SURREY
COUNTY COUNCIL

WAVERLEY BOROUGH COUNCIL LOCAL PLAN

Strategic Highway Assessment Report

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Amendment List

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		Page	Detail
2	09/06/16	10	Para 3.2.1 adjusted
		10	Para 3.2.5 adjusted
		14	Para 3.5.7 added
		14	Para 3.5.8 updated
		18	Table 3.5 adjusted
		21	Para 3.8.8 adjusted
		29	Table 4.4 adjusted
		30	Table 4.5 adjusted
		36	Table 4.6 adjusted
		37	Table 4.7 adjusted
		41	Table 4.8 adjusted
		42	Table 4.9 adjusted
		53	Para 5.1.4 adjusted
		49	Section 4.9 amended
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1 INTRODUCTION

1.1 Overview

1.1.1 Waverley Borough Council is currently in the process of developing their Local Plan to ensure future growth is facilitated within the borough. Waverley Borough Council has agreed to undertake a joint strategic transport assessment with Guildford Borough Council. Surrey County Council has been commissioned by both councils to assist with the review of each borough's proposed development scenarios using highway modelling to aid the evidence base of each borough's Local Plan. A separate report has been produced for each borough council.

1.1.2 Both Waverley and Guildford Borough Councils have produced planning data to create forecast development scenarios to be assessed with Surrey County Council's strategic highway transport model.

1.1.3 The Waverley Borough Council Local Plan Strategic Highway Assessment is a strategic transport modelling study that aims to inform the decision making surrounding the suitability of development sites which have been identified.

1.1.4 The assessment made use of Surrey County Council's strategic transport model, SINTRAM.

1.1.5 This document sets out details of the transport model, the forecasting methodology, as well as the results and analysis of the traffic impacts of the potential development sites.

1.1.6 The study does not consider aspects such as:

- Accessibility to facilities and services by either car or non-car modes from the potential development sites;
- The impact on existing public transport services such as passenger overcrowding and possible delays to services as a result of increased traffic congestion; and
- What opportunities there might be for reducing the number of car trips to and from any potential new developments by enhancing sustainable transport facilities and services.

1.1.7 Accessibility issues and impacts on public transport services might have to be considered in separate pieces of work. The consideration of increasing sustainable travel and detailed highway mitigation would need to be done at a later stage, potentially to support a Regulation 19 submission to the Secretary of State and certainly in advance of any Examination in Public. However, this report acts as a useful starting point for undertaking such work.

1.2 Objectives

1.2.1 The purpose of this study was to evaluate the highway impacts of the developments contained within the forecast scenarios as developed by Waverley Borough Council.

1.2.2 The main objectives of the study were to:

- Calculate the number and distribution of vehicle trips based on the quantum and locations of additional commercial and residential development in various growth scenarios from the data provided by Waverley Borough Council;

- Forecast the traffic impacts of various development scenarios;
- Act as a starting point for identifying the locations that may require further investigation regarding traffic impacts; and
- Report the main traffic issues.

2 STRATEGIC TRANSPORT MODEL

2.1 Model and Scope

2.1.1 Surrey County Council's strategic transport model, SINTRAM version **(SINTRAM6022_GBCWBC_LP_270516)** was used for the assessment, with OmniTRANS modelling program, version 6.0.22.

2.1.2 SINTRAM is a strategic highway model for the county of Surrey. The model encapsulates the road networks of Surrey and surrounding local authorities. **Figure 2.1** below presents the whole model area captured in SINTRAM.

Figure 2.1: Model extent

2.1.3 All motorways, A and B roads, together with most local roads are represented within SINTRAM. Where traffic junctions and signals have a significant effect in terms of delay or route choice, details of their layout and/or timing of the signals have been included in the model.

2.1.4 Strategic models, such as SINTRAM are used to aggregate descriptions of traffic such as flow, density, speed and the relationships between them. It is important to note, the model is unable to answer detailed questions regarding traffic interactions, such as queuing and individual driver behaviour. The model can however, provide approximate answers to traffic problems across a vast geographical area. This

includes the level of vehicle demand, junctions and stretches of road which will be operating above their theoretical capacity, and highlighting areas where some form of mitigation is likely to be required to reduce the impact of development sites. This makes SINTRAM a suitable tool for assessing the potential traffic impacts of the development sites at this initial review stage.

2.2 Base Year

2.2.1 The model base year is 2009.

2.3 Modes of Transport

2.3.1 Vehicle classes that are represented in the model are: car, light goods vehicles (LGV) and heavy goods vehicles (HGV).

2.4 Time Periods

2.4.1 The model represents an average twelve hour weekday (0700-1900), broken down into the following time periods:

- Weekday average AM peak hour (0700 – 1000);
- Weekday average inter peak hour (1000 – 1600); and
- Weekday average PM peak hour (1600 – 1900).

2.4.2 Only the weekday average AM and PM peak hours have been assessed in this study as this is when the highest number of trips will be made.

2.5 Study Area and Zones

2.5.1 A zone represents a geographical area where vehicle trips are generated by land uses contained within.

2.5.2 The borough of Waverley is split into 43 zones, listed below and shown in **Figure 2.2**.

- 71: Alice Holt
- 75: Badshot Lea
- 98: Farnham – West Street
- 108: Farnham – Compton
- 109: Runfold
- 124: Farnham Hospitals
- 125: Farnham Park
- 126: Farnham Station
- 127: Farnham Town Centre East
- 300: Weydon Lane & Shortheath
- 309: Farnham – Firgrove Hill
- 319: Frensham & Tilford
- 320: Elstead & Thursley
- 312: Bramley & Winkworth Arboretum
- 322: Chiddingfold & Dunsfold
- 323: Witley
- 324: Alfold
- 325: Cranleigh Town Centre
- 326: Ewhurst
- 327: Haslemere – Shottermill
- 328: Haslemere
- 329: Hindhead
- 330: Milford
- 331: Wrecclesham
- 332: Farnham – Hale
- 333: Cranleigh – Cranleigh East
- 334: Shamley Green
- 335: Wonersh
- 336: Farnham – Weybourne West
- 337: Godalming – Busbridge
- 338: Godalming – Goldalming Town Centre
- 339: Godalming – Charterhouse
- 340: Farncombe
- 341: Binscombe
- 468: Farnham – Dippenhall
- 471: Farnham – The Bournes
- 503: Farnham – Weybourne East
- 564: Farnham Town Centre West
- 569: Amlets Lane Development
- 570: Dunsfold Development
- 571: Coxbridge Farm Development
- 572: Littlemead Ind. Estate Development
- 573: West Cranleigh Nurseries Development

2.5.3 The zones were reviewed to ensure they were suitable for the assessment of the relevant potential development sites.

2.5.4 Four new zones shown in blue text were created to contain large development sites to ensure that the vehicle trips generated would access the highway network at a relevant point. This ensured that the impact on the highway network could be captured more accurately.

2.6 Assignment

2.6.1 The base matrices were assigned to the network using a fixed trip equilibrium assignment. This was performed using the method of successive averages (MSA) for 700 assignment iterations.

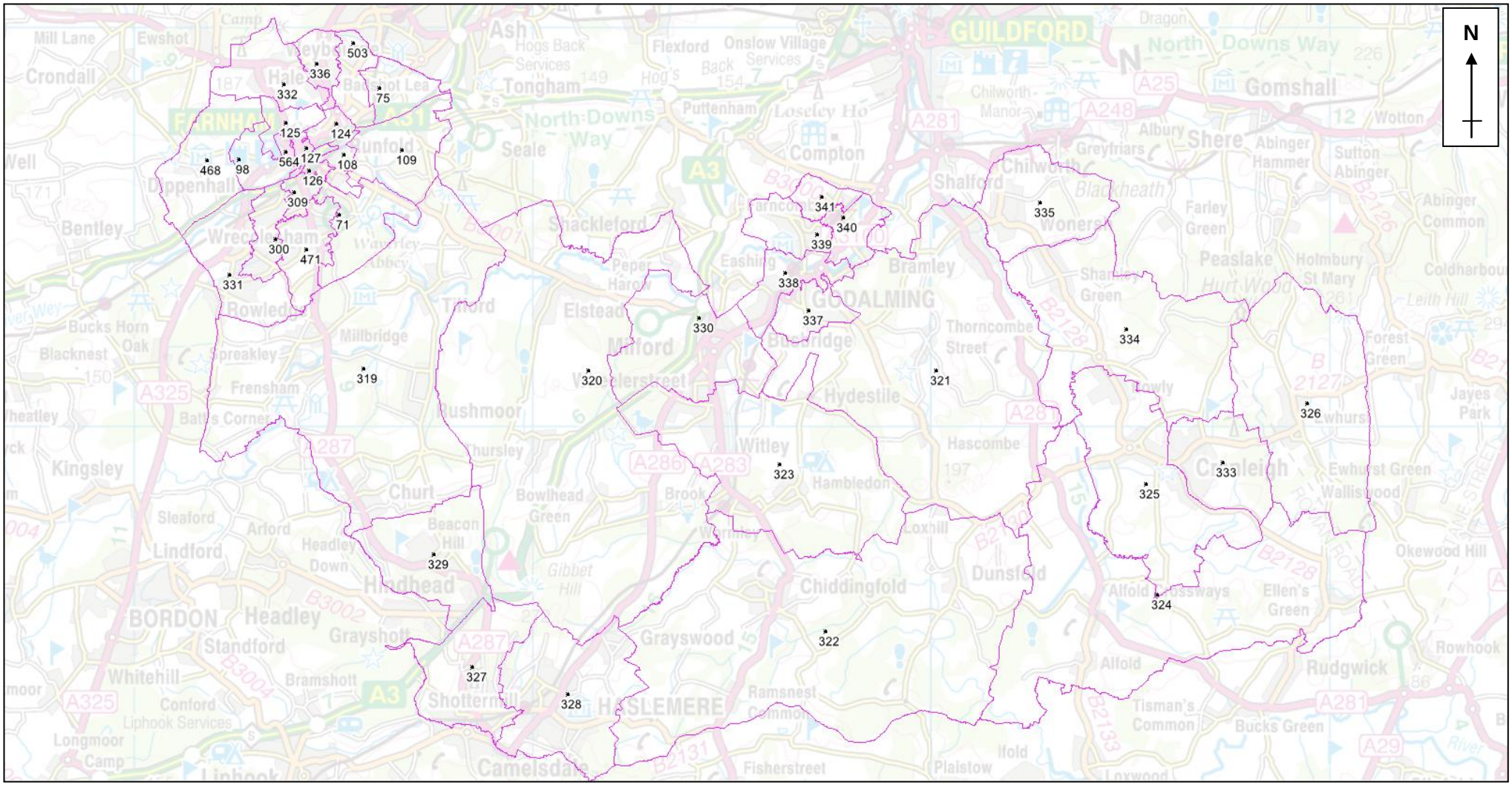

Figure 2.2: Zone Plan

3 MODEL FORECASTING, TRIP GENERATION AND TRIP DISTRIBUTION

3.1 Forecast Year

3.1.1 The model forecast year is 2031. This is consistent with work either being done or undertaken recently for other Surrey planning authorities. When modelling to 2031, it is assumed that the development proposed in the Waverley Local Plan is all built, occupied and operational by 2031.

3.2 Forecast Scenarios

3.2.1 It was not possible for Waverley Borough Council to provide planning data for all commercial developments within the borough. To make sure commercial developments were accounted for in this study from a consistent source, 2009 to 2016 and 2017 to 2031 job forecasts were obtained from TEMPRO (Trip End Model Program) version 6.2.

3.2.2 TEMPRO supplied by the Department of Transport is based on the National Trip End Model (NTEM) used to derive forecast trip ends. Consequently TEMPRO was utilised to obtain 2009 to 2016 job forecasts to be included in the do-minimum and 2017 to 2031 job forecasts to be included in all to do-something scenarios.

3.2.3 Therefore, the study contains forecasts detailing both residential and commercial (job) forecasts, sourced from Waverley Borough Council and TEMPRO.

3.2.4 To identify the traffic impacts of potential development sites, both Waverley and Guildford Borough Councils have requested two development scenarios to be assessed, along with four additional scenarios. Scenario 4 has been omitted from the analysis in the borough of Waverley as the improvements do not directly affect Waverley, but apply to Guildford borough. A summary of the do-minimum and do-something scenarios are provided below:

- 2031 do-minimum scenario 1 includes all commercial and residential development sites that have received planning permission within the borough of Waverley along with all residential planning permissions and the most likely strategic development sites identified by Guildford Borough Council in their proposed Local Plan;
- 2031 do-something scenario 2 is a continuation of 2031 do-minimum scenario 1 with the addition of the most likely strategic development sites identified by Waverley Borough Council in their proposed Local Plan;
- 2031 do-something scenario 3 is a continuation of do-something scenario 2 but with the addition of local mitigation schemes to the local road network in both Waverley and Guildford boroughs;
- 2031 do-something scenario 4 is a continuation of 2031 do-something scenario 3 with the addition of the Highways England strategic improvements to M25 junction 10, as well as between junctions 10 and 16;
- 2031 do-something scenario 5 is a continuation of scenario 2031 do-something scenario 4 but with the addition of widening the A3 to dual three lanes between the A31 and A320, together with improvements to the Tesco and Cathedral junctions; and

3.2.5 The proposed local mitigation schemes in both Waverley and Guildford, that are included in scenarios 3, 4 and 5, are set out below:

- Conversion of A281 Bramley roundabout to signals;

- Conversion of A281 Horsham Road with A248 Kings Road priority junction to a roundabout;
- Improvements to the signalised junction of Nanhurst crossroads;
- Improvements to the Shepherd & Flock roundabout;
- Improvements to Hickley's Corner;
- Improvements to Coxbridge roundabout;
- Conversion of A325 Wrecclesham Hill with B3384 Echo Barn Lane priority junction to a mini-roundabout;
- A3 with Egerton Road roundabout improvements;
- A31 Hog's Back with proposed Blackwell Farm development access road facilitated by signals;
- Proposed Blackwell Farm development spine road;
- A320 Woking Road alterations associated with SARP;
- A31 Hog's Back with A331 Blackwater Valley Road roundabout improvement to partial signals;
- A31 Hog's Back with B3000 Puttenham Hill junction improvements;
- A323 Ash level crossing replacement bridge scheme;
- Proposed Gosden Hill development access via a roundabout with southbound off and on slips to the A3;
- A3 Ockham interchange improvements;
- Old Lane converted to one-way northbound between the Wisley access and common car park;
- Effingham junction staggered priority junction converted to double mini-roundabouts; and
- A3 southbound off slip and northbound on slip at Burntcommon accompanied by traffic management through Ripley.

3.2.6 Scenario 1 acts as a reference case, i.e. is the do-minimum, for the forecast 2031 do-something scenarios 2 and 3. 2031 scenario 1 contains all development permitted by planning permission, whereas the do-something forecasts contain planning options for growth in the boroughs of Waverley and Guildford within their proposed Local Plan timescales, as well as local and strategic mitigation schemes.

3.2.7 A diagrammatic view of the scenarios is shown in **Figure 3.1**.

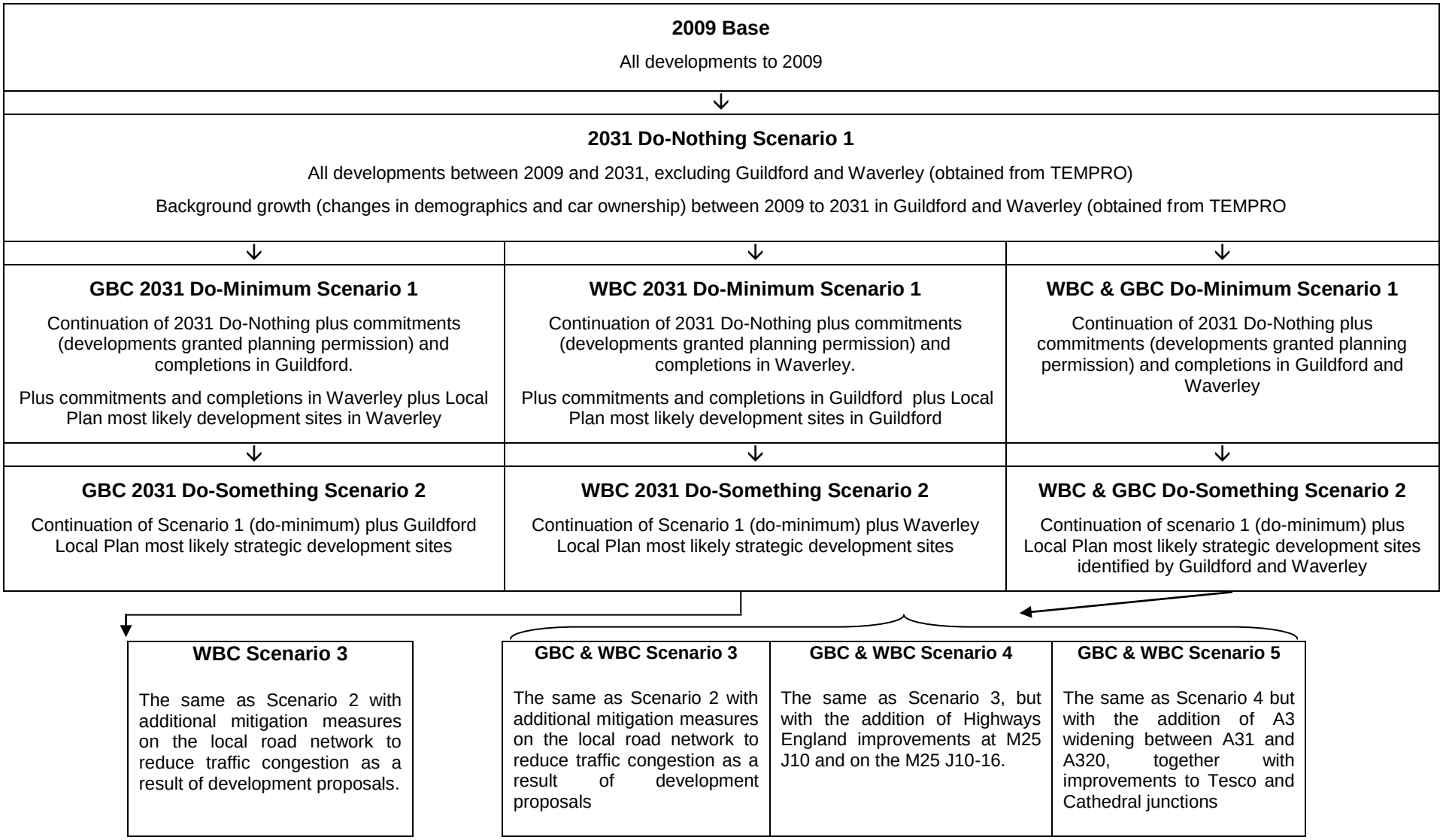

Figure 3.1: Outline of scenarios

3.2.8 The do-minimum therefore only contains committed developments identified from the base year of 2009 to the forecast year of 2031 within the borough of Waverley. This is comprised of developments which have already been built, are in the process of construction, or have planning permission.

3.2.9 The potential future development sites that have been identified by Waverley and Guildford Borough have been captured in 2031 scenario 2 onwards.

3.3 Development Sites and Pro- Forma

Information regarding the composition of residential development sites to be considered in this assessment was provided by Waverley Borough Council in the form of the county council's pro-forma. The pro-forma was finalised on 22.05.2016. **Appendix A** contains an overview of the pro-forma provided to Surrey County Council from Waverley Borough Council.

3.3.1 Each residential development site listed in the pro-forma was matched to a model zone for Waverley Borough Council. The appropriateness of these zone choices was checked by the county council and additional new zones were created by the county council for any new large development sites being proposed by Waverley

3.4 Dunsfold Park Planning Data

3.4.1 The redevelopment of Dunsfold Park is captured in 2031 scenario 2 and is based on a residential provision on 2,600 dwellings.

3.4.2 Due to the large scale nature and variety of services proposed at Dunsfold Park, specific details of the planning data used for modelling the site in 2031 scenario 2 are shown in **Table 3.1.**

3.4.3 The planning data for the re-development of Dunsfold Park was provided by Waverley Borough Council, who in turn were provided the data by the promoters of Dunsfold Park.

Land Use Description	Land Use Class	Quantity
Residential	C3	2,600 (units)
Retail (sqm GFA)	A1	1,000
Professional services (sqm GFA)	A2	250
Food and Drink (sqm GFA)	A3 – A5	900
Office (sqm GFA)	B1(a)/ B1(b)	5,361
Industrial (sqm GFA)	B1(c)	8,733
Storage and distribution (sqm (GFA)	B8	14,322
Care Home	C2	75 (units)
Pre-School (sqm GFA)	D1	350
Primary School	D1	420 (pupils)
Jigsaw School (sqm GFA)	D1	8,000
Medical Centre (sqm GFA)	D1	600
Community Services (sqm GFA)	D1	800

Table 3.1: Dunsfold Park planning data

3.4.4 The proposed Dunsfold Park site has been modelled with access to and from the development via the A281 Horsham Road between the junctions with Alford Road and Wildwood Lane, in 2031 scenario 2 onwards.

3.5 Vehicle Trip Generation

3.5.1 Vehicle trips generated by each committed and proposed development site were calculated using the information contained within the pro-forma and the Trip Rate Information Computer System (TRICS) version 2012(b) 6.10.2.

3.5.2 TRICS is the national standard database system of trip generation and analysis used in the planning application process. The database holds thousands of trip rate surveys generated by different land uses and location type.

3.5.3 For developments proposed within Waverley, the database was interrogated for sites of a similar geographical location and land use in line with guidance from the 2012 Good Practice Guide. The database produces trip rates per 100m² gross floor area (GFA) or by residential unit. The resulting trip rates were applied to the size and composition of each development to calculate the trip generation for each site. Consideration was also made to the previous or existing land use of development site and the trips it would have created. These trips were deducted from those generated by the new development to prevent double counting.

3.5.4 The trip generation was calculated separately for vehicles arriving and departing at each development site. This was also split into the vehicle types: cars, LGV, and HGV, similarly informed by the information contained within the TRICS database.

3.5.5 At this concept stage, all development related trips have been assumed to be new trips. No allowance has been made for linked, pass-by, diverted or transferred trips.

3.5.6 The resulting trip generation for each of the scenarios, development related to scenarios 1 and 2 for the Waverley borough zones is shown in **Table 3.2** to **3.5** for the weekday average AM and PM peak hours.

3.5.7 Negative values shown in **Table 3.2** to **3.5** are due to a greater number of vehicle trips being generated from the previous development(s) than the new site(s) being proposed. For example, the trip generation for an existing commercial land use, such as an office, is likely to produce a greater amount of arrival trips than a proposed housing development in the AM peak hour, thus producing a negative number when calculating the change in trip generation between the existing and proposed land use.

3.5.8 All trips shown in **Tables 3.2** to **3.5** are the additional amount of trips added to generate 2031 scenario 1 and 2031 scenario 2. The additional trips in scenario 1 were combined with the 2031 do-nothing forecast to generate the 2031 scenario 1 traffic demand forecast, whereas the additional trips in scenario 2 were combined with 2031 scenario 1 to generation the 2031 scenario 2 traffic demand forecast.

Zone No.	Zone Name	Arrival Trips				Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
71	Alice Holt	8	8	0	0	5	5	0	0
75	Badshot Lea	6	6	-0	0	5	5	1	0
98	Farnham - West Street	-5	8	-12	-2	-3	7	-9	-1
108	Farnham - Compton	7	7	0	0	5	4	0	0
109	Runfold	7	7	0	0	8	7	1	0
124	Farnham Hospitals	-67	-64	-2	-1	2	-1	2	-0
125	Farnham Park	2	2	-0	-0	1	1	0	0
126	Farnham Station	5	5	-0	0	3	3	0	0
127	Farnham TC East	101	104	-3	-0	141	141	-0	0
300	Weydon Lane & Shortheath	34	33	1	0	19	17	2	0
309	Farnham - Firgrove Hill	10	9	0	0	2	2	0	0
319	Frensham & Tilford	9	10	-1	-0	3	3	0	-0
320	Elstead & Thursley	6	14	-7	-1	-3	4	-5	-1
321	Bramley & Winkworth Arboretum	38	36	2	0	61	55	6	1
322	Chiddingfold & Dunsfold	16	16	0	0	16	14	1	0
323	Witley	-122	-109	-12	-1	-16	-14	-2	-0
324	Alfold	12	11	0	0	8	8	1	0
325	Cranleigh Town Centre	21	20	0	0	17	15	2	0
326	Ewhurst	14	14	0	0	5	5	0	0
327	Haslemere - Shottermill	9	12	-3	-0	-1	-1	-1	0
328	Haslemere	34	34	0	0	27	24	3	1
329	Hindhead	-61	-48	-12	-1	-1	1	-2	-0
330	Milford	3	4	-1	0	5	5	0	0
331	Wrecclesham	25	25	0	0	31	28	3	1
332	Farnham - Hale	34	34	1	0	12	11	1	0
333	Cranleigh East	31	30	1	0	14	12	2	0
334	Shamley Green	-1	7	-6	-1	2	4	-2	-0
335	Wonersh	12	12	0	0	5	4	0	0
336	Farnham - Weybourne West	27	26	0	0	13	11	1	0
337	Godalming - Busbridge	25	25	0	0	9	8	1	0
338	Godalming Town Centre	-30	-23	-7	-1	12	15	-3	-0
339	Godalming - Charterhouse	-27	-23	-4	-0	6	5	1	0
340	Farncombe - Farncombe	-89	-62	-20	-7	33	39	-3	-4
341	o Binscombe	30	29	1	0	10	9	1	0
468	Farnham - Dippenhall	5	5	0	0	10	9	1	0
471	Farnham - The Bournes	3	4	-2	0	7	7	0	0
503	Farnham - Weybourne East	22	22	1	0	12	10	1	0
564	Farnham Town centre West	-28	-25	-2	-0	-11	-11	0	-0
569	Cranleigh East	46	23	23	0	41	20	20	0
570	Dunsfold Development	0	0	0	0	0	0	0	0
571	Coxbridge Farm Development	0	0	0	0	0	0	0	0
572	Littlemead Ind. Estate Dev.	0	0	0	0	0	0	0	0
573	West Cranleigh Nurseries Dev.	0	0	0	0	0	0	0	0
TOTAL		**172**	**246**	**-62**	**-12**	**515**	**489**	**25**	**0**

Table 3.2: 2031 do-minimum (scenario 1) trip generation, weekday average AM peak hour (0700 – 1000)

Zone No.	Zone Name	Arrival Trips				Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
71	Alice Holt	6	8	0	0	5	5	0	0
75	Badshot Lea	7	6	-0	0	5	5	1	0
98	Farnham - West Street	10	8	-12	-2	-3	7	-9	-1
108	Farnham - Compton	6	7	0	0	5	4	0	0
109	Runfold	9	7	0	0	8	7	1	0
124	Farnham Hospitals	20	-64	-2	-1	2	-1	2	-0
125	Farnham Park	2	2	-0	-0	1	1	0	0
126	Farnham Station	4	5	-0	0	3	3	0	0
127	Farnham TC East	176	104	-3	-0	141	141	-0	0
300	Weydon Lane & Shortheath	23	33	1	0	19	17	2	0
309	Farnham - Firgrove Hill	4	9	0	0	2	2	0	0
319	Frensham & Tilford	12	10	-1	-0	3	3	0	-0
320	Elstead & Thursley	-28	14	-7	-1	-3	4	-5	-1
321	Bramley & Winkworth Arboretum	73	36	2	0	61	55	6	1
322	Chiddingfold & Dunsfold	14	16	0	0	16	14	1	0
323	Witley	-8	-109	-12	-1	-16	-14	-2	-0
324	Alfold	-32	11	0	0	8	8	1	0
325	Cranleigh Town Centre	23	20	0	0	17	15	2	0
326	Ewhurst	8	14	0	0	5	5	0	0
327	Haslemere - Shottermill	-1	12	-3	-0	-1	-1	-1	0
328	Haslemere	33	34	0	0	27	24	3	1
329	Hindhead	5	-48	-12	-1	-1	1	-2	-0
330	Milford	8	4	-1	0	5	5	0	0
331	Wrecclesham	37	25	0	0	31	28	3	1
332	Farnham - Hale	12	34	1	0	12	11	1	0
333	Cranleigh East	47	30	1	0	14	12	2	0
334	Shamley Green	6	7	-6	-1	2	4	-2	-0
335	Wonersh	7	12	0	0	5	4	0	0
336	Farnham - Weybourne West	17	26	0	0	13	11	1	0
337	Godalming - Busbridge	6	25	0	0	9	8	1	0
338	Godalming Town Centre	-14	-23	-7	-1	12	15	-3	-0
339	Godalming - Charterhouse	25	-23	-4	-0	6	5	1	0
340	Farncombe - Farncombe	68	-62	-20	-7	33	39	-3	-4
341	o Binscombe	14	29	1	0	10	9	1	0
468	Farnham - Dippenhall	10	5	0	0	10	9	1	0
471	Farnham - The Bournes	4	4	-2	0	7	7	0	0
503	Farnham - Weybourne East	15	22	1	0	12	10	1	0
564	Farnham Town centre West	-25	-25	-2	-0	-11	-11	0	-0
569	Cranleigh East	46	23	23	0	41	20	20	0
570	Dunsfold Development	0	0	0	0	0	0	0	0
571	Coxbridge Farm Development	0	0	0	0	0	0	0	0
572	Littlemead Ind. Estate Dev.	0	0	0	0	0	0	0	0
573	West Cranleigh Nurseries Dev.	0	0	0	0	0	0	0	0
TOTAL		**651**	**642**	**7**	**2**	**430**	**508**	**-68**	**-10**

Table 3.3: 2031 do-minimum (scenario 1) trip generation, weekday average PM peak hour (1600 – 1900)

Zone No.	Zone Name	Arrival Trips				Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
71	Alice Holt	3	3	0	0	1	1	0	0
75	Badshot Lea	56	53	3	0	141	133	7	1
98	Farnham - West Street	26	25	1	0	53	50	2	1
108	Farnham - Compton	3	3	0	0	1	1	0	0
109	Runfold	3	3	0	0	1	1	0	0
124	Farnham Hospitals	7	7	0	0	2	2	0	0
125	Farnham Park	2	2	0	0	1	1	0	0
126	Farnham Station	4	4	0	0	1	1	0	0
127	Farnham TC East	-18	-18	0	-0	43	36	7	1
300	Weydon Lane & Shortheath	18	17	0	-0	8	7	1	0
309	Farnham - Firgrove Hill	4	5	-0	-0	3	3	0	0
319	Frensham & Tilford	11	11	-0	0	9	8	1	0
320	Elstead & Thursley	28	27	1	0	38	36	1	0
321	Bramley & Winkworth Arboretum	18	17	1	0	15	13	1	0
322	Chiddingfold & Dunsfold	33	30	2	0	57	50	6	1
323	Witley	23	21	1	0	28	25	3	0
324	Alfold	5	5	-0	-0	29	26	2	0
325	Cranleigh Town Centre	36	33	4	-1	108	96	11	1
326	Ewhurst	13	12	1	0	16	15	1	0
327	Haslemere - Shottermill	25	24	1	0	14	12	1	0
328	Haslemere	51	48	3	0	83	75	8	1
329	Hindhead	-55	-44	-9	-2	-4	-1	-3	-1
330	Milford	54	50	4	1	112	100	10	1
331	Wrecclesham	29	27	2	0	48	43	4	1
332	Farnham - Hale	16	16	0	0	4	4	0	0
333	Cranleigh East	20	19	1	0	10	9	1	0
334	Shamley Green	15	14	1	0	19	17	2	0
335	Wonersh	7	7	0	0	4	3	0	0
336	Farnham - Weybourne West	16	15	0	0	4	4	0	0
337	Godalming - Busbridge	-26	-16	-6	-4	6	9	-1	-2
338	Godalming Town Centre	36	33	2	0	59	52	6	1
339	Godalming - Charterhouse	17	16	1	0	10	9	1	0
340	Farncombe - Farncombe	14	14	0	0	4	3	0	0
341	o Binscombe	23	22	1	0	28	25	3	0
468	Farnham - Dippenhall	1	1	0	0	0	0	0	0
471	Farnham - The Bournes	9	9	0	0	2	2	0	0
503	Farnham - Weybourne East	16	15	1	0	18	16	2	0
564	Farnham Town centre West	1	2	-0	0	1	1	0	0
569	Cranleigh East	0	0	0	0	0	0	0	0
570	Dunsfold Development	561	501	47	13	863	772	79	12
571	Coxbridge Farm Development	42	37	4	0	106	94	10	1
572	Littlemead Ind. Estate Dev.	50	44	5	1	125	111	12	1
573	West Cranleigh Nurseries Dev.	9	13	-2	-3	77	75	2	-0
TOTAL		**1204**	**1126**	**69**	**9**	**2146**	**1940**	**181**	**24**

Table 3.4: 2031 scenario 2 trip generation, weekday average AM peak hour (0700 – 1000)

Zone No.	Zone Name	Arrival Trips				Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
71	Alice Holt	1	1	0	0	3	3	0	0
75	Badshot Lea	146	130	14	2	92	83	9	1
98	Farnham - West Street	54	48	5	1	39	36	3	0
108	Farnham - Compton	1	1	0	0	3	3	0	0
109	Runfold	1	1	0	0	3	2	0	0
124	Farnham Hospitals	3	3	0	0	7	7	0	0
125	Farnham Park	1	1	0	0	2	2	0	0
126	Farnham Station	2	2	0	0	4	4	0	0
127	Farnham TC East	37	30	7	0	7	4	3	0
300	Weydon Lane & Shortheath	11	10	1	0	18	18	0	-0
309	Farnham - Firgrove Hill	4	4	0	0	5	5	-0	0
319	Frensham & Tilford	13	12	1	0	14	14	0	0
320	Elstead & Thursley	46	41	4	1	35	32	3	0
321	Bramley & Winkworth Arboretum	19	17	2	0	21	20	1	0
322	Chiddingfold & Dunsfold	66	59	6	1	48	44	4	0
323	Witley	34	31	3	0	26	24	2	0
324	Alfold	33	29	3	0	7	7	1	0
325	Cranleigh Town Centre	146	130	14	2	91	82	9	1
326	Ewhurst	20	18	2	0	17	15	1	0
327	Haslemere - Shottermill	18	16	1	0	26	25	1	0
328	Haslemere	91	81	8	1	74	68	5	0
329	Hindhead	-21	-17	-3	-1	-67	-55	-9	-2
330	Milford	120	107	12	1	79	70	7	1
331	Wrecclesham	50	45	5	1	40	37	3	0
332	Farnham - Hale	7	6	0	0	16	15	0	0
333	Cranleigh East	11	11	1	0	19	18	0	0
334	Shamley Green	21	19	2	0	20	18	2	0
335	Wonersh	6	5	0	0	8	7	0	0
336	Farnham - Weybourne West	19	17	2	0	23	22	1	0
337	Godalming - Busbridge	3	3	0	-1	-19	-11	-4	-3
338	Godalming Town Centre	64	57	6	1	51	47	4	1
339	Godalming - Charterhouse	11	10	1	0	17	16	1	0
340	Farncombe - Farncombe	6	5	0	0	14	13	0	0
341	o Binscombe	32	29	3	0	29	27	2	0
468	Farnham - Dippenhall	0	0	0	0	1	1	0	0
471	Farnham - The Bournes	4	4	0	0	9	9	0	0
503	Farnham - Weybourne East	22	20	2	0	20	19	1	0
564	Farnham Town centre West	1	1	0	0	2	2	-0	0
569	Cranleigh East	0	0	0	0	0	0	0	0
570	Dunsfold Development	928	830	85	12	835	742	77	15
571	Coxbridge Farm Development	110	98	11	1	68	60	7	1
572	Littlemead Ind. Estate Dev.	114	102	11	1	72	64	7	1
573	West Cranleigh Nurseries Dev.	79	71	8	0	33	32	3	-2
TOTAL		**2336**	**1809**	**2091**	**219**	**1809**	**1649**	**143**	**17**

Table 3.5: 2031 scenario 2 trip generation, weekday average PM peak hour (1600 – 1900)

Scenario	Vehicle Arrival Trips	Vehicle Departure Trips	Vehicle Trips Total
Weekday average AM peak hour (0700 – 1000)			
2031 Scenario 1	172	246	418
2031 Scenario 2	1,376	1,372	2,748
Weekday average PM peak hour (1600 – 1900)			
2031 Scenario 1	651	642	1,293
2031 Scenario 2	2,987	2,451	5,438

Table 3.6: Trip generation cumulative summary

3.6 External and Background Traffic Growth

3.6.1 Traffic growth forecasts have been developed using a combination of both TEMPRO and the development trip generation calculated from TRICS.

