

# Guildford borough Infrastructure baseline



July 2013



GUILDFORD  
BOROUGH

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# Executive summary

## What is infrastructure?

Infrastructure is the range of services and facilities local communities need to function.

Services and facilities include:

- **physical assets such as roads, train stations and sewerage systems**
- **social assets such as doctors surgeries, hospitals and schools**
- **community assets such as cemeteries and public open spaces.**

This infrastructure baseline study is an audit of existing infrastructure provision. It is not a plan of the infrastructure we need to provide to support development in the future. We will prepare an Infrastructure Delivery Plan to do this at the next stage of preparing the new Local Plan.

This baseline considers the quality and capacity of the existing physical, community and social infrastructure, which supports the borough's resident and working populations. It examines each type of infrastructure, reviews existing capacity, and for some infrastructure types, also notes the current firm plans of infrastructure providers.

## Key findings

- The provision of appropriate transport infrastructure and services is one of the most pressing issues facing Guildford borough. Traffic congestion on the local and strategic road networks and overcrowding on rail services are symptoms of transport demand being densely concentrated on certain parts of the road and rail networks at certain times of day.
- The availability of school places, within Guildford borough is a growing issue due to the rising birth rate over the last decade. Any major new housing development planned in the borough will have implications for demand for school places. There is already some existing pressure on primary school place provision in our urban areas, and secondary schools will feel this in the coming years. It is important that the availability of school places keeps pace with demand.
- An expanding population will need additional burial space, including providing sufficient choice, and suitable space for all sections of the community.
- Guildford town needs a new centrally located library to meet modern community needs. Such new facilities operate as community hubs.

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- Suitable Alternative Natural Green Space (SANG) is green open space provided and managed to mitigate the harmful effects of new development on protected bird habitats. This is explained in detail in the baseline section on green infrastructure (Section 4). The availability of Suitable Alternative Natural Green Space to reduce pressure on the protected bird habitats, called Special Protection Areas (SPA), is crucial for housing delivery in most of the borough. Without these we cannot approve new housing. An insufficient amount of SANG land could restrict new housing in medium sized developments which are not large enough to provide their own SANG. Whilst large housing and mixed-use developments will provide their own SANG as part of their development site to mitigate harm to the SPA, smaller sites will rely on other SANG. Legal restrictions on the use of planning obligations to collect and pool financial contributions from developers, effective from April 2014 (although the Government may now delay this date), will impact our ability to approve smaller planning applications for new homes which need to rely on collective SANG provision.
- Businesses, residents, voluntary and community groups in some of our rural areas need higher speed broadband than they currently have. The borough will have full high speed coverage within the next few years thanks to a partnership between Surrey County Council and BT Openreach.

This infrastructure baseline also summarises Guildford Borough Council's on-going work with infrastructure providers and adjoining councils. This work and the infrastructure delivery plan will help to ensure that the infrastructure we need to support the areas preferred development strategy that will be identified at a later stage in preparing the Local Plan is available.

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## **Infrastructure baseline**

# 1 Introduction

## 1.1 Purpose of this document

- 1.1.1 We need effective infrastructure planning to ensure that development is delivered effectively and does not over burden existing infrastructure in an area. It also helps to identify where existing infrastructure needs improvement, potentially using future funds from the Community Infrastructure Levy (CIL), once we have introduced this following preparation of the new Local Plan.
- 1.1.2 This infrastructure baseline provides an overview of the quality and capacity of the existing provision of infrastructure of different types. It identifies where there is currently sufficient capacity and where there is already pressure on existing infrastructure which further development could make worse. This will help us decide which locations are, or could be made, suitable for further development.
- 1.1.3 Infrastructure planning is the process by which we identify and address deficiencies in the existing provision of local services. 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.
- 1.1.4 This baseline study covers the first stage of infrastructure planning only, identifying capacity and any deficiencies in the existing provision of infrastructure.
- 1.1.5 Infrastructure includes physical infrastructure such as roads, as well as services, for example the number of doctors surgeries and school places.
- 1.1.6 In order to demonstrate that the new Local Plan will be effective, we also need to show that we can deliver our planned development on the ground. Infrastructure will be one of the factors that informs the Local Plan's decisions on the most suitable locations for future development of housing, employment opportunities, and community and leisure services.

- 1.1.7 Following the Local Plan Issues and Options consultation, we will identify in a draft Infrastructure Delivery Plan (IDP), any essential additional infrastructure required to support the development proposed in the draft Local Plan Strategy and Sites document. The final IDP will be published alongside and in support of the submission draft Local Plan Strategy and Sites document and will include a schedule of specific infrastructure projects. These projects will be costed, and sources of funding identified where possible. The IDP will be a living document which will be regularly updated.
- 1.1.8 Engagement with infrastructure providers is ongoing.
- 1.1.9 It is important to note that this study is the infrastructure baseline, and is not the draft IDP.

## 1.2 Types of infrastructure

- 1.2.1 **Figure A** below lists the various types of infrastructure that this infrastructure baseline study considers, along with the relevant delivery agencies.

Infrastructure type	Delivery agency
<b>Transport</b>	
<b>Strategic Road Network (SRN)</b>  Management and maintenance of the A3 and the M25 junction 10 with the A3	Highways Agency
<b>Local Road Network (LRN)</b>  These roads can be classified as A principal, B, classified unnumbered and unclassified roads  This system of roads classification directs motorists towards the most suitable roads for reaching their destination	Surrey County Council
<b>Public off-street car parking</b>	Guildford Borough Council  Various parish councils  Private owners of public off-street car parks including Debenhams, South West Trains, Network Rail, and First Great Western
<b>Bus services, Park and Ride and coach services</b>	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
<b>Cycling and walking infrastructure</b>	Surrey Country Council
<b>Rail</b>	Network Rail  South West Trains  First Great Western  Southern

# 1 Introduction

Infrastructure type	Delivery agency
<b>Physical infrastructure</b>	
<b>Utilities</b>	
<b>Electricity and gas distribution</b>	UK Power Networks
<b>Electricity and gas supply</b>	Southern Gas Networks EDF
<b>Water supply</b>	Thames Water - southern half of the borough South East Water - western quarter of the borough Affinity Water (Central Region) - north east part of the borough (previously called Veolia Three Valleys Water)
<b>Waste water treatment</b>	Thames Water
<b>Flood risk reduction</b>	Environment Agency Guildford Borough Council
<b>Telecommunications</b>	Telecom operators including BT working with Surrey County Council on broadband infrastructure
<b>Waste and recycling</b>	
<b>Waste collection</b>	Guildford Borough Council
<b>Waste disposal and treatment</b>	Surrey County Council
<b>Social and Community Infrastructure</b>	
<b>Education</b>	
<b>Early years education</b>	Surrey County Council (Early Years) Private nurseries
<b>Primary and secondary schools</b>	Surrey County Council (Education) Private Academies Private Education Sector
<b>Further and higher education</b>	University of Surrey Guildford College of Law Guildford Academy of Contemporary Music Merrist Wood College (horticulture) Guildford College

Infrastructure type	Delivery agency
<b>Emergency services</b>	
<b>Police</b>	Surrey Police Authority, Surrey Police and Crime Commissioner
<b>Fire and rescue</b>	Surrey Fire and Rescue Service (SFRS)
<b>Ambulance</b>	South East Coast Ambulance Service
<b>Health and social care</b>	
<b>GPs and dental surgeries: Primary health care</b>	Clinical Commissioning Groups and private doctors' practices
<b>Secondary / acute health care / hospitals and community health care</b>	National Health Service (NHS) England Surrey Health and Wellbeing Board Acute care providers
<b>Dental surgeries</b>	Private and NHS
<b>Residential care</b>	Surrey County Council and Guildford Borough Council, and charitable and private providers
<b>Community facilities</b>	
<b>Libraries</b>	Surrey County Council (Library Service)
<b>Cemeteries and crematoria</b>	Guildford Borough Council, parish councils and private providers
<b>Sports facilities</b>	Guildford Borough Council, Surrey County Council and private providers, including the University of Surrey

**Figure A: Scope of the infrastructure baseline study**

### 1.3 Why prepare an Infrastructure Delivery Plan?

- 1.3.1 After preparing this infrastructure baseline, the next stage is to prepare an Infrastructure delivery plan (IDP).
- 1.3.2 In order 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 be funded and who is responsible for delivery. Any funding gap may then be filled by contributions from developers through planning obligations (particularly for large developments) and/or the Community Infrastructure Levy (CIL), which Guildford Borough Council has decided to implement locally.
- 1.3.3 As required by national planning policy (the National Planning Policy Framework, the NPPF), we are working with neighbouring councils, transport providers and other infrastructure providers, to develop strategies to provide the viable infrastructure necessary to support future sustainable development. For example, this infrastructure baseline study summarises the current position of the existing electronic communications networks, including telecommunications and high speed broadband. These are vital for businesses, particularly in rural areas, and can help to reduce social isolation. The Local Plan will also attempt to address any barriers to investment, including infrastructure.
- 1.3.4 The Local Plan will include policies about transport, telecommunications, waste collection, water supply, waste water, energy and flood risk, health, security, community and cultural infrastructure. For the purposes of funding by the CIL, infrastructure is defined (by the Planning Act 2008 and CIL regulations 2010) as including roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces.
- 1.3.5 Pressure on infrastructure within Guildford borough has in recent decades occurred for a number of reasons. The first is that in the past infrastructure has not increased at the same level as development, in particular housing development. This is largely due to the pattern of infill development in our urban and village areas which has resulted in development of a very large number of small (those providing one to five homes) and medium-sized (between six and 15 homes) sites. Many of these have been too small to require a contribution to be made towards infrastructure provision, being under most of the planning obligations thresholds. Taken together, these represent a significant quantum of development requiring supporting infrastructure.

The introduction of the CIL aims to remedy this as contributions will be required from much smaller developments, and almost all new homes except for affordable homes will contribute.

- 1.3.6 In addition, we anticipate future increase in the number of households, fuelled by increasing birth rates and greater longevity. Growth in household numbers will place pressure on schools, roads, local transport services, medical services and supported housing over the plan period.
- 1.3.7 New developments such as housing and employment provide both opportunities and challenges for the area. Targeting areas for growth alongside investment in supporting infrastructure can improve services, facilities and the quality of life of communities. With a strong Infrastructure Delivery Plan (IDP) to support the new Local Plan, growth can occur in a coherent and sustainable manner.
- 1.3.8 This infrastructure baseline assesses provision of the key infrastructure types. It outlines potential gaps in provision and, where information is available, what new infrastructure is already planned. The IDP supporting the Local Plan will then consider ways in which infrastructure provision can support and mitigate against the effects of planned new development.
- 1.3.9 Should the IDP find insufficient infrastructure capacity to accommodate increased demand from planned new development, additional infrastructure capacity will need to be provided, or demand managed. Demand management is where we reduce existing pressure through behavioural change, for example, we manage demand for movement, through promoting and so increasing movement on foot, by bicycle and using passenger transport . We expect additional infrastructure capacity to mostly be funded from development, through planning obligations or CIL.
- 1.3.10 Contributions from developers through planning obligations, and in future from CIL, cannot be used solely to resolve existing deficits in infrastructure, although they may be used where new development would increase pressure on existing infrastructure. It is therefore vital to understand the adequacy and capacity of our existing infrastructure provision, to help to identify where these may restrict or prohibit future development, or where mitigation would be needed.
- 1.3.11 The IDP will provide a schedule of infrastructure projects that will be used to identify the gap in funding, once known funding sources have been identified. The gap in funding can in part be filled by funding from the CIL.

## 1.4 Infrastructure baseline methodology

- 1.4.1 Much work has been undertaken since 2008, following publication of the Guildford Infrastructure Requirements Study in 2007.
- 1.4.2 The methods used so far to liaise with infrastructure providers of all types and with adjoining councils in considering infrastructure are summarised at **Appendix C**. We will update this record as we prepare the Infrastructure Delivery Plan (IDP).

In summary this work has so far involved:

- sending questionnaires to infrastructure providers regarding their own plans
  - hosting an infrastructure workshop for Local Strategic Partnership (LSP) members and other infrastructure providers - see the working together section (next) and the workshop findings summary (attached as **Appendix B**)
  - working with adjoining councils, Surrey County Council, and other infrastructure providers on a county-wide strategic infrastructure project
  - writing to and telephone conversations with infrastructure providers to encourage comments/observations on the draft infrastructure baseline.
- 1.4.3 At the current stage in preparing the new Local Plan, we do not have an adopted housing number. The 2009 Further Options consultation draft Core Strategy (the name used between 2004 and 2012 for a Local Plan), which was the predecessor to the new Local Plan that we are now preparing, used the South East Plan housing number of 422 homes a year over the plan period. This development was to be located mainly within Ash and Tongham and in and adjoining Guildford town, as well as within some of the villages. At that time we did not have details of all the infrastructure that was needed to support the planned development. We also did not have a full Strategic Housing Land Availability Assessment (SHLAA) study to define what land is available, suitable, and achievable for housing delivery to meet the annual housing requirement. The Council's legal challenge of the South East Plan in early 2010 resulted in the 422 housing number being deleted.
- 1.4.4 The Local Plan Issues and Options consultation paper highlights a range of options for where future development could go, including potential opportunities to allocate some development on the edges of urban area or some sites on the edges of villages. Any potential urban extensions are likely to be of a size that would require their own infrastructure studies and plans. If we propose to include an urban extension or other significant development site in the draft Local Plan Strategy and

Sites document, we will work with the developers and landowners on masterplans for the area(s). This will help to ensure satisfactory infrastructure is available, or can be secured at the time it is needed.

- 1.4.5 Through the Local Plan Issues and Options consultation we are asking the public, businesses, infrastructure providers and other interested organisations for their comments on the issues and the potential options to plan for these through the Local Plan to 2031.
- 1.4.6 It is possible that some of the potential development site options mentioned in the consultation paper could be ruled out if it becomes clear that there are irresolvable infrastructure issues preventing their delivery. For example, it may become clear that funding would not be forthcoming in the plan period, or the infrastructure needed makes a development unviable. Although, with sufficient funding and will, almost every infrastructure gap is capable of resolution. The responses to the consultation, and further infrastructure assessment through ongoing dialogue and other work to prepare the Infrastructure Delivery Plan, may assist in identifying areas on which we should focus future Community Infrastructure Levy funding.
- 1.4.7 The draft Local Plan Strategy and Sites document will include a schedule of infrastructure schemes that will be vital to deliver the Local Plan. We will refine and update this for the submission and examination stages.

## 1.5 Working together

- 1.5.1 Until recently, Guildford had a very well organised and effective Local Strategic Partnership (LSP), which was formed in 2002. The LSP was reviewed and restructured in 2009, and produced Guildford borough's Sustainable Community Strategy, which was adopted in 2009. Partners included representatives from Surrey County Council, Guildford Borough Council, emergency services and other public service agencies, voluntary, community and faith sectors, and business representatives. In late April 2013, the partnership working arrangements were reorganised. The LSP was disbanded to be replaced by a series of public service boards. These public service boards will involve the agreement of a memorandum of understanding (MoU) between the borough and other organisations such as the county council, on the delivery of agreed priorities. Other key partners may include the Royal Surrey Hospital and the University of Surrey.
- 1.5.2 We will continue to work with these infrastructure providers to understand their investments plans in respect of existing and planned provision. Many infrastructure delivery agencies have three to five year delivery timeframes reflected in their own

infrastructure plans and funding regimes, and all have much shorter forecasting and planning timescales than the 16 years time-span of the Local Plan (expected adoption 2015-2031). Infrastructure provision changes as new funding programmes are developed and priorities are rescheduled. This means there will be an on-going challenge to continue partnership working with these providers, including ongoing involvement in formulating their delivery plans. Once our preferred development strategy begins to emerge, this will help our infrastructure partners top formulate their service and investment plans.

- 1.5.3 The LSP has provided useful contribution to our knowledge of the key infrastructure issues facing the borough. A summary report highlighting the role of the infrastructure delivery plan discussed at a meeting of the LSP Board, together with a summary of an infrastructure workshop held with the LSP and other public sector infrastructure providers are presented at **Appendix B** of this study.
- 1.5.4 The Surrey Improvement Partnership ran a three-year (2008-2011) study across Surrey known as the Surrey Infrastructure Capacity Project (SICP) or Surrey Demand for Growth. It was funded by Improvement and Efficiency South East, the South East Regional Improvement and Efficiency Partnership . The project was undertaken by Surrey County Council and its consultants, the 11 district and borough councils, key infrastructure providers including transport, utilities, education, health, and other interested stakeholders including the voluntary sector, community services, and business. Guildford Borough Council worked with these partners to assess infrastructure capacity in Surrey, the impacts of projected growth, and future requirements.
- 1.5.5 The aim was to audit current capacity of strategic infrastructure, and to assess the impact of the projected growth in the number of homes over the next 20 years on roads, rail, schools, hospitals and other strategic infrastructure. In May 2009, a report was published identifying infrastructure baseline and future needs [www.surreyimprovement.info/sicp](http://www.surreyimprovement.info/sicp)
- 1.5.6 The project highlighted some of the difficulties in undertaking public sector infrastructure planning to support Local Plans, including particularly engagement with some of the private utility companies and the rapid change in the structure of many organisations, for example the National Health Service (NHS).
- 1.5.7 Major planned developments near to the borough boundaries are likely to have infrastructure implications for Guildford borough. For example, Surrey Heath Borough Council and Guildford Borough Council prepared and adopted a

joint masterplan for a new mixed use development at Deepcut. Although all of the buildings would be in Surrey Heath, the impacts on nearby roads in Guildford borough were highlighted as a potentially significant issue.

- 1.5.8 We present further detail on the potential cross-boundary infrastructure issues identified so far by neighbouring councils at **Appendix A**.
- 1.5.9 A new requirement was placed on councils in 2011. This is the Duty to Co-operate with specified organisations, including adjoining councils. Much of the work involved in infrastructure planning falls within this requirement, including any major infrastructure planned in an area that would have cross-boundary implications, for example a secondary school or hospital.

## 1.6 **Assessment of current capacity – our infrastructure baseline**

- 1.6.1 The following sections summarise the current provision for each of the different types of physical and operational infrastructure and services shown in **Figure A**.

The assessment outlines:

- the key issues for each infrastructure type
- the existing infrastructure provision
- where there is existing capacity,
- and where there is currently pressure on that infrastructure.

- 1.6.2 The infrastructure baseline does not identify future infrastructure needs, as planned levels and locations of growth are still emerging. The Local Plan Issues and Options consultation paper asks for your views on the possible options for the amount of new development (growth) needed, and where this should go.
- 1.6.3 We will work with infrastructure providers as we write the Local Plan, to ensure that infrastructure can accommodate future development.
- 1.6.4 We have compiled this baseline by examining the delivery strategies of key partners, and through workshops and meetings with infrastructure providers and adjoining councils to discuss existing infrastructure pressure points and potential future needs. The findings of the Surrey Infrastructure Capacity Study have also contributed to this study.

# Physical infrastructure

## 2 Transport

### 2.1 Strategic Road Network

#### Lead agency

Highways Agency

#### Evidence

*Noise Action Plan: Major Roads (outside first round agglomerations)*  
*(Defra, March 2010)*

*Surrey Transport Plan (Surrey County Council, 2011) – specific modules:*  
*Introduction, Congestion Strategy, Implementation and Finance*

*Surrey Future: Congestion Programme – consultation draft*  
*(Surrey County Council, March 2013)*

*Transport Statistics for Surrey: Movement Monitoring Report 2008/9*  
*(Surrey County Council, 2009)*

#### Context

- 2.1.1 The Highways Agency is an Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the Strategic Road Network (SRN) including motorways and trunk roads in England.
- 2.1.2 Traffic flows on the SRN in Surrey are far higher than those experienced nationally. In 2008, traffic flows on A roads in Surrey, including both trunk roads which form part of the SRN and county maintained roads which are not, averaged 21,400 vehicles per day (AADT), 64 per cent higher than the national average (13,079 vehicles per day, Transport Statistics for Surrey: Movement Monitoring Report 2008/9, Surrey County Council, section 4.2).

#### Existing provision

- 2.1.3 There are two SRN routes which pass through Guildford borough:
  - the M25 motorway, which enters the borough at the Wisley interchange (M25 junction 10 with the A3)

- and 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.
- 2.1.4 The M3 motorway, which is also an SRN road to the north of our borough, is accessed via the A331 Blackwater Valley road from Ash.
- 2.1.5 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.
- 2.1.6 The remainder of this section considers the A3, being the key SRN in the borough.
- 2.1.7 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 speed limit is 70 miles per hour (mph). A dual carriageway is a class of highway with two carriageways for traffic travelling in each direction, separated by a central reservation.
- 2.1.8 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.
- 2.1.9 From the A320 Ladymead junction to the M25 Wisley interchange junction, the A3 is dual carriageway with three lanes each way. The speed limit is 70mph.
- 2.1.10 The staggered junction at the Stag Hill interchange in Guildford and the M25 Wisley interchange junction allow movements by vehicles in all directions. 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.
- 2.1.11 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

- 2.1.12 The A3/A31 Hog's Back junction experiences severe peak period congestion (Surrey Future Congestion Programme – consultation draft, Surrey County Council, 2013).

- 2.1.13 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 significantly 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.
- 2.1.14 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 affects conditions on the A3 and vice versa.
- 2.1.15 The A3 through Guildford also experiences a high accident rate including many minor accidents associated with peak time traffic merging at junctions, off peak accidents associated with speeding and the junctions, vehicles leaving the carriageway, skidding or overturning, accidents at night and accidents involving parked vehicles.
- 2.1.16 Community severance and traffic noise are also problems.
- A long section of the A3 in the Guildford urban area and two discrete locations in the wider borough by junctions – the B3000 near Hurtmore and the A247 Clandon Road – are designated as First Priority Locations for noise action planning through the Noise Action Plan: Major Roads (outside first round agglomerations) (Department for Environment, Food and Rural Affairs (Defra), 2010). The same source designates other sections of the A3 as Important Areas for Noise Action Planning.
  - Community severance has been 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 (Quigley and Thornley, 2011). 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.

- 2.1.17 The A3/M25 Wisley Interchange junction experiences severe peak period congestion (Surrey Future Congestion Programme – consultation draft, Surrey County Council, 2013).

### Planned provision

- 2.1.18 The Highways Agency has no committed plans to improve traffic management, network management or to increase capacity of the A3 trunk road in our borough.
- 2.1.19 A new Onslow Park and Ride site, promoted by Guildford Borough Council, received planning permission in November 2012 and is being built. It is scheduled to open in autumn 2013. It will intercept traffic approaching the town along the A3 and A31 Hog's Back from the west. We expect this to help reduce congestion on the A3 between the Stag Hill interchange junction and the Wooden Bridge junction.
- 2.1.20 The Surrey Transport Plan sets out various potential major schemes for the county that are 'more likely to be implemented during the lifetime of the Surrey Transport Plan' 2026. One of these is the A3 (A247-A31) improvements scheme:

'To improve the operation of the A3 at Guildford, particularly the junctions, it is proposed to widen the existing dual 2 lane section of carriageway between the A3/A31 Hog's Back and the A322 Wooden Bridge interchange to 3 lanes. There is the possibility of a Park and Ride site linked to the Guildford Hub proposals.'

