

Draft Infrastructure Delivery Plan



Epsom & Ewell Borough Council
Draft Infrastructure Delivery Plan
October 2018

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1) Introduction

- 1.1 National planning policy requires that Local Plans take account and make sufficient provision for new infrastructure required to support sustainable planned-for growth. The Infrastructure Delivery Plan (IDP) is the document, which can help achieve this objective. The IDP seeks to meet this by providing an assessment of what infrastructure will be needed to support the Borough's future population and the anticipated level of growth identified in the Local Plan. This includes a range of physical, social and green infrastructure, which support places, communities, businesses and people.
- 1.2 New development within the Borough needs to be supported by such infrastructure. This may be achieved through the protection and improvement of existing infrastructure and / or through the delivery of new infrastructure alongside new development.
- 1.3 The Borough Council is not solely responsible for the provision and funding of new infrastructure and services. Other agencies, whether public, private, or voluntary, in addition to different tiers of local government all play a critical role in this process. It is the Borough Council responsibility to establish a comprehensive understanding of the Borough's existing infrastructure and the requirements that future development and population changes are likely to bring. Working closely with infrastructure providers ensures that these needs are identified and establishes how any necessary infrastructure improvements will be provided and funded.

The Epsom & Ewell Local Plan

- 1.4 Epsom and Ewell is the smallest Borough in Surrey, albeit the most densely inhabited with a population of around 75,102 residents (2011 Census data). It is bounded to the north by Greater London (the London Borough of Sutton and the Royal Borough of Kingston upon Thames) and to the south by Mole Valley and to the east Reigate & Banstead. The Borough is mainly comprised of existing built-up areas, which are concentrated towards the north of the Borough, with the remainder being open space; 42% of the Borough is designated as Green Belt.
- 1.5 The Borough Council is currently preparing a new Local Plan. This new document takes into account changes in national planning policy; particularly in relation to anticipated population growth and housing need. The new Local Plan will be the key spatial planning document setting out how the Borough will evolve and develop over the next twenty years. Ensuring adequate infrastructure is in place and/or can be delivered over the Local Plan period is an integral part of this process. As such it is timely to review the IDP; which was first

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produced during 2013. The new IDP will inform the development of the Local Plan by identifying the key infrastructure improvements required to serve the growth envisaged during the plan period.

- 1.6 The IDP also has an important relationship with the Community Infrastructure Levy (CIL). CIL is the primary way in which Councils can raise funds from developers to help contribute towards the infrastructure needed to support new development. The Council has been charging CIL since mid-2014 and produced its first IDP in 2013, to facilitate the introduction of this regime. The IDP provides the justification for CIL by demonstrating the likely infrastructure needs of the Borough as a result of new development. The IDP also informs CIL spending decisions (although it does not prioritise schemes). It helps to ensure funds are allocated in the most efficient manner.
- 1.7 It should be noted that CIL is a source of 'top up' funding, rather than the sole source of funding and can often be used to attract other sources of funding to schemes.
- 1.8 It is emphasised that the IDP can only provide a snapshot in time of the Borough's infrastructure requirements. As such it is intended to be regularly updated. For example as the scale of housing the Borough could sustainably deliver and its location become clearer through progress with the Local Plan, or as new evidence and/or changes to infrastructure provision occur. The IDP should therefore be viewed as a 'living' document.

Stages in the production of the IDP

- 1.9 The preparation and review of an IDP is an iterative process and the main tasks are set out below:
 - 1) Identify the infrastructure types/services the IDP will assess, including their providers.
 - 2) Identify the predicted population growth and demographic changes alongside the anticipated scale of housing and economic growth for the Borough. Sources of information will include the Office for National Statistics (ONS) and information from the Borough's emerging Local Plan.
 - 3) Gather evidence on existing infrastructure provision and identify if it is fit for existing needs. This can be achieved through using readily available evidence from within the Council and infrastructure providers such as business plans and estates strategies. Information from the previous IDP will also be a useful source of reference.
 - 4) Identify future infrastructure requirements to support new development and the Borough's likely future population. This will require liaising with infrastructure providers to identify such needs.

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Such a process will be iterative; as the Local Plan progresses and the scale of growth and the sites that will deliver this are identified, the infrastructure requirements and timing of their delivery will become clearer.

- 5) Where possible provide an indication of the potential costs and sources of funding to provide such infrastructure

Current Stage

- 1.10 The Borough Council continues to make progress in preparation and production of the new Local Plan. It is currently at the stage of identifying the amount of housing growth the Borough could sustainability accommodate. To date engagement with infrastructure providers has taken place at a strategic level, i.e. assessing the potential impact on infrastructure if a higher level of growth (reflecting the identified need) was delivered over the Local Plan period. As a result, the information contained in this working draft of the IDP is quite strategic in nature. Further engagement will take place with infrastructure providers as the Local Plan progresses and housing numbers and specific sites are identified. The IDP will be updated to reflect these findings.

2) Infrastructure types and service providers

Types of infrastructure and service providers

2.1 The implementation of new developments and the Borough's growing population will require the delivery of a range of physical, social and green infrastructure in order to meet needs. The types of infrastructure assessed in the IDP are set out below. The list is in no order of priority.

Table 1: Types of infrastructure assessed within the IDP

Infrastructure Sector	Infrastructure Types	Service Provider
Transport Infrastructure	Local Roads	Surrey County Council
	Buses	Surrey County Council
	Rail	Network Rail, South West Railway, Southern Railway, Transport for London (TfL), Crossrail 2
	Walking and Cycle	Surrey County Council Epsom & Ewell Borough Council
	Car Parking	Epsom & Ewell Borough Council
	Electric Vehicle Charging points	Surrey County Council Epsom & Ewell Borough Council
	Utilities and physical infrastructure	Water supply and sewerage
Electricity		National Grid UK Power Networks
Gas		National Grid SGN (Scotia Gas Network)
Flood risk management		Surrey County Council Epsom & Ewell Borough Council
Waste management and disposal		Surrey County Council Epsom & Ewell Borough Council
Social and Community Infrastructure	Early Years Provision	Surrey County Council
	Primary and Secondary education	Surrey County Council
	Post 16 education/ Sixth Form	Surrey County Council

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	General Practice (GP) and community health infrastructure	Surrey Heartlands Sustainability and Transformation (STP) Area
	Adult Social care	Surrey County Council Health & Social Care
	Sports facilities	Epsom & Ewell Borough Council
	Community Centres	Epsom & Ewell Borough Council
	Cemeteries	Epsom & Ewell Borough Council
	Community Safety	Epsom & Ewell Borough Council
Emergency Services	Police	Surrey Police
	Ambulance	South East Coast Ambulance Service (SECAmbs)
	Fire Service	Surrey Fire and Rescue Service
Green Infrastructure	Parks and Gardens	Epsom & Ewell Borough Council
	Local Nature Reserves	Epsom & Ewell Borough Council
	Epsom Common	Epsom & Ewell Borough Council

2.2 Demand for infrastructure is not always uniform across the Borough. Some infrastructure assets and facilities only serve localised catchments whereas others (e.g. hospitals) have catchments that extend beyond the Borough's administrative boundary. This has been taken into account when assessing and considering overall community infrastructure needs and identifying areas of surplus supply or deficiency.

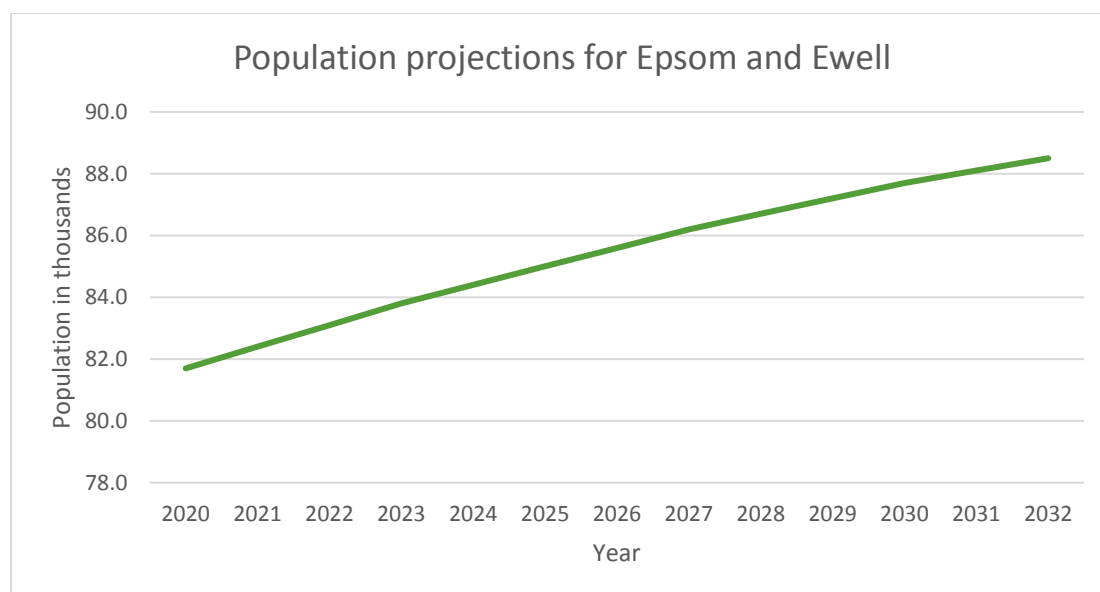
3) Future demographic and development changes affecting infrastructure

3.1 To understand the Borough's future infrastructure requirements it is essential to assess the impacts of demographic change (including changes in population and age); the anticipated levels of development (in particular housing and employment); and the impacts of climate change in the context of current infrastructure. The period that will be assessed extends until 2032. This coincides with the Local Plan period.

Population Growth

3.2 Data from the 2011 Census puts the Borough's population at 75,102 and the latest [subnational population projections \(2016\)](#) estimate this to increase to 88,500 by 2032. Figure 1 shows this data in graphical form estimating that the population will increase by 9,500 from 2018 to 2032. However, it must be noted that these are un-constrained estimates, which do not take into account future development. It is possible that a 'dwelling constrained' population projection would result in a lower figure.

Figure 1: Estimated population growth for the Borough from 2018 to 2032



Data source: ONS subnational population projections 2016

3.3 Any future population increase will need to be supported by infrastructure. Some of this demand is likely to be met through the appropriate existing infrastructure, while some may necessitate entirely new provision. Changes in the population's age group structure can also have a direct impact on some infrastructure service provision. For

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example a rise in the birth rate has the potential impact upon the need for increased education infrastructure. In contrast an ageing resident population could result in a demand for more adult social care.

- 3.4 The population projections in 4 year age groupings is set out in Table 2 below. This allows an analysis of how the population age structure will evolve. The data shows that future birth rates are predicted to stabilise while the increased birth rate experienced over the past few years will result in an increase in the 'younger' population aged 10-24 in the future. There is also estimated to be an increase in older age groupings, particularly those in the 80+ age groups. Slight decreases are seen in some groups over a 14 year period, for example in the 25-39 age categories. This suggests that there will be increasing pressure on education infrastructure in the very near future along with potential pressure on health infrastructure and adult social care. Fluctuations in the age groupings will mean that some infrastructure providers will need to be particularly responsive.