3.6.2 Outside the study area of Waverley borough, standard TEMPRO factors have been used to growth trips to the forecast year of 2031.

3.6.3 In Waverley and Guildford Boroughs, only background growth from TEMPRO has been applied, using alternative planning assumptions whereby jobs and houses were changed to remain the same as the base year, 2009. This provided background growth factors which only represent changes in demographics and car ownership. This created a 2031 do-nothing forecast.

3.6.4 Since the pro-forma supplied up to date estimates of housing developments at a finer geographical scale than TEMPRO, the residential trip rates calculated from TRICS have been added to the background growth for the borough (2031 do-nothing forecast). Due to the pro-forma not including details of any commercial developments TEMPRO job forecasts, between 2009 and 2016, were used instead and similarly added to the background growth (2031 do-nothing forecast). By combining the 2031 do-nothing with the TRICS residential trip generation and TEMPRO jobs forecasts, the most robust estimates of demand is modelled in the 2031 do-minimum scenario. The 2031 do-something scenario 2 forecast was generated in the same format as the do-minimum but utilised forecast planning data combined with TRICS and 2017 to 2031 TEMPRO job forecasts.

3.6.5 Reference should be made to **Figure 3.1** for an illustration of how all scenarios have been developed.

3.7 Vehicle Trip Distribution

3.7.1 The origin and destinations of trips travelling to and from the development sites, known as trip distribution, were derived from the 2011 Census journey to work dataset.

3.7.2 The borough of Waverley was split into four areas based on land use characteristics. A generalisation of the four areas is provided below:

- Farnham;
- Godalming;
- Hindhead and Haslemere; and
- Cranleigh.

3.7.3 Separate average distributions were developed for each of these areas using the journey to work dataset. Additional trips forecast to occur within one of the four areas then had the average distribution of the relevant area applied. Therefore the distributions applied to any development sites included in this study area are based

on the average existing observed trip patterns for the four general areas of the borough. Since the majority of travel from home to work occurs in the AM peak, it was assumed that the home end of the trip is the origin, and the work place the destination. This assumption was reversed in the PM peak.

3.7.4 **Table 3.7** details the modelled zones that formed the four distributions.

Distribution	Zone No.
Farnham	71, 75, 98, 108, 109, 124, 125, 126, 127, 300, 309, 319, 331, 323, 336, 471, 503, 564 and 571
Godalming	320, 321, 323, 335, 337, 338, 339, 340, 341 and 468
Hindhead & Haslemere	327, 328 and 329
Cranleigh	322, 324, 325, 326, 333, 334, 569, 570, 572 and 573

Table 3.7: Modelled zone areas that informed the five observed trip distributions

3.8 Forecast Network

3.8.1 The forecast highway network varies in the do-minimum and do-something scenarios assessed in this study.

2031 Do-nothing

3.8.2 The forecast highway network is exactly the same as the base network, but includes in the following committed highway schemes:

- A3 Hindhead tunnel and associated local junction alternations;
- M25 junction 16 to 23 widening of the carriageway from dual 3 lanes to dual 4 lanes;
- M25 junction 27 to 30 widening of the carriageway from dual 3 lanes to dual 4 lanes;
- M25 new Cobham services that can be accessed from both sides of the carriageway and permits u-turns between junction 9 and 10;
- Signalised junction of Egerton Road and Gill Avenue, Guildford, formally known as Hospital Roundabout;
- Sheerwater link road, Woking;
- Improvements to the signalised junction of the A243 Leatherhead Road and B280 Fair Oak Lane/Rushett Lane, Malden Rushett;
- M3 hard shoulder running between junction 2 and 4;
- Redhill Balanced Network;
- New signalled junction at A25 South Street within Junction Road and Junction Road converted to two-way between this junction and the Waitrose entrance, Dorking;
- Epsom Plan E highway improvements to the A24 town centre gyratory; and
- Increase two lanes of travel between Toshiba and Hospital roundabouts in an eastbound direction towards Frimley.

2031 Scenario 1 (Do-minimum)

3.8.3 The forecast highway network of 2031 scenarios 1 and 2 are the same as the 2031 do-nothing, but include the following highway alterations:

- Alterations to East Street and Woolmead in Farnham related to the Brightwells development; and

- Signalised junction at Waitrose, Guildford.

2031 Scenario 2

3.8.4 The forecast highway network is exactly the same as the do-minimum.

2031 Scenario 3

3.8.5 The forecast highway network is a continuation of the same network used in 2031 scenario1 and 2 with the inclusion of the local highway mitigation schemes stated as in **paragraph 3.2.5**.

2031 Scenario 4

3.8.6 The forecast highway network is the same as 2031 scenario 3, but includes the following strategic highway improvement schemes:

- Highways England improvements at M25 J10; and also
- Highways England improvements on M25 between junctions 10 and 16.

2031 Scenario 5

3.8.7 The forecast highway network is the same as 2031 scenario 3 but includes the strategic improvement scheme of widening the A3 to dual three lanes between the A31 and A320, as well as improvement the Tesco and Cathedral junctions in Guildford/additional schemes:

3.8.8 2031 scenario 4 has been ignored in this assessment as the proposed scheme does not directly relate to Waverley borough.

3.9 Assignment

3.9.1 The trip end totals within the forecast matrices have been fixed when assigned to the network, using the method of successive averages (MSA) for 700 assignment iterations. In comparison to a variable demand approach, this represent a worst case scenario and allows the impact of the development sites to be more transparent to simplify the decision making process.

4 MODEL RESULTS AND ANALYSIS

4.1 Overview

4.1.1 All results presented within this report represent modelled traffic impacts projected to occur in the borough of Waverley only.

4.1.2 Results are presented for the following do-something scenarios: 2031 scenario 2; 2031 scenario 3; and 2031 scenario 5. 2031 scenarios 4 and 6 have been omitted from the analysis as they do not directly affect Waverley borough, due to the location of the mitigation proposals contained in these scenarios being within the borough of Guildford. The potential impacts of 2031 scenarios 2 and 3 have been identified by comparing analysis with the 'do-minimum' (scenario 1). However, the proposed traffic impacts of 2031 scenario 5 have been identified by making comparisons with 2031 scenario 3, as the only difference between these two scenarios is the amount of mitigation proposed.

4.2 Network Statistics

4.2.1 **Tables 4.1** and **4.2** display the network summary statistics in the study area of Waverley, for the weekday average AM and PM peak hours. Statistics are presented for each road type and forecast do-something scenarios as well as the do-minimum.

4.2.2 The network statistics presented are summaries of the projected traffic impacts on the highway network within the borough of Waverley only, specifically vehicle kilometres travelled, vehicle hours and average speed.

4.2.3 2031 scenario 2 is estimated to generate a 14% and 18% increase in vehicle kilometres travelled in the borough of Waverley during the weekday average AM and PM peak hours respectively, when compared to the 2031 do-minimum. Vehicle hours is also projected to increase by similar proportions to vehicle kilometres in 2031 scenario 2, with proportional increases of 16% and 20% in the weekday average AM and PM peak hours respectively. A resultant factor of increased vehicles and delay incurred is a decrease in the average speeds of vehicles, for example the average speed is estimated to decrease by 1.7% and 1.9% in the weekday average AM and PM peak hours in 2031 scenario 2, when compared to the do-minimum.

4.2.4 2031 scenario 3 is estimated to incur similar magnitudes of deterioration in network performance as 2031 scenario 2. However, it should be noted that even with 2031 scenario 3 including local mitigations schemes in both Waverley and Guildford boroughs, vehicle kilometres travelled and vehicle hours are still projected to minimally increase in comparison to 2031 scenario 2. For example, in the weekday average AM peak hour, increases in vehicle kilometres and vehicle hours is forecast to be 1% greater in scenario 3 compared to scenario 2. This is also the case for the weekday average PM peak hour. With regards to changes in average speed of vehicles, these are still projected to be slightly less when compared to 2031 do-minimum in 2031 scenario 3, but marginally better than 2031 scenario 2 in the weekday average AM peak hour. Any increases in speed between 2031 scenarios 2 and 3 could infer that the proposed local mitigation schemes are having a positive impact at a borough scale. It should be noted that this positive trend in increasing speeds between 2031 scenario 2 and 3 is not projected to incur in the weekday average PM peak hour, as average speed is estimated to be 57.4 kph in scenario 2 but incurs a minor reduction of 0.2 kph 2031 scenario 3. This could be due to the strategic model not being able to accurately consider all proposed mitigation

schemes in enough detail, for example the strategic model cannot represent all specific details of signalised junction arrangement.

4.2.5 With regards to 2031 scenario 2 and scenario 3, B roads and minor roads are projected to experience the greatest increases in vehicle kilometres travelled as well as vehicle hours. Once explanation of this is that several of the largest potential development sites in the proposed Local Plan, such as Dunsfold and multiple developments at Cranleigh, being located in proximity to B and minor roads.

4.2.6 Comparisons between 2031 scenario 3 and 5 show very minor alterations in network statistics in both the weekday average AM and PM peak hours. This infers that the proposed strategic mitigation, of widening the A3 in Guildford between the A31 and A320 with associated junction improvements at the Tesco and Cathedral roundabouts, is to have little impact on traffic impacts in Waverley, at a borough scale. However, of the impacts projected, these are anticipated to have a positive impact on the network of Waverley by slightly reducing vehicle hours in both the weekday average AM and PM peak hours, as well as increasing average speeds by 2% in the weekday average AM peak hour.

Statistic	Road Type	2031 Scenario 1	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
Vehicle kilometres (veh km)	Trunk Road	44,168	45,552	43,849	44,666
	A Principal Road	108,430	116,893	115,321	114,290
	B Road	38,305	48,008	50,792	50,331
	Minor Road	48,854	63,912	65,867	66,677
Total		**239,757**	**274,365**	**275,829**	**275,964**
Vehicle hours (veh hr)	Trunk Road	540	563	530	541
	A Principal Road	1,939	2,121	2,081	2,055
	B Road	757	961	1,010	999
	Minor Road	850	1,106	1,154	1,166
Total		**4,086**	**4,751**	**4,775**	**4,761**
Average speed (kph)	Trunk Road	81.7	80.9	82.7	82.5
	A Principal Road	55.9	55.1	55.4	55.6
	B Road	50.6	49.9	50.3	50.4
	Minor Road	57.5	57.8	57.1	57.2
Average		**58.7**	**57.7**	**57.8**	**58.0**
Absolute Difference from the do-minimum for Scenario 2 and 3. Absolute Difference from 2031 Scenario 3 for Scenario 5.					
Vehicle kilometres (veh km)	Trunk Road		1,384	-319	817
	A Principal Road		8,463	6,891	-1,031
	B Road		9,703	12,487	-461
	Minor Road		15,058	17,013	810
Total			**34,608**	**36,072**	**135**
Vehicle hours (veh hr)	Trunk Road		23	-10	11
	A Principal Road		182	142	-26
	B Road		204	253	-11
	Minor Road		256	304	12
Total			**665**	**689**	**-14**
Average speed (kph)	Trunk Road		-0.8	1.0	-0.2
	A Principal Road		-0.8	-0.5	0.2
	B Road		-0.7	-0.3	0.1
	Minor Road		0.3	-0.4	0.1
Average			**-1.0**	**-0.9**	**0.2**
Percentage Difference from the do-minimum for Scenario 2 and 3. Percentage Difference from 2031 Scenario 3 for Scenario 5.					
Vehicle kilometres (veh km)	Trunk Road		3%	-1%	2%
	A Principal Road		8%	6%	-1%
	B Road		25%	33%	-1%
	Minor Road		31%	35%	1%
Total			**14%**	**15%**	**0%**
Vehicle hours (veh hr)	Trunk Road		4%	-2%	2%
	A Principal Road		9%	7%	-1%
	B Road		27%	33%	-1%
	Minor Road		30%	36%	1%
Total			**16%**	**17%**	**0%**
Average speed (kph)	Trunk Road		-1.0%	1.2%	-0.2%
	A Principal Road		-1.4%	-0.9%	0.4%
	B Road		-1.4%	-0.6%	0.2%
	Minor Road		0.5%	-0.7%	0.2%
Average			**-1.7%**	**-1.5%**	**0.3%**

Table 4.1: Weekday average AM peak hour (0700 – 1000) network summary statistics for Waverley borough

Statistic	Road Type	2031 Scenario 1	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
Vehicle kilometres (veh km)	Trunk Road	47,815	49,434	49,294	50,197
	A Principal Road	113,282	122,743	122,062	121,326
	B Road	39,602	50,339	52,032	51,783
	Minor Road	50,627	73,131	75,070	74,841
Total		**251,326**	**295,647**	**298,458**	**298,147**
Vehicle hours (veh hr)	Trunk Road	595	619	616	636
	A Principal Road	2,026	2,243	2,238	2,224
	B Road	792	1,017	1,055	1,046
	Minor Road	885	1,273	1,314	1,312
Total		**4,298**	**5,152**	**5,223**	**5,218**
Average speed (kph)	Trunk Road	80.4	79.8	80.0	78.9
	A Principal Road	55.9	54.7	54.6	54.5
	B Road	50.0	49.5	49.3	49.5
	Minor Road	57.2	57.5	57.1	57.1
Average		**58.5**	**57.4**	**57.2**	**57.1**
Absolute Difference from the do-minimum for Scenario 2 and 3. Absolute Difference from 2031 Scenario 3 for Scenario 5.					
Vehicle kilometres (veh km)	Trunk Road		1,619	1,479	903
	A Principal Road		9,461	8,780	-736
	B Road		10,737	12,430	-249
	Minor Road		22,504	24,443	-229
Total			**44,321**	**47,132**	**-311**
Vehicle hours (veh hr)	Trunk Road		24	21	20
	A Principal Road		217	212	-14
	B Road		225	263	-9
	Minor Road		388	429	-2
Total			**854**	**925**	**-5**
Average speed (kph)	Trunk Road		-0.6	-0.4	-1.1
	A Principal Road		-1.2	-1.3	-0.1
	B Road		-0.5	-0.7	0.2
	Minor Road		0.3	-0.1	0.0
Average			**-1.1**	**-1.3**	**-0.1**
Percentage Difference from the do-minimum for Scenario 2 and 3. Percentage Difference from 2031 Scenario 3 for Scenario 5.					
Vehicle kilometres (veh km)	Trunk Road		3%	3%	2%
	A Principal Road		8%	8%	-1%
	B Road		27%	31%	0%
	Minor Road		44%	48%	0%
Total			**18%**	**19%**	**0%**
Vehicle hours (veh hr)	Trunk Road		4%	4%	3%
	A Principal Road		11%	10%	-1%
	B Road		28%	33%	-1%
	Minor Road		44%	48%	0%
Total			**20%**	**22%**	**0%**
Average speed (kph)	Trunk Road		-0.7%	-0.5%	-1.4%
	A Principal Road		-2.1%	-2.3%	-0.2%
	B Road		-1.0%	-1.4%	0.4%
	Minor Road		0.5%	-0.2%	0.0%
Average			**-1.9%**	**-2.2%**	**-0.2%**

Table 4.2: Weekday average PM peak hour (1600 – 1900) network summary statistics for Waverley borough

4.3 Level of Service (LOS)

4.3.1 Level of service (LOS) is a term used to qualitatively describe the operating conditions of a section of road or turning movement at a junction based on factors such as speed, travel and time delay. The level of service is designated with a letter A to F, with A representing the best operating conditions and F the worst. **Table 4.3** describes the performance rating of each letter A to F.

A	Free flow	Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes.
B	Reasonable free flow	LOS A speeds are maintained, manoeuvrability within the traffic stream is slightly restricted. Motorists still have a high level of physical and psychological comfort.
C	Stable flow	Ability to manoeuvre through lanes is noticeably restricted and lane changes require more driver awareness. Most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. This is the target LOS for some urban and most rural roads.
D	Approaching unstable flow	Speeds slightly decrease as traffic volume slightly increases. Freedom to manoeuvre within the traffic stream is much more limited and driver comfort levels decrease.
E	Unstable flow operating at capacity	Flow becomes irregular and speed varies rapidly because there are virtually no useable gaps to manoeuvre in the traffic stream and speeds rarely reach the posted limit. Any disruption to traffic flow such as merging or lane changes will create a shock wave affecting traffic upstream. Drivers' level of comfort becomes poor.
F	Forced or breakdown of flow	Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity.

Table 4.3: A to F level of service (LOS) categories

4.3.2 The methodology for calculating the LOS is set out in The Highway Capacity Manual (1994) and has been applied to the analysis of both link flow and junction delay to aid the interpretation of the model results. The calculated LOS has been colour coded using the traffic light colours: green; amber; and red in **Tables 4.4** and **4.5**.

4.4 Ratio of Flow to Capacity (RFC)

4.4.1 Another tool for assessing the performance of a stretch of road or a turning movement at a junction is the ratio of flow to capacity (RFC) measure.

4.4.2 An RFC value greater than 1 means that the stretch of road or turning movement has a higher level of traffic flow than its theoretical capacity. As a result flow breakdown and extensive queues can be expected.

4.4.3 With the exception of signalised junctions, an RFC below 0.85 is considered acceptable as there is still scope to accommodate future growth. For signalled junctions the threshold is higher at 0.90. A value between 0.85 and 1, or 0.90 and 1 for signalled junctions, suggests the stretch of road or junction is beginning to struggle with the weight of traffic causing delay, queues and driver stress.

4.4.4 As with LOS, RFC has been applied to the analysis of both link flow and junction delay to aid the interpretations of the model results. All presented RFC values between 0.85 and 1, or 0.90 and 1 for signalled junctions, have been highlighted in orange, and in red for RFC values greater than 1.

4.5 Increase in Flow

4.5.1 **Tables 4.4 and 4.5** present the model links which are projected to experience the greatest increase in flow in 2031 scenarios 2, 3 and 5 when compared with the relevant reference cases for the weekday average AM and PM peak hours. The model links RFC and LOS values are also presented.

2031 Scenario 2

4.5.2 2031 Scenario 2 contains all development sites identified by the borough council in their Local Plan. The maximum projected increase in vehicle flow generated from the proposed developments in the Local Plan, is 474 vehicles per hours (vph) in the weekday average AM peak hour and 530 vph in the weekday average PM peak hour, both on the A281 Horsham Road southbound.

4.5.3 In both the weekday average AM and PM peak hours the greatest increases in flow are expected to occur on roads located in close proximity to the largest proposed developments, specifically the Dunsfold development as well as three developments in Cranleigh (Amlets Lane, Littlemead Industrial Estate and the West Cranleigh Nurseries). Consequently all model links shown in **Tables 4.4** and **4.5** relating to scenario 2 are located in the south east area of the borough.

4.5.4 Of the ten links incurring the greatest increases in flow as a result of additional development proposed to occur in 2031 scenario 2, the A281 Horsham Road, northbound and southbound, has the greatest RFC value with sections of the road incurring RFC values greater than 0.85 and 1. Such RFC values on the A281 infer that sections of the road are approaching or have reached the theoretical capacity with congestion reaching a critical stress point.

2031 Scenario 3

4.5.5 2031 scenario 3 contains the same amount of proposed development, in the same locations, as 2031 scenario 2 as well as proposed local highway mitigation schemes in both the boroughs of Waverley and Guildford. The greatest increases in flow shown in **Tables 4.4** and **4.5** for 2031 scenario 3, when compared to the do-minimum, contain some of the same model links as those experiencing greatest increases in 2031 scenario 2, but along with other model links in alternative locations of the borough, namely Farnham.

4.5.6 In both the weekday average AM and PM peak hours the A31 Farnham By-Pass/Runfold Diversion is to incur some of the largest increases in flow. This is a result of the proposed mitigation scheme to improve the Shepherd and Flock roundabout, as delay is reduced and capacity increased, thus causing a greater number of vehicles to re-route in the local area and make greater use of the A31 Farnham By-Pass, instead of alternative routes, such as via Farnham town centre on the A325.

4.5.7 However, it should still be noted that even with the incorporation of numerous proposed local mitigation schemes in 2031 scenario 3, increases in flow on model links surrounding some of the largest proposed developments, such as at Dunsfold and Cranleigh, remain of similar quantities to those experienced in 2031 Scenario 2. This could imply that further mitigation is required that specifically relates to the large proposed developments in the vicinity of Dunsfold and Cranleigh.

4.5.8 An interesting observation can be made by comparing outputs of the model links shown in **Tables 4.4** and **4.5** for both 2031 scenarios 2 and 3. For example, the A281 Horsham Road northbound, (link reference 19710,2), is projected to incur an increase in flow of 362 vph with an associated RFC value of 0.94 as a result of development contained in scenario 2 during the average AM peak hour. However,

as a result of local mitigation schemes this same model link is to incur even larger increases in flow in scenario 3, as the flow is to increase to 424 vph and the RFC value deteriorating to just below the theoretical capacity of 1. A similar trend is also presented for the B2130 Elmbridge Road westbound in the weekday average PM peak hour. However, it should be considered that where a number of model links experience an increase in flow as a result of the local mitigation schemes, other model links experience a decrease, thus inferring that re-routing of trips could occur as a result of mitigation schemes located in both the boroughs of Waverley and Guildford.

2031 Scenario 5

4.5.9 Increases in vehicle flow between 2031 scenario 5 and 2031 scenario 3 during both average peak hours are not as marked as those experienced as a result of additional development and numerous mitigation schemes in scenarios 2 and 3.

4.5.10 2031 scenario 5 contains the proposed strategic highway improvement of widening the A3 in Guildford between the A31 and A320 along with associated junction improvements. Consequently this proposed strategic highway scheme has the most impact on model vehicle flows on the A3, as well as approaches to the A3 junctions, in Waverley.

4.5.11 The greatest increase in traffic flow is forecast to be in a northbound direction of travel in the weekday average AM peak hour, whereas in the PM it is the southbound direction of travel that is to incur largest increases in traffic flow on the A3. This directional trend is to be expected due to the A3 having a tidal flow pattern between the peak hours

Rank	Name	Link Ref	Absolute Increase in Flow (vph)	RFC*	LOS
Scenario 2 (less scenario 1)					
1	A281 Horsham Road southbound	19709, 2	474	(0.25) 0.65	E
2	Barnhatch Lane southbound	19704, 2	378	(0.22) 0.54	D
3	A281 Horsham Road northbound	19710, 2	362	(0.63) 0.94	E
4	Wildwood Lane eastbound	17780, 1	339	(0.03) 0.31	C
5	B2128 High Street southbound	17776, 2	301	(0.32) 0.58	D
6	A281 Horsham Road southbound	19710, 1	289	(0.25) 0.49	D
7	Barnhatch Lane northbound	19705, 2	262	(0.29) 0.51	D
8	Alford Road northbound	19722, 2	252	(0.00) 0.21	B
9	A281 Horsham Road northbound	19709, 1	245	(0.63) 0.84	E
10	Knowle Lane northbound	19718, 2	240	(0.13) 0.33	C
Scenario 3 (less scenario 1)					
1	A31 Farnham By-Pass eastbound	17276, 1	604	(0.40) 0.58	D
2	A31 Runfold Diversion eastbound	11394, 1	555	(0.57) 0.74	E
3	A31 Runfold Diversion eastbound	11778, 1	437	(0.55) 0.68	E
4	A281 Horsham Road northbound	19710, 2	424	(0.63) 0.99	E
5	A31 Runfold Diversion eastbound	11783, 1	414	(0.33) 0.46	D
6	Barnhatch Lane southbound	19704, 2	404	(0.22) 0.56	D
7	B2130 Godalming Road northbound	8578, 1	403	(0.24) 0.58	D
8	B3001 Waverley Lane northbound	17324, 1	386	(0.62) 1.10	F
9	A281 Horsham Road southbound	19709, 2	386	(0.25) 0.57	D
10	Alford Road northbound	19722, 2	374	(0.00) 0.32	C
Scenario 5 (less scenario 3)					
1	A3 Milford By-Pass northbound	8514, 2	149	(0.64) 0.69	E
2	A3 Portsmouth Road northbound	11760, 1	139	(0.39) 0.43	D
3	A3 Portsmouth Road northbound	11757, 1	131	(0.45) 0.49	D
4	C29 Hale House Lane northbound	18802, 1	119	(0.01) 0.08	A
5	Star Hill northbound	2105, 1	118	(0.12) 0.22	B
6	C30 Dye House Road northbound	18738, 2	109	(0.05) 0.14	A
7	C30 Dye House Road northbound	18737, 1	109	(0.06) 0.15	B
8	C29 Thursley Road southbound	18816, 1	108	(0.06) 0.13	A
9	B3001 Farnham Road southbound	18211, 2	97	(0.26) 0.31	C
10	Fulbrook Lane northbound	9856, 1	92	(0.19) 0.27	C

*Where the forecast RFC is different to the reference case i.e. 2031 scenario 1 or 2031 scenario 5, the RFC value of the reference case is initially presented in brackets

Table 4.4: Links with the greatest increase in absolute flow during the weekday average AM peak hour (0700 – 1000)

Rank	Name	Link Ref	Absolute Increase in Flow (vph)	RFC*	LOS
		Scenario 2 (less scenario 1)			
1	A281 Horsham Road southbound	19710, 1	530	(0.67) 1.12	F
2	Alford Road southbound	19722, 1	468	(0.01) 0.40	C
3	B2128 High Street northbound	19761, 2	434	(0.35) 0.71	E
4	Amlets Lane westbound	19706, 2	403	(0.22) 0.56	D
5	Amlets Lane westbound	19707, 1	402	(0.23) 0.57	D
6	Alford Road southbound	19723, 2	402	(0.01) 0.35	C
7	B2130 Elmbridge Road westbound	19920, 1	399	(0.19) 0.53	D
8	A281 Horsham Road southbound	19709, 2	390	(0.67) 1.00	F
9	Horseshoe Lane northbound	19760, 1	386	(0.10) 0.43	C
10	Alford Road southbound	19717, 2	385	(0.01) 0.33	C
		Scenario 3 (less scenario 1)			
1	A281 Horsham Road southbound	19710, 1	558	(0.67) 1.14	D
2	A31 Farnham By-Pass northbound	17276, 1	487	(0.38) 0.52	D
3	Alford Road southbound	19722, 1	468	(0.01) 0.40	A
4	A31 Runfold Diversion eastbound	11783, 1	448	(0.38) 0.51	D
5	B2130 Elmbridge Road westbound	19920, 1	426	(0.19) 0.55	C
6	C23 Littleworth Road eastbound	18207, 2	422	(0.20) 0.46	C
7	B2130 Godalming Road southbound	8578, 2	408	(0.32) 0.66	B
8	B2128 High Street northbound	19761, 2	406	(0.35) 0.69	C
9	Alford Road southbound	19723, 2	403	(0.01) 0.35	A
10	A283 Guildford & Godalming By-Pass eastbound	8285, 2	391	(0.30) 0.64	C
		Scenario 5 (less scenario 3)			
1	A3 Milford By-Pass southbound	8514, 1	116	(0.72) 0.76	E
2	A31 Runfold Diversion on slip southbound	17382, 2	103	(0.46) 0.50	D
3	C23 Sands Road northbound	18216, 1	90	(0.24) 0.30	C
4	A3 Portsmouth Road southbound	11760, 2	80	(0.54) 0.56	D
5	A3 Portsmouth Road southbound	11757, 2	80	(0.55) 0.57	D
6	A3 Portsmouth Road southbound	18871, 1	68	(0.60) 0.62	D
7	A331 Blackwater Valley Road southbound	17389, 2	66	(0.46) 0.48	D
8	Guildford Road eastbound	19795, 2	60	(0.94) 1.02	F
9	C23 The Street northbound	10523, 2	54	(0.31) 0.36	C
10	C23 Upper Manor Road southbound	15154, 1	53	(0.30) 0.37	C

*Where the forecast RFC is different to the reference case i.e. 2031 scenario 1 or 2031 scenario 5, the RFC value of the reference case is initially presented in brackets

Table 4.5: Links with the greatest increase in absolute flow during the weekday average PM peak hour (1600 – 1900)

4.5.12 **Figures 4.1 to 4.6** present the changes in flow between the do-something forecasts and the relevant reference cases for the entire study area for Waverley borough for both the weekday average AM and PM peak hours. Therefore **Figures 4.1** to **4.6** are graphical representations of **Tables 4.4** and **4.5**, but for all model links within the borough of Waverley.

4.5.13 Bandwidths coloured red show an increase in flow, whereas those coloured blue represent a decrease in flow, with their size being proportional to the increase or decrease.

4.5.14 **Figures 4.1** and **4.2** present the changes in flow between the do-minimum and 2031 scenario 2. In accordance with **Table 4.4**, the largest increases in flow are apparent on model links in the south east of the borough, specifically travelling to and from the largest proposed development sites of Dunsfold as well as multiple sites in Cranleigh. The majority of trips are forecast to travel to and from the proposed development sites in a north/south direction of flow across the borough. The main routes utilised to access the strategic highway network of the A3 in 2031 scenario 2 is between the south east settlements of Dunsfold and Cranleigh via the unclassified roads to the Milford junction or from Farnham in the west of the borough, via the B3001 to the Milford junction.

4.5.15 **Figure 4.3 and 4.4** present the projected changes in flow between the do-minimum and 2031 scenario 3, thus representing impacts from all proposed development in the Local Plan in association with proposed local mitigation measures. Similar trends as shown in **Figures 4.1** and **4.2** representing 2031 scenario 2 are to remain in 2031 scenario 3. However, increases in flows on the A31 Farnham By-Pass in both the weekday average AM and PM peak hours are projected to occur as a result of the proposed local highway scheme at the Shepherd and Flock roundabout in Farnham, which will enable a larger amount of traffic to travel on the A31 Hog's Back between Farnham and Guildford, as well as the B3001 between Farnham and Milford.

4.5.16 **Figures 4.5 and 4.6** graphically present the differences in flow between 2031 scenario 5 and 2031 scenario 3. The road forecast to experience the greatest increase in vehicle flow is the A3. This is a result of the proposed strategic highway improvement of widening the A3 in the borough of Guildford, as well as associated junction alterations. Due to increased capacity being provided on the A3 in Guildford borough, a greater number of trips are switching routes and instead travelling on the A3 in Waverley. Most noticeably trips have switched from using the A31 Farnham By-Pass in the west of the borough as well as the minor roads across the North Downs in the east of the borough, as these were previously seen as alternative route to travel north and/or south without incurring delay on the A3 in Guildford. **Figures 4.5** and **4.6** show how route choice can alter between origin and destination points as a result of the optimum route differing from increased capacity and/or reduced delay, by removing a bottleneck in the surrounding strategic highway network. For example Figures 4.5 and 4.6 show a reduction in flow on the minor roads across the North Downs in the east of the borough and via Churt in the average AM peak hour and an increase on the A3.