Surrey Transport Plan: Implementation and Finance module (Surrey County Council, 2011)

- 2.1.21 The draft Surrey Future Congestion Programme suggests that this scheme is not proceeding, but that a strategic transport study of the A3 will be carried out to assess further improvements that could ease congestion. A corresponding Guildford A3 Strategic Corridor Improvements scheme is shown with a target construction date of post-2019.

### Summary

- 2.1.22 The present form and standard of the A3 through the borough is deficient in quality and capacity. As a consequence there are a number of interrelated issues with its performance.
- Vehicular transport demand, principally during the morning and evening peak periods, exceeds the capacity of sections of the four kilometre stretch through Guildford, between the A3/A31 Hog's Back and the A3/A320 Ladymead junctions. This congestion causes unreliable journey times for road users.
  - There is also a strong, adverse relationship between traffic conditions on the A3 and those on the LRN, due to the series of closely spaced, limited access junctions. There is also a high accident rate.
  - The A3, railway lines and the River Wey sever the Guildford urban area.
  - Much of the A3 through Guildford and also in some other locations elsewhere in the borough are being targeted for noise action planning.
  - Severe peak period congestion is experienced at the A3/A31 Hog's Back junction and the A3/M25 Wisley interchange junction.

## 2.2 Local Road Network

### Lead agency

Surrey County Council

### Evidence

*DfT data on ‘Surrey: Total traffic on major roads (thousand vehicle miles), 2000 to 2011’*

*Guildford Borough Parking Strategy (Guildford Borough Council, 2004)*

*Noise Action Plan: Major Roads (outside first round agglomerations) (Defra, 2010)*

*Surrey Local Transport Plan 2001/02-2005/06: Annex 2 Local Area Implementation Programmes (Surrey County Council, 2000)*

*Surrey Transport Plan (Surrey County Council, 2011a) – specific modules: Introduction, Congestion Strategy, Implementation and Finance*

*Surrey Future: Congestion Programme – consultation draft (Surrey County Council, 2013)*

*Traffic on the A323 in Ash: petition from local residents – officer report to the Guildford Local Committee (Surrey County Council, 2004)*

*Transport Statistics for Surrey: Movement Monitoring Report 2008/9 (Surrey County Council, 2009)*

*Travel SMART in Surrey: Surrey’s Large Bid to the Local Sustainable Transport Fund (Surrey County Council, 2011b)*

*Vehicle Licensing Statistics: 2012 (Department for Transport, 2013)*

*2011 Census, Key Statistics for Local Authorities in England and Wales (Office for National Statistics, 2012)*

### Context

- 2.2.1 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 third Local Transport Plan (LTP3).

2.2.2 Although traffic flows in Surrey are far higher than those experienced nationally (see earlier), but the growth in traffic over the last 20 years in Surrey has been less than experienced nationally. This suggests that traffic growth has been controlled well by transport schemes, and or that the LRN is heavily congested and near capacity in peak periods and that traffic can no longer grow as much.

### Existing provision

2.2.3 The LRN provides connections to all the settlements in the borough via a combination of roads. This system of roads 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).
- **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.

2.2.4 Most of the borough's A classified LRN roads radiate out from Guildford:

- the A320 joins Woking
- the A322 provides a route to the M3 and to Bracknell
- the A323 provides a route to Ash, Tongham and Aldershot
- the A25 links to Dorking, Reigate and Redhill
- the A246 serves Leatherhead and Epsom
- the A3100 links to Godalming
- 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 onwards to the county boundary. Other destinations can be reached via the A331 Blackwater Valley Route which the A31 intersects.

- 2.2.5 In Guildford town centre, four of these seven 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).
- 2.2.6 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. 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 vehicular movements between the wider urban area of Guildford town and towns and villages to the south are funnelled through the town centre in the area now configured as the one-way gyratory system.
- 2.2.7 As described in the SRN section, the A3 trunk road bisects the urban area of Guildford.
- 2.2.8 The A331 Blackwater Valley Route to the west provides a good 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.
- 2.2.9 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 Peasmash. 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.
- 2.2.10 There are a range of parking controls used in Guildford borough (Guildford Borough Council, 2004) 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 space is 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 caused by parents dropping off or picking up children from school
  - parking controls that allow or prevent parking on footways
  - parking controls 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.
- 2.2.11 Off-street parking facilities such as public car parks are not part of the LRN and are not considered further in this section.

### Demand and impacts

#### Movement

- 2.2.12 The A principal roads in Guildford town are heavily trafficked. The main radial roads to the town centre each carry, on average, 15,630 vehicles a day, with 18 per cent of traffic within the peak hours of 08:00–09:00 and 17:00–18:00 (Surrey County Council, 2011b). These roads are congested at peak times, most particularly on the one-way gyratory system and its approaches. This affects bus journey times and timekeeping. On the main routes into the town during the morning peak period, the average traffic speed is just 14mph (Surrey County Council, 2011b).
- 2.2.13 Limited evidence is available of traffic trends on the LRN. What we have suggests that peak period traffic flows into Guildford town were stable between 2005/06 and 2007/08. However, we do not know if the peak periods are getting longer, with travellers changing the time they make their journeys as travel conditions deteriorate.
- 2.2.14 In the west of the borough, 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. The level crossing on the A323 Ash Church Road by Ash Station also experiences build up of traffic at peak times. Although the road carries significant volumes of traffic, this is considered to be limited by the presence of the level crossing, which is closed around eight times each hour, which can amount to up to 25 minutes each hour.

- 2.2.15 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.
- 2.2.16 Sections of the A31 Hog's Back, A322 Worplesdon Road, A320 Woking Road and A25 Ladymead are identified as First Priority Locations for noise action planning through the Noise Action Plan: Major Roads (outside first round agglomerations) (Defra, 2010). The same source designates sections on the A322 Woodbridge Road, A281 Millbrook, A281 Shalford Road, A320 Woking Road, A322 Worplesdon Road in Guildford, the A331 Blackwater Valley Route and A323 Aldershot Road in Ash, as Important Areas for Noise Action Planning.

#### **On-street parking**

- 2.2.17 The average number of cars or vans per household in Guildford borough increased from 1.45 to 1.50 between 2001 and 2011 (Census data). By 2011, 86.1 per cent of households had one or more cars or vans available and there were a total of 80,940 cars and vans registered in the borough (Census data). Increasing car availability is reflected in more widespread and 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.
- 2.2.18 The Surrey Transport Plan: Parking Strategy (Surrey County Council, 2011) 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.
- 2.2.19 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 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.
- 2.2.20 There is particular concern about On-street parking, which is a particular issue for residents and their representatives 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

- 2.2.21 A major scheme is being developed for the present Guildford gyratory area. A range of scheme objectives are guiding the development of the scheme, including the aspirations to improve pedestrian provision and accessibility, increase movement by walking, cycling, bus and rail, improve the quality of place, reduce the number and severity of road traffic accidents, crime and anti-social behavior, improve the reliability of journey time for vehicles, reduce carbon emissions from movement, and support economic competitiveness and growth in Guildford town centre. An initial funding bid for the scheme will be submitted to the new Local Transport Body for the Enterprise M3 Local Economic Partnership area.
- 2.2.22 The Surrey Transport Plan's Implementation and Finance document in 2011 sets out various potential schemes which are 'more likely to be implemented during the lifetime of the Surrey Transport Plan' to 2026. One is the Guildford Hub improvements package. This would involve expanding the Guildford Park and Ride system, to add up to four new car park sites and more bus priority measures into and within Guildford town centre, including a new restricted access crossing of the River Wey.
- 2.2.23 One of the Park and Ride sites is now being built in Onslow ward, in the west of Guildford town. This is scheduled to open in autumn 2013, as described in the SRN section. The approach to the new site will be via the Egerton Road/Gill Avenue/Richard Meyjes Road junction which replaced a roundabout in 2012. Other parts of the Guildford Hub improvements package are expected to be implemented after 2019 (Surrey County Council, 2013).
- 2.2.24 The restricted access crossing of the River Wey mentioned above would involve converting Yorkies Bridge, which presently caters for pedestrians and cyclists only, into a shared bridge also catering for bus services linking the university to the town centre (Surrey County Council, 2000).
- 2.2.25 Surrey County Council allocates around £0.2 million funding a year to the Guildford Local Committee for improvements known as integrated transport schemes. This funding delivers modest schemes, such as speed limit changes, new or improved pedestrian crossings and traffic calming measures. Details of future schemes which the Guildford Local Committee is considering or has approved are set out at: <http://www.surreycc.gov.uk/get-involved/your-local-area/guildford-local-area/your-local-committee-for-guildford>.

2.2.26 Higher-profile schemes planned for 2014/15:

- redesign of the pedestrian crossing facilities and junction of Chertsey Street with North Street and High Street
- an improvement at junction of A320 Woking Road and Jacobs Well Road
- an improvement at junction of Jacobs Well Road with Clay Lane.

2.2.27 Funding is also secured through planning obligations to deliver schemes to mitigate the transport impacts associated with new development.

## Summary

2.2.28 There are existing quality and capacity issues with the LRN. As a consequence there are interrelated issues with its performance.

- Vehicular transport demand, principally during the morning and evening peak periods, approaches or exceeds the capacity of some links and junctions of the LRN in Guildford borough. Traffic congestion results, causing increased and unreliable journey times for road users in comparison to the conditions which prevail in off-peak periods.
- Adverse impacts of high traffic volumes on communities through severance, noise, air pollution, demand for on-street parking and the setting and amenity of local neighbourhoods.

2.2.29 In the past, Surrey County Council's solution to alleviate traffic congestion was to build additional road capacity. This is no longer considered as always being the most appropriate means of addressing congestion (Surrey County Council, 2011a, 2013). There are a number of reasons for this:

- the environmental impacts and sustainability issues
- the cost of providing additional capacity
- the likelihood of current suppressed demand returning to the LRN and potential for additional generated demand
- displacement of problems to other areas of the network.

2.2.30 In addressing traffic congestion issues, Surrey County Council (2011a, 2013) now advocates an approach which involves demand management, integrated land use and transport planning, network management, traffic management, freight and goods management, behavioural change, and, where a strong business case can be made, additional road capacity in relation to specific locations or where there are gaps in the network (Surrey County Council, 2011, 2013a).

### 2.3 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 including Debenhams, South West Trains and First Great Western

#### Evidence

*Guildford Strategic Parking Strategy – Stage 1: Parking Demand (SDG for Guildford Borough Council, 2012)*

#### Context

- 2.3.1 National planning policy suggests that local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure.

#### Existing provision

- 2.3.2 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

- 2.3.3 There are currently 5,234 public off-street spaces in Guildford town centre from Monday to Friday, rising to 5,631 spaces at the weekend, as spaces leased to local business and organisations during the week (known as contract spaces) become available for weekend use. Spaces are spread across a total of 25 Council car parks, Debenhams car park and the car park at the rail station. There are five Council multi-storey car parks located in the town centre (Farnham Road, Bedford Road multi-storey, Leapale 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. 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 three Park and Ride sites outside the town. Car parking provided by the Park and Ride system in Guildford is described in the following section.

### Villages and rail stations

- 2.3.4 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 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

- 2.3.5 Surveys of the occupancy of public off-street car parks in Guildford town centre were undertaken for the Guildford Strategic Parking Strategy – Stage 1: Parking Demand (SDG, 2012). The surveys found that occupancy across all Guildford town centre public off-street car parks was 69 per cent for the weekday morning, with the occupancy of short-stay spaces estimated at 68 per cent and long-stay spaces at 70 per cent. Occupancy was lower during the Friday evening survey at 21 per cent occupancy across all town centre public off-street car parks. On the Saturday, there were higher levels of occupancy in the more central short-stay car parks at 82 per cent. This would translate to approximately 1,600 total free spaces during the weekday morning, 3,200 total free spaces Friday evening and 2,000 free spaces Saturday morning.

### Planned provision

- 2.3.6 Future provision is being considered through Stage 2 of the Guildford Strategic Parking Strategy study.

### Summary

- 2.3.7 Public off-street car parking is available in Guildford, predominantly in the town centre, and in villages and at rail stations across the borough. In each car park, occupancy varies by time of week and day. Future provision is being considered through Stage 2 of the Guildford Strategic Parking Strategy study.

### 2.4 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

#### Evidence

*Surrey Future Congestion Programme – Consultation Draft*  
(Surrey County Council, 2013)

*Surrey Transport Plan: Implementation and Finance module*  
(Surrey County Council, 2011)

*Surrey Transport Plan: Passenger Transport Strategy: Part 1 Local Bus*  
(Surrey County Council, 2011)

#### Context

- 2.4.1 Bus services in Surrey are operated by approximately 30 bus operators. These range from community transport operators to small independent companies to subsidiaries of large international passenger transport operating groups.
- 2.4.2 Bus operators run many commercial bus services at their own financial risk. Timetables and fares are set by the bus operators. Surrey County Council works in partnership with operators to deliver improvements to their services.
- 2.4.3 Surrey County Council also commissions socially-necessary bus services where these cannot be provided on a commercial basis.
- 2.4.4 National Express Coaches operate a London to Portsmouth coach service which stops in Park Barn in Guildford. Heathrow airport can also be reached on the Woking Railair 701 coach service from Woking rail station. This is also operated by National Express Coaches.

## Existing provision

- 2.4.5 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, Staines, Kingston, Haslemere, Farnham, Aldershot, Bagshot and Camberley.
- 2.4.6 The villages have less frequent bus services, which provide limited connections in evenings and on Sundays.
- 2.4.7 Most of the bus routes in the borough converge on 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, with backward looking buildings on the perimeter and corrugated iron bus shelters. It makes a poor first impression and does not offer a pleasant, welcoming experience to the town for bus passengers.
- 2.4.8 Guildford is the only Surrey town where a Park and Ride network has been implemented. There are three existing sites at Spectrum, Merrow and Artington which intercept traffic entering Guildford from the north, east and south respectively.

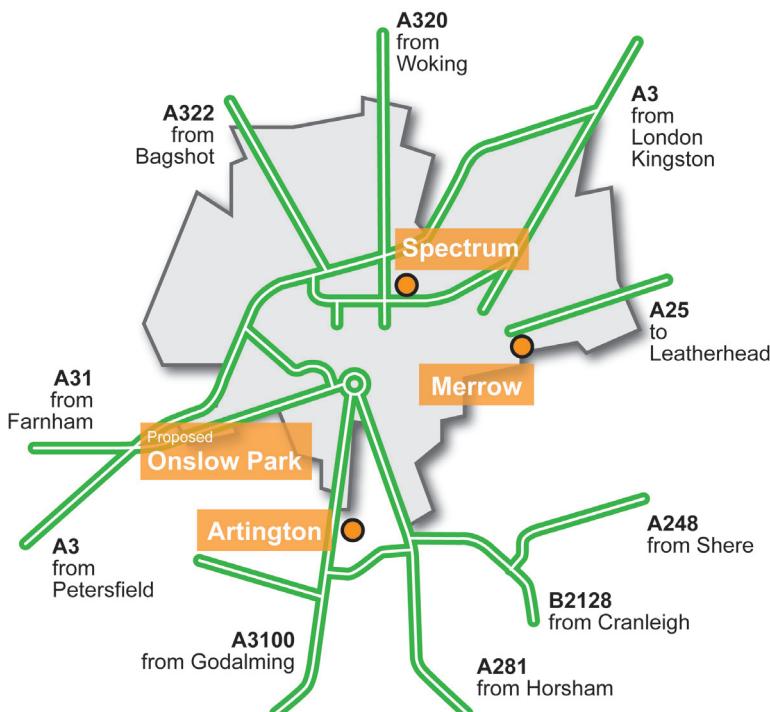


Figure B: Park and Ride car park locations

- 2.4.9 A new Onslow Park and Ride site received planning permission in November 2012 and is scheduled to open by autumn 2013. The new site is hoped to intercept traffic approaching along the A3 and A31 Hog's Back from the west.
- 2.4.10 From the north, the main roads used by buses to access the town centre are Woodbridge Road/Onslow Street and Stoke Road/Chertsey Street. Buses accessing the town centre area from the east do so primarily via Epsom Road and London Road. On each of these approaches, traffic congestion affects bus route efficiency and effectiveness. There are some short stretches of bus lane in Guildford town; eastbound on the A25 Parkway and southbound on Onslow Street.
- 2.4.11 National Express operates a coach service in Guildford town to the Central Bus Station at Heathrow Airport. Heathrow airport can also be reached on the Woking Railair coach service via Woking rail station.

### Demand and impacts

- 2.4.12 On an average day, the Park and Ride bus services replace some 1,000-1,500 return car journeys from key radial road corridors to Guildford town centre during their hours of operation (7.30am-7.30pm)

### Planned provision

- 2.4.13 The Surrey TravelSMART project, funded by the Local Sustainable Transport Fund (LSTF), will deliver bus priority and corridor improvements along the following routes in the period to March 2015:
- University of Surrey, Royal Surrey County Hospital and Surrey Research Park to Guildford town centre
  - Aldershot to Guildford town centre
  - Woking to Guildford town centre
  - Slyfield industrial estate to Guildford town centre
  - Burpham to Guildford town centre
  - Merrow to Guildford town centre
  - Godalming to Guildford town centre
  - Shalford / Cranleigh to Guildford town centre
  - and Farnham to Guildford town centre.

- 2.4.14 As described in the LRN section, the Surrey Transport Plan: Implementation and Finance module (Surrey County Council, 2011) includes a potential major scheme entitled the Guildford hub improvements package, which is described as being ‘more likely to be implemented during the lifetime of the Surrey Transport Plan’ to 2026. This package would incorporate up to four new car park sites for the Guildford Park and Ride system. One of the then potential sites was what is now to be the new Onslow Park and Ride site, as described above. In the Surrey Future Congestion Programme – Consultation Draft (Surrey County Council, March 2013) the Guildford Hub (Transport) Improvements scheme is given an estimated target construction date of post-2019. Surrey County Council and Guildford Borough Council have given consideration in recent years to potential sites for further Park and Ride facilities. In future, particularly consideration is likely to be given to sites along the northern and eastern approaches to Guildford town.
- 2.4.15 There are ongoing discussions regarding the potential redevelopment of the North Street site in Guildford town centre. When this goes ahead, new facilities to replace the existing bus station will be provided elsewhere in the town centre. During the construction period, the bus station may be temporarily relocated to the site of the current Portsmouth Road car park. There would be changes to bus routeing both during construction and following the opening of the redeveloped North Street site.

### **Summary**

- 2.4.16 Operators predominantly provide bus services in the town of Guildford on a commercial basis. The Park and Ride network is considered to be performing well. A new Onslow Park and Ride site is scheduled to open by autumn 2013. Further Park and Ride sites may come forward in future, although none are committed at present.
- 2.4.17 There are problems with traffic congestion affecting bus route efficiency and effectiveness. These problems will be addressed by the bus priority and corridor improvements to be delivered along key bus routes through the Surrey TravelSMART project, funded by the Local Sustainable Transport Fund (LSTF), in the period to March 2015.
- 2.4.18 New facilities to replace the existing bus station in Guildford town centre may be provided the redevelopment of the North Street site. There would be changes to bus routeing both during construction and following the opening of the redeveloped North Street site.
- 2.4.19 The villages have less frequent bus services, with most providing limited connections in evenings and on Sundays.

### 2.5 Cycling and walking infrastructure

#### Lead agency

Surrey County Council

#### Evidence

*Surrey Transport Plan (Surrey County Council, 2011)*

*Surrey County Council's Rights of Way Improvement Plan  
(Surrey County Council, 2007)*

*Statistics – Local area walking and cycling in England, 2011/12 (DfT, April 2013)*

*Travel SMART in Surrey: Surrey's Large Bid to the Local Sustainable Transport Fund (Surrey County Council, 2011)*

*White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (DfT, 2011)*

*Cycling Infrastructure Design (DfT, 2008)*

#### Context

- 2.5.1 The Government's White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (DfT, 2011) sets out its approach to make travelling on foot, by bike or on public transport more attractive in order to shift travel behaviour to these sustainable travel choices, particularly for more local journeys.

#### Existing provision

##### Pedestrians

- 2.5.2 On most LRN roads in Guildford town and in the villages there is at least one footway, and usually two. Pedestrian crossings are commonplace.
- 2.5.3 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.
- 2.5.4 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 guardrailing and several subways, which can feel intimidating at night. The northern footway on Bridge Street is thought to be busiest in Surrey; we

counted some 11,200 pedestrians using this link during a 12 hour (7.00am-7.00pm) period in the run-up to Christmas in 2012.

### Cycle routes

- 2.5.5 There are a number of existing routes in the borough.
- 2.5.6 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.
- 2.5.7 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.
- 2.5.8 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.
- 2.5.9 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.
- 2.5.10 There is some cycle provision in Guildford town centre connecting the communities in the wider urban area, although the provision is fragmented. As a guide, cycle lanes should be 1.5m - 2m wide, depending on their circumstance. (source: DfT, 2008). Some existing cycle lanes is of insufficient width.
- 2.5.11 Some routes, such as those serving Shalford, are segregated from the highway (cycle tracks), whilst others are provided on road (cycle lanes).
- 2.5.12 There are over 90 cycle parking stands around the town centre, each accommodating two bikes. In addition there are over 120 stands at Guildford rail station, plus South West Train's Brompton bike hire scheme, a cycle hire rental scheme at railway stations.

## Demand and impacts

2.5.13 **Figure C** shows the percentage of residents (expressed as a percentage of residents of that area) who cycle or walk for at least 30 minutes to get from place to place, as opposed to travelling for recreation, health, training or competition. For example, 31 per cent of all Guildford borough residents cycle or walk for at least 30minutes to get between places (as opposed to cycling or walking for recreation, health, training or competition).

Area	Cycle	Walk		
	At least once per month	At least once per month	At least once per week	At least five times per week
Guildford borough	3	31	22	7
Surrey	3	35	22	7
England	3	35	24	7

**Figure C: Percentage of residents (expressed as a percentage of residents of that area) who cycle or walk for at least 30 minutes for utility purposes at a given frequency in 2010/11**

## Planned provision

2.5.14 The Guildford package of Surrey TravelSMART project, funded by the Local Sustainable Transport Fund (LSTF), includes walking and cycling improvements to form 14 routes that will make up the new network, together with the National Cycle Routes:

- Merrow to Guildford town centre via Epsom Road
- Bushy Hill to Guildford town centre via London Road rail station
- Burpham to Guildford town centre via London Road rail station
- Jacobs Well to Guildford town centre via A320/Wey navigation towpath
- Woking town centre to Guildford town centre via A320 (Guildford section)
- Pitch Place to Guildford town centre via Wooden Bridge
- Stoughton to Guildford town centre via Wooden Bridge
- Rydeshill to Guildford town centre via Wooden Bridge

- Park Barn to University of Surrey/Guildford railway station/town centre
- Surrey Research Park/Royal Surrey County Hospital to town centre via railway station
- Onslow village to town centre via Guildford Park
- Godalming to Guildford town centre
- University of Surrey/Royal Surrey County Hospital to Merrow
- and the Spectrum leisure centre to Guildford town centre via Guildford College.

