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# Shaping Elmbridge A New Local Plan

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## Infrastructure Delivery Plan

July 2023



**Elmbridge**  
Borough Council  
*... bridging the communities ...*

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# 1. Introduction

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- 1.1 The Council is preparing a new Local Plan which will set out how our communities and places within the borough will develop over the next 15 years (up to 2037). The Local Plan is a statutory requirement (Section 62 (1) Planning and Compulsory Purchase Act 2004). The Council's current plan was adopted in 2011, and although many aspects of this plan are still effective in assisting to bring forward sustainable development in the borough, a fundamental issue with the current plan is that the housing target in that plan is out of date.
- 1.2 The draft Local Plan sets out the vision for the borough to shape how Elmbridge will evolve to meet the needs of its residents and business. The shaping of place and the response to the climate change emergency are at the heart of the plan and the policies have been written to enable careful management of the borough's unique places and to ensure its resilience and adaptation to a changing climate, as well as a reduction in carbon emissions.
- 1.3 Once adopted, the new Local Plan will be the local development plan for the area covered by Elmbridge for the period until 2037. It will replace the existing Core Strategy (adopted in 2011) and the Development Management Plan (adopted in 2015), both of which will be revoked on adoption of the new Local Plan.
- 1.4 In the process of determining the preferred development strategy for the borough, the Council has considered various options of how its local housing need could be met and explored and balanced the constraints that may limit its ability to do so e.g., policy, environmental and infrastructure constraints.
- 1.5 In terms of infrastructure, a key component of preparing the Local Plan is to take account of any potential shortfalls in existing infrastructure provision and to plan for any additional requirements that may arise due to the development strategy for the borough.

## **Purpose of the Infrastructure Delivery Plan**

- 1.6 The purpose of the Infrastructure Delivery Plan (IDP) is to provide background evidence as to the key elements of physical and social infrastructure likely to be needed in the borough for the plan-making period to support the delivery of the draft Local Plan.
- 1.7 The IDP looks forwards; it is used as a tool to assess the needs that will arise based on the new homes and other forms of development being delivered across the borough over the plan-making period. It is not the role or purpose of the IDP to assess the gaps / current deficiencies in infrastructure provision or use new developments to 'plug' these.

- 1.8 In preparing the draft Local Plan and the undertaking of several Regulation 18 consultations, the Council is aware that the topic of infrastructure is a key concern for our communities. In particular, that our infrastructure network has multiple deficiencies / is at capacity and cannot accommodate any additional development. The Council is mindful of where there are existing issues however, it is sometimes the case that issues raised are 'perceived' deficits in infrastructure provision and often reflect the preferences in the communities e.g., school-places. The IDP therefore highlights where there are differences in the perceived deficits in infrastructure and preferences in communities, and the actual infrastructure that will be required based on the assessment of infrastructure providers against their statutory duties and levels of provision.
- 1.9 While the preference would be for the infrastructure required to mitigate the impacts of development to be delivered first, this is rarely feasible on the scale of sites proposed due to financing the infrastructure and delivery by providers. The infrastructure will likely be delivered alongside new development, or where a site may be larger the development and infrastructure will have a phased delivery plan.
- 1.10 The IDP identifies main areas of responsibilities and where possible, details of planned provision and provision required as a result of the new Local Plan. As far as possible, the IDP has been prepared with the involvement of relevant stakeholders and is based on information obtained from a range of sources including meetings, feedback received during previous consultations and through direct stakeholder consultation.
- 1.11 As the IDP draws from a range of sources, it is not meant to replicate, reproduce or interrogate the evidence base from which the data is taken. The IDP is only required to outline the infrastructure necessary as assessed by the relevant provider.
- 1.12 The IDP is a 'live' document providing an informed 'projection' based on information provided by the infrastructure providers themselves at that point in time. The information within the IDP is based on factual data and professional opinion provided by the relevant infrastructure providers using their own assessment methodologies and mitigation requirements.
- 1.13 The IDP sits alongside the draft Local Plan informing both the overall development strategy / strategic policies, detailed development management plan policies and allocations. It will also inform the Community Infrastructure Levy (CIL) Charging Schedule. As a supporting document, the IDP does not require public consultation, although all representations made at the Regulation 19 Stage (June 2022) that may include reference to the IDP will be submitted to the Planning Inspector for the Examination in Public. In addition, the IDP may be subject to specific questions on soundness and legal compliance required by the Planning Inspectorate.

- 1.14 The Council recognises that infrastructure demands can change and that the IDP will need regular updates and continued dialogue with the relevant infrastructure providers. This will include providing housing monitoring data to relevant infrastructure providers on a six-monthly to annual basis to feed into their monitoring and infrastructure plans and strategies. In addition, the IDP will be reviewed and updated, where necessary, alongside the Local Plan which, in accordance with the NPPF will be at least 5 years.
- 1.15 The IDP should always be read in conjunction with the Local Plan Evidence Base and any updates to the programme at:  
<https://www.elmbridge.gov.uk/planning/new-local-plan/new-local-plan-supporting-evidence>

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## 2. Policy Context

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### National guidance

- 2.1 In July 2021 the Government published its revised National Planning Policy Framework (NPPF). The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is the principle of sustainable development centered around three overarching objectives: environmental, social and economic.
- 2.2 Different elements of infrastructure, for example transport and green infrastructure, are dealt with in various parts of the NPPF. It states that Local Planning Authorities (LPAs) should set out the strategic priorities for the area in the Local Plan and requirements for Local Plans and planning policies, including:
- " Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); community facilities (such as health, education and cultural infrastructure); ..." (Para 20)
  - " Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan. " (Para 34)
- 2.3 Planning Practice Guidance provides further advice on several relevant subjects, including plan-making i.e. Local Plan preparation, viability and the use of planning obligations. It also provides more detailed guidance on the Community Infrastructure Levy (CIL).
- 2.4 CIL legislation was introduced in 2010 and is a charge that can be levied by local authorities on certain new development to help to pay for infrastructure that is needed to support the impact of development in an area. The charge is set by a local authority through the preparation and adoption of a CIL Charging Schedule. Once in place, CIL largely replaces the use of section 106 (S106) developer contributions, although these can still be used, for site-specific infrastructure and to provide affordable housing.
- 2.5 In September 2019, the Government published revised CIL regulations, in which the restrictions on the pooling of CIL receipts with S106 to fund key infrastructure were removed.

## Infrastructure Levy

- 2.6 On the 17 March 2023, the Department for Levelling Up Housing and Communities (DLHUC) launched its consultation on the introduction of the new 'Infrastructure Levy' (IL) in England. Initially proposed in the Government's Planning for the Future White Paper in (August 2020), the IL will be introduced under provisions in the Levelling Up and Regeneration Bill (first introduced on 11 May 2022 and is currently at Committee Stage in the House of Lords as of 24 May 2023) as a new mandatory charge on development to largely replace CIL in England (except for Mayoral CIL in London).
- 2.7 In many ways IL is similar to the existing CIL regime, but it has been designed to enable the charging authority to capture more of the uplift in land value generated by development. The intentions are that IL will be mandatory for charging authorities to charge (whereas CIL is optional) and in contrast to CIL (which is based on the floorspace of a development when permission is granted), it will be based on a percentage of the final gross development value (GDV) above a set threshold. IL will apply to the development of new or existing buildings as well as to material changes of use, which means 'permitted development' may be within scope.
- 2.8 In the same way as CIL, IL receipts will be used to fund the cost of infrastructure needed to support development of an area as set out in the local infrastructure delivery strategy, but (depending on the outcomes of the Government's Technical consultation on the IL) it may be spent on a wider range of infrastructure than CIL that includes affordable housing, facilities for emergency services, improvements to the natural environment and mitigation against climate change.
- 2.9 When setting the rate and threshold, charging authorities must consider a much longer list of factors than is currently required under the CIL regime, that includes the extent to which land value has increased from various aspects of the planning and development process, the viability of development in an area, maintaining the supply of affordable housing, levels of IL revenues in the area and the infrastructure delivery strategy.
- 2.10 There will continue to be a more narrowly targeted role for s106 Agreements under the proposed IL framework, limited to:
- on-site delivery of affordable housing as payments in-kind, with developers unable to negotiate affordable housing levels;
  - delivery of other planning gain obligations for larger sites; and
  - delivery of infrastructure 'integral to the operation and physical design of a site', e.g., play areas and flood risk mitigation measures.

- 2.11 The Government's consultation on the details of the proposed IL closed on 09 June 2023. Upon coming into force, IL is expected to be rolled out gradually across England.
- 2.12 The Council is progressing with the Local Plan and other documents under the current legislation until such a time as it can no longer do so, or it is not prudent to do so having regard to any transitional arrangements.

### **Wider Regional Context**

- 2.13 Paragraphs 24 - 27 of the NPPF set out how Local Planning Authorities should plan strategically across boundaries and prepare and maintain statements of common ground. The NPPF states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries.
- 2.14 It is therefore important to consider the delivery of infrastructure in the wider context and the role of delivery agencies who cover much wider areas, rather than in isolation within the administrative boundaries. It is also important to recognise that in many cases, the Council is not directly responsible for delivering infrastructure but must work closely with other local planning authorities, prescribed bodies and other organisations. This includes recognising that local perception of infrastructure needs is not always shared by the infrastructure providers.
- 2.15 As part of its local plan preparation, the Council has worked with its stakeholders on cross-boundary issues including for example, Surrey County Council (SCC). The Council's Duty to Cooperate Compliance Statement (June 2022) an associated Update (August 2023), including Statements of Common Ground (SoCG), set out further details of how it has worked constructively and on an on-going basis to ensure strategic matters are addressed in the Local Plan.

### **Elmbridge CIL Context**

- 2.16 The Council has been collecting CIL since the [CIL Charging Schedule](#) came into effect on 1 April 2013. The Council is using CIL in conjunction with infrastructure providers to deliver improvements borough-wide.
- 2.17 An initial 5% of CIL funds collected is retained by the Council for administration purposes and 15% of the funds are allocated in local areas to infrastructure projects which are required in the communities where development took place.
- 2.18 The remaining CIL funds are allocated towards strategic borough-wide infrastructure. The strategic CIL funds are allocated through the Strategic Priority Programme (SPP), which is created by the funding recommendations of the Strategic CIL Working Group (SCILWG) to Cabinet.



- 2.19 As part of the strategic CIL process a pipeline of projects and priority areas have been identified, with a key area being the funding toward the mitigation required to aid the delivery of the draft Local Plan.
- 2.20 The CIL allocation process is done annually and the details, as well as the Annual Infrastructure Funding Statements, are set out on the [CIL funding webpage](#). As part of the development of the draft Local Plan, the CIL charging schedule will also be reviewed in due course to ensure the appropriate level of CIL is being charged to fund the required infrastructure over the plan period.
- 2.21 As the Council has been collecting CIL for a number of years and has set the delivery of the mitigation of the draft Local Plan as a funding priority the accumulated unallocated amount of strategic CIL funding will be available to forward fund any essential mitigation required early in the plan period.

### **The Plan-Making Process**

- 2.22 The Council has carried out a considerable amount of work in preparing its draft Local Plan, including completing three Regulation 18 consultations.
- 2.23 A Strategic Options 2016/17 consultation included an initial preferred option of how the Council could respond to the challenge of addressing Elmbridge's housing need as well as setting out options for the general direction / approach to be taken to other issues such as: planning for the types (size / tenure) of homes required; meeting our economic needs; how our green spaces should be protected; and how infrastructure should be planned for.
- 2.24 Building on the 2016/17 consultation, the Options consultation 2019 included five options for how the housing growth could be located and distributed. The three options from the 2016/17 consultations were incorporated and two new options introduced.
- 2.25 The final regulation 18 consultation in 2020 was 'Creating our vision, objectives and the direction of development management policies' which shared the Council's thoughts on what approaches future policies could take in relation to the three key policy topic themes; protecting and enhancing our natural environment, growing a prosperous economy and ensuring health and wellbeing for all, and sought people's views on this part of Local Plan making.
- 2.26 The new Local Plan has been created based on consideration of the feedback from these consultations, national policy and guidance, the technical evidence base and from our discussions with our duty to cooperate partners.

### **Regulation 19 (June 2022)**

- 2.27 The Council published the Regulation 19: Draft Elmbridge Local Plan 2022 – 2037 on 17 June 2022, running a six-week public consultation which closed on 29 July 2022. This stage of the process allowed interested parties to make representations

on the draft Local Plan and supporting documents they are submitted to the Inspector for examination. The Council asked for representations on legal compliance (including the duty to cooperate), and the four tests of soundness set out in the NPPF - namely whether the Plan is positively prepared, justified, effective and consistent with national policy.

