



**Waverley Borough Council**  
Council Offices, The Bury's,  
Godalming, Surrey  
GU7 1HR  
[www.waverley.gov.uk](http://www.waverley.gov.uk)

**Additional Information sent out (Including O&S comments) attached below:**

**This page is intentionally left blank**

To: All Members of the EXECUTIVE

When calling please ask for:

Emma McQuillan, Democratic Services  
Manager

**Policy and Governance**

E-mail: [emma.mcquillan@waverley.gov.uk](mailto:emma.mcquillan@waverley.gov.uk)

Direct line: 01483 523351

Calls may be recorded for training or monitoring

Date: 18 November 2016

### Membership of the Executive

Cllr Julia Potts (Chairman)  
Cllr Tom Martin (Vice Chairman)  
Cllr Brian Adams  
Cllr Andrew Bolton  
Cllr Kevin Deanus

Cllr Jim Edwards  
Cllr Jenny Else  
Cllr Carole King  
Cllr Ged Hall

Dear Councillors

Please find attached additional information published in relation to Agenda Item 9. Local Plan Pt 1, following the Joint Overview & Scrutiny Committee on 21 November 2016.

Kind regards

ROBIN TAYLOR  
Head of Policy & Governance

**For further information or assistance, please telephone  
Emma McQuillan, Democratic Services Manager, on 01483 523351 or  
by email at [emma.mcquillan@waverley.gov.uk](mailto:emma.mcquillan@waverley.gov.uk)**



INVESTOR IN PEOPLE



**This page is intentionally left blank**



**GL Hearn**

Part of Capita Real Estate

# Commentary on Consultation Responses (November 2016)

**For Waverley Borough Council**

Final Report

November 2016

## **Prepared by**

GL Hearn  
280 High Holborn  
London WC1V 7EE

T +44 (0)20 7851 4900  
[glhearn.com](http://glhearn.com)



## Contents

<b>Section</b>		<b>Page</b>
<b>1</b>	<b>INTRODUCTION</b>	<b>4</b>
<b>2</b>	<b>DEMOGRAPHIC NEED</b>	<b>6</b>
<b>3</b>	<b>MARKET SIGNALS AND AFFORDABLE HOUSING</b>	<b>10</b>
<b>4</b>	<b>ECONOMIC GROWTH PROSPECTS</b>	<b>13</b>
<b>5</b>	<b>CONCLUSIONS</b>	<b>14</b>

## 1 INTRODUCTION

- 1.1 Waverley Borough Council has asked GL Hearn to comment on their consultation responses in relation to the West Surrey Strategic Housing Market Assessment. Consultation responses included a report prepared by Neil McDonald of NMSS entitled *A Review of the West Surrey SHMA as it relates to the Objectively Assessed Housing Needs of Waverley*. The NMSS Report is dated September 2016 and reviews the West Surrey SHMA of September 2015, prepared by GL Hearn and Justin Gardner Consulting.
- 1.2 The NMSS Report seeks to deal with each of the constituent components considered in the SHMA in drawing conclusions on the objectively assessed housing need (OAN). In regard to demographics, it recommends that the 2014-based projections are used, although these were not available at the time of the SHMAs preparation. On a like for like basis the more recent forecasts according to NMSS result in a housing need which is 98 dpa per annum lower (395 dpa). Taking into account the latest mid-year population estimates reduces this further still to 372 dpa.
- 1.3 It then goes on to address other factors. It argues that an affordability uplift of 26 dpa is not justified and will not improve affordability, on the basis that affordability in Waverley would be middling in comparison to other Surrey authorities if it was 6% lower. Furthermore, it outlines that increasing housing supply beyond the demographic need would not result in a noticeable improvement in affordability, as it would simply result in more people who can afford higher prices moving into the area.
- 1.4 GL Hearn and JGC have sought to review the NMSS Report and other submissions and consider whether any of the points raised are reasonable, and provide a basis for reviewing the OAN for Waverley.
- 1.5 While doing so one must also bear in mind that Waverley's OAN was part of a wider West Surrey SHMA. In preparing our report we have used a consistent approach to all three local authorities in the HMA.
- 1.6 Further responses were also received from the Protect our Waverley Campaign (POW) who provided a range of submissions on the Draft Local Plan and in particular the Dunsfold Park Proposal. This however drew on the NMSS report as well as briefer comments in other appendices to their submission.
- 1.7 One initial comment related to the extent on the Housing Market Area. POW noted that the CURD/CLG local housing market areas' definitions extended beyond the three local authorities for which the West Surrey SHMA was prepared and also did not include all of it.



- 1.8 This however has a number of flaws. Firstly, this is based on data from 2001. Secondly, it relates to the local HMA rather than strategic HMA, and thirdly it does not reflect local authority boundaries, which from a practical point of view are the building block for Housing Market Areas.
- 1.9 Whilst we recognise that the PAS guidance suggests that CURDS definitions are an appropriate starting point, it is just that - a starting point. The PAS guidance also goes on to state (at para 5.9) that “HMAs boundaries that straddle local authority areas are usually impractical, given that planning policy is mostly made at the local authority level, and many kinds of data are unavailable for smaller areas.”
- 1.10 They then go on to suggest that the CLG Silver Standard Single Tier HMA definition is their preference. This definition is set out in Figure 3 of the SHMA and extends way beyond the three local authorities and includes Basingstoke and Deane, Hart, Rushmoor, East Hampshire, Surrey Heath and Runnymede. However this is again based on 2001 data, and that any more recent data, such as that explored in the SHMA should trump these historic definitions.
- 1.11 Regeneris have suggested that we have not considered the self-containment rate and this has not been reviewed for the HMA. Whilst this data isn’t recorded when long distance moves are excluded, the self-containment rate ranges from 72% to 74%, exceeding the “typical 70%” set out in the PPG.
- 1.12 The POW paper suggests that the supply within neighbouring authorities should be considered. Indeed a similar but opposing view is put forward by Rodway Planning, Porta Planning, Regeneris, WYG, NLP, the House Builders Federation and separately by the RPS group (on behalf of a number of developers) who in their submissions suggested that the local plan target should consider meeting the needs of neighbouring local authorities given that Woking and Guildford are “heavily constrained”.
- 1.13 Whilst the Local Plan should consider the supply and demand of housing neighbouring authorities, this is not a consideration for the SHMA and should not impact the final OAN.
- 1.14 Finally, Turleys and the HBF have queried why the Council have used a period for their local plan of 2013 to 2032 when the SHMA was based on the period 2013 to 2033. The reason the SHMA uses this longer time period is to meet the requirements of Guildford who required the longer period. However, this is largely academic as the council are working on an average figure across the period.