- 2.5.15 However, Surrey County Council has recently indicated that it may invest in a smaller number of routes.
- 2.5.16 As described in the LRN section, a major scheme is under development for the present Guildford gyratory area. A range of scheme objectives will guide the development of the scheme, including several which relate to conditions for pedestrians and cyclists. A preliminary bid for the scheme will be submitted to the new Local Transport Body for the Enterprise M3 Local Enterprise Partnership area.
- 2.5.17 As described in the LRN section, Surrey County Council allocates around £200,000 funding a year to the Guildford Local Committee for improvements known as integrated transport schemes. This funding delivers modest schemes, such as speed limit changes, new or improved pedestrian crossings and traffic calming measures. Such schemes can provide benefits to pedestrians and cyclists. Details of future schemes which the Guildford Local Committee is considering or has approved are set out at: <http://www.surreycc.gov.uk/get-involved/your-local-area/guildford-local-area/your-local-committee-for-guildford>. One of the higher-profile schemes planned as a priority for 2014/15 is the redesign of the pedestrian crossing facilities and junction of Chertsey Street with North Street and High Street.

## Summary

- 2.5.18 There is significant scope for improved and additional provision for pedestrians and cyclists, particularly on the present LRN network. Improvements for pedestrians and cyclists on the LRN have been largely incremental over many years. Significant investment in walking and cycling improvements to form a network of 14 routes in Guildford town had been proposed through the LSTF Large Project Bid had been proposed. However, Surrey County Council has recently indicated that it may invest in a smaller number of routes.

## 2.6 Rail services

### Lead agency

Network Rail, South West Trains, First Great Western, Southern

### Evidence

*2001/02 and 2011/12 estimates of station usage, Office of Rail Regulation*

*Consultation draft Better Rail Stations: An Independent Review presented to Lord Adonis, Secretary of State for Transport (Green and Hall, 2009)*

*London and South East Route Utilisation Strategy Report – Network Rail, 2011)*

*Surrey Rail Strategy: Surrey Rail Strategy Report – draft for consultation (Arup for Surrey County Council, 2013)*

### Context

- 2.6.1 The infrastructure of the railways – including tracks, signals, tunnels, bridges and stations – is owned and, with the exception of the stations, operated by Network Rail.
- 2.6.2 Passenger rail services are operated by the Train Operating Companies (TOCs) under franchise agreements with the Department for Transport (DfT). All the stations in Guildford borough are managed by either South West Trains or First Great Western.

### Existing provision

- 2.6.3 There are twelve rail stations in the borough as shown in **Figure D**.
- 2.6.4 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.
- 2.6.5 An hourly direct rail service provides connections from stations on the North Downs Line to Gatwick airport and to Reading.
- 2.6.6 Heathrow airport can be reached on the Woking Railair 701 coach service via Woking rail station. This is operated by National Express Coaches.

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

Note: Categories of station are as follows  
(based on Green and Hall, 2009):

Category	Type of station	Category	Type of station
A	National hub	D	Medium staffed
B	Regional interchange	E	Small staff
C	Important feeder	F	Small unstaffed

Figure D: Rail stations and lines in Guildford borough

## Demand and impacts

- 2.6.7 There were over 10.5 million estimated entries and exits made at the twelve stations in 2010/11, including 7.8 million at Guildford rail station (2010-11 station usage data, Office of Rail Regulation) shown in **Figure E**.

Station name	Passenger entries and exits	Interchanges	Change in passenger entries and exits
			2001/02-2011/12
Guildford	7,992,712	989,765	33.7%
London Road (Guildford)	499,810	-	67.3%
Clandon	186,534	-	33.1%
Horsley	405,686	-	44.0%
Effingham Junction	285,398	16,324	17.7%
Shalford	100,556	-	60.0%
Chilworth	19,308	-	19.0%
Gomshall	50,642	-	97.4%
Wanborough	102,510	-	82.2%
Ash	273,232	37,297	46.7%
North Camp	372,006	-	11.0%
Ash Vale	452,308	139,727	34.7%
<b>TOTAL</b>	<b>10,740,702</b>	<b>1,183,113</b>	

Figure E: Passenger usage of rail stations in Guildford borough

2.6.8 There are key capacity and adequacy issues for rail in Surrey (Arup, 2013), 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. Even without capacity increases, the forecast predicts that passenger numbers will grow by 24 per cent between 2010 and 2031 – about 1 per cent per year (Network Rail, July 2011). Network Rail has made commitments for improvements to be delivered in the short-term – these are described in the next section.
- The North Downs Line – there is existing overcrowding on peak services between Guildford and Reading.
- 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.

## Summary

2.6.9 There are quality (or adequacy) and capacity issues with the present rail infrastructure.

2.6.10 There are two limited, committed schemes for the South West Main Line in the short term:

- train lengthening – to be used on various services including from Guildford, Aldershot, Portsmouth and Alton
- and further capacity improvements at London Waterloo station.

2.6.11 Network Rail is investigating longer-term interventions for the South West Main Line.

2.6.12 There are currently no committed schemes to address the other capacity and adequacy issues relating to the North Downs Line, access to the main centres in the county, links between new developments and stations, and access to international gateways.

# 3 Utilities

## 3.1 Electricity and gas supply

### Lead agency

#### Electricity

UK Power Networks is the electricity distribution network operator (DNO) for south east England, including Guildford borough. It takes electricity at high voltages from the National Grid and transforms it to voltages suitable for domestic and commercial use.

EDF Energy and Scottish and Southern Energy are the main electricity supplier to the borough and providing approximately half the of the boroughs electricity.

#### Gas

Southern Gas Networks, the local arm of Scotia Gas Networks (SGN) is responsible for distribution of gas.

Other providers include Powergen (all domestic gas), Scottish Hydro Electric Gas, Southern Electric (Gas), BOC Gases, Flogas and Suregas.

The Transmission system is operated by Southern Gas networks on a Local level and is owned by National Grid.

The gas industry has moved on substantially since privatisation to enable competition and as such there are now so many variables in determining future needs.

There are, however some rural areas in Guildford borough where mains gas is not available.

### Evidence

*Surrey Infrastructure Capacity Project Phase 1 Final Report June 2009*

*Information from Scotia Gas Networks*

### Context

- 3.1.1 Utilities infrastructure is provided by private companies on a sub regional basis. Delivery of infrastructure 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 councils.

- 3.1.2 The Guildford borough area has extensive supply of gas coverage and the gas demands of the area are regularly assessed to balance supply with demand. Southern Gas Networks (SGN) funding is agreed via regulatory review with Ofgem on a five or eight yearly cycle, the next review covering the period 2013-2021.
- 3.1.3 Although specific development may require reinforcement, this will be considered on an individual basis. However any major new development will be subject to an economic test to determine if any contribution is required.
- 3.1.4 Two of the major long-term challenges in UK energy policy are tackling climate change by reducing carbon dioxide emissions and delivering secure, clean energy at affordable prices, as there is increasing dependency on imported energy. Concerns over climate change and rising fuel costs may well affect demand for, and supply of energy.
- 3.1.5 Demand may be reduced by price increases, improved insulation standards and other efficiency measures. Supply may change to more sustainable sources, including renewable fuels, exploitation of wind and wave power, and combined heat and power linked to district heating. There is also an expectation that micro-generation will play an increasing role.

### **Gas storage**

- 3.1.6 A site has been identified beneath land in the south east of the borough of Guildford, at Albury for the extraction and storage of liquid gas in the rock strata at depths of between 580 and 690 metres. It is currently not proving to be economic to utilise this for gas storage, but it may become so in the future. There are few sites nationally that are suitable, but being located within an Area of Outstanding Natural Beauty, storage or extraction will only be permitted in exceptional circumstances and would have to be demonstrated to be in the public interest. Planning permission was granted in 2013 for the production of liquefied natural gas and associated plant and equipment at the Albury Park Well site up to 15 years.

### **Planned provision**

- 3.1.7 The companies responsible for energy supplies are normally able to provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties. Any major new development will be subject to an economic test to determine if any contribution is required.
- 3.1.8 Guildford Borough Council will send details of planned location and scale of new housing development to gas suppliers once this information is known through the Local Plan process.

- 3.1.9 In late 2011 planning permission was granted for the importation, temporary storage and processing of green waste materials of Three Acres Yard, Tithebarns Farms, Send. The permission also included an increase in the level of the existing green/wood waste chipping operations to produce 2,000 tonnes per annum (tpa) of biomass fuel. Biomass may play an increasing role in future waste management as a renewable heat source in buildings, particularly as technology develops.
- 3.1.10 The government has supported investment in both commercial and domestic biomass schemes to offset the additional cost of renewable heat (i.e. the cost of equipment and fuel against the standard gas equivalent).

### Summary

- 3.1.11 Currently there are no anticipated issues with gas supply general load growth in the area, although specific development may require reinforcement, this will be treated on an individual basis.
- 3.1.12 UK Power Networks has modelled the future power requirements based on the South East Plan (2009) this indicates the expected load growth for each borough within the South East region.
- 3.1.13 Improvements will be provided by the utilities companies as required although some additional infrastructure required to enable development will be funded by developers through connection charges. There is no evidence that needs cannot be met.
- 3.1.14 UK Power networks consider the network capacity for the Surrey region to be adequate for meeting existing customer demand. It sees its asset replacement programmes as providing opportunities to rethink the way in which its infrastructure is developed to meet future customer needs, particularly for connections to green and renewable energy sources.
- 3.1.15 Scottish and Southern Energy state that their network capacity in Surrey is adequate for meeting existing and forecast customer demand although, as in the case of UK Power Networks, they have a forward programme of asset replacement which responds to the need for replacement of ageing assets around their area.
- 3.1.16 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 agreement with the relevant parties.

## 3.2 Water supply

### Lead agency

Thames Water - provides water in the southern part of the borough

South East Water – provides water in the western quarter of the borough

Affinity Water, Central Region (until October 2012, this company was called Veolia Three Valleys Water) - provides water in the north east part of the borough

### Evidence

*Thames Water five year business plan*

*Surrey Infrastructure Capacity Project Phase 1 Final Report June 2009*

*South East Waters Water Resources Management Plan – currently being prepared*

*The water companies investment programmes are based on a five year cycle known as the Asset Management Plan (AMP) process.*

*Thames Water's draft Water Resources Management Plan is currently in the AMP5 period, running from 1 April 2010 to 31 March 2015. This covers only the first year of the Local Plan period.*

*Thames Water's AMP6 will cover the period from 1 April 2015 to 31 March 2020, but Thames Water has not yet submitted its business plan for this period. Its draft Business Plan for AMP6 will be submitted to Ofwat in August 2013*

*Thames Water's draft Water Resources Management Plan 2015-2040 is due to be finalised in spring 2014*

### Context

- 3.2.1 The water suppliers that serve Guildford borough are Thames Water, Affinity Water, South East Water PLC, and Three Valleys Water. South East Water supplies the most western quarter of the borough (approximately westwards from Normandy and Flexford).
- 3.2.2 The Environment Agency has designated Guildford as an area of serious water stress which suggests that there is limited rainfall when compared to high population and water demands with customers in Guildford using on average 165 litres of water per head per day (l/h/d), which is much higher than the national average of 150 l/h/d.

- 3.2.3 Utilities and waste infrastructure is provided by private companies which operate on a sub regional basis. 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 councils.
- 3.2.4 Trends in the south east of England show decreasing household size and increasing water usage. Companies in the south east are expecting a household demand increase of about 20 per cent by 2030 with 75 per cent of this demand as a result of new homes and a 25 per cent increase per person in consumption.
- 3.2.5 The whole of the south east, including Guildford borough, has been designated an area of serious water stress. Coupled with an increasing population and a requirement for new housing this stress is expected to rise. This eventuality has been planned for and it is vital that water efficiency measures are adopted to accommodate this growth.

### **Existing provision**

- 3.2.6 Thames Water has been concerned in the past about the phasing in of the water supply, although they do not foresee any problems once it is in place. Thames Water needs a three to five year lead in time for provision of significant extra capacity; for example, if we were to plan for a large urban extension or a new or expanded village settlement.

### **Planned provision**

- 3.2.7 Until greater clarity emerges as to exactly where development will be located and at what scale, Thames Water is unable to identify the more local infrastructure needs.
- 3.2.8 It is therefore essential that developers contact Thames Water as early as possible to discuss their water needs so that water and drainage strategies can be drawn up as supporting documentation to planning applications.
- 3.2.9 Water suppliers are looking to reduce demand for water and reduce the level of wastage through leaked pipes. Both of these can have an impact on the ability of the water supply network to continue to meet the demands placed on it by a growing population in the South East. Companies are also concerned, and are taking into account the impact of climate change on both ground and surface water supplies.
- 3.2.10 The water companies approach to provide a secure supply is twin track combining measures to reduce demand (by reducing leakage, enhanced metering and promoting water efficiency) and increase supply (by making full potential of existing

resources, upgrading the water distribution network, increasing artificial recharge schemes, investigating opportunities for desalination plants and a new reservoir). During drought conditions short-term measures can be taken to ensure a continued supply of water.

- 3.2.11 Any additional infrastructure required to enable development will be funded by the developer. On going improvements will be funded by providers as and when necessary.
- 3.2.12 It is suggested by the Environment Agency that a water efficiency target of 105 litres per head per day should be applied to all new residential buildings. This standard must be achieved to obtain at least Code Level Three of the Code for Sustainable Homes which the Council has required through planning policy since 2008.
- 3.2.13 To help with reducing water use from new non-residential developments, the Council requires non-residential developments in excess of 1,000 sqm to achieve at least a BREEAM Very Good standard which awards credits for water efficiency/ monitoring measures.
- 3.2.14 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.

### **Summary**

- 3.2.15 Affinity Water/Three Valleys Water anticipates having enough resources to meet demand until 2025/2026, after which the company maintains a surplus of 0.6 million litres per day (Ml/d) at average demand but has a deficit growing to 44Ml/d at peak demand at 2035.
- 3.2.16 No deficit exists for Thames Waters Guildford Water Resource Zone during average or peak demand. In order to meet demand in all supply zones a twin track approach is intended, this involves developing and increasing reliability of resources, and demand management such as the use of smart metering and tariffs.
- 3.2.17 South East Water forecast that Resource Zone 4 which covers the western settlements of Ash Vale, Ash and Tongham will have a water resources surplus in the early years of the plan, but will run into deficit later on.
- 3.2.18 Three Valleys Water has made allowances in its plan for it to grow in accordance with the levels outlined in the regional spatial strategy (the South East Plan).

- 3.2.19 All the water companies have in place investment programmes based on development plan allocations, which they consider form the clearest picture of the shape of the community. In Guildford boroughs case these have been based on the South East Plan draft option 1 allocation of 6,440 new homes between 2006-2026.
- 3.2.20 Once specific areas for development in the area are identified, the companies can consider if there are any issues associated with infrastructure. Even small infill development and previously developed land redevelopment schemes can have a significant impact on the infrastructure and where necessary, developers will be required to fund impact studies and upgrading of the network. On brownfield sites there may be water company assets crossing the site. In such cases the developer would be required to pay for any mains diversions and new off-site infrastructure.
- 3.2.21 Thames Water advised that it is easier for it to plan for housing development on a few large sites to many small sites, as larger scale development may trigger an upgrade of infrastructure, which is more difficult to predict for smaller, cumulative developments.
- 3.2.22 All water companies require at least a three to five year lead in time for provision of extra capacity. Where a complete new water or sewage treatment works is required the lead in time can be between five to ten years (for example for proposed developments such as the Slyfield Area Regeneration Project). Large-scale new development may therefore need to be phased to allow the prior completion of the necessary infrastructure.

## 3.3 Wastewater treatment

### Lead agency

Thames Water is the statutory sewerage undertaker for the whole borough  
OFWAT – agrees the budgets of sewerage undertakers at five-yearly intervals

### Evidence

*Thames Water five year Business Plan April 2009*

*Surrey Infrastructure Capacity Project Phase 1 Final Report June 2009*

### Context

- 3.3.1 National planning policy (paragraph 156 of the National Planning Policy Framework (NPPF) advises that
- “Local planning authorities should set out strategic policies for the area in the Local Plan. This should include strategic policies to deliver... the provision of infrastructure for water supply and wastewater...”
- It also requires (paragraph 162 NPPF) that “Local planning authorities should work with other authorities to: assess the quality and capacity of infrastructure for water supply and wastewater and its treatment.....take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”

With the forthcoming abolition of the Regional Spatial Strategies this increases the importance that the new Local Plan Strategy must contain a policy covering the key issue of the provision of water and sewerage infrastructure to service development.

### Existing provision

- 3.3.2 Thames Water is responsible for the sewerage infrastructure in the whole borough.
- 3.3.3 Within the borough there are three sewage treatment works located at Slyfield in the north of Guildford town, Wisley in the north east of the borough, and Ash Vale in the north west of the borough. Thames Water has confirmed that its treatment plant at Slyfield is currently operating adequately, and it does not foresee any problems with it. It advised us that the existing infrastructure could cope with the increased demand resulting from the housing requirements set out in the South East Plan (322 dwellings per annum). However, Thames Waters response to a recent planning application in the west of the borough has highlighted potential additional capacity issues in this area.

- 3.3.4 As with all infrastructure providers, we will ask Thames Water for comments on our issues and options Local Plan, including a range of possible housing numbers and locations. We will consider their response in drawing up our preferred option, and infrastructure planning needed alongside the preferred strategy.

### **Planned provision**

- 3.3.5 Until greater clarity emerges as to the scale and location of development, the water companies are not able to identify whether any additional wastewater infrastructure will be needed specially to support any large scale development. All the water companies are able to supply water to new homes built at a low level incremental rate. Once we know where any large scale planned development is to be located, we will work with Thames Water and other water suppliers to ensure that this can be accommodated.

### **Summary**

- 3.3.6 There is currently sufficient wastewater capacity to deal with smaller developments spread across the borough. However, any sizable developments are likely to need to be planned into the water companies investment plans. We will be able to alert the water companies in sufficient time by including them in Local Plan issues consultation as well as in the more specific related infrastructure planning.

## 3.4 Flood risk reduction

### Lead agencies

Environment Agency

Surrey County Council

### Evidence

*Strategic Flood Risk Assessment*

*Guildford Flood Risk Reduction Measures document*

*Multi Agency Flood Plan*

*draft Surface Water Management Plan – expected to be completed summer 2013*

### Context

- 3.4.1 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 man made 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.
- 3.4.2 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 could potentially increase surface water.
- 3.4.3 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 properties in villages along the River Tillingbourne. There are approximately 620 properties within Guildford urban area that are at risk of a 1 in 100 year flooding event (one per cent risk in any given year) (as calculated in November 2010).

- 3.4.4 All proposed development must comply with the NPPF and its technical guidance. The SFRA is a material planning consideration and provides technical information on flood risk in Guildford Borough. In addition, liaison with the Environment Agency is always recommended, to ensure the most up to date information on flood risk is used for development proposals. The Environment Agency's flood zone data is updated quarterly.
- 3.4.5 Guildford Borough Council's Flood Risk Reduction Measures document was prepared with the Environment Agency in 2009 and updated in 2010. It contains useful information about how to reduce flood risk on site and elsewhere, a key consideration when considering a development proposal. However, this document does not carry significant weight as it is not an SPD, or part of an adopted development plan.
- 3.4.6 Flood risk has been split into four categories:
- 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 flood plain 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 flood plain.
- 3.4.7 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.
- 3.4.8 Guildford town Police Station is located within Flood Zone 3 and Guildford Fire Station is close to but just outside of Flood Zone 3.
- Surface water flooding**
- 3.4.9 Much of the flooding in the Borough is 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 in for domestic driveways and patios and in surface car parks help to minimise surface water flooding.

- 3.4.10 Flooding in 2007 was particularly severe when rainfall was particularly sustained and intense. There are a number of places in the borough, which are vulnerable to this kind of flooding. Surrey County Council is the Lead Local Flood Authority by virtue of recent legislation and are currently preparing a strategy for flood risk management throughout the County including Guildford.

### **Existing provision**

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

### **Planned provision**

- 3.4.12 Climate change is expected to cause an increase in peak river flows over the next 50-100 years, and this may result in some areas being at greater risk of flooding in the future. The Strategic Flood Risk Assessment (SFRA) has identified this as an issue for some small areas of Guildford town centre.
- 3.4.13 Guildford Borough Council is working with its partners, Surrey County Council, the Environment Agency and Thames Water to produce a Surface Water Management Plan for Guildford borough. This document will identify measures that all partners can take to reduce the risk of surface water flooding. These will range from better targeted maintenance to proposals for capital projects for flood protection schemes. It is expected to be completed in summer 2013.
- 3.4.14 Guildford Borough Council is also undertaking other work to reduce flood risk. A major project is planned for this year to protect Ash Green from flooding. There is also a major study underway investigating the causes of flooding in Pirbright. The Council is working towards starting other similar projects. It also has a rolling programme of maintenance for over 42km of strategic watercourse, including over 90 grilles (or trash screens) to protect pipes and culverts from blocking with logs and other floating debris.

## 3.5 Telecommunications

### **Lead agency**

BT commercial network

Virgin Media commercial network

Mobile phone operators - Three, O2, Orange, T-Mobile and Vodafone

Surrey County Council (Surrey Superfast Broadband project)

### **Evidence**

*Sources of investment in telecommunications infrastructure in Surrey:*

*Surrey County Council – allocated £20 million for superfast broadband D*

*CMS via BDUK – allocated £1.3 million for superfast broadband in Surrey*

### **Context**

- 3.5.1 Telecommunications infrastructure includes the mobile phone network and broadband.
- 3.5.2 The Mobile Operators Association publish rollout plans every year identifying existing and proposed base stations in the area on behalf of the five main mobile phone operators in the UK (Three, O2, Orange, T-Mobile and Vodafone). There are currently approximately 490 communications masts in the borough.
- 3.5.3 97 per cent of the UK population is covered by a mobile signal and 87 per cent has a 3G signal. Around 15 per cent of UK households now rely on their mobile phone as their only telephone.

### **Broadband**

- 3.5.4 The broadband network covers most households in the borough although at varying speeds. BT Openreach is currently upgrading its existing infrastructure to a fibre based network, which will be capable of providing much faster speeds. However, this upgrade will only cover the Guildford and Worplesdon exchange areas. Virgin Media also offer a fibre broadband service that covers much of Guildford borough but this does not extend to the surrounding areas.