2.28 The Council has taken the representations received during the Reg. 19 consultation in 2022 into account and prepared a set of main and minor modifications to the draft new Local Plan that will address the issues raised. These will be submitted to the Inspector alongside the Reg. 19 Local Plan for examination.

### **Infrastructure Delivery Plan**

2.29 In support of the preparation of the draft Local Plan, the Council has consulted on and updated the IDP. This included:

- in December 2018 to establish a baseline for the current infrastructure needs/requirements, and
- in August 2019 to incorporate the Government's Standard Methodology ~~uses~~ for Elmbridge. The update did not assess the exact location of sites, but asked infrastructure providers to assess infrastructure needs/requirements on the highest growth model, of 623 dwellings (the local housing need figure at the time) being delivered every year during the plan period across the borough.

2.30 The IDP (May 2022) was published alongside the draft new Local Plan (Reg. 19) in June 2022 and was based on information that was sent to infrastructure providers in August 2021. This consisted of residential units under construction, with planning permission, and sites that had been identified as developable / deliverable over the 15-year plan period (up to 2037). In regard to the developable / deliverable sites, this equated to circ. 7,750 dwellings. The details in the IDP reflected the infrastructure needs created as a result of providing this many units in the borough as set out in the draft Local Plan.

2.31 This IDP (June 2023) will be submitted alongside the draft Local Plan for Examination in Public. The development strategy presented in the draft Local Plan (June 2022) has not altered, therefore in preparing this partial update to the IDP, the Council has only engaged with infrastructure providers to ascertain if there has been an update to existing provisions / their infrastructure plans that should be reflected in the IDP.

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## 3. Infrastructure Assessment

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### Climate Change and Sustainability

- 3.1 In July 2019 the Council declared a 'Climate Emergency' and set out to take local action to contribute to the national carbon neutral targets, with the aim of being a carbon neutral organisation by 2030.
- 3.2 The Carbon Trust was commissioned to conduct an audit of the Council buildings to create a [baseline report](#) and to identify carbon reduction opportunities in the winter of 2019.
- 3.3 Following the assessment, the [Council Carbon Management and Reduction Plan 2020-2030](#) was created to set out the ten-year action plan to reduce carbon emissions and become a carbon neutral organisation by 2030. The Council has also worked with Surrey County Council (SCC) on the [Surrey's Climate Change Strategy](#) which sets out the joint ambition of Surrey local authorities to address carbon emissions so residents can live in clean, safe and green communities and embrace their environmental responsibilities.

### Green & Blue Infrastructure

- 3.4 Green and Blue infrastructure is the network of multifunctional green space, water, and other environmental features in both urban and rural areas, which is capable of delivering a wide range of environmental and quality of life benefits for local communities including, helping to tackle climate change.
- 3.5 Green and Blue infrastructure is not simply an alternative description for conventional open space. As a network it includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It can also include streams, canals and other water bodies and features such as green roofs and walls. Green spaces also include sports and recreational sites and pitches.
- 3.6 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

**Table 1. Sports Pitches**

Category	Details
Infrastructure Type	Sports Pitches
Lead Responsibility	Council in consultation with Surrey County Council (SCC), Sport England and providers
Current Provision	<p>Playing pitch provision in the borough is a mix of facilities across the public and voluntary sectors.</p> <p>The key providers are as follows:</p> <ul style="list-style-type: none"> <li>• The Council owns and manages playing pitches at 11 sites in the borough.</li> <li>• Schools are major playing pitch providers in the borough, although not all provision is community accessible.</li> <li>• Voluntary sector sports clubs provide and run a range of playing pitches and outdoor sports facilities.</li> </ul>
Known Planned Provision	<p>The Council's new Playing Pitch Strategy (PPS) 2019, which was prepared in accordance with Sport England guidance provides an up to date and robust assessment of current playing pitch provision and contains an action plan comprising the protection of all existing facilities.</p> <p>There is an existing deficit in football 3G and grass pitches, particularly in the south of the borough that needs to be addressed.</p> <p>Main findings of the assessment:</p> <ul style="list-style-type: none"> <li>• There is a current undersupply of football pitches at all junior age groups and this shortfall increases by 2035</li> <li>• There is a current shortfall of 4.66 3G Football pitches, and this is forecast to increase to 9.71 pitches by 2035.</li> <li>• There is a shortfall of 4.24 extra pitches to meet the current growth in especially junior cricket. Improvements in current facilities could help to mitigate some of this shortfall.</li> <li>• There has been strong growth at junior (3.7%) and mini rugby (23%) age groups. There are currently some issues with the quality of changing provision and pitch drainage and there will be additional needs for further pitches by 2035.</li> <li>• There are currently sufficient Rugby league pitches (Elmbridge Eagles RFL) to meet the current demand and the current project to improve the drainage here will meet the future pitch demands for the sport and increase the carrying capacity.</li> <li>• Demand for hockey in the borough is very buoyant, with a recent increase in junior team numbers although there are currently enough accessible playing facilities. Projected future demand for Hockey by 2035 amounts</li> </ul>

	<p>to nine additional teams, equivalent to 1.2 artificial grass pitches in the peak period.</p> <p>There is currently one Lacrosse club (Cobham LC) in Elmbridge at Covenham Grounds, Cobham. The pitch is currently used to over-capacity in the peak periods and is constraining further team development. There is insufficient provision to meet future lacrosse needs in the Borough.</p>
<p>Local Plan Impact/Future Provision</p>	<p>The PPS 2019 also assessed the future playing pitch requirements in the borough based on an assumption of an additional 94801 dwellings.</p> <p>It includes a list of potential playing pitch upgrade recommendations and new facility provision for football, cricket, rugby union, rugby league, hockey and lacrosse at all levels throughout the borough to meet future projected need.</p> <p>The Football Association (FA) has produced a 10-year National Football Facilities Strategy, which represents a major funding commitment from the national funding partners (e.g., FA, Premier League, Sport England and the Department for Digital, Culture Media and Sport). A Local Football Facilities Plan (LFFP) has been produced for every local authority area in England to inform and direct the funding that can be applied for. The Elmbridge LFFP has been funded and produced by the FA working closely with the Council and local stakeholders and complements the findings of the PPS.</p>

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<sup>1</sup> The figure is based upon the then Standard Methodology local housing need calculation for the borough of 641 units per annum and is therefore above the level of development being proposed through the draft Local Plan.

Funding	Funding would need to be secured through community fundraising, as well as from the FA for LFFP priority projects. In regard to development funders, this could be secured from the Council's Community Infrastructure Levy (CIL) Local Board.
Key Evidence Base	<p>Council Playing Pitch Strategy 2019 - <a href="https://www.elmbridge.gov.uk/planning/planning-policy/evidence-to-inform-the-new-local-plan/">https://www.elmbridge.gov.uk/planning/planning-policy/evidence-to-inform-the-new-local-plan/</a></p> <p>Leisure Facilities Strategy 2017-2035 – <a href="https://www.elmbridge.gov.uk/your-Council/Council-plans-policies-and-strategies/physical-activity-and-leisure-facilities/leisure">https://www.elmbridge.gov.uk/your-Council/Council-plans-policies-and-strategies/physical-activity-and-leisure-facilities/leisure</a></p> <p>Elmbridge Local Football Facility Plan 2019 – <a href="https://localplans.footballfoundation.org.uk/local-authorities-index/elmbridge/elmbridge-executive-summary/">https://localplans.footballfoundation.org.uk/local-authorities-index/elmbridge/elmbridge-executive-summary/</a></p> <p>Getting Elmbridge moving physical activity strategy 2021-2031 – <a href="https://www.elmbridge.gov.uk/your-Council/Council-plans-policies-and-strategies/physical-activity-and-leisure-facilities-0">https://www.elmbridge.gov.uk/your-Council/Council-plans-policies-and-strategies/physical-activity-and-leisure-facilities-0</a></p>

**Table 2. Open Space and Recreation**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Open Space and Recreation
Lead Responsibility	Council
Current Provision	<p>The Council has 20 countryside sites, which cover approximately 550 hectares. The largest countryside site is Esher Commons, which is classified as a Site of Special Scientific Interest (SSSI) due to the wildlife diversity. It covers 360 hectares – 4% of the borough.</p> <p>Additionally, the borough has a diversity of green areas and landscapes including woodland, ancient woodland, common land, farmland, parkland, rivers and reservoirs, including the Thames Valley (River Thames and its floodplain), Thames Basin Heaths including the Lower Wey and the Thames Basin Lowlands including the Lower Mole.</p> <p>The full list of existing open space and recreation provision can be found in the Open Space and Recreation Assessment Final Report October 2014 – <a href="https://www.elmbridge.gov.uk/sites/default/files/2023-05/Open%20Space%20and%20Recreation%20Assessment%20Final%20Report%20October%202014.pdf">https://www.elmbridge.gov.uk/sites/default/files/2023-05/Open%20Space%20and%20Recreation%20Assessment%20Final%20Report%20October%202014.pdf</a></p>
Known Planned Provision	The Elmbridge Open Space and Recreation Assessment produced in 2014 identified the quality and quantity of open spaces in the borough. The Council is currently maintaining the boroughs existing open space, with the addition of Oxshott Heath now coming under Council management.
Local Plan Impact/Future Provision	To support the draft Local Plan sites, maintenance and improvements to the current estate will be needed to ensure the provision is suitable for the period. In addition, draft Policy INF4 of the emerging Local Plan set out the circumstances under which provision of new facilities e.g., play areas, will be required to support and mitigate new development.
Funding	Funding would need to be secured through development and other suitable funding sources. Development funding would be secured from through funding from the Council's Community Infrastructure Levy (CIL).
Key Evidence Base	Elmbridge Open Space and Recreation Assessment (2014) - <a href="https://www.elmbridge.gov.uk/sites/default/files/2023-05/Open%20Space%20and%20Recreation%20Assessment%20Final%20Report%20October%202014.pdf">https://www.elmbridge.gov.uk/sites/default/files/2023-05/Open%20Space%20and%20Recreation%20Assessment%20Final%20Report%20October%202014.pdf</a>

## **Thames Basin Heath Special Protection Area (SPA)**

- 3.7 The Thames Basin Heaths Special Protection Area (SPA) is a network of heathland sites that provides a habitat for important ground-nesting bird species. It was designated as a Special Protection Area in March 2005 and is protected from adverse effects by law.
- 3.8 The SPA zone of influence only affects eleven local authorities across Hampshire, Berkshire and Surrey. Within Elmbridge, Chatley Heath and part of the Ockham and Wisley Commons Site of Special Scientific Interest (SSSI) form part of the wider Thames Basin Heaths Special Protection Area (SPA). The national legislation that underpins the SPA seeks to ensure that any proposed development will not adversely affect the integrity of the SPA.
- 3.9 Natural England is the government agency that champions the conservation of wildlife throughout England. They have advised the Council, and the other ten local authorities with land in the Thames Basin Heaths, that new housing within 5km (and up to 7km for certain sizes of development) of the SPA may harm the rare bird populations. This harm can be caused by disturbance to the birds from a growth in the number of walkers, cats and dogs frequenting the heathland, and other recreational uses created by additional housing. Particular harm may occur with additional new development that lies within 400m of the SPA. The Council produced an Interim Mitigation Strategy, adopted by Council on 11 April 2007. The Interim Mitigation Strategy set out the Council's approach to mitigating the adverse effects of new residential development on the SPA through the provision of Suitable Alternative Natural Greenspace (SANG) which is funded by way of a tariff applied to all new dwellings within 400m to 5km of the SPA. The Interim Mitigation Strategy has been updated as part of the preparation of the draft Local Plan and the Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy produced.
- 3.10 Policy ENV5 of the draft Local Plan prohibits additional housing within 400m of the SPA. Developers wishing to promote additional housing in the 400m to 5km zone will be required to demonstrate that their proposals can avoid any likely significant adverse effect on the SPA. This can be done using the mitigation measures known as SANG and Strategic Access Management and Monitoring Measures (SAMM).
- 3.11 Development within the relevant area will need to deliver SANG and SAMM mitigation.

## **Suitable Alternative Natural Greenspace (SANG)**

- 3.12 The provision of alternative recreational land to attract new residents away from the SPA is a key part of avoiding the effects of new development on the Thames Basin Heaths SPA. SANGs provision must be in addition to normal open space requirements on the basis of at least 8ha per 1,000 population and



meet the quality standards agreed by Natural England.

