

Matter 5: The SA and Approach to site selection, Plan Viability and the IDP

12 September 2025

Appendices

M5a-b

Contents

Appendix M5a - Site Allocation Typologies..... 2

Appendix M5b - Reg 19 IDP Factual Update..... 3

Appendix M5c - SA Clarification Note - September 2025..... 87

Site Allocation Typologies for Purposes of viability assessment

The table below has been compiled to show which typologies in the viability assessment best represent the Site Allocations. In some cases, more than one typology has been marked. The “Red Yellow Green” indications have been taken from Appendix 1 of the Epsom and Ewell Viability Note 2024 (document reference EV03) as an indication of which typologies and strategic allocations are viable or not.

A summary of viable units is as follows:

- Total viable units based on typologies: 2,173 (including Horton Farm Strategic Allocation)
- Total that may not be viable based on typologies: 680 (Note: 455 of these units at SA1 benefit from planning consent (subject to s106) that will provide 10% affordable housing as opposed to the policy requirement of 30% due to abnormal development costs)

Note: Care homes have not been counted in the schedule below (allocations are greyed out) as there is no specific typology for these uses. However, the four allocations all benefit from planning consent and allocations SA29 and SA30 have commenced demonstrating that developments of this type are viable in the borough.

Viability Study Typology or relevant Strategic Site	Viability (source viability note 2024)	Zero adjustme nt	Local Plan Site Allocations																																			
			SA1 - SGN	SA2 – Hook Road Car Park	SA3 – Solis House	SA4 – Bunzl Hook Road	SA5 – Epsom Town Hall	SA6 Hope Lodge Car Park	SA7 Former Police and ambula nce station	SA8 Epsom Clinic	SA9 Depot Road and Upper High Street Car Park	SA10 79-85 East Street	SA11 Finach em House	SA12 Global House	SA13 Swail House	SA14 – 60 East Street	SA15 – Corner of Klin Lane and East Street (101b East Street)	SA16 – Land at Kiln Lane	SA17 – Hatch Furlong Nurser y	SA18 Land to rear of Rowe Hall	SA19 7 Station Approa ch	SA20 – Esso Expres s 26 Reigate Road	SA21 – Richard s Field Car Park	SA22- Etwelle House Station Road	SA23- 140- 142 Ruxley Lane	SA24 – Garage s at Somers et Close and Westm orland Close	SA25 – 64 South Street	SA26- 35 Alexan dra Road	SA27 22-24 Dorking Road	SA28 – 63 Dorking Road	SA29- 65 London Road	SA30 Epsom Genera l Hospita l	SA31 Land at West Park Hospita l (South)	SA32 – Land at West Park Hospita l	SA33 – Land at Chantill y Way	SA34 – Hook Road Arena	SA35 – Land at Horton Farm	
			1.54ha 455 dwellin gs	0.48ha 150 dwellin gs	0.07ha 20 dwellin gs	0.1ha/ 20 dwellin gs	0.74ha 90 dwellin gs	0.4ha 30 dwellin gs	85 bed care home	0.17ha 30 dwellin gs	1.24ha 100 dwellin gs	0.22ha 35 dwellin gs	0.12ha 20 dwellin gs	0.29ha 75 dwellin gs	1.05ha 45 dwellin gs (special ist accom modati on)	0.24ha 30 dwellin gs	0.03ha 5 dwellin gs	0.67 ha 40 dwellin gs	0.5ha 40 dwellin gs	1.23ha 96 bed extra care apartm ents	0.04ha 5 dwellin gs	0.25ha 10 dwellin gs	0.07ha 7 dwellin gs	0.2ha 20 dwellin gs	0.2ha 12 dwellin gs	0.10ha 6 dwellin gs	0.14ha 6 dwellin gs	0.1ha 8 dwellin gs	0.12ha 18 dwellin gs	0.14ha 6 dwellin gs	0.30 81 bed care home	1.45ha 305C2, 24C3 dwellin gs & Nurser y//not	1.81ha 50 dwellin gs	5.22ha 150 dwellin gs	0.7ha 30 dwellin gs	14ha 100 dwellin gs + sports hub	37.9ha 1,250 dwellings including specialist accommo dation	
Greenfield 100 HD																																						
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Greenfield 100																																						
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Houses and Flats 60					X				X																													
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Houses and Flats 12																																						
Brown Houses 200																																						
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Brown Houses 6																																						
BTR Flats 60 HD											</																											



Infrastructure Delivery Plan

To support the Local Plan Regulation 19
Factual Update



September 2025

Epsom and Ewell
Local Plan 2022-2040



Contents

1. Introduction	4
2. Why prepare an Infrastructure Plan?	4
3. What is Infrastructure?	6
4. Assessment of infrastructure by category	7
4.1 Transport Infrastructure	7
4.1.1 Local Roads	8
4.1.2 Bus Services	11
4.1.3 Rail	15
4.1.4 Walking and Cycling	17
4.1.5 Electric Vehicle Charging Points	23
4.2 Utilities and Physical Infrastructure	26
4.2.1 Water and Wastewater	26
4.2.2 Electricity supply	32
4.2.3 Gas supply	35
4.2.4 Telecommunications	38
4.2.5 Waste Management and Disposal	40
4.2.6 Flood Risk Management	43
4.3 Education	45
4.3.1 Early years provision (ages 0-5 years)	45
4.3.2 Primary Education	48
4.3.3 Secondary Education	51
4.3.4 Post 16 Education/Training	54
4.3.5 Special Education Needs and Disabilities (SEND) provision	56
4.4 Health	59
4.4.1 Primary health infrastructure	60
4.4.2 Acute Care Facilities	63
4.5 Other social and community infrastructure	65
4.5.1 Community Centres	65
4.5.2 Libraries	67
4.5.3 Sports Facilities	69
4.6 Emergency services	72
4.6.1 Police	72
4.6.2 Ambulance service	74
4.6.3 Fire and Rescue	76

4.7	Green and Blue Infrastructure	78
4.7.1	Open Spaces.....	78
5.	Appendix 1: Infrastructure Delivery Schedule	81

1. Introduction

- 1.1 Epsom & Ewell Borough Council is preparing a new local plan which will set the framework for how the borough will evolve and develop to meet the needs of our communities and businesses until 2040. The plan will contain a spatial strategy to identify how the borough will sustainably accommodate growth.
- 1.2 The purpose of this Infrastructure Delivery Plan is to provide background evidence as to the main elements of physical and social infrastructure likely to be needed in the borough to support delivery of the development included within the local plan.
- 1.3 Planning for infrastructure is an iterative process. The IDP is therefore a live document that is updated and published periodically as the Local Plan and spending on infrastructure evolves. Each published version therefore represents a snapshot in time. This is the third published version of the IDP to support the Regulation 19 Proposed Submission Local Plan. It has been updated following consultation and ongoing discussions with infrastructure providers to identify any infrastructure schemes currently underway/in the pipeline or that will be needed to support the growth identified within the Regulation 19 Proposed Submission Local Plan.
- 1.4 It is intended that the IDP will be updated at least on an annual basis, to provide the latest information on infrastructure delivery and needs, and to help inform funding decisions made by the borough council and partners.

2. Why prepare an Infrastructure Plan?

- 2.1 The National Planning Policy Framework (NPPF) identifies the importance of infrastructure and recognises that the planning system has a key role in coordinating development requirements, including the provision of infrastructure. The National Planning Practice Guidance (NPPG) emphasises the importance of engaging with key infrastructure providers as part of the development of the local plan, and emphasises that planning authorities and infrastructure providers can, ‘work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales.’
- 2.2 Planning therefore plays an important role in co-ordinating the delivery of infrastructure to serve both new and existing development. As the borough’s population changes, the infrastructure which supports our communities will also need to evolve. The local plan will have an impact upon infrastructure provision through allocating land for uses, such as housing and employment.

- 2.3 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. The role of the IDP is to provide background evidence as to the key elements of physical, social and green infrastructure that is needed. It identifies the existing infrastructure, any known planned changes to infrastructure provision and what will be needed to support future growth identified within the local plan.
- 2.4 There are variety of mechanisms through which the delivery of infrastructure can be achieved. The Regulation 19 Proposed Submission Local Plan contains a suite of infrastructure policies, which states that all new development must contribute towards the provision (and where appropriate, maintenance) of infrastructure and services. Where appropriate, the site allocation policies, require developers to deliver specific forms of infrastructure. In addition, planning tools such as S106 and Community Infrastructure Levy (CIL) contributions can help secure and fund necessary new infrastructure.
- 2.5 Community Infrastructure Legislation was introduced in 2010 and is a charge that can be levied by local authorities on certain new development to help to pay for infrastructure that is needed to support the impact of development in an area. The charge, known as CIL, is set by a local authority through the preparation and adoption of a CIL Charging Schedule. The Council adopted the CIL charging schedule on 29 April 2014. This means that a flat fee can be charged for each square metre of floor area in new developments of eligible residential, convenience retail, student accommodation and care homes that are granted planning permission from 1 July 2014 onwards.
- 2.6 The levy can be used to help fund infrastructure, including transport, flood defences, schools, hospitals, and other health and social care facilities. Local authorities must spend the levy on infrastructure needed to support development of their area¹. CIL can be used to increase the capacity of existing infrastructure or provide new infrastructure that is necessary to support development. The clearest way to justify this is to link it to the Council's Infrastructure Delivery Plan. The IDP process will also help determine spending priorities for CIL monies throughout the plan period.

¹ Charging authorities may not use the levy to fund affordable housing.

3. What is Infrastructure?

- 3.1 Infrastructure provides the framework to support and sustain communities within the borough. Where development occurs and is planned, infrastructure provides the services and facilities to integrate, build on and sustain these places.
- 3.2 The IDP assesses a range of infrastructure set out under the following headings:
- Transport (local roads, bus services, rail, walking & cycling, electric vehicle charging)
 - Utilities and Physical Infrastructure (water supply and sewerage, electricity supply, gas supply, telecommunications, flood risk management, waste management and disposal)
 - Social and Community Infrastructure (early years provision, primary and secondary education, post 16 education/training, Special Education Needs and Disabilities (SEND) provision, primary health infrastructure, acute care facilities, community centres, libraries)
 - Emergency Services (police, ambulance, fire & rescue)
 - Green Infrastructure & Recreation (open spaces, sports facilities)
- 3.3 The Council has liaised with infrastructure providers and adjoining local authorities to establish infrastructure requirements, identify cross border issues and determine how needs can be addressed over the period of the Local Plan.

4. Assessment of infrastructure by category

- 4.1 The sections below set out information on each infrastructure category. The information has been informed through various sources including engagement with infrastructure providers, where possible. As a live document, these sections will be added to as the local plan progresses.

4.1 Transport Infrastructure

Summary

The Strategic Transport Assessment has identified what the potential impact of the proposed spatial strategy will be on the highways network by 2040 (the end of the plan period). Mitigation of these impacts is likely to focus on measures to encourage the use of alternatives to the private car rather than simply increasing highway capacity. Mitigation measures will be identified in consultation with Surrey County Council and will link in with other Local Transport Plan 4 strategies such as the Local Cycling and Walking Infrastructure Plan (LCWIP). The Council, working in partnership with Surrey County Council have completed the first stage of the LCWIP which identifies priority cycle routes and core walking zones for further feasibility work. Additionally, Surrey County Council, in collaboration and consultation with bus operators and neighbouring authorities, has produced a Bus Service Improvement Plan, which will be implemented, subject to funding. The borough also benefits from numerous TfL bus routes, which mainly serve the northern parts of the borough.

- 4.1.1 Transport infrastructure includes road networks, buses, trains, cycling and walking. Surrey County Council (SCC) is the local highways authority and has the responsibility to oversee all these infrastructure types on behalf of and in consultation with the council.
- 4.1.2 SCC adopted the [Local Transport Plan \(LTP4\)](#) in July 2022. Compared to previous transport plans, this is far wider reaching and seeks to rethink transport across Surrey. This plan sets out a vision for a carbon net-zero transport system by 2050, to be achieved by a variety of strategies which would also help to reinvigorate local places and communities in Surrey. The LTP4 Delivery Plan is due for publication soon, which will set out the forward programme for delivery of LTP4 in more detail.

4.1.1 Local Roads

Lead Agencies
- Surrey County Council (Highway Authority) - Transport for the London (TfL): TfL is the Highway Authority for the areas outside the northerly boundary of the borough.
Sources of information/evidence
- Consultation with Surrey County Council (July 2025) - Strategic Transport Model Assessment Report (October 2024)
Strategic context / key issues
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. LTP4 aims to significantly reduce carbon emissions from transport.
Existing provision
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 (northwest), the Epsom Town Centre one way system, the A232 to Croydon and the B280 radiating to the west of Epsom Town Centre.
Known planned provision
Surrey County Council is in the early stages of developing design proposals for Local Street Improvements (LSIs). LSIs can make streets in communities safer, healthier and more attractive, with appropriate vehicle speed limits and improved facilities for walking, wheeling and riding. Work will only focus on improvements within public highway spaces. Design development work will be undertaken for individual zones in the borough. Surrey County Council recently approved plans for improvements to Ewell Village, which seek to address several objectives including reducing congestion & carbon emissions and improving road safety, supporting

economic vibrancy and improving the public realm, and supporting sustainable forms of travel including cycling and walking.

Initial exploratory work has commenced by Surrey County Council to examine the potential to add significant value to the ongoing Department for Transport/Network Rail Access for All improvement programme at Stoneleigh station to further improve accessibility, functionality, and quality of the immediate surrounding area around Stoneleigh Broadway and Station Approach. This includes examining the potential for enhancing public and active travel connections to the station linked to the LCWIP recommendations for a priority cycle route on Stoneleigh Broadway, improving road safety and improving the quality of the public realm to improve permeability and create better dwell spaces and time spent in the area.

Local Plan impact / future provision

Surrey County Council have modelled and assessed the likely impacts of the Regulation 19 Proposed Submission Local Plan on the highway network. This found that overall, the Regulation 19 sites are mostly reasonably small and/or well located in relation to existing transport connections and amenities. As a result, the highway impacts tend to be local to the development sites themselves and the cumulative impact is in general, tolerable. It is therefore not considered that any impacts would be considered severe in terms of the National Planning Policy Framework (NPPF). However, there will be a need for localised mitigation as well as schemes to address cumulative impacts. This is most likely to focus on reducing the reliance on the private car rather than simply increasing capacity.

The report identified traffic 'hotspots'; junctions and links that experience significant vehicle delays and are operating above capacity by 2040. It is noted that many of these locations already experience congestion issues. The hotspots provide a preparatory list of where potential mitigation should be focused. Mitigation is likely to involve schemes identified through other transport strategies, such as the Local Cycling and Walking Implementation Plan (LCWIP).

A business case for Surrey County Council's improvements to Ewell Village was approved in summer 2024, and detailed design commenced in autumn 2024. Construction is anticipated to commence in January 2026, to be completed by August 2026.

Funding

Various sources of funding include DfT Funding, Surrey County Council, and CIL / S106 contributions.

The Ewell Village improvements scheme has been allocated £1,250,000 of Epsom and Ewell strategic CIL funds (2024/25)

4.1.2 Bus Services

Lead Agencies
• Surrey County Council • Transport for London • Private Bus operators (Falcon Buses, Metro Bus)
Sources of information/evidence
• Consultation with Surrey County Council (July 2025) • Bus Service Improvement Plan for Surrey (June 2024) • Consultation with TfL (October 2024)
Strategic context / key issues
The local bus network is an integral part of the transport system in and beyond the borough. The provision of services supports the economy, provides an alternative to private car use and helps to reduce congestion and carbon emissions. The borough borders the London Boroughs of Sutton and Kingston to the North and Surrey Boroughs, Reigate and Banstead and Mole Valley to the South. Bus services within the borough are provided as follows: • Non-TfL services, which are either run commercially by bus operators or supported wholly or in part by Surrey County Council. • TfL services (of which there are six in Epsom), which are planned, specified and tendered by TfL and currently run under contract by Arriva (166), London General (S2) and London United (293, 406, 418, 467). Bus frequency, ticketing and timetable information varies according to the individual bus operator for non-TfL routes. For TfL routes, the frequency, ticketing (flat fare current maximum £1.75) and timetable information is consistent but how this information is displayed may vary, depending on whether the bus stops are part of the TfL estate or Surrey County Council. The northern parts of the borough are more urban in character. This area is generally well served by buses, as well as train services/stations and pedestrian routes, which provide several options to residents and visitors travelling within and out of Epsom and connecting with Epsom's main town centre. The southern parts of the borough are less urban and some areas, such as Langley Vale, experience less frequent bus services. Within the context of wider public transport provision, the southern part of the borough has no train links directly connecting to Epsom station/town centre and pedestrian access can also be limited in areas around Langley Vale and Epsom Downs.