Table 2: Estimated population growth (in thousands) shown by age grouping

Age Range	Year								% Change Between 2018 to 2032
	2018	2020	2022	2024	2026	2028	2030	2032	
0-4	5	5.1	5.1	5.1	5.1	5.1	5.1	5	0
5-9	5.4	5.5	5.5	5.5	5.5	5.5	5.5	5.5	+1.8
10-14	5	5.4	5.7	5.9	5.9	5.8	5.8	5.8	+16
15-19	4.7	4.7	5.0	5.3	5.6	5.9	5.9	5.8	+23.4
20-24	4	3.9	3.8	3.8	3.9	4.1	4.4	4.6	+15
25-29	4.1	4.1	3.9	3.9	3.8	3.6	3.7	3.9	-4.9
30-34	4.6	4.6	4.7	4.6	4.5	4.4	4.3	4.2	-8.7
35-39	5.7	5.6	5.6	5.6	5.6	5.6	5.5	5.3	-7
40-44	5.8	6.1	6.4	6.3	6.3	6.2	6.2	6.2	+6.9
45-49	5.9	6.0	5.9	6	6.3	6.4	6.4	6.3	+6.8
50-54	6	5.8	5.8	5.9	5.9	5.8	6.1	6.3	+5
55-59	5.3	5.6	5.8	5.7	5.7	5.6	5.7	5.6	+5.7
60-64	4.1	4.4	4.7	5.1	5.3	5.4	5.3	5.3	+29.3
65-69	4	3.8	3.8	4	4.3	4.6	4.9	5.1	+27.5
70-74	3.8	4.0	3.8	3.6	3.5	3.6	3.8	4.1	+7.9
75-79	2.7	2.9	3.3	3.6	3.6	3.4	3.2	3.3	+22.2
80-84	2.1	2.1	2.2	2.4	2.6	3.0	3.1	3	+42.9
85-89	1.3	1.4	1.4	1.5	1.5	1.6	1.8	2.1	+61.5
90+	0.7	0.8	0.8	0.8	0.9	0.9	1	1.1	+57.1
All ages	80.4	81.7	83.1	84.4	85.6	86.7	87.7	88.5	

Data source: ONS subnational population projections 2016

Household Growth Projections

3.5 The ONS released their [2016 based household projections](#) in September 2018. These projections are published every two years using the latest subnational population projection data available. They provide an indication of the number of additional households that could form if recent demographic trends were to continue. The latest projections are based on the 2016 subnational population projections as set out in the earlier section. The headline outcome from this data that the number of households is projected to increase at a slower rate of growth than previously anticipated.

3.6 For the Borough of Epsom and Ewell the forecasts show the following:

Percentage change in number of households from 2016 to 2041 = 20.2%

Number of households in 2016 = 30,870

Number of households in 2032 = 35,000

Number of households in 2041 = 37,110

Change in number of households (2016 to 2041) = 6,240

3.7 It should be noted that the household projections are not forecasts. They are projections of how many households could form if the population maintained the same level of growth as it did between 2011 and 2016; and kept forming households as it did between 2001 and 2011. The ONS specifically state that the projections should be used as a starting point for calculating the future housing needs of a local area.

3.8 It is noted that as the latest household projections anticipate a lower level of growth than previous forecasts, it is possible that there will be implications in how the Borough Council plans for future development. The projections are likely to influence the scale of the Borough's housing target. This matter is discussed in more detail below.

Potential Future Development within the Borough

3.9 The emerging new Local Plan takes full account of the changes to national planning policy and in particular the potential for significantly increased housing requirement derived through the government's standard method. The new Local Plan will set out the spatial vision for the Borough, identifying how it will evolve and develop during the plan period. Ensuring adequate infrastructure is in place and/or can be delivered to serve both the existing and expected future population, will be an integral part of the spatial vision. As such, the IDP has an important role in implementing the Local Plan.

- 3.10 Progress is continually being made with the new Local Plan. Currently the capacity of the Borough to sustainably accommodate additional housing is being considered. The government's standard method for calculating objective assessed housing need identifies a housing requirement (for the Borough) of 579 additional homes each year. Set against the Borough's previous housing target to deliver 181 new homes per year the requirement has the potential to translate into a new target that results in a significant step change in housing delivery. Inevitably this will have implications for infrastructure provision.
- 3.11 However, as the government's standard method uses household growth projections as a key component of its formula calculation, the recently published ONS household growth projections may influence the scale of housing requirement. This is because they are lower than the previous forecasts. Regardless of the recent projections the government remains committed to the delivery of more housing faster. As such, it is considered prudent for the Borough Council to await further government announcements, anticipated by the end of 2018, before planning for reduced housing requirement.
- 3.12 Key figures:
Existing Core Strategy housing target = 181 dwellings per annum
2017 Standardised methodology target = 579 dwellings per annum
2018 Standardised methodology target using 2016 based household projections = 372 dwellings per annum
- 3.13 Whatever the resulting target, meeting any increase in the annual housing building target will be challenging. With the Borough being mostly comprised of existing built up areas, strategic open spaces or Green Belt, the supply of available development sites is now extremely limited. In response the Borough Council is considering options for increasing housing delivery.
- 3.14 One of the factors in considering whether an increased housing target can be achieved is the level of infrastructure that would be required to support this increase in housing numbers. This first draft of the IDP considers the higher housing requirement (579 new homes per annum). Engagement with infrastructure providers has helped to identify what impact this level of housing would have on the services they provide. This high-level engagement helps to identify the main areas of infrastructure need.
- 3.15 In economic terms the Borough benefits from the employment opportunities and commercial activity which takes place in and around the main town centre, Epsom and the secondary centres of Ewell Village and Stoneleigh. There are also two industrial estates Nonsuch and Longmead which are the focus of most of the Borough's B2 and B8 commercial activity. Set against the projected significant housing

increase it is unlikely that the Borough will be seeking to allocate additional employment land but rather intensify the existing uses to provide the Borough's economic prosperity. This will be taken into account when identifying the impact on infrastructure requirements.

Calculating Demand from New Development

- 3.16 In order to estimate the demand for new infrastructure it is necessary to estimate how many people will live in the new homes which will be built in the Borough during the plan period. While the number of new homes that can sustainably be delivered will be set out in the Local Plan, it is proposed to use the Borough's identified housing requirement of 579 new homes per year as a starting point.
- 3.17 An estimate of the population living in the new development require a number of assumptions to be made. Firstly as the need and demand for housing within the Borough is challenging, it is therefore reasonable to assume that any new houses built within the Borough will be occupied. Estimates of the size of future housing can be made based on the needs identified in the Borough's Strategic Housing market Assessment (SHMA). However the number of people who will live in these new homes is difficult to predict. In order to provide an estimate, data from the 2011 household census has been used. This suggests that the average household size (persons per household) was 2.52. The calculations are set out below in Table 3.

Table 3: Population growth related to new development

Year	Number of dwellings	Cumulative population yield (no of units x average occupancy at 2.52)
2020	579	1,459
2021	579	2,918
2022	579	4,377
2023	579	5,836
2024	579	7,295
2025	579	8,754
2026	579	10,214
2027	579	11,673
2028	579	13,132
2029	579	14,591
2030	579	16,050
2031	579	17,509
2032	579	18,968
Total	7527	18,968

- 3.18 It can be seen that additional housing, delivered at a rate of 579 new homes per year with an assumed occupancy rate of 2.52 would deliver an estimated 18,968 new or additional residents. This is greater than the population increase predicted by the subnational population projections, which forecast an increase of 9,500 additional residents. Therefore it can be seen that the amount of housing that will be built in the Borough in the future will have a significant impact on infrastructure requirements.
- 3.19 It is important to highlight that the above are broad assumptions. It is also worth highlighting that the size of the new homes are likely to be smaller, which could equate to them being occupied by fewer residents. Nevertheless, the forecast from Table 3 provides a useful starting point to assess the levels of infrastructure which could be required in the future. Again, as further details emerge through the new Local Plan process, the target and the infrastructure requirements to accompany the Borough's population will be refined.

Estimating future infrastructure requirements

- 3.20 Although it is possible to estimate the future demand for social and community infrastructure on the basis of a pro-rata calculation against population and household growth, it is important to acknowledge that such an approach has its limitations. Most social and community infrastructure is designed to meet local geographic need and therefore it may be possible to prepare a quantitative assessment of need relative to population. However, it is more difficult to assess and quantify shortfalls/ oversupply associated with transport infrastructure and social and community infrastructure that meet the needs of a strategic catchment area. It is equally difficult to assess infrastructure that is provided by the private sector. Two local examples include Epsom General Hospital, which is part of the Epsom and St Helier University Hospitals NHS Trust, and the University for the Creative Arts; both serve a far wider catchment area than the Borough's administrative boundary. This does not mean that under-provision (for these sectors) is either a viable or recommended option but it is recognition of the limitations of applying ratios to facilities and using simple models to assess infrastructure shortfalls.

- 3.21 As the Borough covers a relatively small geographical area it is inevitable that some infrastructure will be used by residents living in neighbouring areas. Conversely, the Borough's residents are also likely to use infrastructure hosted in neighbouring areas. For example, parental choice has considerably widened the catchment areas of many of the Borough schools, in particular drawing students from the neighbouring London authorities. This influence is most likely to be clearly understood by the infrastructure/ service providers and demonstrates the importance of liaising with providers throughout the IDP and Local Plan process.

4) Assessment of infrastructure capacity and the funding gap

- 4.1 This section of the IDP considers the different types of infrastructure which serves the Borough's population and is structured in the following way.
- 4.2 Where relevant an overview of the existing infrastructure provision is provided alongside the identification of any gaps and whether these are being addressed, whether this is planned, where it is not and the likelihood of delivery. Where possible standards of provision have been identified. It has been compiled through a process of desktop research, which examines the delivery strategies of key partners. The assessment also uses information supplied by key infrastructure providers.
- 4.3 Engagement with infrastructure providers has taken place, reflective of the current stage in the development of the Local Plan. The housing need figure identified by the NPPF standard methodology has been used as starting point for assessing the impact on infrastructure. The need figure being the delivery of 579 new housing units per year (it is acknowledged that this need may be subject to change). Infrastructure providers have been consulted as to how they would respond to this significantly increased need and whether any additional infrastructure or improvements would be required. Annex 1 provides a list of all the identified infrastructure requirements that have been identified to date.
- 4.4 As the Local Plan evolves and the scale of housing provision and associated sites are identified, consultation will be undertaken as necessary with infrastructure providers which will help to further refine the likely infrastructure requirements for the Local Plan period.

Transport Infrastructure

Local Road Network

Lead Agency:

Surrey County Council

Evidence Base:

Draft Strategic Highways Assessment 2018
Epsom & Ewell Local Transport Strategy 2014 and Forward Programme
(updated 2018 and due for full review following the progress of the Local Plan)

Strategic context:

The Borough does not contain any motorways or trunk roads but does have a number of principal A roads. The main highway through Epsom and Ewell is the A24 between Leatherhead (south-west) and the London Borough of Sutton (north-east). The other major highways are the A240 between Banstead (south-east) and Kingston (north west), the Epsom Town Centre one way system, the A232 to Croydon and the B280 radiating to the west of Epsom Town Centre.

Congestion on the highway network leads to vehicle delay. It can also form a barrier to movement and contribute to the potential risk of increased traffic collisions and resultant casualties. Congestion affects air quality and the Borough currently has one designated Air Quality Management Area (AQMA) which is within Ewell Village.

The population has a relatively high level of car ownership, with a large number of car borne trips in the Epsom area being short trips (within 5km). The travel patterns of residents and commuters travelling into the Borough give rise to peak hour traffic congestion on particular parts of the road network in the Borough. This is particularly evident during the morning rush hour.

Existing provision

N/A

Gaps in provision:

Surrey County Council have produced Local Transport Strategies and Forward Programmes for each of the Surrey Boroughs and Districts. These are live documents which are intended to be updated at regular intervals. The Transport Strategy provides a commentary on the transport provision and problems in the borough while the Forward Programme lists the transport infrastructure that the County would like to see implemented, subject to funding. For Epsom & Ewell an updated version is due to be ratified in December 2018 although a full review will be undertaken once the Local Plan has reached a more advanced stage to ensure the schemes help mitigate the impacts of proposed new development. In general, the schemes are not intended to provide additional network capacity but seek to manage the existing network and provide more sustainable transport choices.

The Kiln Lane Link

The Kiln Lane Link is a proposed highway improvement scheme. The latest proposal envisages a new road link between the Kiln Lane and Longmead employment areas via a new tunnel under the Epsom to Waterloo Railway Line. This proposal seeks to deliver meaningful benefits in terms of access, particularly for HGVs, to the Longmead and Nonsuch Industrial Estates, by providing a direct link between both employment areas and the A24.

Evidence demonstrates that the proposal would also provide measurable relief for the residential and business communities in Ewell Village, Hook Road and Epsom Town Centre.

These are all desirable benefits that are supported by evidence. However, the opportunities to secure funding for this type of purely transport related schemes are currently not available. Nevertheless the Borough Council remains committed to identifying infrastructure improvements, that are similar to a Kiln Lane Link type-scheme, which 'bridges' the railway line to improve access between the two trading estates.

As progress on the new Local Plan continues, opportunities for identifying Kiln Lane Link type-scheme may arise. In particular, new strategic housing allocations across the western side of the Borough may provide an opportunity to develop an improved business case for a new proposal. The Borough Council will work with its infrastructure delivery partners to explore any opportunities that may come forward to promote a new Link proposal as a component of future strategic housing allocation sites. As such it is considered prudent to retain reference within the IDP to a Kiln Lane Link type-scheme, which could further be developed into a viable scheme; subject to funding opportunities being available.