## 2 DEMOGRAPHIC NEED

- 2.1 The first analysis carried out by NMSS is with regard to demographic projections. This is the most substantial part of the work by NMSS (covering Sections 3.1 to 3.61). Mr McDonald's conclusion points to a demographic need of 370-430 dpa, which is significantly lower than our own estimation of demographic need of 493 dpa. There are a number of interesting points in the work by NMSS which are worthy of comment.
- 2.2 NMSS looks at a number of aspects of the demographic projections and seeks to understand what drives the figures. The analysis then leads to 'A revised assessment of the demographic OAN'. Specifically, the following topics are considered:
- Internal migration
  - International migration
  - Unattributable Population Change
  - Household formation rates
  - Empty and second homes
  - Implications of the 2014 Sub-National Population Projections (2014 SNPP)
- 2.3 In the SHMA, a similar approach was taken. However, to some degree the SHMA started from a different viewpoint. The PPG (2a-017) is clear that official projections are '*statistically robust and are based on nationally consistent assumptions*' and outlines that whilst sensitivity testing may be appropriate, any local changes need to be clearly explained and justified on the basis of established sources of robust evidence.
- 2.4 The SHMA took the view that the official projections are sound unless they can demonstrably be shown not to be. The projections were analysed in Section 4 and Appendix B, where it was concluded that for Waverley the official projections represented a robust view about future population growth.
- 2.5 The analysis (in the same way as NMSS) recognised differences between long and short-term migration and also the potential impact of UPC, but concluded that on balance the SNPP looked sound. It ran a scenario based on long-term migration trends (which showed a lower level of need in Waverley but higher across the HMA) and also a scenario with a UPC adjustment (which showed a marginally lower needs). In considering total population growth only (i.e. not the separate components), Figure 20 of the SHMA showed that the official projection for Waverley was slightly higher than longer-term and shorter-term trends.
- 2.6 The main difference between the NMSS report (as well as the submissions from Gladman and Regeneris) and the West Surrey SHMA is the use of more recent population projections and mid-

- year estimates. Both the Consultancies' and the SHMA report agree that the official projections are a sound basis for planning.
- 2.7 Both reports however do consider a range of sensitivities to the official projections including a review of internal and international migration across shorter and longer term trends and also the impact of unattributable population change.
- 2.8 Within the NMSS Report, internal migration is considered in paras 3.12 to 3.21. Overall, NMSS are suggesting that the official 2014-based population projections appear sound noting that longer term trends would increase the population growth substantially above both the 2014-based population projections, bringing them more in line with the 2012-based population projections.
- 2.9 The SHMA analysis of longer term trends (using the period 2001-13 period) suggested that housing need would marginally go down in Waverley should these trends be used. In contrast, the NMSS analysis of longer term trends, for both International and internal migration based on the 05-15 period, resulted in the housing need increasing for each element as well as collectively. However they note at para 3.45 that "there are serious doubts as to whether this (using a ten year trend) is appropriate as flows in the last three years show no sign that they are likely to recover to those levels." This is somewhat curious given that for a similar report for Guildford they suggested that the projection based on 10-year migration trends and adjusted for UPC (for that report covering the 2004 -14 period) should be used. In Guildford's case this resulted in a much lower level of housing need.
- 2.10 NMSS provide an analysis of population based on ten year trends for both international and internal migration components together. This leads them to the highest population growth in their report. At 16,500 people this is also higher than that set out in the SHMA. Again however, NMSS dismiss these longer term trends as "highly doubtful".
- 2.11 Rodway Planning in their representation suggest that the 2014-based projections identify a housing need of 688 dpa. This is plainly incorrect.
- 2.12 The HBF, WYG, Regeneris and NLP suggest that migration from London returning to pre-recession levels should be considered as the appropriate demographic consideration. Whilst we have tested this and note a difference of around 60dpa across the HMA (12 dpa in Waverley) there is no certainty that this will occur. Similarly there is no certainty around whether out migration from West Surrey will return to pre-recession levels.
- 2.13 The HBF also note that London Boroughs are placing homeless applicants within the Private Rental Sector within Waverley. However, this will have been picked up in the demographics and there is no need for a further adjustment.

- 2.14 In paras 3.34 to 3.43, NMSS look at unattributable population change (UPC). NMSS conclude that “not only is the issue of whether to adjust for UPC controversial, but also that the method which should be used make any adjustment is also very much open to debate. It is suggested that in cases like this where UPC is relatively small and the impact of any adjustments is highly uncertain the wisest course is not to make an adjustment.” Again this is counter to their advice for Guildford where they suggested that a full adjustment should be made for UPC.
- 2.15 We would however maintain that because of the way ONS changed the collection of international migration estimates and data in mid-2006, it is likely that any UPC adjustment is only really relevant in trends using years prior to this date (i.e. for a ten year trend 2004-2014 it should only really impact the first two years).
- 2.16 Although largely academic (because we haven’t adjusted for UPC) GL Hearn would consider that there would be some basis for applying an adjustment for UPC when considering longer-term migration trends, and to treat projections with and without UPC as a range. However given improvements made to migration statistics by ONS it is less appropriate to do so for projections based on more recent trends as contained in the SHMA.
- 2.17 Overall, it is clear that NMSS considers the best method for looking at housing need (at least in Waverley) to be the latest official projections updated to incorporate the latest mid-year evidence. Whilst we have no issue with this as such, it must be remembered that this data was not available for GL Hearn at the time of preparing the SHMA.
- 2.18 A further issue which NMSS has not explored is the degree to which there has been an interaction between housing delivery and migration. GL Hearn would note that housing delivery 2009-14 fell below that over the period feeding into the 2014 SNPP.
- 2.19 The evidence points to under-delivery against the OAN. The suggestion that this implies a lower housing need creates potential issues of circularity. We would note that the rate of population/household growth implied by the latest demographic projections is modest.
- 2.20 In translating population projections into household projections both GL Hearn and NMSS use the household representative rates (HRR) within their respective starting point projections. Both the 2012-based and 2014-based projections have very similar HR. Whilst GL Hearn recognises the suppression in formation rates within the 25-34 age group, NMSS does not consider this to be the case. This point is expanded upon later in this response.
- 2.21 In translating households into dwellings both NMSS and GL Hearn add a vacancy rate. GL Hearn uses the Census for this vacancy rate (4.7%) whilst NMSS use Council Tax records (3.3%). At

Paragraphs 3.55- 3.58 NMSS discuss this issue and are slightly critical of the approach taken in the SHMA.