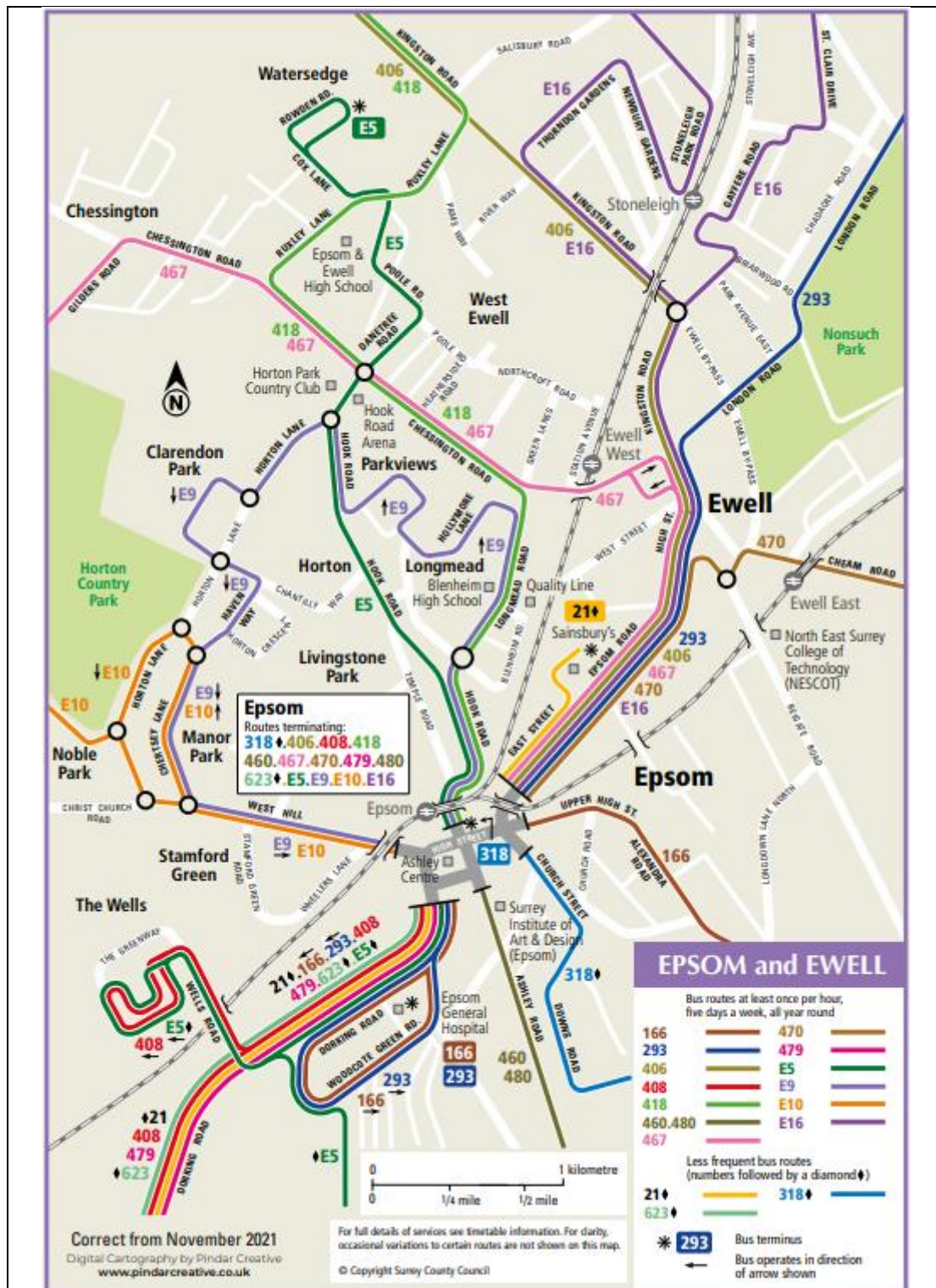
Existing provision

The borough's bus network provides services to connect Epsom with a number of destinations within and outside of the borough.

With some exceptions, bus provision serving centres within the borough typically run every 20 – 30 minutes and include:

- E5 (Falcon Buses): Langley Vale, Epsom, Longmead and Watersedge
- E9: (Metro Bus) Epsom, Manor Park, Livingstone Park, Clarendon Park
- E10: (Metro bus) Epsom Station to Noble Park
- E16 (Falcon Buses): Epsom, Stoneleigh, Worcester Park
- 166: (TfL) Epsom Hospital, Epsom, Banstead, West Croydon (1 bus an hour but 3 bph between Banstead and West Croydon)
- 293: (TfL) Epsom Hospital. Ewell, Epsom, Morden (3 bph)
- 406: (TfL) Epsom, Ewell, Kingston (3 bph)
- 408: (Falcon buses) Epsom to Cobham (30 mins at am peak, 1 hour intervals after)
- 418: (TfL) Epsom, West Ewell, Kingston (3 bph)
- 460/480: (Metro bus) Epsom, Tadworth, Walton on Thames, Redhill, Gatwick Airport
- 467 (TfL): Epsom, Ewell, Hook (30 mins at am peak, 1 hour intervals after)
- S2 (TfL): St Helier to Epsom, (3 bph)
- 479: (Falcon Buses) Epsom, Bookham, Leatherhead, Guildford

A map of bus services to Epsom town centre is provided below. The map is from 2021 and therefore does not reflect changes since this date, for example S2 service replacing the 470 service.



Predominantly, Epsom Town centre, Epsom Hospital and northern parts of the borough benefit from services provided by TfL.

Known planned provision

Surrey County Council, in collaboration and consultation with bus operators and neighbouring authorities, has produced a Bus Service Improvement

Plan (June 2024). Subject to feasibility and funding Surrey County Council intend to implement programmes and schemes identified within this plan.

One of the BSIP priority areas is to make buses more frequent. As part of this the Falcon operated route 479 bus introduced a new timetable from 2 September 2024, which now sees buses running up to every 30 minutes Monday to Saturday across the full route between Epsom and Guildford, with later journeys in the evening and a new hourly Sunday timetable. Additionally, the 460 route has seen enhancements to its frequency of service from May 2024, with a new hourly evening service between Epsom and Crawley.

Local Plan impact / future provision

The BSIP recognises the importance of a viable bus offer to major development sites (identified in the BSIP as sites with on or over 2,000 new homes being built). Developments below this level will receive a public transport offer scaled to their size.

Improvements to the E9 bus service will be sought to serve Local Plan site allocation SA35.

TfL have an initiative to improve bus services to hospitals. A scheme has been identified to potentially extend the S2 route from Epsom town centre to Epsom Hospital. This will require additional resource/costs which will require funding through CIL/S106 due to the longer routeing and to provide the infrastructure. A 2-bus stand and drivers' facilities would need to be identified through a feasibility study and provided close to the hospital.

To accommodate increased trips which are likely to be generated by proposed developments within and close to the town centre, improvements to bus stops, stands and bus priority measures should be agreed with TfL/other bus service providers and delivered through CIL/S106 funding. Existing bus stop and stand capacity will need to be maintained and enhanced and options to provide bus priority on East Street will be studied for delivery as part of planned development.

Funding

Sources include:

- DfT Funding
- Surrey County Council
- Private Operators
- CIL / S106 contributions

4.1.3 Rail

Lead Agencies																																								
• Network Rail • South Western Railways • Southern Railways • Transport for London (TfL) • Cross Rail 2																																								
Sources of information/evidence																																								
• Consultation with Network Rail (August 2025) • <u>Cross Rail 2 website</u> • <u>Office of Rail and Road</u>																																								
Strategic context / key issues																																								
Statistics on station usage in the borough are set out below: <table border="1"> <tr> <th rowspan="2">Station</th><th colspan="4">Annual Usage*</th><th>Change 2022/23-2023/24(%)</th></tr> <tr> <th>2020/21</th><th>2021/22</th><th>2022/23</th><th>2023/24</th><th>increase/decrease</th></tr> <tr> <td>Epsom</td><td>966,538</td><td>2,334,196</td><td>2,886,954</td><td>3,135,066</td><td>+8.6%</td></tr> <tr> <td>Ewell West</td><td>254,176</td><td>662,816</td><td>808,434</td><td>920,624</td><td>+13.9%</td></tr> <tr> <td>Ewell East</td><td>168,206</td><td>389,244</td><td>424,718</td><td>452,082</td><td>+6.4%</td></tr> <tr> <td>Stoneleigh</td><td>202,490</td><td>531,522</td><td>666,670</td><td>766,628</td><td>+15%</td></tr> </table> *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 (2025) As can be seen from the above, rail usage in the Borough declined during Covid (as reflected across the country) but usage is increasing once again. Pre-Covid, Epsom was regularly seeing over 4m passenger entries and exists a year, with Ewell West and Stoneleigh both exceeding 1m entries and exists per year. It is forecast that within the next 3 years, usage of the stations will have returned to those pre-Covid highs and growth is expected to go further beyond that. As such, Network Rail keep regularly reviewing station usage and capacity to ensure these can accommodate increased use. Aligning this with growth projections for Epsom and Ewell alongside where development is expected to be delivered through adopted site allocations or brownfield developments is essential. Epsom remains the most heavily used station in the Borough.						Station	Annual Usage*				Change 2022/23-2023/24(%)	2020/21	2021/22	2022/23	2023/24	increase/decrease	Epsom	966,538	2,334,196	2,886,954	3,135,066	+8.6%	Ewell West	254,176	662,816	808,434	920,624	+13.9%	Ewell East	168,206	389,244	424,718	452,082	+6.4%	Stoneleigh	202,490	531,522	666,670	766,628	+15%
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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.

Existing provision

The borough is served by four stations: Epsom, Ewell East, Ewell West and Stoneleigh.

Epsom Station:

Refurbishment of this station was undertaken in 2012 to provide improved passenger facilities. Epsom station is outside Oyster zone 6 though benefits from extended Oyster and pay as you go contactless travel.

Connections:

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, Dorking and Horsham to the South and Guildford to the West.

Ewell West and Stoneleigh (Oyster Zone 6):

These stations had their platforms lengthened in 2013/14 to facilitate the use of longer 10 car trains. In 2016, Ewell West benefitted from a new 'cycle hub' and investment in car parking spaces for people with limited mobility.

Connections: Ewell West and Stoneleigh are connected to Wimbledon, Clapham Junction and London Waterloo.

Ewell East (Oyster Zone 6):

Ewell East is connected to Sutton, Croydon, Clapham Junction, London Victoria and London Bridge.

Known planned provision

There is potential for the borough to be served by Crossrail 2, which is a new railway serving London and the wider South East. At present Crossrail 2 is unfunded and there is no timescale for its delivery. 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 and routes.

Epsom station is now fully accessible allowing all users to access both station platforms. Work has recently been completed at Stoneleigh to provide a footbridge and lifts to make this station full accessible and this has allowed the station to accommodate more users. Stoneleigh benefited from Access for All funding largely down to support from Epsom and Ewell Council and the contribution of CIL funding. Stoneleigh station has previously had its platforms lengthened to accommodate 10 car trains.

Local Plan impact / future provision

In the absence of Crossrail 2, it is expected that new development will continue to increase passenger demand and, as a consequence, improvements will be needed to maintain capacity on the existing network. In Epsom and Ewell therefore, there will remain a reliance on the existing stations to provide access as part of South London suburban connections and into London terminals.

Ewell East station has step free access to both platforms however this via ramp from the car park to Platform 1 and a lengthy walk along an undulating footpath to Platform 2. Therefore, opportunities exist to further enhance accessibility at the station and development nearby should contribute towards these improvements.

Ewell West station is fully accessible allowing all users to access both platforms. However, further improvements to the station capacity and facilities may be needed depending on the level of development proposed close to the station. Ewell West station has previously had its platforms lengthened to accommodate 10 car trains. Network Rail will continue to work with the Council and developers to identify where these improvements are needed. Ewell East and West stations have both seen usage increase over the last few years following developments close by and further pressures from more development would need to be mitigated.

Opportunities to connect walking and cycling with the rail stations should also be pursued to ensure safe and convenient active travel routes to support first and last mile travel provision. This would include defined walking and cycling routes and improved accessible public realm around rail stations alongside secure cycle storage for those leaving their bikes to travel on the train.

Funding

Government funding for the railway is reducing year on year and therefore any improvements required as a result of third-party development will need to be funded either directly via s106 planning obligations or through CIL funding. The Council will continue to work with Network Rail to identify where these improvements are required and seek to secure appropriate funding.

4.1.4 Walking and Cycling

Lead Agencies

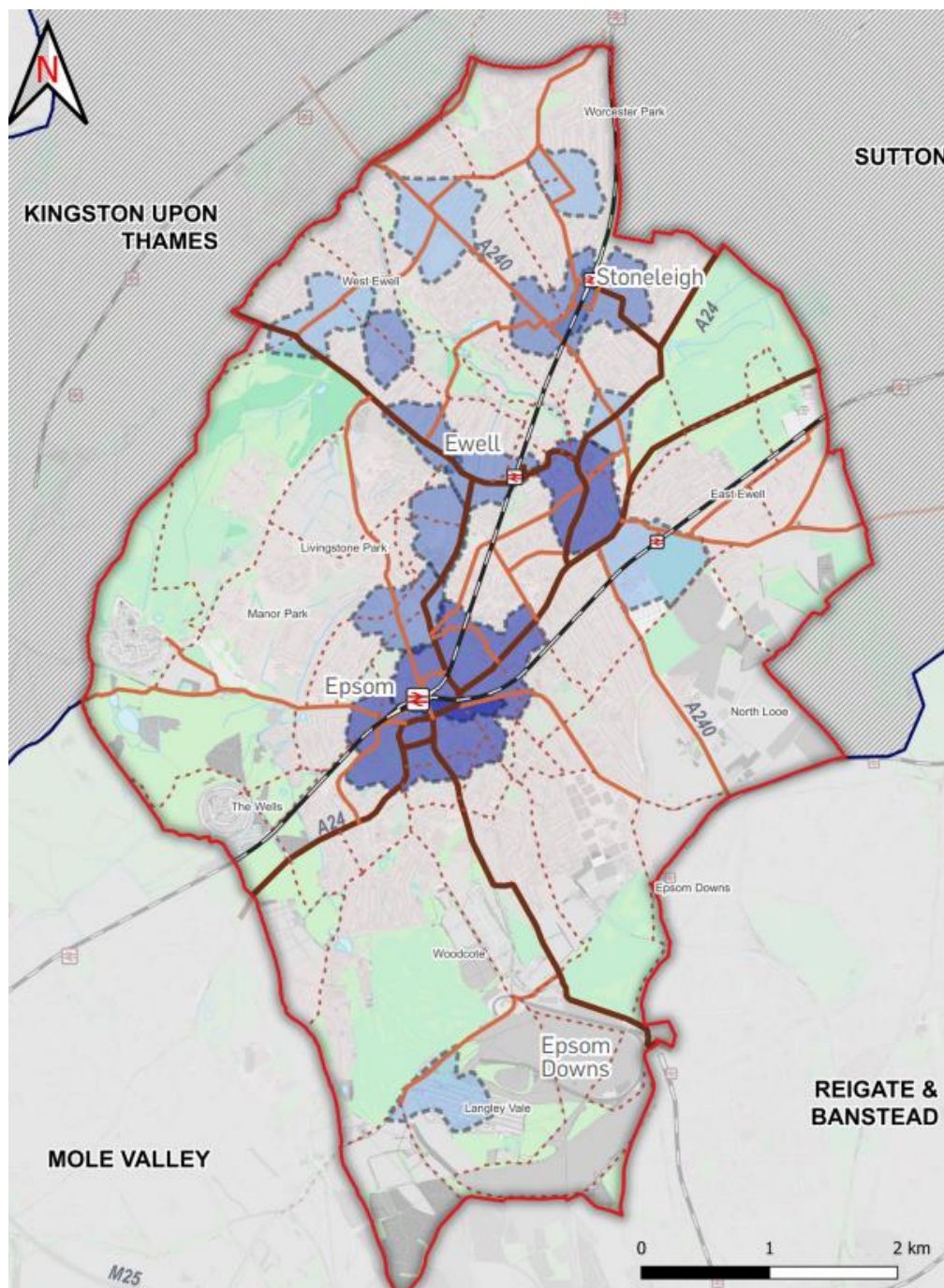
- Surrey County Council
- Epsom & Ewell Borough Council