- 3.13 The Council currently has two SANGs available at Brooklands Community Park and Esher Common sufficient to support the future development and subsequent population growth identified within the Core Strategy. For both locations a proportion of the site was identified as suitable for allocation for SANGs (the total discounted SANG area).

<b>SANG</b>	<b>Size</b>	<b>Catchment</b>	<b>Original Capacity</b>	<b>Remaining Capacity</b>
Esher Commons	38 ha	5 km	1,021 units	523 units
Brooklands Community Park	24 ha	5 km	1,104 units	324 units

- 3.14 As set out in the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (2023), there is capacity for approximately 847 net homes remaining across the Council's two SANGs, equating to 2,032 persons (using an occupancy rate of 2.4 persons per dwelling) and 16.3 hectares (ha) of remaining SANG provision (at 8 ha per 1,000 people).
- 3.15 The Council's draft Local Plan 2037 includes a local housing target of 6,680<sup>1</sup> new homes to be delivered over the plan period to 2037. Based on the site allocations in the draft Local Plan and a windfall allowance, it is anticipated that there will be a requirement for 12.9 ha of SANG to mitigate the impact of development within proximity of the SPA over the plan period. Thus, there is anticipated to be 3.4 ha of SANG capacity remaining.
- 3.16 This is however considered to be marginal and is only valid as of 31 March 2023. Planning permissions granted since 31 March 2023 as well as permitted development rights will see additional homes come forward in the mitigation zones that would quickly exhaust the remaining capacity.
- 3.17 It is therefore important that the Council secures additional SANG capacity to ensure there is capacity available to mitigate the impact of larger scale development that is not captured within the windfall allowance and is delivered on sites not allocated in the Local Plan.
- 3.18 The Council is in the process of securing a new strategic SANG. Discussions are on-going with the landowner and Natural England to identify the exact area

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<sup>1</sup> At the Regulation 19 Stage, the proposed housing target contained within the draft Local Plan was 6,785 dwellings. As part of the modifications to be submitted to the Planning Inspector for their consideration is an amended target of 6,680 dwellings. For consistency with the submission Local Plan and other evidence base documents, the revised figure has been used to calculate SANG capacity.

to be provided as SANG, sufficient in size to meet Natural England's SANG requirements. It is the Council's intention to purchase and manage the site utilising monies raised through CIL.

### **Strategic Access Management and Monitoring (SAMM)**

- 3.19 The second avoidance and mitigation measure is access management and monitoring on the SPA itself. Whilst this is not classed as infrastructure it is essential to ensuring the success of SANGs and the overall mitigation strategy.
- 3.20 SAMM contributions will continue to be collected through planning obligations (S106) as, unlike SANG, it does not fall within the definition of infrastructure. The future requirements and costs of funding SAMM are therefore not included within this document. These details are included in the Council's Development Contributions Supplementary Planning Document (SPD) (2021) and will be included in the forthcoming Thames Basin Heaths Special Protection Area SPD.

### **River Thames Scheme**

- 3.21 The River Thames Scheme (RTS) represents a new landscape-based approach to creating healthier, more resilient, and more sustainable communities by responding to the challenges of flooding, improving access to green open spaces and sustainable travel routes, encouraging inclusive economic growth, and increasing biodiversity.
- 3.22 The RTS will consist of a new flood channel in two sections, through the boroughs of Runnymede and Spelthorne in Surrey. In addition, there will be increases in capacity at three weirs and the Desborough Cut – located within Elmbridge Borough.
- 3.23 The large scale of the project meant that the government directed that it be treated as a project of national significance in December 2020. The project is currently in the pre-application stage. A public consultation on the design of the scheme was run between 08 November 2022 and 20 December 2022. A report summarising the consultation feedback is expected to be published in the Summer 2023.
- 3.24 In 2017, the Council contributed from CIL £1.8 million towards the RTS. If required, the Council will consider contributing additional funds towards the scheme via its CIL.

### **Biodiversity Net Gain Offsetting**

- 3.25 Biodiversity net gain offsetting is a conservation strategy in which new developments or activities that result in the loss of biodiversity are offset by creating or enhancing irreplaceable habitats for wildlife in other areas. This approach aims to achieve a net increase in biodiversity overall rather than

simply trying to mitigate the impacts of development.

- 3.26 Under the Environment Act 2021, all planning permissions granted in England (unless exempt under the Act) will be required to deliver at least 10% biodiversity net gain (BNG). BNG will be measured using Defra's biodiversity metric and habitats will need to be secured for at least 30 years.
- 3.27 In some circumstances, where the required 10%<sup>2</sup> enhancement on biodiversity cannot be achieved on-site, developers can deliver BNG off-site and offset any loss of biodiversity on the development site. BNG offsetting is often achieved through the off-site creation or restoration of habitats, such as wetlands or woodlands, or through the introduction or reintroduction of native species.
- 3.28 "*Habitat banking*" has now been created to accommodate the demand of delivering biodiversity net gain off-site. Habitat banking is an approach where investors pay landowners to increase the biodiversity value of their land and this uplift is then sold as units to those that need off-site biodiversity net gain. Often habitat is created in advance of units being sold meaning this is an ecologically beneficial approach.
- 3.29 Habitat banks are parcels of land where significant uplift in biodiversity can be delivered. They are typically more than 20 ha in size and can incorporate several smaller parcels across larger site.
- 3.30 Developers who need to offset the BNG requirement on a development site in instances where it is not possible to deliver the BNG net gain requirements on-site will be able to purchase off-site "*biodiversity units*" for habitat sites where BNG will be delivered.
- 3.31 Under the provisions of the Environment Act, habitat created or enhanced after 30 January 2020 will be eligible for registration and sale of the associated biodiversity units, provided it meets the criteria of the biodiversity gain site register. Government has confirmed that local authorities will be able to use their own land to offer offsite biodiversity units to developers or act as a broker for third party units.
- 3.32 As part of a joint project with other Surrey Boroughs and Districts and led by Surrey County Council, opportunities for BNG off-setting within Elmbridge on Council and County Council owned land are being explored.

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<sup>2</sup> As part of its draft Local Plan (modifications) the Council will be seeking a 20% biodiversity net gain increase.

## Education

- 3.33 Education provision within the borough is the responsibility of Surrey County Council (SCC), who have a statutory duty to ensure there are sufficient school places in the county to meet demand for school and further education places. It is the role of the SCC to plan, organise and commission places for all state-funded schools in Surrey in a way that raises standards, manages rising and declining pupil numbers and creates a diverse school community.
- 3.34 SCC holds a responsibility for ensuring that parents can access the early years funded entitlement for 2, 3 and 4-year old children, particularly with regard to identifying any gaps in childcare provision. This can be through various providers such as, day nurseries, sessional pre-school, extended day preschool, nursery units of independent schools, school run nursery classes, Surrey maintained and academy nursery schools and some childminders.
- 3.35 SCC's current forecasts are created using a forecasting tool called Edge Analytics and are based on birth rates, pupil migration trends and planned housing.
- 3.36 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

**Table 3. Early Years**

Category	Details
Infrastructure Type	Early Years provision
Lead Responsibility	SCC
Current Provision	During the childcare sufficiency summary assessment completed in 2022, in Elmbridge there were 5,323 childcare places (Full Day Care – 2,392; Extended Day Playgroup – 850; Sessional Pre-School - 332; Childminder Places (Funded & Unfunded) – 432). The number of funded & unfunded places available and the demand provide an occupancy rate of 67% for Elmbridge (Population 0-5 – 7,643; Demand – 3,171; Places Available – 5,323; Places Taken Up – 3,171; Occupancy Rate – 72%).
Known Planned Provision	As the Early Years Sector is made up of 80% Private, Voluntary and Independent (PVI) settings, it is difficult for SCC to predict availability of Early Years places across the time frame of the Local Plan.

Local Plan Impact/Future Provision	<p>While predicating the availability of places is challenging, SCC have reviewed the sites and have projected the impact of the potential yield of Early Years places across the local plan timeframe.</p> <p>They have identified that provision borough wide is unlikely to meet anticipated demand for additional places created through the development. However due to the make-up of settings as set out in the known planned provision section, the forecasts for the availability of places is difficult to determine throughout the plan period.</p>
Funding	<p>No specific funding gap identified. Funding for the additional capacity may need to be secured through development.</p>
Key Evidence Base	Direct consultation with SCC

**Table 4. Special Educational Needs (SEN) and Disability (SEND)**

Category	Details
Infrastructure Type	Special Educational Needs (SEN) and Disability (SEND) Provision
Lead Responsibility	SCC
Current Provision	<p>The Department for Education expects the Education Authority to manage their specialist estate to ensure the availability of maintained specialist school places appropriately matched to SEN need-type, phase of education and geographic location.</p> <p>Current provision in the borough takes the form of:</p> <ul style="list-style-type: none"> <li>• SEN units within mainstream schools at primary level – 21 ASD places at Bell Farm Primary School, Walton on Thames; 25 ASD places at Chandlers Field Primary School, Molesey; 6 SLCN places at The Orchard Infant School.</li> <li>• SEN units within mainstream school at secondary/sixth form level – Hinchley Wood School</li> <li>• Special School provision – Walton Leigh School, Walton on Thames. Provision for 11 to 19-year-old pupils with severe learning difficulty.</li> </ul> <p>The SEN unit for pupils from reception to year six, which is located at Chandlers Field Primary School was established in September 2021, and received £250,000 from the Council in Community Infrastructure Levy (CIL) funding toward the project in 2021-2022.</p> <p>The SEN Unit at Three Rivers for pupils from Year 7 to Year 11 was established in September 2021 utilising existing space. Feasibility has been completed for additional work to create the space for the 30 place SEN Unit. SCC submitted a successful bid to receive £750,000 from the Council in Community Infrastructure Levy (CIL) funding toward the project in 2022-2023.</p>

<p>Known Planned Provision</p>	<p>Since 2015, the number of children with an Education, Health and Care Plan (EHCP) who live in Surrey and require a specialist school place has increased by 73%. This significant increase in demand requires in-county maintained provision of more than 5,100 specialist school places over the next 5 years.</p> <p>The projected increase in growth means that additional provision is required, and SCC has committed significant capital investment to a countywide delivery programme. Analysis of 10 year SEND sufficiency projections has identified geographical locations where there are significant deficits in planned places by phase of education, SEND need type and institution type.</p> <p>A number of schemes in Elmbridge borough are at varying stages of planning and delivery. These are detailed in appendix A.</p>
<p>Local Plan Impact/Future Provision</p>	<p>SCC considers the schemes to increase provision as vital infrastructure to meet current as well as long-term sufficiency needs - including arising from housing growth in Elmbridge - for local children and young people who have SEND and require a specialist school placement.</p>
<p>Funding</p>	<p>As stated in the Surrey County Council Cabinet Report on 28 March 2023 across Surrey the total projected costs of the projects to be delivered in the future is £223m, for which £202m approved funding is in place and a further £21m funding is being sought from across the County.</p> <p>CIL has been identified as a funding source.</p>
<p>Key Evidence Base</p>	<p>Direct consultation with SCC</p> <p>SCC SEND Strategy 2019-2022 – <a href="https://syasuk.files.wordpress.com/2020/03/surrey_send_partnership_strategy_2019-22- easy read-1.pdf">https://syasuk.files.wordpress.com/2020/03/surrey_send_partnership_strategy_2019-22- easy read-1.pdf</a></p> <p>SCC School Organisation Plan – Provision of school places and school expansions - <a href="https://www.surreycc.gov.uk/schools-and-learning/schools/strategies-plans-policies-consultations/provision-of-school-places-and-school-expansions">https://www.surreycc.gov.uk/schools-and-learning/schools/strategies-plans-policies-consultations/provision-of-school-places-and-school-expansions</a></p> <p>SCC SEND Capital Programme Phase 2023/24 <a href="#">Cabinet Report</a></p>