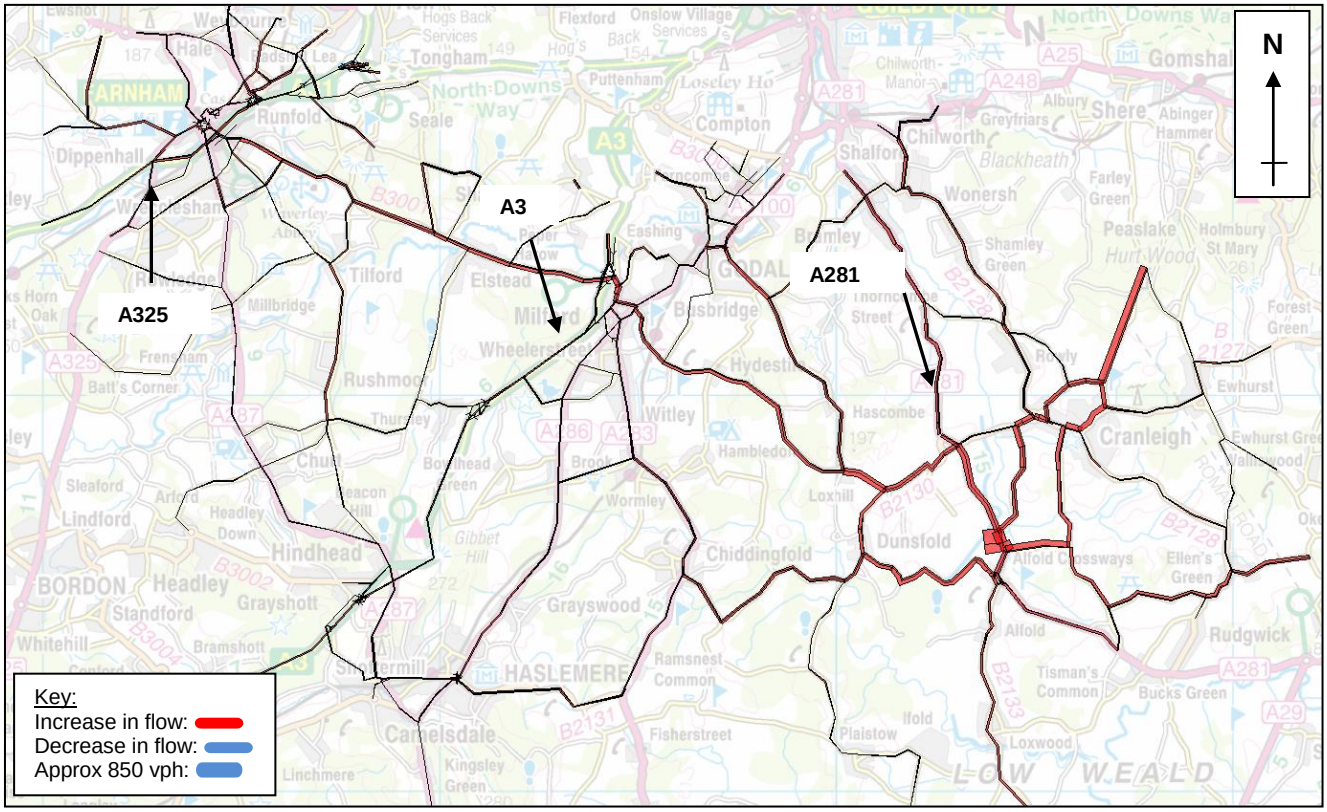

Figure 4.1: Flow difference plot between 2031 scenario 2 and the do-minimum, weekday average AM peak hour (0700 – 1000)

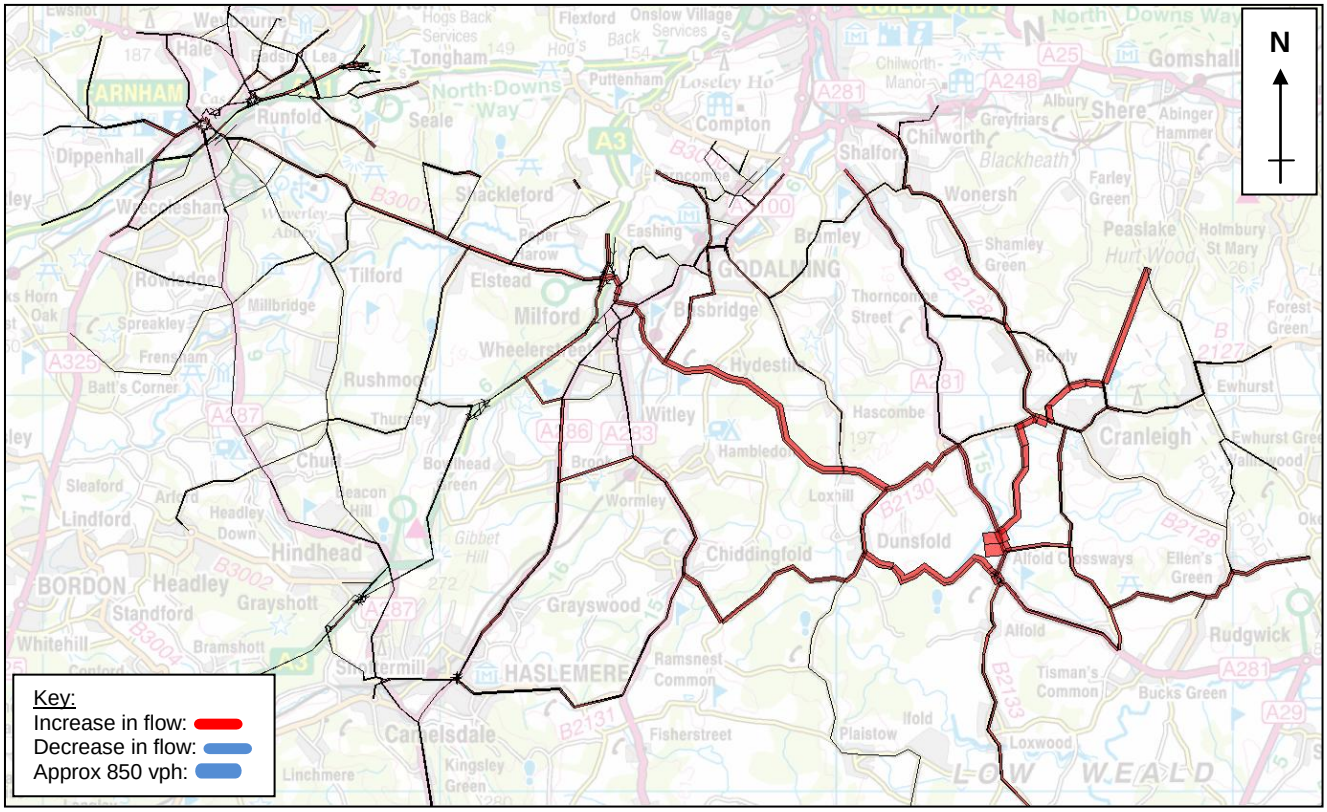

Figure 4.2: Flow difference plot between scenario 2 and the do-minimum, weekday average PM peak hour (1600 – 1900)

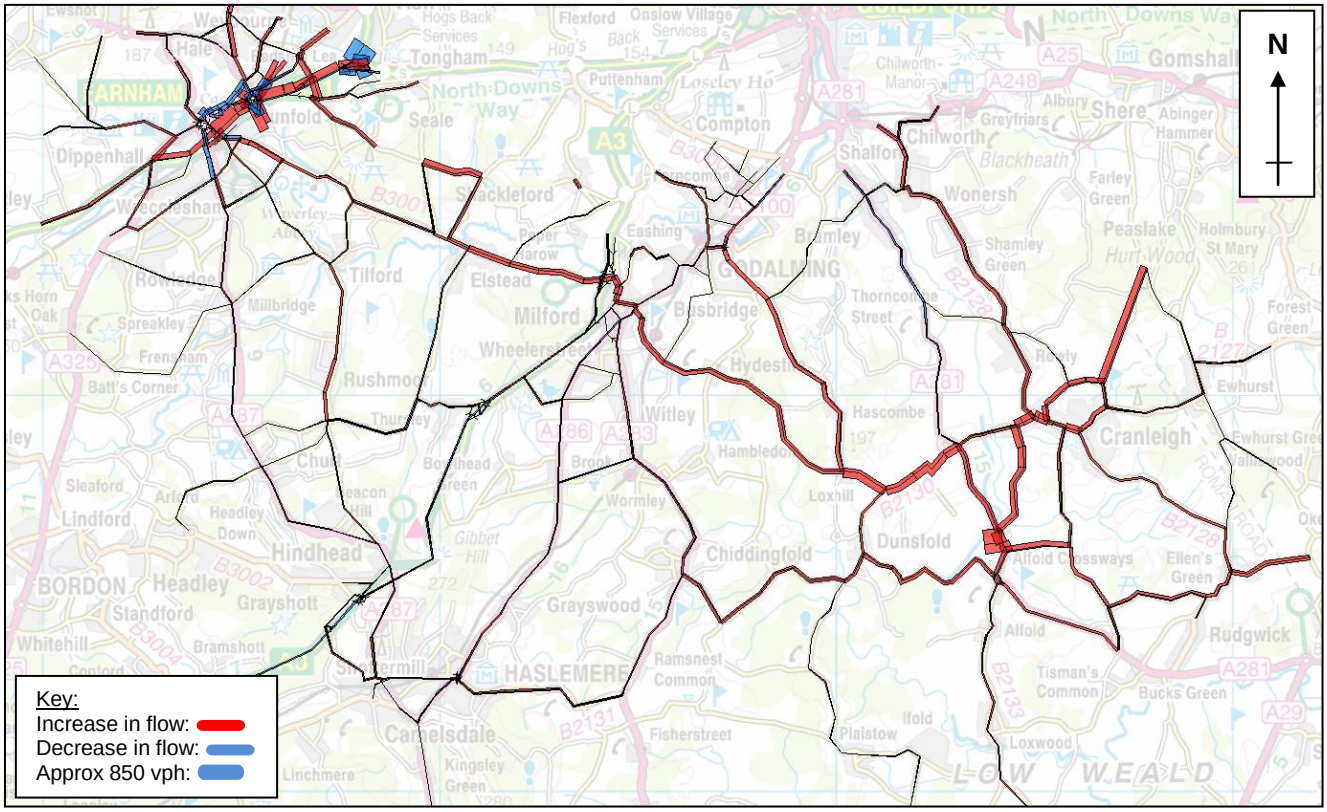

Figure 4.3: Flow difference plot between 2031 scenario 3 and 2031 the do-minimum, weekday average AM peak hour (0700 – 1000)

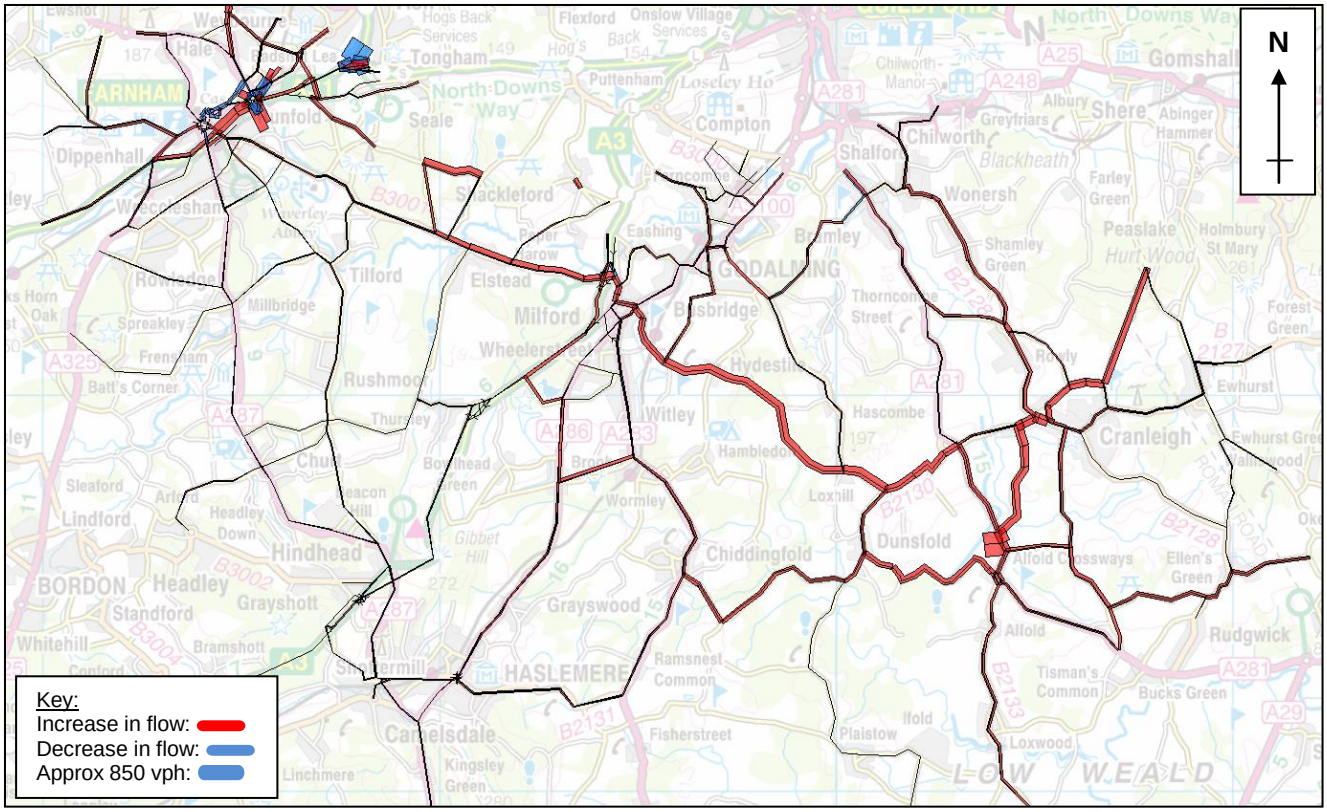

Figure 4.4: Flow difference plot between 2031 scenario 3 and the do-minimum, weekday average PM peak hour (1600 – 1900)

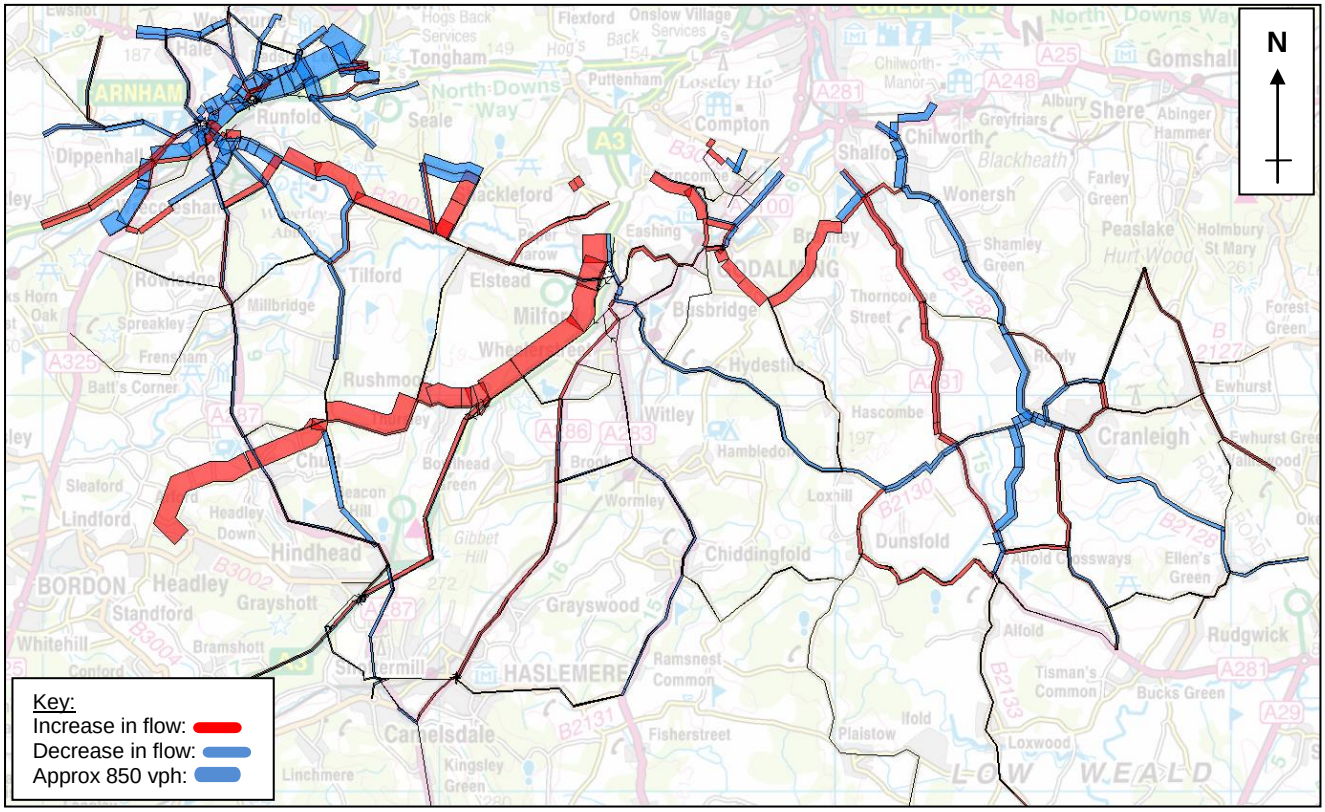

Figure 4.5: Flow difference plot between 2031 scenario 5 and 2031 scenario 3, weekday average AM peak hour (0700 – 1000)

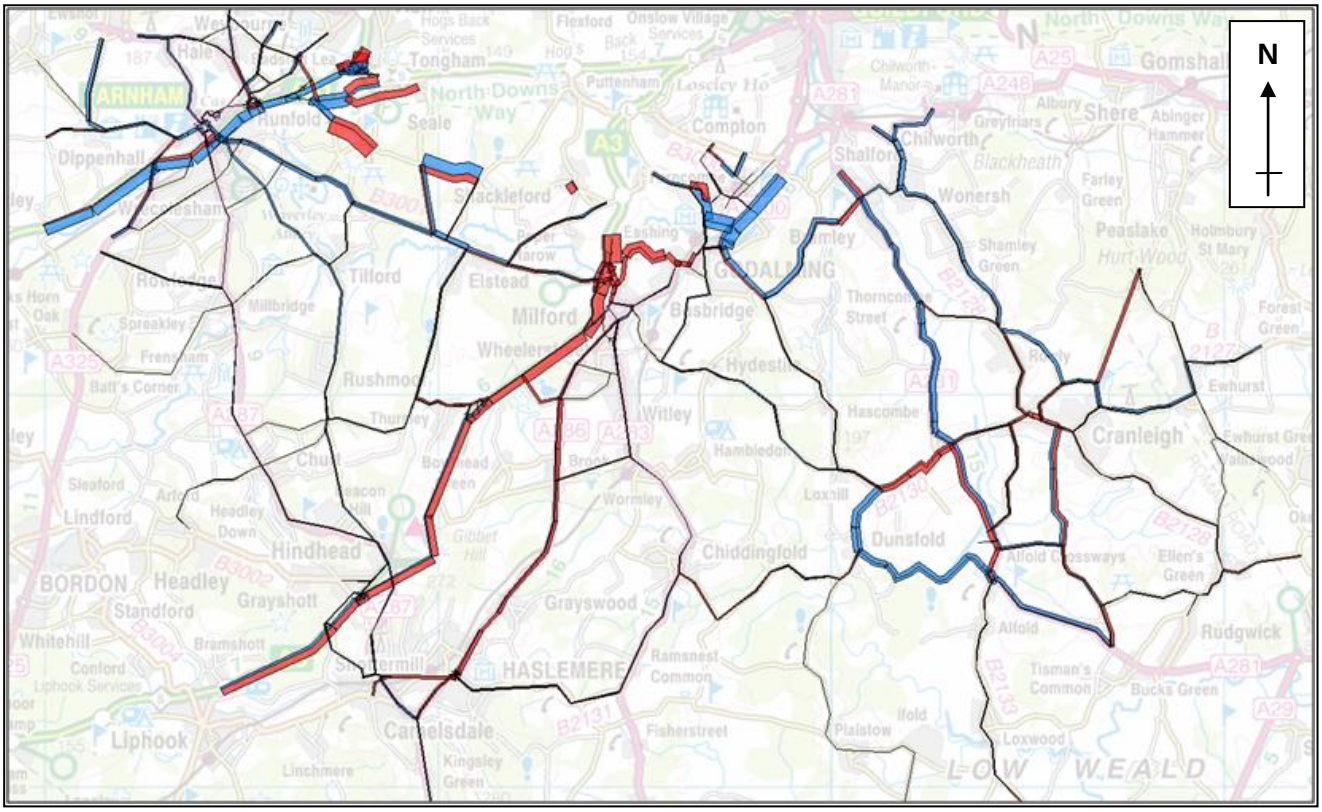

Figure 4.6: Flow difference plot between 2031 scenario 5 and 2031 scenario 3, weekday average PM peak hour (1600 – 1900)

4.6 Increase in Link RFC

4.6.1 **Tables 4.6** and **4.7** present the five links in each do-something scenario that are forecast to have the largest RFC values of all links in the borough of Waverley. The absolute changes in flow between each do-something scenario and the relevant reference case as well as the LOS values are presented.

4.6.2 The top five links listed in **Tables 4.6 and 4.7** have a RFC value greater than 1, i.e. the flow travelling on the road is greater than the roads capacity, in all do-something scenarios during the weekday average AM and PM peak hours. All stated links have a LOS value of F. Such high RFC values with the corresponding worst LOS value suggests that high levels of congestion and flow breakdown are to be experienced on the stated model links, even with local mitigation measures incorporated in 2031 scenarios 3 and 5.

4.6.3 All links presented in **Tables 4.6** and **4.7** are located near Farnham, in the north west of the borough. These locations are generally contradictory to the location of links stated in **Tables 4.4** and **4.5**, as the links that are to incur the greatest increases in traffic flow are in the south east of the borough, namely in proximity to Dunsfold and Cranleigh. This infers that the model links with the highest RFC values in the borough are not present on model links forecast to experience the largest increases in traffic flow from the proposed developments, but instead on links with existing congestion issues in the do-minimum.

4.6.4 Similar to a trend shown in **Tables 4.4** and **4.5**, the proposed local mitigation contained in 2031 scenario 3 is causing traffic flows on some of the most congested links in the borough to increase when compared to 2031 scenario 2. For example, two separate links along the A235 Farnborough Road southbound during the average weekday PM peak hour, (references 17260,1 and 17261,2) incur greater flow in 2031 scenario 3 than in 2031 scenario 2, resulting in the RFC values deteriorating further, even though the flow has exceeded the theoretical capacity of the roads in 2031 scenario 2. This indicates that congestion apparent in the do-minimum is further exacerbated in 2031 scenarios 2, 3 and 5, by traffic re-routing in the vicinity of Farnham. Such exacerbation in congestion is a resultant factor of proposed mitigation schemes in the north west of the borough causing vehicles to switch routes between their origin and destination.

4.6.5 The introduction of the proposed highway scheme of widening the A3 in Guildford, (understood by comparing 2031 scenarios 5 with scenario 3), is not thought to impact on the most congested links in the borough as there are minimal changes in flow and RFC and the LOS values remain constant between scenarios 5 and 3.

4.6.6 **Tables 4.6** and **4.7** highlight that existing areas of congestion and stress present in the do-minimum, continue to be present in the forecast scenarios. This may also indicate that the proposed local mitigation schemes incorporated in 2031 scenario 3 can cause existing high RFC values to deteriorate further.

Rank	Name	Link Ref	Absolute Increase in Flow (vph)	RFC*	LOS
Scenario 2 (less scenario 1)					
1	A331 Blackwater Valley Road northbound	17386, 2	107	(1.24) 1.32	F
2	A325 Farnborough Road northbound	17260, 2	54	(1.25) 1.31	F
3	A325 Farnborough Road northbound	17261, 1	51	(1.14) 1.20	F
4	B3007 Hale Road northbound	18250, 1	45	(1.03) 1.09	F
5	A325 Hale Road northbound	18256, 1	16	(1.06) 1.08	F
Scenario 3 (less scenario 1)					
1	A325 Farnborough Road northbound	17260, 2	67	(1.25) 1.33	F
2	A325 Farnborough Road northbound	17261, 1	66	(1.14) 1.22	F
3	B3001 Waverley Lane southbound	17324, 2	302	(0.83) 1.21	F
4	A325 Farnborough Road southbound	17260, 1	203	(0.85) 1.11	F
5	B3001 Waverley Lane northbound	17324, 1	386	(0.62) 1.10	F
Scenario 5 (less scenario 3)					
1	A325 Farnborough Road northbound	17260, 2	-3	1.33	F
2	A325 Farnborough Road northbound	17261, 1	-2	1.22	F
3	B3001 Waverley Lane southbound	17324, 2	-2	1.21	F
4	A325 Farnborough Road southbound	17260, 1	5	(1.11) 1.12	F
5	A325 Farnborough Road southbound	17261, 2	14	(1.06) 1.07	F

*Where the forecast RFC is different to the reference case i.e. 2031 scenario 1 or 2031 scenario 5, the RFC value of the reference case is initially presented in brackets

Table 4.6: Links with the greatest RFC values, weekday average AM peak hour (0700 – 1000)

Rank	Name	Link Ref	Absolute Increase in Flow (vph)	RFC*	LOS
Scenario 2 (less scenario 1)					
1	A325 Farnborough Road southbound	17260, 1	46	(1.25) 1.31	F
2	A325 Farnborough Road southbound	17261, 2	17	(1.21) 1.24	F
3	A325 Hale Road southbound	18256, 2	17	(1.18) 1.21	F
4	A283 Guildford & Godalming By-Pass southbound	16919, 1	177	(0.99) 1.14	F
5	A331 Blackwater Valley Road northbound	17386, 2	53	(1.09) 1.14	F
Scenario 3 (less scenario 1)					
1	A325 Farnborough Road southbound	17260, 1	222	(1.25) 1.53	F
2	A325 Farnborough Road southbound	17261, 2	110	(1.21) 1.35	F
3	B3001 Waverley Lane southbound	17324, 2	275	(0.95) 1.31	F
4	A325 Farnborough Road northbound	17260, 2	237	(1.00) 1.30	F
5	A325 Farnborough Road northbound	17261, 1	189	(0.98) 1.21	F
Scenario 5 (less scenario 3)					
1	A325 Farnborough Road southbound	17260, 1	-6	(1.53) 1.52	F
2	A325 Farnborough Road southbound	17261, 2	-8	(1.35) 1.34	F
3	A325 Farnborough Road northbound	17260, 2	1	1.30	F
4	B3001 Waverley Lane southbound	17324, 2	-16	(1.31) 1.28	F
5	A325 Farnborough Road northbound	17261, 1	-0	1.21	F

*Where the forecast RFC is different to the reference case i.e. 2031 scenario 1 or 2031 scenario 5, the RFC value of the reference case is initially presented in brackets

Table 4.7: Links with the greatest RFC values, weekday PM peak hour (1600 – 1900)

4.7 Increase in Junction Delay

4.7.1 **Tables 4.8** and **4.9** present the junctions which are forecast to experience the greatest increases in average vehicle delay in scenarios 2,3 and 5 when compared with their relevant reference cases for both the weekday average AM and PM peak hours.

2031 Scenario 2

4.7.2 Comparisons between 2031 scenario 2 and the do-minimum indicates the traffic impacts to be generated from the proposed development contained in Waverley's Local Plan, without any mitigation schemes. The largest increase in average vehicle delay in 2031 scenario 2 is projected to occur at the signalised junction of Nanhurst Crossroads in both the average AM and PM hours. However, there are marked differences in the amount of additional delay to be incurred at this junction between the two time periods, as vehicles are only estimated to incur an additional 16 seconds of delay in the AM, but 87 seconds, in the PM. Consequently, the signalised junction of Nanhurst Crossroads is expected to have a RFC value greater than its theoretical capacity, 1.01, and an associated LOS value of F in the weekday average PM peak hour.

4.7.3 All other junctions in the borough of Waverley are to incur an increase in average vehicle delay of 6 seconds or less in the average AM peak hour as a result of additional developments incorporated in 2031 scenario 2. However, the average PM peak hour is to suffer with greater increases in average delay in comparison to the AM, as the larger increases in average vehicle delay ranges between 13 and 87 seconds.

4.7.4 All of the ten junctions highlighted to incur the largest increases in 2031 scenario 2 during the average PM peak hour have an RFC value greater than 0.85, suggesting that the junctions have all exceeded their practical and/or approaching their theoretical capacity. It should be noted that even though a number of junctions have high RFC values the LOS values are not always as severe, this is because LOS at junctions is determined by the increase in delay incurred, not the RFC value.

4.7.5 A number of junctions to incur the largest increases in junction delay in 2031 scenario 2 are located in close proximity to areas where additional development is proposed, such as Nanhurst Crossroads, A281 with Wildwood Lane as well as junctions surrounding Cranleigh, are close to the proposed Dunsfold development and multiple development sites to the west of Cranleigh. A number of junctions in the vicinity of Farnham are also listed as incurring increases in flow in 2031 scenario 2; this is also because a number of proposed developments are to be located in Farnham.

4.7.6 A number of roads and junctions are already congested in the do-minimum, therefore increases in flow can cause vehicles to re-route and thus increase flow at other junctions in the borough. An example of this is the junction of A248 Christmas Hill with B2128 Wonersh Common Road in the average PM peak hour, as **Figure 4.2** has already highlighted an increase in vehicles travelling across the North Downs in scenario 2.

2031 Scenario 3

4.7.7 Junctions that are to experience increased average vehicle delay in 2031 scenario 3 compared to the do-minimum are generally located in similar locations to those in 2031 scenario 2, namely the south east of the borough near Cranleigh and Dunsfold as well as the north west in Farnham. This is to be expected as the only difference between 2031 scenario 2 and 3 is the inclusion of local mitigation proposals.

4.7.8 Changes in junction delay is also likely to be incurred at the junctions that form part of the local mitigation proposals, for example where existing roundabout junctions are converted to signals will cause vehicles to experience greater delay than before as vehicles will be forced to stop, due to red signal time, whereas before they will not have encountered this delay. An example of this is the junction of the A31 Hog's Back with the A331 Blackwater Valley. This junction is to incur the greatest increase in average vehicle delay in both the average AM and PM peak hours in 2031 scenario 3 and is proposed to be converted from a roundabout to a signalised roundabout. This junction is also likely to encounter increased flow travelling through it as **Figures 4.3** and **4.4** depict.

4.7.9 Even though 2031 scenario 3 incorporates local mitigation proposals, the delay at a number of junctions that experience large increases in vehicle delay in 2031 scenario 2 are further exacerbated in 2031 scenario 3. It is thought that junction delay is exacerbated in some locations due to the mitigation proposals causing vehicles to re-route between their origin and destination between the two scenarios by using the optimal route in terms of reduced journey time. Junctions where this is apparent in **Tables 4.8** and **4.9** are listed below with the increase in delay projected between scenarios 2 and 3:

- Tilford Road with Menin Way and Great Austins – incurs an additional 23 seconds of average vehicle delay in the AM between 2031 scenario 2 and 3;
- A284 Guildford & Godalming By-Pass with A3100 Portsmouth Road – incurs an additional second of average vehicle delay in the PM between 2031 scenario 2 and 3;
- B2130 Elmbridge eastern shuttle signals – incurs an additional 14 seconds of average vehicle delay in the PM between 2031 scenario 2 and 3;
- A287 Odiham Road/Folly Hill with A3016 Upper Hale Road – incurs an additional 16 seconds of average vehicle delay in the PM between 2031 scenario 2 and 3; and
- A31 Hog's Back with A331 Blackwater Valley Road – *this junction alters from a roundabout to a signalised roundabout* – incurs additional 189 seconds of average vehicle delay in the PM between 2031 scenario 2 and 3.

4.7.10 In contrast to increases in average vehicle delay, **Tables 4.8** and **4.9** also present decreases in average vehicle delay between 2031 scenario 3 and 2. This is particularly apparent at the signalised crossroad of Nanhurst crossroads where delay is to decrease by 56 seconds per vehicle and the RFC to reduce from 1.01 to 0.89 between 2031 scenario 2 and 3 during the weekday average AM peak hour. This junction is directly benefitted from junction improvements in 2031 scenario 3 as part of the local highway mitigation proposals in Waverley, and it appears that such mitigation could help to reduce the junction from operating above its theoretical capacity to below its practical capacity.

2031 Scenario 5

4.7.11 The proposed strategic mitigation of widening of the A3 in Guildford with associated junction alterations has little impact on causing average vehicle delay to increase in the borough of Waverley. As **Tables 4.8** and **4.9** indicate, two priority junctions are to incur increases of no more than 6 seconds per vehicle, related to vehicles increasing utilisation of the B3001 to travel between Farnham and the A3 Milford junction in the average AM peak hour. The average PM peak hour is also projected to incur similar increases in average vehicle delay but at the Bramley roundabout, which is converted to a signalised junction in 2031 scenarios 3 and 5, as well as at the A325 approach to Shepherd & Flock roundabout. The converted signalised junction of the A31 and A331 is to be put under more pressure in 2031 scenario 5

during the average PM peak hour as the RFC of the junction deteriorates further past theoretical capacity from 1.12 in 2031 scenario 3 to 1.22 in 2031 scenario 5.

4.7.12 It is not possible to list all increases in junction delay in this report; therefore it should not be assumed that because they are not displayed in **Tables 4.8** and **4.9** they are not of concern, it is only possible to report on the junctions with the largest increases in flow in each forecast scenario. It is likely that greater analysis is required outside of Surrey County Council's strategic transport model, to ensure that projected increases in junction delay are understood in greater detail and that forms of mitigation are investigated thoroughly. Use of independent detailed junction models will help to ensure that the development sites do not further impede the performance of junctions which have limited or no highway capacity for further vehicle growth, in conjunction with other proposed highway schemes in both Waverley and Guildford boroughs.

4.7.13 **Figures 4.7** to **4.14** present graphical representations of the average vehicle delay for all modelled junctions in the borough of Waverley for the do-minimum and the do-something scenarios 2, 3 and 5 for both the weekday average AM and PM peak hours. Therefore **Figures 4.7** to **4.14** present information shown in **Tables 4.8** and **4.9** but for all junctions in the borough of Waverley.

4.7.14 These figures clearly indicate that the north east of the borough, namely Farnham, suffers from larger vehicle delay at junctions than the rest of the borough in all forecast scenarios. The key areas of congestion in the north east of the borough are on the A31 Farnham By-Pass which has the bottlenecks of Hickley's Corner as well as the Shepherd & Flock roundabout with high flows also accessing these junctions from the competing A325. If further mitigation schemes were investigated further in this part of the borough, it may allow highway improvement schemes to be implemented that accommodates the existing traffic in the do-minimum as well as providing spare capacity for trips related to the Local Plan, thus removing any adverse impacts in this particular area.

4.7.15 **Figures 4.7** to **4.14** also show how junction delay on the eastern side of the borough increases in 2031 scenario 2, as a result of the large developments proposed in the Local Plan, but then such junction delay, namely at Nanhurst Crossroads, decreases in 2031 scenarios 3 and 5 as a result of the proposed local mitigation schemes in the area.

Rank	Name	Type	Node Ref	Increase in Average Delay (secs)	RFC*	LOS
Scenario 2 (less scenario 1)						
1	A281 Horsham Road with B2130 Elmbridge Road/Barrihurst Lane (Nanhurst Crossroads)	Signal	13192	16	0.85	D
2	B3208 Badshot Lea Road with Lower Weybourne Lane and St George's Road	Signal	14380	6	(0.68) 0.84	D
3	A3100 Portsmouth Road with A283 Cherry Tree Road	Signal	13168	6	(0.92) 0.98	C
4	B2128 High Street with Knowle Lane	Priority	15837	6	(0.29) 0.81	A
5	Tilford Road with Menin Way and Great Austins	Signal	14902	5	(1.10) 1.12	F
6	A287 Odiham Road/Folly Hill with A3016 Upper Hale Road	Signal	15987	5	(0.96) 0.97	D
7	A325 Farnborough Road/Hale Road with A3016 Upper Hale Road	Signal	15983	5	(1.01) 1.02	E
Scenario 3 (less scenario 1)						
1	A31 Hog's Back with A331 Blackwater Valley	Roundabout / Signalised Roundabout*	15687	264	(1.05) 1.23	F
2	A281 Horsham Road/High Street with B2129 Station Road and Snowdenham Lane	Roundabout / Signal*	13189	137	(0.69) 1.04	F
3	Shepherd & Flock Roundabout with A325 Guildford Road	Priority	14564	33	(0.68) 0.63	D
4	Tilford Road with Menin Way and Great Austins	Signal	14902	28	(1.10) 1.75	F
5	Shepherd & Flock Roundabout with A325	Priority / Signal*	14552	20	(0.65) 0.85	C
6	A31 Farnham By-Pass with B3001 South Street/Station Hill (Hickley's Corner)	Signal	15664	16	0.85	D
7	B3001 Farnham Road with Thursley Road	Priority	16151	16	(0.50) 0.82	C
8	A325 Wrecclesham Hill with B3384 Echo Barn Lane	Priority / Roundabout*	13135	12	(0.76) 0.69	C
9	B2128 High Street with Knowle Lane	Priority	15837	9	(0.29) 0.92	B
10	A31 Farnham By-Pass/Alton Road with A325 West Street/Wrecclesham Road (Coxbridge Roundabout)	Roundabout	13130	9	(0.81) 0.92	C
Scenario 5 (less scenario 3)						
1	B3001 Station Hill with Approach Road	Priority	15662	6	0.70	F
2	B3001 Farnham Road with Thursley Road	Priority	16151	5	(0.82) 0.84	D

**Where more than one junction type is displayed this infers that the junction type has been altered between the two scenarios in question due to mitigation proposals included in the assessment*

*Where the forecast RFC is different to the reference case i.e. 2031 scenario 1 or 2031 scenario 5, the RFC value of the reference case is initially presented in brackets

Table 4.8: Junctions with the greatest increase in average vehicle delay, weekday average AM peak hour (0700 – 1000)

Rank	Name	Type	Node Ref	Increase in Average Delay (secs)	RFC	LOS
Scenario 2 (less scenario 1)						
1	A281 Horsham Road with B2130 Elmbridge Road/Barrihurst Lane (Nanhurst Crossroads)	Signal	13192	87	(0.85) 1.01	F
2	A31 Hog's Back with A331 Blackwater Valley Road	Roundabout	15687	32	(1.03) 1.07	F
3	A283 Guildford & Godalming By-Pass with A3100 Portsmouth Road	Signal	13169	19	(0.76) 1.01	D
4	B2130 Elmbridge Road eastern shuttle signals	Signal	16551	17	(0.35) 0.95	C
5	A248 Christmas Hill with B2128 Wonersh Common Road	Priority	13108	13	(0.95) 1.03	C
6	A31 Farnham By-Pass with B3001 South Street/Station Hill (Hickley's Corner)	Signal	15664	8	0.85	D
7	A281 Guildford Road with Wildwood Lane	Priority	15838	8	(0.45) 0.96	A
8	A325 with B3208 Water Lane	Roundabout	15648	7	(0.91) 0.96	D
9	A287 Odiham Road/Folly Hill with A3016 Upper Hale Road	Signal	15987	6	(1.04) 1.05	F
10	Shepherd & Flock Roundabout with A31 Guildford Road	Priority	13133	5	1.00	F
Scenario 3 (less scenario 1)						
1	A31 Hog's Back with A331 Blackwater Valley	Roundabout / Signalised Roundabout*	15687	221	(1.03) 1.12	F
2	A281 Horsham Road/High Street with B2129 Station Road and Snowdenham Lane	Roundabout / Signal*	13189	48	(0.57) 0.95	E
3	A281 Horsham Road with B2130 Elmbridge Road/Barrihurst Lane (Nanhurst Crossroads)	Signal	14564	31	(0.85) 0.89	E
4	B2130 Elmbridge Road eastern shuttle signals	Signal	14902	31	(0.35) 0.99	D
5	St Georges Road with Guildford Road	Priority	14552	28	(0.45) 0.74	D
6	A287 Odiham Road/Folly Hill with A3016 Upper Hale Road	Signal	15664	22	(1.04) 1.06	F
7	A283 Guildford & Godalming By-Pass with A3100 Portsmouth Road	Signal	16151	20	(0.76) 1.02	D
8	Shepherd & Flock Roundabout with A325	Priority / Signal*	13135	20	(0.63) 0.85	C
9	Shepherd & Flock Roundabout with A325 Guildford Road	Priority	15837	15	(0.63) 0.53	C
10	A325 Wrecclesham Hill with B3384 Echo Barn Lane	Priority / Roundabout*	13130	13	(0.37) 0.57	B
Scenario 5 (less scenario 3)						
1	A31 Hog's Back with A331 Blackwater Valley	Roundabout / Signalised Roundabout*	15687	21	1.22	F
2	Shepherd & Flock Roundabout with A325 Guildford Road	Priority	14564	6	0.53	C
3	A281 Horsham Road/High Street with B2129 Station Road and Snowdenham Lane	Roundabout / Signal*	13189	5	(0.95) 0.96	E