Sources of information/evidence
• Consultation with Surrey County Council (July 2025) • Epsom & Ewell Local Cycle and Walking Implementation Plan (LCWIP) (September 2024)
Strategic context / key issues
The borough's pedestrian and cycle routes form a valued component of the borough's active and green infrastructure network, which is being identified through the emerging Local Plan. Cycle and pedestrian routes across the borough benefit residents and visitors to the borough by providing access to leisure, recreation, health, education and employment. Being a carbon neutral method of transport, they can assist with helping to reduce carbon emissions. Where cycle ways are shared with either traffic or pedestrians, there are likely to be greater interactions and therefore greater safety considerations and implications for pedestrian, cycle and road users compared with segregated only pedestrian, cycle or road route. If pedestrian, cycle and roads are not perceived to be safe it is likely to act as a barrier to usage of those routes by residents and visitors to the borough. The impact of traffic congestion carbon emissions can also impact on environmental quality and act as barriers to active travel such as walking and cycling, for example in Ewell Village and along the A24.
Existing provision
Epsom and Ewell has a network of paths and cycle lanes for pedestrians and cycle users. Overall, community facilities are within reasonable walking distance of railway stations and residential areas. Improvements to pedestrian areas and roads have been implemented within Epsom's town centre. However, some of the pedestrian and cycle infrastructure within the wider borough is ageing and/or require updating. Some pavements can be narrow, making them difficult to use safely and there is a need to maintain and improve pedestrian routes. Cycle routes and connections across the borough vary in accessibility due to the mix of on road and off road as well as shared cycle ways with either road traffic or pedestrians. Cycle parking facilities are generally located around train stations or town centre/local centres within the borough.

Known planned provision

The Council has worked with Surrey County Council and consultants to develop a [Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) for the borough. This is a ten-year plan which aims to support an uptake in the number of people walking, wheeling and cycling in the borough. The LCWIP is the first step in identifying priorities for future travel investment. Priorities are identified with phase 1 being those areas with a high-level number of interventions identified which could be further developed and implemented. Phases 2 and 3 are part of the aspirational network, which may be developed at a later stage. A map of the phase areas is shown in figure 1.

Figure 1: LCWIP aspirational cycling and walking network (all phases)



KEY

Cycle Corridors

— Phase 1

— Phase 2

- - - Phase 3

Core Walking Zones

■ Phase 1

■ Phase 2

■ Phase 3

■ Railway Stations

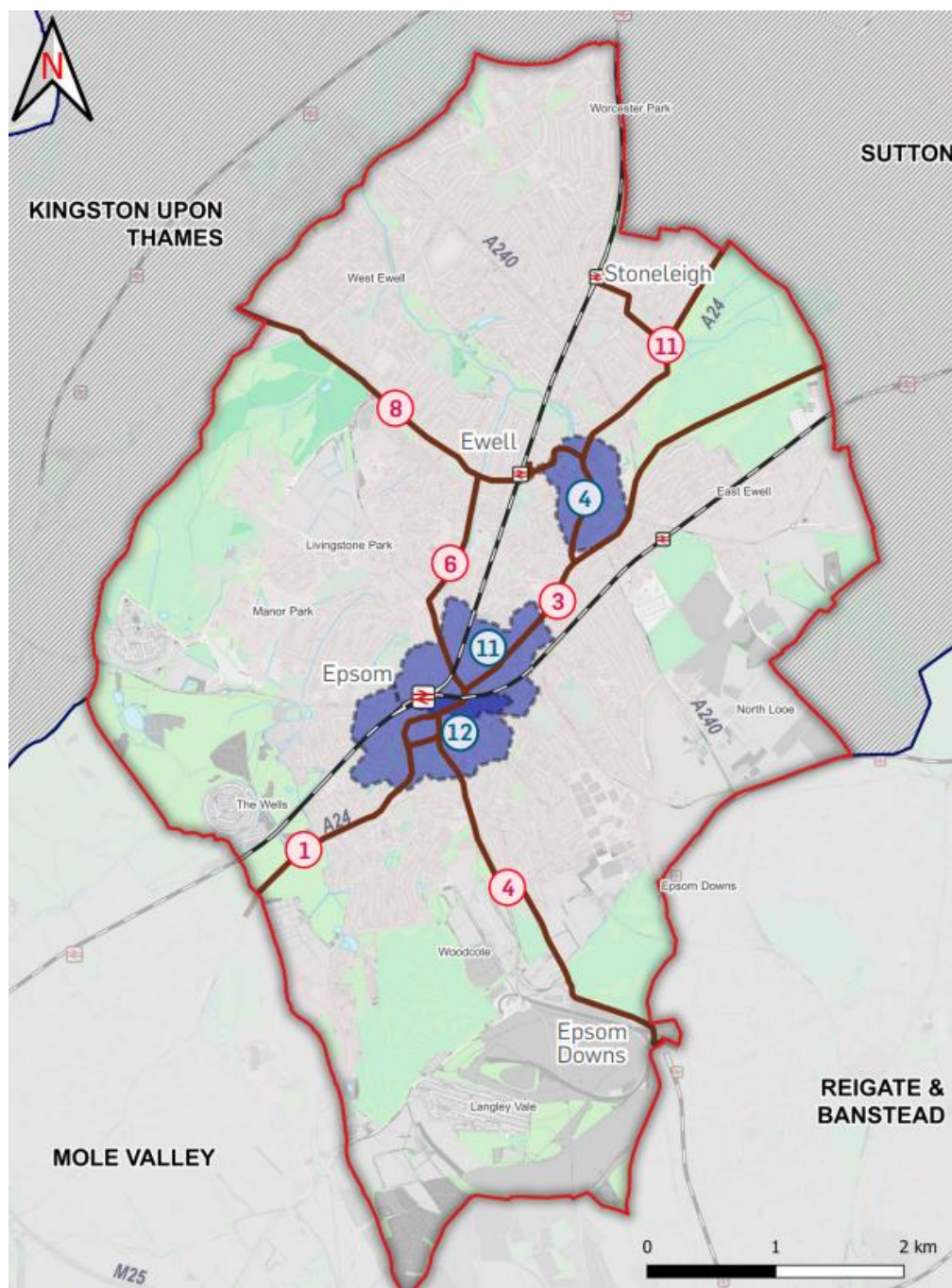
— Railway Lines

□ Epsom & Ewell Borough Boundary

□ District boundaries

/// London Boroughs

Figure 2: Epsom & Ewell LCWIP Prioritised Phase 1 Cycling and Walking Networks



KEY

Cycle Corridors

— Phase 1

Core Walking Zones

— Phase 1

— Railway Stations

— Railway Lines

— Epsom & Ewell Borough Boundary

— District boundaries

— London Boroughs

Epsom & Ewell Borough Council endorsed the LCWIP in September 2024 and it was subsequently approved by Surrey County Council in May 2025. Future stages of the LCWIP will examine potential schemes in more detail and, if appropriate, advance them through subsequent design and delivery stages as funding is available.

Surrey County Council is in the early stages of developing design proposals for Local Street Improvements (LSIs). LSIs can make streets in communities safer, healthier and more attractive, with appropriate vehicle speed limits and improved facilities for walking, wheeling and riding. Work will only focus on improvements within public highway spaces. 19 zones have been identified in the borough and Surrey County Council will undertake design development work for these individual zones. The LSI zones and LCWIP core walking zones will be contiguous.

Surrey County Council has also agreed a county wide Vision Zero Road Safety Capital Investment Programme to allocate funding for highway improvements to reduce road casualties, tackle speeding and make walking and cycling to school easier. This includes a Road Safety Outside Schools Programme, a Speed Management Programme and Road Safety Schemes.

Local Plan impact / future provision

New development can help to bring about improvements to the footpath and cycle path networks either directly through part of a scheme or indirectly through CIL contributions.

Funding

The LCWIP provides indicative high-level costs for the proposed cycling and walking improvements/interventions. These amount to £65,280,000 for the proposed cycle interventions and £49,970,000 for the proposed walking improvements.

There are various potential sources of funding available to deliver improvements identified in an LCWIP. These include funding from the Department of Transport, developer contributions and other government grants such as the Active Travel Fund. CIL funds could potentially be used towards constructing routes.

Potential funding sources for the LSIs include Active Travel England Funding / CIL / developer contributions.

CIL funding of £1 million has been sought to support the detailed design and construction stages of early feasible priority LCWIP schemes, specifically from Phase 1 routes. This equates to 30% of total cost for this specific project.

4.1.5 Electric Vehicle Charging Points

Lead Agencies
• Surrey County Council • Epsom & Ewell Borough Council
Sources of information/evidence
• Consultation with Surrey County Council (August 2025) • Surrey County Council Local Transport Plan (LTP4) • Open Charge Map (open database of electric charging locations) • Zapmap (planning journeys/find and pay for charge points)
Strategic context / key issues
The UK Government has set a target to ban the sales of new petrol and diesel cars by 2035. 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. Recent changes to Building Regulations (2022) require every new home, including those created from a change of use, with associated parking to have an EV chargepoint. For many residents of the borough in existing housing this is not an option which presents a barrier to plug in vehicle adoption. Both Surrey County Council and Epsom & Ewell 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. Surrey's Transport Plan (LTP4) contains policies on Promoting Zero Emissions Vehicles (ZEVs).

Existing provision
Within Epsom, electric vehicle public charging points are available in locations such as golf clubs, the racecourse a small number at petrol stations and supermarkets such as Lidl and some public car parks.
Known planned provision
As part of LTP4, the County Council is developing a zero emission vehicles (ZEV) strategy to enable people to access sustainable vehicles and move to zero emission vehicles (ZEVs). Since 2019 Surrey County Council has been rolling out public chargepoints across the county to enable EV ownership, particularly in areas with limited off-street parking. Following an initial pilot scheme, in May 2022, Surrey was awarded funding from the Office for Zero Emission Vehicles (OZEV)'s On-street Residential Chargepoint Scheme to subsidise the installation of a further 110 chargepoint sockets across six boroughs and districts. These chargepoints are operated by Connected Kerb. Subsequently, in March 2023 Surrey County Council signed a contract with Connected Kerb, to install thousands of public chargepoints across the county over a five year period. Chargepoints will be installed at convenient on-street locations in residential areas and high streets, and in public car parks operated by local councils and eligible public sector organisations. A mix of chargepoints will be installed, depending on location, to suit all needs. A consultation was carried out by Surrey County Council in June 2025 on proposed locations for additional on-street charging provision. Confirmed locations are yet to be announced. Epsom & Ewell Borough Council has worked with the company JoJu Solar to provide electric vehicle charge points within 5 of its public car parks. This was a target within the Council's Climate Change Action Plan, which now seeks to monitor and review their use, with a view to increasing provision where high demand exists.
Local Plan impact / future provision
Public charging point provision in the borough is limited, although increasing. This type of infrastructure needs to be increased to support the uptake of EV vehicles. Recent changes to the Building Regulations will require the provision of EV chargers for new homes and other development built with associated parking. An increased population could increase the uptake of EV vehicles.

Funding
The Office for Low Emission Vehicle (OLEV) On Street Residential Chargepoint Scheme provided initial funding for chargepoints. Connected Kerb are now contracted to install and operate chargepoints across the county. JoJu Solar are contracted to install and operate the charge points within five of Epsom & Ewell's public car parks.

4.2 Utilities and Physical Infrastructure

Summary

Utility service providers need to remain informed well in advance of anticipated new development to ensure the relevant services can be provided. Provision of services is regularly reviewed, and forecasts made to anticipate future demand and manage supply.

- 4.2.1 Utilities include the provision of water, sewage treatment, electricity, gas, telecommunications, waste disposal and recycling. The delivery of utilities is undertaken by private companies on a sub-regional basis except for waste, disposal and recycling which is undertaken by the county and borough council. Utilities areas of provision do not correlate with local authority boundaries.

4.2.1 Water and Wastewater

Lead Agencies

- Water Supply: Thames Water and SES Water (formerly Sutton and East Surrey Water)
- Wastewater: Thames Water
- Industry regulators: include the Office for Water Services (Ofwat), Drinking Water Inspectorate (DWI), the Department for Environment, Food & Rural Affairs (DEFRA) and the Environment Agency
- Water Resources South East (WRSE)

Sources of information/evidence

Water companies Business Plans (updated every five years)

- [Thames Water Business Plan: PR24 2025 to 2030](#)
- [SES Water Business Plan 2025 to 2030 and Long-Term Delivery Strategy](#)

Water companies Water Resources Management Plans (WRMP) (updated every five years)

- [Thames Water: Water Resource Management Plan 2024](#) (2025 to 2075)
- [SES Water Resources Management Plan \(draft\) \(2025 to 2075\)](#)

[Drainage and Wastewater Management Plan 2025 to 2050](#)

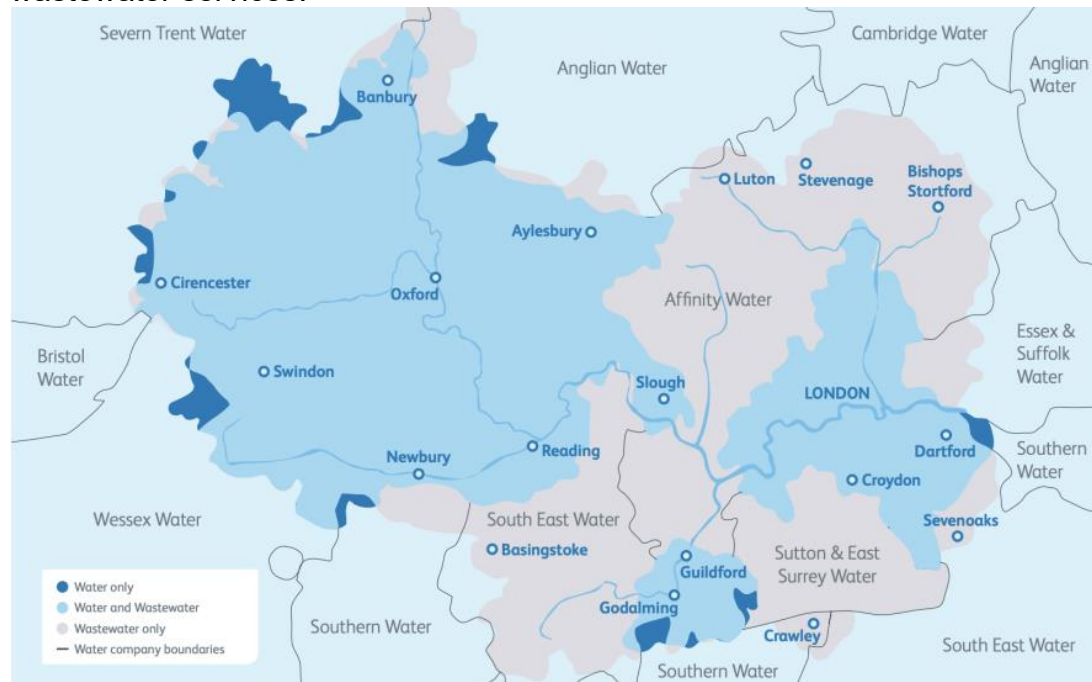
Consultation with Thames Water (August 2025)

Strategic context / key issues

The majority of the borough receives its water supply from Thames Water, while some areas to the east of the borough are supplied by SES Water.