**Table 5. Primary Education**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Primary Education
Lead Responsibility	SCC
Current Provision	Overall, the forecast for the number of reception places needed is set to reduce as in Elmbridge birth rates have been decreasing since 2012. There are six planning areas for primary schools in Elmbridge, which are: Cobham & Oxshott; Esher & Weston Green; The Dittons, Claygate & Hinchley Wood; The Moleseys; Walton & Hersham; and Weybridge.
Known Planned Provision	There are currently no expansions planned.
Local Plan Impact/Future Provision	<p>SCC have reviewed the sites and the impact that the proposed scale of development would have on the primary education planning areas both in terms of the numbers, locations and anticipated timeframe for delivery of new homes.</p> <p>The forecasts show that there are sufficient primary school places with surplus forecast in most planning areas.</p> <p>The latter years of the forecasts are based on the trends of birth rates falling and the planned housing, and therefore could change if birthrates increase, pupil movement changes or more housing comes through. As the local plan timeline progresses this will be monitored and if the forecast changes and there was a need for additional school places SCC would look at bulge classes.</p> <p>Walton and Hersham: The area is currently at capacity; however, the forecast shows a surplus of places from 2026 showing capacity within current primary schools to accommodate the additional pupils.</p> <p>The Dittons, Claygate and Hinchley Wood: There are surplus places forecast so current primary schools should have sufficient capacity to accommodate pupils.</p> <p>Cobham and Oxshott: Additional primary places have been created in the past few years with the creation of Cobham Free School. Therefore, there should be sufficient places in this area to meet the pupil yield.</p> <p>Esher and Weston Green: There is capacity for 1 FE in current school buildings which should be sufficient capacity to accommodate the additional pupils.</p>



	<p>The Moleseys: There are surplus places forecast so current primary schools should have sufficient capacity to accommodate pupils.</p> <p>Weybridge: The area is currently at capacity; however, the forecast shows a surplus of places from 2026 showing capacity within current primary schools to accommodate the additional pupils.</p>
Funding	<p>No specific funding gap identified. If expansions were required in future years, funding for the additional capacity will need to be secured through development from either a S106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council's Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Priority Programme (SPP) List.</p>
Key Evidence Base	<p>Direct consultation with SCC and Department for Education (DfE)</p> <p>SCC School Organisation Plan – Provision of school places and school expansions - <a href="https://www.surreycc.gov.uk/schools-and-learning/schools/strategies-plans-policies-consultations/provision-of-school-places-and-school-expansions">https://www.surreycc.gov.uk/schools-and-learning/schools/strategies-plans-policies-consultations/provision-of-school-places-and-school-expansions</a></p>

**Table 6. Secondary Education**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Secondary Education
Lead Responsibility	SCC
Current Provision	<p>Currently SCC has six state funded secondary schools across the borough: Cobham Free School, Esher Church of England High School, Heathside Weybridge School, Hinchley Wood School and Three Rivers Academy (which opened in September 2022).</p> <p>The current forecasts project that there will be sufficient school places across the forecast period.</p> <p>A new 6FE school, Heathside Walton-on-Thames was granted planning permission in Summer 2020. The school opened in temporary accommodation in September 2022 and the permanent building will be completed in September 2023. The school opened in September 2022 with a published admission number (PAN) of 120, four forms of entry. As planned the school has increased to a permanent, PAN of 180.</p>
Known Planned Provision	N/A
Local Plan Impact/Future Provision	<p>SCC have reviewed the sites and the impact that the proposed scale of development would have in terms of the numbers, locations and anticipated timeframe for delivery of new homes on the one secondary planning area, which is the entirety of the borough.</p> <p>The forecasts show that with Heathside Walton-on-Thames school it is expected that there will be sufficient school places across secondary schools in Elmbridge to meet the pupil yield of the development.</p>
Funding	No specific funding gap identified. If expansions were required in future years, funding for the additional capacity will need to be secured through development from either a S106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council's Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Priority Programme (SPP) List.

Key Evidence Base	Direct consultation with SCC and DfE  SCC School Organisation Plan – Provision of school places and school expansions - <a href="https://www.surreycc.gov.uk/schools-and-learning/schools/strategies-plans-policies-consultations/provision-of-school-places-and-school-expansions">https://www.surreycc.gov.uk/schools-and-learning/schools/strategies-plans-policies-consultations/provision-of-school-places-and-school-expansions</a>
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**Table 7. Further Education**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Further Education
Lead Responsibility	SCC
Current Provision	<p>Under the Raising the Participation Age legislation, all young people have a duty to continue in education or training until their 18th birthday. They have a choice of remaining in full time education; undertaking an apprenticeship, traineeship or supported internship; if they are employed or volunteering (for 20 hours or more per week), enrolling in accredited part time education or training. Young people will also be considered to be meeting the duty where they are participating in approved activities designed to enable them to progress to one of the options listed above.</p> <p>The further education market within the borough consists of four state funded sixth forms (Heathside Weybridge School, Hinchley Wood School, Three Rivers Academy and Cobham Free School), one special school sixth form (Walton Leigh School), one sixth form college (Esher College), one further education college (Brooklands College, Weybridge Campus), and one training provider (SCL's Metropolitan Police FC Academy). As well as full-time further education, Brooklands College also offer higher education and deliver training for a range of apprenticeships.</p>
Known Planned Provision	An application for full planning permission was registered with the Council on 10 May 2023 for redevelopment of the existing Brooklands Weybridge College campus (PP Ref. 2023/1359).
Local Plan Impact/Future Provision	An increasing proportion of young people are choosing to continue their learning in the workplace, this is reducing the demand on physical sites dedicated to teaching and learning. As a result, most further education providers in Surrey have experienced reduced funding contracts but have spare capacity and potential growth to accommodate pupil yields.
Funding	No specific funding gap identified. If expansions were required in future years, funding for the additional capacity will need to be secured through development from either a S106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council's Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Priority Programme (SPP) List.

Key Evidence Base	<p>Direct consultation with SCC, Brooklands College and DfE</p> <p>Education Justification Statement submitted to Elmbridge Borough Council with Brooklands College Planning Submission</p> <p>SCC School Organisation Plan – Provision of school places and school expansions - <a href="https://www.surreycc.gov.uk/schools-and-learning/schools/strategies-plans-policies-consultations/provision-of-school-places-and-school-expansions">https://www.surreycc.gov.uk/schools-and-learning/schools/strategies-plans-policies-consultations/provision-of-school-places-and-school-expansions</a></p>
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## Health

3.37 The Health and Social Care Act 2012 led to a number of changes within the National Health Service (NHS). Clinical Commissioning Groups (CCGs) were formed to commission most of the hospital and community NHS services in a local area. CCGs are overseen by NHS England, which retains responsibility for commissioning primary care services such as General Practitioners (GPs) and dental services, as well as some specialised hospital services. They are clinically led groups, which include all GP practices in their area, meaning that local health professionals have an input to the healthcare commissioned for patients in their area. This is to ensure the infrastructure required is based on expert local understanding and comes directly from the NHS.

3.38 Services CCGs commission include:

- Most planned hospital care
- GP Surgeries
- Rehabilitative care
- Urgent and emergency care (including out of hours)
- Most community health services
- Mental health and learning disability services

3.39 Following the Health and Social Care Act 2012, Surrey County Council became responsible for a number of Public Health functions (2013):

- Health improvement for the population of Surrey – especially for the most disadvantaged.
- Providing information and advice to relevant agencies (including schools and care homes) to ensure all parties respond effectively to protect the health of the local population. This duty supports Public Health England, the agency who leads the local health protection response. Health protection issues can include flooding and threats of infectious diseases such as measles, meningitis and TB.

3.40 In 2016, NHS organisations and local Councils came together to form Sustainability and Transformation Partnerships (STPs) covering the whole of England, setting out proposals to improve health and care for patients.

3.41 Some area partnerships have evolved to form an Integrated Care Board (ICB), a new type of even closer collaboration. In an ICB, NHS organisations, in partnership with local Councils and others, take collective responsibility for managing resources, delivering NHS standards, and improving the health of the population they serve.

3.42 Healthcare provision has its own boundaries, and there are two CCGs that cover Elmbridge as well as the surrounding areas. The Surrey Downs CCG covers GP practices in Claygate, Cobham, Dittons, Esher, Molesey and Oxshott along with Ashted, Bookham, Epsom, Banstead and Dorking. And the North West Surrey CCG covers GP practices in Hersham, Walton-on-Thames,

and Weybridge along with other practices in Woking, Runnymede, and Spelthorne.

3.43 Since 2020, the four Surrey Heartlands CCGs (Guildford and Waverley, North West Surrey, Surrey Downs, and East Surrey CCG) have merged to form the Surrey Heartlands Health and Care Partnership Integrated Care Board (ICB) (sometimes referred to as an Integrated Care System). By bringing partners together, the ICB aims to improve outcomes in population health and healthcare; tackle inequalities in outcomes, experience, and access; enhance productivity and value for money; and help the NHS support broader social and economic development.

3.44 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

**Table 8. Primary Care Health Infrastructure**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Primary Care Health Infrastructure
Lead Responsibility	Surrey Heartlands Health and Care Partnership ICS
Current Provision	<p>The borough has a total of 17 main GP Practices and 2 branch practices. All GPs in the borough are now part of four Primary Care Networks (PCN): Leatherhead PCN (2 of its GP practices (Cobham Health Centre &amp; Oxshott Medical Centre) are within Elmbridge), Wham PCN (4 GP practices, which are Church Street Practice, Fort House Surgery, Hersham Surgery &amp; Rowan Tree Practice), East Elmbridge PCN (7 GP practices, which are Capelfield Surgery, Esher Green Surgery, Glenlyn Medical Centre, The Groves Hinchley Wood (previously Lantern Surgery), Littleton Surgery, Thorkhill Surgery &amp; Vine Medical Centre) and Walton PCN (4 GP practices, which are Ashley Medical Practice, The Red Practice Walton, The White Practice &amp; The Yellow Practice).</p> <p>The Fort House Surgery completed its site move into the Walton Hospital (former Burwood Ward) located within the WHAM PCN in February 2022.</p>
Known Planned Provision	<p>Future developments in healthcare will consolidate and expand existing sites or replace existing sites with new larger facilities on either NHS owned property or on development sites provided by GP practices, as with the completed Fort House Surgery project and the future Weybetter Weybridge health centre project.</p> <p>The following known planned primary care key projects have been identified at this stage across the four PCNs to increase capacity to meet current as well as future demand: Leatherhead PCN (Oxshott Medical Practice and Cobham Health Centre), Wham PCN (Health Centre and Rowan and Church Street Surgeries and Hersham Surgery), East Elmbridge PCN (Capelfield Medical Centre, Thorkhill Surgery and Vine &amp; Glenlyn Medical Centre) and Walton PCN (to be confirmed).</p>
Local Plan Impact/Future Provision	<p>A whole health planning model has been developed and used to assess the impact of the local plan development on the primary care health infrastructure.</p> <p>Based on the site locations and population projections it is estimated that the % housing growth allocation will be distributed as follows across the four PCNs: Leatherhead</p>



	<p>PCN (11-15%), Wham PCN (27-31%), East Elmbridge PCN (32-36%) and Walton PCN (18-23%).</p> <p>The primary care outputs are that the maximum approx. number of additional clinical rooms needed will be 13.19, which equates to GP/Primary Care Services sqm of 1161.09 and has a total estimated cost of £6,683,310.</p> <p>The clinical rooms estimate breakdown per PCN is as follows: Leatherhead PCN (1.5-2.0) Wham PCN (3.6-4.1), East Elmbridge PCN (4.2-4.7) and Walton PCN (2.4-3.0). The total number of clinical rooms are likely to be proportionally allocated at the Primary Care Network level based on the indicative increase in practice list size and subject to detailed demand and capacity studies.</p>
Funding	<p>For capital projects the NHS General Medical Services Premises Cost Direction 2013 states that the Commissioning Group cannot commit to funding for premises improvement grants for less than 33% and a maximum of 66%. Hence the funding gap between 67% to 34% for any premises improvement projects within primary care has to be covered through other local funding sources such as CIL or S106 contributions.</p> <p>Proportionate funding toward the additional capacity would need to be secured through development from either a S106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council's Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Priority Programme (SPP) List.</p>
Key Evidence Base	<p>Direct consultation with Surrey Heartlands Health and Care Partnership ICS</p> <p>Surrey Heartlands – <a href="#">GP Practices by ICP area</a></p> <p>Weybetter Weybridge health centre and town centre renewal project - <a href="https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/roads-and-transport-consultations/weybetterweybridge">https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/roads-and-transport-consultations/weybetterweybridge</a></p>