- 3.5.5 Surrey County Council is committed to ensuring that all homes and businesses in Surrey can access efficient broadband speeds, and has entered into a procurement process to select a private sector partner to lay the necessary infrastructure in those areas that will not be covered by BT Openreach's upgrade or Virgin Media.
- 3.5.6 Access to a efficient broadband connection is crucial for businesses and supporting Surreys future economy. It also has the potential to change the way residents, businesses and the public sector go about day-to-day activities.
- 3.5.7 An effective broadband service will stimulate economic growth through new business start ups as well as promoting competitiveness. It could enable digital inclusion of vulnerable communities along with improving access to education facilities and improving the skills base.
- 3.5.8 It also supports efforts to reduce carbon emissions and support sustainable development by reducing pressure on other infrastructure such as an already overworked transport network.
- 3.5.9 Surrey County Council is to work with Guildford Borough Council, as well as community and business networks in the borough, to support the take-up of superfast broadband services and ensure that potential benefits are realised.

### **Existing provision**

- 3.5.10 Over 50 per cent of both business and residential respondents to a Surrey wide survey have said that their current broadband service is unreliable. The reliability of the connection is just as important as the speed.

### **Planned provision**

- 3.5.11 Both Virgin Media and BT Openreach already have a fibre-based network operating in Guildford, which supports superfast broadband services.
- 3.5.12 Surrey County Council has conducted a county-wide survey, which has demonstrated that existing broadband networks in the county, particularly in the more rural areas, are not sufficient to meet the needs of home and business users.
- 3.5.13 99 per cent of residents that responded to the survey said that they think it is important for everyone in Surrey to have access to good broadband speeds, no matter where they are located in the county. 98 per cent of businesses say that superfast broadband would benefit them.

- 3.5.14 BT Openreach have plans to upgrade its current network. however this does not include 33,210 premises throughout Surrey and another 63,113 premises where only partial upgrade is expected, of which a large proportion are in rural areas.
- 3.5.15 Those areas that are not covered, or will not be covered within the next three years, by BT Openreach or Virgin Media will form part of Surrey County Councils intervention area.
- 3.5.16 The roll out is expected to include 96,323, mainly rural premises in Surrey.
- 3.5.17 A £33 million contract was signed in September 2012 by Surrey County Council and BT.
- 3.5.18 The project aims to make sure nearly 100 per cent of homes and business premises in the county are connected to fibre- based infrastructure superfast broadband by the end of 2013. Every property on the fibre footprint will be able to access fibre on demand that could deliver ultra-fast speeds of up to 330mbps.
- 3.5.19 The Superfast Surrey project will also look into the use of alternative technologies for the small handful of premises that cannot be reached by the fibre footprint. BT and Surrey County Council have ring fenced funding to develop alternative superfast broadband delivery for these homes and businesses.
- 3.5.20 In late 2012, Surrey County Council received state aid approval for the Superfast Surrey project to bring superfast broadband to all Surrey communities. This will allow the project to spend public money to provide superfast fibre broadband to those areas that cannot access it through the commercial market. Without this exemption, Superfast Surrey would not be able to operate by providing publicly-funded subsidy.
- 3.5.21 In late 2012, BT Openreach commenced surveys of existing cabinets, ducting and cabling. Once the surveys are complete, BT will begin to deploy superfast broadband infrastructure right across the county. This will build on work already ongoing in Surrey as part of BTs commercial roll-out and will be completed in phases to cover every exchange area in the county.
- 3.5.22 The Local Plan Development Control Policies document will need to address the siting and design considerations for telecommunications development.

- 3.5.23 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.
- 3.5.24 Unicorn is a large-scale piece of IT infrastructure that has the capability to link partners' ICT systems. for use by public services broadly within Surrey and Berkshire, although is not tied to specific geographic boundaries. Its estimated project value is £170m. The contract to provide Unicorn was awarded in September 2012. Provision will come from across the industry. It provides a private secure network along the lines of a Public Sector Network (PSN) that can link together any number of partners to provide electronic services.
- 3.5.25 Unicorn is significant for service delivery by public sector organisations because it is open for all public service providers and it is expected that public health service providers, schools, further and higher education, third sector, parishes and others will become active partners. The initial partners, Surrey County Council and the 11 districts and boroughs were connected to the Unicorn system in April 2013. One of its first projects is to consider the logistics of shared CCTV in 2013. The Unicorn system has potential for sharing information about asset management security, sharing assets and using a common way of marking assets.

## **Summary**

- 3.5.26 Many of the rural areas throughout the borough suffer from a lack of consistently fast broadband.
- 3.5.27 29 rural exchange areas, representing around seven per cent of Surrey county's residential and commercial premises, are not likely to be upgraded by the market.
- 3.5.28 Gaps in existing provision found in the more rural areas surrounding Guildford will not receive superfast broadband from commercial infrastructure providers. These areas include; Send, Ripley, East and West Horsley, West Clandon, Gomshall, Shere, Bramley, Normandy, Flexford and Seale.
- 3.5.29 These areas will therefore fall into the intervention area for Surrey County Council's project.

## 3.6 Waste and recycling

### Lead agency

Guildford Borough Council

Surrey County Council

### Evidence

*Collection and recycling service information on Guildford Borough Council website: <http://www.guildford.gov.uk/recycling>.*

*Surrey Waste Plan 2008*

### Context

- 3.6.1 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 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 Surreys waste collection authorities and waste brought directly to the Community Recycling Centres by residents.
- 3.6.2 The key planning document for waste management is the Surrey Waste Plan that was adopted in 2008 and sets out the county-wide policy for meeting the waste needs of Surrey.
- 3.6.3 Every year, Guildford borough residents dispose of approximately 22,000 tonnes of rubbish and recycle around 23,000 tonnes (2011/12 figures).
- 3.6.4 The overarching aims of the Surrey Waste Plan is to reduce the level of waste being produced and to ensure that a high percentage of the waste that is produced is reused or recycled and where this is not possible that there is sufficient infrastructure to process the waste that is produced effectively.
- 3.6.5 However, with an increasing number of households the evidence that informed the production of the Waste Management Plan shows that whilst waste per household is expected to decrease, there will still be an increase in the overall amount of waste by 2020. In order to meet this demand there is a need to increase the number of facilities to support the management of waste within the county. In particular, Surrey County Council highlights that an increase in recycling rates will lead to an increase in the requirement for recycling facilities within the county.

3.6.6 Locally there has been a drive in Guildford borough to improve recycling rates and reduce the amount of household waste created. These initiatives have been successful with the level of waste produced by households coming under agreed targets and with ambitious targets being set locally for the ongoing reduction of waste produced by each household. Guildford Borough Council's target recycling rate for households is 70 per cent by 2015 (in its most recent initiative known as Recycling More).

### **Existing provision**

3.6.7 There is one Community Recycling Centre (Slyfield civic amenity tip) within Guildford borough. This is open for residents to dispose of household, garden or hazardous waste.

3.6.8 There are currently over 30 public local collection sites/recycling sites across the borough that provide a collection point for a wide range of materials.

3.6.9 Existing local recycling collection points are located in the following locations:

- Albury Village Hall
- Artington Park and Ride
- Ash – Coronation Gardens and football club
- Ash Vale – Carrington recreation ground
- Burpham – Sainsburys
- East Horsley Ramada Hotel
- East Horsley Station parade
- Effingham
- Effingham Golf Club
- Fairland FLG Community Centre
- Gomshall
- Guildford - B&Q, Bright Hill Car Park, Electric Theatre, George Abbott Pub car park, Guildford Park Road car park, Guildford Railway Station, Madrid Road shopping parade, Millbrook car park, Red Rose, Spectrum Leisure Centre, Woking Road Depot
- Merrow – Merrow Village Hall
- Normandy Cricket Club

- Onslow Village Hall
  - Park Barn Tesco
  - Park Barn Youth and Community Centre
  - Pirbright – Lord Pirbrights Hall
  - Puttenham Jolly Farmer Pub
  - Rydes Hill The Cricketers
  - Shalford – The Scout Hut
  - Slyfield Community Recycling Centre
  - Stoughton Budgens
  - Tongham Community Centre
  - Worplesdon Merrist Wood College and White Lyon Pub
- 3.6.10 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).
- 3.6.11 The waste collection scheme uses a wheeled bin for landfill waste, two recycling boxes and a food waste bin. It is an alternate weekly collection scheme, collecting landfill waste and recycling on alternate weeks. Guildford Borough Council runs a fortnightly collection service of garden waste.
- 3.6.12 In September 2013 the collection scheme will change to one that uses a wheeled bin for refuse, a wheeled bin for comingled recycling and a food waste bin. The wheeled bins will be collected alternate weekly and the food waste will be collected on a weekly basis. Textiles, batteries and Waste Electrical and Electronic Waste (WEEE) will continue to be collected on an alternate weekly basis.
- 3.6.13 The local recycling collection points will be reviewed after the introduction of co-mingled recycling.

## Planned provision

- 3.6.14 Additional housing will create additional waste that will need to be managed. However, the growth in housing across Surrey was taken into account as part of the preparation of the Surrey Waste Plan and waste treatment capacity is being increased. New development will also require the provision of additional recycling bins for new households.

## Summary

- 3.6.15 The market will bring forward individual waste facilities in accordance with the Surrey Waste Plan in a timely way to meet the known or predicted pattern of need. We anticipate that with increasing recycling rates, waste collection, recycling and disposal needs can be met.

## 4 Green infrastructure

### 4.1 Green infrastructure including Suitable Alternative Natural Green Space (SANG)

#### Lead agency

Guildford Borough Council

#### Evidence

*Green infrastructure evidence (in preparation)*

*Suitable Alternative Natural Green Space (SANGs) monitoring data*

*Thames Basin Heaths Special Protection Area Avoidance Strategy 2009-2014*

*Planning Policy Guidance 17 Audit (2006) (PPG 17 audit), currently being updated*

#### Context

- 4.1.1 Green infrastructure comprises a network of multi-functional open green spaces, including formal parks, gardens, woodlands, green corridors and waterways, as well as street trees and open countryside. This definition comes from North East Community Forests, University of Newcastle upon Tyne, Northumbria University, The Green Infrastructure Planning Guide, Davies, 2006
- 4.1.2 As part of our research in support of the Local Plan for the borough, we are currently assessing provision of green infrastructure and open and recreational space within the borough. This will update the 2006 PPG17 audit of open space and recreational facilities.
- 4.1.3 The green infrastructure evidence will include an assessment of needs for different types of green open space, outdoor sports facilities, and outdoor recreational facilities such as play spaces.
- 4.1.4 It will also consider the linkages between different areas of green open space. Linkages are important for encouraging networks for biodiversity, and for sustainable lifestyles, including through improvements to Rights of Way.

#### Thames Basin Heaths Special Protection Area (TBH SPA) mitigation – provision of Suitable Alternative Natural Green Spaces (SANGs)

- 4.1.5 Green infrastructure also includes the provision of Suitable Alternative Natural Green Spaces (SANGs) to mitigate harmful effects on the Special Protection Areas resulting from new development.

- 4.1.6 Guildford Borough Council adopted the Thames Basin Heaths (TBH) SPA Avoidance Strategy 2009-2014 on 25 February 2010, which took effect on 1 April 2010). It and enables residential development to take place in most parts of the borough where otherwise it would be restricted by the SPA requirements. The strategy facilitates the determination of planning applications by ensuring that there will be no adverse impact on the SPA and therefore compliance with the Habitats Directive.

### **Existing provision**

- 4.1.7 National planning policy requires us to set out current provision so that this informs policy development.
- 4.1.8 These assessments should establish deficits and surpluses in provision for these facilities, in the local area, in terms of quantity and quality, as well as establishing specific needs. This information is then to be used to make judgements about what is needed.
- 4.1.9 An initial stage is to establish a list of types of green space has been developed for the green space assessment (included at the end).
- 4.1.10 Agricultural land, horticulture, quarries and/or mineral works are excluded from for this assessment of green space. The green infrastructure evidence will include open countryside, allotments, wetlands, heath lands, green roofs and walls; and street trees.
- 4.1.11 For each type of green space standards will be developed for the purposes of assessing existing provision in terms of quantity, accessibility, and quality.
- 4.1.12 This baseline research will help us to understand where there are deficiencies or surpluses in provision; where access needs to be improved; and where there is a need for improvement to quality. This will provide us with a baseline assessment of provision, which will inform the planning of green infrastructure for the plan period of the Local Plan.
- 4.1.13 Suitable Alternative Natural Green Space (SANGs) - implementation and monitoring
- 4.1.14 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.

- 4.1.15 Detailed monthly reports are sent to Natural England (NE) providing information relating to planning applications received, Section 106 agreements made, financial contributions received towards avoidance works, and where and when the money will be spent.
- 4.1.16 Monitoring reports are presented twice a year to the Joint Strategic Partnership Board (JSPB).
- 4.1.17 Each SPA affected authority submits information to the JSPB relating to:
  - i) the stage reached in the preparation, adoption or revision of its SPA strategy
  - ii) the supply, availability and capacity of Suitable Alternative Natural Greenspaces (SANG ) in their respective boroughs
  - iii) the collection of Strategic Access Management and Monitoring (SAMM) payments to maintain the SPA, and
  - iv) appeals.
- 4.1.18 The Council is committed to carrying out regular visitor surveys on SANG sites in the borough. Since 2009 the frequency of these has been reduced from every year to every alternate year. Changes in visitor levels are unlikely to be significant from year to year and it will be a number of years before the surveys can be expected to provide meaningful data showing clearly the effect of providing avoidance land and the success or otherwise, of SANGs in attracting people away from the SPA. Natural England will be co-ordinating visitor surveys across the whole SPA region in the future, and are currently considering the timing of the visitor surveys that may be every five years.

### **Developer contributions towards the provision of Suitable Alternative Natural green Spaces (SANG)**

- 4.1.19 The financial position with regard to each of the designated and operative SANG at the end of August 2012 is as shown in **Figure F**.

### **Special Protection Area and the Community Infrastructure Levy (CIL)**

- 4.1.20 Guildford Borough Council has resolved to develop Community Infrastructure Levy (CIL) for the borough. The CIL is a levy that we will introduce on certain developments (primarily those over 100 square metres and those that create a new home) that will require developer or landowners to contribute to the borough's infrastructure, usually financially but occasionally by the transfer of land. CIL receipts can be used to provide SANG.

SANG	Contributions received from Sept 2006 to end August 2012. (Includes endowment)	Expenditure incurred from Sept 2006 to end August 2012. (Includes endowment)
Chantry Wood	£268,706.40	£152,920.26
Effingham common	£180,104.86	£82,673.87
Lakeside Nature Reserve	£251,649.65	£123,527.51
Riverside Nature Reserve	£665,729.15	£353,310.55
Broadstreet and Backside Common (potential SANG)	£0	£0
Stringers Common (potential SANG)	£0	£0
Tongham Pools (potential SANG)	£0	£0
Parsonage Water Meadows	£0	£0
<b>SUB TOTAL</b>	<b>£1,366,190.06</b>	<b>£712,432.19</b>

**Figure F: Financial position with regard to each of the designated and operative SANGs**  
(as at August 2012)

- 4.1.21 Work is ongoing to establish how SPA contributions can best be accommodated within the CIL arrangements. It is likely that a significant proportion of CIL revenue will need to be spent funding SANGs, including for additional social housing and conversions for which no CIL can be charged. After April 2014, contributions may not be collectively funded by pooling of planning obligations funds. Individual SANGs can continue to be provided, secured by planning obligations. The contribution to SAMM can continue to be secured by planning obligation as the SPA is not considered to be infrastructure.

#### Strategy review

- 4.1.22 A full review of the SPA Avoidance Strategy 2009-2014 will be necessary once new SANG sites are confirmed and in use, in order to ensure that sufficient avoidance land is always in place to enable residential development to take place in the borough. The existing Strategy will continue to apply until a new Strategy is adopted.

## Planned provision

### SANG - future provision

- 4.1.23 By continuing to closely monitor planning permissions utilising SANG land, we will ensure that for the foreseeable future sufficient avoidance land is available. **Figure G** sets out the position at September 2012.
- 4.1.24 In order for the new Local Plan to be found sound the Council will need to demonstrate that the planned amount of housing across the plan period 2015 to 2031 (16 years) has sufficient SANG to support it. As the availability of SANG could be a limiting factor, efforts are being made to increase the quantity of SANG across the borough and to ensure that SANG is in the best locations to be effective.

		Ha allocated	Max Ha allocated	Still to allocate
<b>Total hectares</b>				
<b>allocated - signed +</b>	Existing SANG			
<b>draft</b>	Riverside	12.04	15	2.96
	Effingham	0.90	34	33.10
	Lakeside	3.78	4	0.22
	Chantry Wood	4.92	38	33.08
	Broadstreet and Backside	0	0	0
	Common	0.00	0	0
	Stringers Common	0.00	0	0
	Tongham Pools	0.00	0	0
	Parsonage Water Meadows	0.00	9	9
	SANG TBA	7.71	0	-7.71
<b>REMAINING OVERALL</b>				<b>70.6570.65</b>

**Figure G: Available Suitable Alternative Natural Green Space (SANG) land (at September 2012)**

- 4.1.25 The Council is working towards a locally-derived housing number for the borough starting with the Local Plan Issues and Options consultation paper. Until this process is completed an interim figure of 322 per annum is being used. On the basis of this figure, the existing unallocated SANG capacity of 68ha, which equates to 3,439 new dwellings (assuming 50 x two-bedroom homes per ha) may be expected to last approximately 11 years ( $68\text{ha} \times 50\text{dph} = 3,400$  new dwellings, divided by 322 dpa = 10.55 years).
- 4.1.26 There is concern that there is no longer any available SANG in the western part of the borough (at Lakeside) for developments of 10 or more homes. The publication of the National Planning Policy Framework (NPPF) has significantly weakened the policy protection which covers a swathe of land between the Ash and Tongham Urban area and the outer (western) boundary of the Metropolitan Green Belt. This part of the borough, designated in the Local Plan 2003 as Countryside Beyond the Green Belt (CBGB) is now experiencing development pressure which will be less easy to resist than in the past.
- 4.1.27 The SANG at Lakeside Park has reached capacity and will not accommodate any of the developments of 10+ dwellings which are being discussed at present on land in the CBGB. Ways in which SANG capacity may be increased are being actively pursued including the identification of new SANG to provide avoidance land for development in this part of the borough. Privately owned land that may be suitable for SANG is being discussed with English Nature.
- 4.1.28 The Council has agreed the use of Tyting Farm, an area of agricultural land in the Council's ownership to the south east of Guildford for SANG use (Executive, 26 January 2012). Subject to an appropriate level of discounting (to take account of existing recreational use), and planning permission to allow recreational use of agricultural land, this land could provide a maximum of approximately 45 ha of additional SANG.
- 4.1.29 Great efforts are being made to reach agreement with Surrey County Council to enable use of relation land in its ownership as SANG. It is possible that land at Broad Street and Backside Common, Stringers Common and Tongham Pools, totalling approximately 160 ha, will become available.
- 4.1.30 The other aspect of SPA mitigation, the Strategic Access Management and Monitoring (SAMM) relates to management of the SPA land itself, which not falling in the definition of infrastructure does not fall within the remit of this infrastructure study.

## **Summary**

- 4.1.31 The provision of SANGs needed for SPA mitigation has to keep up with the approval of housing developments in the affected areas to comply with UK and European law.
- 4.1.32 No new housing development will be approved without a contribution towards SANG and SAMM.
- 4.1.33 Large developments within the 400m-5km buffer zone will be able to accommodate their own SANG on sites. SANG will be provided on the basis of at least 8 hectares per 1,000 population. At the assumed average occupancy rate of 2.4 persons per new home (the 2011 census recorded 2.43 persons), eight hectares would be required for every 416 new homes, that is one hectare for every 52 new homes.
- 4.1.34 This will be a particular challenge when the Community Infrastructure Levy regulations restriction on pooling of developer contributions from planning obligations becomes effective (April 2014) until an up to date Local Plan is in place.

# Social and community infrastructure

## 5 Education

### 5.1 Primary and secondary schools

#### Lead agency

Surrey County Council (for local authority schools)

Also private schools, academies and trust schools

#### Evidence

*Surrey School Organisation Plan September 2012, adopted November (covers the period 2012-22), The School Organisation Plan is reviewed annually.*

*The Surrey SOP sets out the policies and principles underpinning school organisation in Surrey.*

*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

- 5.1.1 All state schools are free of charge at the point of delivery.
- 5.1.2 Most state schools in Surrey are local authority maintained. However, the introduction of the academies Act in May 2010 has led to a number of schools in Surrey converting to academy status. These still remain publicly funded but are independent of local authorities. As with private schools, academies have significantly greater autonomy than local authority maintained schools (including length of the school day, the curriculum, and staffing).
- 5.1.3 It is anticipated that academies will be set up as companies limited by guarantee with charitable status. Academy sponsors appoint the majority of governors to the governing body.
- 5.1.4 There are also Foundation and Voluntary Aided and Trust Schools within the borough.

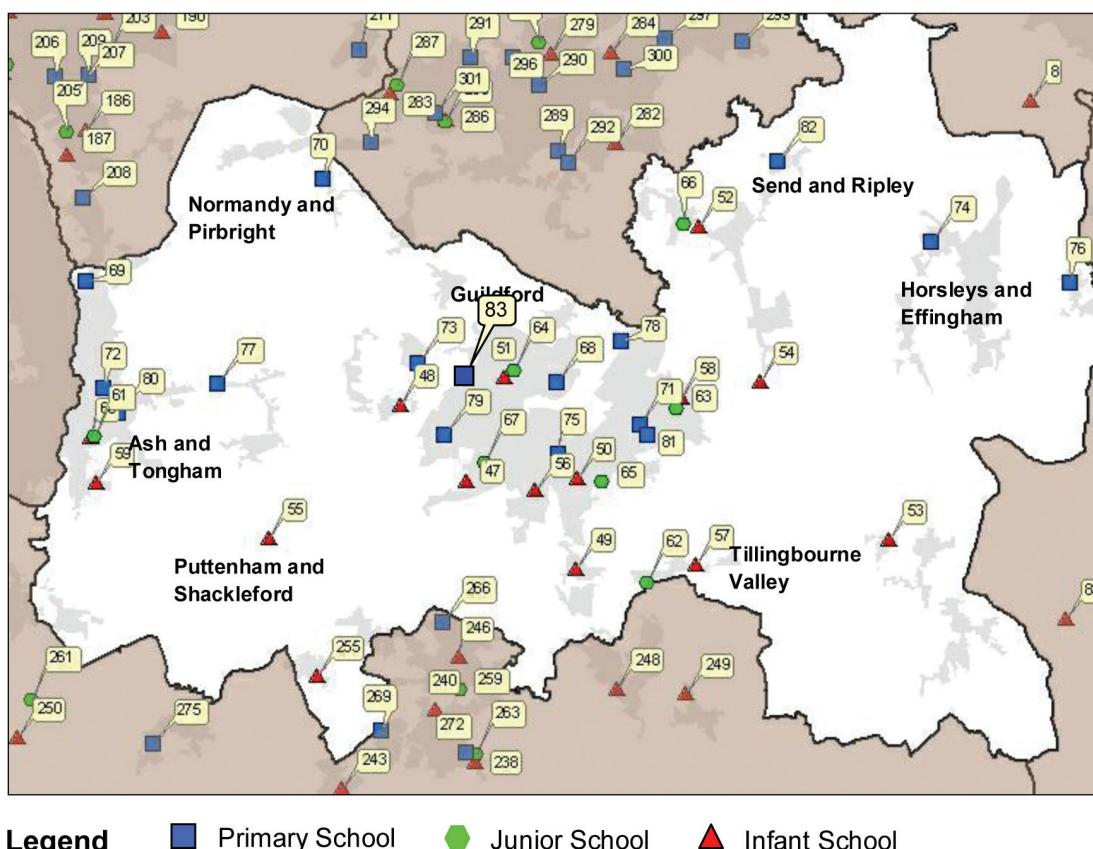
- 5.1.5 Free schools have been introduced in the last two years. These are state maintained schools, and are expected to offer a broad and balanced curriculum. They are also subject to Ofsted inspections and are expected to comply with standard performance measures. There are currently no free schools in the borough.
- 5.1.6 Academies have the option of who provides their services such as transport, school meals, or sports activities. It will be free to continue to contract some services from Surrey County Council, but equally can go to any external organisation, often local companies with an interest in the community. They are not bound by local authority guidelines.
- 5.1.7 A relatively high proportion of Guildford boroughs children attend independent schools in Surrey. Approximately 22 per cent of the county's school age population attend a private school, compared approximately seven per cent nationally across the country (source: Department for Education). Surrey has the largest number of pupils educated in fee-paying schools of all education areas in the country outside of London, with some 36,835 school spaces (source: school census 2010). Whilst there was some reduction in pupil numbers in private schools nationally with the economic situation post-2008, this situation has since reversed, and numbers are now increasing. Surrey County has not yet advised whether this proportion is projected to increase or decrease.
- 5.1.8 Private schools (including boarding schools) in the borough include Guildford High School, Lanesborough Schools, Tormead School, Longacre School, Rydes Hill Preparatory School, Hoes Bridge School, Royal Grammar School, Cranmore School, Ripley School, St Theresa's, Priors Field School, Aldro School and Kings College. These schools provide over 5,000 fee-paying school places, from primary to sixth-form levels. In Guildford Borough, there are slightly more boys being educated privately than girls.
- 5.1.9 Over the last 10 years there have been changes in the demand patterns between the state maintained and private school sector, increased migration into Surrey and increases in demand as a result of new house building.