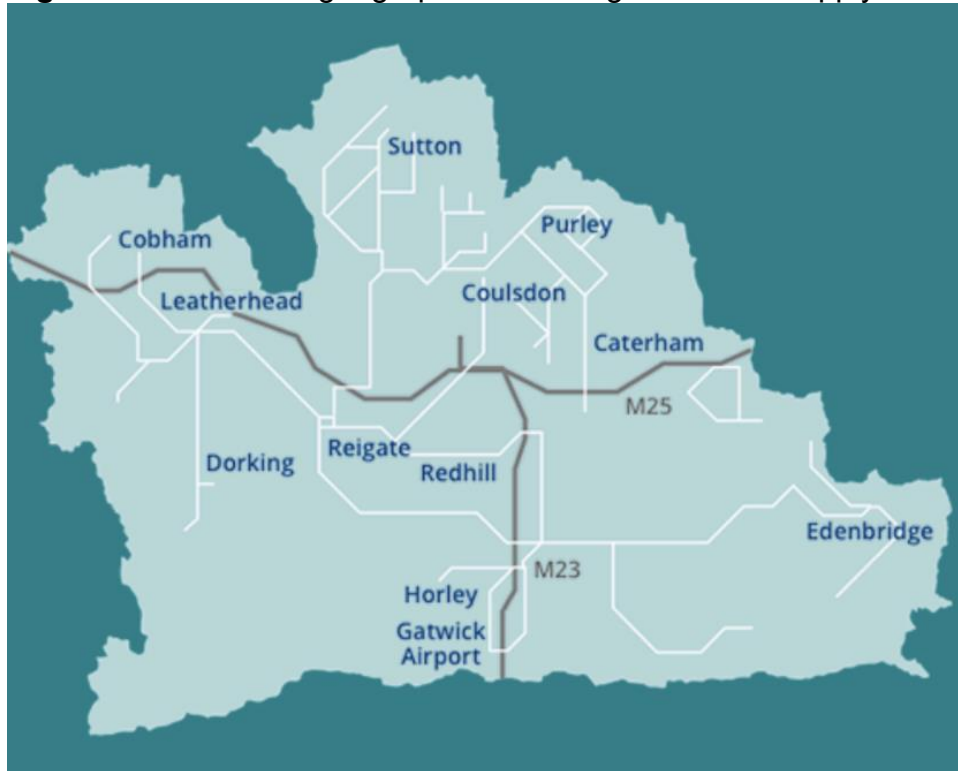
Thames Water is responsible for wastewater / sewage treatment services in the borough.

Figure 3: Thames Water geographical coverage for water supply and wastewater services:



Source: Thames Water

Figure 4: SES Water geographical coverage for water supply:



Source: SES Water

The Environment Agency's role is to monitor both SESW's and TW's environmental related activities, including issuing permits for discharge from sewage works, the supply of drinking water, as well as the role of monitoring water quality.

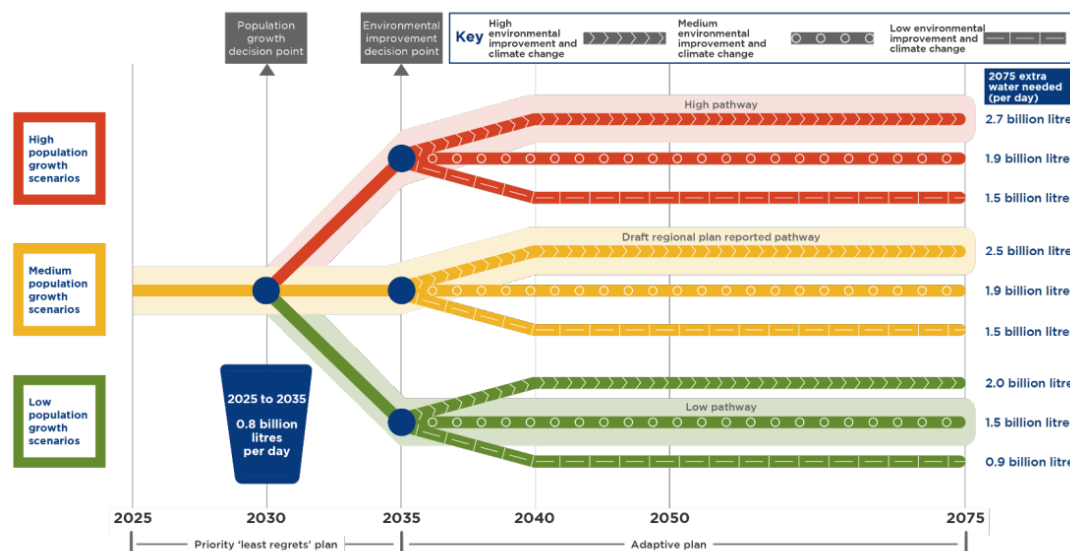
Water Supply

The National Framework for Water Resources (Environment Agency 2020) presented a picture of England's future water needs by 2050, taking account of the water needs of the environment and all water using sectors. It strengthened the role of regional planning, with five regional groups established across England. Each regional group is required to produce a strategic plan which can adapt to future challenges and identify the set of options that present the best value to customers, society and the environment that need to be developed to secure long-term resilience.

WRSE is an alliance of the six water companies that cover the southeast region (this includes Thames Water and SES Water). The aim is to secure water supply for future generations through a collaborative, regional approach to managing water resources. WRSE is producing a Regional Plan, which is currently in draft form, with the final version intended to be published in 2025. The water companies themselves are required to produce Water Resource Management Plans (WRMPs) which set out their intended approach to managing water resources for at least the next 25 years.

WRSE have adopted an ‘adaptive planning process’ to estimate the additional future demand for water resources in the region. This considers several different outcomes and identifies the potential water demands for each.

Figure 5: WRSE Adaptive planning process – future water demand for the south east region:



Both Thames Water and SES Water also set out business plans every five years. These business plans align to the current regulatory framework under which they operate, which at present, is the Asset Management Plan 8 (AMP8).

The Environment Agency has designated the Thames Water region to be “seriously water stressed” which occurs when the demand for water is greater than the supply. Future pressure on water resources will continue to increase with key factors being population growth and climate change.

Wastewater

Thames Water have produced a Drainage and Wastewater Management Plan 2025-2050. This is a long-term strategic plan (to be reviewed every five years), that sets out how wastewater systems, and the drainage networks that impact them, are to be extended, improved and maintained to ensure they are robust and resilient to future pressures.

The plan is split into 13 Catchment Strategic Plans (CSPs) with the [Beddington and Hogsmill CSP](#) being the relevant CSP for the borough.

Existing provision

Thames Water supply area covers over 13,000 sq km. Water supplies are derived from a mix of surface water sources (mostly from large storage

reservoirs supplied from the River Thames and River Lee) and groundwater sources. Thames Water also have a desalinisation water treatment works on the River Thames (Tideway) that can supplement water supplies at times of high demand and/or during drought conditions.

SES Water operates across six river catchments: the Hogsmill, the Wandle, the Darent, the Eden, the Mole, and Beverley Brook. 85% of the water supplied comes from underground chalk and greensand sources. Some of these sources support flows in the Hogsmill, Wandle and Darent rivers - all of which are chalk streams. The remaining 15% is taken from the River Eden in Kent and stored in SES Water's raw water reservoir at Bough Beech near Edenbridge.

SES Water operates eight Water Treatment Works (WTW), none of which are located within the borough of Epsom & Ewell. It also operates 33 pumping stations and 34 operational service reservoirs and water towers.

Surface water and foul sewers exist across the borough but in the south, there are very few existing surface water sewers as ground conditions lend themselves to the use of soakaways in this area.

Known planned provision

Through their Business Plan Thames Water intend to:

- Aim to reduce leakage by 22% compared to the 2019/20 baseline.
- Reduction in per capita water consumption by 5.5% compared to the 2019/22 baseline.
- A 30% reduction in total pollution incidents compared to the AMP7 exit position.
- A reduction in serious pollution incidents from 8 to 4.
- A 28% reduction in storm overflows from compared to the AMP7 exit position.
- Achieve full compliance with discharge permits.

Demand management is the most important component of Thames Water's WRMP24. If Thames Water deliver their demand management programme during the rest of AMP7 and deliver the programme set out for AMP8, then a supply-demand balance will be achieved in all their supply areas up to the year 2030. Beyond 2030 there is a need for new water resources to be developed to increase the resilience of supplies to drought events. This is likely to include the Teddington Direct River Abstraction (DRA) scheme and the South East Strategic Reservoir Option (SESRO), which would involve the creation of a new reservoir near Abingdon, Oxfordshire.

The Beddington and Hogsmill CSP identifies that upgrades to the STW will be required over the next 25 years to ensure treatment capacity keeps pace with growth. No growth upgrades are planned for the AMP8 period 2025-2030. It is anticipated that the Hogsmill STW will be upgraded by 2050.

Through their business plan SES Water intend to:

- Cut leakage by 26.6% and reduce it by more than 62% by 2050
- Reduce water main bursts and have 50% fewer bursts by 2050
- Reduce household customers' average water use by 11%, moving towards the Government's target of 110 litres per person per day by 2050
- Cause no serious pollution incidents and always remain fully compliant with discharge permits.

SES Water anticipate that in the future they may need to develop new supplies of water, which could include increasing abstraction from a groundwater source at Outwood Lane near Chipstead. The capacity of the Bough Beech Reservoir may also need to be increased; but this is dependent on whether demand for water reduces in line with expectations and if population grows at a faster rate than anticipated.

Local Plan impact / future provision

Given the borough is already located within a "seriously water stressed" area, policies within the Local Plan should seek to maximise the water efficiency of new development. For example, adopting higher water efficiency standards as set out in Building Regulations Document G: requirement G2 Water Efficiency.

It is essential that adequate water and sewerage infrastructure is delivered prior to development taking place, in order to avoid unacceptable impacts on the environment. Lead in times for infrastructure should be adequately planned for (for example local network upgrades can take around 18 months to deliver, while sewerage treatment and water treatment works upgrades can take 3 to 5 years to deliver).

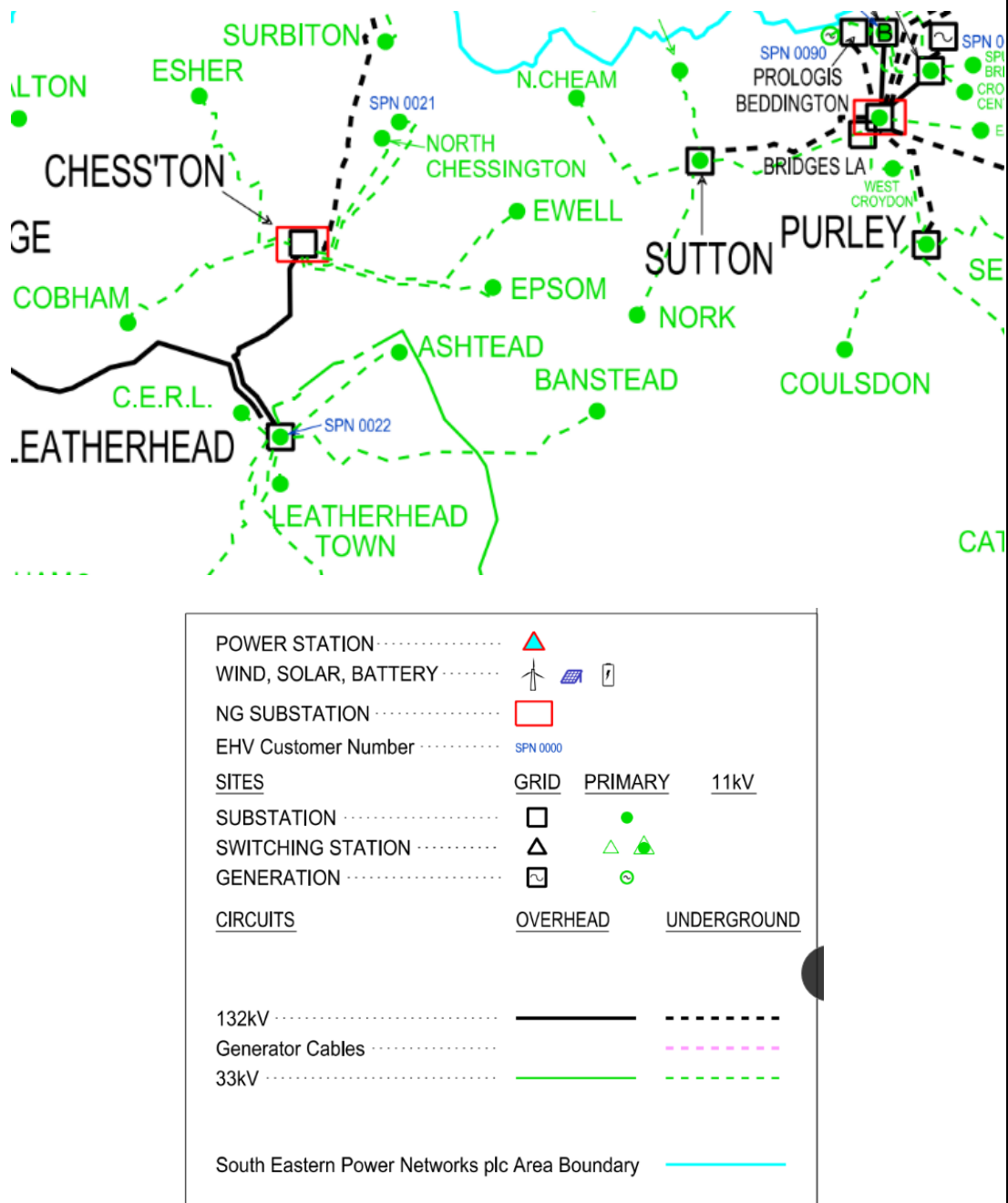
Funding

Water and wastewater network infrastructure reinforcement works are funded by service providers. Such upgrades will be funded by the Infrastructure Charge which is a fixed charge for water and wastewater for each new property connected to the network. Water and wastewater treatment works infrastructure upgrades will be funded through water companies' investment programmes which are based on a 5-year cycle known as the Asset Management Plan process.

4.2.2 Electricity supply

Lead Agencies
• National Grid • UK Power Network
Sources of information/evidence
• UKPN's Long Term Development Statement (November 2025) • UKPN's Network Development Plan (May 2024) • UKPN's Network Scenario Headroom Report for SPN (May 2025)
Strategic context / key issues
National Grid owns and operates the national electricity transmission network across Great Britain, providing electricity supplies from generating stations to local distribution companies. The UK's electricity is provided by eight Distribution System Operators (DSOs). The relevant DSO for Epsom & Ewell is UK Power Networks (UKPN). UKPN covers a broader area, including parts of the East of England, South East of England, and London. To serve these geographies, the UKPN network is divided in three sub-regions – Eastern Power Network Ltd (EPN), London Power Networks Ltd (LPN) and South Eastern Power Networks Ltd (SPN). Epsom & Ewell is within the SPN sub region. Individual households and businesses can choose their own supplier who use the existing network. Each DSO is expected to publish a Long Term Development Statement (LTDS) and a Network Development Plan (NDP). UKPN published its latest LTDS in May 2024 and its latest NDP in May 2024. The NDP also includes a Network Development Report (updated every two years) and a Network Scenario Headroom Report (updated annually).
Existing provision
The LTDS contains a map showing the apparatus within the DSO area. This identifies that there are two primary substations within the borough (Epsom & Ewell), with the Grid Supply Point (GSP) and Grid Substation being located in Chessington.