**Table 9. Acute Care Health Infrastructure**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Acute Care Health Infrastructure
Lead Responsibility	Surrey Heartlands Health and Care Partnership ICS
Current Provision	The borough has access to four hospital trusts with the vast majority of residents using services at the four trusts as follows: Ashford and St. Peter's Hospitals (44% residents), Kingston Hospital (38% residents), Royal Surrey County Hospital (9.5% residents) and Epsom and St. Helier Hospitals (8.3% residents).
Known Planned Provision	<p>At Ashford and St Peter's Hospital the Redevelop A&amp;E and two ward assessment block projects are underway.</p> <p>Known planned acute healthcare projects have been identified Ashford and St Peters Hospital, Royal Surrey Hospital and Epsom General Hospital at this stage, some to refurbish the estate and some to increase capacity. An estimated 25% capital funding gap has been identified by the trusts to deliver the aspirations of the capital programmes.</p> <p>A component of the WeyBetterWeybridge project will see the redevelopment of the Weybridge Health Campus. Public engagement on the latest detailed designs took place in May 2023. A planning application is expected in 2023.</p>
Local Plan Impact/Future Provision	<p>A whole health planning model has been developed and used to assess the impact of the local plan development on the primary care health infrastructure.</p> <p>The % trust catchment from Elmbridge for each trust is as follows: Ashford and St. Peter's Hospitals (16%), Kingston Hospital (13%), Royal Surrey County Hospital (3.4%) and Epsom and St. Helier Hospitals (3%).</p> <p>Based on the site locations and population projections it is estimated that the % housing growth allocation will be distributed as follows across the four hospital trusts: Ashford and St. Peter's Hospitals (approx. 40% of growth within catchment), Kingston Hospital (approx. 35% of growth within catchment), Royal Surrey County Hospital (less than 10% of growth within catchment) and Epsom and St. Helier Hospitals (approx. 13-15 % of growth within catchment).</p> <p>The acute care outputs are that the maximum approx. number of additional beds needed based on the % resident Elmbridge patients to the hospital trust (current provision %) is 29.11, which equates to Acute Healthcare sqm of 1396.73 and has a total estimated cost of £9,193,966.</p>

	The number of beds estimate breakdown per hospital trust is as follows: Ashford and St. Peter's Hospitals (12.28), Kingston Hospital (11.1), Royal Surrey County Hospital (2.8) and Epsom and St. Helier Hospitals (2.4).
Funding	Proportionate funding toward the additional capacity would need to be secured through development from either a S106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council's Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Priority Programme (SPP) List.
Key Evidence Base	Direct consultation with Surrey Heartlands Health and Care Partnership ICB

## Transport

- 3.45 Transport infrastructure covers a wide range of infrastructure including, Strategic and Non- Strategic Road networks, trains, buses, cycling and walking. SCC is the local highway authority and has the responsibility to oversee all these infrastructure types on behalf of and in consultation with the Council.
- 3.46 SCC previously published the Local Transport Strategy (LTS) in 2014, and from July – October 2021, SCC consulted on the draft Surrey Local Transport Plan 2022-2032 (LTP4). <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/consultations>
- 3.47 In the LTP4, SCC set the vision for a carbon net-zero transport system by 2050 and that the LTP4 will be the transport roadmap to tackle climate change by reducing carbon emissions and reinvigorating local places and communities in Surrey.
- 3.48 [LTP4 Delivery Plan](#) was published in 2023 and sets out the forward programme for delivery of LTP4 in more detail.
- 3.49 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

**Table 10. Strategic Road Network**

Category	Details
Infrastructure Type	Strategic Road Network
Lead Responsibility	National Highways (NH) (formerly known as Highways England) is responsible for the operation and stewardship of the strategic road network (SRN) in England on behalf of the Secretary of State for Transport.
Current Provision	The A3 trunk road runs through the borough to the north of Cobham and Oxshott. The M25 circumnavigates the Southern and Western boundaries of the borough. While there are no junctions of the M25 that are within Elmbridge, J11 is located across our border from Weybridge in Runnymede Borough, J10 is located south of Cobham in Guildford Borough, and J9 is to the south in Mole Valley District.
Known Planned Provision	Works on the M25 Junction 10/A3 Wisley Interchange Improvement Scheme began in January 2023. Additionally, a scheme of improvement to the M25 Junction 11 is being developed as part of the Runnymede Borough Council Local Plan mitigation.

	<p>On 12 January 2022 the Government's response to the Transport Select Committee's inquiry into the roll out and safety of smart motorways was published. It included a commitment to pause the rollout of future all lane running (ALR) smart motorway schemes until a full five years' worth of safety and economic data is available from upgrades delivered before 2020. The M25 junctions 10-16 upgrade was one of the schemes being paused. However, on 17 April 2023 the Government announced that all plans for new smart motorways have been cancelled. This means that the schemes, including the M25 junctions 10-16 upgrades scheme, have been cancelled and removed from the Government's road-building plans in recognition of the current lack of public confidence felt by drivers and cost pressures.</p>
<p>Future Provision/Local Plan Impact</p>	<p>The Council has commissioned WSP to undertake a Transport Assessment (TA) in consultation with SCC, Transport for London (TfL) and NH, to determine the impacts of the sites in the draft Local Plan both on the Strategic Road Network (SRN) and Local Road Network (LRN).</p> <p>The modeling of the sites indicated that one area on the SRN (junction of the A3 and the A244 (Esher Common Roundabout)) may require mitigation. However, following further detailed modelling and discussions with NH and SCC it has been concluded that partial signalisation of the junction will not be needed within the plan period as previously assumed. Nevertheless, queuing on the two off-slips from the A3 to the junction of the A3 and the A244 (Esher Common Roundabout) will be monitored by NH and SCC and if necessary, the potential for signalisation of the off-slips will be discussed further between SCC and NH should a need be identified to prevent queuing back onto the A3.</p>
<p>Funding</p>	<p>If required, detailed scheme costings are to be determined through further consultation and detailed design. Funding for the scheme will need to be secured through development from either aS106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council's Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Programme (SPP) List.</p>

Key Evidence Base	<p>Direct consultation with National Highways and Surrey County Council as part of the Council Transport Assessment and Statement of Common Ground with National Highways and Surrey County Council.</p> <p><a href="#">Elmbridge Local Plan Transport Assessment</a></p>
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**Table 11. Local Road Network**

Category	Details
Infrastructure Type	Local Road Network
Lead Responsibility	<p>SCC is the local Highway Authority for the borough, and is responsible for the maintenance, management and improvement of all publicly adopted highways. Transport for the London (TfL) is the Highway Authority for the areas outside the northerly boundary of the borough.</p>
Current Provision	<p>Main Networks:</p> <ul style="list-style-type: none"> <li>• A244 is classified as a County Distributor Road which runs from Walton Bridge, through Walton, Hersham and Esher to the A3, and then continuing southwards to join the M25 at junction 9.</li> <li>• A309 which runs from Hampton Court, through the ‘Scilly Isles’ at Weston Green, and then on through Hinchley Wood to join the A3 at Ditton Hill.</li> <li>• A245 which runs from Byfleet in the west and Stoke D’Abernon through Cobham to join the A3 at Painshill.</li> <li>• A317 which runs through Weybridge town centre, through Addlestone, to join the M25 at junction 11.</li> </ul>
Known Planned Provision	<p>LTP4 Delivery Plan was published in 2023 and sets out the forward programme for delivery of LTP4 in more detail. <a href="#">Surrey County Council LTP4 - Delivering our transport plan and measuring its success.</a></p> <p>Following the publication of LTP4, detailed schedules of improvements across the boroughs and districts are being developed.</p>

<p>Future Provision/Local Plan Impact</p>	<p>The Council, in consultation with SCC, Transport for London (TfL) and National Highways, has commissioned WSP to produce a Transport Assessment based on the sites for the draft Local Plan.</p> <p>The modelling of the sites had indicated a number of junctions on the Local Highway Network (LHN) that will need further mitigation schemes based on the impact of the projected growth of the draft Local Plan during either the AM or PM peak times, as many of the areas are at or near capacity.</p> <p>The schemes proposed for mitigation measures of signalisation, were at following key areas/junctions:</p> <ul style="list-style-type: none"> <li>• Hook Junction (A243 Hook Road / Kingston Bypass / Hook Rise / A3 On slip)</li> <li>• B374 Brooklands Road / B372 St George's Avenue Priority Junction</li> <li>• A317 Woodburn Hill / A320 St Peter's Way / A317 Chertsey Road / Chertsey Road Roundabout</li> <li>• B365 Ashley Road / Oatlands Chase Priority Junction</li> </ul> <p>However, following further detailed modelling and discussions with TfL, it has been concluded that mitigation at the Hook Junction (A243 Hook Road / Kingston Bypass / Hook Rise / A3 On slip) is not required as a result of the development strategy for Elmbridge Borough.</p> <p>Regarding the other schemes, following further detailed modelling and discussions with SCC, it has been concluded that the draft Local Plan sets out a sound policy approach to seek to minimise the impact of growth proposed on the LRN. This applies not only to the Junction of the A3 with A244 Copsem Lane (Esher Common Roundabout) (see Strategic Road Network section of this IDP) but also to the latter three key areas / junctions on the LRN set out above. This situation is to be kept under review with SCC.</p>
<p>Funding</p>	<p>If required, detailed scheme costings are to be determined through further consultation and detailed design. Funding for the scheme will need to be secured through development from either a S106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council's Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Programme (SPP) List.</p>
<p>Key Evidence Base</p>	<p><a href="#">Elmbridge Local Committee</a> meeting— e.g. <a href="#">7 March 2022 Agenda Pack</a></p>

	<p>Surrey County Council Local Transport Plan 2022-2032 (LTP4) - <a href="https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan">https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan</a></p> <p>Direct consultation with Surrey County Council, National Highways and TfL as part of the Council Transport Assessment and Statement of Common Grounds with the three organisations.</p> <p><a href="#">Elmbridge Local Plan Transport Assessment</a></p>
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**Table 12. Rail**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Rail
Lead Responsibility	SCC as the Transport Authority works in partnership with Network Rail and the train operators, to ensure that the county has the rail infrastructure needed for sustainable economic growth and to identify proposals for improvements that partners in Surrey can plan and deliver; a rail strategy has been developed.
Current Provision	<p>The principal train lines operating via South Western Railway in the borough are the London Waterloo – Woking line and the London Waterloo – Guildford line. There are additional services to Hampton Court and from Weybridge to Waterloo via Staines upon Thames.</p> <p>There are total of ten train stations within the borough (Claygate, Cobham &amp; Stoke D'Abernon, Esher, Hampton Court, Hersham, Hinchley Wood, Oxshott, Thames Ditton, Walton-on-Thames and Weybridge), many of which are located outside of towns, requiring an initial vehicle or bus journey to be made by many rail users.</p> <p>A New Rail Strategy for Surrey was published in March 2021, which builds on the 2013 strategy and subsequent Surrey Rail Strategy Position Statement update in 2016. This new strategy identifies the corridors where SCC will continue to make the case for better services and a need for a renewed focus on improving stations to benefit local communities combined with improved access by public transport and active modes.</p>
Known Planned Provision	<p>LTP4 Delivery Plan was published in 2023 and sets out the forward programme for delivery of LTP4 in more detail. <a href="#">Surrey County Council LTP4 - Delivering our transport plan and measuring its success.</a></p> <p>An application for accessibility improvements at Esher Station</p>



	has been made to the DfT's Access for All fund by National Rail & South Western Railway in CP7. This has been supported with £500,000 match funding from Surrey County Council should the bid be successful.
Local Plan Impact/Future Provision	In regard to Crossrail 2, the funding package was not secured so the project has been suspended and the scheme is considered unlikely to be operational in the long term in the 2021 strategy.
Funding	No specific funding gap identified.
Key Evidence Base	<p>Direct consultation with SCC and Network Rail / Crossrail 2</p> <p>Surrey Rail Strategy 2013 –  <a href="https://www.surreycc.gov.uk/land-planning-and-development/development/surrey-future/the-surrey-rail-strategy">https://www.surreycc.gov.uk/land-planning-and-development/development/surrey-future/the-surrey-rail-strategy</a></p> <p>Surrey Rail Strategy Position Statement (2016) –  <a href="https://www.surreycc.gov.uk/_data/assets/pdf_file/0008/136556/Surrey-Rail-Strategy-Position-Statement-2016-final.compressed.pdf">https://www.surreycc.gov.uk/_data/assets/pdf_file/0008/136556/Surrey-Rail-Strategy-Position-Statement-2016-final.compressed.pdf</a></p> <p>A New Rail Strategy for Surrey (2021) –  <a href="https://myCouncil.surreycc.gov.uk/documents/s77778/Annex%202020-%20New%20Rail%20Strategy%20for%20Surrey.pdf">https://myCouncil.surreycc.gov.uk/documents/s77778/Annex%202020-%20New%20Rail%20Strategy%20for%20Surrey.pdf</a></p> <p>Surrey County Council Local Transport Plan 2022-2032 (LTP4) -  <a href="https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan">https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan</a></p>