- 2.22 It is not considered that the criticisms are in any way justified in that NMSS suggest that we have incorrectly counted dwellings whose residents are not “usual residents of the UK”. We would argue that these dwellings by their very nature would not be “usual” or permanent residents”. NMSS suggest we should use council tax data as an alternative; however, it makes little difference to the outputs. Hence this is not discussed further in this report.
- 2.23 NMSS then conclude with their revised estimate of the demographic OAN. This is said to be 400 dwellings per annum plus or minus 30dpa, which could be some 25dpa lower than their (official projections based) start point (although it could also be 35 dpa above it). Fundamentally, their approach to demographic need is not substantively different to that shown in the 2012-based population and household projections, and thus the rationale for moving away from the official projections at the time of the SHMA, which the PPG endorses, is not clearly justified.
- 2.24 Furthermore, and perhaps more importantly, GL Hearn were undertaking work for the West Surrey HMA and had to apply consistent assumptions across the three local authorities. NMSS have made different and contrary assumptions in one local authority than they have in another. Both with the result of reducing need in that area. Such a mix and match approach would not stand up to scrutiny.

### 3 MARKET SIGNALS AND AFFORDABLE HOUSING

- 3.1 In paras 4.1 to 4.12, NMSS sets out that the PPG expects local authorities to take account of market signals and notes that there is no justification for an additional uplift to be added on to the demographically derived figures as a result of market signals in the SHMA.
- 3.2 In para 4.4, NMSS questions whether or not GL Hearn have correctly identified the PPG's approach to market signals. NMSS particularly focuses on the PPG quote '*prices or rents rising faster than the national/local average*' but fails to fully consider the PPG (which says (2a-020)) in that comparison should be in both '*absolute levels and rates of change*'. NMSS supports his position by quoting from the PAS Technical Advice Note and also an inspectors' report in Cotswold.
- 3.3 We would agree that there is no set formula in the PPG for reacting to market signals, and there are examples of inspectors' decisions such as at Cotswold which have highlighted where there hasn't been a relative worsening of affordability pressures. However ultimately our experience is that market signals are considered in terms of the actual values in terms of prices or an affordability ratio relative to wider benchmarks, as well as relative changes. Ultimately, a view has to be formed about whether the market signals indicate a need for an uplift to planned housing provision; and this should be based on the evidence available.
- 3.4 NMSS' position is based particularly on analysis of Lower Quartile (LQ) house price to earnings ratios, relative to other Surrey Districts. This is used to suggest that the market signals are not particularly strong. However, the analysis also identifies a very high price to income ratio in Waverley (over 13) and indeed compared to Guildford and Woking (and particularly when compared with the national position), and one which has grown significantly since the late 1990s.
- 3.5 NMSS concludes in para 4.11 that there is no reason for a market signals/affordability uplift in Waverley. This appears to use the evidence somewhat selectively, focusing on one indicator and looking not at absolute levels but at the relative changes compared to other Surrey Districts only, which an Inspector could well not find to be a suitable comparator.
- 3.6 Indeed NMSS at 4.10 recognises that even against Surrey comparators Waverley has challenging affordability but conclude that "had Waverley's increase in its affordability ratio been 6% lower it would have been in the lower half of the field". The fact is that the ratio is not 6% lower and therefore an adjustment is entirely justified.
- 3.7 As mentioned earlier in this response, GL Hearn noted suppression within household formation rates of the key 25-34 age group. We have argued this is because of the local market signals pressure. NLP argue that this is a demographic adjustment. We would contend that the two are linked and adjusting for both would be double counting.

- 3.8 As a response, GL Hearn have modelled the implications of returning household formation rates over the period to 2033 back to levels seen in 2001 (i.e. before the rate started to decrease). This increases the housing need in Waverley by 26 dpa to 519 dpa.
- 3.9 Regeneris, NLP and RPS group have drawn our attention to the often quoted Eastleigh decision in relation to Market Signals. This decision suggests that a 10% uplift should be applied where market signals appear challenging, although RPS stop short of making this adjustment on the basis of considerable economic uplift set out in the next chapter. Gladman and NLP in contrast suggest that a 20% uplift is more appropriate while Regeneris state a 10% to 13% uplift is most appropriate.
- 3.10 Both NLP and RPS have also responded to suppression of HRR separately as part of their demographic analysis.
- 3.11 We would again point out that there are a range of inspector's decisions which either suggests a need for an uplift, or that no uplift is required and that no consistent view is formed. We would however point out that the rationale for a 10% uplift (as opposed to any other number) in Eastleigh, or indeed anywhere, is not apparent.
- 3.12 The RPS representation suggested that other age groups are likely to have been suppressed particularly the 35-44 age group. As set out within Appendix A of the SHMA, whilst the HRR in this age group fall from 2011 to 2019 they are expected to exceed 2001 levels by 2033.
- 3.13 Furthermore any uplift (for market signals) should be applied to the starting point which are the official projections as per the wording of the NPPF (Para 19). "The housing need number suggested by household projections (the starting point) should be adjusted to reflect appropriate market signals". It is therefore considered bad practice to make the uplift on the basis of a percentage of an already uplifted number as the HBF do.

### Affordable Housing Need

- 3.14 A legal judgement in Kings Lynn & West Norfolk vs. Elm Park Holdings has made clear that the need for affordable housing can play an important influence in justifying increases to the OAN relative to that based simply on demographics. Consideration of this issue is wholly missing from the NMSS report, while Wolf Bond planning directly contradict this judgement.
- 3.15 A reduction in housing numbers will reduce the scale of affordable housing delivered. With an affordable need of 314 dpa, representing notionally 78% of the midpoint 400 dpa demographic need identified by NMSS, there is a clear need to consider higher housing provision (in drawing conclusions on the OAN) to support higher affordable housing delivery.

- 3.16 Indeed in a previous report by NMSS in 2014 looking at Guildford, NMSS concluded that “it is clear in Guildford’s case that there would be demand for the volume of affordable housing which could be provided from developer contributions from any feasible volume of market house building”. The latest report simply does not consider the affordable housing evidence.
- 3.17 The HBF suggest that there should be a 10% uplift on the basis of affordable housing need and a further 10% on the basis of market signals. Boyer also believes there should be some form of affordable housing uplift. However in adjusting for market signals, we in effect increase the delivery of affordable housing through increased contributions.
- 3.18 NLP suggests that there should be an uplift on the basis of affordable housing delivery which is reasonable in the context of the likely level of housing delivery. This doesn’t reflect the wording of the PPG which talks of uplifts to the housing requirement rather than housing need. Furthermore, it simplifies the link between affordable housing and overall housing need.
- 3.19 As we have set out in the SHMA many households in housing need already occupy homes, this would not necessitate a multiple of the affordable housing it requires to deliver it. As by providing them with a home suitable to their needs the Council would release their current property. There is therefore no net need for an additional home, but a need for a single affordable unit i.e. it will be addressed through contributions.
- 3.20 They also highlight the King’s Lynn judgement, which post-dates the SHMA by many months. However, we would interpret the ruling as dismissing the Satnam and Oadby and Wigston approach whereby the OAN is seen as a multiple of the affordable housing need based on the current affordable housing policy, rather than supporting them.