Figure 6: Extract from the SPN sub region EHV network plan and key:



Source: [UK Power Network](https://www.ukpower.net)

UKPN has, based on their “best-view scenario” modelling, provided an assessment of capacity at each of the substations. This shows where UKPN may need to further reinforce substations or procure flexibility services beyond their existing plans, if the energy system develops as indicated in the future scenarios. For the Epsom and Ewell substations, the headroom is as follows:

'Best view scenario' capacity at the Epsom and Ewell substations:

Substation Name (LTDS)	Voltage	BSP Group	Demand headroom (MW)				
			2025	2027	2029	2031	2033
Epsom 11kv	11	Chessington Grid	3.6	2.4	2.2	1.9	1.3
Ewell 11kv	11	Chessington Grid	13.4	12.7	10	7.3	4.6

Up to 2033 headroom remains, although it is likely to decrease further. The LTDS Report (May 2025), does not identify any interventions being required to increase capacity at either the Epsom or Ewell substation nor the Chessington Grid substation.

Known planned provision

None currently identified.

Local Plan impact / future provision

UKPN monitor provision and produce a Network Development Plan (updated every two years) and a Network Scenario Headroom Report (updated annually).

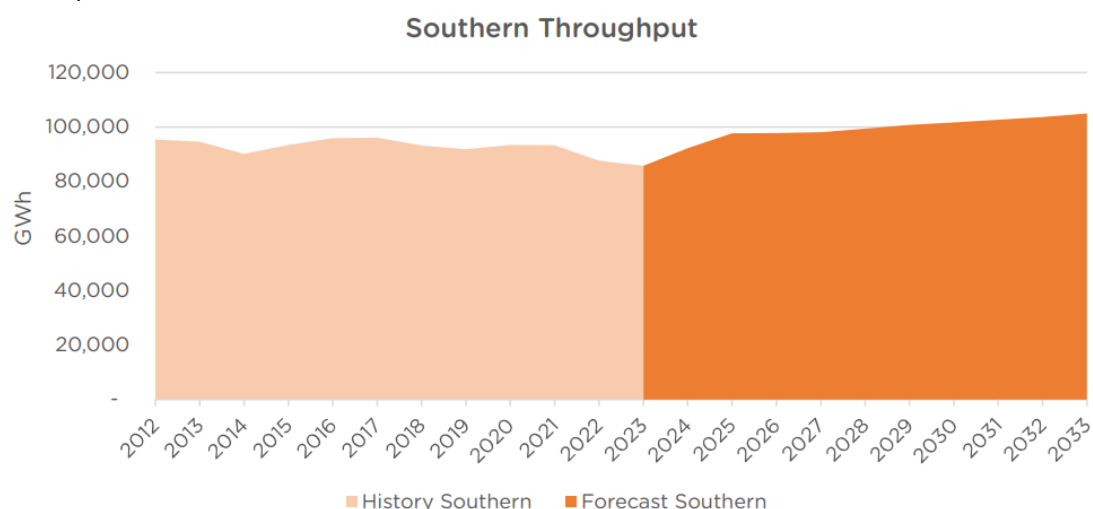
Funding

Energy companies secure funding for infrastructure as a proportion of receipts from customers, regulated by Ofgem, in accordance with agreed investment cycles.

4.2.3 Gas supply

Lead Agencies
• National Gas • Scotia Gas Networks (SGN)
Sources of information/evidence
• SGN Long Term Development Statement (LTDS) (2024)
Strategic context / key issues
Gas is transmitted through a National transmission System (NTS) The UK's gas is provided by eight Gas Distribution Networks (GDNs), which are owned by four different companies. The relevant GDN for the borough is SGN, who split their network across three Local Distribution Zones (LDZs), of which the borough is located within the South-East LDZ. SGN publishes an annual Long Term Development Statement (LTDS), which sets out their methodology for forecasting demand and aligning it with supply. The LTDS is the product of data gathering, analysis and consultations with stakeholders to understand how SGN's business may develop over the next 10 years. SGN published their latest LTDS in October 2024. It states that the extra demand created by new homes is less than would be generally thought. This is mainly because the proportion built year-on-year is small compared to the number of homes already connected to the network. In addition, their thermal efficiency is much better than existing housing stock, resulting in gas demand at around half that of an average older UK home.

Figure 7: Historic and Forecast Annual Demand for Southern LDZs (2012 - 2033):



Source: SGN Long Term Development Statement 2024

The graph shows the forecast annual demand for gas within SGN's network. The report identifies that there will only be a minor average per annum increase in demand of 1.4% from 2024 to 2033. It is noted within the statement that "demand increases overall are dominated by one site in our south LDZ, influencing the forecast."

Existing provision

National Gas owns and operates the high-pressure gas transmission system.
SGN manages the network that distributes natural and green gas to homes and businesses.

Known planned provision

None identified.

Local Plan impact / future provision

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.

Funding

Energy companies secure funding for infrastructure as a proportion of receipts from customers, regulated by Ofgem, in accordance with agreed investment cycles.

4.2.4 Telecommunications

Lead Agencies
- Fixed Network Operators: Openreach and Virgin Media 02 (VM02) - Mobile Network Operators: EE, Three, Vodafone & VM02 - BDUK (Building Digital, UK)
Sources of information/evidence
Think Broadband – Local Broadband Information (independent broadband monitoring) BDUK's Rolling Open Market Review Ofcom's Connected Nations Reports
Strategic context / key issues
The rapid growth in mobile communications in the UK has necessitated upgrades in technology with operators having to continually expand their networks to accommodate services and improve quality. Being a relatively urban area makes it more commercially viable for fixed and mobile operators to install their networks in Epsom and Ewell and the borough does not suffer from the same levels of poor connectivity faced by more rural authorities.
Existing provision
Epsom and Ewell residents and businesses currently have access to some of the highest levels of broadband coverage in the UK. 99.9% can access Superfast (30Mbps+) speeds and 96.5% can access gigabit-capable (1000Mbps+) speeds via technologies such as Fibre to the Premises (FTTP) and DocSIS 3.1. Coverage of mobile (4G and 5G) connectivity is also high in the borough.
Known planned provision
Fixed broadband network operators are continuing to deliver gigabit speeds to as many of the remaining 3.5% premises (many located in multi-dwelling units) as possible. Homes and businesses that do not get upgraded to FTTP by commercial operators may become eligible for public subsidy funding in the future as part of the Government's Project Gigabit Programme. However, there may

be a few premises that may have to investigate alternative technologies such as satellite or 4G/5G.

Local Plan impact / future provision

The Building Regulations 2010 were strengthened in 2022 to make it mandatory for property developers to ensure that new build homes are constructed with support for faster broadband.

Openreach and VM02 already make it cheaper and easier for developers to deploy FTTP. For example, Openreach will deploy FTTP free of charge, into all new housing developments of 19 or more plots.

Funding

Investments will be funded by the developer/service providers.

4.2.5 Waste Management and Disposal

Lead Agencies
• Surrey County Council • Epsom & Ewell Borough Council
Sources of information/evidence
• The Surrey Waste Local Plan 2019-2033 (2020) • Surrey Online Map Viewer • Surrey Environmental Partnership 2025 • Consultation with Surrey County Council (October 2024)
Strategic context / key issues
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. Epsom & Ewell Borough Council also collects business waste, for a separate charge, where requested by local businesses. Surrey County Council is the Waste Disposal Authority, which involves arranging for the acceptance of municipal waste collected by the district/borough 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, within the Longmead industrial estate. Surrey County Council are preparing a new Minerals and Waste Plan to provide an up-to-date minerals and waste planning framework for a period of 15 years. This will replace the existing Surrey Minerals Plan 2011 and the Surrey Waste Local Plan 2020. The overarching aims of the Surrey Waste Local 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. People wishing to visit Surrey's 15 Community Recycling Centres (CRCs) need to prove that they are a Surrey resident as non-residents pay for disposal of waste at a Surrey CRCs. All users, including Surrey residents are charged to dispose of non-household waste such as tyres and larger quantities of construction waste.

In recent years, modifications have been made to the layout of the Epsom 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. Over time refuse vehicles will require repair and upgrade as they become older.

In 2018 the government announced its [National Waste Strategy for England](#). Three key strategy elements are proposed that are likely to significantly impact councils: Extended Producer Responsibility (producers pay councils to collect packaging waste, paying more if less is recyclable); Deposit Return Scheme (consumers take drinks containers to recycling points to reclaim a deposit); Consistency of Collections (all councils collect waste in the same way).

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 (commercial facility)
- Mid-Surrey Farm, 133 Reigate Road, Ewell – operational waste site engaged in the biological treatment of waste and soil recycling (commercial facility)
- Epsom & Ewell Borough Council has a fleet of 13 refuse and recycling vehicles.

Known planned provision

None currently identified.

Local Plan impact / future provision

Community Recycling Centre (CRC)

There has been a significant reduction in total waste brought to Community Recycling Centres across Surrey. It has reduced from a total of 140,000 tonnes per year across all 15 CRCs in 2015/16 to around 85,600 tonnes in 2023/24. 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 (within the Borough of Reigate and Banstead) 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 pressure on the existing fleet of refuse and recycling vehicles. It seems highly likely that, within the next few years, Epsom & Ewell Borough Council will need to increase the number of collection vehicles that it operates, with an associated operational cost increase.

The Surrey Waste Local Plan 2019-2033 Identifies Longmead Industrial Estate in Epsom as an Industrial Land Areas of Search site suitable for a range of potential waste management facilities.

These locations are not specifically safeguarded for waste management development, however any existing waste management facilities within these locations are safeguarded.

The National Waste Strategy 2018

The outcome of the national waste strategy could have a significant impact on the numbers and types of refuse and recycling collection vehicles employed by councils, and the costs of collecting and processing waste. Extended Producer Responsibility ('pEPR' – packaging producers pay councils to collect packaging waste), the Deposit Return Scheme' (DRS – will allow residents to take bottles and cans to a return point, e.g. shop, and claim a deposit rather than put them in their recycling bins), and the Emissions Trading Scheme (ETS – Waste Disposal Authorities paying for the carbon impact of incinerated waste) could have significant impacts, especially in terms of cost, with these schemes due to launch between 2025 and 2028.

Funding

Surrey County Council and Epsom & Ewell Borough Council.

4.2.6 Flood Risk Management

Lead Agencies
• Environment Agency (Kent and South London Region) • Surrey County Council (Lead Local Flood Authority) • Epsom & Ewell Borough Council • Thames Water • Hogsmill Catchment Partnership
Sources of information/evidence
• Strategic Flood Risk Assessment (SFRA) Level 1 & Level 2 (2024) • <u>Surrey County Council Section 19 Investigations of flooding incidents</u> • <u>Surrey County Council Local Flood Risk Management Strategy</u>
Strategic context / key issues
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. The main cause of flood risk in the borough is from surface water flooding. This mainly occurs during intense or prolonged rainfall which exceeds the design standard of the drainage system. There is a foul water flooding issue related to the storm overflow discharges in the River Hogsmill from the Thames Water Hogsmill storm tanks.
Existing provision
In association with the West Park development two balancing ponds and a wetlands have been created as part of a SUDs scheme to address surface water runoff. Work has also been carried out by the South East Rivers Trust to remove concrete weirs and naturalise confluences of the River Hogsmill & its tributaries. Within Nonsuch Park a balancing pond exists which helps to manage flow into the Ewell Court Stream/Lake. Currently the pond is overgrown and silted up.

Wetlands have been created as part of the Chamber Mead Project on Green Lanes Stream. The primary objective of the scheme is to improve the ecological and chemical quality of the Hogsmill River.

Known planned provision

There is the potential for additional wetland creation opportunities within the Hogsmill local nature reserve.

Natural flood management scheme is being investigated in the Northey Fields area to help slow flow along the surface water route.

Thames Water has plans to upgrade and increase the capacity of the Hogsmill storm tanks by 2031. This will reduce discharges from the sewage treatment works and would also reduce the effect on new development on discharges from the works.

Local Plan impact / future provision

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

Funding

A multi-agency holistic approach to flood risk and drainage management will help to align funds throughout the catchment to reduce flood risk, improve drainage and provide additional benefits.

Sources of funding may include: Environment Agency Grants, Surrey County Council, Thames Water, CIL / S106 contributions, Proposed site allocations

4.3 Education

Summary

Engagement with Surrey County Council as local education authority has indicated that there is likely to be a surplus of primary and secondary places within the borough by the end of the Plan period. This is primarily due to the decrease in birth rate.

The occupancy of Early Years childcare places is reported to be 'healthy', although demand may increase due to the expansion of funding entitlements for eligible working families. This is difficult to quantify. There has been a significant increase in demand for specialist SEND places across Surrey over recent years, which the County Council is addressing.

The situation in relation to education provision will be monitored and kept under review.

- 4.3.1 Surrey County Council (SCC) is the local education authority covering early years, primary and secondary education. SCC has a range of statutory duties and responsibilities including a statutory duty to secure sufficient school places, ensuring that every child has access to a school place. This is achieved through forecasting demand for school places to identify an appropriate balance between supply and demand.
- 4.3.2 SCC also has a duty to ensure that sufficient and appropriate education and training opportunities are accessible to the 14 - 19 age group and to ensure an adequate supply of Special Educational Needs and Disability (SEND) places to meet the needs of pupils in the borough.
- 4.3.3 The Childcare Act 2006 places a duty on local authorities to secure sufficient childcare for working parents and provide information, advice and assistance to parents. SCC are responsible for ensuring parents can access the early years funded entitlement. SCC does not have a duty to provide the childcare and early years provision themselves and the majority of childcare and early years places are provided by the private, voluntary and independent (PVI) sector.

4.3.1 Early years provision (ages 0-5 years)

Lead Agencies

- Surrey County Council
- Charitable and private sector providers

Sources of information/evidence																				
• Consultation with Surrey County Council (July 2025) • Childcare Sufficiency Assessment (October 2024)																				
Strategic context / key issues																				
Early years childcare provision is defined as any form of care for a child that is paid for or is funded, including education and any other supervised activity. Parents can access early years funded entitlements from the term after their child turns 9 months (according to eligibility) through various providers such as: day nurseries, sessional pre-school, extended day pre-school, nursery units of independent schools, school run nursery classes, Surrey maintained and academy nursery schools and some childminders. All parents of three- and four-year-olds can access a universal entitlement of 15 hours a week funded early education and childcare (over 38 weeks per year). Eligible working parents are also able to access 15 hours of funded early education and childcare, for 3- and 4-year-olds this is in addition to their universal entitlement. Families eligible for Funded Early Education for Two-Year-Olds (FEET) can access 15 hours of funded early education and childcare over 38 weeks per year. This funding is to support the 40% most disadvantaged families in Surrey and is part of the Government's early intervention strategy. From September 2025 eligible working parents of children aged 9 months and above will be able to access 30 hours of funded early education and childcare. For 2024-2025, the population of 0-4 year olds in Surrey was projected to be 60,425 children. This is then projected to steadily decrease over the coming years, with a population of 59,461 children by 2029-2030. The table below shows information relating to the childcare places available in the borough and the demand for these. <table border="1"> <thead> <tr> <th>Epsom & Ewell</th><th>All under 5s childcare places</th><th>Funded only under 5s childcare places</th></tr> </thead> <tbody> <tr> <td>Population 0-5</td><td>4302</td><td>4302</td></tr> <tr> <td>Demand</td><td>2110</td><td>2110</td></tr> <tr> <td>Places available</td><td>2424</td><td>1676</td></tr> <tr> <td>Places taken up</td><td>1903</td><td>1195</td></tr> <tr> <td>Occupancy rate</td><td>79%</td><td>71%</td></tr> </tbody> </table> Source: SCC Childcare Sufficiency Assessment 2024			Epsom & Ewell	All under 5s childcare places	Funded only under 5s childcare places	Population 0-5	4302	4302	Demand	2110	2110	Places available	2424	1676	Places taken up	1903	1195	Occupancy rate	79%	71%
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Places available	2424	1676																		
Places taken up	1903	1195																		
Occupancy rate	79%	71%																		
Existing provision																				

The breakdown of the type of childcare places available in the borough is provided below:

Childcare Type	Funded and Unfunded	Funded only
Childminder	306	237
Maintained and Academy Schools	572	572
Nursery Schools and Nursery Class	0	0
Pre-School Playgroup	62	60
Independent School (nursery unit)	175	125
Extended Day Play Group	240	226
Day Nursery	1069	456
Total	2424	1676

Source: SCC Childcare Sufficiency Assessment 2024

The overall density rate of funded and unfunded childcare places in Epsom & Ewell is 56%. This means for every 100 children aged under five years, there are 56 childcare places available. The occupancy of childcare places is reported to be 'healthy' for all childcare places and funded only childcare places.