**Table 13. Bus Services**

Category	Details
Infrastructure Type	Bus Services
Lead Responsibility	SCC as the Transport Authority oversee the bus network, which is operated as a Surrey function and not focused on the borough in isolation.
Current Provision	SCC's expenditure on bus service support is around £12m in for local bus services, Demand Response Transport and Community Transport. Surrey has a well-established bus network, although the level of service varies greatly depending on location. The network typically serves movements within and between the larger towns and more populated areas of the county, with many routes in the north of the county classified as 'frequent' services. These serve areas such as Staines-upon-Thames, Walton-on-Thames, Epsom, Redhill, Woking and Guildford. Bus operators range from small independently owned companies to international bus operating groups. Of the approximately 220 bus services in the county, roughly 185 receive a degree of financial support from SCC.
Known Planned Provision	LTP4 Delivery Plan was published in 2023 and sets out the forward programme for delivery of LTP4 in more detail. <a href="#">Surrey County Council LTP4 - Delivering our transport plan and measuring its success.</a>
Local Plan Impact/Future Provision	<p>The County Council regularly reviews bus service provision. As set out in the Bus Service Improvement Plan for Surrey, key areas for capital investment are:</p> <ul style="list-style-type: none"> <li>• Increasing bus priority measures in key locations;</li> <li>• Expand Digital Demand Responsive Transport (DDRT); and</li> <li>• Increasing the number of zero emission buses in the county.</li> </ul> <p>The commissioned Transport Assessment for the sites for the draft Local Plan, has also assessed public transport schemes.</p> <p>New bus provision would unlikely lead to a large modal shift across the borough. As such, no significant improvements to the public transport offering in Elmbridge are proposed, instead the focus should be on improving connectivity of local railway stations by bus.</p> <p>Further evaluation of the proposed mitigation is being undertaken with SCC.</p>

Funding	Funding for the increased services would need to be secured through development from either a S106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council's Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Priority Programme (SPP) List.
Key Evidence Base	<p>Direct consultation with SCC as part of the Council Transport Assessment</p> <p><a href="#"><u>Elmbridge Local Plan Transport Assessment</u></a></p> <p><a href="#"><u>Surrey County Council Bus Back Better – Surrey Enhanced Partnership Plan and Scheme November 2022</u></a></p>

**Table 14. Walking and Cycling**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Walking and Cycling
Lead Responsibility	SCC are responsible as the Local Highways Authority
Current Provision	<p>Existing walking and cycling infrastructure within Elmbridge provides a potential foundation upon which to improve and expand the network. In addition to the street network, there are nearly 100 km of footpaths and bridleways in Elmbridge on the public rights-of-way (PROW) network.</p> <p>Statistics are not provided specifically for the borough, but Surrey contains 2,229 km (1385 miles) of public footpaths which you have the right to use on foot only. These footpaths and rights of way are maintained by SCC.</p>
Known Planned Provision	<p>Brooklands Business Park Accessibility Project, which provides a cycling and walking route between the Brooklands Business Park, Weybridge Railway Station and towards Weybridge town centre was completed in February 2022.</p>
Local Plan Impact/Future Provision	<p>The commissioned Transport Assessment for the sites for the draft Local Plan, has also assessed multi-model mitigation and upgrades to the walking and cycling network.</p> <p>In addition to the assessment, SCC, in collaboration with the Department for Transport (DfT), are developing a programme of new Local Cycling and Walking Infrastructure Plans (LCWIPs) across Surrey by the end of 2023 to replace previous cycling plans.</p> <p>Elmbridge was prioritised by SCC as one of the first areas for the LCWIP programme, and the early concept design phase completed in March 2022. The Elmbridge LCWIP Report was prepared through a process of joint working between the County and Borough Councils and the County Council's appointed consultants, Atkins.</p> <p>The LCWIP report is the first stage in the process for investment in active travel in the Borough and Surrey more broadly. The end-to-end process is outlined below:            Stage 1 - Plan (LCWIP Report)            Stage 2 - Feasibility            Stage 3 - Business case / secure funding            Stage 4 - Delivery</p> <p>Stage 2 is about to commence with work on a feasibility study for all Phase 1 priority routes being prepared. This stage of the process is expected to be completed in December 2023, which will include stakeholder input and a full public consultation.</p>

Funding	<p>Funding for the schemes will need to be secured through development and DfT funding. Development funding could be secured from either a S106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council’s Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Priority Programme (SPP) List.</p> <p>In 2023, the Council agreed to contribute £325,500 towards Phase 4 for the Cobham Walking Zone and £780,000 towards the Hampton Court Way Cycle Route.</p>
Key Evidence Base	<p>Surrey Local Cycling and Walking Infrastructure Plan - <a href="https://www.surreycc.gov.uk/roads-and-transport/cycling-and-walking/plans/elbridge-local-cycling-and-walking-infrastructure-plan-lcwip">https://www.surreycc.gov.uk/roads-and-transport/cycling-and-walking/plans/elbridge-local-cycling-and-walking-infrastructure-plan-lcwip</a></p>

## Walking Network

### Phase 1 Walking Zones

#### Cobham Town Centre

- 3.50 This walking zone is focused on Cobham's High Street, along the A245. Measures include provision of several new crossing points, raised tables at side road crossings, and reducing the car-dominated feel of the high street by widening footways, providing more crossing opportunities, and reducing the speed limit to 20mph throughout the town centre.

#### East Molesey (Walton Road)

- 3.51 This walking zone extends along Walton Road's shopping area, and benefits nearby schools. Proposals include implementation of a 20mph limit between Langton Road and Bridge Road, installing zebra crossings across Walton Road near Manor Road, near Kent Road, adjacent to Candle Mews, and a signalised crossing at the west end of the main shopping area, between Dennis Road and Seymour Road. Opportunities for improving the pedestrian and cycling environment around Saint Lawrence and Saint Albans Schools will also be investigated.

#### Hersham (Molesey Road)

- 3.52 This walking zone focuses on the shopping area in Hersham Village (Molesey Road) and considers linkages to nearby railway stations and schools. Proposed interventions include introduction of a new 20mph speed limit on Molesey Road south of A244, improving crossing facilities at the A244 Roundabout and Molesey Road, and considering a "School Streets" initiative on Hersham Road at Bell Primary School.
- 3.53 The below map image shows the extent of the three core walking zones that have been prioritised in the Elmbridge LCWIP (Cobham, East Molesey and Hersham).

### Phase 2 and 3 walking routes and zones

- 3.54 Esher (A307 High Street). This zone is focused around Esher's town centre and aims to reduce the car-dominated feel of the High Street and surrounding area.
- 3.55 Hampton Court (Bridge Road). This zone is focused around the shopping area along Bridge Road and includes linkages to Hampton Court and railway station.
- 3.56 Thames Ditton (High Street). This zone is focused around Thames Ditton's High Street and improves links to Thames Ditton railway station.
- 3.57 Walton on Thames town centre. This zone is focused around the main

shopping, dining, and commercial hub of Walton-on-Thames' town centre, including High Street, New Zealand Avenue, and the A3050.

- 3.58 Walton on Thames A3050 corridor. This zone extends between Thames Mead and Cambridge Road, focusing around the local shopping parade on Terrace Road (A3050).
- 3.59 Weybridge Queens Road corridor. This zone extends from Manby Lodge Infant School to the south of the railway crossing and is focussed around the shopping parade on Queens Road (A317) between York Road and the railway.
- 3.60 Weybridge town centre. This zone covers Weybridge town centre, including High Street, Baker Street, and Heath Road. This zone will be complimentary to Weybridge town centre renewal project proposals.
- 3.61 Claygate. This zone covers the shopping area in central Claygate, focused around High Street and Church Road.
- 3.62 Claygate Station. This zone is focused improving the pedestrian environment on The Parade and access to Claygate railway station.
- 3.63 Cobham and Stoke d'Abernon. This zone focuses on the amenities located on Station Road and improving the pedestrian environment at Cobham and Stoke d'Abernon Station.
- 3.64 Hinchley Wood. This zone is focused around improving the pedestrian environment near Hinchley Wood railway station.
- 3.65 Oatlands. This zone extends between St Mary's Road and Vale Road, focusing on the shopping parade along Oatlands Drive (A3050).
- 3.66 Oxshott. This zone is focused around Oxshott village centre and aims to improve the pedestrian environment in the area on High Street (A244) between Steel's Lane and Oakshade Road.

## **Cycling Network**

### **Phase 1 Cycling Routes**

#### **Esther Road, Queensway, and Queens Road**

- 3.67 This strategic east/west route connects Esher Town Centre and Hersham village and connects to onward linkages towards Walton-on-Thames and Weybridge. The route will provide a new facility on Lammas Lane and improve the existing facility on the River Mole crossing and Esher Road.
- 3.68 It is an important link for multiple railway stations, schools and employment

sites which are near the corridor. The approximate length of this route is 4.5 kilometres.

### **Hersham Road**

- 3.69 This route provides the most direct alignment linking Hersham village and Walton Town Centre. It also supports onward journeys to Spelthorne via the Thames crossing in Walton (though not part of the corridor itself).
- 3.70 There are no existing cycle facilities in this corridor, so this route will improve access to Walton Station, local commercial areas, and multiple schools (including Three Rivers Academy) by cycle. The approximate length of this route is 2.3 kilometres.

### **Walton-Molesey Link via Hurst Road and Terrace Road**

- 3.71 This route provides a strategic, direct connection between Walton Town Centre, Molesey, and Hampton Court. It will provide a high-quality, safe cycle facility on a route where there is currently inconsistent or non-existent cycle facilities, and a high number of cycle collisions have occurred.
- 3.72 The route is approximately 7.3 kilometres, providing valuable access to several schools, local commercial areas, Hampton Court Station and two Thames crossings.

### **Portsmouth Road North**

- 3.73 This strategic east/west route connects Esher Town Centre and Surbiton and Kingston, providing continuity of the existing cycle route along the A307 in Kingston.
- 3.74 Although there are existing advisory cycle lanes along sections of the route, there have been a high number of cycle collisions. Consequently, improvements will seek to provide a high-quality, safe cycle link. The approximate length of this route is 4.6 kilometres.

### **Hampton Court Way**

- 3.75 This strategic north/south network link will provide an upgraded facility alongside A309 Hampton Court Way and connect Hampton Court to the Portsmouth Road corridor, as well as proposed cycle facilities along the Kingston Bypass to Hinchley Wood. The approximate length of this route is 2.6 kilometres.
- 3.76 The below map image shows the extent of the five cycling routes that have been prioritised in the Elmbridge LCWIP (Esther Road, Queensway and Queens Road, Hersham Road, Walton to Molesey Link, Portsmouth Road North and Hampton Court Way).



## Phase 2 and 3 Cycling Routes

- 3.77 Weybridge Road. This corridor provides a strategic link between Weybridge town centre and Runnymede Borough over the River Wey and provides connectivity to the A317 cycle corridor identified as part of the Runnymede LCWIP. Approximate length: 0.4 kilometres.
- 3.78 Thames Path. Provides an off-road route along the north side of Elmbridge. It is a popular leisure route for walking and cycling and provides value for utility trips due to its proximity to several town centres, several schools, and Hampton Court Station. Approximate length: 11.2 kilometres.
- 3.79 Oatlands Drive. This route connects Weybridge and Walton town centres, as well as providing access to a local commercial area along Oatlands Drive. Approximate length: 2.6 kilometres.
- 3.80 B374 Weybridge. This route provides connectivity between Weybridge town centre, Weybridge Station, Brooklands College, and the Brooklands employment hub. Approximate length: 5.7 kilometres.
- 3.81 Ember Lane and Esher Road. This route provides a link between the A307 corridor and East Molesey and Hampton Court, allowing direct access to railway stations and schools. Approximate length: 3.6 kilometres.
- 3.82 Walton to Weybridge via Queens Place. Forms part of strategic east/west corridor across the borough and provides a link between Weybridge and Walton stations and multiple schools. Approximate length: 4.4 kilometres.
- 3.83 Queens Road. The west segment of the strategic east/west corridor - linking the Walton to Weybridge corridor to Weybridge town centre, and access to the Queens Road commercial area. Approximate length: 0.9 kilometres.
- 3.84 Waterside Drive access to Thames Path. Short link between the Thames Path and Terrace Road corridors, providing access to the leisure complex, nearby schools and developments. Approximate length: 0.7 kilometres.
- 3.85 Byfleet Road to Cobham. This strategic route across the south of the borough links Cobham town centre to Brooklands and Byfleet, and onward towards Woking to link with the Woking LCWIP proposals. Approximate length: 3.9 kilometres.
- 3.86 Portsmouth Road South. This strategic north/south corridor links Cobham and Esher town centres, supporting significant future development. Approximate length: 5.6 kilometres.
- 3.87 Rydens Road and Station Avenue. This network link seeks to provide access to

Walton Station and several schools, running between Molesey Road and Ashley Road (B365). Approximate length: 2.9 kilometres.