## 4 ECONOMIC GROWTH PROSPECTS

- 4.1 Within Waverley neither GL Hearn nor NMSS have made an adjustment to the OAN in response to economic growth. This is because the two scenarios considered for economic growth in Waverley required a lower level of workforce growth than that supplied by the demographic scenario.
- 4.2 Other representations do suggest a need for an uplift on the basis of economic need, this includes the RPS representation. Regeneris, NLP, Boyer and RPS claims that this is a constrained approach to economic growth. Similarly, Bidwells have suggested that we have not fully taken into account the potential B-class growth at Dunsfold within our assessment of economic growth.
- 4.3 However, we have used this scenario on the basis of past trends and also included some local knowledge about the potential economic growth. As allowed within the PPG (Para 31) the local authority can “when examining the recent take-up of employment land, it is important to consider projections (based on past trends) and forecasts (based on future scenarios)”. Furthermore it is important that the Councils own recently published economic evidence is aligned with the SHMA.
- 4.4 NLP has suggested that scenario 3 is “policy on” and that it is not comparable to the forecasts used for Woking and Guildford. At the time of preparation of the SHMA the Waverley ELR was at a preparation stage. Neither Woking nor Guildford had similar up-to-date studies, therefore alternative forecasts were sought.
- 4.5 Turleys have suggested that the economic scenario 3 is akin to a zero employment growth scenario. This is simply untrue as it reflects an annual job growth of 99 jobs per annum.
- 4.6 Regeneris and RPS also suggest that the Economic Activity Rates (EAR) within the Office of Budget Responsibility (OBR) forecasts should be used instead of those within the SHMA. However we would point out that the OBR rates are based on a national datasets which cannot be robustly applied locally but are also based on national economic growth which is much lower than those being used in the SHMA or indeed those being used by RPS.
- 4.7 Our approach to EAR has been to minimise the number of assumptions and make modest changes by broad age group to reflect a range of datasets and national policy relating to the pensionable age.
- 4.8 The approach suggested by RPS results in housing need almost doubling that of their demographic assessment of growth. This at face value would appear entirely unrealistic and contrary to para 154 of the NPPF which states that “local plans should be aspirational but realistic”

## 5 CONCLUSIONS

- 5.1 Within the representations we have seen a range of issues discussed. Primarily that the development industry believes that our approach results in a housing need which is too low, whilst local groups believe it to be too high.
- 5.2 The NPPF outlines that housing needs should be assessed and a SHMA prepared across a Housing Market Area (HMA). Underlying this is the need for a consistent approach to be taken at this level to the assessment of housing need.
- 5.3 A key issue with the NMSS work (and others) is that this has not been the case. In a report produced by NMSS in June 2016 dealing with Guildford, NMSS argued that the demographic need should be based on internal migration flows over a 10 year period based on a suggested shorter-term influence of the recession on the five year period (2007-12) which fed into the SHMA; adjustments to international migration to reflect actual flows; and adjustments of these projections for Unattributable Population Change.
- 5.4 In the report for Waverley, which deals with the same housing market area, we may logically expect a consistent approach to be applied; however this is not the case. In the Waverley report, NMSS use 2014, and consider a range which takes account of the latest estimates on the one hand, and makes adjustments for 10 year internal migration flows on the other.
- 5.5 The use of shorter-term projections (2012 and 2014-based) was set aside in the Guildford report based in part on NMSS' assessment that there was a recessionary influence on shorter-term trends; and adjustments made for UPC. The use of longer-term trends in Waverley points to a higher need (441 dpa) based on the NMSS analysis; with his adjustment to UPC suggesting that this would increase the need again (potentially by c. 22 dpa, Para 3.42).
- 5.6 This fundamental lack of consistency, and tendency towards a 'pick and choose' approach at HMA level, is inappropriate and has been challenged in a number of local plan examinations (e.g. Eastleigh, West Oxfordshire).
- 5.7 A number of representations have also stated that the supply and demand in neighbouring authorities should also be taken into account. However we do not believe this should be the case when reviewing the OAN, although it should be a consideration for the housing requirement.
- 5.8 A number of the representatives suggest that the latest available evidence shows a declining need in Waverley. There are two things of note in this part. Firstly, the SHMA used the latest available evidence at the time of preparation. Secondly, these have to be placed in the context of housing delivery. That is if housing delivery has been lower than expected then so too will have migration.

This reveals a certain level of circularity with the methodology and one that must be explored through the use sensitivities around longer term trends.

- 5.9 Almost all of the representations suggest that there are severe market signals constraints within Waverley; although NMSS and other local objectors suggest that this is no worse than other Surrey authorities.
- 5.10 Our approach is one that recognises that there have been market signals impacts locally. That impact has manifested in worsening household formation within key age groups. Our response therefore is to make a reciprocal adjustment to the OAN to allow these households to form as they once had. Noting that there is no guidance as to what an appropriate adjustment is.
- 5.11 NMSS does not consider the affordable housing need, which case law identifies as relevant to drawing conclusions on the OAN, and which the Cambridge Centre for Housing & Planning Research <sup>1</sup> (which Neil McDonald co-authored) Paper and a number of the developer representations recognise as providing a basis for considering higher housing provision. However, the response for an uplift based on a multiple of the identified affordable housing need as suggested by some is not something that we agree with. Indeed as set out in the SHMA it would lead to an entirely unreasonable and undeliverable level of housing need in Waverley.
- 5.12 The RPS group also suggests that the Council should review their OAN once the Local Plan Expert Group (LPEG) findings have been applied to the guidance. Given that the majority of their identified need is driven by an economic adjustment and that LPEG approach removes the need for an economic uplift it would appear that this would reduce their OAN. Although other considerations such as greater market signals and affordable housing need uplifts would also have to be considered.
- 5.13 In conclusion we recognise that if repeating this work today a different figure is likely to emerge, particularly as we would have a different starting point. This reflects the availability of data. However our approach is one that reflects the NPPF and PPG and remains a sound basis for planning.