Planned Provision:

Within Epsom Town Centre the Plan E highways improvements is a major scheme which is currently underway. The scheme is an element of the Plan E Area Action Plan for Epsom Town Centre, which seeks to improve the balance between vehicles and pedestrians to reduce the dominance and detrimental effect of traffic and reduce the number of vehicles that pass through the town centre thereby improving flow.

Impact of Potential Development Proposals:

The Borough Council commissioned Surrey County Council to assess the highways impact of a number of development options, the findings of which will inform the development of the Local Plan. The County's strategic transport model SINTRAM was used to compare the potential development scenarios and identify their impact on the highways. The study is currently in draft form but its emerging findings provide some useful intelligence on the need for future highways infrastructure.

The study considered the impact of the three development scenarios, against a baseline position (scenario 1 - this included sites under construction and

those with planning permission). The development scenarios involved delivering different amount of housing in a variety of locations across the borough.

As anticipated the preliminary findings show that the total vehicle trips are the lowest for scenario 1 and increase with each scenario so that the greatest number of trips are in scenario 4. With total distance and travel time being greater during the AM peak hour, it is more congested than the PM peak hour, as peak commuting and education escort trips coincide. Scenario 4 causes the most congestion for both the AM and PM peak hours although less so for the PM peak as the network is not so congested and can therefore more easily accommodate any change / growth.

The study states that the Borough is already congested and even small changes in total congestion causes road users to change their routes to avoid the delay. As expected the largest junction delay occurs where major roads intersect due to the volume of vehicle flow traversing. However, it was shown that many junctions with particularly large delay values are shown to be operating over capacity in all scenarios.

The study concludes that the impacts of each of the scenarios are not considered sufficiently severe to eliminate any one scenario on highway impact grounds. However mitigation should be sought which reduces the impact of increased housing numbers. A number of roads and junctions have been forecast to be under stress, where road users will be subject to considerable delay and these have been defined as 'hotspots'. These hotspots in particular are likely to require mitigation to reduce the impact of any development in the local area. The majority of these locations already experience congestions issues although this will be exacerbated by additional trips arising from development sites. However, given the land and severance constraints of the existing highways network within Epsom & Ewell, it is likely that mitigation will predominantly focus on reducing the reliance on the private car. For example this could be improving the connectivity to local amenities which can be reached along pedestrian and cycle networks. It is also recommended that mitigation is not limited to just the occupiers of any new development sites.

Once the development sites emerge as the Local Plan develops, mitigation schemes will be identified and included in this IDP to address the impact of the new developments. This is likely to build upon those schemes being drawn up as part of the Epsom & Ewell Forward Programme (which will be reviewed as the Local Plan develops). This is likely to focus on reducing reliance on the private car.

Costs and Funding Sources:

These are yet to be determined. The potential schemes and their costs will become clearer as the Local Plan progresses and the Epsom & Ewell Forward Programme is updated in line with this process. An indication of costs can be gained from the Epsom & Ewell Forward Programme (interim

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update 2018). Schemes within this which have been identified as potentially being part funded by CIL total as a minimum approximately £50 million. Other funding sources include the Local Transport Plan capital programme and Local Economic Partnership (LEP) funding.

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Bus network

Lead Agency:

Surrey County Council

Evidence Base:

Epsom & Ewell Local Transport Strategy 2014 and Forward Programme (updated 2018 and due for full review following the progress of the Local Plan)

Strategic context:

The local bus network is an integral part of the transport system in Epsom and Ewell providing valuable transport provision across the Borough and supporting the economy. As the Borough borders London it is relatively well served by bus services.

The bus services within the Borough are run by both Transport for London (TfL) and external operators subsidised by Surrey County Council.

Existing provision

The Borough as a whole is considered to have a relatively good bus network providing frequent services to a number of destinations within and outside of the Borough.

With some exceptions, bus services connecting centres within the Borough and cross boundary typically run every 30 minutes and include:

- E5: Langley Vale, Epsom, Longmead and Watersedge
- E9: Epsom, Manor Park, Livingstone Park, Clarendon Park
- E10: Epsom Station to Noble Park
- E16: Epsom, Stoneleigh, Worcester Park
- 406: Epsom, Ewell, Kingston
- 408: Epsom to Cobham (30 mins at am peak, 1 hour intervals after)
- 418: Epsom, West Ewell, Kingston
- 460/480: Epsom, Tadworth, Walton on Thames, Redhill, Gatwick Airport
- 467: Epsom, Ewell, Hook (30 mins at am peak, 1 hour intervals after)
- 470: Epsom, Colliers Wood
- 479: Epsom, Bookham, Leatherhead, Guildford

The Borough benefits from services provided by London Buses, all of which operate the London Oyster Card System. Services offered by London Buses comprise the majority of departures in the Borough.

Gaps in provision:

The Borough is well served in terms of bus frequency and number of destinations. However, journey times of some bus services can be unreliable on the approaches to Epsom town centre due to traffic congestion causing long journey times and unreliable timetables, making travelling by bus less attractive.

Operating hours can be limited, making travelling by bus difficult during the evenings, for example.

Planned Provision:

Surrey County Council have identified a transport package of sustainable measures, which includes bus improvement measures on key corridors between Epsom, Ewell and Banstead. A recent bid to the Coast to Capital LEP for potential funding was unsuccessful. Nevertheless, Surrey County Council will continue to implement improvements to bus infrastructure as funding becomes available.

Improvement measures will include:

- Improvements to bus stop infrastructure along bus corridors including destinations along route – raising kerbing to improve accessibility, provision of seating at bus stops, provision of bus shelters, standardising bus stop layout and alignment to increase reliability and other information and accessibility improvements
- Real Time Passenger Information (RTPI) – equipping bus routes that are not yet on the Surrey RTPI system, installing displays at bus stops, providing information at bus stops on how to obtain RTPI on smart phones/mobile phones or internet
- Surrey-wide smartcard ticketing system working in partnership with bus operators
- Intelligent bus priority and other traffic management measures along bus routes
- Accessibility/safety improvements at railway stations (working in partnership with train operating companies)
- Provision of Community Transport in the area to assist with transport for those who may have mobility problems or other issues, which may mean they cannot access public transport.

Impact of development Proposals:

As the Local Plan progresses, schemes in the Epsom & Ewell forward programme will be identified and updated accordingly.

Costs and Funding Sources:

These are yet to be determined. The potential schemes and their costs will become clearer as the Local Plan progresses and the Epsom & Ewell Forward Programme is updated in line with this. An indication of costs can be gained from the Epsom & Ewell Forward Programme (interim update 2018). Schemes relating to improvements to the local bus networks, which have been identified as potentially being part funded by CIL total approximately £1.55 million (note this figure has also been included in the schemes identified for the local road network so should not be double counted). Other funding sources identified include the Local Transport Plan capital programme and LEP funding.

Rail network (including Crossrail 2)

Lead Agency:

Network Rail
South Western Railways
Southern Railways
Transport for London (TfL)
Cross Rail 2

Evidence Base:

Cross Rail 2 website
Epsom & Ewell Local Transport Strategy 2014

Strategic context:

The Borough is served by four stations; Epsom, Ewell East, Ewell West and Stoneleigh.

Epsom station is directly connected to Wimbledon, Clapham Junction, London Waterloo, London Victoria and London Bridge to the North as well as to Sutton and Croydon to the East, Leatherhead and Dorking to the South and Guildford to the West.

Ewell West and Stoneleigh are connected to Wimbledon, Clapham Junction and London Waterloo. Ewell East is connected to Sutton, Croydon, Clapham Junction, London Victoria and London Bridge.

There is potential for the Borough to be served by Crossrail 2, which is a new railway serving London and the wider South East that could be open by 2030. It may provide a long term solution to the severe overcrowding on the South West Main Line that is forecast to nearly double in the future. Crossrail 2 would free-up capacity on the railway network, helping to reduce congestion, and would enable more local services into central London that bypass the most congested stations. The project is currently at the early stages of planning and a formal decision to build it has yet to be made. Formal permission, via a new Act of Parliament, is expected to be sought from government to build the new line in 2020. That process is anticipated to take around 2 years. Construction could start around 2023 with the new line opening from the early 2030s.

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Existing provision

Statistics on station usage in the Borough are set out below:

Station	Annual Usage*					Change 2012- 17(%)
	2012/13	2013/14	2014/15	2015/16	2016/17	
Epsom	3,740,752	3,962,714	4,116,624	4,183,184	4,059,314	+8.5
Ewell West	1,216,888	1,252,868	1,253,530	1,447,484	1,511,266	+24.2
Ewell East	461,768	504,194	528,292	616,606	560,400	+21.4
Stoneleigh	1,164,786	1,176,708	1,183,976	1,119,030	1,069,762	-8.2

*Estimates of station usage consist of the total numbers of people travelling from or to the station (entries and exits)

Source: Office of Rail and Road (2017)

Epsom Station is the busiest railway station in the Borough, with over 4 million passenger movements each year. While this decreased slightly in 2016/17 compared to the previous year, there has been an 8.5% increase over a 5 year period. A number of town centre developments have been completed in recent years, which may have contributed to the increased station usage. Ewell West and East saw a significant increase in users over a 5 year period at 24.2% and 21.4% respectively. This may be due to these stations being located within Oyster Zone 6 (whereas Epsom is outside of the zones). Stoneleigh was the only station to experience a decline (-8.2%).

Epsom Station has recently been refurbished to provide improved passenger facilities. It is important that capacity is maintained on London bound trains and that rail services to and from Epsom Town Centre continue to make it an attractive location for businesses and retail uses. Crossrail 2 has the potential to help deliver such improvements.

Ewell West and Stoneleigh had their platforms lengthened in 2013/14 to facilitate the use of longer 10 car trains.

There are a number of stations immediately outside of the Borough which residents of Epsom and Ewell are likely to use. These stations include Worcester Park, Cheam, Tattenham Corner, Epsom Downs and Ashted. No specific improvements have been identified for these stations.

Gaps in provision:

None identified although Crossrail 2 would potentially address overcrowding issues.

Planned Provision:

Crossrail 2 would free up capacity on the railway network helping to reduce congestion, and enabling more local services to be run to central London that bypass the most congested stations. Trains would run South West of Wimbledon, serving lines to Epsom, Chessington South, Hampton Court and Shepperton.

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All stations on the proposed South West branches would benefit from an increased frequency of trains into London. On the Epsom branch, at least 4 Crossrail 2 trains would operate in each direction, calling at Ewell West, Stoneleigh and Worcester Park. This would significantly increase capacity along this section of the route allowing a combination of Crossrail 2 and existing suburban trains to operate. The realisation of Crossrail 2 would capacity for up to 8 trains per hour in each direction – travelling to both Waterloo (as existing) and Euston (utilising Crossrail 2 beyond Wimbledon). Existing services via Sutton to Victoria and London Bridge would also be retained. Some station works would also be required at Epsom to support Crossrail 2 services, including track changes and work to lengthen the existing platforms.

The South Western Railway has made a bid to the Department of Transport's Access for All Programme, seeking funding for a proposal to introduce step-free access at Stoneleigh Railway Station. The Borough Council supports this bid. The proposal will improve access to the Station for the elderly, those with impaired mobility and those using pushchairs and buggies.

Impact of Potential Development Proposals:

It is likely that new development will increase passenger demand and as a consequence improvements will be needed to maintain capacity.

TfL responded to the Local Plan Issues and Options consultation (2017) stating that Crossrail 2 will provide additional public transport capacity to support housing growth along the Epsom, Ewell West, Stoneleigh rail corridor, particularly within the catchment of stations that will benefit from improved services.

The proposed access improvements at Stoneleigh Station will increase its capacity to accommodate more passengers.

Costs and Funding Sources:

Funding for the construction of Crossrail 2 is yet to be identified as the project is still in the early stages.

The Department of Transport's Access for All Programme provides a source of funding for the access improvements at Stoneleigh Station. The Community Infrastructure Levy could make a modest "top-up" contribution to the proposal.