- 3.88 Seven Hills Road. This network link improves north/south connectivity between two population centres, linking the Weybridge, Waltham and Hersham area with Cobham. Approximate length: 3.3 kilometres.
- 3.89 Copsem Lane and Warren Lane. Strategic north/south network link, connecting Esher and Oxshott, and onwards to Leatherhead and Mole Valley. The corridor also provides access to Oxshott Station, nearby schools and proposed development. Approximate length: 6.1 kilometres.

## Utilities and Waste

3.90 Utilities in Elmbridge include the provision of water, sewage treatment, gas, electricity, telecommunications, waste disposal and recycling. The delivery of utilities is undertaken by private companies on a sub-regional basis. Boundaries are not coterminous with local authority boundaries, with companies taking account of forecast levels of population growth, both natural and due to new development, in their planning.

3.91 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

**Table 15. Electricity**

Category	Details
Infrastructure Type	Electricity
Lead Responsibility	UK Power Networks is the electricity distribution network that covers the borough.
Current Provision	All homes and businesses are covered by the UK Power Network as the regional grid. Individual households or businesses can then choose their own supplier who use the existing networks.
Known Planned Provision	As part of the Surrey Infrastructure Study 2017, the UKPN SPN Regional Development Plan – Chessington/Laleham/West Weybridge Provisional 2017 revision identifies one reinforcement and asset replacement project in Elmbridge up to 2023. This is estimated to cost £358,649 but is fully funded.
Local Plan Impact/Future Provision	The electricity supply demand needed is technically available from the grid supply capacity, with no planned upgrades to the grid as a result of proposed development.
Funding	No specific funding gap identified.
Key Evidence Base	Direct consultation with National Grid  Surrey Infrastructure Study 2017, Part 2 – <a href="https://www.surreycc.gov.uk/_data/assets/pdf_file/0005/163346/180307-Surrey-Infrastructure-Study-2017.pdf">https://www.surreycc.gov.uk/_data/assets/pdf_file/0005/163346/180307-Surrey-Infrastructure-Study-2017.pdf</a>

**Table 16. Gas**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Gas
Lead Responsibility	The Gas Distribution Network Operator for Surrey is Southern Gas Networks (SGN).
Current Provision	Gas is transmitted through a National Transmission System (NTS). It is then in turn supplied to towns and villages through Local Distribution Zones (LDZ).
Known Planned Provision	SGN's Intermediate Pressure Medium Pressure (IPMP) network in the Elmbridge area as a whole is quite robust, in the short to medium term (up to 2025/26) there is a low likelihood that any future developments will trigger the requirement to reinforce the SGN gas infrastructure. If developments after this timeframe are to connect to the gas infrastructure, which is not certain due to new climate change policies expected, then the likelihood to reinforce increases.
Local Plan Impact/Future Provision	<p>Based on the Network Analysis Model of the sites, at this current time no development triggers the requirement to reinforce the Intermediate or Medium Pressure gas infrastructure</p> <p>Analysing the impact on the LP network is far more difficult than on the higher-pressure tiers, due to multiple connection options for the development and their varying impact to the gas infrastructure. It does look likely that some sites will trigger the requirement to reinforce the LP gas infrastructure. However, as the process is reactive, the impact can only be determined once the developers make initial site connection enquiry.</p> <p>Developers should make their initial site connection enquiry as early as possible to determine the site-specific impact.</p>
Funding	Costs will be paid by the developer/service providers; therefore, no funding gap has been identified.
Key Evidence Base	Direct Contact with SGN

**Table 17. Telecoms**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Telecoms
Lead Responsibility	Openreach / Superfast Surrey / Commercial Operators
Current Provision	The current rating for Elmbridge Superfast and Fibre Coverage is 99.5% (Superfast (>24 Mbps) for residential and business premises. Superfast Surrey Broadband Programme partnership extended the fibre broadband network to premises previously excluded from commercial rollout plans.
Known Planned Provision	Openreach delivers free Fibre to the Premises (FTTP) to sites of 20 or more new homes. Smaller sites are provided for at the cost to the developer.
Local Plan Impact/Future Provision	Molesey and Thames Ditton are included in Openreach's FTTP 'Fibre First Towns, Cities and Boroughs Build Programme' as exchanges to build in by the end of March 2021.
Funding	Costs will be paid by the developer/service providers; therefore, no funding gap has been identified.
Key Evidence Base	<p>ThinkBroadband (independent broadband monitoring) - <a href="https://labs.thinkbroadband.com/local/E07000207">https://labs.thinkbroadband.com/local/E07000207</a></p> <p>Superfast Surrey - <a href="https://www.increasebroadbandspeed.co.uk/2012/surrey-superfast-broadband/superfast-surrey-2">https://www.increasebroadbandspeed.co.uk/2012/surrey-superfast-broadband/superfast-surrey-2</a></p> <p>Openreach network - <a href="https://www.openreach.com/fibre-broadband">https://www.openreach.com/fibre-broadband</a></p> <p>Openreach plans for Town, Cities and Boroughs up to March 2021 - <a href="https://www.openreach.com/fibre-broadband/where-when-building-ultrafast-full-fibre-broadband">https://www.openreach.com/fibre-broadband/where-when-building-ultrafast-full-fibre-broadband</a></p>

**Table 18. Waste and Recycling**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Waste and Recycling
Lead Responsibility	Council and SCC as the Minerals Planning Authority (MPA) and the Waste Planning Authority (WPA)
Current Provision	While no community recycling centres are located within the borough, the three nearest locations are in Shepperton (Charlton Lane, Charlton Lane, Shepperton TW17 8QA), Leatherhead (Randalls Road, Leatherhead KT22) and Epsom (Blenheim Road, Epsom KT19 9DL).
Known Planned Provision	The Surrey Waste Local Plan 2019-2033 was adopted by SCC on 8 December 2020. It sets out how and where different types of waste will be managed in Surrey.
Local Plan Impact/Future Provision	<p>Within the Surrey Waste Plan, for Elmbridge there is one site which has been allocated to provide the land necessary to meet the need for new waste management facilities in Surrey up to 2035.</p> <p>In the plan there are also three Industrial Land Areas of Search (ILAS) identified within Elmbridge, which are 1. Brooklands Industrial Park, Wintersells Road Industrial Park and Byfleet Industrial Estate Elmbridge and Woking, 2. Molesey Industrial Estate, West Molesey Elmbridge and 3. Hersham Road North and Lyon Road / North Weylands, Walton-on-Thames. These are broad areas, not allocated as sites for waste development, but identified as areas of search within which there may be potential for waste development.</p>
Funding	Costs will be paid by the developer/service providers; therefore, no funding gap has been identified.
Key Evidence Base	<p>Elmbridge Waste and Recycling - <a href="https://www.elmbridge.gov.uk/waste-and-recycling/tip/">https://www.elmbridge.gov.uk/waste-and-recycling/tip/</a></p> <p>Surrey Waste Local Plan 2019-2033 – <a href="https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/waste-plan">https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/waste-plan</a></p> <p>Surrey Waste Local Plan – <a href="#">Part 2 Sites</a></p>

**Table 19. Water and Wastewater**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Water and Wastewater
Lead Responsibility	Sutton and East Surrey Water, Thames Water and Affinity Water
Current Provision	The three water suppliers in the borough are Sutton and East Surrey Water, Thames Water and Affinity Water. Their supply and distribution are across wide areas covering a number of districts and boroughs, with the supply of water sources being outside of the borough.
Known Planned Provision	All providers state that in order to ensure sufficient supplies across their supply areas, ongoing improvements to existing infrastructure to reduce leaks will be required as will demand reduction strategies including water metres in homes.
Local Plan Impact/Future Provision	<p>As the borough falls with an area of demonstratable 'water stress', as defined by the Environment Agency, the Council produced a Water Cycle Study (WCS) to inform its Local Plan preparations. The WCS assesses the capacities and water related infrastructure to accommodate future development and growth in the borough. Key stakeholders including the water providers and the Environment Agency (EA) were involved in its production. The assessment of the residential and commercial sites, within the Affinity Water service area as set out in the draft Local Plan, by Affinity Water has included a simulation of peak summer demand conditions for residential and commercial sites.</p> <p>In the comments received from Affinity Water there was no one site identified only a cumulative increase in demand from the proposed development, and it was highlighted that the pressures at some of the critical points in the network due to the new developments are such that reinforcements in the network in the Elmbridge area will be required (normally meaning new local pipelines). There is sufficient water supply in the region to meet additional demand requirements.</p>

Affinity Water also noted the projections of infrastructure capacity are subject to developers and customers reducing their Per Capita Consumption in accordance with their Water Resources Management Plan through the development of water-efficient buildings and encouraging customers to save water which aligns with policy CC1 within the draft Local Plan.

Affinity Water recommends that developers discuss their proposals in advance of the submission of any planning applications utilising their pre-application advice service.

The assessment of the sites by Thames Water has identified that on all but one of the sites there are currently no infrastructure concerns envisaged regarding water and wastewater networks in relation to the development/s, however it is recommended that developers liaise with Thames Water Development Planning team at the earliest opportunity to advise of the developments phasing.

In the comments received from Thames Water it was stated that on one site (US33 River Mole Business Park, Esher), the scale of development/s is likely to require upgrades of the water supply network infrastructure, which will be covered by the developer.

It is recommended for all sites, but especially for the site indicated, that the Local Planning Authority liaise with Thames Water regarding the certainty of the sites being allocated and timelines for delivery as the draft Local Plan moves through the process, with a final update coming once the Local Plan has been adopted.

Thames Water also recommends that the developers utilise the free Thames Water Pre-Application service at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water by the developer will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.



Funding	Costs will be paid by the developer/service providers; therefore, no funding gap has been identified.
Key Evidence Base	<p>Direct Consultation with Sutton and East Surrey Water, Thames Water, Affinity Water and the EA.</p> <p>Affinity Water - Pre-Application service – <a href="https://www.affinitywater.co.uk/developer-services.aspx">https://www.affinitywater.co.uk/developer-services.aspx</a></p> <p>Affinity Water - Water Resources Management Plan (WRMP) - <a href="https://www.affinitywater.co.uk/corporate/plans/water-resources-plan">https://www.affinitywater.co.uk/corporate/plans/water-resources-plan</a></p> <p>Thames Water – Pre-Application service - <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/water-and-wastewater-capacity">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/water-and-wastewater-capacity</a></p> <p>Thames Water - Infrastructure charges - <a href="https://www.thameswater.co.uk/developers/charges">https://www.thameswater.co.uk/developers/charges</a></p>

## Emergency Services

3.92 The Flood, Fire, Police and Ambulance services are provided by Government agencies which operate on a Surrey-wide basis and are not specific to borough boundaries.

3.93 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

**Table 20. Flood Response Services**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Flood Alleviation and Response Services
Lead Responsibility	Flood Alleviation and Response Services are a statutory service provided by the Environment Agency (EA) and SCC as the Lead Local Flood Authority.
Current Provision	SCC and the EA oversee the flood alleviations schemes for surface water and fluvial flooding and respond as required during periods of wet weather. They interact with Applied Resilience who are the emergency planning provider for the Council.
Known Planned Provision	The EA, in partnership with SCC, is currently developing the River Thames Scheme (RTS), with a portion of the project being within Elmbridge.