**Where more than one junction type is displayed this infers that the junction type has been altered between the two scenarios in question due to mitigation proposals included in the assessment*

*Where the forecast RFC is different to the reference case i.e. 2031 scenario 1 or 2031 scenario 5, the RFC value of the reference case is initially presented in brackets

Table 4.9: Junctions with the greatest increase in average vehicle delay, weekday average PM peak hour (1600 – 1900)

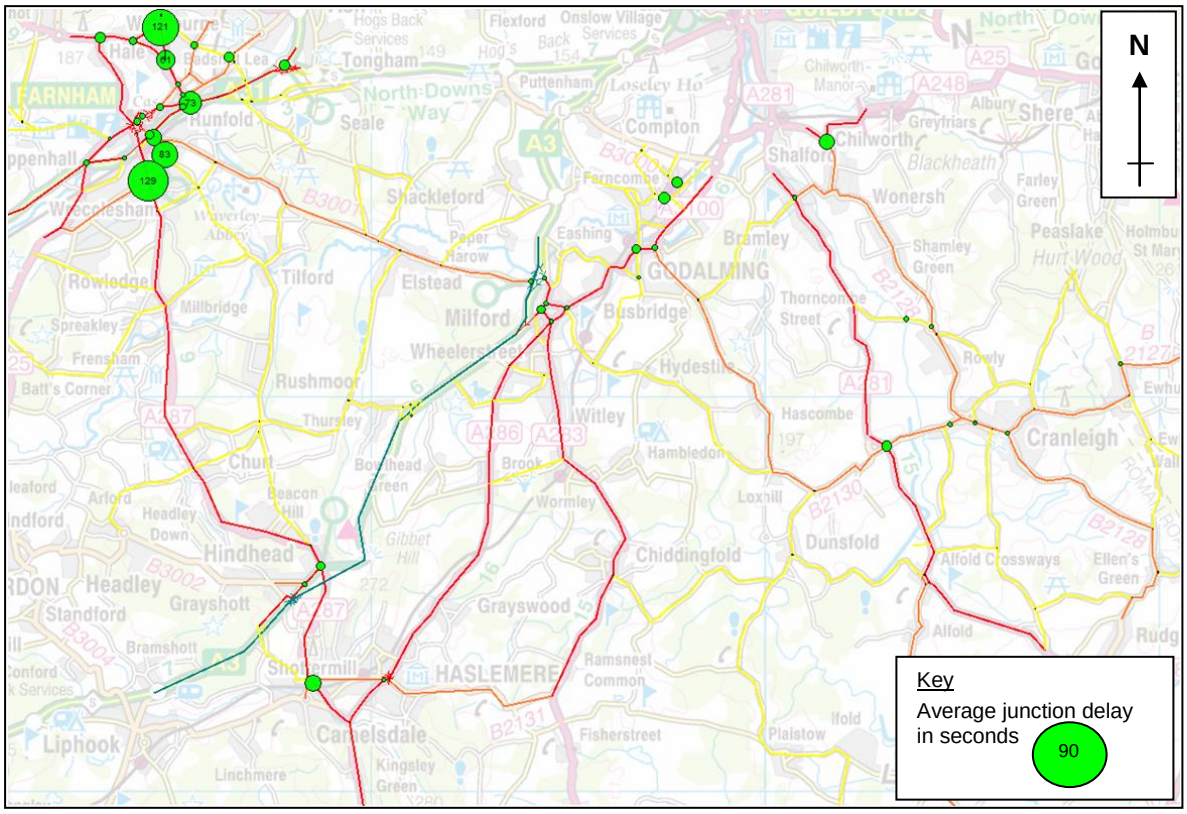

Figure 4.7: 2031 Scenario 1 average junction delay, weekday average AM peak hour (0700 – 1000)

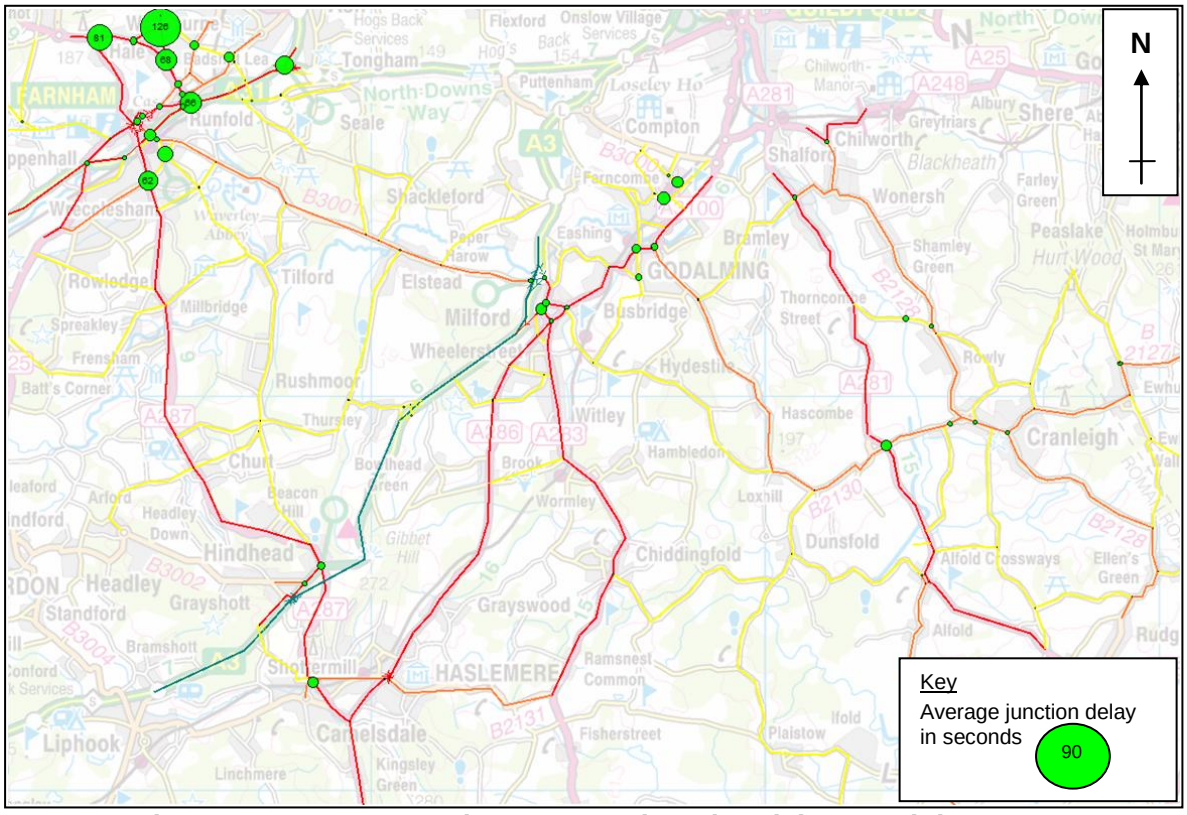

Figure 4.8: 2031 Scenario 1 average junction delay, weekday average PM peak hour (1600 – 1900)

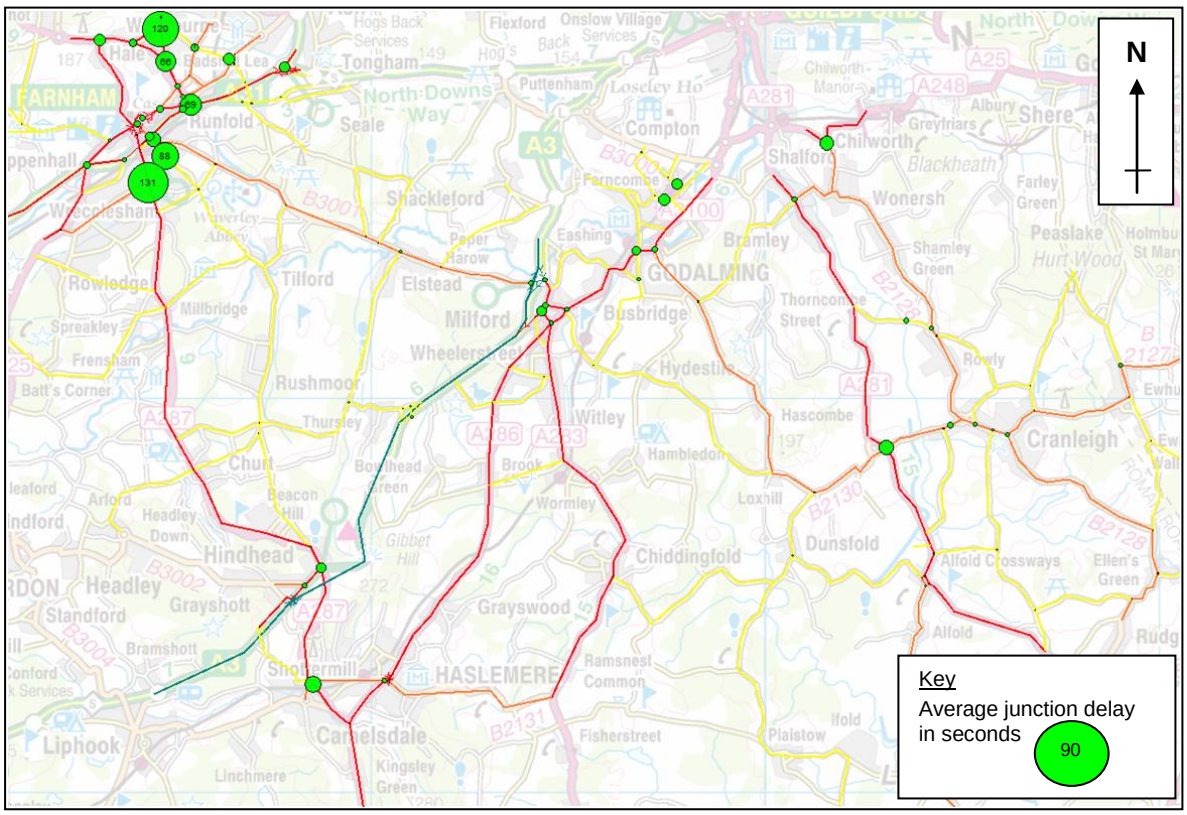

Figure 4.9: 2031 Scenario 2 average junction delay, weekday average AM peak hour (0700 – 1000)

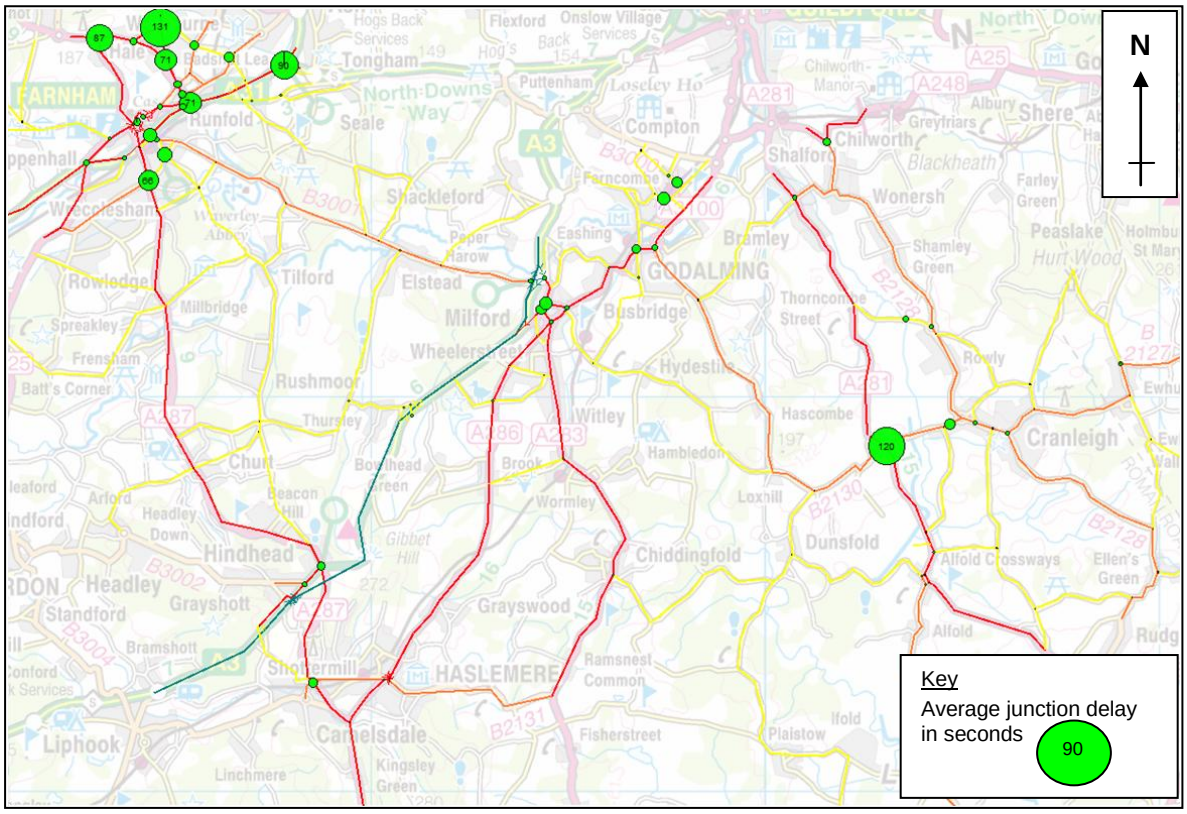

Figure 4.10: 2031 Scenario 2 average junction delay, weekday average PM peak hour (1600 – 1900)

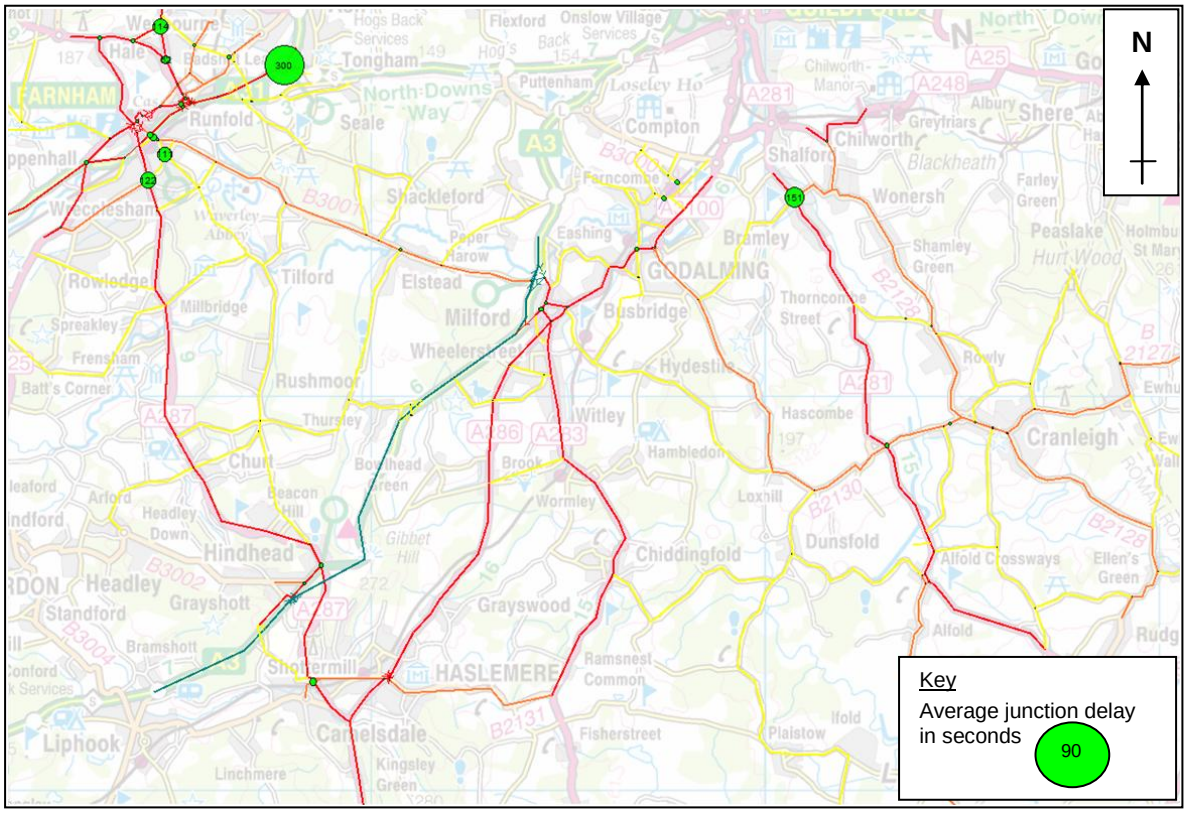

Figure 4.11: 2031 Scenario 3 average junction delay, weekday average AM peak hour (0700 – 1000)

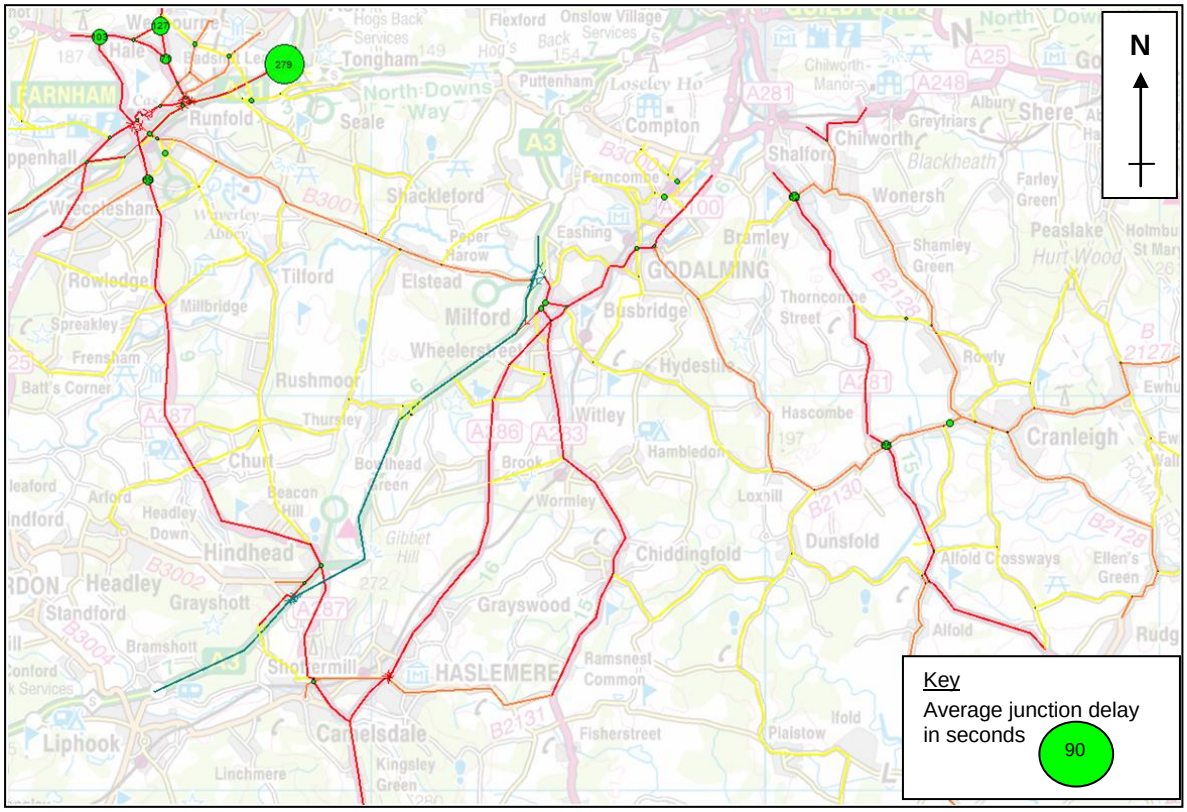

Figure 4.12: 2031 Scenario 3 average junction delay, weekday average PM peak hour (1600 – 1900)

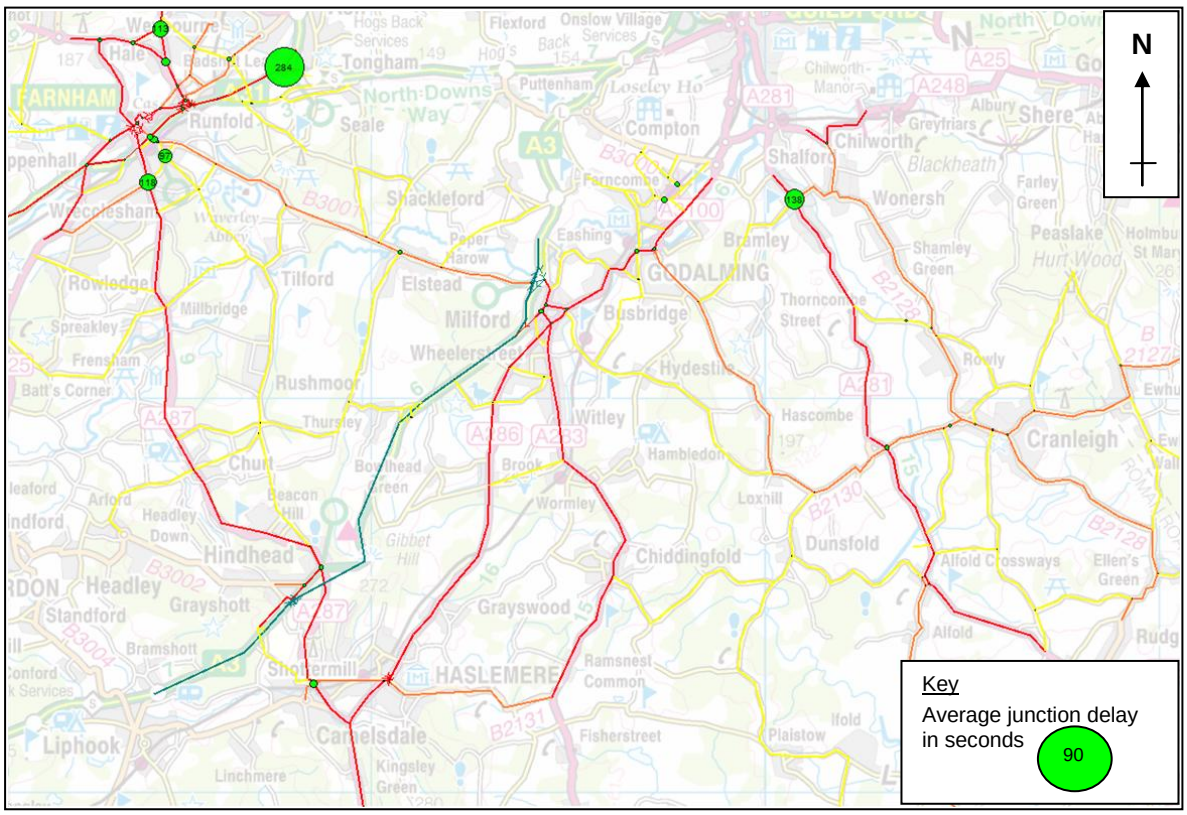

Figure 4.13: 2031 Scenario 5 average junction delay, weekday average AM peak hour (0700 – 1000)

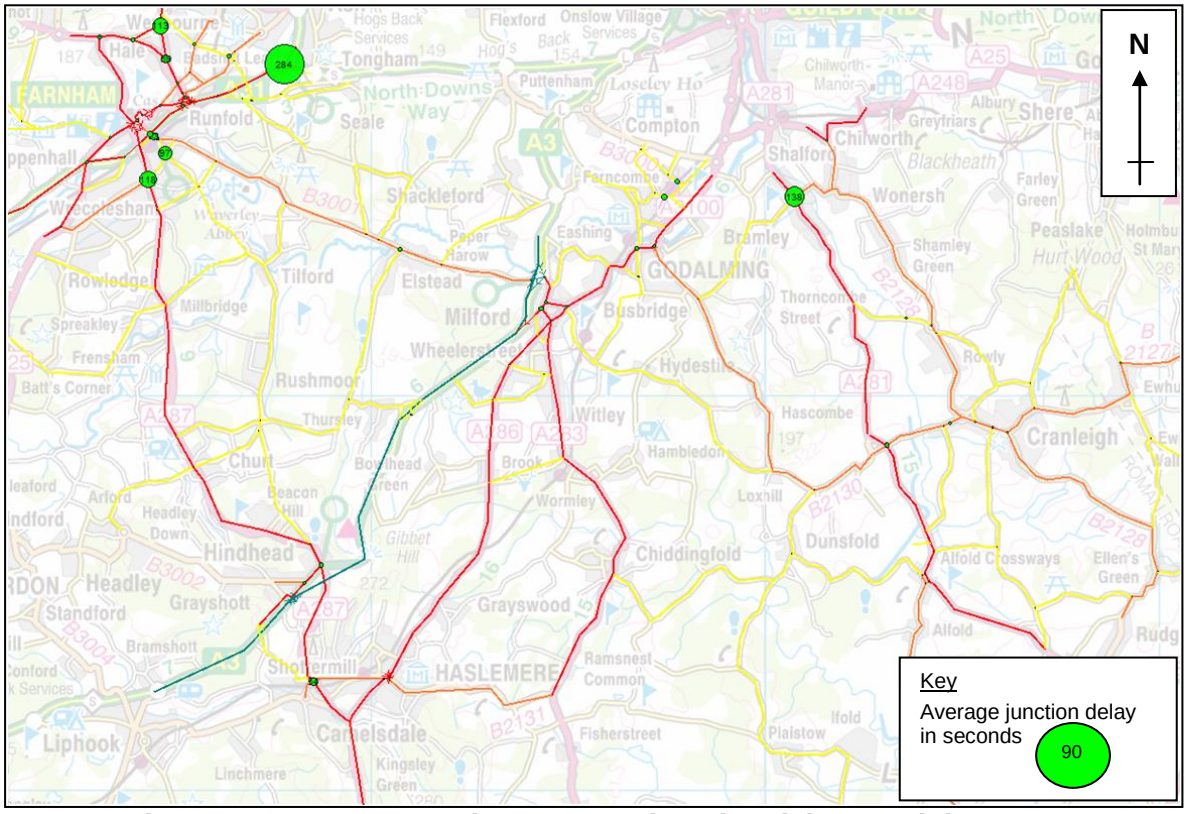

Figure 4.14: 2031 Scenario 5 average junction delay, weekday average PM peak hour (1600 – 1900)

4.8 Cross Boundary Impacts

4.8.1 As well as considering the potential traffic impacts generated from the borough's Local Plan within Waverley boundary, it is important to consider such impacts on the local highway network within neighbouring local authorities.

4.8.2 As such, proposed increase in flow on model links crossing Waverley's boundary have been specifically analysed for the 2031 forecast do-something scenarios 2, 3 and 5, in comparison to the relevant reference case scenarios.

4.8.3 **Tables 4.10** and **4.11** display the changes in projected traffic flows for the varying do-something scenarios on links located at the borough boundary that facilitate vehicles travelling from Waverley into and through, neighbouring authorities. **Appendix B** illustrates the locations of the cross boundary links presented in **Tables 4.10** and **4.11**.

Name	Neighbouring Borough/ District	Link Ref	2031 Scenario 2 (vph)	2031 Scenario 3 (vph)	2031 Scenario 5 (vph)
Absolute Difference from the do-minimum for Scenario 2 and 3. Absolute Difference from 2031 Scenario 3 for Scenario 5.					
B2128 Church Street	Horsham	2253,2	-10	-20	3
B2133 Loxwood Road	Chichester	2262,2	10	11	3
A31 Alton Road	East Hampshire	8420,2	59	-60	32
A325 Wrecclesham Hill	East Hampshire	8435,2	27	13	1
A281 Horsham Road	Guildford	8590,1	122	-107	-24
A281 Guildford Road	Horsham	8605,2	37	5	-3
B2127 Ockley Road	Mole Valley	8642,1	49	53	-1
A31 Runfold Diversion	Guildford	11778,1	1	437	-154
A325 Farnborough Road	Rushmoor	17260,2	54	67	-3
B3028 Lower Farnham Road	Rushmoor	17772,2	92	211	-37
B3007 Weybourne Road	Rushmoor	18245,1	41	72	-27
A287 Odiham Road	Hart	18266,2	10	87	-28
A283 Petworth Road	Chichester	18720,2	10	28	-15
A286 Haslemere Road	Chichester	18840,2	26	26	-0
A3100 Guildford Road	Guildford	18934,2	33	43	-24
Percentage Difference from the do-minimum for Scenario 2 and 3. Percentage Difference from 2031 Scenario 3 for Scenario 5					
B2128 Church Street	Horsham	2253,2	-7%	-15%	2%
B2133 Loxwood Road	Chichester	2262,2	5%	6%	2%
A31 Alton Road	East Hampshire	8420,2	8%	-8%	5%
A325 Wrecclesham Hill	East Hampshire	8435,2	3%	2%	0%
A281 Horsham Road	Guildford	8590,1	14%	-12%	-3%
A281 Guildford Road	Horsham	8605,2	20%	3%	-2%
B2127 Ockley Road	Mole Valley	8642,1	32%	34%	0%
A31 Runfold Diversion	Guildford	11778,1	0%	23%	-7%
A325 Farnborough Road	Rushmoor	17260,2	6%	7%	0%
B3028 Lower Farnham Road	Rushmoor	17772,2	44%	101%	-9%
B3007 Weybourne Road	Rushmoor	18245,1	59%	103%	-19%
A287 Odiham Road	Hart	18266,2	2%	18%	-5%
A283 Petworth Road	Chichester	18720,2	5%	13%	-6%
A286 Haslemere Road	Chichester	18840,2	6%	6%	0%
A3100 Guildford Road	Guildford	18934,2	10%	13%	-6%

Table 4.10: Cross boundary flows, weekday average AM peak hour (0700 – 1000)

Name	Neighbouring Borough/ District	Link Ref	2031 Scenario 2 (vph)	2031 Scenario 3 (vph)	2031 Scenario 5 (vph)
Absolute Difference from the do-minimum for Scenario 2 and 3 Absolute Difference from 2031 Scenario 3 for Scenario 5					
B2128 Church Street	Horsham	2253,2	14	5	-0
B2133 Loxwood Road	Chichester	2262,2	166	152	5
A31 Alton Road	East Hampshire	8420,2	-69	-59	-71
A325 Wrecclesham Hill	East Hampshire	8435,2	92	22	-16
A281 Horsham Road	Guildford	8590,1	48	-122	-23
A281 Guildford Road	Horsham	8605,2	74	63	-27
B2127 Ockley Road	Mole Valley	8642,1	36	42	-11
A31 Runfold Diversion	Guildford	11778,1	109	40	-0
A325 Farnborough Road	Rushmoor	17260,2	44	237	1
B3028 Lower Farnham Road	Rushmoor	17772,2	52	205	6
B3007 Weybourne Road	Rushmoor	18245,1	0	28	2
A287 Odiham Road	Hart	18266,2	-3	101	11
A283 Petworth Road	Chichester	18720,2	-60	-52	-4
A286 Haslemere Road	Chichester	18840,2	38	37	9
A3100 Guildford Road	Guildford	18934,2	20	86	-26
Percentage Difference from the do-minimum for Scenario 2 and 3 Percentage Difference from 2031 Scenario 3 for Scenario 5					
B2128 Church Street	Horsham	2253,2	8%	3%	0%
B2133 Loxwood Road	Chichester	2262,2	37%	33%	1%
A31 Alton Road	East Hampshire	8420,2	-6%	-5%	-7%
A325 Wrecclesham Hill	East Hampshire	8435,2	13%	3%	-2%
A281 Horsham Road	Guildford	8590,1	9%	-22%	-6%
A281 Guildford Road	Horsham	8605,2	14%	12%	-5%
B2127 Ockley Road	Mole Valley	8642,1	24%	29%	-6%
A31 Runfold Diversion	Guildford	11778,1	6%	2%	0%
A325 Farnborough Road	Rushmoor	17260,2	6%	30%	0%
B3028 Lower Farnham Road	Rushmoor	17772,2	22%	88%	1%
B3007 Weybourne Road	Rushmoor	18245,1	0%	20%	1%
A287 Odiham Road	Hart	18266,2	-1%	23%	2%
A283 Petworth Road	Chichester	18720,2	-8%	-7%	-1%
A286 Haslemere Road	Chichester	18840,2	4%	4%	1%
A3100 Guildford Road	Guildford	18934,2	4%	15%	-4%

Table 4.11: Cross boundary flows, weekday average PM peak hour (1600 – 1900)

4.8.4 **Tables 4.10** and **4.11** indicate that both 2031 scenario 2 and 3 are projected to generate the largest cross boundary impacts in both the weekday average AM and PM peak hours.

4.8.5 The greatest cross boundary flows projected to occur in the average AM peak hour are on the A31 Runfold Diversion travelling into Guildford as well as the B3028 Lower Farnham Road travelling into Rushmoor, both in 2031 scenario 3. These roads are estimated to have increases in flow of 437 and 211 vph respectively, relating to proportional increase of 23% and 101%, when compared to the do-minimum. With regards to the average PM peak hour the greatest increases in cross boundary flow from Waverley are again in 2031 scenario 3 but on the A325 Farnborough Road and B3208 Lower Farnham Road, both travelling into neighbouring Rushmoor, with projected increases of 237 and 205 vph, 30% and 88% increase respectively, when compared to the do-minimum.

4.8.6 Even though 2031 scenario 3 includes proposed local mitigation schemes in the boroughs of Waverley and Guildford, such mitigation does not always reduce the flows travelling from Waverley into neighbouring authorities. For example, the flow on the A31 Runfold Diversion is to increase by 23% in the average AM peak period in 2031 scenario 3, but is not forecast to increase at all in 2031 scenario 2.

However, the flow on this link, is due to reduce by 69 vehicles in 2031 scenario 3 during the average PM peak hour, when compared to the impact in 2031 scenario 2. Therefore the local mitigation proposals included in 2031 scenario 3 do not always reduce flows within the borough or external from the borough, nor does the mitigation cause both time periods to experience constant flow.

4.8.7 **Tables 4.10** and **4.11** indicate that the proposed strategic mitigation included in 2031 scenario 5 has the most benefit of reducing cross boundary flows from Waverley, as when compared to 2031 scenario 3, the majority of flows decrease or remain relatively constant in both the average AM and PM peak hours.

4.8.8 It is of equal importance to consider the potential cross boundary impacts of neighbouring local authorities planned development on Waverley's road network, specifically authorities containing proposals for multiple large developments to be located in a similar area.

4.8.9 It is advised that Waverley Borough Council engages with its neighbouring local authorities to plan the specific details and timescales of the developments being phased within the Local Plan. Such actions would ensure successful partnership working to occur at a local level between authorities, with the aim of minimising any cross boundary impacts from Waverley's Local Plan, as well as any impacts incurred on Waverley's highway network from large developments in neighbouring authorities close to the borough boundary.

4.9 A3 Trunk Road

4.9.1 The A3 trunk road passes through the borough of Waverley from the south west near Haslemere to the north, west of Godalming.

4.9.2 **Tables 4.12** and **4.13** display the changes in projected traffic flows for the model link flows representing the A3 and main slip roads between Thursley and the A245 Pains Hill, for the do-something scenarios 2, 3 and 5 during the weekday average AM and PM peak hours.

4.9.3 **Appendix C** contains diagrammatic representations of the projected changes in flows that are presented in **Tables 4.12** and **4.13. Figures 4.1 and 4.6** are also useful to look at in conjunction with **Tables 4.12** and **4.13.** The diagrams in **Appendix C** show both the forecast absolute and percentage changes in flow.