Known planned provision

None currently identified.

Local Plan impact / future provision

Consideration will need to be given to the types of housing being developed, to meet the needs of the families who reside there i.e. more term time sessional preschools or extended day provision is required for developments that contain higher numbers of social housing compared to day nurseries that may be required for high numbers of higher income working households.

Due to the expansion of funding entitlements for eligible working families, it is anticipated that there may be some early years settings who may wish to expand. The demand for this is difficult to quantify.

Funding

No specific funding gap identified, although CIL may be requested if additional provision is required to support housing growth.

4.3.2 Primary Education

Lead Agencies
Surrey County Council
Sources of information/evidence
- Consultation with Surrey County Council (July 2025) Surrey County Council School Organisation Plan (2025 to 2035)
Strategic context / key issues
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. Surrey County Council produces a School Organisation Plan, which highlights the likely demand for school places over a ten-year period and likely strategies or changes that may be required to both meet the statutory duty to provide sufficient school places and ensure the sustainability of all schools. Surrey's current school organisation plan covers the period 2024 to 2034. The School Organisation Plan identifies that Surrey has largely followed the national trend with regards to births - the county experienced an increase in births, with growth of 22% in the decade between 2002 and the peak in 2012, followed by a significant birth decline from 2013. With the exception of 2021, the number of births in Surrey have continued to decline since and in 2023 the birth rate was the lowest in the county since the 1980s, with a decline of 19% from the peak in 2012. The decline in birth rate means that Surrey has seen a fall in the number of pupils in primary education in the county, with year groups Reception to Year 2 being the most significantly affected. Any growth in the number of primary pupils over the next three to four years is expected to be generated by additional pupils created from new housing, with underlying demographic trends remaining generally static. Any long-term increases in pupils are expected to come primarily from new housing. New housing developments will result in an increase in the number of pupils that need a place at Surrey schools.
Existing provision

Within the borough there are 19 primary phase schools, 7 of which have pre-school/nursery provision.

Known planned provision

None currently identified.

Local Plan impact / future provision

Surrey County Council have forecast the potential impact of the Regulation 19 Local Plan growth on demand for primary school places, years reception to 6. The forecasts include demographic trends - the birth rate and GP registration data - and the effects of pupil movement trends (between schools, in and out of boroughs/districts/county). The school-based forecasts reflect the number of pupils who are forecasted to attend schools geographically based in the borough of Epsom and Ewell.

The forecast for the Regulation 19 Local Plan scenario is set out below.

School Year	Year R-6 places	Year R-6 forecasts	Surplus / deficit	Difference to base pupil projections*
2025-26	7,196	6,901	295	0
2026-27	7,196	6,816	380	0
2027-28	7,196	6,711	485	0
2028-29	7,196	6,655	541	0
2029-30	7,196	6,549	647	0
2030-31	7,196	6,483	713	15
2031-32	7,196	6,474	722	55
2032-33	7,196	6,368	828	89
2033-34	7,196	6,263	933	113

*Base pupil projections are normal growth without the Regulation 19 Local Plan allocations

The increase in demand attributed to the Regulation 19 Local Plan during the forecasting period happens in the last four years, where the pupil projections increase from the base projections by 272 pupils. This increase is across all schools and all year groups and is more than adequately catered for by the existing latent capacity in the current school estate in the borough.

However, it should be noted that the current demographic trend sees a diminishing primary aged population as the birth rate in the county continues to decline. Should the birth rate begin to rise again, or if the underlying demographic trends shift, this may alter the capacity of the current school estate to accommodate additional children yielded from housing and these scenario projections will need to be reviewed.

Funding
No specific funding gap currently identified.

4.3.3 Secondary Education

Lead Agencies
Surrey County Council
Sources of information/evidence
- Consultation with Surrey County Council (July 2025) Surrey County Council School Organisation Plan (2024 to 2034)
Strategic context / key issues
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. Surrey County Council produces a School Organisation Plan, highlights the likely demand for school places over a ten-year period and likely strategies or changes that may be required to both meet the statutory duty to provide sufficient school places and ensure the sustainability of all schools. Surrey's current school organisation plan covers the period 2024 to 2034. The School Organisation Plan identifies that Surrey has largely followed the national trend with regards to births - the county experienced an increase in births, with growth of 22% in the decade between 2002 and the peak in 2012, followed by a significant birth decline from 2013. With the exception of 2021, the number of births in Surrey have continued to decline since and in 2022 the birth rate was the lowest in the county since 2002, with a decline of 17.5% from the peak in 2012. While the decline in birth rate means that Surrey has seen a fall in the number of pupils in primary education in the county, the secondary sector continues to see increasing numbers of pupils as the larger primary cohorts from the birth peak now transfer into secondary education. However, this is expected to fall over the next five years as the impact of the lower birth rate makes its way into secondary schools. Any long-term increases in pupils are expected to come primarily from new housing. New housing developments will result in an increase in the number of pupils that need a place at Surrey schools.
Existing provision
There are 4 secondary schools within the borough where Surrey County Council act as the local education authority.:

Blenheim High School (Blenheim Academy)
 Epsom & Ewell High School (Bourne Education Trust)
 Glyn School (Boys) (GLF Schools)
 Rosebery School (Girls) (GLF Schools)
 All of these schools provide post-16 provision.

Nonsuch High School for Girls, a selective school is also within the borough. Whilst this secondary academy falls under the neighbouring local education authority (the London Borough of Sutton), it nevertheless meets and supports need generated within the borough.

Known planned provision

None currently identified.

Local Plan impact / future provision

Surrey County Council have forecast the potential impact of the Regulation 19 Local Plan growth on demand for secondary school places, years reception to 6. The forecasts include demographic trends - the birth rate and GP registration data - and the effects of pupil movement trends (between schools, in and out of boroughs/districts/county). The school-based forecasts reflect the number of pupils who are forecasted to attend schools geographically based in the borough of Epsom and Ewell.

The forecast for the Regulation 19 Local Plan scenario is set out below.

School Year	Year 7-11 places	Year 7-11 forecasts	Surplus / deficit	Difference to base pupil projections*
2025-26	4,696	4,640	56	0
2026-27	4,748	4,711	37	0
2027-28	4,800	4,735	65	0
2028-29	4,800	4,728	72	0
2029-30	4,800	4,798	2	0
2030-31	4,800	4,776	24	3
2031-32	4,800	4,706	94	8
2032-33	4,800	4,691	109	16
2033-34	4,800	4,644	156	23

*Base pupil projections are normal growth without the Regulation 19 Local Plan allocations

The increase in demand attributed to the Regulation 19 Local Plan during the forecasting period happens in the last four years, where the pupil projections increase from the base projections by 50 pupils. This increase is across all schools and all year groups. Although there is a smaller amount of latent capacity in the current secondary school provision compared to

primary, the number of additional secondary aged children is significantly smaller and so therefore can be accommodated in the current provision.

However, it should be noted that the current demographic trend sees a diminishing primary aged population as the birth rate in the county continues to decline. Should the birth rate begin to rise again, or if the underlying demographic trends shift, this may alter the capacity of the current school estate to accommodate additional children yielded from housing and these scenario projections will need to be reviewed.

Funding

No specific funding gap currently identified.

4.3.4 Post 16 Education/Training

Lead Agencies
Surrey County Council
Sources of information/evidence
- Consultation with Surrey County Council (August 2025) Surrey County Council School Organisation Plan (2025 to 2035)
Strategic context / key issues
Under the Raising the Participation Age legislation, all young people have a duty to continue in education or training until their 18th birthday. This may be remaining in full time education; undertaking an apprenticeship or supported internship; if they are employed or volunteering (for 20 hours or more per week), enrolling in accredited part time education or training.
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 (not state funded) as well as higher education. The UCA has recently expanded its education provision having implemented planning permissions for the use of The Wells, Church Street for education purposes. Epsom College, an independent school providing education up to the age of 18 is also available, along with Laine Theatre Arts offering courses in the performing arts.
Known planned provision

A hybrid planning application (part full part outline) has been received (August 2024) for the redevelopment of the former gas holder site within Epsom Town Centre. This includes the demolition and re-provision of the Laines Theatre Arts building, comprising 6,000sqm of new floorspace.

Local Plan impact / future provision

Projection of demand is more complex for the post-16 age group due to the increased breadth of learner choice compared to those of statutory school age. Potential future demand is determined through analysis of population projections, provider capacity, funding allocations, travel to learn patterns and trends in participation at borough level. Availability of opportunities such as apprenticeships and supported internships are dictated by the labour market and as such can fluctuate creating unexpected pressures in other areas of provision.

The demand being seen within the secondary sector is increasing the pressure on Surrey's post-16 education and training market, further impacted by Surrey being a net importer of learners from neighbouring authorities. Demand is not uniform across the county and there will be pockets of local pressure, particularly in relation to availability of specific sector subject areas. Recent growth in demand for EHCPs is also increasing the pressure on providers offering specialist programmes designed for learners with additional needs and disabilities.

Surrey County Council will work with education and training providers alongside local employers to ensure that all young people are encouraged and supported to participate in education and training leading towards sustained employment. This will require a balanced increase in places within school sixth forms and colleges as well as work-based learning opportunities which accommodate learner choice whilst also meeting skills gaps identified by local employers.

The UCA have planning permission for the use of Parkside House, Ashley Road for education purposes.

Funding

No specific funding gap currently identified.

4.3.5 Special Education Needs and Disabilities (SEND) provision

Lead Agencies
Surrey County Council
Sources of information/evidence
- Consultation with Surrey County Council (July 2025) <u>Surrey County Council School Organisation Plan (2024 to 2034)</u>
Strategic context / key issues
In projections for specialist school places for children with Education, Health and Care Plans (EHCP), Surrey uses the same basic demographic projections as for mainstream pupils and these are underpinned by the same birth, population, and housing data. Pupil movement trends are also determined in a similar way, using information from the school census alongside the council's pupil level information. However, whilst the proportion of children with an EHCP attending a mainstream educational setting is included as part of our mainstream projections, the demand generated by those children whose needs mean they require a specialist school place is projected separately. Additional information relating to a child's special educational need, such as their primary need, must be considered, and a much broader range of educational settings, including those in the maintained, academy, non-maintained and independent sectors, are fed into these projections. Specialist school place demand is currently analysed for each of Surrey's four quadrants (North East, North West, South East and South West) rather than smaller scale planning areas, because it involves a significantly smaller number of pupils and because there is also a wider range of educational provision available. In Surrey, as is the case nationally, specialist provision does not just meet the needs of learners in the immediate surrounding area, so it has a far wider intake than most mainstream schools. Specialist place sufficiency planning is also informed by detailed local knowledge enhanced through consultation with parents and carers and good relationships with local schools. This supports the strategic approach to evidence-informed place planning. Since 2015, the number of pupils with an EHCP in Reception to Year 14 (ages 4 – 19 years) whose EHCP is maintained by Surrey and who require a specialist school place has more than doubled. Prior to this, pupils' additional needs and disabilities were identified in a Statement, and in the

five years from 2010, there was growth of only 5% in the number of Surrey pupils with a Statement. This increase in growth can potentially be attributed, in part, to the increase in the birth rate, the changes brought about by the Children and Families Act and the SEND Regulations in 2014, the 0-25 SEND Code of Practice in 2015, and the improvements to earlier identification of need.

However, demand is not uniform across the county and there are some areas where there are currently insufficient places to cater for some SEND need types. Developing and maintaining high quality specialist provision in Surrey is therefore vital to ensure placements for the county's most vulnerable children and young people who have complex additional needs and disabilities and who require specialist educational provision.

The number of maintained specialist school places in year groups Reception to Year 14 across Surrey has grown significantly by 28% over the past five years from around 3,320 in 2019 when the Capital Programme started to around 4,240 places in 2024. Surrey County Council's Safety Valve Agreement with the Department for Education, which aims to eliminate the council's Dedicated Schools Grant High Needs Block (DSG HNB) deficit, includes a condition to deliver an ambitious Special Education Needs and Disabilities (SEND) and Alternative Provision (AP) Capital programme that will improve the long-term sufficiency of state-maintained specialist educational provision that meets the needs of communities across Surrey. Between 2019 and 2023 Surrey's Cabinet approved the strategies and capital investment of £260 million for the SEND and AP Capital Programme. With this investment, the programme is aiming to deliver a total of 2,440 permanent additional specialist school places across the county between 2019-2027 to create capacity for 5,760 places by 2030/31, which represents growth of 73% from 2019.

Existing provision

For the 2023/24 academic year, within the borough:

Specialist (years R-14) school places	Specialist (years R-14) pupils on roll
222	200

	Specialist (years R-14) pupils on roll
Boys	165
Girls	35

As of 2022-2023 there were 715 pupils in years R-11 with an EHCP residing in Epsom and Ewell. Of these pupils approximately 44% require a specialist school or centre place. The most prevalent of all need types for primary phase pupils in Epsom and Ewell is for speech, language and communication (SLCN) whilst for secondary phase pupils it is autistic spectrum disorder (ASD).

In May 2024, there were 148 students with an EHCP attending special schools in Epsom and Ewell. They lived in the following areas:

Location	Number
Epsom and Ewell	41
Other borough in North East Surrey (Elmbridge or Spelthorne)	49
Elsewhere in Surrey	51
Out of county	7

In May 2024, there were 52 children with an EHCP attending a specialist unit attached to a mainstream school in Epsom and Ewell. They lived in the following areas:

Location	Number
Epsom and Ewell	23
Other borough in North East Surrey (Elmbridge or Spelthorne)	10
Elsewhere in Surrey	12
Out of county	7

Known planned provision

Surrey County Council are investing £260 million between 2019/20 and 2027/28 in the SEND and Alternative Provision (AP) Capital Programmes. Part of this has involved the opening of the Philip Southcote school satellite site at Epsom & Ewell High School for September 2024 and the creation of a specialist SEN unit at Epsom Primary.

Planning permission was granted in August 2024 for a non-maintained/independent specialist SEND school at Wells House, Spa Drive.

Local Plan impact / future provision

Council will continue to consult with Surrey County Council on SEND needs and provision within the borough.

Funding

No specific funding gap currently identified.
Should future needs be identified, CIL may be a source of funding.

4.4 Health

Summary

Responses from the NHS Surrey Heartlands have identified an increase in demands on healthcare services within the borough. For primary healthcare, meeting this additional demand may be achieved through investing in existing facilities or, where appropriate, building new facilities. For secondary healthcare a new specialist emergency care hospital in Sutton is to be delivered through the Build Your Future Hospital programme, alongside significant investment in Epsom and St Helier hospitals to modernise facilities.

- 4.4.1 NHS Surrey Heartlands Integrated Care Board (ICB) was established in 2022. As part of the Health and Social Care Act (2022) Surrey Heartlands Integrated Care System, which brings together wider health, social care and voluntary sector partners, also became a legal entity in 2022, with statutory roles and responsibilities. Epsom and Ewell as a borough in Surrey is served by the Surrey Heartlands ICS.
- 4.4.2 NHS Surrey Heartlands is responsible for planning and buying (or commissioning) healthcare for people within its area. It commissions services for around 1.1 million people, which is about 90% of the total population of Surrey. Previously, this was role undertaken by Clinical Commissioning Groups, which were abolished when ICBs were created.
- 4.4.3 NHS Surrey Heartlands receives money from central government to buy health and care across a range of different areas including local hospitals, community services, social care, ambulance services, mental health care and many other services. The ICB has also taken on some areas of commissioning that previously sat with NHS England. This includes the commissioning and arranging of primary medical services, dentistry (primary, community and secondary services), community pharmacy and general ophthalmology (eye care services).
- 4.4.4 Since the Health and Social Care Act 2012, Surrey County Council became responsible for a number of Public Health functions (2013):
- Health improvement for the population of Surrey – especially for the most disadvantaged.
 - Providing information and advice to relevant agencies (including schools and care homes) to ensure all parties respond effectively to protect the health of the local population. This supports the UK Health Security Agency, the agency who leads the local health protection response. Health protection issues can include flooding and threats of infectious diseases.