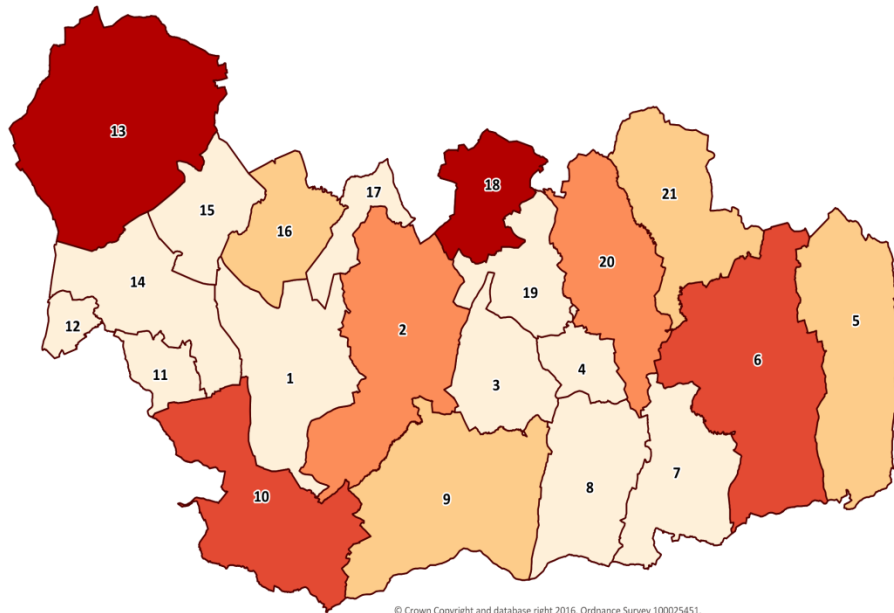
---

<sup>1</sup> [http://www.rtpi.org.uk/media/830845/rtpi\\_research\\_report\\_-\\_planning\\_for\\_housing\\_in\\_england\\_-\\_january\\_2014.pdf](http://www.rtpi.org.uk/media/830845/rtpi_research_report_-_planning_for_housing_in_england_-_january_2014.pdf)

**This page is intentionally left blank**

## Waverley housing register: analysis of applications by area.

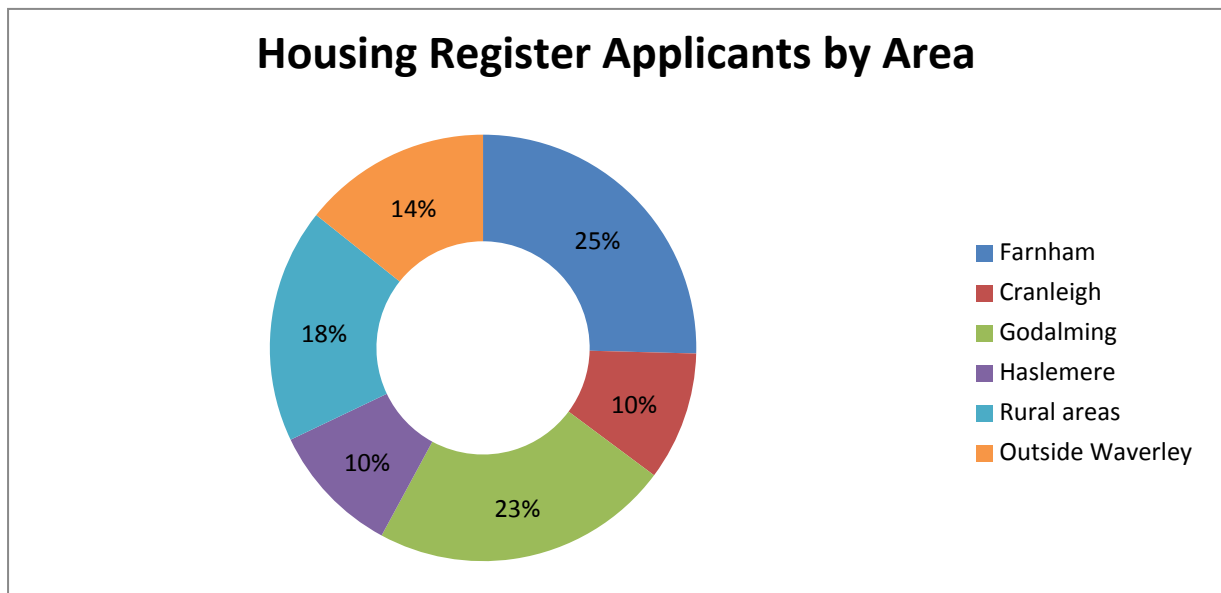
These figures are as at 23.11.2016 and refer to current 'live' applications on Waverley's housing register. The heat map below shows where housing register applicants are currently living.



ID	Parish/Town Council	No of Applicants
1	Thursley	7
2	Witley	86
3	Hambledon	4
4	Hascombe	3
5	Ewhurst	19
6	Cranleigh	151
7	Alfold	11
8	Dunsfold	12
9	Chiddingfold	21
10	Haslemere	155
11	Churt	10
13	Farnham	393
14	Frensham	11
15	Tilford	7
16	Elstead	25
17	Peper Harow	0
18	Godalming	351
19	Busbridge	9
20	Bramley	32
21	Wonersh	16
12	Dockenfield	2

Applicants outside of Waverley = 221

The table below provides a summary of where housing register applicants are currently living.



Farnham	Cranleigh	Godalming	Haslemere	Rural Areas	Outside Waverley	Total
393	151	351	155	275	221	1546

**This page is intentionally left blank**

Mod No.	Document Page no.	Para/ Policy	Modified text (deleted text shown as struck through and additional text shown in bold)	Reason for modification	Source of modification (inc rep no. as appropriate)
<b>Chapter 6: The Amount and Location of Housing</b>					
	6-3	6.12	Delete last sentence	Not necessary to refer to this in the Plan. Consistency as other Topic Papers have not been referred to.	Internal
	6-6	Policy ALH1	Elstead <b>and Weyburn Neighbourhood Plan area 150</b> <i>Please note that this will require an update to the response to the comment on page 70 of the document containing the summary of issues raised and the officer response.</i>	Accuracy	Elstead Parish Council
	Page 6-5	Para 6.23	Amend paragraph as follows: In some villages (such as Alfold, Milford and Witley), more sites were put forward for development and assessed as suitable than the number of homes considered to be appropriate and sustainable, given the level of services and facilities in the settlement. <del>In such cases, the allocation has been capped,</del> thus providing a choice of sites in a future neighbourhood plan or in Local Plan Part 2.	For clarity and consistency	Internal
<b>Chapter 13: Rural Environment</b>					
	13-4	13.15	Delete second sentence: <del>“There is currently insufficient information on its deliverability for housing”.</del>	Factual update – promoter has confirmed site is available and deliverable.	CBRE (A Kindred) (Comment ID 1422)
	13-5	13.18	Amend wording to read: “ However, any detailed boundary changes that might be appropriate are to be considered in more detail in Part 2 of the Local Plan, <b>with the</b>	To resolve inconsistency between Policy SS6 and Policy RE2.	Crown Golf (Comment ID 1506)