4.9.4 It is important to note that many variables could be generating an increase in flow on the A3 and it is highly dependent on which of the do-something scenarios is in question. For instance, the increases in flow generated on the A3 in 2031 scenario 2 will be generated from additional trips from proposed developments in the proposed Waverley Local Plan. Whereas, the additional flow anticipated to occur on the trunk road in 2031 scenario 3 could be due to additional trips generated from the Local Plan, as well as being a resultant factor of local mitigation schemes improving access to the A3 or causing trips to re-route when travelling between their origin and destination. Finally, increases in flow on the A3 in 2031 scenario 5 is a result of trips re-routing as a direct result of additional capacity being provided on the A3 in Guildford between the A31 and A320, with associated junction improvements at the Tesco and Cathedral roundabouts.

4.9.5 The column in **Tables 4.12** and **4.13** comparing Scenario 2 against Scenario 1 and the accompanying diagrams in **Appendix C** indicate that the increase in flows on the A3 as a result of the WBC's proposed Local Plan development are modest, particularly for the section of the A3 between Thursley and Lea Coach Road. Northbound average AM peak flows do not increase significantly until after the

B3000, and then the increase is less than 200 vehicles. Nevertheless, based on current experience, these vehicles would be joining a queue extending back from the A3/A31 merge.

4.9.6 Between the A320 and the Ockham interchange the increase in flow is about 150 vehicles, although this does rise to just over 200 vehicles with more northbound trips joining at Ockham. Again, this section of the A3 suffers queuing at the moment on the approach to the M25 junction, and so these vehicles would be adding to the pressure.

4.9.7 Southbound average PM peak flows do not increase above 160 between Pains Hill and the A31 diverge. More Waverley related trips do join the A3 using the A31 s/b on-slip, but this is after the A31 diverge when flows on the A3 are lower.

4.9.8 The flow changes in Scenario 3 (again compared against Scenario 1) are a function of both the additional Local Plan trips and infrastructure changes resulting in re-routing. In some cases, the main impact is as a result of infrastructure alterations rather than additional development. For example, in the weekday average AM peak southbound flows increase in Scenario 3 between the A3100 and the A320 Stoke interchange by 640 trips, when in Scenario 2 the increase was just 68 trips. This is due to the proposed new southbound on-slip associated with the potential Gosden Hill Farm development in that area. As explained above, there are no additional trips on the network compared with Scenario 2, and the increase compared with Scenario 2 is due to trips re-routing through the network and taking advantage of the new facility.

4.9.9 A similar effect can be seen as a result of the proposed new slips at Burntcommon.

4.9.10 The changes in flow between Scenario 5 compared against Scenario 3 are due to the increase in capacity on the A3 through Guildford between the A31 and A320 coupled with the anticipated Road Investment Strategy Period 1 schemes including improvements to the M25 J10 / A3 interchange. This increase in capacity has the effect of attracting trips onto the A3, for example a high number of additional trips are expected to join the A3 in the morning peak at the B3000 junction. But these effects are due to re-routing as the number of trips on the network is the same as in Scenario 3.

4.9.11 It is anticipated that further analysis will be undertaken to understand better the potential effects of both the Waverley and Guildford Borough Council's submission draft Local Plans on the A3.

4.9.12 In part such analysis will inform whether any additional flow generated on the A3 as a result of trip generation from potential developments included in the borough's proposed Local Plan can be mitigated by schemes on both the local and strategic network. However, it is likely that soft measures to encourage sustainable travel would also need to be considered.

Name	Link Reference	2031 Scenario 2 (vph)	2031 Scenario 3 (vph)	2031 Scenario 5 (vph)
Absolute Difference from 2031 Scenario 1 for Scenario 2 and 3. Absolute Difference from 2031 Scenario 3 for Scenario 5.				
A3 southbound between A245 (Pains Hill) and M25 J10	9155, 2	40	-83	177
A3 northbound between M25 J10 and A245 (Pains Hill)	9155, 1	65	205	280
A3 southbound between M25 J10 and B2215/B2039 (Ockham)	12405, 2	11	49	186
A3 northbound between B2215/B2039 (Ockham) and M25 J10	12405, 1	210	260	305
A3 southbound between B2215/B2039 (Ockham) and A247	15573, 2	37	194	64
A3 northbound between A247 and B2215/B2039 (Ockham)	15573, 1	158	448	297
A3 southbound between A247 and A3100	9503, 1	80	-163	64
A3 northbound between A3100 and A247	9503, 2	120	71	279
A3 southbound between A3100 and A320	9558, 2	68	640	59
A3 northbound between A320 and A3100	9558, 1	147	118	334
A3 southbound between A320 and Dennis junction	15550, 2	62	510	221
A3 northbound between Dennis junction and A320	15550, 1	94	181	478
A3 southbound between Dennis and Cathedral junctions	15512, 1	36	-12	356
A3 northbound between Tesco and Dennis junctions	15512, 2	62	178	1132
A3 southbound between Cathedral junction and A31	10378, 1	70	213	131
A3 northbound between A31 and Tesco junction	10378, 2	152	-24	741
A3 southbound between A31 and B3000	15649, 2	105	282	117
A3 northbound between B3000 and A31	15649, 1	191	190	445
A3 southbound between B3000 and C23 (Hurtmore)	8516, 2	29	67	63
A3 northbound between C23 (Hurtmore) and B3000	8516, 1	80	-72	274
A3 southbound between C23 (Hurtmore) and A283	8514, 1	76	23	-19
A3 northbound between A283 and C23 (Hurtmore)	8514, 2	74	-58	149
A283 (Milford) off slip northbound	11759, 1	1	36	-8
A283 (Milford) on slip northbound	11763, 1	32	20	10
A283 (Milford) off slip southbound	18733, 1	44	-16	-18
A283 (Milford) on slip southbound	8284, 1	-3	-3	0
A3 southbound between A283 and A3100	11757, 2	29	36	-1
A3100 (Milford south) on slip southbound	18879, 2	51	46	-1
A3 southbound between A3100 (Milford south) and Lea Coach Road	18871, 1	81	82	-3
Lea Coach Road off slip southbound	18872, 2	40	30	-6
Lea Coach Road on slip southbound	18872, 1	19	27	1
A3 northbound between Dye House Road and A283	18870, 1	42	-42	131
A3 southbound between Lea Coach Road and Dye House Road	18870, 2	60	79	5
Dye House Road (Thursley) off slip northbound	8526, 1	1	1	-0
Dye House Road (Thursley) on slip northbound	18738, 2	11	18	109
Dye House Road (Thursley) off slip southbound	18735, 1	34	70	11
Dye House Road (Thursley) on slip southbound	18736, 2	1	1	-0
A3 northbound between Hindhead Tunnel and Dye House Road	8528, 2	33	-60	21
A3 southbound between Dye House Road and Hindhead Tunnel	8528, 1	26	10	-6

Table 4.12: Changes in link flows on the A3 between Thursley and Pains Hill, weekday average AM peak hour (0700 – 1000)

Name	Link Reference	2031 Scenario 2 (vph)	2031 Scenario 3 (vph)	2031 Scenario 5 (vph)
Absolute Difference from 2031 Scenario 1 for Scenario 2 and 3. Absolute Difference from 2031 Scenario 3 for Scenario 5.				
A3 southbound between A245 (Pains Hill) and M25 J10	9155, 2	93	4	339
A3 northbound between M25 J10 and A245 (Pains Hill)	9155, 1	60	39	231
A3 southbound between M25 J10 and B2215/B2039 (Ockham)	12405, 2	137	409	189
A3 northbound between B2215/B2039 (Ockham) and M25 J10	12405, 1	-29	121	148
A3 southbound between B2215/B2039 (Ockham) and A247	15573, 2	138	800	67
A3 northbound between A247 and B2215/B2039 (Ockham)	15573, 1	17	339	68
A3 southbound between A247 and A3100	9503, 1	154	94	192
A3 northbound between A3100 and A247	9503, 2	152	215	65
A3 southbound between A3100 and A320	9558, 2	160	595	293
A3 northbound between A320 and A3100	9558, 1	130	185	-2
A3 southbound between A320 and Dennis junction	15550, 2	158	588	332
A3 northbound between Dennis junction and A320	15550, 1	146	289	-33
A3 southbound between Dennis and Cathedral junctions	15512, 1	93	321	757
A3 northbound between Tesco and Dennis junctions	15512, 2	112	132	476
A3 southbound between Cathedral junction and A31	10378, 1	110	37	903
A3 northbound between A31 and Tesco junction	10378, 2	164	177	170
A3 southbound between A31 and B3000	15649, 2	274	184	507
A3 northbound between B3000 and A31	15649, 1	156	177	96
A3 southbound between B3000 and C23 (Hurtmore)	8516, 2	127	-198	232
A3 northbound between C23 (Hurtmore) and B3000	8516, 1	95	50	101
A3 southbound between C23 (Hurtmore) and A283	8514, 1	122	-14	116
A3 northbound between A283 and C23 (Hurtmore)	8514, 2	132	110	16
A283 (Milford) off slip northbound	11759, 1	-24	-2	24
A283 (Milford) on slip northbound	11763, 1	84	83	32
A283 (Milford) off slip southbound	18733, 1	-22	-177	36
A283 (Milford) on slip southbound	8284, 1	4	4	-0
A3 southbound between A283 and A3100	11757, 2	148	167	80
A3100 (Milford south) on slip southbound	18879, 2	26	38	-11
A3 southbound between A3100 (Milford south) and Lea Coach Road	18871, 1	174	205	68
Lea Coach Road off slip southbound	18872, 2	148	174	18
Lea Coach Road on slip southbound	18872, 1	6	6	-0
A3 northbound between Dye House Road and A283	18870, 1	25	26	8
A3 southbound between Lea Coach Road and Dye House Road	18870, 2	31	37	50
Dye House Road (Thursley) off slip northbound	8526, 1	40	35	-6
Dye House Road (Thursley) on slip northbound	18738, 2	18	29	13
Dye House Road (Thursley) off slip southbound	18735, 1	21	21	1
Dye House Road (Thursley) on slip southbound	18736, 2	-4	-3	-0
A3 northbound between Hindhead Tunnel and Dye House Road	8528, 2	46	32	-11
A3 southbound between Dye House Road and Hindhead Tunnel	8528, 1	6	13	49

Table 4.13: Changes in link flows on the A3 between Thursley and Pains Hill, weekday average PM peak hour (1600 – 1900)

5 CONLCUSIONS

5.1.1 The traffic impacts of potential development scenarios identified from Waverley Borough Council's emerging Local Plan have been assessed using Surrey County Council's strategic highway transport model for the forecast year of 2031.

5.1.2 The weekday average AM and PM peak hours were considered in this study.

5.1.3 A 2031 do-minimum as well as multiple do-something forecast scenarios have been created, two of which are joint with Guildford Borough Council as they include proposed localised and strategic mitigation schemes impacting both boroughs. The details of the do-minimum and the do-something scenarios that were assessed are as follows:

- 2031 do-minimum scenario 1 includes all commercial and residential development sites that have received planning permission within the borough of Waverley, along with all residential planning permissions and the most likely strategic development sites identified by Guildford Borough Council in their proposed Local Plan;
- 2031 do-something scenario 2 is a continuation of 2031 do-minimum scenario 1 with the addition of the most likely strategic development sites identified by Waverley Borough Council in their proposed Local Plan;
- 2031 do-something scenario 3 is a continuation of 2031 do-something scenario 2 but with the addition of proposed local highway mitigation schemes in both Waverley and Guildford boroughs;
- 2031 do-something scenario 4 is a continuation of 2031 do-something scenario 3 with the addition of the proposed Highways England strategic improvements to M25 junction 10, as well as between junctions 10 and 16;
- 2031 do-something scenario 5 is a continuation of scenario 2031 do-something scenario 4 but with the addition of widening the A3 to dual three lanes between the A31 and A320, together with improvements to the Tesco and Cathedral junctions; and

5.1.4 2031 do-something scenario 4 has been omitted from the analysis as they the proposed scheme does not directly affect Waverley borough, due to the location of the mitigation proposals contained in this scenario being within the borough of Guildford.

5.1.5 2031 scenario 2 contains the greatest amount of development, and thus represents the full Local Plan as proposed by Waverley Borough Council. 2031 scenarios 3 and 5 contain the same amount of forecast trips as 2031 scenario 2, but incorporate varying amounts and locations of proposed local and strategic highway mitigation schemes.

5.1.6 A number of links and junctions within the borough have been identified as incurring increases in flow and delay as a result of the proposed development in the borough's Local Plan. The locations of such increases are predominantly located close to the largest development sites, such as Dunsfold and west of Cranleigh, as well as Farnham.

5.1.7 The highway links that are to incur the greatest increases in flow, specifically from development in Waverley's Local Plan, do not become the most congested links in the borough. Existing areas of congestion from the do-minimum, specifically in the north west of the borough surrounding Farnham, continue to have the highest RFC values in 2031 scenarios 2, 3 and 5. Consequently, such existing areas of

congestion and delay will remain and/or be exacerbated further by the additional trips generated from the Local Plan. Constantly high RFC values in all do-something scenarios for specific links in the north west of the borough also indicates that existing areas of congestion are not benefitting from the proposed local or strategic mitigation schemes. It is highly recommended that existing areas of congestion are considered in conjunction with site allocation of developments, as well as site specific mitigation, arising from the Local Plan.

5.1.8 Of the three analysed do-something scenarios, 2031 scenario 3 is to have the largest general traffic impacts on the highway network in the borough of Waverley. Vehicle kilometres travelled and vehicle hours are to increase most when compared to the do-minimum, even though localised highway mitigation schemes are included in 2031 scenario 3. Further consideration and detailed analysis should be undertaken when considering the proposed local highway schemes as not all mitigation benefits both the average AM and PM peak hours in the same quantities. Trips are also projected to re-route between their origin and destination as a result of the proposed local mitigation, and therefore may be causing existing congestion and delay that is mitigated by the schemes to cause additional stress and increased flow on other junctions nearby.

5.1.9 Increases in junction delay are to vary in different areas of the borough between 2031 scenario 2 and 2031 scenario 3. The north east of the borough, namely Farnham, suffers from larger vehicle delay at junctions than the rest of the borough in all forecast scenarios. Increases in junction delay are greatest at junctions that are located near to the largest proposed developments sites in 2031 scenario 2, namely Nanhurst Crossroads on the A281 as well as a number of junctions to the west of Cranleigh. By incorporating the proposed local mitigation schemes in 2031 scenario 3 the junctions that incur the greatest amount of delay are located in the north west of the borough, namely near Farnham. This again reiterates that the proposed local mitigation schemes are to cause vehicles to re-route and utilise different optimum routes as a result of delay altering across the borough of Waverley.

5.1.10 The impacts of the proposed strategic improvement scheme of widening the A3 in Guildford with associated junction improvements at Cathedral and Tesco roundabouts has been analysed by comparing 2031 scenario 5 with 2031 scenario 3. It is forecast that the strategic improvement assumed in Scenario 5 will increase flow on the A3 as well as on routes to access the A3 junctions in the borough. It has also been shown that this strategic improvement would provide minor benefits by reducing the number of vehicle hours experienced in the borough, when compared to 2031 scenario 3.

5.1.11 Some impacts are forecast to occur across the borough boundary, especially to the north west of the borough into neighbouring Rushmoor and Guildford. The largest increases in cross boundary flows are to occur in 2031 scenario 3, indicating that the proposed local mitigation schemes are not always reducing flows travelling from Waverley into other authorities. 2031 scenario 5 has the most beneficial impact on cross boundary flows as they are reduced most in this scenario, when compared to 2031 scenario 3. It is suggested that Waverley Borough Council engages with its neighbouring local authorities to plan specific details of the developments being phased in Waverley, and other neighbouring authorities, Local Plans.

5.1.12 This strategic assessment indicates that with mitigation the residual impact of the submission draft Local Plan is not considered severe in terms of the National Planning Policy Framework guidance, with the possible exception of the effect on the A3. This is likely to be the subject of further work with Highways England to determine what mitigation is required and is likely to be forthcoming and whether

alternative considerations are needed. This assessment does not mean to say that further mitigation will not be required and, indeed, this report identifies opportunities for further mitigation.

5.1.13 Furthermore, hard and soft measures of mitigation are recommended to be explored when assessing the feasibility and sustainability of specific development sites contained within Waverley's Local Plan. It is also suggested that mitigation for junctions and links are not investigated in isolation, instead a holistic approach is thought preferable to ensuring the impacts on the local highway network are to a minimum. Partnership working with neighbouring local authorities, as well as the local and highway authorities of Surrey County Council, is also likely to be required for specific areas of delay and congestion to allow all cross boundary impacts to be reduced.

5.1.14 This study was undertaken at a strategic scale and consequently not all impacts of developments or mitigation schemes have been identified. Developments of and above a certain quantum will require individual transport assessments to be commissioned allowing finer details regarding impacts to be analysed at a local level.

6 APPENDICES

APPENDIX A – Completed pro-forma

Pro-forma Committed Developments

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m²)	Existing Number. Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
71	WA/1998/1640	73A Lodge Hill Road, Farnham,GU10 3RB	C3	N/A	1	0	0	2
71	WA/2003/1359	Land At Bridlesmeet, Cricket Lane, Lower Bourne, Farnham,GU10 3PR	C3	N/A	0	0	1	0
71	WA/2007/2360	Land At 51 Dene Lane, Farnham,GU10 3RJ	C3	N/A	0	0	1	0
71	WA/2008/1789	The Coach House, Leigh Cottage, Tilford Road, Farnham,GU9 8HR	C3	N/A	0	0	0	1
71	WA/2008/2225	Flats 7-8, Great Austins House, Tilford Road, Farnham,GU9 8DS	C3	N/A	0	0	0	1
71	WA/2010/0734	Cedar Croft, Tilford Road, Tilford,GU9 8HU	C3	N/A	0	0	1	0
71	WA/2010/1220	Land at Woodview, Bourne Grove, Farnham,GU10 3QT	C3	N/A	0	0	1	0
71	WA/2011/0137	Land at Bourne House, Lodge Hill Road, Farnham,GU10 3RD	C3	N/A	0	0	1	0
71	WA/2011/0647	1-4 Great Austins House, Tilford Road, Farnham, GU9 8DS	C3	N/A	0	0	0	1
71	WA/2012/0019	Land At Bourne House, Lodge Hill Road, Farnham, GU10 3RD	C3	N/A	0	0	1	0
71	WA/2012/0028	Lambswood, 108 Lodge Hill Road, Farnham, GU10 3RB	C3	N/A	0	0	1	0
71	WA/2012/1506	Land At 2 Deepdene, Lower Bourne, Farnham, GU10 3QR	C3	N/A	0	0	1	0
71	WA/2015/0224	Land East of Bourne View, Lodge Hill Road, Lower Bourne GU10 3RD	Vacant	263	0	0	1	0
71	WA/2014/0276	Land at Lodge Hill Wood, 106 Lodge Hill Road, Farnham GU10 3RD	Open Space	170	0	0	1	0
75	WA/2010/1091	55 Badshot Lea Road, Farnham,GU9 9LP	A1	51	0	0	0	1
75	WA/2013/0293	Land At Dorimar, Low Lane, Badshot Lea, GU9 9NA	C3	N/A	0	0	1	0
75	CR/2013/0022	Block B, Former Clenmay House, Runfold St George, Farnham, GU10 1PL	B1a	144	0	0	4	0
75	WA/2011/0539	Land at Bradford House, ST Georges Road, Farnham GU9 8ND	Sui Generis	0	0	0	1	0
75	WA/2013/0174	Former Clenmay House, Runsfold ST George, Badshot Lea GU10 1PL	B1a	144	0	0	3	0
75	CR/2013/0036	Units 1 Runfold House, Runfold St George, Badshot Lea, GU10 1PL	B1a	138	0	0	2	0
75	WA/2014/0562	Block B, Former Clenmay House, Runfold St George	B1a	238	0	0	4	0
75	WA/2014/0738	8 Lea Close, Bashot Lea GU9 9LW	C3	N/A	0	0	1	0
98	WA/2005/0877	9-13 Beavers Road, Farnham,GU9 7BD	C3	N/A	3	0	7	8
98	WA/2006/0338	Land to rear of 40 Tor Road, Farnham,	C3	N/A	0	0	1	0
98	WA/2006/1716	24 Hill View Road, Farnham,GU9 7BJ	C3	N/A	0	0	1	0
98	WA/2008/0795	Land At 1 Byworth Road, Farnham ,GU9 7BS	C3	N/A	1	0	2	0
98	WA/2008/0879	Land At Beech Leaves, Crondall Lane, Farnham,GU9 7BQ	C3	N/A	1	0	2	0
98	WA/2010/1213	50 West Street, Farnham,GU9 7DX	B1a	338	0	0	0	4
98	WA/2011/0182	34 Wayneflete Lane, Farnham GU9 7BL,GU9 7BL	C3	N/A	0	0	1	0
98	WA/2011/0974	Land adjacent to 27 Three Stiles Road, Farnham,GU9 7DE	C3	0	0	0	1	0
98	WA/2012/0838	Vine Works, West Street, Farnham,GU9 7ED	B1a	77	0	0	1	0
98	WA/2013/1155	Flat 1, Manory House, 69 West Street, Farnham, GU9 7EH	C3	N/A	0	1	0	0

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m²)	Existing Number. Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
98	WA/2012/0224	Lion Brewery, 57 West Street, Farnham, GU9 7AB	A1	112	0	0	2	3
98	WA/2012/1559	Land At 40 West Street, Farnham, GU9 7DX	C2	N/A	0	0	1	0
98	WA/2013/1213	Travis Perkins, West Street, Farnham, GU9 7AF	Sui Generis	1810	0	0	17	5
98	WA/2007/2580	Land at Mead Lane, Farnham	C3	N/A	0	0	5	0
98	WA/2013/1425	Land adjacent to 17 Gardeners Hill Road, Farnham GU10 3HY	Vacant	N/A	0	0	1	0
98	CR/2014/0023	25 Long Garden Walk, Farnham GU9 7HX	B1a	316	0	0	1	0
98	WA/2014/2209	The Stables, Old Park Farm, Old Park Lane, Farnham GU9 0AL	C3	525	0	0	1	0
98	WA/2012/1660	Belmont House, Green Lane, Farnham	C3	226	0	6	0	3
98	WA/2012/1559	Land at 40 West Street, Farnham	C2	N/A	0	0	1	0
98	WA/2013/0522	11 Grove End Road, Farnham	C3	164	0	0	1	0
98	WA/2002/0061	Land at Mead Lane, Farnham.	B8	255	0	0	5	0
108	WA/2003/0989	Coley House, Tilford Road, Farnham.,	C3	N/A	1	0	0	8
108	WA/2008/0111	Land To The Rear Of 5-11 Old Compton Lane, Farnham,GU9 8BS	C3	N/A	0	0	8	0
108	WA/2011/0802	Land adjacent to Rowan House, The Close, Farnham,GU9 8DR	C3	N/A	0	0	1	0
108	WA/2014/1753	11 Monkshanger, Farnham GU9 8BU	C3	N/A	0	0	1	0
109	WA/2008/0059	Land at 11 Compton Way, Farnham,GU10 1QY	C3	N/A	1	0	1	0
109	WA/2009/1319	Moor Park House, Moor Park Lane, Farnham, GU10 1QR	B1a	unknown	2	1	9	16
109	WA/2009/1691	Land at Waverley House, 54 Waverley Lane, Farnham,GU9 8BN	C3	N/A	1	0	0	15
109	WA/2012/1920	Land At Brookley Lodge, 26 Crooksbury Road, Farnham, GU10 1QE	Agricultural	N/A	0	0	1	0
109	WA/2015/0016	Quernsmuir Cottage, 19 Sands Road, Farnham GU10 1PX	B8	146	0	0	1	0
124	WA/2006/2810	1 Hale Road, Farnham, GU9 9QQ,	C3	N/A	1	0	0	10
124	WA/2007/1237	Farnham Hospital, 44 Hale Road, Farnham,GU9 9QL	C2	218	0	0	0	10
124	WA/2007/1924	Farnham Hospital, Hale Road, Farnham, ,GU9 9QH	C2	8500	0	0	64	70
124	WA/2007/2344	Land At 36 Roman Way, Farnham,GU9 9RG	C3	N/A	0	0	1	0
124	WA/2011/0084	17 St James Terrace Farnham,GU9 7JT	C3	N/A	1	0	0	5
124	WA/2012/2003	Land Adjoining Bourne Mill, Guildford Road, Farnham, GU9 9PU	Open Space	N/A	0	0	16	0
124	WA/2011/1068	Land at Portland House, Hale Road, Farnham, GU9 9QX	Vacant	N/A	0	0	9	0
125	WA/2010/1133	3 Park Row, Farnham,GU9 7JH	B1a	80	0	0	1	0
125	CR/2013/0001	The Oast House, Park Row, Farnham, GU9 7JH	B1a	unknown	0	0	0	4
125	CR/2013/0017	20 - 21 The Borough, Farnham	B1a	527	0	0	0	5
126	WA/2008/0049	3 The Fairfield, Farnham,GU9 8AH	B1a	400	0	0	1	0
126	WA/2013/0060	Rhombus, Morley Road, Farnham,GU9 8LX	C3	N/A	0	1	0	2
126	WA/2013/1511	Land adjacent to Whitecroft, Tilford Road, Farnham, GU9 8HX	C3	N/A	0	0	3	0
126	WA/2014/2285	45 The Fairfield, Farnham GU9 8AG	Vacant	150	0	0	2	0
127	WA/2007/2483	Land Adjacent 12 Wykeham Road, Farnham,GU9 7JR	C3	N/A	0	0	3	0
127	WA/2010/1234	2 High Park Road, Farnham,GU9 7JL	C3	N/A	2	0	1	0
127	WA/2011/2113	The Seven Stars, East Street, Farnham,GU9 7TP	A4	206	1	0	0	2

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m²)	Existing Number. Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
127	WA/2012/0912	Land At East Street, Farnham	Mixed	vacant	4	0	0	239
127	WA/2013/1400	20 - 21 The Borough, Farnham, GU9 7NQ	B1a	28	0	0	1	0
127	CR/2013/0017	20 - 21 The Borough, Farnham, GU9 7NQ	B1a	unknown	0	0	0	5
127	WA/2014/0109	1-4 Waverley Close, Waverley Lane, Farnham, GU9 8BE	C3	339	0	4	2	0
127	CR/2013/0034	Firlex House, 18 Firgrove Hill, Farnham	B1a	3115	0	0	0	6
127	WA/2014/0394	Former Police Station, Long Bridge, Farnham GU9 7PZ	Sui Generis	1500	0	0	0	50
127	CR/2014/0044	Bridge House, South Street, Farnham GU9 7RS	B1a	471	0	0	0	12
127	CR/2013/0001	The Oast House, Park Row, Farnham	B1a	489	0	0	0	5
300	WA/2007/0577	48/50 Shortheath Road, Farnham,GU9 8SQ	Sui Generis	430	0	0	9	0
300	WA/2007/2130	1 Bardsley Drive, Farnham, GU9 8UQ,	C3	N/A	0	0	0	3
300	WA/2007/2384	Land At 3 Weydon Lane, Farnham ,GU9 8QQ	C3	N/A	0	0	1	0
300	WA/2009/1002	Land At Gorse Cottage, 10 Gorse Lane, Wrecclesham,GU10 4SD	C3	N/A	0	0	1	0
300	WA/2010/0883	Marshalls, Weydon Lane, Farnham,GU9 8QS	C3	N/A	0	9	0	15
300	WA/2010/1188	Land at 1 Wicket Hill, Wrecclesham, Farnham	C3	N/A	0	0	1	0
300	WA/2012/0601	The Studio, St Joan House, 22 Little Green Lane, Farnham,GU9 8TB	B1a	62	0	0	1	0
300	WA/2012/1660	Belmont House, Green Lane, Farnham, GU9 8AU	C3	N/A	0	0	0	3
300	WA/2013/0034	3 Wicket Hill, Wrecclesham, GU10 4RD	C3	N/A	0	0	1	0
300	WA/2013/0171	33 Shortheath Road, Farnham, GU9 8SH	C3	N/A	0	0	1	0
300	WA/2013/0522	11 Grove End Road, Farnham,GU9 8RD	C3	N/A	0	0	1	0
300	WA/2013/1221	The Chapel, Green Lane, Farnham, GU9 8PT	D1	N/A	0	0	1	0
300	WA/2013/1513	9 Chestnut Avenue, Farnham, GU9 8UL	C3	N/A	1	0	2	0
300	WA/2003/2676	Land Adjacent To 50 Boundstone Road, Farnham, GU10 4TR,	C3	N/A	0	0	1	0
300	WA/2011/0288	Land To Rear Of 22, Little Green Lane, Farnham, GU9 8TB	Vacant	N/A	0	0	2	0
300	WA/2013/2027	22 Longdown Road, Farnham GU10 3JU	C3	256	1	0	1	0
300	WA/2012/2019	Land at 7&9 Pine Ridge Drive, Farnham GU10 3JW	Vacant	386	0	0	1	0
300	WA/2013/2076	9 Chestnut Avenue, Farnham, GU9 8UL	C3	540	1	0	2	0
300	WA/2014/1020	15 Pine Ridge Drive, Lower Bourne, Farnham GU10 3JR	Agricultural	N/A	0	0	1	0
300	WA/2014/2099	Former Site of Garages, Middlefield, Farnham GU9 8QA	Parking	N/A	0	0	4	0
300	WA/2014/2211	Alresford House, 60 West Street, Farnham GU9 7EH	B1a	254	0	0	0	6
300	WA/2010/1242	Land to rear of 22 Little Green Lane, Farnham	C3	139	0	0	2	0
300	WA/2012/1730	66 Ridgway Road, Farnham	C3	N/A	1	0	3	0
309	WA/2001/0148	Ridgeway Rest Home, 1a Ridgway Road, Farnham.,GU9 8NN	C2	0	0	0	1	0
309	WA/2008/0664	Land At 2 Shortheath Road, Farnham,GU9 8SR	C3	N/A	1	0	0	10
309	WA/2008/0875	Land At 64 Ridgway Road, Farnham GU9 8NS,GU9 8NS	C3	N/A	0	0	2	0
309	WA/2012/1730	66 Ridgway Road, Farnham, GU9 8NS	C3	N/A	1	0	3	0
309	WA/2013/0931	Land Adjacent To, 64 Firgrove Hill, Farnham, GU9 8LL	C3	N/A	0	0	1	0
309	WA/2013/1910	Land adjacent to 64 Firgrove Hill, Farnham GU9 8LL	Agricultural	219	0	0	1	0

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m²)	Existing Number. Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
309	WA/2014/1490	Cambridge House, Cambridge Place, East Street, Farnham GU9 7RX	D1	243	0	0	0	3
309	WA/2014/1177	17 Arthur Road, Farnham GU9 8PB	C3	N/A	1	0	2	0
309	WA/2011/0647	1-4 Great Austins House, Tilford Road, Farnham	C3	814	0	9	0	1
309	CR/2014/0025	The Old Mission Hall, Hookstile Lane, Farnham	B1(a)	160	0	0	1	0
319	WA/2003/2388	Priory Equestrian Centre, Frensham Road, Frensham	Agricultural	N/A	0	0	1	0
319	WA/2005/1952	The Coach House Buildings, The Grange, Frensham,	C3	N/A	0	0	1	0
319	WA/2007/1254	Land at Charles Aldred Ltd, The Street, Dockenfield,GU10 4JF	B2	405	0	0	1	0
319	WA/2007/1351	Tilford Garage and Post Office, Tilford Street, Tilford,GU10 2BL	MIxed	177	0	1	0	5
319	WA/2008/0310	Shortfield Garage And Adjoining Land, Shortfield Common Road, Frensham,GU10 3BJ	SG	820	0	0	9	0
319	WA/2008/0806	Pierrepont Reeds Cottage Barn, The Reeds Road, Frensham,GU10 3BP	C3	N/A	0	0	1	0
319	WA/2008/0868	Land at Batts Cottage, Batts Corner, Dockenfield.	C3	N/A	0	0	1	0
319	WA/2008/1949	Outmoor Barn, Hale House Lane, Churt,GU10 2NG	C3	N/A	0	0	1	0
319	WA/2009/0468	Manor Farm, Old Lane, Dockenfield, GU10 4HL	Agricultural	N/A	0	0	7	0
319	WA/2009/0968	Land Adjoining 2 Shepherds Way, Tilford,GU10 2AB	C3	N/A	0	0	1	0
319	WA/2010/0866	Land At Daneshill, The Reeds Road, Frensham ,GU10 3DQ	C3	N/A	0	0	1	0
319	WA/2010/1499	The Malt House, Hammondswood Road, Frensham,GU10 3EH	Agricultural	N/A	0	0	1	0
319	WA/2012/0913	Land At Quinnettes, Eddystone Court, Churt, GU10 2NU	C3	N/A	0	0	3	0
319	WA/2013/0908	The Coach House, Moor House, Tilford Road, Rushmoor GU10 2EB	C3	N/A	0	0	1	0
319	WA/2013/1042	Harvest Nursery, Grange Road, Tilford, GU10 2DY	Agricultural	N/A	0	0	1	0
319	WA/2013/1216	Greenhills Court, Tilford Road, Farnham, GU10 2DZ	B1a	145	0	0	1	0
319	WA/2013/1528	Land Adjacent To Southdown House, Hale House Lane, Churt, GU10 2JA	A1	61	0	0	2	0
319	WA/2010/1660	St Mary's Church, The Street, Frensham GU10 3EA	D2	0	0	0	1	0
319	WA/2012/1119	Hunters Barn, Mill Lane, Frensham, GU10 3EB	Agricultural	N/A	0	0	1	0
319	WA/2013/0998	The Old Bakery, Churt Road, Churt, GU10 2JA	A1	0	0	0	1	0
319	WA/2013/0101	Manor Farm Cottages, Old Lane, Dockenfield, GU10 4HL	Agricultural	N/A	0	0	0	2
319	CR/2014/0001	The White House, Crossways, Churt GU10 2JA	B1(a)	160	0	0	2	0
319	WA/2014/1494	Southdown House, Hale House Lane, Churt GU10 2JA	A1	133	0	0	1	0
319	WA/2014/1494	Southdown House, Hale House Lane, Churt GU10 2JA	B1(a)	18	0	0	0	0
319	WA/2014/1494	Southdown House, Hale House Lane, Churt GU10 2JA	SG	31	0	0	0	0
319	CR/2014/0041	VDU House, Old Kiln Lane, Churt, Farnham GU10 2JH	B1(a)	140	0	0	1	0
319	WA/2014/1961	Land at Silverbeck, Jumps Road, Churt GU10 2HL	C3	159	0	0	1	0
319	WA/2013/1967	The Old Bakery, Churt Road, Churt GU10 2JA	Vacant	119	0	0	1	0
319	WA/2014/2031	St Mary's Church, The Street, Frensham GU10 3EA	Vacant	94	0	0	1	0
319	CR/2014/0032	Millbridge House, Frensham Road, Frensham GU10 3AB	B1(a)	100	0	0	1	0
319	CR/2014/0039	The White Building, Unit 2 The Reeds Business Units, The Reeds Road, Frensham GU10 3BP	B1a	230	0	0	1	0