Walking and Cycle provision

Lead Agency:

Surrey County Council
Epsom & Ewell Borough Council

Strategic context:

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Epsom and Ewell has a good network of paths and facilities for pedestrians and many community facilities are within reasonable walking distance of railway stations and residential areas. However, some of the infrastructure is ageing and/or requires updating. Some pavements can be narrow making them difficult to use safely. Furthermore, the impact of traffic congestion and carbon emissions can impact on environmental quality and act as barriers to pedestrian movement, for example in Ewell Village and along the A24. Plan E identifies a good pedestrian environment as vital to achieving healthy and successful town centre, and there is a need to maintain and improve pedestrian routes.

Epsom and Ewell has a good level of cycling infrastructure and there are a number of cycle routes across the Borough, providing benefits in leisure, recreation and health. The routes provide inter-urban access to the Green Belt and areas of open countryside which lie to the east, west and south of the borough.

The pedestrian and cycle routes form a valued component of the Borough's emerging Green Infrastructure Network, which is being identified through the emerging Local Plan.

Gaps in provision:

The majority of cycle routes are on road and there are a number of gaps in cycling infrastructure that Surrey County Council have identified in the Forward Programme. This is intended to be updated as sites emerge through the Local Plan process.

Planned Provision:

As above.

Impact of Potential Development Proposals:

This will become clearer as sites emerge through the Local Plan process.

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Costs and Funding Sources:

These are yet to be determined. The possible improvement schemes and their costs will become clearer as the Local Plan progresses and the Epsom & Ewell Forward Programme is updated in line with this. An indication of costs can be gained from the Epsom & Ewell Forward Programme (interim update 2018). Schemes relating to improvements to the Borough's cycle / pedestrian networks, which have been identified as potentially being part funded by CIL total approximately £8 million (note this figure has also been included in the schemes identified for the local road network so should not be double counted). Other funding sources identified include the Local Transport Plan capital programme and Local Economic Partnership (LEP) funding.

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Car parking

Lead Agency:

Epsom & Ewell Borough Council
Surrey County Council

Evidence Base:

Epsom & Ewell Borough Parking Strategy 2012

Strategic context:

The Borough's mix of uses, high level of accessibility and car ownership, the presence of historic streets with limited off-street parking provision and the proximity to greater London results in a unique set of parking issues.

Epsom Town Centre and the surrounding areas experience high levels of parking demand.

Evidence shows that unlawful on-street parking at key points on the highway network through Epsom Town Centre are a major cause of congestion and travel delay.

Existing provision:

The Borough Council owns and manages 12 public car parks within the Borough. Over recent years, a number of these car parks have been improved through the introduction of 'barrier controlled' management measures. Other improvements have been introduced in parallel with these measures – including enhancements to access arrangements, lighting and widening of parking bays. These have helped make the public parking provision safer and more attractive to users.

Provision is as follows:

<i>Car Park</i>	<i>Total Spaces</i>	<i>Spaces for Blue Badge Use</i>
Ashley Centre Multi-Storey	660 (Monday to Sunday 24 hours) Spaces for motorbikes and bicycles	38
Depot Road	257 (Monday to Sunday 24 hours) Spaces for bicycles	5
Hook Road Multi-Storey	530 (Monday to Friday (6am to 11pm and Saturday 7am to 8pm)	4
Hope Lodge	68 (Monday to Sunday 24 hours)	3
Sir William Atkins House	177 (Saturday only 7am to 6.30pm)	0
Town Hall (rear)	85 (Monday to Sunday 24 hours)	9

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Town Hall (front)	8 (Monday to Sunday 24 hours)	2
Upper High Street	181 (Monday to Sunday 24 hours) 2 bays for motorbikes	5
Bourne Hall	101 (Monday to Sunday 24 hours) Free on Sundays and Bank Holidays Spaces for motorbikes and bicycles	5
Dorset House	68 (Monday to Sunday 24 hours) Free on Sundays and Bank Holidays Spaces for motorbikes and bicycles	3
High Street (Ewell)	46 (Monday to Sunday 24 hours) Free on Sundays and Bank Holidays	2
West Hill	12 (Monday to Sunday 24 hours) Free on Sundays and Bank Holidays	2

Gaps in provision:

None identified.

Planned Provision:

None identified.

Impact of Potential Development Proposals:

With National Planning Policy requiring local authorities to optimise the use of sites, this could result in a reduction in private parking provision within development sites, particularly within sustainable locations such as the Town Centre. This could potentially result in increased demand for public off-street parking provision.

Electric Vehicle Charging Points

Lead Agency:

Surrey County Council
Epsom & Ewell Borough Council

Evidence Base:

Draft Surrey County Council Electric Vehicle Strategy (2018)

Strategic context:

The UK Government has set a target to ban the sales of new petrol and diesel cars by 2032. Ownership of electric vehicles (EVs) has grown significantly in recent years and is expected to grow exponentially moving forwards as technology and affordability improves, meaning that more people can choose to run electric cars. Growth in electric vehicles will reduce tailpipe emissions and is therefore essential in improving air quality on the roads and reducing the harmful effects of nitrous oxides on public health.

Research has predicted the potential in Surrey for the uptake of EV technology. Based on factors including local demographics, Surrey was considered to have a high propensity for EV uptake amongst its population compared to the national average.

Evidence indicates that most plug-in vehicle owners will wish to do the largest proportion of their charging at home. However, this requires dedicated off-street parking in the form of a garage or driveway. For many residents of the Borough this is not an option which presents a barrier to plug in vehicle adoption.

Both Surrey County Council and the Borough Council have a role to play in helping to fill gaps in the private sector led network to provide confidence to EV users and encourage the overall uptake of electric vehicles. How best this demand could be met requires further investigation. Surrey County Council are producing a draft electric Vehicle Strategy, and the Borough Council are investigating potential locations for EV charge points.

Existing provision

There are approximately 200 publicly available charge points across 58 sites in Surrey as of October 2017. The majority of sites are located in off-street locations such as supermarkets, rail stations, business parks and public car parks.

Gaps in provision:

Public charging point provision in the Borough is limited. This type of infrastructure needs to be increased to support the uptake of EV vehicles.

Planned Provision:

Under investigation. Scheme/s likely to evolve during the plan period.

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Impact of development Proposals:

New homes should be planned with the capacity to support EV charging. An increased population could increase the uptake of EV vehicles.

Costs and Funding Sources:

The Office for Low Emission Vehicle (OLEV) On Street Residential Chargepoint Scheme offers funding for local authorities to buy and install electric car charge points. This could cover up to 75% of the cost of procuring and installing chargepoints. The grant is available on a first come first served basis.

Utilities and Physical Infrastructure

Water Supply and Sewerage

Lead Agency:

Thames Water (TW)
SES (formerly Sutton and East Surrey Water)

Evidence Base:

Thames Water response to Issues and Options Paper consultation
Thames Water response to IDP consultation (March 2018)

Strategic context:

TW: Thames Water is the statutory sewerage undertaker for Epsom & Ewell and is the statutory water undertaker for part of the Borough. Thames Water state that for all new development it will be critical that development is aligned with the water and wastewater infrastructure required to support it.

TW: The Environment Agency has designated the Thames Water region to be “seriously water stressed” which reflects the extent to which available water resources are used. Future pressures on water resources will continue to increase and key factors are population growth and climate change.

Existing provision

No information.

Gaps in provision:

TW: Most of the Borough drains to the Hogsmill Sewage treatment Works and the potential increase in housing numbers is not of a concern as far as the capacity of the works is concerned. In relation to water, the Thames Water region is designated to be ‘seriously water stressed’ as such it is considered that policies within the new Local Plan should seek to maximise the water efficiency of new development.

Planned Provision:

TW: Water and wastewater treatment infrastructure upgrades will continue to be funded through water company business plans. Thames Water are currently working on their business plan for AMP7 which will cover the period from 1 April 2020 to the 31 March 2025. The business plan will be informed by details including local authority housing growth projections.

Impact of development Proposals:

TW: It is essential to ensure that adequate water and sewerage infrastructure is delivered prior to development taking place, in order to avoid unacceptable impacts on the environment, such as sewage flooding of residential and commercial property, pollution of land and watercourses, or water shortages with associated low pressure water supply problems.

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TW: Water and sewerage undertakers have limited powers under the Water Industry Act to prevent connection ahead of infrastructure upgrades and therefore rely heavily on the planning system to ensure infrastructure is provided ahead of occupation. Where necessary the use of appropriate planning conditions will be required to ensure that development is aligned with the delivery of any necessary infrastructure.

TW: In relation to specific sites depending on the type and scale of development that ultimately comes forward, there may be capacity issues in relation to the existing water supply network and waste water networks. It should not be underestimated how long it may take to deliver infrastructure. For example local network upgrades can take around 18 months to deliver, sewerage treatment and water treatment works upgrades can take 3 to 5 years to deliver. The requirement for and design of any network reinforcement works necessary will depend on more detailed information and may also be affected by other development proposals both within the Borough and elsewhere within the same water or wastewater catchments.

TW: In order to ensure that infrastructure delivery is aligned with development, Thames Water recommend that developers engage with them at the earliest opportunity to discuss their development proposals. Failure to do so could increase the risk of requiring planning conditions to ensure that development is aligned with any necessary water or wastewater network reinforcement works

Costs and Funding Sources:

TW: Network reinforcement infrastructure will be funded through the Infrastructure Charge which will be set each year. The requirement and design of network upgrades will be dependent on more detail on the location, scale and phasing of development. Water and wastewater treatment infrastructure upgrades will continue to be funded through water company business plans.

Implications for Local Plan & CIL:

Ensure Thames Water and SES are consulted as the Local Plan evolves. Engagement is particularly important in relation to site allocations and the timing of delivery.

Policy DM12 Housing Standards in the adopted Development Management Policies Document requires new housing development to comply with the higher water efficiency standards (Building Regulations Document G: Requirement G2 Water Efficiency).

This type of infrastructure is unlikely to require CIL funding at this stage.

Electricity

Lead Agency:

National Grid (NG)
UK Power Network

Evidence Base:

National Grid response to IDP consultation (March 2018)

Strategic context:

NG: National Grid owns and operates the national electricity transmission network across Great Britain, providing electricity supplies from generating stations to local distribution companies. If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. National Grid may also undertake development works at its existing substations to meet changing patterns of generation and supply.

Existing provision

No information.

Gaps in provision:

None identified.

Planned Provision:

None identified.

Impact of development Proposals:

National Grid have no comments to make at this stage but wish to be involved as the plan develops.

Costs and Funding Sources:

Unknown.

Implications for Local Plan & CIL:

Ensure National Grid and UK Power Network are consulted as the Local Plan evolves.

This type of infrastructure is unlikely to require CIL funding at this stage.

Gas

Lead Agency:

National Grid (NG)
Scotia Gas Networks (SGN)

Evidence Base:

National Grid response to IDP consultation (March 2018)
Scotia Gas Networks (SGN) response to IDP consultation (March 2018)

Strategic context:

NG: National Grid owns and operates the high pressure gas transmission system. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

SGN: SGN manages the network that distributes natural and green gas to homes and businesses. SGN's network within the Borough of Epsom & Ewell is predominately fed through one Transmission Regulator Station (TRS) from the Local Transmission System (LTS). Ashtead TRS feeds the borough from the South West, reducing pressure to the Intermediate (IP) and Medium (MP) pressure systems. In some instances pressure is reduced from IP to MP by means of District Pressure Governors (DPG). In turn, the IP MP systems are further broken down to local Low Pressure (LP) systems directly supplying the majority of existing domestic customers

Existing provision

See above.

Gaps in provision:

Currently no identified gaps in provision

Planned Provision:

None identified.

Impact of development Proposals:

NG: No comments to make at this stage but wish to be involved as the plan develops.

SGN: Comments on strategic development: As development has not been specified to exact areas of the Borough, potential demand has been spread out to try and simulate likely demand distribution and pressures. With demand spread out across the network, it is apparent that the network will need to be reinforced to accommodate the additional housing highlighted in the report.

North & North West

The northern section of the network (North and North-West of Longmead Business Park) is resilient to demand and can accommodate close to the full demand (6500 dwellings) of potential housing before reinforcement is required. Should the majority of development be planned for the northern parts of the borough then it is likely reinforcement will be required for the longer term development.

South

The Southern part of the network is sensitive to demand and will start to require reinforcement at around one third (2333 dwellings) of the potential demand. If large scale development should be scheduled for the southern parts of the borough then reinforcement will be needed in the short term to accommodate this.

SGN: Comments on Local Transmission System: Taking into account the highlighted potential demand, the LTS can accommodate this without the need to lay or upsize any pipes. However, if the full potential demand does go ahead then an upgrade of the heating system will be required.