			<p><b>exception of land opposite Milford Golf Course.</b> This would involve....”</p> <p><i>Please note that his will require an update to the response to the comment on page 126 of the document containing the summary of issues raised and the officer response.</i></p>		
	13-7	13.22	<p>Amend paragraph to read:  ‘It is proposed that Elstead is inset from the Green Belt, based on the current settlement boundary defined in the 2002 Local Plan. There are some sites considered <b>potentially</b> suitable for meeting future housing needs that would require minor adjustment to the existing settlement boundary. These are indicated on Plan 4. <b>In addition, there may be other potentially suitable sites that will emerge through the Neighbourhood Plan process and that may also require a minor change to the Green Belt boundary.</b> The precise definition of the new settlement boundary will be identified in Local Plan Part 2.’</p> <p><i>Please note that his will require an update to the response to the comment on page 126 of the document containing the summary of issues raised and the officer response.</i></p>	Clarification	Elstead Parish Council and Weyburn Neighbourhood Plan Steering Group (Comment ID 1219)
	13-8	13.26	<p>Add sentence at end of paragraph to read:  <b>‘However, one of the areas opposite Milford Golf Course is capable of making a significant contribution to meeting the Council’s housing needs. This has been identified as a Strategic Housing site in Chapter 18. Therefore the area to be removed from the Green Belt in Local Plan Part 1 is shown on Plan 5</b></p>	To resolve inconsistency between Policy SS6 and Policy RE2.	Crown Golf (Comment ID 1506)



			<i>Please note that his will require an update to the response to the comment on page 126 of the document containing the summary of issues raised and the officer response.</i>		
	13-9	Plan 5	Amended to show change to Green Belt boundary and Rural Settlement boundary at Milford. Amended title. <i>Please note that his will require an update to the response to the comment on page 126 of the document containing the summary of issues raised and the officer response.</i>	To resolve inconsistency between Policy SS6 and Policy RE3.	Crown Golf (Comment ID 1506)
	13-14	Policy RE2	Amend Policy RE2 with additional bullet point after second bullet point in list to read: 'The following changes to the Green Belt are made in this Plan: "...(within the current Rural Settlement boundaries) • Removal of land opposite Milford Golf Course as <i>Please note that his will require an update to the response to the comment on page 126 of the document containing the summary of issues raised and the officer response.</i>	To resolve inconsistency between Policy SS6 and Policy RE3.	Crown Golf (Comment ID 1506)
	13-18	13.49	Renumber paragraph as 13:50 and amend wording to read: '13.50 Only one of the designated areas, that to the south of Holy Cross Hospital in Haslemere, is considered <b>by the Review</b> to make <del>only</del> a limited contribution due to the already developed nature of this area. <del>It is a wooded area and is not subject to pressure for development. The Council supports the removal of this area from the ASVI. It is therefore proposed that the area of land identified in on Plan 9 be removed from the ASVI.</del> <b>Notwithstanding this, the ASVI is part</b>	Accept views of respondents	Haslemere Town Council (Comment ID 484) and Haslemere Society (Comment ID 888)

			<p>of a wider area which has been identified as a Special Green Area in the Haslemere Design Statement, which has been adopted by the Council as a material consideration. The Haslemere Neighbourhood Plan is also being prepared, and in order to allow some time for the final determination of the environmental value of the land and its boundaries, the area at Holy Cross should be treated in the same way as the other ASVI areas and retained until Local Plan Part 2, when it can also be reviewed.’</p> <p><i>Please note that this will require an update to the response to the comment on page 141 of the document containing the summary of issues raised and the officer response.</i></p>		
	13-18	13.50	<p>Amend paragraph number as 13:49 and amend wording to read:  ‘13.49 The Review concludes that there are sound reasons for the ASVI designation in <b>these</b> the remaining areas. It ....’</p>		
	13.19	Plan 9	Delete	Site no longer removed from Local Plan.	
		RE3	<p>Amend point iv to read:  Pending a review of the detailed boundaries in Local Plan Part 2, the Areas of Strategic Visual Importance will be retained. <del>Other than land to the south of Holy Cross Hospital, Haslemere as shown on Plan 9, which will be removed in this Plan.</del></p>		
<b>Chapter 17: Climate Change</b>					
	17-6	CC2	<p>Add to the end of Policy CC2: “<b>8. requiring that all new buildings are provided with the highest available speed broadband service.</b>”</p> <p><i>Please note that this will require an update to the</i></p>	To encourage home working and shopping as a driver to reduce the need to travel.	Surrey County Council