<p>Local Plan Impact/Future Provision</p>	<p>To mitigate the risk of flooding and the impact on response services the EA and SCC flood mapping and assessments have informed the suitability and selection of the sites for the draft Local Plan.</p> <p>SCC have modelled and assessed the sites in regard for surface water flood risk and have highlighted the need for surface water to be considered in design and drainage design and that all sites should have a detailed assessment of flood risk and surface water drainage.</p> <p>There is no specific mitigation that will be required as part of the draft Local Plan, however the EA's Lower Mole Flood Alleviation Scheme (FAS) refurbishment project will be consulting on further options to replace the Lower Mole FAS in 2021-2022. The project costings will be refined based on the preferred refurbishment option selected and some funding may be needed toward the project to ensure the continued protection of residents along the Lower Mole.</p> <p>Also, the EA's Sanway-Byfleet Flood Alleviation Scheme (FAS), which borders the borough, is in the options appraisal' stage, and the EA's Thames Valley Flood Scheme had an initial consultation which ended in August 2021 and the outcomes report was published in April 2022.</p>
<p>Funding</p>	<p>Funding contributions toward EA schemes may need to be secured through development in addition to other funding government/agency funding. For the RTS the Council have already ringfenced £1.6m, which is the local authority contribution toward the scheme. Should further funding be required for the RTS and / or other flood alleviation projects, this could be secured from either a S106 directly tied to specific development(s) and the mitigation measures required or, through funding from the Council's Community Infrastructure Levy (CIL) and the addition of projects / funding requirements to the Strategic Priority Programme (SPP) List.</p>

Key Evidence Base	<p>Direct Consultation with Environment Agency and SCC</p> <p>Strategic Flood Risk Assessment -  <a href="#"><u>Strategic Flood Risk Assessment 2019 - Main Report, Appendix A and G</u></a></p> <p><a href="#"><u>Strategic Flood Risk Assessment 2019 - Appendices B to F</u></a></p> <p>River Thames Scheme –  <a href="https://www.riverthamesscheme.org.uk/"><u>https://www.riverthamesscheme.org.uk/</u></a></p> <p>Lower Mole Flood Alleviation Scheme (FAS) -  <a href="https://consult.environment-agency.gov.uk/ksles/lower-mole-flood-alleviation-scheme/"><u>https://consult.environment-agency.gov.uk/ksles/lower-mole-flood-alleviation-scheme/</u></a></p> <p>Sanway-Byfleet Flood Alleviation Scheme (FAS) –  <a href="https://consult.environment-agency.gov.uk/thames/sanway-byfleet-flood-alleviation-scheme/"><u>https://consult.environment-agency.gov.uk/thames/sanway-byfleet-flood-alleviation-scheme/</u></a></p> <p>Thames Valley Flood Scheme –  <a href="https://consult.environment-agency.gov.uk/thames/tvfs-home/"><u>https://consult.environment-agency.gov.uk/thames/tvfs-home/</u></a></p>
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**Table 21. Fire and Rescue Services**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Fire and Rescue Services
Lead Responsibility	Surrey Fire and Rescue Service is a statutory service provided by SCC as the Fire and Rescue Authority
Current Provision	<p>As part of their Making Surrey Safer Plan 2020-2024 (MSSP), Surrey Fire and Rescue have invested in prevention and protection through an increase in work with communities and businesses keep them safe from fire, meet legislative requirements and to prevent emergencies from happening.</p> <p>While there has been a significant decrease in the number of fires attended across the UK due to prevention and protection activities, other risks must be responded to such as flooding, road traffic collisions and wildfires. More needs to be done to keep people safe from risk, especially the most vulnerable in our communities.</p>
Known Planned Provision	The changes detailed in MSSP have been completed. SFRS is developing its next MSSP called a Community Risk Management Plan (CRMP) for consultation and publication in 2024/25. Esher has one wholetime fire appliance 24/7, Walton and Painshill each have one wholetime fire appliance responding 0700-1900 with a oncall fire appliance response outside of these hours.
Local Plan Impact/Future Provision	<p>The investment in additional personnel and resources detailed in the MSSP has been completed. There is an ongoing investment in Capital budgets by SCC for the provision of smoke alarms and other fire safety material such as fire retardant bedding. Further changes in team structure have been made to ensure that we can work better locally with partners.</p> <p>Investment is being made in land and property with a number of new fire stations, at existing locations, being approved and funded along with refurbishments of other fire stations.</p>
Funding	Funding for the future has been agreed through SCC governance.

Key Evidence Base	Direct Consultation with SCC  Making Surrey Safer plan 2020-2023 – <a href="https://www.surreycc.gov.uk/community/fire-and-rescue/about/what/our-mission/making-surrey-safer-our-plan-for-2020-2024">https://www.surreycc.gov.uk/community/fire-and-rescue/about/what/our-mission/making-surrey-safer-our-plan-for-2020-2024</a>
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**Table 22. Police**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Police
Lead Responsibility	Surrey Police
Current Provision	The Police are providing services from the Civic Centre in Esher. The Safer Neighbourhood Team have worked closely with the community and partners in the community. Through Community Infrastructure Levy (CIL) funding the Automatic Number Plate Recognition (ANPR) capabilities in the borough have increased and improved and an additional Engagement Vehicle is now in use in the community.
Known Planned Provision	The three areas of focus in the community are: to prioritise prevention, through ensuring that the public know what they can do to reduce the likelihood of being a victim of crime (e.g. burglary (residential) and Vehicle Crime); action on antisocial behavior, through partnership working, early interventions (patrol at key times in impacted locations), using existing powers where proportionate and necessary and informing the public how to report; and building cohesive communities through updates passed back to local community groups (including Neighbourhood Watch).
Local Plan Impact/Future Provision	Follow the 'Secured by Design' guidance on the design and layout of new developments to design out crime and any emerging guidance set out in the new Local Design Code to be drawn up in partnership with other stakeholders. Government uplifts in policing has seen an increase in the local team, so additional sustainable transport (e.g. electric pedal cycles) to access areas with no vehicle access has been requested.
Funding	No specific funding gap identified.
Key Evidence Base	Direct Consultation with Surrey Police Secured by Design – <a href="http://www.securedbydesign.com/">www.securedbydesign.com/</a>

**Table 23. Ambulance Service**

<b>Category</b>	<b>Details</b>
Infrastructure Type	Ambulance Service
Lead Responsibility	Ambulance Services are managed by the South East Coast Ambulance Service NHS Foundation Trust (SECAMB)
Current Provision	There are currently two ambulance stations in the borough, one in Esher and one in Walton-on-Thames.
Known Planned Provision	<p>As set out in the Five-Year Strategic Plan, SECAMB continues to focus on investing in the four strategic themes, including clinical skills development and technology infrastructure.</p> <p>For the year ended 31 March 2019, the income and expenditure performance for the year was a surplus of £2.4m which included £4.4m Provider Sustainability Funding (PSF), going above the planned surplus of £0.7m for the year.</p>
Local Plan Impact/Future Provision	Across the South East the strategy will enable consistent provision of safe, quality care to the communities through improvement and consolidation to deliver sustainable services with the best possible outcomes for patients, whilst achieving best value for taxpayers' money. No funding deficits or projects have been identified specifically for the borough.
Funding	No specific funding gap identified.
Key Evidence Base	<p>Direct Consultation with SECAMB</p> <p>Five Year Strategic Plan - <a href="https://www.secamb.nhs.uk/wp-content/uploads/2020/09/SECAMB-Five-year-strategy.pdf">https://www.secamb.nhs.uk/wp-content/uploads/2020/09/SECAMB-Five-year-strategy.pdf</a></p>



## Appendix A - Surrey County Council proposed SEND schemes

Scheme description	Scheme purpose	Infrastructure Type	Current stage	Estimated cost	Potential funding sources
30 place SEN unit at Three Rivers Academy	SEN unit for autistic pupils and those with communication and interaction needs	SEND provision	Approved in principle through SCC Quality Assurance process. Subject to confirmation of scope, feasibility, costs, planning determination and Lead Cabinet Member/ RSC approvals on behalf of the SoS.	£4 million	SCC, CIL
Creation of a SEN unit for 20 pupils at a Primary School in Elmbridge	SEN unit for autistic pupils and those with communication and interaction needs	SEND provision	Approved in principle through SCC Quality Assurance process. Subject to confirmation of scope, feasibility, costs, planning determination and Lead Cabinet Member/ RSC approvals on behalf of the SoS.	TBC	SCC, CIL
Special	Special School	SEND	Approved in	TBC	SCC,

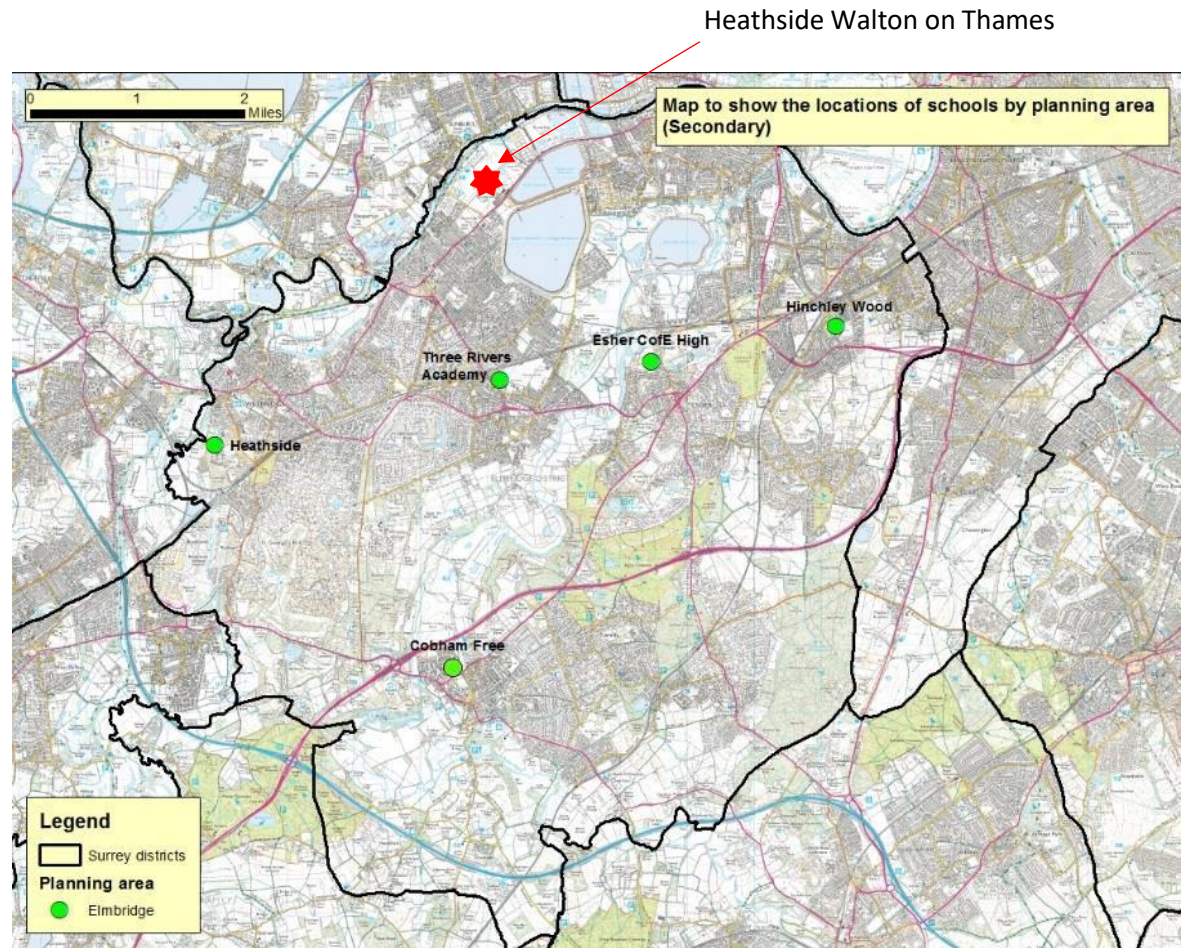
School provision at Hurst Road, Molesey	provision	provision	principle through SCC Quality Assurance process. Subject to confirmation of scope, feasibility, costs, planning determination and Lead Cabinet Member/ RSC approvals on behalf of the SoS.		CIL
Expansion of a Special School in Elmbridge	Special school expansion	SEND provision	Approved in principle through SCC Quality Assurance process. Subject to confirmation of scope, feasibility, costs, planning determination and Lead Cabinet	TBC	SCC, CIL
New Special Free School at a site in Elmbridge.	200 place special school (age 4 -19) for autistic pupils and those with communication and interaction needs.	SEND provision	Approved in principle through SCC Quality Assurance process. Subject to confirmation of scope, feasibility, costs, planning	TBC	SCC, CIL

			determination and Lead Cabinet		
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Map of wards in Elmbridge



Map of Secondary Schools in Elmbridge





# Map of Primary Schools in Elmbridge

