Hill Farm strategic site (Use Class D1)                                                                                                                                                                                                  | (D)    | TBD                                              |
| CMH3   | Community meeting hall at the former Wisley airfield strategic site (Use Class D1)                                                                                                                                                                                        | (Comm) | TBD                                              |

| Ref   | Infrastructure type / Infrastructure project                                                                                                    | Status | Delivered by              |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------|--------|---------------------------|
| SARP1 | New Surrey County Council waste transfer station in the Slyfield industrial estate (in different location to existing, to replace the existing) | (Comm) | Surrey County Council     |
| SARP2 | New Community Recycling Centre (CRC)                                                                                                            | (Comm) | Surrey County Council     |
| SARP3 | New works depot for Guildford Borough Council                                                                                                   | (Comm) | Guildford Borough Council |