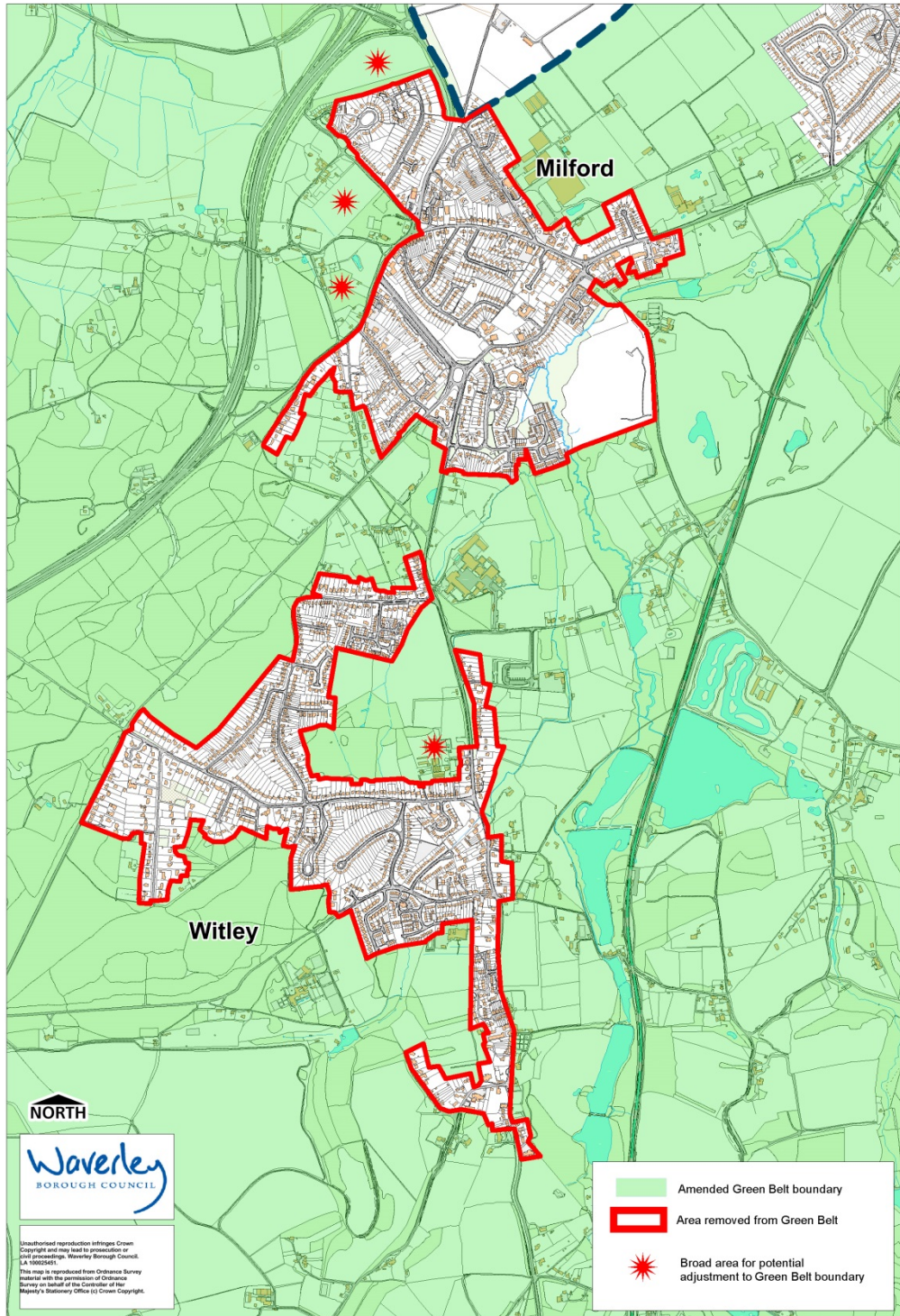
			<i>response to the comment on page 154 of the document containing the summary of issues raised and the officer response.</i>		
	17-9	CC4 (1a,1b,1c)	<p>In Policy CC4: Flood Risk Management: add immediately at the beginning of policy: <b>“Flood zones in Waverley are defined as contained within national planning practice guidance and the Council’s Level 2 Strategic Flood Risk Assessment.</b></p> <p>In the policy CC4 change the existing numbering of <b>“1a. to 1b; 1b. to 1c. and 1c to 1a.”</b> to read:</p> <ul style="list-style-type: none"> <li>a. <b>“Where sequential and exceptions tests have been undertaken and passed, any development that takes place where there is a risk of flooding will need to ensure that flood mitigation measures, including a site specific flood evacuation plan, are integrated into the design both on-site and off-site, to minimise the risk of property and life should flooding occur;</b></li> <li>b. <b>Through a sequential approach, it is located in the lowest appropriate flood risk location in accordance with the NPPF and the Waverley Strategic Flood Risk Assessment (SFRA); and</b></li> <li>c. <b>It would not constrain the natural function of the flood plain, either by impending flood flow or</b></li> </ul>	To include a clear definition of flood zones and to re-order policy to be consistent with the assessment process of sequential test first before the sequential approach	Environment Agency

		reducing storage capacity.”									
Chapter 18: Strategic Sites											
	18-1	18.2	In penultimate sentence, replace “741” with “755”.	To reflect updated evidence.	‘Dunsfold Aerodrome Delivery Rates Assessment’ Report.						
	18-1	Table 18.1	In the row for SS7 (Dunsfold Aerodrome), amend the figures as follows: <table border="1" data-bbox="712 470 1256 662"> <thead> <tr> <th>Years 1-5 (2016/17- 2020/21)</th> <th>Years 6-10 (2021/22- 2025/26)</th> <th>Years 11+ (2026/27- 2031/32)</th> </tr> </thead> <tbody> <tr> <td>130 <b>144</b></td> <td>1170 <b>1157</b></td> <td>1300 <b>1299</b></td> </tr> </tbody> </table>	Years 1-5 (2016/17- 2020/21)	Years 6-10 (2021/22- 2025/26)	Years 11+ (2026/27- 2031/32)	130 <b>144</b>	1170 <b>1157</b>	1300 <b>1299</b>	To reflect updated evidence.	‘Dunsfold Aerodrome Delivery Rates Assessment’ Report.
Years 1-5 (2016/17- 2020/21)	Years 6-10 (2021/22- 2025/26)	Years 11+ (2026/27- 2031/32)									
130 <b>144</b>	1170 <b>1157</b>	1300 <b>1299</b>									
	18-13	18.11	Amend final sentence: “As the Green Belt boundary is to be amended through Local Plan Part 2 in this plan, it is anticipated that this site will be delivered between 2021 and 2026 by 2021.”	To ensure consistency between Policy RE2 and Policy RE3 and also to reflect promoter’s aspirations to develop site earlier than 2026.	Crown Golf (ID1504)						
	18-15	18.14	After second sentence add: “The site has some heritage value as a former Second World War aerodrome and there are some buildings and structures on the site that are regarded as heritage assets.”	Clarification.	WBC						
	18-18	Policy SS7	Add the following sentence to second paragraph to read: “...appropriate to a settlement of this size. “The development should fully recognise the significance of the heritage value of the site and conserve the site’s heritage assets in a manner appropriate to their significance. The scheme should include:”	Clarification.	WBC						