### Existing provision

- 5.1.10 Schools operate most efficiently and effectively when full or nearly full. 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

- 5.1.11 The borough includes the following number of state-funded schools:
- 38 primary schools, four of which have nursery provision
  - Seven secondary schools, six of which have post-16 provision
  - There are also three special schools (Pond Meadow School, Wey House School and Gosden House School), as well as three short stay schools (Hope, The Willows and SW Surrey Secondary Short Stay School) near or on the edge of the borough.
- 5.1.12 For the purposes of primary school provision, the borough is divided into 10 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.



**Figure H: State primary school provision in Guildford borough and surrounding area**

Source: Numbers refer to a particular school (see Surrey School Organisation Plan 2012)

- 5.1.13 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 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. Pressure for primary places is four years behind changes in birth rate.
- 5.1.14 Births in the Guildford town area have increased since around the turn of the Millennium. Population projections show that births are likely to continue to increase.
- 5.1.15 Even without further increase in the birth rate, it is now significantly higher than around the Millennium. The number of children starting school in Guildford town has been increasing over the last five years or so. This means more children have needed a primary school place over recent years than the number of places available. In addition, there are increasing numbers of pupils moving through infant provision that will soon need a primary school place.
- 5.1.16 In the new school years of September 2010 and 2011 two additional reception classes were provided in Guildford town; one at St Josephs Catholic Primary School, and one at Boxgrove Primary School. Both schools have now permanently expanded. In the same years, an additional junior class was provided at Bushy Hill School, Merrow, and Northmead School, Stoughton.
- 5.1.17 In September 2012 additional reception classes were provided at Burpham Primary, Onslow Infant and Stoughton Infant Schools.
- 5.1.18 Applications for primary school places have been very variable over recent years, but are now forecast to increase due to recent sizeable housing applications in the area, and to new housing planned in nearby Aldershot and Farnborough. There is flow of pupils between the Ash / Tongham and Normandy / Pirbright primary school planning areas. Normandy and Pirbright planning area has limited spare capacity, and is forecast to have minor shortfalls. As this planing area is close to the border of Woking and Surrey Heath boroughs, there can be overflow between the three school planning areas. The movement of army families into and out of the Pirbright Camp can complicate school planning in this area.

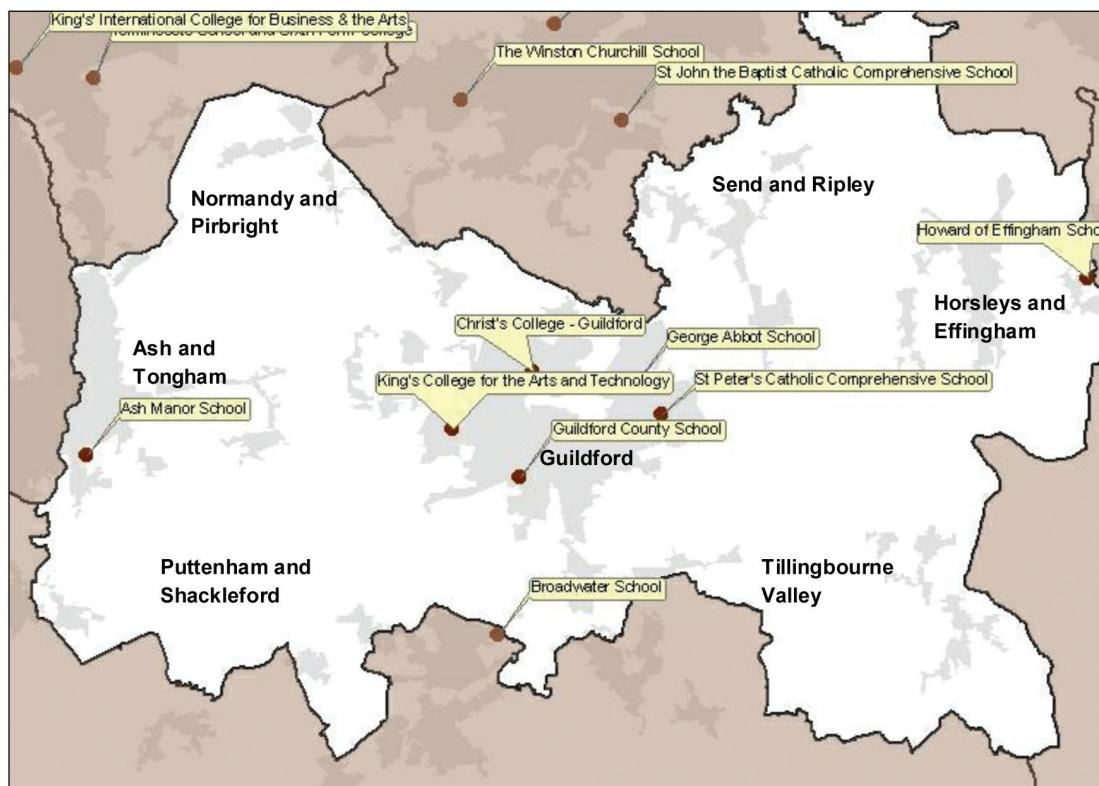
- 5.1.19 In the absence of a local housing number for the borough there is no housing trajectory, and Surrey County Council do not know how many homes will be built in the borough, where or when. Surrey County Council's overall forecasts are therefore likely to underestimate demand for places, as families moving into that school planning area will increase the number of pupils needing a school space.

### **Secondary provision**

- 5.1.20 There are seven secondary schools in the borough, six of which have post-16 provision.
- 5.1.21 The secondary schools George Abbot, Howard of Effingham and Guildford County School have converted to Academy status.
- 5.1.22 Surrey County Council monitors the transfer ratio (the proportion of children transferring from primary to secondary schools in the area). It finds that there are more pupils starting secondary school in Guildford borough than there are in the last year of primary schools in the borough. Secondary school pupils can travel up to 10 miles between home and school, including movement across borough boundaries.
- 5.1.23 Guildford borough is divided into three secondary planning areas for forecasting of secondary pupil numbers; the Ash Area (western part of the borough), Guildford Town Area, and the Effingham Area (eastern part of the borough).

### **Planned provision**

- 5.1.24 The number of primary age children in Guildford continues to increase. The number of applications for reception places in Guildford town was 16 per cent higher in 2012 than it was in 2011. There are insufficient primary places to meet the demand, and so increased primary provision is needed.
- 5.1.25 There are now not enough permanent reception places or junior places in September 2013 for those that need them. Additional temporary classrooms are being provided and there needs to be a permanent expansion by at least one infant and one junior class from 2014.
- 5.1.26 In September 2013 Burpham Primary School will be permanently expanded. In September 2013 additional reception classes will be provided at Onslow Infant and Stoughton Infant Schools and an additional junior class at Queen Eleanors Junior School.



**Figure I: State secondary school provision in Guildford borough and surrounding area**

Source: Numbers refer to a particular school (see Surrey School Organisation Plan 2012)

- 5.1.27 The Governing Body of St Josephs Catholic Primary School in partnership with Surrey County Council has agreed to expand St Josephs Catholic Primary School from a two form entry (2FE) primary school to become a three form entry (3FE) primary school, with a Published Admissions Number (PAN) of 90.
- 5.1.28 The number of pupils will increase by 30 each year until the additional numbers of children have progressed though the school, when there will be 90 places per year from Reception to Year 6. The capacity of the school will therefore increase from 420 to 630 places.
- 5.1.29 Burpham Primary School in partnership with Surrey County Council has recently expanded from one form entry (1FE) primary school to become a two form entry (2FE) primary school, with a Published Admissions Number (PAN) of 60, from 1 September 2013. Queen Eleanor's Church of England Junior School is to be expanded from two form entry (2FE) to three form entry (3FE) in September 2014.

- 5.1.30 An additional entry form was recently added at Boxgrove Primary School, operating as an Academy alongside George Abbot school, providing places for 30 pupils. However, in the medium term (2015) there will be a need for three additional forms of entry (each equivalent to 30 pupils), with potentially another if the birth rate continues to increase.
- 5.1.31 Both Onslow Infant School and Weyfield Primary School have also temporarily expanded in 2012 to provide two additional reception (bulge) classes to accommodate additional pupils due to a shortage of school places to meet demand in the locality.
- 5.1.32 Ash Grange Primary School is planned to be expanded over the next two to three years, taking on 210 extra children as part of Surrey County Councils plans to provide extra primary places.
- 5.1.33 Unless the Local Plan includes planned development of a sufficient scale (approximately 1,600 new homes) to require a new primary school of its own, the greatest need in the future will be in Guildford town.
- 5.1.34 Outside of Guildford town, there is currently a very fine balance between demand and supply for primary school places.
- 5.1.35 A significant number of pupils from around Fetcham and Bookham to the east of Guildford borough apply for secondary school which, in the adjacent Effingham area of Guildford Borough.
- 5.1.36 In the Ash and Tongham planning area there is currently a small shortage of secondary places which, after a dip in numbers, is projected to increase. A significant number of pupils from the Aldershot area in Hampshire apply for secondary places in Ash. If there is an expansion of housing in Aldershot (through the planned Aldershot Urban Extension) this is likely to increase pressure on secondary places in the Ash area. The position will be closely monitored.

### Cross-boundary issues

- 5.1.37 Expansion of housing in Rushmoor borough as part of the Aldershot Urban Extension may increase pressure on secondary places in the Ash urban area. However, two three-form entry (630 places) primary schools and are planned in Rushmoor in addition to investment in existing secondary schools (the Wavell School and the Connaught) to accommodate the increase in pupils proposed in connection with the proposed Aldershot Urban Extension. This would be provided either directly by developers or funded from a developers contribution.

## **Summary**

- 5.1.38 Since 2001, births have risen in excess of 15 per cent between 2001 and 2011, and are predicted to continue to rise. Within Guildford town there is now a shortage of school places, which is now being addressed.
- 5.1.39 An additional form of entry has been provided each year in Guildford Town since 2009. Four further forms of entry are forecast to be required by 2015, two of which are being developed in detail with schools. There is the potential, if current trends continue, for a further additional form in the town in the 2015 – 2020 period.
- 5.1.40 In the villages and rural areas outside Guildford town there are some pockets of high demand. At present SCC reports that it is not challenged in providing the appropriate number of places but this will need to be continually to be monitored.
- 5.1.41 In the secondary sector, the current surplus of places is set to increase until 2013 to around 150 places, then it will reduce and potentially there will be a shortage of Year 7 places by 2019. Surrey County Council currently has no plans to expand at this level. It will validate the projections before deciding what changes might be required locally.
- 5.1.42 Additional places will need to be provided in the Guildford town area in the next five years to provide for the increasing birth rate. The greatest need for additional places in the very near future will be in the Guildford, Ash and Tongham urban areas. Within Guildford town, the greatest undersupply is likely to be in the east and west Guildford areas.
- 5.1.43 There is significant private secondary school provision in and around Guildford town centre. Children travel considerable distances to school here. There has recently been a slight fall in private sector numbers, possibly related to the current economic situation. The increased birth rate is expected to be felt in the secondary private sector over the next decade.
- 5.1.44 Numbers are now forecast to increase in the Ash and Tongham area. This will be exacerbated should any major additional housing be granted planning permission or be planned in Ash and Tongham or in the adjacent towns of Aldershot and Farnborough.

- 5.1.45 Small and medium sized housing developments are increasing pressure on places in the Guildford urban area. In order to meet the projected increased need for places, Surrey County Council intends to expand provision in the Guildford urban area. Financial contributions from developers of housing schemes pay for the additional buildings needed to accommodate the increasing child population.
- 5.1.46 There is little spare capacity of school places in Guildford borough as a whole. The majority of spare school places are located in rural areas with a shortage of primary places in urban areas. New housing development would put greater pressure on places.
- 5.1.47 Within existing settlements, incremental growth in local populations through small and medium housing developments would be accommodated through expansion of existing schools, for example through additional forms of entry, which subsequently filter through each year. This has already been happening in Guildford town to accommodate the increasing population of young children.
- 5.1.48 Planning obligations and the Community Infrastructure Levy will be used to deliver school capacity improvements to reduce pressure bought about by new housing developments by providing additional entry forms with new classrooms. Planning obligations providing for new primary schools would be needed to provide for any large scale extensions to existing settlements or to new settlements (these are options under consideration as part of the Local Plan process).
- 5.1.49 New housing development of approximately 1,600 new homes would require a new primary school. This would most likely be funded by the development itself, and provided on land within the development. These standards are from research work for the Hertfordshire infrastructure investment Strategy (HIIS) 2009, adjusted for Guildford boroughs average household size (2.42 people/household, 2011 census)
- 5.1.50 New housing development of approximately 5,000 new homes, would require a new secondary school. It is very unlikely that any development of this size could be accommodated in one location in the borough.

## 5.2 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 September 2012, adopted November (covers the period 2012-22)*

### **Existing provision**

- 5.2.1 Further Education (FE) is the term used to describe post-compulsory education.
- 5.2.2 The main provision of post-16 opportunities is currently within Guildford College of Further and Higher Education, although there are seven 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 Peters Catholic Comprehensive School (Sixth Form)
  - Kings College for the Arts and Technology (Sixth Form)
  - The Academy of Contemporary Music
- 5.2.3 Post-16 education is not compulsory, so there has been no need to provide places for every young person aged over 16. Up to 2010, post-16 provision is planned by the Learning and Skills Council (LSC) according to the numbers of students attending courses. The Education and Skills Act (2008) raised the age of participation in full time education or training to 17 from summer 2013 and 18 from 2015.
- 5.2.4 Responsibility for post-16 education was transferred from the Learning & Skills Council (LSC) to Surrey County Council in April 2010.

- 5.2.5 There are also colleges in Farnborough, Godalming and Woking that may also serve post-16 further education needs in the borough.
- 5.2.6 There are five Higher Education establishments in the borough.
- The University of Surrey is the largest with approximately 15,209 students (FTE) in 2011/2012.
  - Guildford College of Law (approximately 4,915 full time students)
  - The Academy of Contemporary Music (1,200 students)
  - Guildford College of Further and Higher Education (approximately 1,095 students)
  - Merrist Wood College (approximately 1,200 students)
- 5.2.7 The University of Surrey is intending to increase its student numbers, and has indicated that student accommodation and rented accommodation in Guildford Town is an important issue.

### **Planned provision**

- 5.2.8 Provision for post-16 education is planned for a wide area, extending beyond Local Education Authority borders.
- 5.2.9 Surrey County Council continuously monitors the local offer to ensure that there is suitable provision for all young people.
- 5.2.10 The University of Surrey also has plans for further growth, including plans a £45m veterinary clinical skills centre to train undergraduate and postgraduate students. It will be built on the University's Manor Park site, with £4.9 million funding from the Higher Education Funding Council for England (HEFCE). The new buildings are expected to be completed in 2015, with the number of students rising to 100 from the initial 25 to enrol in 2014.

### **Summary**

- 5.2.11 Surrey County Council's projections do not show a significant growth in the population of in this age group in the near future, and it is not expecting there to be a need to require an increase in overall capacity of post-16 education for some years.

# 6 Emergency services

## 6.1 Police

### Lead agency

Surrey Police

Office of the Police and Crime Commissioner for Surrey (replaced Surrey Police Authority in November 2012)

### Evidence

*Police and Crime Plan 2013 (Surrey Police and Crime Commissioner)*

*Surrey Policing Plan 2012-13*

*Surrey Infrastructure Capacity Project Phase 1 Final Report*

### Context

- 6.1.1 Surrey Police do not have defined service standards in terms of how many officers are required per head of population/per household. The number of staff needed to police an area is not based on population but on criminality. Criminality, or the level of crime is influenced by a range of variables such as the type of housing, population density, housing quality and whether there is a stable population. It is therefore difficult to assess exactly how future increases in housing and other development will impact on demand for police services.
- 6.1.2 In late 2012 there were 1,939 Police Officers and 2,260 Police Staff (including Police Staff in Operational roles such as PCSOs).
- 6.1.3 The Office of the Police and Crime Commissioner for Surrey was created in 2012 as an elected replacement for the Police Authorities. The new Police and Crime Commissioner (PCC), through new police and crime panels is responsible for overseeing the work of Surrey Police, for holding the Chief Constable to account for policing in their force area on behalf of the public, and for helping to tackle the crime issues that matter to the public. The PCC for Surrey is based at Surrey Police HQ, Mount Browne in Guildford.
- 6.1.4 The first Police and Crime Plan includes the following priorities, which were established from the views expressed by the public:
- take a zero tolerance policing approach
  - deliver more visible street policing

- put victims at the centre of the criminal justice system
- give the public the opportunity to have a greater say in how its streets are policed through setting up of local policing boards to bring decision making closer to neighbourhoods,
- protect local policing, and
- expect a high quality service from police delivery.

## Existing provision

6.1.5 Current provision in Guildford borough is as follows:

- Police Headquarters at Mount Browne
- Guildford Police Station, Margaret Road, Guildford
- Guildford Neighbourhood Team co-located base within Guildford Borough Council offices at Millmead
- Neighbourhood Police Post at Japonica Court, Shawfield Road, Ash
- Neighbourhood Police Post at St Martins House Business Centre, East Horsley

6.1.6 The mobile police office visit Tesco's in Ash, Horsley Rail Station and Shere Village Hall once a week, staying at each for two hours.

## Planned provision

- 6.1.7 The government has committed to a 20 per cent national reduction between 2010 and 2014/15 in its police funding grant for all 43 forces in England and Wales. This has resulted in Surrey Police developing plans to make the necessary reductions by seeking opportunities to restructure and use resources more efficiently.
- 6.1.8 Public engagement has revealed there are strong views around maintaining frontline policing. The aim of Surrey Police is to maintain man-power but to reduce the number of police stations. To date it has made significant progress with a major estate re-structure programme that has involved relocating neighbourhood policing teams and some police counter services to easily accessible public buildings, selling costly old-fashioned police stations that were infrequently visited by the public, and establishing a network of existing sites within the borough.
- 6.1.9 It is also focussing on significantly reducing management structures, making better use of technology to reduce bureaucracy and administrative activity, and restructuring its support functions.

- 6.1.10 Surrey Police Service is proposing a review to establish its longer term estate strategy. This will not be undertaken until the potential nature and extent of future collaboration with Sussex Police is clearer.
- 6.1.11 The late night economy of bars and clubs is focused around Bridge Street and the top of North Street in Guildford town centre consistently have the highest number of violence and disorder incidences in the whole of Surrey (see Safer Guildford Partnership Executive report 25 January 2012). The impact of problems linked to large drinks venues and alcohol abuse has a negative effect on the town centre, and an increasingly adverse affect on the broader policing of Guildford as more resources are diverted to deal with these issues.
- 6.1.12 The Town Centre Disorder Group, a partnership including the Police, Local Authority Departments, emergency services and the voluntary sector was established in early 2012 as a sub-group of the Safer Guildford Partnership Executive to tackle antisocial disorder and alcohol related crime in this area around Bridge Street and North Street. A Night Time Economy Manager was appointed in 2013 as part of Experience Guildford, Guildford town centres new business improvement district (BID).

### **Summary**

- 6.1.13 An increase in population and households is likely to have an impact on staffing, transport, estate, equipment and IT resource requirements although the uplift in resource needed is influenced by a range of variables such as type of housing, population density, housing quality and whether there is a stable population.
- 6.1.14 Current crime hotspots, such as in Bridge Street, Guildford are being tackled through partnership working, including the Town Centre Disorder Group and Experience Guildford's Night Time Economy Manager.

## 6.2 Fire and rescue

### Lead agency

Surrey County Council

Surrey Fire and Rescue Service (SFRS)

### Evidence

*Surrey Fire and Rescue Public Safety Plan 2008-2011  
(revised 2011-2020 plan currently being drafted)*

*An Action Plans is produced in approximately three-year tranches, the current Action Plan covering the period 2013-16.*

*Surrey Infrastructure Capacity Project Phase 1 Final Report, June 2009*

### Context

- 6.2.1 The West Area Team is responsible for Guildford, Surrey Heath, Waverley and Woking boroughs.
- 6.2.2 The standards for fire response in the county prioritise people instead of buildings and are based upon the percentage of population receiving a fire engine response within eight minutes and two fire engines within 12 minutes.
- 6.2.3 As computer systems have been installed in modern fire engines, it is now the most local fire engine that responds to an emergency regardless of where the fire station is located.
- 6.2.4 The future for the Fire Service includes an increase in the number of volunteers, encouraging private sponsorship and income generation.

### Existing provision

- 6.2.5 There are two fire stations located within Guildford borough:
  - Ladymead, Guildford
  - Goose Green, Gomshall in the east of the borough

- 6.2.6 Fire services plan their services using a local risk management approach 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.
- 6.2.7 Surrey Fire and Rescue Service is expecting to deliver its services within their existing or a reduced budget despite increased risks from flooding and terrorist threats that places an additional burden on services. This has led to one of its key assumptions in planning its services as being that fire and rescue services can be delivered from fewer and more appropriately located locations. This will mean that it will have to place its services where there is highest risk of incidents.
- 6.2.8 Fire and rescue services are not based on population levels but on risk levels.
- 6.2.9 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.
- 6.2.10 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.
- 6.2.11 A number of sites were considered for a new fire station. The existing fire station site has good links to the A3 north and south and the location provides the fastest response times for the catchment area.