SGN: General comments: Where required, SGN will look to manage the provision of any off site infrastructure improvements, in line with the overall development growth and / or timescales provided. The full extent of these works will be dependent on the nature and location of the requested load(s), potentially requiring LP reinforcement in addition to that required for the IPMP networks, and will only become clear once a developer's request has been received. Reinforcement solutions are likely to involve the provision of a new pipeline in parallel to SGN's existing mains system, but may also include the installation of above ground apparatus involving land purchase.

SGN: Request that, where the Council are in discussions with developers via the Local Plan, early notification requirements are highlighted. Additionally, SGN are aware of the advances being made in renewable technologies, especially those related to the production of biomethane. Should any developer be proposing to include such technology within their development, then we would highlight the benefits of locating these facilities near existing gas infrastructure. Again, where the Borough Council are in discussions with developers via the Local Plan, we would hope that these early notification requirements are highlighted

Costs and Funding Sources:

No comments.

Implications for Local Plan & CIL:

Ensure National Grid and SGN are consulted as the Local Plan evolves, particularly in relation to site allocations.

This type of infrastructure is unlikely to require CIL funding at this stage.

Flood Risk Management

Lead Agency:

Environment Agency
Surrey County Council
Epsom & Ewell Borough Council
Thames Water

Evidence Base:

Surface Water Management Plan (SWMP) (2011)
Strategic Flood Risk Assessment (SFRA) (2018)
Surrey County Council response to IDP consultation (April 2018)

Strategic context:

The majority of the Borough sits within the Hogsmill catchment. While the catchment has been heavily modified and the River Hogsmill itself has been heavily engineered, only a limited part of the Borough is categorised as being at high risk from fluvial flooding.

A greater threat is flooding from surface water / pluvial flooding. The areas at risk from fluvial flooding are identified in the SFRA, while those from pluvial / surface water are identified in the SWMP.

Existing provision

Two balancing ponds have been created near to the Stew Pond in association with the West Park development to address surface water runoff.

Gaps in provision:

Refer to annex.

Planned Provision:

A number of schemes have been identified through the Hogsmill Catchment Partnership (comprised of EEBC and the South East Rivers Trust), the Surrey Flood Risk Management Group and those schemes identified through the Surface Water Management Plan (SWMP). Further details are available in Annex 1

Impact of Potential Development Proposals:

Development proposals within areas identified as being at risk will either be discouraged or required to introduce appropriate levels of mitigation, which may include new flood prevention infrastructure such as SUDS.

Costs and Funding Sources:

Some funding has already been secured towards one of the schemes (the Chambermead Project – refer to Annex 1)

Implications for Local Plan & CIL:

There may be opportunities for CIL to contribute towards larger schemes in the future which help reduce the risk of flooding.

Waste Management and Disposal

Lead Agency:

Surrey County Council
Epsom & Ewell Borough Council

Evidence Base:

Joint Municipal Waste Management Strategy (2014)
Surrey Waste Local Plan (in preparation, due to be adopted in 2019)
Surrey County Council response to IDP consultation (May 2018)
EEBC Operational Services response to IDP consultation (April 2018)

Strategic context:

Epsom & Ewell Borough Council are responsible for the collection of household waste (the Waste Collection Authority), and also for the delivery of recycling and composting schemes based on the separation of suitable materials.

Surrey County Council is the Waste Disposal Authority, which involves arranging for the acceptance of municipal waste collected by the district councils and the provision of facilities for its subsequent treatment and disposal. The County also provides Community Recycling Centres (CRCs) for residents to deliver household waste.

There are 15 CRCs and four waste transfer stations in the County. One of the CRCs and a waste transfer station are located on the same site within the Borough.

The overarching aims of the Surrey Waste Plan is to reduce the level of waste being produced and to ensure that a high percentage of waste that is produced is reused or recycled and where this is not possible that there is sufficient infrastructure to process the waste that is produced effectively.

Some waste could be affected by population changes, other than simply increasing the tonnages available for collection. For example, higher birth rates may affect the quantities of nappy waste.

Existing provision

- Community Recycling Centre and waste transfer station on the Longmead industrial estate
- The Chalk Pit, College Road, Epsom. Waste related businesses – a combination of waste transfer and materials recovery services
- Mid-Surrey Farm, 133 Reigate Road, Ewell – operational waste site engaged in the biological treatment of waste and soil recycling.
- The Borough Council has a fleet of 13 refuse and recycling vehicles.

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Gaps in provision:

Modifications have been made to the layout of the Community Recycling Centre to improve its capacity.

Growth in the number of households is placing pressure on the Borough Council's existing fleet of refuse and recycling vehicles.

Planned Provision:

None identified.

Impact of development Proposals:

Community Recycling Centre (CRC)

There has been a significant reduction in total waste brought to Community Recycling Centres across Surrey in the past two years. It has reduced from a total of 140,000 tonnes per year across all 15 CRCs in 2015/16 to around 100,000 tonnes in 2017/18. Therefore it is unlikely that further capacity will be required for some years.

Waste Transfer Station

The opening of an additional transfer station at Earlswood in 2015 has reduced the pressure on Epsom waste transfer station and therefore it is unlikely that further capacity is required for the time being. Additionally the introduction of producer responsibility schemes such as returnable plastic bottles is likely to reduce the amount of waste collected by local authorities, although the impact of this may be minimal.

Refuse collection vehicles

Housing growth over the past few years has placed significant pressure on the existing fleet of refuse and recycling vehicles. Additional development is highly likely to require additional infrastructure in the form of new refuse and recycling vehicle(s).

Costs and Funding Sources:

Unidentified at this stage.

Implications for Local Plan & CIL:

CIL funding could be required to fund new waste infrastructure in the form of new refuse and recycling vehicle(s).

Social and Community Infrastructure

Early Years

Lead Agency:

Surrey County Council

Evidence Base:

Surrey Infrastructure Capacity Study (2017 update)

Surrey County Council are preparing primary evidence that will serve as a response. This will be used to inform a subsequent version of the IDP.

Strategic context:

Early years childcare provision comprises independent nurseries, school nurseries, crèches, after school clubs, playgroups, holiday and weekend schemes and individual childminders. The Childcare Act 2006 places a duty on all local authorities in England to ensure there is enough childcare services for parents that want them.

Many of the Early Years services are provided independently, however Surrey County Council retains a responsibility to audit the statutory standards for learning, development and care from birth to five that all early year providers must meet.

The population forecasts, which informed the Surrey Infrastructure Capacity Study, show a decline in early years age children to 2031. This makes it difficult to forecast future requirements for facilities.

Surrey County Council has the responsibility for providing 15 hours of Free Early Education Entitlement (FEEE) for vulnerable 2 year olds, all 3 and 4 year olds and identifying gaps in Early Years and Childcare provision. From September 2017 SCC have been required to provide 30 hours of childcare for children of working families. This requirement has increased funding requirements for SCC.

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Existing provision

Information from the Surrey Infrastructure Capacity Study identifies that the Borough has the following provision:

Nursery / School Nursery / Crèche		School Club / Playgroups		Holiday / Weekend / Other	
<i>Number of Facilities</i>	<i>Total Capacity</i>	<i>Number of Facilities</i>	<i>Total Capacity</i>	<i>Number of Facilities</i>	<i>Total Capacity</i>
28	1,579	41	1,594	14	596

Impact of Potential Development Proposals:

It is acknowledged that major developments will produce increased demand locally, which will need to be addressed.

Primary and Secondary Education

Lead Agency:

Surrey County Council

Evidence Base:

School Organisation Plan 2018 to 2027

Surrey County Council response to IDP consultation (May 2018)

Strategic context:

Surrey County Council has a statutory duty to ensure there are sufficient school places in the County to meet the present and future demand for school places.

The School Organisation Plan sets out, over a ten year period, where the LEA thinks there will be a need to adjust the provision of school places in future.

Births in Epsom & Ewell

Data provided by the Office for National Statistics shows that births in Epsom & Ewell reached a low point in 2001 before increasing steadily to 2007. Since then, the birth rate has fluctuated, with dips in 2009 and 2013, against a general upward trend. The Borough reached a current peak in births in 2015.

It should be noted that there are a number of private independent schools in the Borough which will absorb some of the demand from population growth. It is also recognised that there is substantial cross border activity in this area which can reduce or create pressure on the number of school places needed. For example, schools located in the north of the borough have a significant intake of 'out of county' pupils.

Existing provision

Primary school provision:

There are 19 primary phase schools in the Borough, 7 of which have nursery provision. Epsom and Ewell is made up of 4 individual primary planning areas.

There have been a number of permanent and bulge expansions of primary phase provision in recent years, in order to accommodate growing intakes, and the primary estate is currently running at close to full capacity. In the 2017 admissions round, offers were made to 1,118 pupils, relative to a total capacity of 1,120, leaving a surplus of 0.2%.

Secondary school provision:

There are 4 secondary academies that fall under the aegis of Surrey County Council; acting as local education authority. These are operated by the Bourne Education Trust, the Blenheim Academy and the GLF Schools. All of these schools provide post-16 provision.

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There have been no recent actions taken to provide additional secondary places, as there has historically been a small amount of surplus capacity within the system. As the larger primary cohorts transition to secondary, there is likely going to be the need for additional provision in the Borough and the form that this will take is currently the subject of discussion between SCC and the schools concerned.

In addition to the 4 “Surrey” secondary academies, the Borough is also home to the Nonsuch High School for Girls. Whilst this secondary academy falls under the aegis of the neighbouring local education authority (the London Borough of Sutton), it nevertheless meets and supports need generated within the Borough.

Gaps in provision:

Primary school provision:

On the basis of known and forecast birth rates, coupled with projected housing completions, the number of children entering primary education is set to continue to increase over the next 10 years.

The table below gives the forecast numbers¹ of pupils that will require a Reception place in a primary school in Epsom & Ewell from 2018 to 2027. This estimation is compared with the total number of available places in Epsom & Ewell now (the sum of all primary schools’ Published Admission Numbers).

Year	PAN	YR Projection	Projected Surplus
2018/19	1,020	1,007	13
2019/20	1,020	1,032	- 12
2020/21	1,020	1,024	- 4
2021/22	1,020	1,052	- 32
2022/23	1,020	1,057	- 37
2023/24	1,020	1,069	- 49
2024/25	1,020	1,080	- 60
2025/26	1,020	1,087	- 67
2026/27	1,020	1,092	- 72

Primary place planning is determined by forecasting within smaller localities within the borough: Stoneleigh & Worcester Park, Ewell, North West Epsom and South Epsom & Langley Vale comprise the four primary planning areas. There is likely to be some pressure for primary places in all areas, with the final mix of expansions / new provision highly contingent upon where new housing is located (since this is the principal driver of pupil growth).

¹ It should be noted that the above forecasts are based on housing trajectories provided by Epsom & Ewell in 2017.

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Secondary school provision:

SCC plans on a borough basis for secondary places and demand for secondary places generally follows primary demand. Forecasts for the future need for secondary places are based on taking the historic transfer ratio from Year 6 to Year 7 in the borough, and applying this to our estimated numbers for future Year 6 cohorts. The table below gives the forecast numbers² of pupils that will require a Year 7 place in a primary school in Epsom & Ewell from 2018 to 2028.

Year	PAN	Y7 Projection	Spare Year 7 places
2018/19	960	943	17
2019/20	960	1,002	- 42
2020/21	960	989	- 29
2021/22	960	1,077	- 117
2022/23	960	1,101	- 141
2023/24	960	1,136	- 176
2024/25	960	1,152	- 192
2025/26	960	1,104	- 144
2026/27	960	1,117	- 157
2027/28	960	1,109	- 149

Planned Provision:

There are no current planned increases in primary or secondary provision. On the basis of the current forecasts, it is anticipated that any capacity deficits will be manageable via the provision of bulge classes, until the more significant jump in demand in 2021/22. Discussions with schools regarding how best to manage future place requirements are ongoing and will be heavily influenced by the plans for new housing development, as these become clearer.

² It should be noted that the above forecasts are based on housing trajectories provided by Epsom & Ewell in 2017.

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Impact of development Proposals:

As shown above, there is little latent school capacity in Epsom & Ewell. There is the need for between and additional three and five primary forms of entry, together with between five and eight secondary forms of entry. This is largely driven by the proposed new housing development, although the larger uplift in the secondary sector is also (in part) attributable to historic increases in birth rate.