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319	WA/2014/1763	Reeds Hatch Farm, Boundary Road, Dockenfield GU10 4ET	Vacant	339	0	0	1	0
319	WA/2015/0009	Liscombe, Hamlash Lane, Frensham GU10 3AT	C3	N/A	1	0	2	0
319	WA/2014/0183	Hunters Barn, Mill Lane, Frensham GU10 3EB	Agricultural	N/A	0	0	1	0
319	WA/2014/0485	5 Shepherds Way, Tilford GU10 2AB	C3	176	1	0	2	0
320	WA/2008/0220	Turners, Charles Hill, Tilford,GU10 2AT	C3	N/A	0	3	1	0
320	WA/2009/0319	Cowdray Cross, Highfield Lane, Thursley ,GU8 6QJ	C3	N/A	0	0	1	0
320	WA/2009/1138	Land At Whithorn Farm, Combe Lane, Wormley,GU8 5TA	Agricultural	N/A	0	0	1	0
320	WA/2010/0681	Beacon House, Thursley Road, Godalming,GU8 6DH	B1(a)	173	0	0	0	1
320	WA/2011/0711	Guardian Court, Thursley Road, Elstead,GU8 6EW	C3	N/A	1	28	10	4
320	WA/2011/2118	Land adjacent Curlew Cottage, Red House Lane, Elstead,GU8 6DR	C3	N/A	0	0	1	0
320	WA/2012/0608	A J Tracy And Sons, The Green, Elstead, GU8 6DA	A1	1122	0	0	4	0
320	WA/2012/1402	The Old Farmhouse, Haslemere Road, Witley, GU8 5PT	C3	N/A	0	0	1	0
320	WA/2012/1750	Winkford Farm, Haslemere Road, Godalming, GU8 5PR	Agricultural	N/A	0	0	1	0
320	WA/2012/1830	Land Adjacent To Weywood, Red House Lane, Elstead, GU8 6DR	Vacant	N/A	0	0	1	0
320	WA/2012/1916	Wychmoor, Thursley Road, Thursley, GU8 6QW	Agricultural	N/A	0	0	1	0
320	WA/2012/1932	Lynton, Red House Lane, Elstead, GU8 6DS	C3	N/A	0	0	1	0
320	WA/2013/0870	Gem House, Thursley Road, Elstead, GU8 6LN	B2	227	0	0	2	0
320	WA/2013/1657	Land Adjacent To Redcot, Beacon View Road, Elstead, GU8 6DT	C3	N/A	0	0	1	0
320	WA/2012/0710	Land at Shackleford Mushroom Farm, Peper Harow Lane, Shackleford	Agricultural	N/A	0	0	9	0
320	WA/2014/0790	Land adjacent to Weywood, Red House Lane, Elstead GU8 6DR	Vacant	N/A	0	0	1	0
320	WA/2014/2406	The Coach House, Moor House, Tilford Road, Rushmoor GU10 2EB	B8	139	0	0	1	0
320	WA/2014/1936	Honeypot Antiques, Milford Road, Elstead GU8 6HP	A1	166	0	0	0	0
320	WA/2014/1936	Honeypot Antiques, Milford Road, Elstead GU8 6HP	C3	80	0	1	3	2
320	WA/2008/1526	A J Tracy and Sons, The Green, Elstead	B1(a)	1123	0	0	4	0
320	WA/2009/1427	Land at Shackleford Mushroom Farm, Peper Harow Lane, Shackleford	Vacant	11250	9	0	18	0
320	WA/2008/1526	Lynton, Red House Lane, Elstead	C3	245	0	0	1	0
321	WA/2004/1670	The Barns, High Street, Bramley,	Vacant	76	0	0	3	0
321	WA/2005/2445	Bramley Grange Flats, Horsham Road, Bramley,GU5 0ER	C1	N/A	0	0	0	1
321	WA/2006/2813	Land At 24 Linersh Wood, Bramley,GU5 0EG	C3	N/A	0	0	1	0
321	WA/2007/2006	Land At 10 Old Rectory Close, Bramley,GU5 0JR	C3	N/A	0	0	1	0
321	WA/2007/2025	Land At Millbrook, Barton Road, Bramley ,GU5 0EA	C3	N/A	0	0	1	0
321	WA/2009/1447	Old Barn, High Street, Bramley,GU5 0HS	B1a	210	0	0	2	0
321	WA/2010/0434	Park Barn, Bramley Park Farm, Home Park Close, Bramley	Agricultural	N/A	0	0	2	0
321	WA/2010/0646	10a High Street, Bramley, GU5 0HF	A1	101	0	0	0	1
321	WA/2011/1304	Amberley, Birtley Road, Bramley, GU5 0JJ	C3	N/A	1	0	2	0
321	WA/2012/1352	12 - 15, High Street, Bramley, GU5 0HF	B1a	170	0	0	4	0
321	WA/2012/1501	Farm Buildings, Station Lane, Enton, GU7 1UG	Agricultural	N/A	0	0	1	0

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321	WA/2012/1592	Milford Hospital, Tuesley Lane, Godalming, GU7 1UF	C2	N/A	16	0	108	12
321	WA/2013/0160	Windrush House, Windrush Close, Bramley, GU5 0HF	C3	N/A	0	0	1	0
321	WA/2013/0285	Kessingland, The Street, Hascombe, GU8 4JG	C3	257	1	0	2	0
321	WA/2013/0464	Place Farm, Nore Lane Formerly The Street, Hascombe, GU8 4JT	Agricultural	N/A	0	0	4	0
321	WA/2013/0945	Shortlands, Snowdenham Lane, Bramley, GU5 0AT	C3	N/A	1	0	1	1
321	WA/2013/1727	Land Adjacent 1 The Coombes, Bramley, GU5 0HT	C3	N/A	0	0	1	0
321	WA/2010/1216	Crowts, Tuesley Lane, Godalming, GU7 1UD	C3	N/A	0	0	1	0
321	WA/2014/0918	9C, D&A Newsagents, High Street, Bramley, GU5 0HF	B1(a)	72	0	0	0	1
321	WA/2014/0001	24 High Street Bramley GU5 0HB	C3	242	0	0	0	1
321	WA/2014/0001	24 High Street Bramley GU5 0HB	SG	107	0	0	0	1
321	WA/2014/2460	Willow Brook Cottage, Gosden Common, Bramley GU5 0AQ	C3	428	1	0	1	0
321	WA/2014/1952	Hydestile Joinery, Hambledon Road, Hydestile GU8 4DE	B1c	202	0	0	2	0
321	WA/2014/0249	Land adjacent to Little Sanddlers, Ricardo Court, Bramley GU5 0HU	Vacant	1	0	0	24	0
321	WA/2013/1926	Milford Hospital, Tuesley Lane, Godalming GU7 1UF	Vacant	6875	16	0	0	
321	WA/2013/1926	Milford Hospital, Tuesley Lane, Godalming GU7 1UF	C3	925	16	0	120	
321	CR/2014/0012	Thornbrook House, Weyside Park, Godalming GU7 1XE	B1a	430	0	0	0	30
321	CR/2014/0021	Sandford House, Catteshall Lane, Godalming GU7 1LG	B1a	283	0	0	0	9
340	WA/2012/1078	Wurth House and Anvil Park, Catteshall Lane, Godalming	B1a	7730	0	0	106	41
321	WA/2013/0285	Kessingland, The Street, Hascombe	C3	257	1	0	0	0
321	WA/2011/1304	Amberley, Birtley Road, Bramley	C3	N/A	1	0	4	0
322	WA/2007/0646	Royal British Legion Clubhouse, Dunsfold Common Road, Dunsfold,GU8 4LA	D2	265	0	0	2	9
322	WA/2007/1197	Land at 1 and 2 Jubilee Villas, Coxcombe Lane, Chiddingfold,	C3	N/A	0	0	3	0
322	WA/2007/2619	Land At Hazel Nook, Ridgley Road, Chiddingfold ,GU8 4QQ	C3	N/A	0	0	1	0
322	WA/2008/0755	West End Farm Barns, West End Lane, Haslemere ,GU27 2EN	C3	N/A	0	0	1	0
322	WA/2008/0974	Chiddingfold Golf Club, Petworth Road, Chiddingfold ,GU8 4SL	D2	821	0	0	1	0
322	WA/2008/1678	Land At 4 Woodside Close, Chiddingfold ,GU8 4RH	C3	N/A	0	0	1	0
322	WA/2009/1164	The Old Dairy, Dunsfold Ryse Farm, High Street Green, Chiddingfold,GU8 4YA	Agricultural	N/A	0	0	1	0
322	WA/2010/1252	Working Mens Club, Woodside Road, Chiddingfold,GU8 4QD	D2	771	0	1	13	0
322	WA/2010/1350	Land at Ridgley Road, Chiddingfold,GU8 4QP	Agricultural	N/A	0	0	6	2
322	WA/2011/0957	Pillar Box Cottage, Killinghurst Park Road, Haslemere,GU27 2EL	Agricultural	N/A	0	0	1	0
322	WA/2011/1652	Land to rear of Youngs Butchers, Petworth Road, Chiddingfold,GU8 4TY	A1	52	0	0	1	0
322	WA/2012/1167	Frillinghurst Mill, West End Lane, Haslemere, GU27 2EN	B1a	483	0	0	1	0
322	WA/2009/0897	Conifers, Woodside Road, Chiddingfold, GU8 4RB	C3	N/A	1	0	2	0
322	WA/2011/1291	Combe Court Farm, Prestwick Lane, Chiddingfold, GU8 4XW	Agricultural	N/A	0	0	1	0
322	WA/2014/1320	The Farm Studio, Fisher Lane Farm, Fisher Lane, Chiddingfold GU8 4TB	B1a	321	0	0	1	0
322	PRA/2014/0004	Garden Cottage Farm, Shillinglee Park Road, Chiddingfold GU8 4TA	Agricultural	349	0	0	3	0
322	WA/2014/1222	Sydenhurst, Mill Lane, Chiddingfold GU8 4SJ	C2	N/A	0	6	1	0

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322	WA/2009/0897	Conifers, Woodside Road, Chiddingfold	C3	184	1	0	2	0
323	WA/2003/2577	Marepond Barn, Markwick Lane, Loxhill, Godalming, GU8 4BD	Agricultural	N/A	0	0	1	0
323	WA/2009/1382	2 The Bungalows, Roke Lane, Witley ,GU8 5NH	C3	N/A	1	0	2	0
323	WA/2009/1760	Land at Everton Cottage, Wheeler Lane, Witley,GU8 5QP	C3	N/A	0	0	1	0
323	WA/2010/1700	Land at Chisbury, Petworth Road, Witley,GU8 5LZ	C3	N/A	0	0	1	0
323	WA/2011/1283	5 Ardington Courtyard, Roke Lane, Witley,GU8 5NF	B1(a)	157	0	0	2	0
323	WA/2012/0231	Bridewell House, 71 Franklin Court, Wormley, GU8 5US	B1(a)	143	0	0	0	2
323	WA/2012/2015	The Birches, Encoln & Keens Yard, Haslemere Road, Witley,GU8 5QA	B1(a)	8640	7	0	2	0
323	WA/2013/0674	Land Adjoining Woodland View, Haslemere Road, Witley, GU8 5QA	C3	N/A	0	0	1	0
323	CR/2013/0027	1 Robin Way, Wormley, GU8 5TN	B1(a)	50	0	0	1	0
323	WA/2012/0880	Land At Baynards Garage, Petworth Road, Witley, GU8 5LP	SG	334	0	0	4	0
323	WA/2009/1472	Land To The Rear Of 30, Sunny Hill, Witley, GU8 5RN	C3	N/A	0	0	1	0
323	WA/2015/0054	Marepond Farm, Markwick Lane, Godalming GU8 4BD	Agricultural	N/A	0	0	1	0
323	WA/2014/0449	Fairview, Gasden Copse, Witley GU8 5QD	C3	N/a	0	0	1	0
323	WA/2014/1093	Church House, Church Lane, Witley GU8 5PN	C3	N/A	1	0	0	0
323	WA/2014/1269	Land adjacent Hurst Farm Surgery, Chapel Lane, Milford GU8 5HU	Vacant	N/A	0	0	1	0
323	WA/2014/1450	Chester House, Petworth Road, Witley GU8 5LY	C3	250	0	1	0	1
323	WA/2014/1737	Goldwell Services, Cherry Tree Road, Milford GU8 5AX	B1(a)	53	0	0	2	0
323	CR/2014/0049	Milton House, Milton Yard, Petworth Road, Witley GU8 5LH	B1(a)	418	0	0	0	4
323	WA/2014/0908	Greenacre, Gasden Copse, Godalming GU8 5QE	C3	312	1	0	3	0
323	WA/2014/2456	Rockwood Estate, Haslemere Road, Witley GU8 5PT	C3	330	0	0	1	0
323	WA/2007/1264	Land at Baynards Garage, Petworth Road, Witley	SG	334	0	0	4	0
323	WA/2009/1472	Land To The Rear Of 30, Sunny Hill, Witley	C3	521	0	0	1	0
323	WA/2014/0957	1 Robin Way, Wormley	B1(a)	59	0	0	0	1
323	WA/2013/0674	Land Adjoining Woodland View, Haslemere Road, Witley	C3	N/A	0	0	1	0
324	WA/2003/1832	Sansomes Farm, Furzen Lane, Ellens Green, Ewhurst,RH12 3AR	Agricultural	N/A	0	0	1	0
324	WA/2006/0420	Home Farm, Baynards Park, Horsham Road, Cranleigh,GU6 8EQ	C3	N/A	0	0	2	0
324	WA/2009/1155	Maple Farm, Rosemary Lane, Alfold ,GU6 8EZ	Agricultural	N/A	0	0	0	1
324	WA/2009/1223	Maple Farm, Rosemary Lane, Alfold ,GU6 8EZ	Agricultural	N/A	0	0	0	1
324	WA/2009/1331	Alfold Business Centre, Loxwood Road, Alfold ,GU6 8HP	B2	70	0	0	1	0
324	WA/2009/1332	Alfold Business Centre, Loxwood Road, Alfold,GU6 8HP	SG	254	0	0	4	0
324	WA/2011/1279	Little Ivelle Farm, Knowle Lane, Cranleigh,GU6 8RD	Agricultural	N/A	0	0	1	0
324	WA/2012/0704	Land At White Lea South, Guildford Road, Rudgwick, RH12 3BG	B1a	31	0	0	1	0
324	WA/2012/1192	Land Opposite The Lodge, (Lemens Barn), Hermongers Lane, Rudgwick	Agricultural	N/A	0	0	1	0
324	WA/2012/1540	The Crown, Loxwood Road, Alfold, GU6 8ET	A4	218	0	0	2	0
324	WA/2013/0404	Land At Eldon Farm, Elmbridge Road, Cranleigh, GU6 8JX	C3	N/A	0	0	1	0
324	WA/2010/1206	The Old Farm House, Stovolds Hill, Cranleigh, GU6 8LE	Agricultural	N/A	0	0	1	0

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324	WA/2007/0097	1 Crossways Cottages, Guildford Road, Alfold, GU6 8HF,	C3	N/A	0	0	1	0
324	PRA/2014/0009	Linden Farm, Rosemary Lane, Alfold, GU6 8ET	Agricultural	378	0	0	1	0
324	WA/2013/0132	The Crown, Loxwood Road, Alfold, GU6 8ET	A4	269	0	0	2	0
324	WA/2014/2307	Mobil Garage, Dunsfold Road, Alfod GU6 8JB	Vacant	200	0	0	4	0
324	WA/2014/1518	Land adjoining Byway Cottage, Dunsfold Road, Alfold, GU6 8HF	Vacant	225	0	0	2	0
324	WA/2013/1623	The Wheatsheaf, Horsham Road, Ellens Green RH12 3AS	A4	373	0	0	1	0
324	WA/2012/1192	Land opposite The Lodge, (Lemens Barn), Hermongers Lane, Rudgwick	Agricultural	64	0	0	0	1
325	WA/2005/1698	Land Adjoining 1 Mill View, The Common, Cranleigh,GU6 8SF	C3	N/A	0	0	1	0
325	WA/2005/2070	226 High Street, Cranleigh,GU6 8RL	A1	1	0	0	0	1
325	WA/2006/0701	Land At 1 Restwell Avenue, Cranleigh,GU6 8PQ	C3	N/A	0	0	1	0
325	WA/2006/1575	32 High Street, Cranleigh,GU6 8AE	A1	158	0	1	0	2
325	WA/2007/2499	High Pines, The Common, Cranleigh,GU6 8NS	C3	N/A	0	0	1	0
325	WA/2008/0694	White Oaks, The Common, Cranleigh,GU6 8SN	C3	N/A	1	0	2	0
325	WA/2008/0777	8 Victoria Road, Cranleigh,GU6 8SP	C3	N/A	1	0	0	3
325	WA/2008/0909	Land at The Cottage, Guildford Road, Cranleigh,GU6 8PP	C3	N/A	1	0	2	0
325	WA/2008/1329	Land adj. Whiteoaks, The Common, Cranleigh,GU6 8SN	C3	N/A	0	0	1	0
325	WA/2009/0522	Land at Westdene and Westlea, Elmbridge Road, Cranleigh,GU6 8NW	C3	N/A	2	0	5	0
325	WA/2009/1163	Land At Folds Cottage, 1 Thornsflush, Guildford Road, Cranleigh,GU6 8PA	C3	N/A	0	0	2	0
325	WA/2009/1383	Unit 1, Sterling Barns, Knowle Lane, Cranleigh,GU6 8JP	B1a	73	0	0	1	0
325	WA/2010/0084	Gleneagles, Rowly Drive, Cranleigh ,GU6 8PL	C3	N/A	0	0	1	0
325	WA/2010/0138	High Pines, The Common, Cranleigh,GU6 8NS	C3	N/A	1	0	2	0
325	WA/2010/0432	Land at Rowland House, Rowland Road, Cranleigh,GU6 8SW	C2	445	0	0	23	16
325	WA/2010/0461	The Richard Onslow, 113 High Street, Cranleigh,GU6 8AU	C3	N/A	0	0	3	0
325	WA/2010/1024	Nova House, The Common, Cranleigh,GU6 8RX	B1a	74	0	0	1	0
325	WA/2012/0689	Unit 2, Sterling Barns, Knowle Lane, Cranleigh,GU6 8JP	B1a	70	0	0	1	0
325	WA/2012/0885	Graphic House, St James's Place, Cranleigh,GU6 8RP	B1a	55	0	0	1	0
325	WA/2012/0796	2 Graphic House, St James Place, Cranleigh, GU6 8RP	B1a	127	0	0	0	1
325	WA/2012/1498	Unit 5 Sterling Barns, Knowle Lane, Cranleigh, GU6 8JP	B1a	44	0	0	0	1
325	WA/2012/0491	London House, 106 High Street, Cranleigh, GU6 8AJ	B1a	238	0	0	0	4
325	WA/2010/0475	Carrick House, St James Place, Cranleigh,GU6 8RP	B1a	92	0	0	3	0
326	WA/1995/1346	Land and buildings at Brookhurst Farm, Three Mile Road, Ewhurst.	Agricultural	N/A	0	0	1	0
326	WA/2007/2732	Grooms House, Gadbridge Farm, Gadbridge Lane, Ewhurst,GU6 7RW	Agricultural	N/A	0	0	1	0
326	WA/2009/1739	4 Broomers Lane, Ewhurst, Cranleigh,GU6 7RD	C3	N/A	0	0	1	0
326	WA/2011/2057	Connemara, Cranleigh Road, Ewhurst, GU6 7RN	C3	N/A	0	0	1	0
326	WA/2012/1992	Land At Little Garlands, The Street, Ewhurst, GU6 7QA	C3	N/A	0	0	1	0
326	WA/2011/1051	Marwood Farm, Plough Lane, Ewhurst,GU6 7SG	Agricultural	N/A	0	0	1	0
326	WA/2012/1992	Land at Little Garlands, The Street, Ewhurst GU6 7QA	C3	310	0	0	1	0

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326	WA/2014/0659	Garlands & Little Garlands, The Street, Ewhurst GU6 7QA	C3	207	2	0	1	0
326	WA/2014/0298	Honey Brook House, The Avenue, Ewhurst GU6 7QH	C3	79	0	0	1	0
326	WA/2014/2219	Barn Hill Gardens Nursery, Pitch Hill, Ewhurst	Agricultural	2690	0	0	1	0
326	WA/2011/1167	Highways, Horsham Lane, Ewhurst	C3	N/A	1	0	2	0
327	WA/2005/0257	Land adjacent to Cherrimans Orchard, Liphook Road, Haslemere,GU27 1NP	C3	N/A	0	0	1	0
327	WA/2007/1284	Land at Hindhead Road Garage, Hindhead Road, Haslemere,GU27 1LH	Sui Generis	146	0	0	5	0
327	WA/2007/2153	Land at 82 Wey Hill, Haslemere,GU27 1HU	B8	63	0	0	2	0
327	WA/2007/2512	1a & 2a Clay Hill House, Wey Hill, Haslemere,GU27 1DA	D1	81	0	0	2	0
327	WA/2008/0531	Land At Shottermill Village Hall, Vicarage Lane, Haslemere ,GU27 1LQ	Vacant	N/A	0	0	2	0
327	WA/2008/1610	Land at Broom Close, Farnham Lane, Haslemere,GU27 1EU	C3	N/A	0	0	1	0
327	WA/2008/1998	25 Kings Road, Haslemere,GU27 2QA	B1a	60	0	0	0	1
327	WA/2008/2108	Land At 46 Lion Lane, Haslemere ,GU27 1JD	C3	N/A	0	0	2	0
327	WA/2009/0833	Land To Rear Of Lees Cottage, Church Road, Haslemere,GU27 1NU	C3	N/A	0	0	1	0
327	WA/2009/1224	Units A & B, 8 Liphook Road, Haslemere,GU27 1NL	B1a	114	0	0	0	2
327	WA/2009/1651	Land at Fairacre, Farnham Lane, Haslemere,GU27 1HA	C3	N/A	0	0	1	0
327	WA/2010/0575	11 St Christophers Road, Haslemere, GU27 1DQ	C3	N/A	1	0	2	0
327	WA/2010/1464	St Georges Flats, 117 Kings Road, Haslemere,GU27 2QQ	C3	N/A	0	0	0	2
327	WA/2011/2177	27 Lion Lane, Haslemere,GU27 1JF	C3	N/A	0	0	1	0
327	WA/2012/1661	9A St Christophers Road, Haslemere,GU27 1DQ	Sui Generis	110	0	0	1	0
327	WA/2012/1457	Land At Long Island, Border Road, Haslemere, GU27 1PF	C3	N/A	0	0	7	0
327	WA/2012/1917	34 Kings Road, Haslemere, GU27 2QG	C3	N/A	1	0	0	9
327	WA/2013/0104	Land At 17 Kings Road, Haslemere, GU27 2QA	A3	75	0	1	0	4
327	WA/2013/0169	The Crown And Cushion, 4 Wey Hill, Haslemere,GU27 1BX	A4	156	0	0	0	5
327	WA/2013/0562	The Colosseum, 67B Wey Hill, Haslemere, GU27 1HN	D2	150	0	0	0	3
327	WA/2013/1441	Trendells (Print) LTD, Critchmere Lane, Haslemere, GU27 1PR	B1a	416	0	0	6	0
327	WA/2004/1449	Cherrimans, Liphook Road, Haslemere,	C3	N/A	0	0	1	0
327	WA/2010/1096	26-32 Meadway, Haslemere GU27 1NW	C3	153	0	4	0	2
327	WA/2012/2036	Lyndale, Farnham Lane, Haslemere GU27 1EZ	C3	N/A	0	0	1	0
327	WA/2014/0440	67B Wey Hill, Haslemere GU27 1HN	Vacant	320	0	0	0	2
327	WA/2014/1430	Land at 20 Havenwood, Woodlands Lane, Haslemere GU27 1JU	C3	N/A	0	0	2	0
327	WA/2015/0204	Woolmer Hill Lodge, Lower Hanger, Haslemere GU27 1LT	C3	N/A	0	4	0	8
327	WA/2014/1054	Land at Sturt Road, Haslemere GU27 3SE	Vacant	N/a	0	0	0	135
327	WA/2015/0259	The Crown and Cushion, 4 Wey Hill, Haslemere GU27 1BX	C3	66	0	5	0	1
327	WA/2014/1267	Lakeside Cottage, Lakeside House, Hindhead Road, Haslemere	C3	389	1	0	1	0
327	WA/2012/0968	Trendells (Print) Ltd, Critchmere Lane, Haslemere	B2	205	0	0	6	0
327	WA/2004/1449	Cherrimans, Liphook Road, Haslemere	C3	N/A	0	0	1	0
328	WA/2001/0608	10-12 Petworth Road, Haslemere.,	B1a	275	2	0	0	3

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328	WA/2004/2788	Land At Boscarny, Denbigh Road, Haslemere,GU27 3AP	C3	N/A	0	0	1	0
328	WA/2005/0259	White House Barns, Grayswood Road, Haslemere,GU27 2DJ	Agricultural	N/A	0	0	1	0
328	WA/2005/0744	Land At Preston House, Petworth Road, Haslemere,GU27 2HR	C3	N/A	0	0	5	0
328	WA/2006/0055	Land At 15 Chatsworth Avenue, Haslemere,GU27 1BA	C3	N/A	0	0	1	0
328	WA/2006/0223	Land At Meadowlands, Wakeners Wood, St Andrews & Arnos, Midhurst Road, Haslemere,GU27 2PT	C3	N/A	4	0	39	6
328	WA/2006/1041	Haslemere House, Lower Street, Haslemere,GU27 2PE	Vacant	N/A	0	0	0	13
328	WA/2006/1208	42 High Street, Haslemere ,GU27 2LA	A1	60	1	0	0	3
328	WA/2006/2023	Tudor House & Caxton House, Lower Street, Haslemere,GU27 2PE	B1a	1510	0	0	4	6
328	WA/2006/2492	Land At Wyecroft, Hill Road, Haslemere,GU27 2JP	C3	N/A	0	0	1	0
328	WA/2006/2690	Land Adjacent To Jesses, Grayswood Road, Haslemere,GU27 2BS	C3	N/A	0	0	1	0
328	WA/2007/0205	Tudor Cottage, High Street, Haslemere,GU27 2JY	C1	21	0	0	1	0
328	WA/2007/0988	Land At Weybrook Cottage, Bunch Lane, Haslemere,GU27 1ET	C3	N/A	0	0	1	0
328	WA/2007/1659	Land At Bibury, Weycombe Road, Haslemere,GU27 1EL	C3	N/A	1	0	2	0
328	WA/2007/2726	Wakeners Court, Hedgehog Lane, Haslemere ,GU27 2PJ	C3	N/A	0	0	2	0
328	WA/2008/1679	Foxglove House, Grayswood Road, Haslemere ,GU27 2BP	C3	N/A	0	0	1	0
328	WA/2009/1810	Shepherds Down Cottage, Hill Road, Haslemere,GU27 2NH	C3	N/A	1	0	2	0
328	WA/2010/1155	Land at 22 Courts Mount Road, Haslemere,GU27 2PP	C3	N/A	0	0	1	0
328	WA/2010/1615	Land Adjacent to Coombe Cottage, Grayswood Road, Haslemere,GU27 2BU	C3	N/A	0	0	1	0
328	WA/2010/1830	Land at 1 Railway Cottages, Tanners Lane, Haslemere,GU27 1BL	C3	N/A	0	0	1	0
328	WA/2011/1598	2 Chestnut Avenue, Haslemere,GU27 2AT	D1	83	0	0	1	0
328	WA/2011/1938	14 High Street, Haslemere,GU27 2JE	A1	153	0	0	0	3
328	WA/2012/0150	Plots 1& 2, Edgewood, Grays Close, Haslemere ,GU27 2LJ	C3	N/A	1	0	2	0
328	WA/2012/0191	Land adjacent to 30 Field Way, Haslemere,GU27 2AX	C3	N/A	0	0	1	0
328	WA/2012/0394	Plot 3, Edgewood, Grays Close, Haslemere ,GU27 2LJ	C3	N/A	0	0	1	0
328	WA/2012/0861	September Lodge, Old Haslemere Road, Haslemere,GU27 2NN	C3	N/A	0	0	1	0
328	WA/2012/1182	Burgess House, West Street, Haslemere, GU27 2AB	A1	141	0	0	0	2
328	WA/2012/1357	Byway, 35 Courts Hill Road, Haslemere, GU27 2PN	C3	N/A	1	0	2	0
328	WA/2013/0233	Land At Enderby, Bunch Lane, Haslemere, GU27 1ET	C3	N/A	0	0	1	0
328	WA/2013/1184	1 Kings Road, Haslemere, GU27 2QA	Sui Generis	N/A	0	0	0	2
328	WA/2013/1242	14 Petworth Road, Haslemere, GU27 2HR	A3	85	0	0	0	1
328	CR/2013/0016	The Garden Office, 70 High Street, Haslemere, GU27 2LA	B1a	unknown	0	0	1	0
328	CR/2013/0018	The Studio, 70 High Street, Haslemere, GU27 2LA	B1a	unknown	0	0	1	0
328	WA/2013/0506	14-18 Lower Street, Haslemere, GU27 2NX	A1	236	0	0	0	7
328	WA/2005/0658	50 High Street, Haslemere, GU27 2LA,	Vacant	0	0	0	1	0
328	WA/2011/2109	58B High Street, Haslemere, GU27 2LA	Sui Generis	N/A	0	0	1	0
328	WA/2004/0834	Park Lodge, Lythe Hill Park, Haslemere,	Agricultural	N/A	0	0	1	0

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328	WA/2012/0583	Barn At Rear Of 13B Petworth Road, Haslemere, GU27 2JB	C3	N/A	0	0	0	1
328	WA/2014/0119	Land at Enderby, Bunch Lane, Haslemere GU27 1ET	C3	N/a	0	0	1	0
328	WA/2014/0170	4 Chestnut Avenue, Haslemere GU27 2AT	Vacant	99	0	1	0	1
328	WA/2014/0342	Flat above 14 Petworth Road, Haslemere GU27 2HR	C3	99	0	1	0	2
328	WA/2014/1742	Land at Red Gables, Weydown Road, Haslemere GU27 1DS	C3	64	0	0	1	0
328	WA/2014/1993	Park Lodge, Lythe Hill Park, Haslemere GU27 2BD	C3	322	3	0	2	0
328	CR/2014/0051	West House, 19-21 West Street, Haslemere GU27 2AB	B1a	338	0	0	0	3
328	WA/2014/2393	Land at Stepstones, 2 Scotlands Close, Haslemere GU27 3AE	C3	N/a	0	0	2	
328	WA/2014/1767	Land adjacent to Crosse Garden, Church Lane, Haslemere GU27 2BJ	C3	N/A	0	0	1	
328	CR/2013/0016	The Garden Office, 70 High Street, Haslemere	B1a	220	0	0	1	0
328	CR/2013/0018	The Studio, 70 High Street, Haslemere	B1a	610	0	0	1	0
328	CR/2014/0002	The First Floor Office, 70 High Street Haslemere	B1a	253	0	0	1	0
328	WA/2013/1184	1 Kings Road, Haslemere	Sui Generis	0	0	0	0	2
329	WA/2006/2952	Land At Expedier House, Portsmouth Road, Hindhead ,GU26 6TJ	B1a	9600	0	0	19	2
329	WA/2007/1172	New Stoatley, Tilford Road, Hindhead,GU26 6SQ	C3	N/A	2	0	1	0
329	WA/2007/1433	13 London Road, Hindhead,GU26 6AB	C3	N/A	1	0	0	2
329	WA/2008/0914	Littlecroft, Hindhead Road, Hindhead,GU26 6AW	C3	N/A	1	0	3	0
329	WA/2008/1745	Land At Squirrels, Tilford Road, Hindhead ,GU26 6RH	C3	N/A	0	0	1	0
329	WA/2010/0452	Hill Ridge House, Tilford Road, Hindhead,GU26 6RL	Agricultural	N/A	0	0	1	0
329	WA/2010/0480	Glenhead Farm, Hyde Lane, Churt,GU10 2LR	Agricultural	N/A	0	0	1	0
329	WA/2011/0408	Land at the Woodcock, Churt Road, Hindhead, ,GU26 6PD	A3	614	0	0	5	0
329	WA/2011/1005	Marlborough House, Beacon Hill Road, Hindhead,GU26 6QL	B1a	156	0	0	0	2
329	WA/2012/1207	Punchbowl Filling Station, London Road, Hindhead,GU26 6AF	Sui Generis	75	0	0	6	0
329	WA/2011/1926	Land At Hatherleigh, Tower Road, Hindhead,	C3	N/A	0	0	4	0
329	WA/2012/0352	12 London Road, Hindhead, GU26 6AF	C3	N/A	1	0	0	2
329	WA/2013/0148	Kirkpatrick Buildings, 25 London Road, Hindhead, GU26 6AB	A1	6986	0	0	26	10
329	WA/2013/1308	Hillside, Tilford Road, Hindhead, GU26 6RD	C3	N/A	0	5	4	0
329	WA/2013/1562	4 London Road, Hindhead, GU26 6AF	A3	92	0	0	0	2
329	WA/2013/1679	5 Beacon Hill Road, Hindhead, GU26 6NR	A5	40	0	0	0	1
329	WA/2011/1241	Land To Rear Of 4 & 5, Hampton Terrace,Beacon Hill Road, Hindhead, GU26 6NR	C3	N/A	0	0	0	2
329	WA/2013/1899	Beacon Hill Garage, Churt Road, Hindhead GU26 6NL	SG	415	0	0	0	2
329	WA/2014/0277	Land at Hillside, Beacon Hill Road, Hindhead GU26 6QB	C3	32	0	0	1	0
329	WA/2014/1390	Land at Glen Road, Hindhead GU26 6QE	C3	185	0	0	0	1
329	WA/2014/1326	Chase House, Hindhead Road, Hindhead GU26 6AY	Vacant	520	0	0	1	0
329	WA/2014/1388	Hindhead Furnishing Warehouse, Hill Road, Hindhead GU26 6QW	B8	280	0	0	2	2
329	WA/2014/2080	The Lodge, Manormead, Tilford Road, Hindhead GU26 6RA	Vacant	112	0	2	1	2

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329	WA/2014/2185	Grasmere, Tilford Road, Hindhead GU26 6SQ	C3	156	1	0	4	0
329	WA/2014/1847	19 St Christopher Road, Haslemere GU27 1DQ	Vacant	288	0	0	2	0
329	PRA/2015/0001	Beacon Hill Chambers, Churt Road, Hindhead GU26 6NW	Vacant	128	0	0	0	2
329	WA/2015/0186	Wychwood Residential Care Home, Headley Road, Hindhead GU26 6TN	Vacant	270	0	0	0	1
329	WA/2015/0273	Land at Littlejohn, Tower Road, Hindhead GU26 6SU	C3	N/a	0	0	1	0
329	WA/2011/1582	Kirkpatrick Buildings, 25 London Road, Hindhead	A1	2852	0	0	26	10
329	WA/2011/1582	Kirkpatrick Buildings, 25 London Road, Hindhead	B1(a)	297	0	0	0	0
329	WA/2011/1582	Kirkpatrick Buildings, 25 London Road, Hindhead	B1(c)	832	0	0	0	0
329	WA/2011/1582	Kirkpatrick Buildings, 25 London Road, Hindhead	B8	1961	0	0	0	0
329	WA/2013/1308	Hillside, Tilford Road, Hindhead	C3	361	0	5	4	0
330	WA/2006/0735	Land At Maranatha And Shirley, Heath View Road, Milford,GU8 5DF	C3	N/A	0	0	1	0
330	WA/2007/1048	Pheasant Cottages, Haslemere Road, Milford,GU8 5AY	C3	N/A	2	0	3	2
330	WA/2008/0595	5 Manor Fields, Milford,GU8 5EQ	C3	N/A	0	0	1	0
330	WA/2009/0443	Land To Rear Of The Post Office And Poplars, Portsmouth Road, Milford ,GU8 5DS	C3	N/A	0	0	2	0
330	WA/2010/2222	11-15 New Road, Milford, GU5 5BE	C3	N/A	0	0	1	0
330	CR/2013/0005	1A Chapel Lane, Milford, GU8 5HU	B1(a)	220	0	0	0	1
330	CR/2013/0008	1D Chapel Lane, Milford, GU8 5HU	B1(a)	unknown	0	0	0	1
330	WA/2012/1501	Farm Buildings, Station Lane, Enton	Agricultural	N/A	0	0	1	0
330	CR/2013/0008	1D Chapel Lane, Milford	B1(a)	733	0	0	0	2
331	WA/2005/0936	Land at Manley Bridge Farm, Manley Bridge Road, Farnham,GU10 4DA	Agricultural	N/A	1	0	2	0
331	WA/2005/1158	Land At Fairvalley Farmhouse, 8 Rosemary Lane, Rowledge, Farnham,GU10 4DB	C3	N/A	0	0	1	0
331	WA/2007/0705	Land at 24 & 26 Pottery Lane, Farnham,GU10 4QJ	C3	N/A	0	0	10	0
331	WA/2008/0581	Land At Crowholt Cottage, Echo Barn Lane, Farnham,GU10 4NL	C3	N/A	0	0	1	0
331	WA/2008/1413	Land Adjacent To Appletrees, The Long Road, Rowledge,GU10 4DH	C3	N/A	0	0	1	0
331	WA/2009/0428	Land At 86 Boundstone Road, Rowledge,GU10 4AU	B1(a)	145	0	0	1	0
331	WA/2009/0588	Land At 22 Lickfolds Road, Rowledge,GU10 4AE	C3	N/A	0	0	3	0
331	WA/2011/0100	8 Wayside, Fullers Road, Rowledge, Farnham,GU10 4BP	C3	N/A	0	2	1	0
331	WA/2011/1762	24 Lickfolds Road, Rowledge,GU10 4AE	C3	N/A	1	0	2	0
331	WA/2012/0684	Land to rear of 90-96 Boundstone Road, Rowledge,GU10 4AU	C3	N/A	0	0	2	0
331	WA/2013/0196	9 School Hill, Wrecclesham, GU10 4PU	A4	240	0	0	0	9
331	WA/2013/0680	Land At Rosebarton, Cherry Tree Walk, Rowledge, GU10 4AD	C3	N/A	0	0	1	0
331	WA/2008/1083	7 Wrecclesham Road, Farnham, GU9 8TY	C3	N/A	0	0	2	0
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	A1	66	1	0	60	0
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	B1	136	1	0	60	0
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	B8	225	1	0	60	0