4.4.5 This section is divided into two sections relating to primary healthcare and secondary healthcare provision.

4.4.1 Primary health infrastructure

Lead Agencies
NHS Surrey Heartlands Integrated Care Board (ICB)
Sources of information/evidence
Consultation with NHS Surrey Heartlands (July 2025)
Strategic context / key issues
An ICS is formed of health and social care organisations working in partnership with local councils, the voluntary sector and wider partners. Together, they take collective responsibility for managing resources and improving the health and wellbeing of the population they serve. GP surgeries operate within a Primary Care Network (PCN), where practices work together as part of a wider group to plan and deliver local services.
Existing provision
The Borough currently has 1 Community Hospital at West Park and 9 GP practices, which operate under two PCNs. PCN: Epsom: - Ashley Centre Surgery - Derby Medical Centre - Fountain Practice - Shadbolt Park House Surgery - Spring Street Surgery PCN: The Integrated Care Partnership (consists of four practices across four surgeries) - Cox Lane Surgery - Stoneleigh Medical Centre - Fitznells Manor Surgery - Alexandra Road

A new health facility at Horizon House, Upper High Street, Epsom opened in 2022. The facility supports office accommodation for Epsom General Hospital and ICS staff on the upper floors and Mental Health therapies on the Ground and First Floors.

The Ashley Centre Surgery relocated in 2022, to a new fit for purpose healthcare facility in Ashley Road.

There are 15 dental practices who are NHS providers:

- 1 Church Street Dental Practice, 1 Church Street
- Alexandra Dental Practice, 43 Alexandra Road
- Bourne Hall Dental Practice, Bourne Hall Medical Centre
- Bright Smile Dental care, 76 East Street
- Clocktower Dental clinic, 88 High street
- Oasis Dental Care, 12 Church Street
- Epsom Dental Surgery, 39 Dorking Road
- Harland and Dear Dental Surgeons, 2 Newbury Gardens
- Horton dental Practice, 165-165a Ruxley Lane
- Howell Hill Dental Practice, Cheam Road
- IDH Epsom, 38b Ashley Road
- Kingston Road Dental Surgery, 175 Kingston Road
- Surrey Dental Surgery, 21 Manor Green Road
- The Parade Dental Practice, 177 Kingston Road
- Waterloo Road Dental Surgery, 37 Waterloo Road

There are 4 opticians within the Borough:

- Bayfields Opticians, 68 High Street, Ewell
- Specsavers Kiln Lane, Sainsburys Supermarket
- Leightons Opticians, 88 High Street, Epsom
- Specsavers, Unit 3, 22-28 High Street, Epsom

There are 10 pharmacies in the Borough:

- Anachem Pharmacy, 210 Chessington Road
- Boots, The Ashley Centre, Epsom
- Ewell House Pharmacy, 2-3 Ewell House Parade, Epsom Road, Ewell
- Horton Pharmacy, Horton Local centre, Pelman Way
- Miles Pharmacy, 94 Chessington Road
- Nima Pharmacy, 56-58 Stoneleigh Broadway
- Patsons Chemist, 66 Stoneleigh Broadway
- Pearl Chemist (Lloyds), 127 High Street, Epsom
- Ricky's Chemist, 1-2 Market Parade, Ewell
- Ruxley Pharmacy, 2 Ruxley Lane

Known planned provision

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

Local Plan impact / future provision

The impact of future housing growth on primary healthcare has been assessed using NHS Surrey Heartland's healthcare planning model. The model has identified that new homes being delivered over the local plan period will result in a requirement for additional healthcare floorspace, with the estimated financial impact on primary healthcare provision being £4,322,523 across the plan period.

Options may be sought either off site or on site, dependent on the development. The NHS is exploring how this additional floorspace may be delivered. This could include works to existing facilities or where appropriate building new facilities. The strategic allocation SA35 Land at Horton Farm contains a policy requirement to "provide additional primary care capacity required to serve local needs."

NHS Surrey Heartlands have identified three sites (Old Cottage Hospital, Shadbolt Park House and Bourne Hall Health Centre) where additional capacity over the plan period through extended/re-developed/re-configured to create additional healthcare capacity may be feasible.

Funding

Funding towards additional capacity created by new housing would need to be secured through development from either a S106 Contribution and/or through funding from CIL bids.

4.4.2 Acute Care Facilities

Lead Agencies
Epsom & St Helier University Hospitals NHS Trust
Sources of information/evidence
St George's, Epsom and St Helier University Hospitals NHS Trust Five Year Strategy 'Outstanding Care, Together' 2023 to 2028 Epsom and St Helier University Hospitals Building Your Future Hospitals Fit for the Future – 10 Year Health Plan for England (NHS) July 2025 - Consultation with Epsom and St Helier University Hospitals NHS Trust (July 2025)
Strategic context / key issues
Epsom Hospital serves the southern part of the Epsom and St Helier University Hospitals catchment. It provides an extensive range of inpatient, day and outpatient services. It hosts the Elective Orthopaedic Centre (EOC), providing orthopaedic services to patients of St George's, Croydon Health Services and Kingston hospitals in addition to patients from Epsom & St Helier. Surrey and Borders Partnership NHS Foundation Trust runs acute psychiatric services from the hospital. A 24-hour emergency department (ED) is provided at Epsom Hospital with a dedicated children's ED, where children under the age of 16 are seen. All emergency surgery is undertaken at St Helier Hospital. The Epsom and St Helier University Hospital estate is ageing, with a large percentage deemed unsuitable for modern healthcare. Over half of the estate was built prior to 1945 and 43% of the buildings are functionally unsuitable.
Existing provision
Epsom General Hospital is located within the borough and provides a range of services including acute care and accident & emergency facilities to a wider catchment.
Known planned provision
A decision was made in July 2020 to consolidate major acute services in a single specialist emergency care hospital at Sutton Hospital. This is to be delivered through the Building Your Future Hospitals (BYFH) programme, which is funded by the national New Hospital Programme (NHP).

In January 2025 the government announced the funding approach for the NHP, which will comprise three waves of investment. The Epsom & St Helier project, including the new specialist emergency care hospital in Sutton, is part of the second wave of funding, meaning that construction is unlikely to commence until 2032.

It is anticipated that the project will deliver:

A new Specialist Emergency Care Hospital in Sutton, providing access to world-leading healthcare for patients when they need it most, in state-of-the-art facilities.

Significant investment in Epsom and St Helier hospitals to modernise current facilities. **85% of Epsom & St Helier patients will continue to receive planned care at the existing hospital sites**, which will provide inpatient, outpatient, diagnostic and rehabilitation services as well as 24/7 urgent treatment centres.

Local Plan impact / future provision

The new NHS 10-year plan "Fit for the Future," (October 2024), seeks to transform the NHS to be more efficient and patient-centred. It aims to achieve this through three key shifts: from hospital to community care, from analogue to digital systems, and from treatment to prevention. The shift from hospital to community care aims to reduce the burden on hospital and provide more convenient and accessible care for patients.

The ageing hospital estate will need to be addressed to ensure adequate healthcare provision can continue to be delivered in the future.

Funding

Investment in the BYFH programme will be funded from the government's national New Hospital Programme.

4.5 Other social and community infrastructure

Summary

Community infrastructure covers libraries, community centres and sports facilities. There are some identified shortfalls in the provision of football pitches, particularly 3G pitches, cricket, rugby and lacrosse pitches. There is also a current need for additional sports hall provision. These needs are documented in the Playing Pitch Strategy (PPS) (2021) and Sports Facilities Assessment (2020). These shortfalls will be exacerbated by future population growth. No other additional needs were identified, outside of those already committed to, for example the Libraries Transformation programme.

- 4.5.1 Other social and community infrastructure includes services and provision in the community which contribute to residents and communities being able to access and achieve quality of life within their local areas. They can provide communities with sources to access information, ICT and social activities.

4.5.1 Community Centres

Lead Agencies
Epsom & Ewell Borough Council
Sources of information/evidence
Community and Wellbeing Centre website The Wells Community Centre website
Strategic context / key issues
Community centres are multipurpose facilities for community activities such as entertainment, concerts, shows, clinics, education, sports, polling stations and public meetings.
Existing provision
There are two community centres within the borough. Community and Wellbeing Centre, Sefton Road, Epsom: This Centre is operated by the 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 for the wider community. 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 Wells Centre, Spa Drive, Epsom: This Council owned community centre closed in 2016. In 2022, the running of The Wells Community Centre was passed to the Epsom Wells Community Association (EWCA), a registered community group and charity who will take responsibility for the building to put it back into use for a range of community led activities.

Known planned provision

The Wells Centre is being partially refurbished (through funds acquired from Surrey County Council's YourFund Surrey (YFS) small grants scheme. The remaining refurbishment will be undertaken as and when funds allow.

Glyn Hall, an existing community hall within Ewell Village has received planning permission for its replacement with a modern community hall.

Local Plan impact / future provision

The Local Plan proposes an element of community space in the proposed site allocation Horton Farm.

Funding

The Wells Centre is independently run by a Community Association and accesses funds from various sources.

Glyn Hall has been allocated £85,000 of Epsom and Ewell neighbourhood CIL funds (2024/25).

4.5.2 Libraries

Lead Agencies
Surrey County Council
Sources of information/evidence
- Consultation with Surrey County Council (July 2025) Library and Cultural Services Strategy, 2020 – 2025, Surrey County Council
Strategic context / key issues
SCC has completed a Libraries Transformation programme. The Surrey County Council Library and Cultural Services Strategy 2020 – 2025 was approved in November 2019. The aim of the transformation programme was to increase impact and reduce cost by developing modern, inclusive libraries. These will provide a universal offer, at the heart of each community supporting health and wellbeing with a focus on the library as a cultural centre, social hub, learning hub and as an economic enabler.
Existing provision
There are 4 libraries within the borough of Epsom and Ewell: - Epsom Library - Ewell Library - Ewell Court Community Library - Stoneleigh Community Library
Known planned provision
A large transformation of Epsom library was completed in May 2025 to create a vibrant, modern library space with new furniture, flexible shelving and meeting rooms. Meeting pods will also shortly be utilised by SCC registration services to create a space with multiple services operating.
Local Plan impact / future provision
A key objective of the SCC Libraries and Cultural Services Strategy is to deliver a service where communities come together, is co-designed with local people, strengthens community networks and meets local need. This is aimed to reduce cost and increase impact.

Funding
Surrey County Council intend to fund any improvements from the current Libraries Capital Programme, although consider that CIL funding could complement this and enhance provision.

4.5.3 Sports Facilities

Lead Agencies
• Epsom & Ewell Borough Council • Private and voluntary providers • Education providers
Sources of information/evidence
• Sports Facilities Assessment (2021) • Playing Pitch Strategy (2020)
Strategic context / key issues
The Council's recent Sports Facilities Assessment and Playing Pitch Strategy provide an assessment of the current quantity, quality, accessibility and availability of provision and identifies potential future needs. A significant proportion of facilities are located on educational sites, the majority of which are not subject to community use agreements and are therefore not a secure form of provision.
Existing provision
Playing pitches: The Council provides 18 grass football and three cricket pitches. Schools, both state and private secondary schools are major pitch providers in the borough providing community access to 32 football pitches, three cricket pitches and three rugby pitches. None of these have secured community use. A new 3G pitch has been built at Epsom & Ewell High School. The voluntary sector sports clubs provide and manage eight football pitches, six cricket pitches, four rugby pitches and one artificial turf pitch for hockey. Sports Halls: Nine community accessible sports halls and one without public access. Swimming pools: there are four community accessible pools but only one is available for casual swimming on a non-membership basis. Health and Fitness: There are ten publicly accessible facilities.

Squash Courts: there are three squash facilities with community access, collectively containing ten squash courts.

Indoor and Outdoor Tennis Courts: there are four indoor tennis courts and 46 outdoor tennis courts.

Indoor and Outdoor Bowls: there are no indoor bowls facilities and five outdoor bowls greens.

Indoor and Outdoor Netball: the four sports halls in the borough have suitable dimensions for netball. There are an additional 13 outdoor courts.

Athletics: there is one 400m track.

Gymnastics: there are no specialist gymnastics centres but four non specialist facilities accommodate gymnastics clubs.

MUGAs, Skateparks and Outdoor Gyms: There are four MUGAs, four outdoor gyms and two skate parks.

Known planned provision

Epsom Sports Club have planning permission for a new clubhouse at the Old School Lanes site. In addition to providing indoor space for the club, the proposed pavilion will also be used by other community clubs and organisations.

Local Plan impact / future provision

The studies recommend that all current facilities should be retained. Some of the future demand for facilities could be met through enhancements to existing facilities. Currently there are identified shortfalls in the provision of football pitches, particularly 3G pitches, cricket, rugby and lacrosse pitches.

There is also a current need for additional sports hall provision. These shortfalls will be exacerbated by future population growth. Securing community use agreements could help address some of the current need through reducing uncertainty.

A partnership between Glyn School and Epsom & Ewell Colts Football Club is delivering a full size 3G football pitch on the Glyn School Priest Hill site, which commenced in June 2024.

Epsom Sports Club is seeking to deliver a new clubhouse.

The SA34 Hook Road Arena allocation includes a requirement for a “new Sports Hub for the borough to include playing pitches (grass and artificial), a new pavilion and changing facilities.”

Funding
The 3G football pitch proposal at Glyn School's Priest Hill site has been awarded a £535,420 grant. This covers approximately half of the cost of the scheme. The scheme has been awarded £405,000 of Strategic CIL funds (2024/25). The Epsom Sports Club new clubhouse has been awarded funding of £1 million by Surrey County Council as part of the YourFund Surrey (YFS) community scheme. A further £100,000 of Strategic CIL funds has been allocated (2024/25) towards the project. Improvements to the borough's open spaces/sports facilities may potentially be funded through CIL contributions.

4.6 Emergency services

Summary

Additional population has the potential to place increased pressure on emergency services. The ambulance and police services have identified additional areas for investment to address this.

4.6.1 The police, ambulance and fire & rescue services are provided by government agencies which operate on different catchments.

4.6.1 Police

Lead Agencies
Surrey Police
Sources of information/evidence
Police and Crime Plan for Surrey 2025 - 2028 - Engagement with Surrey Police (July 2025)
Strategic context / key issues
Surrey Police have a duty to respond to all incidents. They deliver crime prevention, attend and provide a service lead at emergencies for example road traffic accidents 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
Police services are currently located in the Town Hall offices in Epsom Town Centre.
Known planned provision
None currently planned.

Local Plan impact / future provision
Policing is a population-based service and increases in population due to additional housing would inevitably place additional demands on existing police services. Specifically: • Additional fleet (vehicles) will be required. New housing will place an increased demand upon the existing level of policing. In the absence of developer contributions towards additional infrastructure. Surrey Police would be unable to maintain the high level of policing that is current delivered. • New Automatic Number Plate Recognition Cameras/Technology would be required on key routes. • Additional officers/staff would be required, which includes equipment/kit/uniform/IT equipment.
Funding
Sources of funding include council tax receipts and government grants and developer contributions/CIL.

4.6.2 Ambulance service

Lead Agencies
• South East Coast Ambulance Service NHS Foundation trust (SECAMB)
Sources of information/evidence
• South East Coast Ambulance Service five year strategy: Saving Lives, Serving Our Community 2024-2029 • Engagement with SECAMB (July 2025)
Strategic context / key issues
Demand continues to increase for the ambulance service and the spectrum of patient need is constantly broadening. SECAMB are transitioning from a predominantly ambulance based response model to a more differentiated approach, where the type of response is tailored to the individual needs of patients. SECAMB operate from a number of Make Ready Centres and Ambulance Community Response Posts (ACRP). The Make Ready Centres are where the vehicle preparation takes place (vehicles are cleaned and stocked) and staff begin and end their shifts. An ACRP is a place which provides rest facilities for staff between emergencies. The Trust state that many of its ambulance stations were built more than 30 years ago and are not in the best location for responding to patients quickly. Some of the stations may be well located to meet the current patient demand and therefore may be used to locate an ACRP. Others may be disposed of. The Trust state that the closure and disposal of any station will only take place once a suitable response post has been located and is operational, thus protecting and enhancing the services provided to patients.
Existing provision
The former ambulance station in Church Street, Epsom has received planning permission for its redevelopment to a care home. The ambulance station currently remains operational as an ACRP. In light of this, SECAMB have secured a serviced office in West Street, Epsom as an ACRP which has parking for up to two ambulances.