Costs and Funding Sources:

As the current school estate is at capacity, with limited opportunities for expansion, the cost model for meeting pupil place requirements in Epsom & Ewell is based on the delivery of new provision. It may be possible to reduce these costs, through judicious use of expansions, although it is not possible to gauge the likelihood of this possibility without having a clear understanding of the housing proposals for the Borough, over the course of the IDP. The cost model is summarised in the below table and is based on the higher forecast rates (i.e. those pertaining to the NPFF):

School Type	BB103 Area (m²)	Cost per m² (£)	Total Cost (£)
2FE Primary	2,290	2,597	5,947,130
3FE Primary	3,235	2,597	8,401,295
8FE Secondary	9,790	2,597	25,424,630
Total	15,315	N/A	39,773,055

Implications for Local Plan & CIL:

As the Local Plan progresses and sites are identified the need for additional school places / new schools will be clarified.

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Post 16 Education

Lead Agency:

Surrey County Council
University for the Creative Arts
NESCOT
School Sixth Forms
Education and Skill Funding Agency (source of funding only)

Evidence Base:

DRAFT Demographics Study 2017 (Surrey County Council)
Surrey Infrastructure Capacity Study (2017 update)
Post-16: Travel to Success (Surrey County Council)
Surrey County Council response to IDP consultation (May 2018)

Strategic context:

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 the choice of remaining in full time education; undertaking an apprenticeship, traineeship or supported internship; if they are employed or volunteering (for 20 hour 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.

According to the last national statistical release, for 2016, the proportion of 16 and 17 year olds described as 'Not in Education, Employment, or Training' (NEET) within Surrey was 1.5% compared to 2.8% nationally. Participation levels, as at June 2017, were 94% for 16 year olds and 90% for 17 year olds.

The total number of 16 to 18 year olds in Surrey is projected to remain static between 2018 and 2019, after which there is steady growth. Overall, there is projected to be growth of 7,600 to 2026, which represents just under 19% of the 2018 cohort.

Existing provision

The further education market within the Borough consists of four state funded school sixth forms (Blenheim High School, Epsom & Ewell High School, Glyn Technology School, Rosebery School), one special school sixth form (Linden Bridge School), one general further education college (NESCOT). As well as full-time further education NESCOT also offer higher education and deliver training for a range of apprenticeships. Nonsuch high School for Girls, which falls under the neighbouring local education authority, also provides sixth form provision.

The University for the Creative Arts (UCA) has a campus in Epsom offering some further education opportunities as well as higher education. Epsom College, an independent school providing education up to the age of 18 is

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also available along with Laine Theatre Arts offering courses in the performing arts.

Gaps in provision:

Although the total rise in the number of 16-18 year old in the Borough is predicted to be 600, an increasing proportion of young people are choosing to continue their learning in the workplace, thus 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.

Given the above information it is likely that existing provision will accommodate any population growth between 2018 and 2026.

Planned Provision:

None identified

Impact of development Proposals:

None identified yet.

Costs and Funding Sources:

N/A

Implications for Local Plan & CIL:

This type of infrastructure is unlikely to require CIL funding at this stage.

Health

The Health and Social Care Act 2012 changed the way that primary care services are planned and organised. From April 2013 PCTs were replaced by GP-led organisations called Clinical Commissioning Groups (CCGs). CCGs now commission most of the hospital and community NHS services in the local areas for which they are responsible. Commissioning involves deciding what services a population is likely to need, and ensuring there is provision of these services. The CCGs are overseen by NHS England. In March 2016 NHS England further reorganised into 44 Sustainability and Transformation Plan (STP) areas. These were agreed by NHS Trusts, local authorities and CCGs. There are 44 of these areas covering all of England.

NHS health care resources are funded from central government and fall into three categories, public health, primary health care and secondary health care.

Public health focuses on increased well-being and reducing avoidable illness, injuries, distress and death. The objective is to keep people well to ensure there are fewer requirements for health care services. Public health is undertaken as part of a partnership approach between local government, health providers and commissioners, the police and local voluntary and community groups. This work is important to reduce the burden on existing infrastructure from preventable health issues.

Primary Health Care includes front line services – GPs, dentists, opticians, midwifery and community health visitors. Future needs in relation to public health and primary health care are identified through the Joint Strategic Needs Assessment (JSNA) and Joint Health and Wellbeing Strategies undertaken in partnership by the County Council and the CCGs covering Surrey. These inform commissioning decisions across local services to ensure they are focussed on the needs of service users and communities.

Secondary Health Care comprises acute services (elective and emergency) such as specialist medical care, referrals from GPs, secondary mental health care and ambulance services. The majority of secondary healthcare in the Borough is delivered by the Epsom and St Helier Hospital Trust, which has a wide catchment. Services provided by the hospital are generally commissioned by the CCG.

General Practice (GP) and Community Health Infrastructure

Lead Agency:

Surrey Heartlands Sustainability and Transformation (STP) area

Evidence Base:

Consultation response from Head of Estates Surrey Heartlands Clinical Commissioning Groups
Surrey Infrastructure Capacity Study (2017 update)

Strategic context:

Epsom & Ewell is contained within the Surrey Heartlands STP area. Surrey Heartlands CCGs have a responsibility for Estate development and planning for community and primary care since April 2017.

Future development in healthcare will aim to consolidate and expand existing sites or replace existing sites with new larger facilities on either NHS owned property or within large development sites. Consolidation will also result in efficient use of land for health care and may reduce the land requirements of the health service.

Existing provision

The Borough currently has 1 Community Hospital at West Park, 2 health centres and 10 GP practices, including branch surgeries.

The Surrey Infrastructure Capacity Study (2017 update) identifies the Borough as having the following provision:

Existing Primary Care Provision 2017			
<i>Number of FTE GP</i>	<i>Patient List Size</i>	<i>Patients per GP</i>	<i>Population per dental practice</i>
43	85,877	1,982	3,300

Source: Primary healthcare capacity and patient list size according to HSCIC 2016 data. Pharmacy and Dental data from HSCIC 2016 data. UK benchmark for GP provision is 1,800 patients to 1 GP, 165sqm per GP provision. UK benchmark for dental provision is 0.57 dentists per 1,000 people, 50sqm per dentist.

Gaps in provision:

None identified yet.

Planned Provision:

None identified yet.

Impact of Potential Development Proposals:

The scale of the Borough's likely future housing requirement suggests a need for at least 9.9 new Full Time Equivalent GPs by 2032. This would, over 20 years, create increased demand of circa 0.5 new FTE GP positions per annum to meet housing growth across existing sites or new consolidated sites.

The Surrey Infrastructure Capacity Study (2017 update) has identified a need for 8 additional dentists. This is based on the application of benchmark standards.

Much of the current healthcare estate is insufficient to meet future needs and Surrey Heartlands propose that EEBC supports the development of the healthcare estate, including the needs of GPs, to meet developing requirements by:

- Mitigating the impact of development on Primary care and Community Health Services by funding healthcare capacity increases through CIL or Section 106 agreements where new facilities of suitable scale can be developed.
- Base the impact assessment of growth and funding on the Surrey County Council Infrastructure Study (2016) that specifies infrastructure requirements and costs associated with new infrastructure such as 1 GP Full Time Equivalent per 1800 new residents.
- Assessments of costs should be index linked to cover the length of the Local Plan
- Enabling new healthcare capacity to be developed in new locations when appropriate, by expansion of existing facilities wherever possible and the closure of existing facilities that are unable to deliver sustainable services in the future.

Costs and Funding Sources:

None identified

Implications for Local Plan & CIL:

This type of infrastructure would be likely to require CIL funding during the plan period.

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Adult Social Care

Lead Agency:

Surrey County Council Health and Social Care

Evidence Base:

Surrey County Council Accommodation with Care & Support Strategy
Surrey County Council Health and Social Care response to Local Plan Issues and Options Paper
Surrey Infrastructure Capacity Study (2017 update)

Strategic context:

From 1 April 2009 all health and social care services in England are registered and regulated by the care Quality Commission (CQC), whether provided by the NHS, local authorities, private companies or voluntary organisations.

Residential and nursing homes are provided for by a mixture of these public and private organisations. Adult Social Care client groups include: people with learning disabilities, people with mental health needs, people with physical disabilities, and older people (over 65 years).

Surrey County Council's Strategic intent is to shift from traditional residential and nursing care to jointly commissioned, innovative accommodation with care and support.

Existing provision

The Surrey Infrastructure Capacity Study (2017 update) has identified the following provision in the Borough and future theoretical need:

Nursing				Residential			
<i>Beds</i>	<i>SCC Funded Beds</i>	<i>Beds/1,000 over 75</i>	<i>Beds needed by 2025</i>	<i>Beds</i>	<i>SCC Funded Beds</i>	<i>Beds/1,000 over 75</i>	<i>Beds needed by 2025</i>
184	23	28	69	194	74	30	63

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Gaps in provision:

See the need identified above.

The Accommodation with Care & Support (Aw C&S) strategy for older people was looking towards the development of 120 affordable Extra Care Housing flats across key areas within Surrey Downs. However, it is likely that this number will increase.

The Aw C&S strategy for people with mental health problems has also noted the increasing number of people who may need a range of types of supported accommodation, and the current lack of flexibility and responsiveness when people want to move into less supportive settings locally.

The direction of travel for people with learning disabilities is also towards supported living models rather than residential care homes.

Planned Provision:

N/A

Impact of Potential Development Proposals:

The Surrey CC Health and Social Care team have made the following comments:

As a generality, housing should be situated near facilities and infrastructure such as buses and shops.

Housing should be built to be more flexible and meet the needs of the same individual / household through life stages, rather than providing “for families” or “for older people”. Thus, properties could be designed and built for the needs of “cradle to grave”. For example, accessible to people with young families and for people as they age. This could take the form of accommodation with ground floor bathrooms, wide doorways, step-free front and interior doors etc. This would potentially save money currently spent on adaptations to help people as they develop disabilities, or to avoid people needing to relocate to more accessible properties.

At the same time, it would be helpful if the current generation of older people who own large houses were able and supported to downsize easily within their existing community.

Please also consider provision of key worker housing – including ASC staff both public and private

Costs and Funding Sources:

N/A

Implications for Local Plan & CIL:

Consider the housing needs for Adult Social Care against more general housing needs.

Sports Facilities (indoor and outdoor)

Lead Agency:

Epsom & Ewell Borough Council

Evidence Base:

Audit of Open Space, Sport and Recreation Facilities and Assessment of Local Needs (March 2006)

Surrey Infrastructure Capacity Study (2017 update)

EEBC Leisure Developments Strategy 2016 to 2020

Strategic context:

Outdoor sports facilities include natural or artificial surfaces either publicly or privately owned which are used for sport and recreation. Examples include playing pitches, athletics tracks, bowling greens and golf courses. Indoor sports facilities include the main leisure centres, which provide facilities such as sports halls, swimming pools and health and fitness studios. There are also a number of private sports facilities in the Borough which help meet local needs. These include various health clubs (e.g. PureGym and David Lloyd) and golf clubs (e.g. RAC Club, Epsom Downs).

In addition to these there are a number of facilities located in close proximity immediately beyond the Borough's boundaries which will help to meet some of the Epsom & Ewell resident's needs.

Existing provision

The Borough has one local authority owned leisure centre; the Rainbow Centre. It has relatively new facilities and provides a Borough wide service. In relation to outdoor sports facilities, the Borough currently has 98 playing pitches (including mini-soccer, cricket, junior and adult football, hockey and rugby). This includes 21 school sites.

The Surrey Infrastructure Capacity Study (2017 update) identifies the following as being provided within the Borough:

Indoor Community and Leisure Provision

Community Centres	Sports Hall Courts	Swimming Pool Lanes	Squash Courts	Gym Stations	Indoor Bowls Rinks	Indoor Tennis Courts
2	55	34	16	701	1	2

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Outdoor Sports and Recreation Provision

Grass Pitches	Artificial grass Pitch	Tennis Courts	Athletic Tracks Lanes	Golf Clubs
149	9	48	6	3

Tables do not differentiate between public and private access.

The Epsom & Ewell Open Space Audit sets a standard for outdoor sports facilities of 3 ha per 1,000 population (excluding golf courses and the race course)

Gaps in provision:

There is a good distribution of outdoor sports facilities, although there appears to be excess demand placed on sports pitches. In qualitative terms survey data has suggested there is a lack of tennis, basketball, cricket and rugby facilities.