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331	WA/2010/0711	Land at Canford House, Westfield Lane, Wrecclesham GU10 4QP	C3	1542	1	0	1	0
331	WA/2013/1903	Land at Rosebarton, Cherry Tree Walk, Rowledge GU10 4AD	Agricultural	N/A	0	0	1	0
331	CR/2014/0042	1 The Square, Farnham GU10 4AA	B1a	695	0	0	0	2
331	WA/2014/0405	Willey Mill House, Alton Road, Farnham GU10 5EL	B1a	457	0	0	1	0
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	A1	66	1	0	0	0
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	B1a	136	1	0	0	0
331	WA/2009/1877	Land At 6a-8 Wrecclesham Road, Farnham, GU9 8TZ	B8	225	1	0	0	0
331	WA/2011/2041	29 Unity House, The Street, Farnham	C3	179	1	0	0	3
331	WA/2010/0711	Land At Canford House, Westfield Lane, Wrecclesham	C3	N/A	1	0	1	0
332	WA/2004/0876	Glenwood House, 13 Nutshell Lane, Farnham,GU9 0HG	C3	N/A	0	0	1	0
332	WA/2004/1137	7 Hope Lane, Farnham,GU9 0HY	C3	N/A	1	0	2	0
332	WA/2008/1543	Lowlands Bungalow, Folly Lane South, Farnham,GU9 0BZ	C3	N/A	1	0	2	0
332	WA/2010/1040	Land Rear Of 11 Wings Road, Farnham,GU9 0HN	C3	N/A	0	0	1	0
332	WA/2010/2057	The Prince Alfred, Bishops Road, Farnham,GU9 0JA	A4	0	0	0	3	0
332	WA/2012/1435	Hoghatch Farm, 6 Hoghatch Lane, Farnham, GU9 0BY	C3	N/A	0	0	1	0
332	WA/2014/1895	104 Upper Hale Road, Farnham GU9 0PB	A4	448	0	1	1	0
332	WA/2012/1108	Heath House, Heath Lane, Farnham	C3	N/A	5	0	9	0
332	PRA/2014/0002	Upper Old Park Farm, Upper Old Park Lane, Farnham GU9 0AR	Agricultural	145	0	0	1	0
333	WA/2007/1559	Cedar Cottage, New Park Road, Cranleigh,GU6 7HJ	C3	N/A	1	0	2	0
333	WA/2007/1922	74 Cranleigh Mead, Cranleigh,GU6 7JT	C3	N/A	0	0	1	0
333	WA/2008/2061	Tadmoor, Avenue Road, Cranleigh,GU6 7LQ	C3	N/A	0	0	1	0
333	WA/2009/0062	The Old Barn, New Park, Horsham Road, Cranleigh ,GU6 8EJ	Agricultural	N/A	0	0	1	0
333	WA/2009/0063	127 Horsham Road, Cranleigh,GU6 8DZ	C3	N/A	0	0	2	0
333	WA/2009/1294	Land At The Rye, Ewhurst Road, Cranleigh,GU6 7DL	C3	N/A	1	0	2	0
333	WA/2009/1711	Land Off Hesketh Close, (land At The Rear Of 21-23), Mead Road, Cranleigh,GU6 7BQ	C3	N/A	0	0	3	0
333	WA/2011/1335	Land At Okehurst & Hunting Barn, New Park Road, Cranleigh, GU6 7HJ	C3	N/A	0	0	2	0
333	WA/2012/0563	Crossways, Wanborough Lane, Cranleigh, GU6 7DT	C3	N/A	0	0	1	0
333	WA/2013/0643	Land Adjacent To Cornwall House, Bridge Road, Cranleigh, GU6 7HH	C3	N/A	0	0	1	0
333	WA/2013/1496	Former Swallow Tiles, Bookhurst Road, Cranleigh, GU6 7DP	B1a	40	0	0	2	0
333	WA/2010/1643	Land At 8 Bedlow Cottages, Ewhurst Road, Cranleigh, GU6 7EF	C3	N/A	0	0	1	0
333	WA/2011/2129	Former Swallow Tiles Site, Bookhurst Road, Cranleigh, GU6 7DP	Vacant	0	0	0	52	6
333	WA/2014/0913	Units 1-6 & 9-12 Alfold Business Centre, Loxwood Road, Cranleigh GU6 8HP	B1(a)	327	0	0	4	0
333	CR/2013/0015	The Bothy Smithbrook, Horsham Road, Cranleigh GU6 8LH	B1(a)	143	0	0	1	0
333	CR/2013/0013	Honeygreen Barn, Smithbrook, Horsham Road, Cranleigh GU6 8LH	B1(a)	162	0	0	1	0
333	CR/2013/0014	Great Barn,Smithbrook, Horsham Road, Cranleigh, GU6 8LH	B1(a)	269	0	0	2	0
333	CR/2014/0030	2nd Floor, The Kiln Building, 85 Smithbrook Kilns, Cranleigh GU6 8JJ	B1(a)	228	0	0	0	3

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333	CR/2014/0029	1st Floor, The Kiln Building, 85 Smithbrook Kilns, Cranleigh, GU6 8JJ	B1(a)	358	0	0	0	4
333	CR/2014/0028	Mezzanine Floor, The Kiln Building, 85 Smithbrook Kilns, Cranleigh GU6 8JJ	B1(a)	402	0	0	0	4
333	CR/2014/0027	1st Floor, The Eastern Building, Smithbrook Kilns, Cranleigh, GU6 8JJ	B1(a)	131	0	0	0	2
333	CR/2014/0031	2nd Floor, The Eastern Building, Smithbrook Kilns, Cranleigh GU6 8JJ	B1(a)	130	0	0	0	2
333	WA/2013/1934	128 High Street, Cranleigh GU6 8RF	A1	77	0	0	1	0
333	WA/2013/0759	Land adjacent to Rowly Lodge, Rowly Drive, Cranleigh GU6 8PJ	Vacant	151	0	0	1	0
333	WA/2014/0292	Little Barn, The Ridgeway, Cranleigh GU6 7HR	C3	54	0	0	1	0
333	WA/2014/0368	Former Swallow Tiles, Bookhurst Road, Cranleigh GU6 7DP	B1a	39	0	0	2	0
333	CR/2014/0022	Bullimores House, Church Lane, Cranleigh GU6 8AR	B1a	400	0	0	1	0
333	CR/2013/0023	The Yard, Ewhurst Road, Cranleigh GU6 7EF	B1a	85	0	0	1	0
333	CR/2014/0038	Western House, 250 High Street, Cranleigh GU6 8RL	B1a	115	0	0	0	2
338	WA/2012/1843	Land To Rear Of 66 & 66A High Street, Godalming, GU7 1DU	A1	5	0	0	3	0
333	PRA/2014/0006	Holdhurst Farm, Alfold Road, Cranleigh GU6 8JT	Agricultural	71	0	0	1	0
333	WA/2014/1523	The Spinney, 128 Horsham Road, Cranleigh GU6 8DY	C3	231	0	0	1	0
333	WA/2014/1191	Warrens, Woodland Avenue, Cranleigh GU6 7HU	C3	193	1	0	2	0
333	WA/2014/1303	Land at the Cranley Hotel, The Common, Cranleigh GU6 8SQ	Parking	N/A	0	0	2	0
333	CR/2014/0048	5 Bank Buildings, 157 High Street, Cranleigh GU6 8BB	B1a	219	0	0	1	0
333	WA/2014/1560	Lapscombe Farm, Smithwood Common, Cranleigh GU6 8QX	C3	261	1	0	1	0
333	WA/2014/1277	Bayfield Stud, Mendips, The Common, Dunsfold GU8 4LA	Agricultural	151	0	0	1	0
333	CR/2014/0024	First & Second Floors East Lodge House, 116-120 High Street, Cranleigh GU6 8AJ	B1a	272	0	0	0	2
569	WA/2014/1038	Land South of Amlets Lane and North of Roberts Way, Cranleigh	Agricultural	N/A	0	0	114	36
333	WA/2011/2129	Former Swallow Tiles Site, Bookhurst Road, Cranleigh	Agricultural	N/a	0	0	52	6
333	WA/2011/1164	Crossways, Wanborough Lane, Cranleigh	C3	N/A	0	0	1	0
333	WA/2010/1643	Land at 8 Bedlow Cottages, Ewhurst Road, Cranleigh	C3	0	1	0	1	0
333	WA/2012/1874	Land adjacent to Cornwall House, Bridge Road, Cranleigh	vacant	69	0	0	1	0
333	WA/2010/1206	The Old Farm House, Stovolds Hill, Cranleigh	Agricultural	255	0	0	1	0
334	WA/2004/1966	Brooklands Farm, Pepper Box Lane, Bramley,GU5 0LW	Agricultural	N/A	0	0	1	0
334	WA/2005/1601	Land at Gaston Farm, Guildford Road, Wonersh,	Agricultural	N/A	0	0	1	0
334	WA/2006/1966	Barnett Farm, Lordshill Road, Shamley Green,GU5 0TP	Agricultural	N/A	0	0	1	0
334	WA/2007/1039	Wonersh Mill, Cranleigh Road, Wonersh,GU5 0TP	B2	2280	0	0	1	0
334	WA/2007/1701	Winters Sweet, Stroud Lane, Shamley Green, GU5 0ST	C3	N/A	0	0	1	1
334	WA/2009/0539	Pippins, Guildford Road, Shamley Green,GU5 0UJ	C3	N/A	1	0	2	0
334	WA/2009/0894	Melville, East Whipley Lane, Shamley Green,GU5 0TD	C3	N/A	0	0	1	0
334	WA/2009/1311	Dartlands, Smithwood Common Road, Cranleigh,GU6 8QN	C3	N/A	0	0	1	0
334	WA/2010/0647	Hullbroook Barn, Hullbrook Farm, Shamley Green,GU5 0TF	Agricultural	N/A	0	0	1	0
334	WA/2012/1533	The Barn, Westland Farm, Lords Hill Common, Shamley Green, GU5 0TL	Agricultural	N/A	0	0	1	0

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334	WA/2013/0737	65 Nursery Hill, Shamley Green, GU5 0UL	C3	N/A	0	0	1	0
334	WA/2014/0210	Land adjacent to 64, Hullmead, Shamley Green, GU5 0UG	C3	138	0	0	2	0
334	WA/2014/0772	Little Garden Cottage, Garden Close, Shamley Green, GU5 0UW	C3	175	1	0	2	0
334	WA/2014/0770	Spring House, Willinghurst Estate, Shamley Green GU5 0SU	Agricultural	430	0	0	1	0
334	WA/2014/2236	Lee Farm, Northcote Lane, Shamley Green GU5 0RB	Agricultural	285	0	0	1	0
335	WA/2000/2318	Dairy Building & Outbuildings, Hallams Farm, Littleford Lane, Shamley Green,GU5 0RH	Agricultural	N/A	0	0	1	0
335	WA/2005/0559	1 Barnett Villas, Barnett Lane, Wonersh, GU5 0RZ,	C3	N/A	0	0	1	0
335	WA/2012/1265	Barnend, Wonersh Common, Wonersh, GU5 0PL	C3	N/A	2	0	1	0
335	WA/2013/1855	Ladymead, Barnett Lane, Wonersh GU5 0RZ	C3	355	0	5	4	0
335	WA/2014/1270	Great Tangly Manor Farm, Great Tangly, Wonersh GU5 0PT	Agricultural	687	0	0	4	0
335	WA/2005/2471	The Hallams, Littleford Lane, Blackheath GU4 8QZ	C3	N/A	1	0	1	0
335	WA/2005/2471	The Hallams, Littleford Lane, Blackheath,	B1a	N/A	0	0	1	0
336	WA/2006/1760	The Old Stables, Ravenswood House, Hale Road, Farnham,GU9 9RP	C3	N/A	0	0	1	0
336	WA/2010/1701	Land adjoining 19B, Upper Hale Road, Farnham,GU9 0NN	C3	N/A	0	0	1	0
336	WA/2011/0161	Land at 21 Wellington Lane, Farnham,GU9 9BA	C3	N/A	1	0	2	0
336	WA/2012/0363	47 Farnborough Road, Farnham,GU9 9AJ	B1a	171	0	0	0	2
336	WA/2012/0879	Heath House, Heath Lane, Farnham, GU9 0PF	C3	N/A	1	0	14	0
336	WA/2013/0612	Applegarth, 8 Brooklands Close, Farnham, GU9 9BT	C3	N/A	1	0	4	0
336	PRA/2014/0007	97 Farnborough Road, Farnham GU9 9AL	A1	58	0	0	1	0
336	WA/2014/0976	73 Heath Lane, Farnham GU9 0PX	C3	94	1	0	1	0
336	CR/2014/0050	Prospect House, Bethel Lane, Farnham GU9 0QB	B1a	580	0	0	0	7
336	WA/2014/1322	Heath House, Heath Lane, Farnham GU9 0PF	Vacant	N/A	1	0	15	0
337	WA/2005/0474	32 Brighton Road, Godalming,GU7 1NT	Vacant	0	0	0	1	2
337	WA/2008/0538	Land At Merryoak, The Drive, Godalming,GU7 1PH	C3	N/A	0	0	1	0
337	WA/2010/1659	Land Adjacent To Overtanks, The Drive, Godalming,GU7 1PD	C3	N/A	0	0	2	0
337	WA/2011/0255	Overdene, 18 Busbridge Lane, Godalming,GU7 1PU	C3	N/A	0	3	2	0
337	WA/2012/1998	24 Brighton Road, Godalming, GU7 1NS	B2	1670	0	0	0	13
337	WA/2013/0952	61 Brighton Road, Godalming, GU7 1NT	A1	159	1	0	4	0
337	WA/2011/0314	Land To Rear Of Sandness, The Close, Godalming, GU7 1PQ	C3	N/A	0	0	1	0
337	WA/2011/1324	Land At 74 Pullman Lane, Godalming, GU7 1YB	C3	N/A	0	0	1	0
337	WA/2013/2127	Land at 142 Busbridge Lane, Godalming GU7 1QJ	vacant	493	0	0	1	0
337	WA/2014/1684	23 South Hill, Godalming GU7 1JT	C3	704	0	0	1	0
338	WA/2004/1499	Land At 29 Grove Road, Godalming, GU7 1RE	C3	N/A	1	0	0	4
338	WA/2006/1787	Land Rear Of The Kings Arms Royal Hotel, High Street, Godalming ,GU7 1EB	C1	N/A	0	0	0	4
338	WA/2007/2218	Land At 3 May Close, Godalming ,GU7 2NU	C3	N/A	0	0	1	0
338	WA/2008/0828	Land at Cemetery Lodge, Ockford Ridge, Godalming,GU7 2NP	C3	N/A	0	0	2	0

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338	WA/2008/1334	Land Rear Of The Kings Arms Royal Hotel, High Street, Godalming ,GU7 1EB	C1	N/A	0	0	0	4
338	WA/2009/0352	1B Primrose Place, Portsmouth Road, Godalming,GU7 2JN	B1a	27	0	0	0	1
338	WA/2009/0832	18 Carlos Street, Godalming ,GU7 1BP	C3	N/A	1	0	0	2
338	WA/2009/1134	15a Church Street, Godalming,GU7 1EL	B1a	110	0	0	0	1
338	WA/2009/1511	The King Alfred Public House, 18 Quarry Hill, Godalming ,GU7 2NW	A3	169	0	0	5	0
338	WA/2010/0016	Carriers House, 8 Wharf Street, Godalming,GU7 1NN	C3	N/A	0	9	0	3
338	WA/2010/0030	Land at Wiggins Yard, Bridge Street, Godalming,GU7 1HW	B1a	237	0	0	5	0
338	WA/2010/0850	147 High Street, Godalming,GU7 1AF	B1a	90	0	0	1	0
338	WA/2010/1439	Land at 7 - 15 Wharf Street, Godalming,GU7 1NN	D2	176	0	0	0	9
338	WA/2010/2135	Dylan House, Town End Street, Godalming,GU7 1HY	B1a	170	0	1	0	2
338	WA/2013/0483	59 High Street, Godalming, GU7 1AW	A1	49	0	0	1	0
338	WA/2011/1006	Dylan House, Town End Street, Godalming,GU7 1HY	B1a	94	0	0	0	2
338	WA/2012/0788	Regency House, 6B Queen Street, Godalming,GU7 1BD	B1a	109	0	0	0	2
338	WA/2012/1736	Primrose Place, Portsmouth Road, Godalming, GU7 2JN	B1a	110	0	0	0	4
338	WA/2013/0712	51 High Street, Godalming, GU7 1AW	A1	150	0	0	0	3
564	WA/2011/0078	102-103 West Street, Farnham, GU9 7EN	A1	153	0	0	0	2
564	WA/2012/1354	5 The Borough, Farnham, GU9 7NA	A1	69	0	0	1	0
338	WA/2013/0743	147 High Street, Godalming, GU7 1AF	C3	N/A	0	1	0	2
338	WA/2013/0924	The Rotunda, The Burys, Godalming, GU7 1HY	D1	N/A	0	0	0	2
338	WA/2013/1648	62 High Street, Godalming, GU7 1DU	A3	20	0	0	0	1
338	WA/2012/0453	Land at Flambard Way, Catteshall Lane and Woolsack Way, Godalming, GU7 1JN	Mixed	2497	0	0	35	102
338	WA/2003/0833	22 Church Street, Godalming,	B1a	189	0	0	1	0
338	WA/2010/1773	78 High Street, Godalming, GU7 1DU	A3	92	0	0	0	1
338	WA/2013/0402	139-143 High Street, Godalming	A3	235	0	0	0	6
564	WA/2012/1354	5 The Borough, Farnham	A1	184	0	0	1	0
338	CR/2013/0035	1 The Mews, Wharf Street, Godalming GU7 1NN	B1a	93	0	0	0	4
338	WA/2014/0897	38A High Street, Godalming GU7 1DZ	B1a	287	0	0	1	0
333	PRA/2014/0005	Richmond House, 124 High Street, Cranleigh GU6 8RF	Vacant	117	0	0	0	2
338	CR/2014/0036	Roebuck House and Latimer House, Brighton Road, Godalming GU7 1NS	B1a	708	0	0	2	0
338	CR/2014/0043	First Floor, 10 Queen Street, Godalming GU7 1BD	B1a	121	0	0	2	0
338	WA/2014/1509	28 High Street, Godalming GU7 1DZ	A3	41	0	0	0	1
338	CR/2014/0045	4 Ballfield Road, Godalming GU7 2EZ	B1a	N/A	0	0	1	0
338	WA/2014/1418	Craddocks Printing Works, Great George Street, Godalming GU7 1EE	B1c	256	0	0	0	3
338	WA/2014/1716	Car Park Site to the Rear OF 72-76 High Street, Godalming GU7 1AY	Parking	308	0	0	3	0
338	CR/2014/0005	Ockford Mill, Ockford Road, Godalming GU7 1RH	B1a	99	0	0	0	10
338	CR/2014/0014	Craven House, Station Road, Godalming GU7 1EX	B1a	371	0	0	0	14

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338	WA/2011/1981	Priory Orchard & Car park Land, Station Approach, Godalming GU7 1EU	Parking	N/A	1	0	4	8
338	WA/2013/0676	Land at Godalming College, Tuesley Lane & Land to the South of Ashstead Lane, Godalming GU7 1RS	D1	N/A	0	0	46	0
338	WA/2014/0932	Land at Ockford Ridge, Godalming	C3	N/A	65	0	22	13
338	CR/2014/0037	Roebuck House & Latimer House, Brighton Road, Godalming GU7 1NS	B1a	760	0	0	0	6
338	CR/2014/0035	Highfield, Brighton Road, Godalming GU7 1NS	B1a	1003	0	0	22	0
338	WA/2014/1047	First Church of Christ Scientist, Ockford Road, Godalming GU7 1QY	B1a	220	0	0	0	31
338	WA/2014/1047	First Church of Christ Scientist, Ockford Road, Godalming GU7 1QY	D1	656	0	0	0	0
338	WA/2011/0806	77 High Street, Godalming,GU7 1AR	A2	127	0	0	0	2
338	WA/2010/1890	Land adjacent to Frith Hatch, Chalk Road, Godalming	C3	100	0	0	1	0
338	WA/2012/1736	Primrose Place, Portsmouth Road, Godalming	C3	51	0	2	0	4
338	WA/2012/1736	Primrose Place, Portsmouth Road, Godalming	B1a	41	0	0	0	0
338	WA/2012/1736	Primrose Place, Portsmouth Road, Godalming	B8	42	0	0	0	0
338	WA/2010/1216	Crowts, Tuesley Lane, Godalming	C3	202	1	0	1	0
338	WA/2010/1773	78 High Street, Godalming	A3	219	0	0	0	1
339	WA/2005/2567	Land At 12 Shadyhanger, Godalming,GU7 2HR	C3	N/A	1	0	4	0
339	WA/2007/0668	Land at The Nook, Beacon Hill Road, Hindhead ,GU26 6QQ	C3	N/A	0	0	4	0
339	WA/2007/1133	214 & 216 Peperharow Road, Godalming ,GU7 2PT	C3	N/A	0	2	1	0
339	WA/2007/1851	Land At Midsummers & Little Stowe, Mark Way, Godalming,GU7 2BD	C3	N/A	0	0	3	0
339	WA/2008/1176	27 Marshall Road, Godalming,GU7 3AS	C3	N/A	1	0	0	4
339	WA/2008/1256	Oakbraes, Frith Hill Road, Godalming,GU7 2EA	C3	N/A	0	7	0	8
339	WA/2008/1863	Land At Charterhouse School, Peperharow Road, Godalming,GU7 2PW	D1	N/A	0	0	7	0
339	WA/2009/0039	10 Shadyhanger, Godalming, GU7 2HR,	C3	N/A	2	0	1	0
339	WA/2009/0464	Holme Lodge, Nightingale Road, Godalming,GU7 3AG	C3	N/A	0	0	0	2
339	WA/2009/1143	Olinda, Knoll Road, Godalming,GU7 2EP	C3	N/A	0	0	1	0
339	WA/2009/1150	Land adjoining Ridgeway, 8 Deanery Road, Godalming,GU7 2PQ	C3	N/A	0	0	1	0
339	WA/2009/1516	Plot 1 & Plot 2, Mark End, Mark Way, Godalming,GU7 2BE	C3	N/A	0	0	3	0
339	WA/2010/0441	Land forming Part of Frith Hatch, 30 Chalk Road, Godalming,GU7 2AD	C3	N/A	0	0	1	0
339	WA/2010/0981	Mark End, Mark Way, Godalming,GU7 2BE	C3	N/A	0	0	3	0
339	WA/2011/0412	Former Charterhouse Service Station, Borough Road, Godalming,GU7 2AB	Vacant	unknown	0	0	3	4
339	WA/2011/1848	9 Woodman Court, Mark Way, Godalming,GU7 2BT	C3	N/A	0	0	1	0
339	WA/2013/0016	Land Adjacent To 30 Frith Hatch, Chalk Road, Godalming, GU7 2AD	C3	N/A	0	0	1	0
339	WA/2013/0660	Land At Barco And Nantmore, Charterhouse Road, Godalming, GU7 2AW	C3	N/A	2	0	9	0
339	WA/2006/1672	Oakhurst, Frith Hill Road, Godalming, GU7 2ED,	C3	N/A	0	0	0	6
339	CR/2014/0020	First & Second Floor Offices, 1 St Johns Court, Farncombe Street, Godalming GU7 3BA	B1a	96	0	0	1	0
339	CR/2014/0033	2 Ballfield Road, Godalming GU7 2EZ	B1a	69	0	0	1	0

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339	PRA/2014/0012	20A Farncombe Street, Godalming GU7 3LH	Vacant	148	0	0	1	0
339	WA/2012/1357	Byway, 35 Courts Hill Road, Haslemere	C3	NA	1	0	2	0
340	WA/2008/0475	1 George Road, Godalming, GU7 3LS	C3	N/A	0	0	1	0
340	WA/2008/1868	58 & 60 Meadrow, Godalming ,GU7 3HT	C3	N/A	1	1	3	0
340	WA/2008/1977	34 Fern Road, Godalming,GU7 3EW	C3	N/A	0	2	0	1
340	WA/2009/0026	Land at 53 George Road, Farncombe,GU7 3LU	C3	N/A	0	0	1	0
340	WA/2009/0193	39 - 41 St Johns Street, Godalming,GU7 3EH	C3	N/A	2	0	11	0
340	WA/2010/1025	22 Hare Lane, Godalming,GU7 3EE	B2	620	1	0	11	0
340	WA/2010/1106	Land at 1 Catteshall Lane, Godalming,GU7 1LL	SG	N/A	1	4	1	4
340	WA/2010/2029	1-3 Summers Road, Godalming,GU7 3BB	B2	0	0	0	0	6
340	WA/2010/2210	Cranham, St Anne's Road, Godalming ,GU7 1LP	C3	N/A	1	0	3	0
340	WA/2012/1939	Lammas Gate, 84A Meadrow, Godalming, GU7 3HT	B1a	385	0	0	0	4
340	WA/2013/0473	31-33 Farncombe Street, Godalming, GU7 3LH	A2	117	0	0	0	2
340	WA/2013/0537	Land At Warren Road, Godalming, GU7 3SJ	Vacant	N/A	0	0	3	0
340	WA/2013/0935	Squirrels Leap, 20 Wolseley Road, Farncombe, GU7 3DX	C3	N/A	1	0	3	0
340	CR/2013/0019	Panda House, Weyside Park, Catteshall Lane, Godalming, GU7 1XR	B1a	6680	0	0	0	36
340	CR/2013/0021	Sandford House, Catteshall Lane, Godalming, GU7 1NQ	B1a	970	0	0	8	0
340	WA/2010/0300	Former A R E Site, Hare Lane, Godalming, GU7 3EF	B1a	275	0	0	0	7
340	WA/2009/0072	1 Nursery Road, Godalming, GU7 3JU	C3	N/A	1	0	0	2
340	WA/2012/1335	2 Summers Road, Farncombe, GU7 3BB	B1a	91	0	0	2	0
340	WA/2013/0916	57 Meadrow, Godalming, GU7 3HS	C3	30	1	0	2	0
340	WA/2013/0916	57 Meadrow, Godalming	A1	15	0	0	0	0
340	WA/2012/1078	Wurth House and Anvil Park, Catteshall Lane, Godalming, GU7 1NP	B1a	7730	0	0	105	42
340	CR/2014/0004	84A Lammas Gate, Meadrow, Godalming GU7 3HT	B1a	89	0	0	0	2
340	WA/2014/0676	1st Floor The Lodge House, Catteshall Mill, Catteshall Road, Godalming GU7 1NJ	B1(a)	122	0	0	1	0
340	CR/2014/0046	78 Meadrow, Godalming GU7 3HT	B1a	112	0	0	1	0
340	WA/2014/2027	32 Primrose Cottage, Station Road, Godalming GU7 3NG	C3	397	1	0	1	0
340	WA/2010/0300	Former A R E Site, Hare Lane, Godalming	B1a	275	0	0	0	7
340	WA/2012/1939	Lammas Gate, 84A Meadrow, Godalming	B1a	385	0	0	0	4
340	WA/2013/0473	31-33 Farncombe Street, Godalming	A2	336	0	0	0	2
340	WA/2013/1904	Land at Garages, The Oval, Godalming	Sui Generis	N/A	0	0	8	0
341	WA/2007/2647	2 Longbourne Green, Godalming,GU7 3RH	C3	N/A	0	0	1	0
341	WA/2008/1831	20 Longbourne Green, Godalming,GU7 3RH	C3	N/A	0	0	0	2
341	WA/2010/2099	Mental Health Centre, 41 Binscombe Lane, Godalming, GU7 3PP	D1	195	0	0	1	0
341	WA/2013/0538	Land At Badgers Close, Godalming, GU7 3RT	Vacant	N/A	0	0	4	0
341	WA/2013/0539	Land At Silo Drive, Godalming, GU7 3NZ	Vacant	N/A	0	0	2	0

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341	WA/2013/0689	Land To Rear Of 23 And 25 Furze Lane, Godalming, GU7 3NP	C3	N/A	0	0	2	0
341	WA/2013/1033	1 Silo Drive, Godalming, GU7 3NZ	C3	N/A	0	0	1	0
341	WA/2013/1464	Land to rear of 49-55 Silo Road, Godalming, GU7 3PA	Sui Generis	N/A	0	0	1	6
341	WA/2011/1275	Land to rear of 37-47 Silo Road, Godalming, GU7 3PA	Sui Generis	N/A	0	0	3	4
341	WA/2012/0635	41 Binscombe Lane, Farncombe,GU7 3PP	C3	N/A	1	0	2	0
341	WA/2012/1999	Land at 23 Furze Lane, Godalming, GU7 3NP	vacant	N/A	0	0	1	0
341	WA/2014/1451	Land at 17 Warren Road, Godalming GU7 3SH	C3	590	1	0	1	0
341	WA/2014/1699	Colbourne, 41 Barnes Road, Godalming GU7 3RG	vacant	N/A	0	0	1	0
341	WA/2011/1275	Land to Rear of 37-47 Silo Road, Godalming	Sui Generis	N/A	0	0	3	4
468	WA/2012/1564	Farnham Castle Stables, Old Park Lane, Farnham, GU9 0AN	Agricultural	N/A	0	0	1	0
468	WA/2013/1703	The Stables, Old Park Farm, Old Park Lane, Farnham, GU9 0AL	Agricultural	N/A	0	0	1	0
468	WA/2007/2696	Land at 6a-8 Wrecclesham Road, Farnham	Vacant	427	0	0	8	52
471	WA/2004/2198	Aveley Hill, Vicarage Hill, Farnham,	C2	0	0	0	0	4
471	WA/2005/0795	Land at 66 Middle Bourne Lane, Farnham,GU10 3NJ	C3	N/A	1	0	2	0
471	WA/2007/0138	6 & 8 Old Church Lane, Farnham ,GU9 8HQ	C3	N/A	1	0	2	0
471	WA/2007/0587	5 Aveley Lane, Farnham,GU9 8PN	C3	N/A	1	0	2	0
471	WA/2008/0343	Land at 13 & 17a, Longdown Road, Farnham,GU10 3JT	C3	N/A	0	0	1	0
471	WA/2008/0530	Land At Woodlands, Gold Hill, Farnham,GU10 3JH	C3	N/A	0	0	1	0
471	WA/2008/1447	Land Adjacent To 3 Longdown Close, Farnham ,GU10 3JN	C3	N/A	0	0	1	0
471	WA/2009/0286	Sequoia, 13 Longdown Road, Farnham,GU10 3JT	C3	N/A	0	0	1	0
471	WA/2009/1458	Land At Little Park, Packway, Farnham,GU9 8HW	C3	N/A	0	0	3	0
471	WA/2011/0294	Land at Tattingstone, 70 Frensham Road, Farnham,GU10 3QA	C2	0	0	0	3	0
471	WA/2012/0164	44 Frensham Road, Farnham, GU10 3NY	Sui Generis	3450	0	0	14	0
471	WA/2013/0869	22 Longdown Road, Farnham, GU10 3JU	C3	N/A	0	0	1	0
471	WA/2010/1195	21 Lodge Hill Road, Farnham, GU10 3QW	C3	N/A	1	0	2	0
471	WA/2014/0910	Land adjacent to 45, Firgrove Hill, Farnham GU9 8LP	Agricultural	214	0	0	1	0
471	WA/2014/0933	Langham Court, Ridgway Road, Farnham GU9 8NL	C3	N/A	0	43	12	6
471	WA/2010/1195	21 Lodge Hill Road, Farnham	C3	1092	1	0	2	0
503	WA/2007/1045	52 Knights Road, Farnham,GU9 9DA	C3	N/A	0	0	1	0
503	WA/2007/2179	Land At 2 Woodlands Avenue & 91 Weybourne Road, Farnham,	C3	N/A	0	0	2	0
503	WA/2008/0741	Land to rear of 16-18 Weybourne Road, Farnham,GU9 9ES	Sui Generis	N/A	0	0	1	0
503	WA/2008/1326	Land at 57 Weybourne Road, Farnham,GU9 9EU	C3	N/A	0	0	6	0
503	WA/2011/1921	Land at Stockwood Way, Farnham, GU9 9TE	Vacant	N/A	0	0	13	0
564	WA/2005/0389	37 West Street, Farnham ,GU9 7DR	Vacant	unknown	0	0	0	1
564	WA/2007/1211	4 Upper Church Lane, Farnham,GU9 7PW	Sui Generis	340	0	0	1	0
564	WA/2007/2602	1 The Borough, Farnham, GU9 7NA	B1a	192	0	0	2	0
564	WA/2007/2606	2 The Borough, Farnham, GU9 7NA	B1a	75	0	0	0	1

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m²)	Existing Number. Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
564	WA/2007/2735	3 The Borough, Farnham, GU9 7NA	Sui Generis	55	0	0	0	1
564	WA/2008/0733	8 Downing Street, Farnham,GU9 7PB	C3	N/A	0	0	0	1
564	WA/2008/1681	87 West Street, Farnham ,GU9 7EN	C3	N/A	0	0	-1	0
564	WA/2010/1529	1 West Street, Farnham, GU9 7DW	B1a	128	0	3	0	3
338	WA/2006/0511	Land At Rear Of 49-51 High Street, Godalming, GU7 1AT,	A2	0	0	0	5	0
564	WA/2011/0675	Bethune House, 88 West Street, Farnham,GU9 7EN	B1a	510	0	0	1	0
564	WA/2011/2153	Suites E2, F1 & F2 Lion and Lamb Yard, Farnham,GU9 7LL	B1a	80	0	0	0	1
564	WA/2012/0415	Suites E2, F1 & F2 Lion and Lamb Yard, Farnham,GU9 7LL	B1a	81	0	0	0	1
564	WA/2012/0842	Units 3&5, Carlton Yard, Victoria Road, Farnham,GU9 7RD	B1a	151	0	0	0	2
338	WA/2014/0603	27 High Street, Godalming GU7 1AU	A2	57	0	0	1	0
338	WA/2006/0511	Land at Rear of 49-51 High Street, Godalming	A2	0	0	0	5	0
564	WA/2012/1893	Land To The Rear Of 37 West Street, Farnham, GU9 7DR	C3	N/A	0	0	1	0
564	WA/2013/0406	3 West Street, Farnham, GU9 7DN	B8	62	0	0	0	1
564	WA/2013/1325	Bishops Table Hotel, 27 West Street, Farnham, GU9 7DR	C1	N/A	0	0	4	0
564	WA/2013/1477	112 West Street, Farnham,GU9 7HH	C3	110	0	1	0	2
564	WA/2013/1477	112 West Street, Farnham	A3	217	0	0	0	0
564	CR/2013/0007	First & Second Floor, 26 & 27 Downing Street, Farnham, GU9 7PD	B1a	159	0	0	0	2
564	CR/2013/0026	Suite F1, 9 Lion and Lamb Yard, Farnham, GU9 7LL	B1a	220	0	0	0	2
564	CR/2013/0002	Suites A & B, First Floor, 18 Lion And Lamb Yard, Farnham, GU9 7LL	B1a	467	0	0	0	7
564	WA/2014/1002	Pace House, Cambridge Place, East Street, Farnham GU9 7RX	D1	759	0	0	0	4
564	WA/2014/1905	1-2 Castle Street, Farnham GU9 7HR	A4	484	0	0	0	2
564	CR/2013/0007	First & Second Floor, 26 & 27 Downing Street, Farnham	B1a	210	0	0	0	2
564	WA/2012/1564	Farnham Castle Stables, Old Park Lane, Farnham	Agricultural	N/A	0	0	1	0
564	CR/2014/0006	2, Carlton Yard, Victoria Road, Farnham	B1a	334	0	0	1	0
564	WA/2013/1428	38 The Borough, Farnham, GU9 7NW	A2	246	0	0	0	2
332	WA/2014/1895	104 Upper Hale Road, Farnham GU9 0PB	A4	448	0	1	1	0