Known planned provision
In the medium term the Chertsey Make Ready Centre will need to be replaced, which would need to be of a size to accommodate the additional capacity required across the South and Southwest M25 area, which includes Epsom & Ewell.
Local Plan impact / future provision
Any increased demand through population growth will place pressure on the ambulance service. There is no scope to expand the recently developed Make Ready Centre at Banstead.
Funding
Sources of funding include the NHS.

4.6.3 Fire and Rescue

Lead Agencies
Surrey Fire and Rescue Service (SFRS) - Surrey County Council is the Fire Authority, meaning they have overall responsibility for fire and rescue services in Surrey.
Sources of information/evidence
• Making Surrey Safer Plan (2020 to 2024) • Surrey fire and Rescue Service Epsom and Ewell Borough Plan (2024 to 2025) • Engagement with Surrey Fire & Rescue Service (July 2025)
Strategic context / key issues
While there has been a significant decrease in the number of fires attended across the UK due to prevention and protection, other risks must be responded to such as flooding, road traffic collisions and wildfires. Surrey Fire and Rescue uses its Community Risk Profile (CRP) to assess fire and rescue-related risks that could affect communities in Surrey. This tool reviews the types of risks and emergencies SFRS may respond to. The CRP highlights vulnerable people in the community and how SFRS provides greater care and attention through its prevention activities. It also demonstrates the risk in the built environment where SFRS risk-based inspection program is utilised for its protection activities. SFRS uses this information, alongside national and local statistics, to decide how best to allocate their resources to mitigate against risks and plan how to best respond to them should they occur. A Community Risk Management Plan 2025 to 2030 was approved by Surrey County Council in January 2025 and will be implemented from April 2025. The plan identifies how SFRS will make changes to its delivery plan.
Existing provision
Epsom fire station is part of a countywide network of stations. There is a 24/7 wholetime response crew based at Epsom's fire station.
Known planned provision

All fire stations are part of an SCC plan for refurbishment and maintenance. Epsom fire station is part of this programme, with work due to start in the autumn 2025.

Local Plan impact / future provision

SFRS have stated that commercial and industrial developments have a greater influence on their risk analysis than domestic dwellings.

Funding

Sources of funding include Surrey County Council.

4.7 Green and Blue Infrastructure

Summary

The borough contains a range of open spaces, many of which are managed by the Council. Maintaining the quantity and quality of the public open spaces will be important to support the increase in population to which new development will contribute.

- 4.7.1 Green infrastructure is a network of multifunctional green space, which delivers a wide range of environmental and quality of life benefits for communities. The borough contains a variety of open spaces which are highly valued by residents and visitors. These areas provide opportunities for recreation, help mitigate climate change and provide flood alleviation/ecosystem services. Access to public open space has benefits for physical and mental health.

4.7.1 Open Spaces (parks & gardens and recreation grounds, natural and semi/natural, children and young people, amenity green space, allotments, cemeteries, green corridors)

Lead Agencies
Epsom & Ewell Borough Council Surrey Wildlife Trust Woodland Trust Charitable organisations
Sources of information/evidence
Open Space Audit (August 2024)
Strategic context / key issues
The borough benefits from an extensive network of publicly accessible open spaces, many of which are owned and maintained by the Council.
Existing provision
Epsom & Ewell's parks and recreation grounds are mostly owned and maintained by the Council. Recreation grounds are more associated with active, sometimes organised, recreation and playing fields, while the parks and gardens have a more scenic appeal and are more for passive

recreation. In addition to the more formal parks/recreation grounds, there is a significant quantity of more informal amenity green spaces, which are commonly the green spaces in and around housing.

The borough benefits from large natural and semi-natural spaces which are enjoyed not only by the borough's residents but from visitors beyond, particularly from London. The majority of the accessible natural/semi-natural spaces are owned and managed by the public sector, and many are subject to nature conservation designations (for example Epsom Common which is a Site of Special Scientific Interest and a Local Nature Reserve). As such, these spaces are a valuable resource for biodiversity and form an essential part of the wider green infrastructure network.

There is a range of provision for children and young people across the borough. This mostly takes the form of council-maintained playgrounds and facilities within parks and recreation grounds.

There are currently 11 allotments sites across the borough, which have the primary purpose of providing opportunities for people to grow their own produce.

The borough has five cemeteries and churchyards, which includes Epsom Cemetery which has recently been expanded to help ensure there is adequate burial space for the next 25 years.

Known planned provision

Various upgrades/improvements to open spaces are intended to be undertaken. Specific planned schemes include:

- The provision of a new woodland play area in Bourne Hall.
- The upgrading of the playground equipment in the Gatley Green and Gibraltar recreation Ground playgrounds.
- Improvements to the footpaths in the Hogsmill Local Nature Reserve (blue infrastructure).

Local Plan impact / future provision

Increases in population is likely to result in increased use of the borough's open spaces. Investment will be needed to ensure the quality of these spaces is maintained. Larger development sites may provide an opportunity for new public open space provision.

Funding

Improvements to the boroughs open spaces have been previously funded from a variety of sources including CIL contributions.

For the CIL funding year 2024/25, neighbourhood CIL funds have been allocated to the following projects:

- Hogsmill Local Nature reserve Footpath improvements (£78,644)
- Bourne Hall Woodland Play Area (£68,627)
- Gatley Green Playground Improvements (£49,829)
- Gibraltar Playground Improvements (£44,866)
- Waterloo Road street tree planting (£5,000)

5. Appendix 1: Infrastructure Delivery Schedule

The infrastructure delivery schedule below details the infrastructure required to support the Local Plan. Where the infrastructure item relates to specific site allocation this is clearly identified. Where no specific allocation is identified, the infrastructure is required to address cumulative impacts of the Local Plan

Ref	Infrastructure Type	Scheme Details and allocation(s) it supports (where applicable)	Timeframe for Delivery	Estimated Cost	Potential Source of Funding
E1	Education	Additional Early Years Provision at site allocation SA35 .	Years 6-10. Subject to demand at the time site allocation is delivered.	TBC	S106 developer contributions
E2	Education	Additional Early Years Provision across the borough.	Across all years. Subject to demand across the plan period.	TBC	Private sector Central government funding
T1	Transport	Bus Service Improvements (contained in Bus Service Improvement Plan).	Years 1-5.	TBC	TBC
T2	Transport	Ewell Village Public Realm Improvements.	Years 1-5.	£2.6 million	£1,250,000 CIL contributions
T3	Transport	B284 Ruxley Lane, Ewell. Road safety scheme.	Years 1-5. (subject to CIL funding)	£350,000	SCC road safety engineering budget and potential CIL funding.
T4	Transport	Range of RoadSafe Vision Zero Road safety schemes, including Road safety	Years 1-5.	£70,000+	SCC/Active Travel England

Ref	Infrastructure Type	Scheme Details and allocation(s) it supports (where applicable)	Timeframe for Delivery	Estimated Cost	Potential Source of Funding
		outside schools schemes, Road Safety and Speed management schemes.		£100,000+ longer term	Vision Zero Capital Investment Programme
T5	Transport	Langley Vale to Epsom town centre, Epsom Downs – pedestrian route improvements.	Years 1-5.	£300,000	SCC Countywide Integrated Transport Scheme budget.
T6	Transport	Improved E9 bus service to serve site allocation SA35.	Years 6-10.	TBC	S106 developer contributions
T7a	Transport	Schemes identified through the LCWIP (Local Cycling and Walking Infrastructure Plan). Currently areas and prioritised corridors are identified in the LCWIP Level 1.	Across all years. Linked to development being undertaken in proximity to prioritised corridors.	Estimated cost of cycle improvements: £65,280,000. Estimated cost of proposed walking improvements: £49,970,000.	Government funding such as the Active Travel Fund S106 developer contributions CIL contributions
T7b		Feasibility testing and scheme identification is underway.	Years 1-5. A CIL bid has been submitted to support detailed design and construction of early feasible priority LCWIP schemes.	Forecast cost of £3.4 million for this first project.	
T8	Transport	Local Street Improvements (LSI).	Across all years.	The cost of delivering LSI	Government funding such as the Active Travel Fund

Ref	Infrastructure Type	Scheme Details and allocation(s) it supports (where applicable)	Timeframe for Delivery	Estimated Cost	Potential Source of Funding
		Within the borough 19 Zones have been identified.	Linked to development being undertaken in an LSI zone	measures is estimated to be approx. £1.5m per zone.	S106 developer contributions CIL contributions
H1	Health	Reconfiguration - Cox Lane.	Years 1-5	£100,000	S106 Developer Contributions/CIL contributions
H2	Health	Reconfiguration of space for GP use - Bourne Hall.	Years 1-5	£360,000	S106 Developer Contributions/CIL contributions
H3	Health	Primary care facility at Horton Farm (site allocation SA35) or an equivalent financial contribution towards off-site provision of new or improvement to existing health facilities.	Years 6-10 Occupation trigger point.	TBC	S106 developer contributions.
H4	Health	Reconfiguration/extension - Old Cottage.	Years 6-10.	£500,000	S106 Developer Contributions/CIL contributions
H5	Health	GP practice extensions / redevelopment / reconfiguration as needed to create additional healthcare capacity.	Across all years. Dependent on need.	TBC	S106 developer contributions CIL contributions
U1	Utilities	Upgrade of storm tanks at Hogsmill Sewage Treatment Works.	Years 1-5.	N/A	Thames Water

Ref	Infrastructure Type	Scheme Details and allocation(s) it supports (where applicable)	Timeframe for Delivery	Estimated Cost	Potential Source of Funding
U2	Utilities	Upgrade of the Hogsmill Sewage Treatment Works.	Years 6-10 and 11+ Thames Water identify delivery between 2030 and 2050.	N/A	Thames Water
SL1	Sports and Lesure	New sports hub for the borough to include playing pitches (grass and artificial), a new pavilion and changing facilities. Provision at site allocation SA34.	Years 6-10 and 11+	TBC	Enabling development/CIL contributions
ES1	Emergency Services	Surrey Police - ANPR system on key highway routes.	Years 1-5.	£72,000	CIL contributions
ES2	Emergency Services	Surrey Police - Additional Fleet Vehicles to support population.	Across all years.	TBC	Council tax receipts Government grants

Sustainability Appraisal (SA) Clarification Note

Introduction

AECOM is leading on the required Sustainability Appraisal (SA) process for the emerging Epsom and Ewell Local Plan, which is now at an advanced stage of preparation. Specifically, the Local Plan was published under Regulation 19 in December 2024 and then submitted for Examination in Public (EiP) in March 2025. Stage 1 EiP hearings led by a Planning Inspector were then held in August 2025 and Stage 2 hearings will be held over September and October 2025.

A key step in the SA process involved publishing the SA Report alongside the Local Plan at the Regulation 19 stage. That report essentially presented an appraisal of “the plan and reasonable alternatives”,¹ with a view to informing representations, and subsequently was submitted for EiP alongside the Local Plan and representations received.

At the Stage 1 EiP hearing session on 28th August 2025 an error was highlighted within the SA Report and the aim of this Clarification Note is to address this issue. Specifically, within Section 6 of the SA Report, which presents the appraisal of reasonable alternatives, there is a need to clarify the appraisal findings under the ‘Transport’ sustainability topic heading.

Clarifying the reasonable alternatives appraisal

Section 6 of the SA Report presents an appraisal of 7 reasonable alternative ‘growth scenarios’ under the SA framework, which essentially comprises a list of 13 sustainability topics (each with an associated objective). The appraisal is presented as a discussion under each topic in turn (Sections 6.2 to 6.14) before Section 6.15 presents a summary in the form of an appraisal table that includes a column for each of the growth scenarios and a row for each of the topics.

The issue is with Section 6.13, which deals with the growth scenarios appraisal under the ‘Transport’ topic heading, when read alongside the summary appraisal table in Section 6.15, which is referenced in the report as Table 6.1.

Specifically, whilst Section 6.13 states that both Scenario 6 and Scenario 7 rank “2”, meaning that they are jointly the second best performing scenarios, Table 6.1 sets out that Scenario 7 ranks “2” but Scenario 6 ranks “3”. In short, therefore, there is a need to confirm whether the two scenarios do or do not perform on a par in transport terms.

The appraisal was and remains finely balanced because:

- On the one hand, Scenario 7 involves higher growth relative to Scenario 6 (an additional 500 homes), and this could give to some additional challenges in respect of traffic generation (with knock-on implications, e.g. for bus services and cycling).
- On the other hand, the specific sites that would deliver the additional growth under Scenario 7 are well located in transport terms (one being very well located, namely Land adjacent to Ewell East Station) and the effect of higher growth would be to reduce unmet housing need and therefore reduce the pressure on neighbouring areas to provide for unmet need (at unknown locations, which may not perform well in transport terms).

With regards to the question of factoring in the inherently uncertain negative implications of generating (or not providing for) unmet housing need, this is often a key challenge when appraising growth scenarios. The matter is discussed throughout the SA Report, for example:

- Paragraph 6.1.5 presents the following overview statement– *“Growth quantum – it is not always appropriate to conclude a preference for lower growth (Scenario 1) from an environmental perspective, despite the fact that housing growth inevitably leads to environmental impacts. That is because lower growth could either result in: unmet housing needs that would have to be provided for elsewhere within a constrained subregion; or issues with adopting the plan such that the Borough is subject to the presumption in favour of sustainable development.”*
- Paragraph 6.13.1 deals specifically with ‘transport’ and explains: *“Growth quantum – “... generating unmet need is not supported, because there is a clear transport-case for providing for housing need as close as possible to source (i.e. where the housing need arises). Also, unmet need is not conducive to effective strategic transport planning, which requires early and long-term certainty regarding the distribution of housing growth across a sub-region. Having said this, at this advanced stage in the plan-making process it is also fair to strike a note of caution in respect of the higher growth scenarios appraised, in that the County Council has not commented on them (the County Council did not comment on the Interim SA Report, 2023) and they have not been a focus of detailed work to consider traffic / transport implications (or opportunities, e.g. targeted infrastructure upgrades).”*

¹ Regulation 12(2) of the Environmental Assessment of Plans and Programmes [SEA] Regulations 2004.

In light of the above discussion, there is no definitive answer to the question of whether Scenario 7 is preferable to Scenario 6 in transport terms, or whether the scenarios perform on a par. The matter is open for debate. However, for the current purpose of clarifying the SA Report, on balance it is considered that Scenario 7 is preferable.

This means that Table 6.1 (which is also presented in the SA Report Non-Technical Summary) does not require adjustment, but the reference in Section 6.13 to Scenario 6 ranking “2” should now be read as “3”.

Table 6.1 from the SA Report is shown below as Table A.

Table A: Table 6.1 from the SA Report (unamended) showing the growth scenarios appraisal summary

Scenario	1 Low growth	2 Scenario 1 + Hook Rd Ar.	3 Scenario 2 + S. Cluster	4 Scenario 2 + Downs Farm	5 Scenario 2 + Horton Farm	6 Scenario 2 + SC, DF, HF	7 Scenario 6 + two sites
Topic	Order of preference (numbers) and predicted significant effects (shading)						
Accessibility	5	4	3	2	★1	★1	2
Air quality	3	2	2	★1	★1	★1	★1
Biodiversity	3	2	2	★1	★1	★1	3
CC adaptation	★1	★1	★1	★1	2	★1	★1
CC mitigation	2	★1	★1	★1	★1	★1	★1
Communities	2	★1	★1	2	2	3	3
Economy / emp.	7	6	5	4	3	2	★1
Historic env.	2	★1	★1	★1	★1	★1	3
Housing	7	6	5	4	3	2	★1
Land and soils	2	★1	★1	★1	★1	★1	★1
Landscape	2	★1	4	3	★1	5	5
Transport	4	3	3	2	★1	3	2
Water	2	2	★1	★1	★1	2	2