The Audit has identified a number of maintenance and capital works to improve existing open spaces to address the identified deficiencies.

The Audit recommends that the Council seeks to; increase the provision of outdoor sports pitches (especially mini soccer) through more grass pitches or development of synthetic turf pitches; provide additional Multi Use Games Areas (MUGAs), increase indoor tennis and bowls provision.

Planned Provision:

As sites are identified through the Local Plan process, schemes for new or improved sports facilities may emerge.

Impact of Potential Development Proposals:

While the Borough is well provided for in terms of the quantity of open space, new additional development is likely to increase the use of these areas / facilities. Qualitative improvements and new facilities may be required to meet this demand and maintain standards of provision.

Costs and Funding Sources:

N/A

Implications for Local Plan & CIL:

It is likely that any larger sites allocated as part of the Local Plan will, where appropriate and practical, include on-site open space provision.

Community Centres

Lead Agency:

Epsom & Ewell Borough Council

Evidence Base:

Community and Wellbeing Centre website
(communityandwellbeingcentreepsom.org)

Strategic context:

Existing provision

The Community and Wellbeing Centre is managed by Epsom & Ewell Borough Council, and offers a range of social and recreational events for people aged 55+. During the evenings and weekends the centre's rooms are available to hire.

The aim of the Wellbeing Centre is to support the Borough's growing elderly population and vulnerable adults with their physical, emotional and mental health wellbeing. The Centre also specialises in supporting people with memory loss, confusion and the early stages of dementia.

Gaps in provision:

With an aging population there is potential for the Centre's services to be in greater demand in the future.

Planned Provision:

Demand for services is high and there is a potential opportunity to enhance/expand the centre in association with the facilities at the neighbouring Rosebery Housing Association owned Norman Collier Court. This opportunity may be considered in more detail in the future.

Impact of Potential Development Proposals:

Additional development is likely to result in additional demand for the Centre's services.

Costs and Funding Sources:

None yet identified.

Implications for Local Plan & CIL:

None yet identified.

Cemetery Provision

Lead Agency:

Epsom & Ewell Borough Council

Evidence Base:

N/A

Strategic context:

Epsom Cemetery is owned and managed by Epsom & Ewell Borough Council. It is located off of Down's Road and Ashley Road, in close proximity to Epsom Downs

Existing provision

There is currently only one active Borough Council managed and maintained cemetery, Epsom Cemetery.

Gaps in provision:

The current lawn section was opened in 2010 and is now almost at full capacity. At the current rate of lawn burial it is anticipated this section will be full by the summer of 2018. Whilst the Cemetery Team continue to manage the older sections of the Cemetery, creating new graves where trees/hedges/old pathways have been removed, an extension into the adjacent field will be necessary to maintain the Cemetery Service and provide burial for the local community for the next 20 to 25 years.

Planned Provision:

The Borough Council is in the process of securing a parcel of land, covering an area of about 1.5 ha, adjacent to the existing Epsom Cemetery for the purpose of expanding provision.

Impact of development Proposals:

N/A

Costs and Funding Sources:

N/A

Implications for Local Plan & CIL:

The extension to the cemetery requires the deployment of CIL funds.

Community Safety

Lead Agency:

Epsom & Ewell Borough Council

Strategic context:

The Borough is regarded as one of the safest places in Surrey to live, work and study. Anti-social behaviour and crime (that occasionally happens locally and from outside of the Borough) that impacts its community is dealt with by a multi-agency approach. The Borough has an established network of CCTV cameras.

The CCTV in Epsom, Ewell and Stoneleigh fulfils 4 principal functions, as follows:

a) Deterrence

The benefit of CCTV as a crime prevention tool is achieved via the criminal's perception that they will be identified, caught and prosecuted. Awareness is raised through the signs distributed across the monitored areas.

b) Reassurance

CCTV provides some general reassurance by making members of the public feel that they are in a "safer" area than would otherwise be the case. Over time residents and visitors will have become used to the presence of CCTV and would probably adversely react to its removal.

c) Response

There is a real-time operational benefit from CCTV given its use in the monitoring of crowds or traffic at key locations during incidents and/or events. This includes Epsom Town Centre during the Derby race meeting and also following the late night closing of the clubs in Epsom.

d) Detection

Surrey Police can cite a number of examples where CCTV footage has been used to evidence offending behaviour and as a tool for enforcement within the Borough. For example within the last three months CCTV images have been used to detect numerous criminal damage offences committed by a group intent on mass graffiti tagging.

Existing provision

Within the Borough there are 20 cameras which are owned and maintained by the Council. Of these, 16 are within Epsom Town Centre, 2 in Ewell Village local centre and 2 within Stoneleigh local centre. Monitoring of the cameras is undertaken by the Surrey Police. The camera technology dates from the 1990s and the units are increasingly requiring significant maintenance.

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Gaps in provision:

No identified gaps in provision although due to the age of the infrastructure, periodic upgrading will be required.

Implications for Local Plan & CIL:

The upgrading of the CCTV units could require the use of CIL funds

Emergency Services

Police

Lead Agency:

Surrey Police

Evidence Base:

Surrey Police response to IDP consultation (June 2018)

Strategic context:

Policing is a population based service and therefore the Borough's fast growing population due to additional housing would inevitably place significant additional demands on existing police services.

Surrey Police have a duty to respond to all incidents. They deliver crime prevention, attend and provide a service lead at emergencies for example RTAs or flooding, counter terrorism and community reassurance. They attend all incidents involving deaths, attend crowd and events policing, attend and input into community safety and crime partnerships and provide referral responses when there are expressed concerns about the safety of children, the elderly or those with special needs.

Existing provision

The NSIR Hierarchy report for April 16 to March 17 recorded 11,572 incidents within the Epsom and Ewell administrative area. There has been a notable rise in recorded crimes from 4,157 crimes (April 2015 to March 2016) which has now risen to 4,711 crimes (April 2017 to March 2018).

At present 31,930 households generate an annual total of 11,572 incidents per year that require a police action in Epsom & Ewell over the last year. These are not necessarily all 'crimes' but are calls to the contact centre which all require a police response / action. Taking into account the number of recorded incidents and current population this results in 0.36 incidents per household.

Gaps in provision:

N/A

Planned Provision:

N/A

Impact of Potential Development Proposals:

Where additional development is proposed the police service will seek to deploy additional staffing and infrastructure at the same level that is required to deliver services to the locality. Without additional support, unacceptable pressure will be put on existing staff and capital infrastructure, which will seriously undermine their ability to meet the needs of the Borough and Surrey as a whole. The impacts of the proposed quantum of development in the

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Borough is so significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Epsom and Ewell.

The ratio of households to officers in Epsom and Ewell is 260:1 and the number of households to staff is 431:1. The number of additional officers and staff required to meet the growth outline for Epsom and Ewell is 27 officers and a minimum of 16 staff members.

Whilst national and local funding must continue to cover salary and maintenance costs, there would be insufficient funding to provide the infrastructure required for officers to carry out their jobs effectively. This includes things such as equipping staff, increasing the vehicle fleet capacity, additional capacity for staff and officer workspaces and ANPR cameras. Refer to table in Annex 1 for details of infrastructure requirements.

Costs and Funding Sources:

Like many other public sector organisations, Surrey Police have seen a real terms reduction in grant funding in recent years, which has necessitated changes to the policing model. At the same time the demands placed on the police service increase. It remains necessary to secure contributions for policing infrastructure, due to the direct link between the demand for policing services and the changes in the operational environment beyond Surrey Police's control i.e. housing growth

Implications for Local Plan & CIL:

This type of infrastructure is likely to require CIL funding in the future to ensure acceptable standards of provision are maintained.

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Fire & Rescue

Lead Agency:

Surrey Fire and Rescue Service (SFRS)

Evidence Base:

SFRS response to IDP consultation (June 2018)

Strategic context:

During 2009/10 there were 181 fires within the Borough with 118 being accidental and 63 being deliberate. The figures from 17/18 show a reduction of approximately 30% (123 fires) in the number of fires compared to the reporting year of 09/10 (181 fires). Of the 123 fires; 44 were deliberate which strongly demonstrates that all the key prevention work that the fire service do in educating people has reduced the number of accidental fires.

There is now a requirement under the Collaboration Agenda to work closer with other agencies and partners to explore options for making efficiencies and streamlining services. Good practice has been demonstrated through the building of combined new stations for both Fire and Ambulance services (even a tri service hub in some locations in the UK). This model could be explored for Epsom as the Epsom Ambulance Station is an aging site built in the 1950s and is in need of a more modern replacement.

Existing provision

Epsom Fire Station has been in place since 1937 and it is well known that there is a need to provide a more modern Fire Station Improved facilities, especially training facilities are needed for its crew as the scope of the fire service widens (road traffic collision rescue, emergency medical response, effecting entry on behalf of Surrey Police and to assist the Ambulance service to free up vital police time). A newer Fire Station will be much more community focused which will be of benefit to the various seasonal community safety campaigns.

Since the last IDP, Epsom Fire Station has been reduced from two pumps to one, the other being stationed in a temporary Fire Station in Banstead since November 2014.

Gaps in provision:

Despite the accepted need for a new fire station development there are still no firm plans in place to replace Epsom Fire Station as of May 2018.

Planned Provision:

None yet although there is an identified need.

Impact of development Proposals:

Fire service infrastructure requirements used to be based on Home Office formula which defined how many pumping appliances a Fire Station had to have. This was dependent on population and the type of buildings on the station ground although the formula related to responses to fires only. However, the 2004 Fire and Rescue Services Act placed new statutory duties and responsibilities on the Fire and Rescue (as discussed above). With this came the ability to set their own response standards based on a tailored risk assessment called an Integrated Risk Management Plan. Services are located and provided in a way that best manages risk, which has led to changes in the way the service has allocated funding and the location of infrastructure across the country. There is also greater attention paid to reducing the incidence of fire and accidents rather than the reactive fire and rescue services.

It may be more favourable to have two stations with one pump each serving an area for a quicker response to incidents rather than have two Fire Engines in one station mobilised to the same call.

Costs and Funding Sources:

Unknown

Implications for Local Plan & CIL:

The need for a new Fire Stations, potentially co-located with the Ambulance Station needs to be considered as part of the Local Plan review.

Ambulance

Lead Agency:

South East Coast Ambulance Service

Strategic context:

Ambulance services are run by the South East Coast Ambulance Service NHS foundation trust.

Demand continues to increase for the ambulance service and the spectrum of patient need is constantly broadening.

The ambulance service are moving to a new operational model – a fleet hub model. This involves a series of centralised garages from which fleet vehicles are resupplied, serviced, stored and maintained. The vehicles travel out from these hubs and effectively operate remotely from hospitals, lay-bys or other appropriate locations.

Existing provision

Epsom Ambulance Station, Church Street, Epsom, KT17 4PW

Due to changes to the ambulance service's operational model, the existing station could be declared surplus in the future.

Implications for Local Plan & CIL:

The release of the ambulance station onto the development market could contribute towards the delivery of the 'fleet hub' model. The site has been allocated in the Council's Plan E (Area Action Plan for Epsom Town Centre) for residential development.

Green Infrastructure

Open Spaces (parks & gardens / children's & young persons / amenity green space, Local Nature Reserves and Epsom Common)

Lead Agency:

Epsom & Ewell Borough Council

Evidence Base:

Audit of Open Space, Sport and Recreation Facilities and Assessment of Local Needs (March 2006)

Horton Country Park Local Nature Reserve Management Plan (2017 to 2117)

Epsom Common Management Plan (2016 to 2116)

Hogsmill Local Nature reserve Management Plan (2017 to 2117)

Strategic context:

An Open Space Audit was conducted in 2006 which provided a set of local quantity, quality and accessibility standards for a variety of types of open space. The open space typologies, quantity and accessibility standards are set out below:

Parks & gardens: Epsom and Ewell quantity standard – 0.35ha per 1000 population, Accessibility standard – 14 minute walk (1.2km)

Natural & semi-natural open space: Quantity standard – 11ha per 1000 population, Accessibility standard – 15 to 19 minute walk (1.6km)

Amenity green space: Quantity standard – 2ha per 1000 population, Accessibility standard – 5 to 9 minute walk (0.4km)

Provision for children & young people: Quantity standard – 0.35 ha per 1000 population, Accessibility standard – 10 to 14 minute walk (1.2km),

Sports facilities: Outdoor sports facilities: Quantity standard – 3ha per 1000 population, Accessibility standard – 15 to 19 minute drive (8km)

Allotments & community gardens: Quantity standard – 0.16ha per 1000 population, Accessibility standard – 20 to 24 minute drive (10km)

Cemeteries & churchyards and green corridors: No local standards set.