### Planned provision

- 6.2.12 The existing fire station on the site has been in operation since the 1930s and is now not fit for purpose and requires significant maintenance. The station is not fully Disability Discrimination Act (DDA) compliant and does not meet the requirements of a diverse workforce and has little provision for road traffic collision training.

- 6.2.13 Planning permission was recently granted for demolition of existing fire station and ancillary buildings, storage and two residential properties, and their replacement with a new Guildford fire station, drill tower, and other training facilities including a smoke house on this site. The new fire station would be located approximately 19m to the west of the existing fire station. The two homes on the fire station site are to be re-provided to the west of the site, along with redevelopment of the western site to provide more affordable housing. A planning obligation ensures that this housing must be built before the fire station can be used.
- 6.2.14 The intention is that the eastern part of current site would be redeveloped for housing to help fund the new fire station. At the time of writing this infrastructure baseline study, planning permission has not been granted for these new homes.
- 6.2.15 The existing station and facilities would remain operational until the new facilities are in place.
- 6.2.16 The priority requirements for the fire and rescue service are improvements in current response time, operational assurance, health and safety, and equality and diversity. The replacement fire station has been designed to ensure that it meets these priority requirements. The surrounding forecourt has been designed to ensure the appliances can be deployed quickly and safely with segregated circulation routes, which is required for the appliances leaving the station.
- 6.2.17 The new station also proposes an improved and enlarged training area and a community room to allow for community education programmes. The new building is designed to comply with current standards and will be more energy efficient, meeting BREAM good standard, and including photovoltaic roof tiles.

## 6.3 Ambulance

### Lead agency

South East Coast Ambulance Service (SECAmb) NHS Foundation Trust

### Evidence

*South East Coast Ambulance Service Business Plan 2008-2013.*

*Surrey Infrastructure Capacity Project Phase 1 Final Report June 2009*

### Context

- 6.3.1 Ambulance provision is assessed at a regional and county level. The impact of localised housing growth is likely to have little impact on the provision of ambulance services.
- 6.3.2 Demand for the ambulance service is driven by a number of factors including growth in population, changes in the type of patients accessing the service and the transformation of local NHS services, and is reviewed annually.
- 6.3.3 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

- 6.3.4 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 provides a Helicopter Emergency Medical Service (HEMS) and air ambulance service throughout Surrey. It has one helicopter based at Dunsold Park in Waverley borough and one helicopter based at Redhill, in the borough of Reigate and Banstead.
- 6.3.5 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 region by roughly five per cent each year – and the spectrum of patient need that is now broader than before. It ranges from the critically ill patients suffering from trauma, stroke and coronary heart disease, to patients who have primary care needs such as minor injuries and illnesses. The service is facing increasing pressures on its budget and the need to find significant efficiency savings within its services.

- 6.3.6 Across Surrey SECAmb have indicated there is a need to rationalise the way the services are delivered to ensure that they are aligned with demand, are delivered quicker and more cost-effective service.
- 6.3.7 At present the distribution of ambulance stations does not allow a rapid response time in all locations across Surrey. It is proposed to consolidate resource provision from three “Make Ready Centres” in the Chertsey, Guildford and Redhill areas supported by a larger network of small Ambulance Community Response Posts that are aligned with patient demand.

### **Planned provision**

- 6.3.8 Provision is assessed at a regional and the county level so local gaps in provision are difficult to assess.
- 6.3.9 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.
- 6.3.10 The impact of local housing growth is likely to have little impact on the provision of ambulance services.
- 6.3.11 Recognition of the ageing population and the need to keep access from the public highway for emergency vehicles will be important considerations.
- 6.3.12 The Local Plan Issues and Options consultation paper may need to consider the potential uses of sites being disposed of by SECAmb as these become available.

### **Summary**

- 6.3.13 The ambulance service advises that it can deal with incremental increases in new housing and their impact on the service through its annual review of demand process.
- 6.3.14 In terms of an impact that would force a review of ambulance service delivery, and taking into account the South East Plan to 2026, the areas in the South East that need specific planning for are the growth areas in Brighton belt, Ashford (Kent) and the Medway towns.
- 6.3.15 Guildford Borough Council will advise the ambulance service of our planned housing.

# 7 Health and social care

## 7.1 GPs and dental surgeries: Primary health care

### Lead agency

Clinical Commissioning Groups (CCGs) – these replaced Primary Care Trusts in April 2013. There are three CCGs covering the borough:

Guildford and Waverley Clinical Commissioning Group (CCG)

North West Surrey Clinical Commissioning Group

Surrey Heath Clinical Commissioning Group

### Evidence

*Surrey NHS Transformation Plan 2010 to 2015 – includes the key objective of reducing health inequalities through the provision of GP-led Health Centres.*

### Context

- 7.1.1 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.
- 7.1.2 Until 1 April 2013, primary care trusts (PCTs) commissioned most NHS services and controlled 80 per cent of the NHS budget. The Health and Social Care Act 2012 extensively reorganised the National Health Service in England. This act abolished Primary Care Trusts (PCTs), including Guildford and Waverley Primary Care Trust. On April 1 2013, PCTs were formally abolished and replaced with Clinical Commissioning Groups (CCGs). These have taken over the commissioning of local services to respond to the needs of the community.
- 7.1.3 CCGs are now to commission most services, including:
- planned hospital care
  - rehabilitative care
  - urgent and emergency care (including out-of-hours)
  - most community health services
  - mental health and learning disability services

- 7.1.4 They can commission any service provider that meets NHS standards and costs. These can be NHS hospitals, social enterprises, charities, or private sector providers.
- 7.1.5 All GP practices are now required to belong to a CCG. There are six CCGs covering Surrey, all within the Surrey and Sussex Local Area team (LAT).
- 7.1.6 Three CCGs cover different parts of the Guildford borough. Guildford and Waverley CCP covers most of the borough and extends southwards to include Waverley borough. Surrey Heath CCP covers most of the western edge of the borough, and North West Surrey CCG includes the area around Pirbright.
- 7.1.7 Guildford and Waverley CCG is a group of 21 local GPS surgeries in Guildford and Waverley. It controls a £223 million annual healthcare budget responsibility for the approximately 220,000 people living in the two boroughs.
- 7.1.8 Guildford and Waverley CCGs Governing Body consists of a GP Chair and six GP members, two Medical Directors (one a GP and one a Consultant), a Chief Officer, Director of Quality and Governance (Nurse), three lay members, one Practice Manager, a Chief Financial Officer and Director. The Adult Social Care, Children's Commissioning and Public Health will also attend the governing body.

### Existing provision

- 7.1.9 The health care needs of Surrey's population are outlined in the Joint Service Needs Assessment.
- 7.1.10 There are currently a total of 99 GPs currently practising in 20 surgeries across the borough with a total of 154,998 patients on their registers. The existing provision equates to one GP for every 1,565 residents. However, provision is not however, spread equally across the Borough and when examining local list sizes per GP some existing under provision is apparent on surgery- by-surgery basis. **Figure J** shows the data on a settlement basis.
- 7.1.11 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

- 7.1.12 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.

GP surgery	Urban area or village settlement	Number of GPs
Austen Road Surgery	Guildford	5
Ash Vale Health Centre	Ash & Tongham	9
Beaumont J	Guildford	2
De Iusignan S & Partners	Guildford	8
Dr Barbour	Guildford (Burpham)	1
The Villages Medical Centre	Send	5
Dapdune House Surgery	Guildford	5
Merrow Park Surgery	Guildford (Merrow)	7
Shere Surgery/Dispensary	Shere	4
St Lukes Surgery	Guildford	6
The Fairlands Practice	Worplesdon	6
Dr Daulton & Partners	Wonersh	9
The Surgery, Glaziers Lane	Normandy	4
Stoughton Road Surgery	Guildford (Stoughton)	3
The Guildford Rivers Practice	Guildford	3
The Oaks Surgery	Guildford	2
The Student Health Centre	Guildford	2
Wodeland Surgery	Guildford	6
The Horsley Medical Practice	Horsley	8
Peaslake Surgery and Dispensary	Peaslake	1
Pirbright	Guildford	2

Figure J: General practitioners surgeries in Guildford borough

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

### Lead agency

NHS England

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:

Surrey County Council – Director of Public Health (currently vacant post)

Surrey Health and Wellbeing Board – as a committee of Surrey County Council

Surrey and Borders Partnership NHS Foundation Trust

Guildford Borough Council's local Health and Wellbeing Board (soon to be established – will produce a local Health and Wellbeing Strategy for the borough's population).

Guildford Borough Council's Public Health Officer in the Community Public Health Team (post soon to be created).

### Evidence

*As legally required, the NHS, public health, social care, local councillors and user representatives have worked together to produce a Surrey Joint Health and Wellbeing Strategy (JHWS), April 2013.*

*The JHWS is based on the needs and assets of Surrey identified within the Joint Strategic Needs Assessment (JSNA) September 2012. The JHWS identifies the Health and Wellbeing Board's priorities including improving care for people with dementia.*

### Context

- 7.2.1 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.

### Hospitals

- 7.2.2 Surrey's hospitals are managed by five acute health care trusts. Two of these trusts manage hospitals serving the population of Guildford borough. These are Royal Surrey County Hospital and Frimley Park Hospital. Although the latter is not within the borough, located in, its catchment includes the west side of Guildford borough, from where GPs surgeries will refer patients to Frimley Park Hospital.
- 7.2.3 There is also private provision within the borough, available for those that are able to pay, including Mount Alvernia Hospital.

### Community health care

- 7.2.4 Every upper tier local council, 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.
- 7.2.5 The Health and Well Being Boards are required to:
- increase democratic input into strategic decisions about health and wellbeing services
  - strengthen working relationships between health and social care
  - encourage integrated commissioning of health and *social care services*.
- 7.2.6 Surrey County Council's public health role is concerned with health prevention, including encouraging exercise and more healthy lifestyles.
- 7.2.7 Future health needs are assessed by the CCGs (formerly the PCT) 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.
- 7.2.8 The Surrey Infrastructure Capacity Study highlights the difficulties between planning in the town and country planning system and the mechanisms for the commission and provision of health services. Planning for health infrastructure is more complex than identifying where people live and aiming to provide appropriate services in that location. It is important to recognise all health services are provided on the basis of "any willing provider", which, means that all the hospital trusts in Surrey are competing with each other and other health service providers to deliver a service.

## Existing provision

- 7.2.9 Guildford borough has a major district general hospital, the Royal Surrey County Hospital which provides 528 beds and 14 operating theatres.
- 7.2.10 The hospital serves a population of 320,000 for emergency and general hospital services and is the lead specialist centre for cancer patients in Surrey, West Sussex and Hampshire, serving a population of 1.2 million.
- 7.2.11 The Royal Surrey County Hospital Trust processes around 250,000 outpatients a year, 55,500 patients are admitted for treatment and over 59,000 patients attend the A&E department. A specialist tertiary centre for cancer, Ear Nose and Throat (ENT), oral and Maxillo-facial surgery and pathology are located on the site. The Trust also provides an extensive education, training and research through links with the University of Surrey.

## Planned provision

- 7.2.12 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. It is currently investing in hospital services to provide more modern, therapeutic and respectful environments which encourage recovery.
- 7.2.13 One of the first developments in this investment plan is an extension to Farnham Road Hospital in Guildford. In preparation for this, the location of some services have changed, including moving adult mental health inpatient services to St Peters Chertsey. The new hospital development will be complete towards the end of 2014.

## Summary

- 7.2.14 Given the strategic nature of secondary health care facilities it is difficult to quantify the specific impact of development in Guildford alone on such services.
- 7.2.15 The location and type of new homes being built will impact on longer term health care plans. Housing that attracts young people will generate different healthcare needs to housing that attracts the elderly such as geriatric and orthopaedic services. A further significant driver for secondary healthcare provision is the prevalence of deprivation, which has implications for smoking, obesity, and diet. Although Surrey is a generally affluent area, pockets of deprivation exist within the borough.

- 7.2.16 Healthcare agencies report that the biggest impact on healthcare services is the ageing of the population, who will place greater demands on the health service, for example through increased incidence of long-term medical conditions, and increasing incidence of dementia.

### 7.3 Residential care

#### Lead agency

Guildford Borough Council is one of five main providers of health and social care within the Borough.

Its main partners are:

- Surrey County Council (SCC)
- Clinical Commissioning Groups (CCGs)
- Voluntary organisations (VOs), and
- private sector providers (PSPs).

Guildford Borough Council recognises the importance of connectivity between services for elderly people and works with its partners to improve connectivity of services to facilitate the contribution of the voluntary sector and to avoid duplication of services.

#### Evidence

*Surrey County Council Adult Social Care Commissioning Strategy for older people in Surrey 2011 - 2020*

*Adult Social Care Commissioning Profile Guildford (2011/12)*

*Surrey Joint Accommodation Strategy (2010-2014)*

*Surrey Infrastructure Capacity Project Phase 1 - Final Report June 2009*

*Guildford Borough Council Sheltered Housing Scheme Information*

*Guildford Borough Council Housing Strategy Interim Statement 2011*

*Guildford Borough Council Later Life Strategy 2010 (reviewed 2012, including Action Plan)*

## Context

- 7.3.1 Surrey County Council's Adult Social Care Directorate, as a social services authority, has a statutory duty for planning, commissioning and providing a wide range of services for adults and older people across Surrey, including residential care, and social care. Although Guildford Borough Council does not have a direct duty to provide such services for older people, it actually provides many of these services on behalf of Surrey County Council, under an agreement dating from 1948.
- 7.3.2 Guildford Borough Council provides services such as sheltered housing, community transport, community alarms, day centres, meals on wheels, and runs a home improvement agency. These help elderly people to maintain independence, and encourage active ageing and social inclusion of those in low to considerable need. Surrey County Council continues to provide adult social care to the 1,554 residents over the age of 65 who are identified at critical or substantial risk.
- 7.3.3 Voluntary and faith sector organisations, including Age UK provide services including sheltered housing, shopmobility, and social clubs that help to prevent social isolation. The private sector, which included registered housing providers and private general practitioners also plays a role in service provision through nursing homes, sheltered accommodation, and private GPs.
- 7.3.4 There are approximately 29,000 people over the age of 60 living in Guildford borough, and 6,400 are over 80 years old. The projected population growth across Guildford borough has the potential to increase demand for social care services. Based on the 2011 census around 16 per cent of Guildford borough's residents are aged over 65, and two per cent are over the age of 85 years old. The Office of National Statistics estimate that the over 65 year old age group will grow by 20 per cent by 2021. 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 will reduce this requirement.
- 7.3.5 Within Guildford borough, approximately 25.4 per cent of all households contain only older people of retirement age and almost all of these consist of one or two people.
- 7.3.6 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.

### Existing provision

- 7.3.7 Within the borough there are 15 residential care homes which are dispersed across the borough as follows:
- 10 in Guildford Town
  - one in Ash
  - one in West Clandon
  - one in West Horsley
  - one in Puttenham
- 7.3.8 64 per cent of those people registered for specialist housing are over 80 years old, 90 per cent live alone, and 78 per cent are women.
- 7.3.9 In October 2010 the Council adopted a Later Life Strategy, which recognises the demands of an ageing population on both the Council and our health and social care partners service delivery. We reviewed this in December 2012 (see the report to the Customer and Community Scrutiny Committee (*Item 8, 11 December 2012*)).
- 7.3.10 The Council, along with Surrey County Council and its voluntary and private sector partners are implementing the actions identified by this Strategy. These include a new hub and spoke approach to delivering services. The intention of this approach is to support older people in our borough, to provide a foundation for greater partnership and joint working with statutory, voluntary statutory and private partners.

### Day centres

- 7.3.11 Three service hubs are based around day centres/sheltered housing units in the following locations:
1. West (based at Japonica Court / Shawfield Day Centre) - covers Ash Vale, Ash Warf, Ash South, Tongham, Pirbright, Normandy and Pilgrims wards
  2. Centre (based at Dray Court / Park Barn Centre) - covers Worplesdon, Westborough, Stoughton, Onslow, Friary and St Nicolas, Holy Trinity, Stoke, Christchurch, Merrow, Burpham, Shalford wards. Millmead Court and Tarragon Court are affiliated with this hub.
  3. East (based at St Martins Court in East Horsley) - covers Send, Lovelace, Clandon, Horsley, Effingham and Tillingbourne wards. St Marthas Court is affiliated with this hub.

- 7.3.12 Each hub provides a variety of health and social care services delivered by SCC, CCGs and voluntary organisations for its tenants. Age UK is one of the larger of the many local voluntary organizations that provide services for the elderly.
- 7.3.13 Since 2010, Guildford Borough Council has worked with its partners to develop a number of new joint ventures across the hubs. New services introduced so far include:
- an annual older peoples safety event in partnership with Guildford College
  - an active ageing programme which includes walking for health in partnership with Age UK in the west and central hubs
  - a computer club managed by Age UK in partnership with Guildford Borough Council, based at Dray Court. This popular club is designed to enable people over 55 years, regardless of their level of technical ability to stay connected with friends and family using email, photos and Skype and to enable them to pursue their interests.
  - four new Age UK Feet First Clinics
  - Guildford Borough Council provides office accommodation for Age UK within Japonica Court sheltered scheme, and accommodation at Shawfields for Age UK to run the project Men in Sheds.

#### **Sheltered housing (including extra care sheltered housing)**

- 7.3.14 Sheltered housing is specially designed rented accommodation provided by the Council or the private or voluntary sector organisations, for older people who would like to remain independent, but prefer the added security that sheltered housing offers. Extra care sheltered housing provides a higher level of support. There are currently six such homes within the borough provided by the Council:
- **Japonica Court** - providing accommodation for older people requiring higher levels of support with 47 one-bedroom flats, 14 two-bedroom flats and one one-bedroom bungalow situated approximately two miles from Aldershot and 10 miles from Guildford
  - **Dray Court** – provides accommodation for older people requiring higher levels of support 59 one-bedroom flats, and nine 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

- **St Martins Court** - nine miles east of Guildford on the A246 with a near by bus stop providing regular and direct routes to Guildford. 30 self contained flats
- **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 Councils Offices in Guildford with 25 single studio flats and one one-bedroom flat
- **Tarragon Court** - near Worplesdon, on the A322 about two miles north of Guildford town centre with 37 single studios and one one-bedroom flat.

- 7.3.15 Sheltered housing at White Hart Court in Ripley and Victoria Court in Guildford town centre have both been closed and demolished as the most of the accommodation was in the form of bedsits with shared bathrooms. These sites both have planning permission for redevelopment with a mix of affordable and market housing.
- 7.3.16 Guildford Borough Council's Housing Development Service has advised that this type of accommodation is no longer popular. The West Surrey Strategic Housing Market Assessment 2009 (SHMA) confirms that the demand for this type of affordable sheltered housing for the elderly is low.
- 7.3.17 The private and voluntary sectors also provide sheltered housing in the borough, such as at Abbeyfields voluntary sector sheltered housing in Guildford town.
- 7.3.18 There is also accommodation provided for some of the borough's elderly population in Almshouses. These are privately run, usually as charities or by housing associations. They are flats with shared living areas and social activities. These include Hedger's Almshouse and Abbot's Hospital, both in Guildford.

### **Supported housing**

- 7.3.19 Guildford Borough Council has a dedicated supported housing service, which provides 49 units of accommodation. The properties are allocated to vulnerable adults between the ages of 18 and 65 who need low to moderate support to live independently.
- 7.3.20 Residents may have mental health needs, a learning disability, or a drug/alcohol problem that they are actively addressing.
- 7.3.21 Housing associations and/or the voluntary sector also provides additional services in the borough.

- 7.3.22 Guildford Borough Council's Housing Strategy Interim Statement (2011) acknowledges that further provision of supported housing in the borough would be beneficial.
- 7.3.23 The Surrey Joint Accommodation Strategy (2010-2014) recognises the complex housing, care and support needs for vulnerable adults and young people in our area (and elsewhere in Surrey), including: a need for self-contained accommodation for those with learning difficulties.

### **Planned provision**

- 7.3.24 Surrey County Council's Adult Social Care commissioning strategy for older people in Surrey 2011 - 2020 focuses on the needs of people requiring support from Surrey County Council and the resources available to meet those needs. It supports a community-based care and support system, recognising the initiatives that can delay or even prevent older people needing support and they. It aims to achieve a significant reduction in the demand for elderly frail residential care.
- 7.3.25 The aims of the strategy are to set up preventative services designed to improve the quality of life and to maximise independence for older people and specifically improve services for dementia. Support in the community, in particular by home carers is aided by preventative services such as telecare, telehealth, virtual wards and re-ablement strategies. This will absorb some of the increasing demand being presented by population growth, including increasing incidence of dementia.
- 7.3.26 The Council anticipates that some current development schemes will assist in the provision of a number of homes for move-on accommodation for single people and supported living.

### **Summary**

- 7.3.27 There is currently good provision of services and residential accommodation for elderly people that is delivered by Guildford Borough Council alongside its partners in the voluntary sector and also private providers.

# 8 Community facilities

## 8.1 Libraries

### Lead agency

Surrey County Council

### Evidence

*Taking part in Surrey - A culture strategy for an active, creative and inclusive county*

*Libraries Public Value Review (PVR) January 2011*

### Context

- 8.1.1 The boroughs libraries are managed through Surrey County Council and are used by nearly half of the county's population, making the local library a popular cultural service for a broad range of residents of varying ages and backgrounds.
- 8.1.2 More people go to the library than to cinemas or football grounds. Since 2011, all of Guildford boroughs libraries have experienced increases in book issues.
- 8.1.3 Modern libraries are no longer simply a place for loaning books, music and films but are increasingly an access point for technology with many providing access to IT and the internet, as well as virtual library services which can be accessed without physically visiting the library. These include loans of e-readers and an e-book service.
- 8.1.4 Modern libraries such as Brighton's also offer study spaces, community meeting rooms, and conference facilities for hire, and are open long into the evening. Some also house the local Citizens Advice Service.
- 8.1.5 For example, in 2012, Guildford library provided space for NHS Health Checks to be held in the library. This represented a new way for the service to work in a new way with the NHS.

### Existing provision

- 8.1.6 Surrey County Council operates three libraries within Guildford borough as part of its core strategic network of 42 county libraries. These are located in:
1. Guildford library (to serve the Guildford urban area)
  2. Ash (to serve the Ash and Tongham urban area)
  3. East Horsley (to serve villages and settlements to the East of the borough)

- 8.1.7 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 Golden Jubilee library and meeting room opened on 2 October 2012 to replace the withdrawn mobile library service.