Pro-forma Proposed Developments

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m²)	Existing Number. of Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
75	478	Part of SSE Farnham Depot, Lower Weybourne Lane, Farnham	Sui Generis	269	0	0	42	28
75	25	Land West of Badshot Lea	Open Space	unknown	0	0	112	28
75	26	Land at South East Badshot Lea	Agriculture	unknown	0	0	57	14
75	438	Land west of Green Lane, Badshot Lea	Agriculture	unknown	0	0	84	36
75	872	Little Acres Nursery and land to the West	Mixed	140	0	0	64	16
571	29	Coxbridge Farm, Alton Road	Agriculture	unknown	0	0	280	70
98	573	Land off Crondall Lane	Open Space	unknown	0	0	96	24
98	727	Land rear of Three Styles Road, Farnham	Agriculture	unknown	0	0	32	8
127	264	Victoria House, South Street, Farnham	A1	82	0	0	0	8
127	264	Victoria House, South Street, Farnham	A3	22	0	0	0	0
127	285	The Bush Hotel, The Borough, Farnham	Parking	unknown	0	0	5	0
127	619	Part of Farnham College (Tennis Courts), east of Firgrove Hill	A2	unknown	0	0	6	4
127	670	The Woolmead, East Street, Farnham	A1	5276	unknown	unknown	0	96
127	670	The Woolmead, East Street, Farnham	B1a	4175	unknown	unknown	0	0
127	862	114-115 West Street (Harts Yard)	Residential	unknown	0	0	8	5
127	862	114-115 West Street (Harts Yard)	Commercial	unknown	0	0	0	0
127	n/a	Farnham Windfall	unknown	unknown	0	0	12	8
127	n/a	Farnham Windfall	unknown	unknown	0	0	30	20
127	n/a	Farnham Windfall	unknown	unknown	0	0	163	109
300	764	Dairy Crest, 40 Weydon Lane	Industrial/Commerical	1464	0	0	13	8
309	882	2-3 The Borough	Office	980	0	0	6	4
319	589	Charles Hill Nursery, The Lodge	A2	unknown	0	0	5	0
319	717	Tilford Garage and Appleton, The Street, Tilford	Mixed	535	1	1	8	0
319	n/a	Churt Windfall	unknown	unknown	0	0	1	0
319	n/a	Churt Windfall	unknown	unknown	0	0	2	0
319	n/a	Churt Windfall	unknown	unknown	0	0	2	0
319	n/a	Dockenfield Windfall	unknown	unknown	0	0	1	0
319	n/a	Dockenfield Windfall	unknown	unknown	0	0	2	0
319	n/a	Dockenfield Windfall	unknown	unknown	0	0	2	0
319	n/a	Frensham Windfall	unknown	unknown	0	0	1	0
319	n/a	Frensham Windfall	unknown	unknown	0	0	3	0
319	n/a	Frensham Windfall	unknown	unknown	0	0	9	0
319	n/a	Tilford Windfall	unknown	unknown	0	0	1	0
319	n/a	Tilford Windfall	unknown	unknown	0	0	2	0
319	n/a	Tilford Windfall	unknown	unknown	0	0	3	0
320	308	Land to the rear of The Croft	Open Space	unknown	0	0	28	7

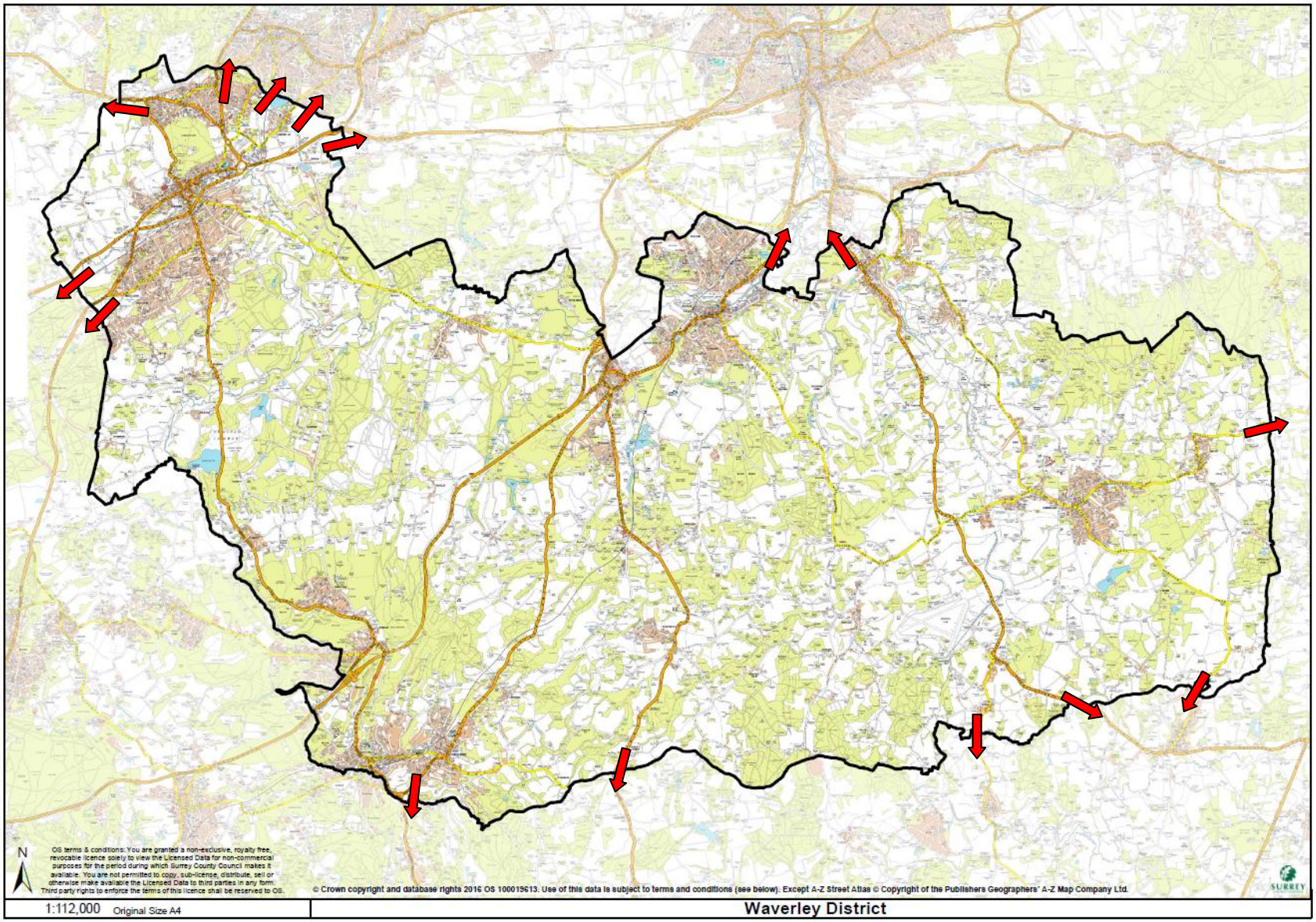
Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m^2)	Existing Number. of Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
320	824	Land at Four Trees, Hookley Lane	Agriculture	unknown	0	0	16	4
320	16	Weyburn Works, Shackleford Road, Elstead	Vacant	Vacant	0	0	56	14
320	n/a	Elstead Windfall	unknown	unknown	0	0	1	0
320	n/a	Elstead Windfall	unknown	unknown	0	0	3	0
320	n/a	Elstead Windfall	unknown	unknown	0	0	12	8
320	n/a	Peper Harrow Windfall	unknown	unknown	0	0	1	0
320	n/a	Peper Harrow Windfall	unknown	unknown	0	0	2	0
320	n/a	Thursley Windfall	unknown	unknown	0	0	1	0
320	n/a	Thursley Windfall	unknown	unknown	0	0	1	0
321	280	Land to the rear Orchard Cottages and Glenafrie, Mill Lane	Residential	unknown	0	0	5	0
321	n/a	Bramley Windfall	unknown	unknown	0	0	2	0
321	n/a	Bramley Windfall	unknown	unknown	0	0	6	0
321	n/a	Bramley Windfall	unknown	unknown	0	0	14	10
321	n/a	Hascombe Windfall	unknown	unknown	0	0	1	0
321	n/a	Hascombe Windfall	unknown	unknown	0	0	1	0
322	286	Land to the north of Queens Mead (west of the A283)	Agriculture	unknown	0	0	40	10
322	402	Land South of Field View Close, Chiddingfold	Open Space	unknown	0	0	4	2
322	865	Land to the rear of The Croft	Open Space	unknown	0	0	29	7
322	747	Land adj Nugent Close	Agriculture	unknown	0	0	34	8
322	788	Land east of Dunsfold	Agriculture	unknown	0	0	32	8
322	n/a	Chiddingfold Windfall	unknown	unknown	0	0	1	0
322	n/a	Chiddingfold Windfall	unknown	unknown	0	0	3	0
322	n/a	Chiddingfold Windfall	unknown	unknown	0	0	7	5
322	n/a	Dunsfold Windfall	unknown	unknown	0	0	1	0
322	n/a	Dunsfold Windfall	unknown	unknown	0	0	2	0
322	n/a	Dunsfold Windfall	unknown	unknown	0	0	9	0
323	368	Land at Wheeler Street Nurseries, Wheeler Lane	unknown	unknown	0	0	16	4
323	676	Land south of Franklin Court, Brook Road, Wormley	Residential	unknown	unknown	unknown	10	2
323	677	Land off Bridewell Close, Wormley	Residential	unknown	unknown	unknown	8	2
323	n/a	Hambledon Windfall	unknown	unknown	0	0	1	0
323	n/a	Hambledon Windfall	unknown	unknown	0	0	1	0
323	n/a	Witley Windfall	unknown	unknown	0	0	2	2
323	n/a	Witley Windfall	unknown	unknown	0	0	6	4
323	n/a	Witley Windfall	unknown	unknown	0	0	30	20
570	10	Dunsfold Park					1898	702
570	10	Dunsfold Park	D1	1930	0	0	A1 – 1000 (GFA)	
570	10	Dunsfold Park	Ancillary B1b	193	0	0	A2 – 250 (GFA)	

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m^2)	Existing Number. of Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
570	10	Dunsfold Park	B1	331	0	0	A3 – 300 (GFA)	
570	10	Dunsfold Park	B8	421	0	0	A4 – 300 (GFA)	
570	10	Dunsfold Park	B1	482	0	0	A5 – 300 (GFA)	
570	10	Dunsfold Park	B2	482	0	0	B1a – 1850 (GFA)	
570	10	Dunsfold Park	B8	482	0	0	B1b – 1850 (GFA)	
570	10	Dunsfold Park	B1c	2105	0	0	B2 – 3750 (GFA)	
570	10	Dunsfold Park	Ancillary B1c	193	0	0	B1c – 3750 (GFA)	
570	10	Dunsfold Park	B8	1052	0	0	B8 – 11000 (GFA)	
570	10	Dunsfold Park	B1c	165	0	0	C2 – 75 (residents)	
570	10	Dunsfold Park	Ancillary B8	193	0	0	D1 - Pre-School – 350 (GFA)	
570	10	Dunsfold Park			0	0	D1 - Primary School – 420 (pupils)	
570	10	Dunsfold Park			0	0	D1 - Jigsaw School – 8000 (GFA)	
570	10	Dunsfold Park			0	0	D1 - Medical Centre 600 (GFA)	
570	10	Dunsfold Park			0	0	D1 - Community Uses – 800 (GFA)	
570	10	Dunsfold Park			0	0	B1b – 1661 (GFA)	
570	10	Dunsfold Park			0	0	B1c – 4983 (GFA)	
570	10	Dunsfold Park			0	0	B8 – 3322 (GFA)	
324	276	Land adjoining Chilton Close, Alfold Crossways	Agriculture	unknown	0	0	52	13
324	277	Land adjacent to Brockhurst Farm, Dunsfold Road	Agriculture	unknown	0	0	12	3
324	470	Land at Chilton Close (rear of The Willows)	Open Space	unknown	0	0	13	3
324	472	Alfold Garden Centre	Garden Centre	6900	0	0	8	2
324	857	Land at Brockhurst Farm, Dunsfold Road, Alfold Crossways	Residential	unknown	1	0	7	0
324	893	Brookfield, Horsham Road	Residential	unknown	1	0	8	2
324	497	Cranleigh Brickworks, Baynards, Rudgwick	B2?	736	0	0	15	4
324	n/a	Alfold Windfall	unknown	unknown	0	0	1	0
324	n/a	Alfold Windfall	unknown	unknown	0	0	3	0
324	n/a	Alfold Windfall	unknown	unknown	0	0	4	0
325	130	Cranleigh Infants School, Church Lane, Cranleigh	D1	312	0	0	19	12
325	383	Land at St Nicolas C of E School, Parsonage Road	D2	unknown	0	0	40	27
325	294	Land at Horsham Road, Cranleigh	Agriculture	unknown	0	0	200	50
572	395	Land south and east of Littlemead Industrial Estate	Agriculture	unknown	0	0	340	85
325	874	Elmbridge Road, Cranleigh	Agriculture	unknown	0	0	48	12
573	292	West Cranleigh Nurseries, Knowle Lane	Commerical Glasshouse	5700	0	0	212	53

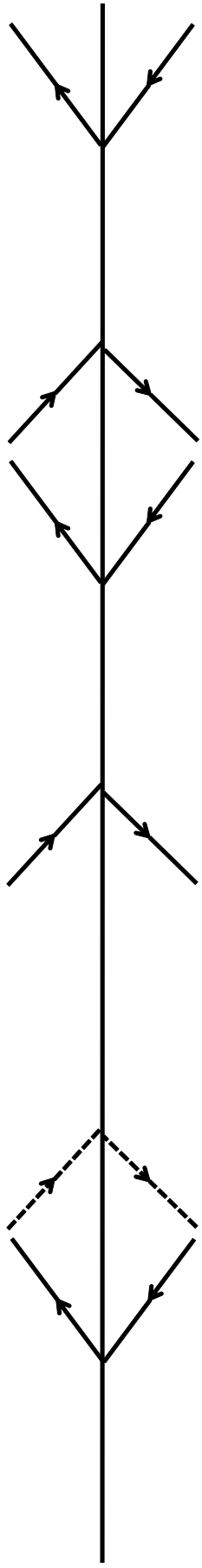
Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m^2)	Existing Number. of Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
325	853	Land at Little Meadow	Greenfield	unknown	0	0	60	15
326	398	Land south of Cranleigh Road	Agriculture	unknown	0	0	18	4
326	399	Land at Backward Point, Cranleigh Road	Residential	unknown	0	0	18	4
326	400	Land to the rear of Blue Cottage and Penlan, Cranleigh Road	Residential/Agricultural	unknown			9	2
326	n/a	Ewhurst Windfall	unknown	unknown	0	0	1	0
326	n/a	Ewhurst Windfall	unknown	unknown	0	0	4	0
327	697	Land at Wey Hill, Haslemere	Mixed	unknown	9	0	19	12
327	557	Brownscombe House and Cottage, Hindhead Road	C2	unknown	0	0	12	3
328	141	Land at West Street including Haslemere Key Site	Mixed	unknown	0	0	30	20
328	245	Clement Windows and Motorcycle shop, 5 - 21 Weyhill	Mixed	3335	0	0	23	16
328	495	Haslemere Police Station, 46 West Street, Haslemere	D1?	750	0	0	8	0
328	674	Sites around Sturt Road/Hedgehog Lane	Vacant	unknown	0	0	16	4
328	714	Sites around Sturt Road/Hedgehog Lane	Open Space	unknown	0	0	17	4
328	n/a	Haslemere Windfall	unknown	unknown	0	0	7	5
328	n/a	Haslemere Windfall	unknown	unknown	0	0	17	12
328	n/a	Haslemere Windfall	unknown	unknown	0	0	119	80
329	144	Central Hindhead, London Road, Hindhead (Barons of Hindhead)	Sui Generis	6986	0	0	18	12
329	145	Land at Oakdale, Portsmouth Road, Hindhead	A1	unknown	0	0	30	20
329	829	35 The Golden Hind, London Road	A1	429	0	0	6	4
329	880	Exchange House, Hindhead Road, Hindhead	B1(a)	508	0	0	4	3
329	682	West Down, Portsmouth Road, Hindhead	Residential/Greenfield	unknown	unknown	unknown	7	2
330	94	Land to the rear of 38-48 Church Road	Residential	unknown	10	0	9	6
330	467	Land at Highcroft, Petworth Road	Retirement/Sheltered Housing	unknown	unknown	unknown	0	6
330	364	Land at Moushill Mead, Portsmouth Road	Mixed	unknown	unknown	unknown	16	4
330	449	Land at Manor Lodge	Agriculture	unknown	0	0	24	6
330	450	Land opposite Milford Golf Club	unknown	unknown	0	0	144	36
330	703	Land at Coneycroft, Guildford and Godalming By-Pass Road, Milford	Mixed	unknown	0	0	54	18
330	875	Land at Old Elstead Road, Milford	Agriculture	unknown	0	0	48	12
331	380	Stephensons Engineering Site, 66 Wrecclesham Hill, Farnham	B1c	Vacant	0	0	8	5
331	545	Baker & Oates, Gardeners Hill Road, Farnham	Agriculture	unknown	0	0	34	9
331	546	West of Switchback Lane, Rowledge	Mixed	unknown	0	0	20	5
331	713	Garden Style, Wrecclesham Hill	Industiral/ commercial use	450	0	0	52	13
333	13	49 - 53 Horsham Road	Residential	unknown	4	0	12	8
334	96	Garages off Nursery Hill, Shamley Green	Garages	unknown	0	0	5	0
333	n/a	Cranleigh Windfall	unknown	unknown	0	0	4	2
334	n/a	Cranleigh Windfall	unknown	unknown	0	0	9	6

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m²)	Existing Number. of Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
334	n/a	Cranleigh Windfall	unknown	unknown	0	0	43	29
335	n/a	Wonersh Windfall	unknown	unknown	0	0	2	0
335	n/a	Wonersh Windfall	unknown	unknown	0	0	4	0
335	n/a	Wonersh Windfall	unknown	unknown	0	0	6	0
336	693	Land at Hale Road Farnham	Agriculture	unknown	0	0	32	8
337	209	Land at Keys Cottage & Wedgewood, Holloway Hill, Godalming	C3	unknown	0	0	6	4
337	266/648/602	Woodside Park, Catteshall Lane	B1a	1630	0	0	39	61
337	266/648/602	Woodside Park, Catteshall Lane	B1c	695	0	0	0	0
337	266/648/602	Woodside Park, Catteshall Lane	B2	1337	0	0	0	0
337	266/648/602	Woodside Park, Catteshall Lane	B8	2462	0	0	0	0
337	266/648/602	Woodside Park, Catteshall Lane	D1	715	0	0	0	0
337	266/648/602	Woodside Park, Catteshall Lane	D2	401	0	0	0	0
321	n/a	Busbridge Windfall	unknown	unknown	0	0	1	0
321	n/a	Busbridge Windfall	unknown	unknown	0	0	2	0
321	n/a	Busbridge Windfall	unknown	unknown	0	0	2	0
338	773	Craven House, Godalming	B1a	939	0	0	4	3
338	899	Bridge House and Southern House, Flambard Way	B1a	167	0	0	12	8
338	n/a	Godalming Windfall	unknown	unknown	0	0	7	5
338	n/a	Godalming Windfall	unknown	unknown	0	0	19	12
338	n/a	Godalming Windfall	unknown	unknown	0	0	129	86
339	66	Land at Charterhouse School, Peperharow Road, Godalming	D1	unknown	0	0	6	4
339	706	Land rear of 46-48 Peper Harow Road, Godalming	C3	unknown	0	0	5	0
339	828	Foxdene and Southwall, Charterhouse Road	unknown	unknown	0	0	4	3
340	57	Properties and Gardens 1-22 Catteshall Lane, Godalming	C3	unknown	22	0	17	11
341	78	Furze Lane, Farncombe	Agriculture	unknown	0	0	40	10
341	571	Land east of Binscombe	Open Space	unknown	0	0	28	7
503	657	Land to the south of Monkton Lane, Farnham	Agriculture	unknown	0	0	45	11
564	881	The Old Hop Kiln, Long Garden Walk	Office	250	0	0	0	5

APPENDIX B – Cross Boundary Flows



APPENDIX C – A3 Flows
Average AM Peak Hour (0700 – 1000)



M25 J10 to Pains Hill Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9155, 1	65	205	280
9155, 1	1%	5%	6%

Pains Hill to M25 J10 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9155, 2	40	-83	177
9155, 2	1%	-2%	5%

Ockham to M25 J10 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
12405, 1	210	260	305
12405, 1	4%	5%	5%

M25 J10 to Ockham Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
12405, 2	11	49	186
12405, 2	0%	1%	4%

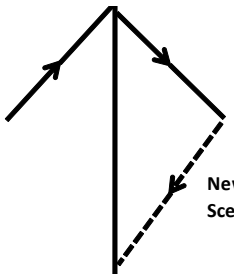
A247 to Ockham Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15573, 1	158	448	297
15573, 1	4%	11%	7%

Ockham to A247 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15573, 2	37	194	64
15573, 2	1%	5%	2%

New slips assumed in Scenarios 3 and 5

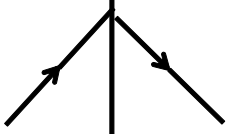
A3100 to A247 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9503, 2	120	71	279
9503, 2	2%	1%	5%

A247 to A3100 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9503, 1	80	-163	64
9503, 1	2%	-3%	1%



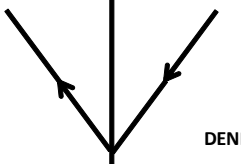
A320 to A3100 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9558, 1	147	118	334
9558, 1	4%	3%	8%

A3100 to A320 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9558, 2	68	640	59
9558, 2	2%	15%	1%



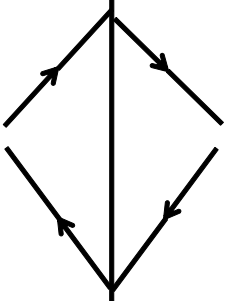
Dennis junction to A320 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15550, 1	94	181	478
15550, 1	3%	6%	15%

A320 to Dennis junction Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15550, 2	62	510	221
15550, 2	2%	18%	6%



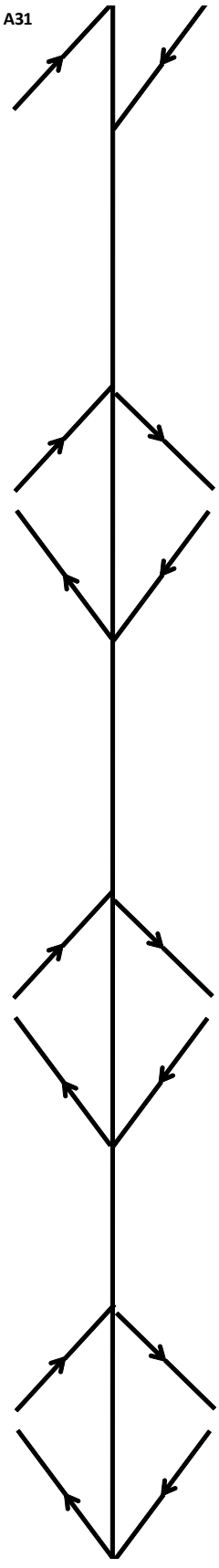
Tesco to Dennis jnctns Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15512, 2	62	178	1132
15512, 2	1%	4%	26%

Dennis to Cathedral jnctns Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15512, 1	36	-12	356
15512, 1	1%	0%	8%



A31 to Tesco junction Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
10378, 2	152	-24	741
10378, 2	4%	-1%	17%

Cathedral junction to A31 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
10378, 1	70	213	131
10378, 1	2%	7%	4%



B3000 to A31 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15649, 1	191	190	445
15649, 1	7%	7%	16%

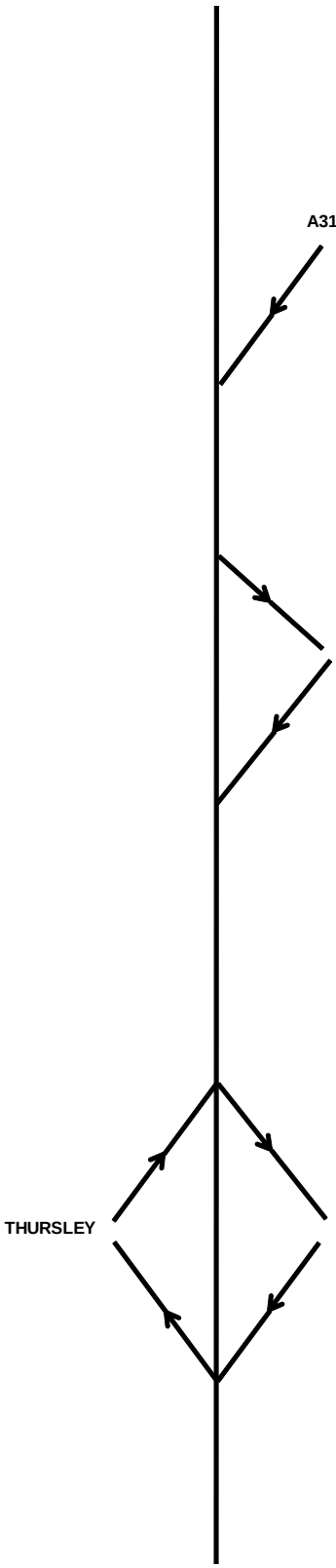
A31 to B3000 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15649, 2	105	282	117
15649, 2	6%	16%	6%

Hurtmore to B3000 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8516, 1	80	-72	274
8516, 1	3%	-3%	11%

B3000 to Hurtmore Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8516, 2	29	67	63
8516, 2	2%	4%	4%

A283 to Hurtmore Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8514, 2	74	-58	149
8514, 2	3%	-3%	7%

Hurtmore to A283 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8514, 1	76	23	-19
8514, 1	5%	1%	-1%



A283 to A3100 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
11757, 2	29	36	-1
11757, 2	3%	3%	0%

A3100 to Lea Coach Road Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
18871, 1	81	82	-3
18871, 1	7%	7%	0%

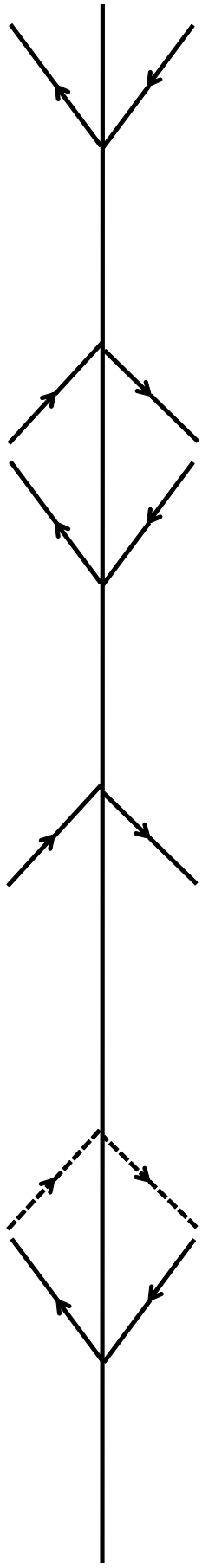
Dye House Road to A283 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
18870, 1	42	-42	131
18870, 1	3%	-3%	9%

Lea Coach Road to Dye House Road Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
18870, 2	60	79	5
18870, 2	5%	7%	0%

Hindhead Tunnel to Dye House Road Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8528, 2	33	-60	21
8528, 2	2%	-4%	1%

Dye House Road to Hindhead Tunnel Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8528, 1	26	10	-6
8528, 1	2%	1%	-1%

Average PM Peak Hour (1600 – 1900)



PAINS HILL

M25 J10 to Pains Hill Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9155, 1	60	39	231
9155, 1	1%	1%	5%

Pains Hill to M25 J10 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9155, 2	93	4	339
9155, 2	2%	0%	7%

M25 J10

Ockham to M25 J10 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
12405, 1	-29	121	148
12405, 1	-1%	2%	3%

M25 J10 to Ockham Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
12405, 2	137	409	189
12405, 2	2%	7%	3%

B2215

OCKHAM JUNCTION

A247 to Ockham Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15573, 1	17	339	68
15573, 1	0%	8%	2%

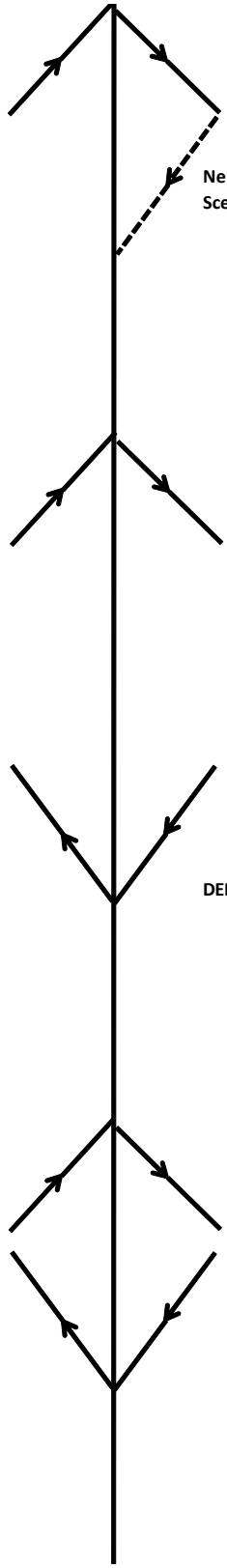
Ockham to A247 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15573, 2	138	800	67
15573, 2	3%	19%	1%

New slips assumed in Scenarios 3 and 5

A247

A3100 to A247 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9503, 2	152	215	65
9503, 2	3%	4%	1%

A247 to A3100 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9503, 1	154	94	192
9503, 1	3%	2%	3%



A320 to A3100 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9558, 1	130	185	-2
9558, 1	3%	4%	0%

A3100 to A320 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
9558, 2	160	595	293
9558, 2	4%	15%	6%

Dennis junction to A320 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15550, 1	146	289	-33
15550, 1	5%	10%	-1%

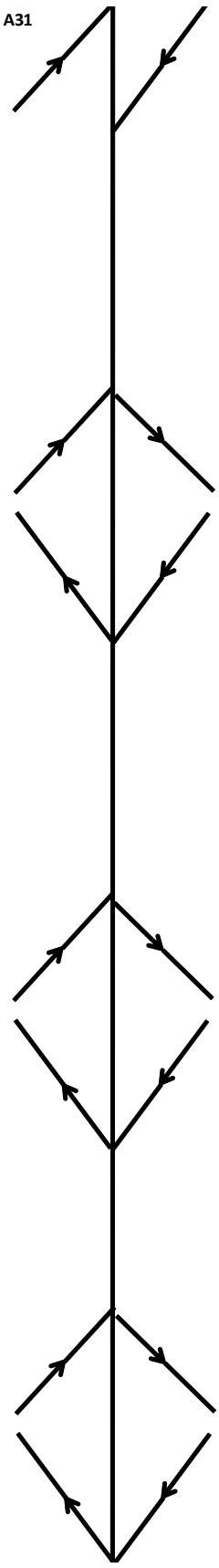
A320 to Dennis junction Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15550, 2	158	588	332
15550, 2	5%	20%	10%

Tesco to Dennis jnctns Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15512, 2	112	132	476
15512, 2	3%	3%	11%

Dennis to Cathedral jnctns Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15512, 1	93	321	757
15512, 1	2%	7%	16%

A31 to Tesco junction Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
10378, 2	164	177	170
10378, 2	5%	5%	5%

Cathedral junction to A31 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
10378, 1	110	37	903
10378, 1	3%	1%	21%



B3000 to A31 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15649, 1	156	177	96
15649, 1	8%	9%	4%

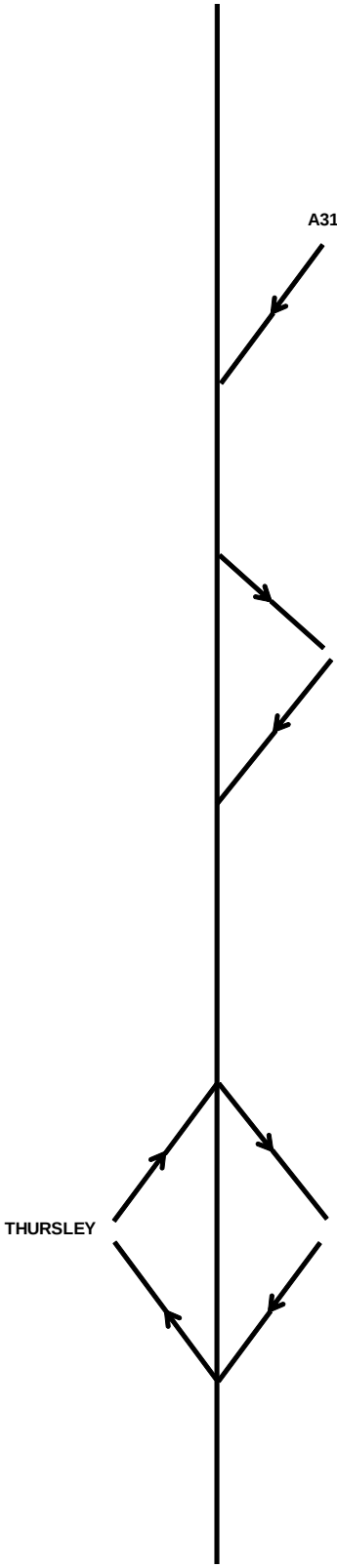
A31 to B3000 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
15649, 2	274	184	507
15649, 2	10%	6%	17%

Hurtmore to B3000 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8516, 1	95	50	101
8516, 1	5%	3%	5%

B3000 to Hurtmore Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8516, 2	127	-198	232
8516, 2	5%	-8%	10%

A283 to Hurtmore Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8514, 2	132	110	16
8514, 2	9%	8%	1%

Hurtmore to A283 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8514, 1	122	-14	116
8514, 1	5%	-1%	5%



A283 to A3100 Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
11757, 2	148	167	80
11757, 2	9%	10%	4%

A3100 to Lea Coach Road Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
18871, 1	174	205	68
18871, 1	10%	11%	3%

Dye House Road to A283 Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
18870, 1	25	26	8
18870, 1	2%	2%	1%

Lea Coach Road to Dye House Road Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
18870, 2	31	37	50
18870, 2	2%	3%	3%

Hindhead Tunnel to Dye House Road Northbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8528, 2	46	32	-11
8528, 2	4%	3%	-1%

Dye House Road to Hindhead Tunnel Southbound			
Link Ref	2031 Scenario 2	2031 Scenario 3	2031 Scenario 5
8528, 1	6	13	49
8528, 1	0%	1%	3%

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