There are also qualitative standards for each typology which are set out within the open space audit.

It is also recognised that the Borough's Green Infrastructure provides a very important reservoir for biodiversity. The Council is in the process of identifying potential improvements to areas of green infrastructure which will provide a strategic open space / biodiversity enhancement function.

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Existing provision

In quantitative terms the Borough is generally well provided for in terms of open space, although there are pockets of deficiency for a number of open space types.

In qualitative terms the Open Space Audit recommended a number of improvements which will help ensure local qualitative standards are met. Borough Officers have identified a number of improvements to the Borough's open spaces which will help maintain and improve their capacity.

Gaps in provision:

A number of quantitative deficiencies for some of the open space typologies were identified across the Borough. Deficiencies were identified for children & young people, amenity green space, parks & gardens and natural & semi natural greenspace. These are discussed in detail in the Open Space Audit.

Numerous improvements to existing open spaces have been identified which will help to ensure the qualitative standards are met and will help increase capacity.

In addition a number of improvements could be made to the Borough's green infrastructure to enhance its biodiversity / strategic open space function.

There are waiting lists for allotments within the Borough, which may indicate that further provision is required.

Planned Provision:

It is likely that qualitative improvements to the Borough's open spaces will be identified over the plan period.

Impact of Potential Development Proposals:

New developments and population growth will increase the intensity of use of existing open spaces and may require the provision of new facilities.

Costs and Funding Sources:

Unknown

Implications for Local Plan & CIL:

Qualitative improvements to the Borough's open spaces are likely to require CIL funding during the plan period.

Annex 1: Table of Identified Infrastructure Schemes

Transport Infrastructure: Local roads, buses, rail, walking and cycling, car parking, electric vehicle charging points

Utilities and Physical Infrastructure: Water supply and sewerage, electricity, gas, flood risk management, waste management and disposal

Social and Community Infrastructure: Early years provision, primary and secondary education, post 16 education, general practice (GP) and community health infrastructure, adult social care, sports facilities, community centres, cemeteries, community safety

Emergency Services: Police, fire service, ambulance

Green Infrastructure: Parks and gardens, Local Nature Reserves, Epsom Common

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Transport Infrastructure

Scheme	Evidence	Lead delivery agency/ contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
Multiple schemes identified through the Epsom & Ewell Forward Transport Programme.	Local need	Surrey County Council	£50 million as a minimum	Over the Local Plan period	Yes	CIL / Local Economic Partnership (LEP) / Local Transport Plan LTP	An interim update is currently underway for the Epsom & Ewell Forward Programme, although as the Local Plan progresses it will be subject to a full review to ensure schemes are responsive to new development.
Crossrail 2	Regional project	Crossrail 2 team	Unknown	Potential to be delivered by 2030	Yes	Unknown	Scheme is still in the early stages.

Utilities and Physical Infrastructure

Flood Risk Management

Scheme	Evidence	Lead delivery agency/ contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
Chambermead Project: Diversion of the Green Lanes stream across the Chambermead grass meadow	Hogsmill Catchment Partnership	EEBC South East Rivers Trust	Approx. £100k	2018 to 2020	Scheme will help to alleviate flood risk and bring biodiversity benefits	£10k from South East Rivers Trust, Thames Water	
Store surface water runoff in a series of detention basins, ponds or wetlands to reduce the runoff rate and volume. Interrupt surface water sewer upstream of Stoneleigh allotment gardens to reduce downstream volumes, the risk of sewer flooding and attenuate flows to reduce peak runoff	Surface Water Management Plan	EEBC / LB Sutton	Unknown	2013 to 2017	Yes. Will help reduce the risk of flooding	EEBC / LB Sutton / CIL	No further action but still assumed to be a valid scheme.

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Ewell Town Centre and South Horton Flood Alleviation Scheme	Surrey Flood Risk Management Group	Surrey CC	£1,000,000	Project parked until 2023	Yes. Will help reduce the risk of flooding	Approx £30k allocated from Surrey Flood Risk Management Group	Still a valid scheme.
Flood alleviation schemes at Wet Spots locations throughout the Borough: Eps037 Reigate Road, Ewell (91) Eps028 College Road / Reigate Road, Nork (70)	Surrey Wet Spot data. These are a mixture of Quick fix projects that can be resolved with only minor works and cost between £500 to £5000 and	Surrey CC	Various	Unknown. These schemes are ranked in priority order across the whole of Surrey.	Yes. Will help reduce the risk of flooding	SCC	While there are actually 38 wetspots recorded in the Borough only 2 score

Waste

Scheme	Evidence	Lead delivery agency/contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
Additional refuse collection vehicle(s)	Local need	Epsom & Ewell Borough Council	£140,000 per vehicle, per year	2019/20 or 2020/2021	Improves the capacity of existing infrastructure	EEBC / CIL	

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Social & Community Infrastructure

Primary and secondary schools

Scheme	Evidence	Lead delivery agency/contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
Primary provision need of 3 to 5 additional forms (3 if housing target is 418 and 5 if 579)	Local need	Surrey County Council	New provision of 2 FE £5,947,130 3 FE £8,401,295	Anticipated to be 2021/22	Improves the capacity of existing infrastructure	CIL	The estimated cost is based on the delivery of new provision. It may be possible to reduce these costs although a greater certainty of housing location is required.
Secondary provision need of 5 to 8 additional forms (5 if housing target is 418 and 8 if 579)			New provision of 8FE school £25,424,630	Anticipated to be 2021/22			The estimated cost is based on the delivery of new provision. It may be possible to reduce these costs although a greater certainty of housing location is required.

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Health Care GP Provision

Scheme	Evidence	Lead delivery agency/ contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
9.9 full time GPs will be required by 2032 to serve the increased population	Response to IDP consultation		unknown	To mitigate an addition al 7,106 homes over the plan period	Yes	CIL	CIL is unlikely to fund revenue costs but could fund some supporting capital costs.

Cemetery Provision

Scheme	Evidence	Lead delivery agency/ contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
Epsom Cemetery extension	Local need	Epsom & Ewell Borough Council	£654k	2018	Improves the capacity of existing infrastructure	EEBC / CIL	

Community and Wellbeing Centre

Scheme	Evidence	Lead delivery agency/ contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
Potential expansion / enhancement of Community and Wellbeing Centre	Local need	Epsom & Ewell Borough Council	?	2019	Improves the capacity of existing infrastructure	EEBC / CIL	Scheme is yet to be explored in detail.

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Emergency Services

Police

Scheme	Evidence	Lead delivery agency/contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
Equipping additional staff (start-up equipment, recruitment and training cost)	Response to IDP consultation	Surrey and Sussex Police	£263,717 (officer) £50,336 (support staff)	To mitigate an addition al 7,106 homes over the plan period	Yes	CIL	Other sources of funding are limited for this infrastructure cost. Staffing costs should be covered by national and local funding
Increasing vehicle fleet capacity	Response to IDP consultation	Surrey and Sussex Police	£332,845	To mitigate an addition al 7,106 homes over the plan period	Yes	CIL	Other sources of funding are limited for this infrastructure cost. Staffing costs should be covered by national and local funding
Workplace accommodation for additional officers and staff	Response to IDP consultation	Surrey and Sussex Police	£604,107	To mitigate an addition	Yes	CIL	Other sources of funding are limited for this infrastructure cost. Staffing

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				al 7,106 homes over the plan period			costs should be covered by national and local funding
Additional ANPR cameras	Response to IDP consultation	Surrey Police	TBC	To mitigate an addition al 7,106 homes over the plan period	Yes	CIL	Other sources of funding are limited for this infrastructure cost. Staffing costs should be covered by national and local funding The number and location of cameras is driven by the scale and location of the proposed development

Fire and Rescue

Scheme	Evidence	Lead delivery agency/ contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
Development of a replacement Fire Station	A longstanding need to replace the existing fire station	Surrey County Council Surrey Fire and Rescue Service	Unknown	During the Local plan period	Yes and will help facilitate new housing development	CIL	This need is longstanding.

Green Infrastructure

Open Space

Local Nature Reserves and Epsom Common

Scheme	Evidence	Lead delivery agency/contact	Cost	When	Does scheme help mitigate impact of new development ?	Funding Sources	Risks and Contingencies
Various schemes listed in the management plan to maintain and enhance Horton Country Park	Horton Country Park Local Nature Reserve Management Plan 2017 to 2117	Epsom & Ewell Borough Council	Annual cost of delivering the plan: approximately £93k. £933k over a 10 year period.	Mostly ongoing with a number of one off projects	Yes. Helps to maintain an important piece of open space including its function as a biodiversity reservoir	Up until 2020 Horton CP and Epsom Common will receive funding from the Environmental Stewardship Higher level Scheme (approx. £36k per annum). Agri Environment Scheme basic payments are received on an ad hoc	A number of schemes are dependent on volunteers. After 2020 Horton CP will not qualify for the Environmental Stewardship Higher Level Scheme. Brexit has cast uncertainty over the future of the Agri Environment Scheme payments.

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						basis £8 to 10k per year for both Horton CP and Epsom Common.	
Various schemes listed in the management plan to maintain and enhance Epsom Common	Epsom Common Management Plan 2016 to 2116	Epsom & Ewell Borough Council	Annual cost of delivering the plan: approximately £49k. £493k over a 10 year period.	Mostly ongoing with a number of one off projects	Yes. Helps to maintain an important piece of open space including its function as a biodiversity reservoir	Up until 2020 Horton CP and Epsom Common will receive funding from the Environmental Stewardship Higher level Scheme (approx. £36k per annum). Agri Environment Scheme basic payments are received on an ad hoc basis £8 to 10k per year for both Horton CP	A number of schemes are dependent on volunteers

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						and Epsom Common.	
Various schemes listed in the management plan to maintain and enhance the Hogsmill Local Nature Reserve	Hogsmill Local Nature Reserve Management Plan 2017 to 2117	Epsom & Ewell Borough Council	Annual cost of delivering the plan: approximately £35k. £347k over a 10 year period.	Mostly ongoing with a number of one off projects	Yes. Helps to maintain an important piece of open space including its function as a biodiversity reservoir	There are currently no funding streams for Hogsmill Local Nature Reserve	A number of schemes are dependent on volunteers
Epsom Common: Installation of a hard surface pathway from Great Pond to the hard surface bridleway	Epsom Common Management Plan	EEBC Countryside Team	£15k-£20k	2018 to 2020	Helps improve access to a form of infrastructure	CIL?	No other sources of funding identified?
Epsom Common: Breeding Bird Survey on Epsom & Ashted Common	Epsom Common Management Plan	EEBC Countryside Team	£2.5k - £3k	Annually	Helps to maintain an existing piece of infrastructure	CIL?	No other sources of funding identified?
Epsom Common & Horton Country Park: Veteran Tree Management Plan	Epsom Common and Horton Country Park Management Plan	EEBC Countryside Team	£5k per year	Annually	Helps to manage an existing piece of infrastructure	Funding from Natural England is available on an ad hoc basis	Existing source of funding is intermittent
Horton Country Park: Resurfacing of paths	Horton Country Part	EEBC Countryside Team	£100k	2018 to 2028	Helps improve access to a	CIL?	No other sources of funding identified?

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	Management Plan				form of infrastructure		
Horton Country Park: Dam maintenance and desilting at Meadow Pond	?	EEBC Countryside Team	£20k	?	Helps to manage an existing piece of infrastructure	CIL?	No other sources of funding identified?
Hogsmill LNR: Hard surface pathway along the Hogsmill	Hogsmill LNR Management Plan	EEBC Countryside Team	£15k to £20k or up to £75k if the whole stretch were to be resurfaced	?	Helps improve access to a form of infrastructure	CIL?	No other sources of funding identified?
Hogsmill LNR: Ewell Court Wetland Scheme – diverting the river to create a wetland	Hogsmill LNR Management Plan	EEBC Countryside Team	£100k	2018 to 2023	Scheme will help to alleviate flood risk and bring biodiversity benefits	CIL?	No other sources of funding identified?