### **Planned provision**

- 8.1.8 Guildford Library is currently undersized at 940 sqm and is housed in a building very much of its time, provided on four floors that is not the ideal footprint. Surrey County is keen to develop a new, very visible modern main library for the borough, in an area with high footfall.
- 8.1.9 Whilst the national Museums and Library Authority (MLA) suggests a minimum requirement for libraries of around 30 sqm for every 1000 people, Surrey County Council would like to provide 25 sqm of public lending space per 1000 population.
- 8.1.10 A new library for Guildford town should therefore be at least 1670 sqm, and as the county town library, it should have a significant prominence and status.

### **Summary**

- 8.1.11 Increased residential development will place additional pressure on library services, including the need for a new library for Guildford town. A new library to serve Guildford would need to more than just a traditional library, it would need to have facilities to enable it to function as a community hub.

## **8.2 Cemeteries and crematoria**

### **Lead agency**

Guildford Borough Council

Parish Councils

Private cemetery providers

### **Evidence**

*Guildford Borough Council Bereavement Services (forthcoming service review, summer/autumn 2013)*

### **Context**

- 8.2.1 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**

- 8.2.2 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.
- 8.2.3 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.
- 8.2.4 Stoke New cemetery and Stoke Old Cemetery, either side of Stoughton Road in the north west of Guildford is the boroughs 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). There remains only very limited space for new Church of England burials. There is no provision for Muslim burials, and while this is not a significant population group numerically in the borough, adjoining Woking borough does have a significant Muslim population.
- 8.2.5 A service chapel is available for all denominations. Cremated remains may be placed in a Garden of Remembrance.

- 8.2.6 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.
- 8.2.7 There are seven other churchyards in Guildford town, such as Holy Trinity Church, that are also owned by Guildford Borough Council. However, these are all closed. Maintenance of these grave spaces is not undertaken by Guildford Borough Council.
- 8.2.8 Cemeteries in the Parishes of Shalford, Send, Ripley, Compton and Worplesdon are run by the respective Parishes Councils for residents of those parishes only.
- 8.2.9 A privately owned and operated natural burial ground has recently been opened at Clandon Woods, in West Clandon providing natural burials.
- 8.2.10 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.
- 8.2.11 Guildford Crematorium at New Pond Road near to Shalford in the south of the borough is the boroughs main crematorium.

### **Planned provision**

- 8.2.12 Guildford Borough Councils 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.
- 8.2.13 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 10 years supply.
- 8.2.14 There is a need to plan for provision for approximately the next 50 years.
- 8.2.15 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.

### Summary

- 8.2.16 Providing burial land is a non-statutory service provided by the Council as well as parish councils and private companies.
- 8.2.17 On current demand there is estimated to be a lack of burial space in the borough between 2016 and 2026 and the provision of available grave space in the borough is decreasing. Choice is also an important factor in burials and cremations.
- 8.2.18 Guildford borough is currently unable to accommodate some faith groups, such as Muslims, within the existing cemetery provision. Some additional provision may be needed, particularly to provide for the Muslim community north of Guildford. Availability of land is a key issue in cemetery provision. This will be addressed in the Local Plan Sites consultation paper.
- 8.2.19 The crematorium facilities also need to be prepared for anticipated increase in demand.
- 8.2.20 The need for further capacity is related to population increase and is not location-specific to the extent that new housing development would significantly influence future need.

## 8.3 Sports facilities

### Lead agency

Guildford Borough Council

Surrey County Council

### Evidence

*Taking Part in Surrey – a culture strategy for an active, creative and inclusive county 2008 -2011*

*Guildford Retail and Leisure Needs Study 2011, Roger Tym and Partners*

### Context

- 8.3.1 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.
- 8.3.2 The quality of built sports facilities is generally high.

### Existing provision

- 8.3.3 Guildford Spectrum leisure complex is located 1 mile from Guildford centre, attracting 1.7 million visitors each year. The complex houses an Olympic sized ice rink, 32 lanes of ten-pin bowling, a complex of 4 pools, energy level gym and spa.
- 8.3.4 The world-class Surrey Sports Park, at the University of Surrey and opened in 2010 and includes Surreys only 50m pool, as well as gym, climbing wall and fitness classes. The sports complex is open to the public at certain times.

### Cricket pitches

- 8.3.5 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**

- 8.3.6 Publicly-managed provision/facilities for football within the borough are as follows:
- twenty five 11-aside football pitches
  - six junior pitches on grass pitches
  - one 11-aside astro pitch
  - six 5-aside astro pitches at Kings College
  - Guildford Rugby Club, at Broadwater, Guildford Road

### **Hockey**

- 8.3.7 There is one publicly managed facility for hockey in the borough with one astro-turf pitch at Kings College.

### **Lacrosse**

- 8.3.8 There are two publicly managed lacrosse pitches in the borough located at Stoke Park.

### **Netball**

- 8.3.9 There are two publicly managed netball courts in the borough located at Stoke Park.

### **Rugby**

- 8.3.10 There are four publicly managed rugby pitches in the borough, 3 full size pitches and one junior pitch located at Stoke Park.

- 8.3.11 In addition the borough contains:

- 13 golf clubs and driving ranges
- 27 tennis clubs and courts
- 15 bowling clubs
- the Papercourt Sailing Club Lake
- Spectrum athletics track

## Planned provision

- 8.3.12 There are no details of any currently planned provision.

## Summary

- 8.3.13 There is currently sufficient provision of built sports facilities, including sports stadium and indoor football pitches. Consideration of adequacy of provision of outdoor football pitches will be dealt with the green infrastructure study.
- 8.3.14 The 2011 Leisure Needs Study indicated that the boroughs main leisure need is for new gyms in Guildford town.
- 8.3.15 Many of the sites/facilities used by sports clubs in the borough lack basic facilities such as a changing room. 74.2 per cent of clubs stated (in a survey for *Surrey County Councils Cultural Strategy*) that they require further facilities.
- 8.3.16 The provision of facilities should increase with the population, and the current level of the quality of some sites should also increase to accommodate more, and improve current usage. The green infrastructure study research that is underway to support the new Local Plan will consider suitable standards for future provision linked to additional housing growth.

## 9 Evidence documents

Capita Symonds for Guildford Borough Council, 2009 *Strategic Flood Risk Assessment Guildford Flood Risk Reduction Measures*

Ove Arup and Partners Ltd for Surrey Future Partnership, 2013 *consultation draft Surrey Rail Strategy*

Department for Environment, Food and Rural Affairs, March 2010 Noise Action Plan: Major Roads outside first round agglomerations

Department for Environment, Food and Rural Affairs, 2010 Noise Action Plan: Major Roads (outside first round agglomerations)

Department for Transport data Surrey: Total traffic on major roads (thousand vehicle miles), 2000 to 2011

Department for Transport, 2011 White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen

Department for Transport, April 2013 Statistics – Local area walking and cycling in England, 2011/12

Department for Transport, 2013 Vehicle Licensing Statistics: 2012

*Cycling Infrastructure Design (DfT, 2008)*

Green and Hall, 2009 Consultation draft Better Rail Stations: An Independent Review presented to Lord Adonis, Secretary of State for Transport

Guildford Borough Council, 2004 Guildford Borough Parking Strategy

Guildford Borough Council 2006, *Planning Policy Guidance 17 Audit (2006)* currently being updated

Guildford Borough Council, 2009 *Thames Basin Heaths Special Protection Area Avoidance Strategy 2009-2014*

Guildford Borough Council Sheltered Housing Scheme Information

Guildford Borough Council, 2010 Later Life Strategy (reviewed 2012, including Action Plan)

Guildford Borough Council, 2011 *Interim Housing Strategy Statement*

Guildford Borough Council, 2011 Suitable Alternative Natural Green Space (SANGs) monitoring data

Guildford Borough Council with partners, expected to be completed summer 2013 draft Surface Water Management Plan

Guildford Borough Council Bereavement Services forthcoming service review - summer/autumn 2013

Guildford Local Committee report Traffic on the A323 in Ash: petition from local residents

Network Rail, 2011 London and South East Route Utilisation Strategy Report

Office for National Statistics, 2011 Census, Key Statistics for Local Authorities in England and Wales

Office of Rail Regulation 2001/02 and 2011/12 estimates of station usage

Roger Tym and Partners for Guildford Borough Council, 2011 *Guildford Retail and Leisure Needs Study*

South East Coast Ambulance Service, 2010 Integrated Business Plan 2010-2015

Steer Davies Gleave for Guildford Borough Council, 2012 Guildford Strategic Parking Strategy – Stage 1: Parking Demand

Surrey County Council, 2000 Surrey Local Transport Plan 2001/02-2005/06: Annex 2 Local Area Implementation Programmes

Surrey County Council, 2007 Surrey County Council's Rights of Way Improvement Plan

Surrey County Council, 2008 *Surrey Waste Plan*

Surrey County Council, 2009 Transport Statistics for Surrey: Movement Monitoring Report 2008/9

Surrey County Council, 2010 *Surrey Joint Accommodation Strategy 2010-2014*

Surrey County Council, 2011 Surrey Transport Plan: Passenger Transport Strategy: Part 1 Local Bus

Surrey County Council, 2011 Surrey Transport Plan: Implementation and Finance

Surrey County Council, 2011 Travel SMART in Surrey: Surrey's Large Bid to the Local Sustainable Transport Fund

Surrey County Council, 2011 Adult Social Care Commissioning Strategy for older people in Surrey 2011 – 2020

Surrey County Council, 2011 Adult Social Care Commissioning Profile Guildford 2011/12

Surrey County Council, 2011 Libraries Public Value Review

Surrey County Council, 2012 Surrey School Organisation Plan September 2012, adopted November

Surrey County Council, 2013 Surrey Future: Congestion Programme consultation draft

Surrey County Council, *Superfast Broadband in Surrey* and [www.superfastsurrey.org.uk](http://www.superfastsurrey.org.uk)

Surrey Cultural Forum, 2008 *Taking Part in Surrey - A culture strategy for an Active, Create and Inclusive County 2008 -2011*

Surrey Fire and Rescue Authority, 2011 Public Safety Plan 2011-2020

Surrey Health and Wellbeing Board, 2013 *Joint Health and Wellbeing Strategy* (JHWS), April 2013

*Joint Strategic Needs Assessment* (JSNA) September 2012

Surrey Improvement Partnership, June 2009 Surrey Infrastructure Capacity Study Final report 1B: Infrastructure baseline and future needs analysis

Surrey NHS Transformation Plan 2010 to 2015

Surrey Police, 2012 *Surrey Policing Plan 2012-13*

Surrey Police and Crime Commissioner, 2013 *Police and Crime Plan 2013*

Thames Water *five-year plan 2010-15*

# Appendices

## Appendix A

**Summary of cross-boundary infrastructure issues identified so far by neighbouring councils**

## Appendix B

**Local Strategic Partnership - report of infrastructure workshop**

## Appendix C

**Record of ongoing liaison with infrastructure providers and other organisations**

# Appendix A

**Summary of cross-boundary infrastructure issues identified so far by neighbouring councils. This is the responses to the questionnaire that we sent to other authorities in 2009.**

**What are the major planning-related issues and/or challenges facing your borough, as identified in your Core Strategy or in other key council strategies (including your Sustainable Community Strategy), which you consider could have potential to impact upon Guildford Borough?**

**Please advise of any strategic or major developments planned in your area and identified in your Core Strategy or Area Action Plans or masterplans**

Borough area	Cross-boundary infrastructure issues identified
<b>Elmbridge Borough Council</b>	<ul style="list-style-type: none"> <li>• No major development sites affecting Guildford (Core Strategy) - experience many of the same problems as Guildford (lack of affordable housing; high levels of car use; Green Belt constraints; Thames Basin Heath; etc.)</li> <li>• M25 service area is located close to the Guildford border; this has been subject to consultation, and is in the process of being built, subject to discharge of conditions</li> </ul>
<b>Mole Valley</b>	<ul style="list-style-type: none"> <li>• Issues - provision of affordable housing; meeting the housing target (without use of the Green Belt in the first instance); protection of the environment and character of towns and villages; infrastructure provision</li> <li>• No strategic/major developments planned through the Core Strategy; Land Allocations Development Plan Document likely to commence summer 2009</li> </ul>
<b>Reigate and Banstead Borough Council</b>	<ul style="list-style-type: none"> <li>• Need to deliver at least 9,240 homes and 20,000 m<sup>2</sup> of retail space (Core Strategy):</li> <li>• Regeneration of Redhill town centre as a regional hub and strategic location</li> <li>• Planned extension of Horley, with two new neighbourhoods</li> <li>• Regeneration of Preston and Mertsham neighbourhoods, and Horley town centre</li> <li>• Redhill Area Action Plan - vision to improve transport; land use and activity; and building design</li> <li>• The Gatwick Diamond – business-led, joint venture by Surrey Economic Partnership and West Sussex Economic Partnership, to promote strong economic growth in the area</li> </ul>
<b>Runnymede</b>	<ul style="list-style-type: none"> <li>• Nothing to affect Guildford</li> <li>• SE Plan includes an allocation for provision of 2,500 homes and approx. 60,000 sq m of business floor spacefloorspace at the DERA site, Longcross, by 2026</li> </ul>

Borough area	Cross-boundary infrastructure issues identified
Rushmoor Borough Council	<ul style="list-style-type: none"> <li>Aldershot Urban Extension - 4,500 dwellings (refer AUE SPD - <a href="http://www.rushmoor.gov.uk/aue">www.rushmoor.gov.uk/aue</a>)</li> <li>Farnborough Airport - policies to be developed through an AAP</li> <li>IQ Farnborough; outline permission granted for business park (part implemented)</li> <li>Plans for creation of Aldershot Super Garrison; Aldershot as the hub providing a range of services for out stations, including Winchester, Sandhurst, Pirbright, Arborfield, Deepcut, Bordon and Minley</li> </ul>
Surrey Heath	<ul style="list-style-type: none"> <li>Strategic location identified at Princess Royal Barracks, Deepcut; a small amount of land at Deepcut release site is located within Guildford Borough Council</li> <li>Thames Basin Heaths SPA avoidance and mitigation measures</li> </ul>
Woking	<ul style="list-style-type: none"> <li>Key issues include the supply of private and affordable housing, this has heightened the during the recession. Infrastructure provision including transport. Effects of flooding. There are a number of environmental constraints such as Thames Basin Heath SPA, Green Belt etc covering large swathes of the borough</li> <li>Any strategic or major developments are to be determined, as the Employment Land Review, SHLAA and Site Allocations DPD are not completed. Moor Lane, Westfield is a site in the Green Belt safeguarded by the Local Plan, a PFI bid is currently being prepared for housing. The site is included in the Local Plan under policies HSG5 Moor Lane, GR6 Safeguarded Sites and is listed as proposal site 13/H, the Local Plan can be viewed at: <a href="http://www.woking.gov.uk/planning/policy/localplan">http://www.woking.gov.uk/planning/policy/localplan</a>. A future site is likely to be Brookwood Farm, for housing purposes further information is set out in policy HSG6 Brookwood Farm and GRB6 Safeguarded Sites</li> <li>Adjacent to the Hoe Valley, in Westfield Avenue is Westfield Tip, a former Council Highways tip which is now unused. The tip is mostly within the defined urban area, outline planning permission has been granted for housing on the site</li> <li>Large sites have been identified in the SHLAA, we will provide you with a copy when the study is published in late July</li> <li>The Council's Community Strategy can be viewed on the following link: <a href="http://www.woking.gov.uk/community/strategy">http://www.woking.gov.uk/community/strategy</a> (the Strategy is currently being revised)</li> </ul>

**Have you done any work to assess the cross boundary impacts on infrastructure arising from major developments or site allocations in your area? If you have, please provide details**

**Have you come across any constraints from the utilities? What would you say would be the main impacts, eg on transport/education?**

Borough area	Cross-boundary infrastructure issues identified
Elmbridge	<ul style="list-style-type: none"> <li>No major developments/site allocations that could impact upon neighbouring councils</li> <li>Housing allocations for each settlement are being assessed and infrastructure providers are being involved. A transport assessment will consider cross-boundary links which could be affected</li> </ul>
Mole Valley	<ul style="list-style-type: none"> <li>Hoping the Surrey Infrastructure Capacity Project will assist in identifying infrastructure requirements of cumulative development</li> </ul>
Runnymede	<ul style="list-style-type: none"> <li>No work done on DERA site; it will have impacts - mainly on the local and principal road network, including the M25 and M3, and routes such as the A320</li> </ul>
Woking	<p>Woking Borough Council has commenced an Infrastructure Plan, this will include:</p> <ul style="list-style-type: none"> <li>assess the existing capacity of infrastructure services and facilities</li> <li>assess the impact of proposed new development on those services and facilities</li> <li>identify additional infrastructure necessary for the delivery of the Sustainable Community Strategy and Local Development Framework</li> <li>establish delivery mechanisms - how new infrastructure is to be funded, when, where and the responsible agency</li> <li>include viability testing and contingency planning</li> <li>Provide the Evidence for any future s106 tariff or Community Infrastructure Levy</li> </ul> <p>Cross boundary issues are clearly an aspect of this work. Unfortunately the study is at the early stages; therefore I cannot answer constraints from utilities, and impacts on transport and education. The Infrastructure Capacity Study will be complete in Jan/Feb 2010. The Infrastructure Delivery Plan will be published in the summer of 2010</p> <p>Surrey County Council is leading the Surrey Infrastructure Capacity Study, this will inform the cross boundary requirements for strategic infrastructure. The final report is due to be published in summer 2009</p>

**Do you have any sites identified in your SHLAA which are near to Guildford boroughs boundary, or which might have some impact upon Guildford borough due to their size and/or location?**

- If possible, please could you include a map showing the site in relation to the borough boundary
- Contact details for sites on or overlapping the borough boundary would also be useful if available
- How many units would be provided on each of the sites identified?
- Do you know how many parking spaces would be provided within the development?
- Do you know the year of anticipated development? (1-5 years; 6-10 years; 11-15 years?)
- What sustainable transport measures serve the area?

Borough area	Cross-boundary infrastructure issues identified
<b>Elmbridge</b>	<ul style="list-style-type: none"> <li>• No; see draft SHLAA map (copy sent)</li> </ul>
<b>Mole Valley</b>	<ul style="list-style-type: none"> <li>• Land at Guildford Road, Bookham - site most likely to have an impact if it was ever to be developed (currently within the SHLAA) (See map.)</li> <li>• 195 units</li> <li>• Potential development - 6 – 10 years</li> <li>• The site is within 500m of the nearest bus services to Leatherhead and other local town centres; however, the nearest railway station is over 800m away. The site is within 500m walking distance of a school and shops, but nearby employment is over 800m away</li> <li>• Map and information regarding land at Guildford Road, Great Bookham</li> </ul>
<b>Reigate and Banstead</b>	<ul style="list-style-type: none"> <li>• Large sites (over 100 dwellings) without planning permission in the Redhill Area Action Plan: <ul style="list-style-type: none"> <li>- Colebrook Day Centre – 350 dwellings (RE1)</li> <li>- Marketfield Way – 150 dwellings (RE3)</li> <li>- Warwick Quadrant – 150 dwellings (RE4)</li> <li>- Reading Arch Road – 126 dwellings (RE5)</li> <li>- Princess Way – 350 dwellings (RE6)</li> <li>- Cromwell Road – 212 dwellings (RW3)</li> </ul> </li> <li>• Other large sites without planning permission: <ul style="list-style-type: none"> <li>- Land at Meath Green Lane, Horley – 1510 dwellings (HW2)</li> <li>- Merefield Gardens, Preston – 300 dwellings (P1)</li> </ul> </li> <li>• Redhill is served by Redhill railway station and the newly renovated Redhill bus station</li> </ul> <p>Also sent copy of SHLAA sites map, and a schedule of joint working carried out with their own neighbouring boroughs</p>

Borough area	Cross-boundary infrastructure issues identified
<b>Runnymede</b>	<ul style="list-style-type: none"> <li>No sites in SHLAA near the Guildford borough boundary</li> </ul>
<b>Rushmoor</b>	<ul style="list-style-type: none"> <li>No; details of the SHLAA - <a href="http://www.rushmoor.gov.uk/shlaa">www.rushmoor.gov.uk/shlaa</a></li> <li>Parking spaces will be determined by the standards set out in the Car and Cycle Parking Standards Supplementary Planning Document (<a href="http://www.rushmoor.gov.uk/spds">www.rushmoor.gov.uk/spds</a>)</li> </ul>
<b>Surrey Heath</b>	<ul style="list-style-type: none"> <li>SHLAA is ongoing – no sites formally identified yet (aside from strategic locations already identified in the Core Strategy and Development Management Document options)</li> <li>Some sites in Mytchett may become available; at this stage no boundaries, ownership, or on-site constraints have been identified</li> <li>In relation to the Deepcut site: <ul style="list-style-type: none"> <li>(Map of Princess Royal Barracks, Deepcut)</li> <li>Capacity work on-going; could be 1,000 - 1,500 units</li> <li>Anticipated site release – 2013; possible date of commencement - 2016</li> <li>At present, only a limited bus service serves the Deepcut locality and there are limited pedestrian/cycle links with other settlements. No rail services serve Deepcut and the nearest station is located at Brookwood (in Woking BC)</li> <li>On-going work in collaboration with Surrey County Council is identifying how to improve Deepcut in terms of sustainable travel</li> </ul> </li> <li>Map of Deepcut sent</li> </ul>
<b>Woking</b>	<ul style="list-style-type: none"> <li>There are no proposed housing sites on the shared boundary with Guildford borough. Guildford Borough Council has confirmed previously that two sites were submitted on the borough boundary with Woking Borough</li> <li>The SHLAA is currently being finalised, GBC will be sent a copy at the end of July 2009. It will also be available for you to view in the Planning Policy pages of the Councils website</li> </ul>

**Please provide details of any planned strategic infrastructure\*, including that identified as required for delivery of your Core Strategy, which will be either close enough to the boundary with Guildford borough or of such scale that its catchment area would impact upon Guildford borough. This would include transport infrastructure. Any items you are able to identify at this stage would be useful**

\*infrastructure which has a wider catchment than district level

Borough area	Cross-boundary infrastructure issues identified
Elmbridge	<ul style="list-style-type: none"> <li>No plans for any new infrastructure close to the Guildford boundary</li> </ul>
Mole Valley	<ul style="list-style-type: none"> <li>None currently - level of development is too small to attract investment</li> </ul>
Runnymede	<ul style="list-style-type: none"> <li>Airtrack – the route from Guildford to Heathrow terminal 5 will include a stop at Chertsey, in Runnymede</li> </ul>
Rushmoor	<ul style="list-style-type: none"> <li>Potential development at Farnborough Airport – approach to be developed through an AAP</li> </ul> <p>NB. TAG has recently published an Airport Masterplan, which sets out their wish to increase flight movements to 50,000 per year</p> <ul style="list-style-type: none"> <li>Welcoming plans in our Core Strategy to retain protection for the Blackwater Valley Strategic Gap</li> </ul>
Surrey Heath	<ul style="list-style-type: none"> <li>TBHSPA avoidance and mitigation measures through use of SANGS, i.e. green infrastructure. A shared SPA solution involving Guildford Borough Council may be required</li> </ul>
Woking	<ul style="list-style-type: none"> <li>At present no planned strategic infrastructure, as included in the answer to question 2; the Infrastructure Plan is currently under preparation</li> <li>Some aspects of the Evidence are still to be completed, which will have implications for infrastructure provision; such as the Employment Land Review, Transport Assessment etc</li> <li>Woking is a regional hub as defined in the South East Plan. The borough is therefore prioritised for funding opportunities. A recent bid has been made to fund highway infrastructure in south Woking, informally the Council has been advised that it is unlikely to get regional funding for this</li> </ul>

**Do you have any plans for mitigation measures with regard to the effects of development or other planning issues in your areas on other nearby boroughs?**

Borough area	Cross-boundary infrastructure issues identified
<b>Elmbridge</b>	<ul style="list-style-type: none"> <li>• Unlikely that the development planned would have a detrimental impact on neighbouring boroughs</li> </ul>
<b>Mole Valley</b>	<ul style="list-style-type: none"> <li>• Level of development - not judged to have significant impacts</li> </ul>
<b>Reigate and Banstead</b>	<ul style="list-style-type: none"> <li>• Housing pressure – the delivery of 9,240 homes</li> <li>• Redhill faces competition from neighbouring centres.</li> <li>• Demand for regeneration of Horley town centre in line with proposed housing developments</li> <li>• Congestion of A-roads</li> <li>• Lack of infrastructure investment over the past 30 years</li> <li>• Mitigation measures: <ul style="list-style-type: none"> <li>- Redhill interchange improvements, and proposals to re-locate Redhill car parks</li> <li>- Redhill railway station improvements - in line with proposals of the Area Action Plan as well as identification of the Redhill/ Reigate hub in the Regional Spatial Strategy</li> <li>- Junction improvements/new access roads for the new Horley developments (2,600 homes) - aiming to reduce peak-hour traffic by 20 per cent</li> <li>- Fastway bus network - connecting new Horley neighbourhoods</li> </ul> </li> </ul> <p>Infrastructure Delivery Plan - identifies major infrastructure needs for planned levels of growth</p>
<b>Rushmoor</b>	<ul style="list-style-type: none"> <li>• Joint working with Guildford Borough Council on Thames Basin Heaths Special Protection Area Delivery Plan.</li> <li>• Developing approach to SPA mitigation - have identified Tongham Pools (accessed from Rushmoor Borough as a potential site). Discussions with Guildford Borough Council are ongoing.</li> <li>• Improvement to transport infrastructure will be as identified by the TA.</li> </ul>
<b>Surrey Heath</b>	<ul style="list-style-type: none"> <li>• TBHSPA SANGS provision</li> </ul>

Borough area	Cross-boundary infrastructure issues identified
<b>Woking</b>	<ul style="list-style-type: none"><li>• This will depend on the findings and recommendations of the emerging Evidence.</li><li>• Any mitigation measures with regard to development will be identified by the Infrastructure Plan.</li><li>• The Council will be revising the Thames Basin Heath SPA Strategy over the summer including mitigation measures, Guildford Borough Council will be consulted on this with other stakeholders.</li></ul>

# Appendix B

## Local Strategic Partnership (LSP) - report of infrastructure workshop

<b>Guildford LSP Workshop: Wednesday 31 March 2010</b>	
<b>List of delegates</b>	
<b>1</b>	Associate Director of Public Health, NHS Surrey
<b>2</b>	Public Health Principal, NHS Surrey
<b>3</b>	Development Director, University of Surrey
<b>4</b>	Housing and Neighbourhood Services Director, Thames Valley Housing Association
<b>5</b>	Guildford Environmental Forum
<b>6</b>	Head of Road Safety and Traffic Management, Surrey Police
<b>7</b>	Policy and Partnerships Officer, Guildford Borough Council
<b>8</b>	A3 Route Performance Manager, Highways Agency
<b>9</b>	Capita Symonds (as facilitating consultant)
<b>10</b>	Principal Climate Change Officer, Guildford Borough Council
<b>11</b>	Development Technical Director, Thames Valley Housing Association
<b>12</b>	School Place Planning Manager, Surrey County Council
<b>13</b>	Guildford Walking/Cycling Forums
<b>14</b>	Neighbourhood and Community Safety Officer, Guildford Borough Council
<b>15</b>	Guildford Business Forum
<b>16</b>	Surrey Chambers of Commerce
<b>17</b>	Guildford Borough Council
<b>18</b>	Principal Infrastructure and Agreement Officer, Surrey County Council
<b>19</b>	Assistant Local Education Officer (South West), Surrey County Council (pm only)
<b>20</b>	Chief Officer, Voluntary Action South West Surrey
<b>21</b>	Adult Social Care Service Manager, Surrey County Council
<b>22</b>	Director, Surrey Hills AONB Partnership (am only)
<b>23</b>	Contracts Officer, Surrey Supporting People
<b>24</b>	Transportation Development Control, Surrey County Council
<b>25</b>	Planning Policy Manager, Guildford Borough Council

<b>26</b>	Surrey Chambers of Commerce/Guildford Business Forum
<b>27</b>	Chief Executive, Guildford Borough Council
<b>28</b>	Leader, Guildford Borough Council
<b>29</b>	Business and Tourism Manager, Guildford Borough Council
<b>30</b>	Rural Housing Enabler, Surrey Community Action
<b>31</b>	Area Director, Surrey County Council
<b>32</b>	Guildford Business Forum
<b>33</b>	Local Highways Manager, Surrey County Council
<b>34</b>	Connexions, Surrey County Council
<b>35</b>	Environment and Energy Manager, Surrey Police
<b>36</b>	Principal Planner, Guildford Borough Council
<b>37</b>	Head of Economic Development, Guildford Borough Council
<b>38</b>	Planning Policy Officer, Guildford Borough Council
<b>39</b>	Head of Community Care Services, Guildford Borough Council
<b>40</b>	Head of Capital and Estates, Royal Surrey County Hospital
<b>41</b>	Director of Corporate Services, University of Surrey
<b>42</b>	Strategic Director, Guildford Borough Council
<b>43</b>	Network Manager, Highways Agency (pm only)
<b>44</b>	Public Health Dietician, NHS Surrey
<b>45</b>	Head of Neighbourhood and Housing Management, Guildford Borough Council
<b>46</b>	Guildford Business Forum
<b>47</b>	Director, Surrey Economic Partnership
<b>48</b>	SSP Business Support Unit
<b>49</b>	Transportation Projects Manager, Guildford Borough Council
<b>50</b>	Lead Councillor for People and Partnership, Guildford Borough Council
<b>51</b>	Strategic Director, Guildford Borough Council
<b>52</b>	Surrey Police Authority

<b>53</b>	Director of Department for Social Responsibility, Diocese of Guildford
<b>54</b>	Housing Needs Manager, Guildford Borough Council
<b>55</b>	Director of Research and Enterprise, University of Surrey
<b>56</b>	Guildford Community Learning Partnership
<b>57</b>	Major Projects Team Leader, Surrey County Council
<b>58</b>	Strategic Director, Guildford Borough Council
<b>59</b>	Neighbourhood Superintendent (West Surrey), Surrey Police
<b>60</b>	Living Landscapes Officer, Surrey Wildlife Trust
<b>61</b>	Asset Strategy Manager, Surrey County Council
<b>62</b>	Councillor, Guildford Borough Council/Surrey County Council
<b>63</b>	Head of Operational Services, Guildford Borough Council
<b>64</b>	Lead Councillor for Environment, Guildford Borough Council
<b>65</b>	Guildford Business Forum
<b>66</b>	Local Committee and Partnerships Officer, Surrey County Council
<b>67</b>	Library Operations Manager, Surrey County Council
<b>68</b>	Lead Councillor for Community Safety, Guildford Borough Council

## Guildford LSP Board

29 April 2010

## Guildford Development Framework: Infrastructure Planning

### Summary

This report updates the LSP Board on the recent infrastructure planning half-day workshop. This was held to improve joint working between LSP partners and the Councils planning service in co-ordinating and delivering infrastructure to support the boroughs sustainable future. The LSP Board is requested to note the issues raised by the workshop groups

### Introduction

A presentation to the LSP workshop on 31 March 2010 by the Borough Councils Chief Executive, David Hill, highlighted the links between the Sustainable Community Strategy (SCS) Delivery Plans and the (GDF) Guildford Development Frameworks Infrastructure Delivery Plan.

Capita Symonds, a consultant working on the three-year Surrey “Demand for Growth” project, sponsored by Improvement and Efficiency South East, then spoke about the spatial planning of infrastructure, the role of LSP partners and how they can get involved. The mapping exercise detailed below was designed to assist LSP partners to think of infrastructure spatially (i.e. what are the requirements of their organisation and the service it provides, both over time and geographically (when, what and where). The points arising from the group discussions will, together with ongoing engagement with LSP partners, inform preparation of the Councils Infrastructure Delivery Plan (IDP). The IDP will support the delivery of the Guildford Development Framework (GDF) and the Sustainable Community Strategy.

### **Outcomes of the workshop – Engagement with LSP partners**

LSP partners were divided into five groups based loosely upon the LSP thematic groupings. Each group was given a large Borough street map on which to draw and note down the infrastructure issues set out below (see paragraph 2.2) and a set of eight GIS maps of existing infrastructure in the borough and its immediate surroundings. Each map showed one infrastructure theme (see Annex 1 attached). These maps will be added to the Councils GDF evidence webpage and will be updated as work progresses.

The mapping exercise was based upon consideration of four issues:

- 1) What does the group estimate to be the overall capital spend per annum on infrastructure within the borough? This was intended to highlight the amount actually spent on capital infrastructure (excluding private regulated sectors).

#### **Group 1**

Estimated £1m on three schools over next year

#### **Group 2**

Estimated a total of £286m (including new entertainment venue £26m, Slyfield £300m, Guildford Railway Station redevelopment £70m, self-funding University of Surrey investment £160m, utilities infrastructure £20m, museum £4m, waste facilities, biomass plant £3-5m)

#### **Group 3**

Estimated total of approximately £500m

#### **Group 4**

Estimated total of approximately £80m (including University of Surrey £25m, Surrey County Council highways £3m)

#### **Group 5**

Estimated total of approximately £170m

- 2) Plot on a street map (with broad costs and delivery year) your organisations existing commitments in capital spending plans and other plans, including new infrastructure and repairs/improvements to existing infrastructure.
- 3) Identify unplanned/unfunded infrastructure needs and desires.
- 4) Think how LSP partners and other infrastructure providers could jointly deliver such unfunded possibilities.

The main findings of the five groups are listed below. This will inform future working with LSP partners in the Infrastructure Delivery Planning work to support the Guildford Development Framework and assist in justifying future developer contribution requirements.

#### Group 1 (broadly social and community)

##### Current Infrastructure Projects

- New renal and cardiac units for Royal Surrey because of capacity issues (subject to strategic decisions on whether as part of the “repatriation” of currently exported health expenditure these units are allocated to Royal Surrey rather than another location south of London)
- Borough Council and Community Police co-location in Guildford town centre
- Friary Shopping Centre extension, including community/voluntary sector space
- Slyfield Regeneration Area
- South East Plan – north east Guildford
- Surrey Community Action headquarters – Burpham
- Merging 2 PCT practices into 1 fit-for-purpose facility (north east of University of Surrey Guildford Park campus)
- St Josephs School, Aldershot Road, Guildford – an additional form
- Northmead Junior School, Grange Road, Guildford – an additional form
- Boxgrove School, Merrow – one permanent additional entry form

##### Current Infrastructure Projects

- Co-location of library and police at Ash
- Guildford College, Merrist Wood site – 260 acres, and Guildford College, Stoke Park site
- New library at north Guildford (near Queen Elizabeth Park)
- Redevelopment of Guildford town centre library
- Police co-location at Shere
- Library co-location at East Horsley
- Lack of facilities such as youth centre for youth engagement and lack of transport infrastructure for youth to reach such facilities\*

**Group 2 (broadly affordable housing, environment and community)**

- There is a lot of money tied up in faith communities, mainly in property and landholdings, providing opportunities for working with the voluntary and community sector\*
- Economy at Peasmash
- Guildford Crematorium between Peasmash and Farncombe
- Railway station redevelopment
- Museum at Quarry Street
- New civic hall
- Street Angels, working on a voluntary basis has been shown to have reduced crime and antisocial behaviour in Guildford town centre, leading to tax savings
- Retrofitting oil and gas in Ash and Guildford Urban Areas
- Museum - £4m
- New sewage works at Slyfield
- Railway station redevelopment
- New University of Surrey Sports Park facility at Manor Park – open to the public
- Waste facility at Runfold
- Worplesdon Park and Ride
- Slyfield – new sewage works, anaerobic digester facility, 1,500 homes
- Need to increase local food production, through allotments\*
- Need to refurbish community centres and provide more smaller facilities\*
- Accessibility to green open space\*
- Need for coherent cycle routes\*
- Need to maximise opportunities for training facilities presented by the Olympic Games\*
- The Council could consider borrowing at low rates, as Woking Borough has done when they bought a shopping centre. Woking Borough Council have 50 years to pay back the loan with an interest rate of 4.43 per cent\*
- Suggestion to consider potential of governments land asset database for the borough\*
- Infrastructure backlog includes schools - £130m, road maintenance £50m, allotments\*
- It was noted that there is no-one representing Central Government on the LSP.

**Group 3 (broadly social and community)**

- Independent social care considered a key issue which requires accessible, reliable and affordable transport\*
- Concern that the opening of the Hindhead Tunnel and development at Slyfield will further exacerbate congestion in the borough\*
- Co-locate services in the urban areas. A database of government facilities is currently being developed\*
- Need for more Park and Ride sites to serve Guildford town to reduce congestion
- Need for more services to be accessible in rural areas to reduce travel into Guildford and social exclusion for those who do not have access to private vehicles\*
- Need for improved pedestrian and cycle access within the town centre and between settlements to encourage sustainable travel choices for short journeys
- Service providers should actively consider utilising existing infrastructure in rural areas (such as village halls) to bring services to the community\*
- The St Martins development at East Horsley identified as an exemplar of new development delivering housing to meet identified demands and a valuable community resource
- Valuable role that day centres play in the borough (e.g. North Place Day Centre)\*
- Affordable housing identified as a priority for the borough through key delivery targets, especially in rural wards. Part funded from HCA grant funding, housing association borrowing and some, in some cases, limited funding from Guildford Borough Council\*
- Need for supported housing in the borough\*
- Need to make new and existing housing more energy efficient to prevent fuel poverty among the elderly and low-income households. Changes to building regulations in 2010 will improve the sustainability of new dwellings – retrofitting existing stock the challenge\*
- Utilise CHP for major development schemes such as Slyfield and sites within the town centre
- Need to protect existing and provide additional allotments to encourage locally sourced produce\*
- Need for a new library in Guildford town centre – current facility perceived to be outdated and not fit for purpose when compared to modern multi-use facilities in other towns and cities. A new facility will cost approximately £12-14 million. Potential for modernisation, including computer internet access, and widening of the agenda to improve the boroughs health outcomes (e.g. trial rental of Wii Fit equipment).
- Importance of the faith community in the borough. For example, the Street Angels have reduced levels of anti-social behaviour in Guildford town centre\*
- Need to look beyond the borough boundary when planning infrastructure
- Opportunities to engage more people in sport with the 2012 training area

**Group 4** (broadly transport and economy)

With a few exceptions, infrastructure mapping appeared to be focused on and around Guildford urban area, south and west. Very little east of Guildford town (except for Wisley roundabout)

**Existing Commitments**

- Park and Ride at University of Surrey site at Manor Farm to open 2014
- Grade separation to address issues between Woking and Guildford limiting line capacity from Guildford. Only Network Rail can resolve this
- Civic Hall entertainment venue
- Location of new bus station in Guildford – possibilities to be looked at
- A320 road congestion from Woking – possible Park and Ride between the two towns?
- Guildford Plaza site “stuck”, eyesore and wasted potential - potential cost of £15-18m to develop
- Slyfield regeneration area – Clay Lane link road, waste treatment facilities (and links with Councils industrial estate)
- Hindhead Tunnel – open 2011 – potential impacts on roads in Guildford
- £500m to invest related to planning permissions for University of Surrey at Manor Park, £12m already committed and potentially another approximately £25m
- Potential link over railway line from Cathedral to University of Surrey for pedestrians and cyclists
- A3 funding major hub scheme – 2015\*
- A3 issues at Clandon
- North Street needs environmental improvement and possibly pedestrianisation
- Wisley former airfield – has planning permission for 30,000t/annum capacity in-vessel composter, with new arm off A3 at Ockham roundabout
- Guildford House Gallery – move exhibition to Woking to free up building in town centre

### Identified Future Needs

- DfT lorry parking facilities (consider dual use at Park and Ride sites?) to avoid HGVs needing to enter the town centre if arriving out of hours\*
- Park and Ride to reduce A3 congestion into Guildford (e.g. a site near the borough boundary)
- Backwater Valley walking/cycling route – improvements needed along its length
- Possible new Park and Ride site in Worplesdon
- Possible new Park and Ride site in Westborough for Royal Surrey County Hospital staff
- Fire station site at Ladymead – potential redevelopment
- Guildford Station improvements
- Secure cycle storage needed at strategic locations to link with cycle routes (e.g. stations, University of Surrey)\*
- Gyratory proposals – a package of improvements for pedestrians and cyclists
- Friary shopping centre extension (including a new department store?)
- B3000 (linking A3 and A31 at Puttenham) - congestion at peak times
- Need for improved signage for HGVs to industrial estates, especially Slyfield\*
- Real time bus displays and shelters. Improvements to bus services are an issue as unsubsidised commercial bus companies provide most bus services in the borough\*
- Need for improved signage and environment for cyclists and pedestrians, especially into and around Guildford town centre\*
- Business community needs greater capacity for shoppers at Artington Park and Ride (suggested by expanding site). Guildford Borough Council transport officers consider more an issue of managing the existing Park and Ride site as it cannot be expanded
- Cycle route from Basingstoke Canal at Heatherhurst Grange (west of Frimley Lock) east to Victoria Farm near Brookwood
- Potential for combined social and community infrastructure facilities between Guildford and Woking – should consider joint working\*

**Group 5 (broadly economy)**

- Power cuts emphasise the need for reliable electricity supply, particularly in the town centre\*
- Guildfords main library is not fit for purpose. A modern library is needed (2,000m<sup>2</sup>) with more modern use, including longer opening hours/evening opening to provide facilities and activities particularly for young people, meeting rooms, cafe. No firm plans at present, could possibly co-locate with a supermarket. Estimated cost of approximately £5m.
- Car parks require over £1m spend in 2010-11
- New depot required for Guildford Borough Council. Could link in with Surrey County Council waste development (over 5 years?)
- Civic Hall new entertainment centre to open Sept 2011 – cost £26m
- Gas work renewal\*
- Charlton Lane gasification plant...costing approx. £25m (in Spelthorne) will provide waste management infrastructure wider than just Spelthorne, including for Guildford Borough
- University of Surrey is working with partners (including Department of Business, Innovation and Skills, ICT businesses such as the electronic gaming design industry)
- Bid made for funding for a centre to be built around satellite installation and the space industry. To capture government funding for business expansion (York and Leicester have been successful in winning funding)
- Surrey University is working with Surrey County Council, Surrey PCT and the University of Surreys medical centre to improve health outcomes in the area.
- Additional hydropower facility – existing hydro at Millbrook
- Need for rationalisation of office premises for all public sector bodies\*
- Need for small start-up offices Borough-wide\*
- There is a wealth of expertise in retired business leaders now living in the borough. Based on the “LSE 1000 Club” example, approximately 35 have already come together to work with business. University of Surrey is keen to work with the Borough Council.
- Guildford Park - Surrey 100 – “Surrey Business Angel Club” invests in start-up-businesses
- New Park and Ride at Manor Park
- A 4-star hotel is being developed at the top of the High Street cost unknown (private)
- Guildford Train station - possible redevelopment
- New start-of-the-art bus station - £75m Surrey County Council/Guildford Borough Council (also 2009/10 facelift)
- Need to recognise employment clusters
- University of Surrey transport improvements £4-7m (in 2011)
- University of Surrey sports centre - £50m has been spent
- Drainage projects £200,000
- Vehicles for waste fleet - £3m from Guildford Borough Council

- New fire station needed in Guildford to replace current outdated station at Ladymead (Fire Service)
- Special Protection Areas Suitable Accessible Nature Green space (SANG) sites\*
- Need for more affordable housing in urban and rural areas\*
- Need for better broadband coverage, especially in rural areas (Surrey Strategic Partnership and Surrey Rural Partnership are working on this). BTs copper cables are not fit for purpose. More investment needed\*
- Ripley needs a new village hall
- Transport for Guildford bid £30m\*
- Highways Agency bid £40m\*
- Slyfield Area Regeneration Partnership (SARP) major capital project
- West Horsley – need for extended primary school
- Effingham – need for extended secondary school
- Some of the main asset holders in the borough are the Borough Council, Surrey County Council and University of Surrey.

(\* indicates Guildford borough-wide infrastructure issue)

### **Recommendation**

The LSP Board is requested to note the issues raised by the workshop groups.

# Appendix C

## Record of ongoing liaison with infrastructure providers and other organisations

Date(s)	Form of Engagement and infrastructure provider	Output and comments
March and April 2013	Liaison with some infrastructure providers	Revised infrastructure baseline
23 October 2012	Meeting with Surrey County Council Highways and Highways Agency A2 and M3 Asset Manager and Deputy Asset Manager	Revised draft briefing note
May 2012	Sections of the infrastructure baseline report sent to infrastructure providers for comment  Emails and telephone conversations with some providers regarding the draft sections.	Revision to text of certain sections
22 February 2012	Guildford Transport Workshop with Surrey County Council	Draft briefing note
March 2010	Local Strategic Partnership Infrastructure workshop	Workshop with infrastructure pressure point and needs mapping exercise  Follow up report summarising mapping of key areas of infrastructure pressure and planned improvements
Late 2008 to early 2011	Working with adjoining councils, Surrey County Council, and other infrastructure providers on a County-wide strategic infrastructure project, Surrey Infrastructure Capacity Project	Included throughout Infrastructure baseline "Assessment of current infrastructure capacity" section
Ongoing, commenced April 2009	Cross-boundary liaison with adjoining councils  Pro-forma of questions emailed sent to adjoining district and borough councils regarding potential cross-boundary issues including infrastructure  Also we have been responding to requests from adjoining councils for cross-boundary issues that we have identified we consider may be relevant to their area	Much information on cross-boundary infrastructure and on large developments on specific sites close to borough boundaries  Included throughout IDP baseline "Assessment of current infrastructure capacity" section

Date(s)	Form of Engagement and infrastructure provider	Output and comments
March 2009	Hosted a half day infrastructure planning workshop for Local Strategic Partnership (LSP) members and other infrastructure providers	Report to the LSP board summarising key findings (at <b>Appendix B</b> )
October 2008	Questionnaires sent to infrastructure providers regarding their own plans, and a report presented to the LPS Executive (16 October)	Completed questionnaires includes details of investment plans for many of the infrastructure providers, including Surrey PCT, Surrey Police