Appendices					
	B-5	Saved Policies	Major Developed Sites RD 6 <del>Yes</del> -No	Factual change	Internal
	B-6	Saved Policies	A31 Farnham By-Pass Improvements	Missed from original list	Internal
	D-1	Wonersh Line	Change entry in this line under the column headed 'Local Plan Allocation in Policy ALH1' to 20	For accuracy and agreement with Policy ALH1	Internal
	D-1	Appendix D	Totals line	The total at the bottom of the column headed 'Local Plan Allocation in Policy ALH1' to be amended to 9860	For accuracy and agreement with Policy ALH1
	F-12	Appendix F	Add under CC4. Flood Risk in column 4, Indicators. Monitoring details: " <b>Number of properties granted planning permission in flood zone 2 and number of properties granted planning permission in flood zone 3</b> ".	To monitor the effectiveness of the flood risk policy in initially steering development to areas at least risk of flooding.	Environment Agency
	G-1		Change of term: <b>Adopted Proposals Policies Map</b>	Updated title	Planning Regulations
	G-12		Delete definition of Sustainable Community Strategy	Factual. No longer exists.	Internal



# Plan 5. Change to Green Belt boundary and Removal of Land within Milford and Witley from Green Belt



**This page is intentionally left blank**



## WAVERLEY LOCAL PLAN: DRAFT INFRASTRUCTURE DELIVERY SCHEDULE

November 2016

The Local Plan's 2016 Infrastructure Delivery Plan (IDP) is a key part of the evidence base and follows the same format as the 2012 IDP that supported the Core Strategy. The main part of the document details the background information supplied by the infrastructure providers on existing provision and future requirements, and an assessment of the implications for the Local Plan. This has informed the preparation of the Plan's spatial strategy, but is also part of an iterative process whereby the preparation of the IDP's **Infrastructure Delivery Schedule** (IDS) seeks to reflect the Plan's policies and strategic site allocations.

The preliminary IDS is set out below for information. Since the previous draft was circulated, the Schedule has been updated as more information has become available on projects, costs etc. It should be emphasised, however, that the Schedule remains 'work in progress' and in particular, does not yet contain all the desired information on project costs and timescales. The Schedule seeks to be comprehensive but some schemes will have a higher priority than others. It also contains some schemes that have not yet been confirmed in local authority spending programmes and budgets. In addition it is possible that some additional projects will be added to the schedule. In that respect, the IDP itself is not fixed to any specific point in time, but will evolve as more up to date information becomes available and the Plan progresses to its adoption.

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
<b>FARNHAM</b>									
Transport	Farnham Town Centre Transport Package: measures to: - Simplify the town centre road network to improve accessibility and journey time reliability for all modes of transport, reduce congestion, and improve air quality to address the AQMA. - Reconfigure/re-allocate road space and improve the public realm	To reduce the impact of motor vehicles and improve accessibility, connectivity and safety for walkers and cyclists	Surrey CC	£4m	£0.27m S106 from (WA/2014/1565 & WA/2015/2387)	£3.73m	2017-21	S106 (town centre developments) CIL LEP (75% maximum of cost)	SCC Expression of Interest to EM3 (LEP) 2015
Transport	A31 Hickley's Corner	To improve	Surrey CC	£3m	£0.17m	£2.73m	2017-21	LEP	- SCC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	online interim capacity improvement	capacity and journey times and reliability for traffic travelling along or joining or exiting or crossing the junction.			(S106 from Whitehill/Bordon Planning Consent)			CIL S106 (Whitehill/Bordon)	Strategic Highway Assessment 2016 - SCC Expression of Interest to EM3 (LEP) - Transport Assessment for Whitehill/Bordon
Transport	A31 Shepherd & Flock roundabout - new signalling of give way approaches	To improve junction capacity	Surrey CC	£1m	£0	£1m	By 2032	LTP S106 CIL	- SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016
Transport	A325 Wrecclesham Hill / B3384 Echo barn Lane – convert to mini-roundabout junction	To improve environment for pedestrians and cyclists and road network efficiency	Surrey CC	£0.25m	£0.09m (S106 from Whitehill/Bordon Planning Consent)	£0.16m	By 2032	LTP CIL S106	Transport Assessment for Whitehill/Bordon ecotown
Transport	A31/A325 Coxbridge Roundabout: improvements	To improve junction capacity	Surrey CC	£2m	£0.40m (S106 from Whitehill/Bordon Planning Consent)	£1.6m	By 2032	LTP CIL S106 (WBC) S106 (Whitehill/Bordon)	- SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
									Assessment 2015/2016 - Transport Assessment for Whitehill/Bordon eco-town
Transport	A325 Wrecclesham High Street / School Hill junction: signalisation	To improve junction capacity and safety	Surrey CC	£0.35m	£0.131m (S106 from Whitehill/Bordon Planning Consent)	£0.219m	By 2032	CIL S106 (WBC) S106 (Whitehill/Bordon)	Transport Assessment for Whitehill/Bordon eco-town
Transport	Farnham railway station: improvements to forecourt	To improve cycle and pedestrian access to the station	Surrey CC	£0.2m	£0	£0.2m	2016-20	S106 CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Improvements to strategic cycle network to include Weydon Lane (A31 crossing) and Shepherd & Flock roundabout	To encourage cycling to access town centre and station from surrounding areas and communities	Surrey CC	£2m	£0.03 (S106 from WA/2015/2163)	£1.97m	2016-20	S106 CIL LEP	Surrey LTP3 (Draft Forward Programme)
Transport	A287 Firgrove Hill Pedestrian crossing near Red Lion Lane	To improve pedestrian access	Surrey CC	£0.2m	£0	£0.2m	2016-20	S106 CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Pedestrian Crossing in Long Bridge	To improve pedestrian safety	Surrey CC	£0.13m	£0	£0.13m	2016-20	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)
Transport	Road safety improvements (A287) – <ul style="list-style-type: none"> <li>▪ Castle Hill/ Old Park Lane junction</li> <li>▪ Castle Street/The</li> </ul>	To reduce accidents and improve safety for all road users	Surrey CC	£0.06m	£0	£0.06m	2016-20	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	Borough junction ▪ Firgrove Hill near Alfred Road								
Education	Possible one Primary School form of entry	To accommodate additional pupils in the borough	Surrey CC	£3m	£0	£3m	Plan period	SCC S106 CIL	Surrey CC (School Commissioning Officer)
Education	Up to four Secondary School forms of entry in addition to current plans	To accommodate additional pupils in the borough	Surrey CC	Up to £12m		Tbc	Plan period	SCC S106 CIL	Surrey CC (School Commissioning Officer)
Community/Leisure	Farnham Leisure Centre: additional showers, indoor soft play, climbing wall and improved reception	To improve facilities	Waverley BC	£1m		£1m	By 2020	S106 CIL Waverley Borough Council Places for People	Waverley BC
Cultural	Conservation and enhancement works at Museum of Farnham	To improve building fabric and visitor experience	Waverley BC	£0.08m		£0.08m	By 2032	Heritage Lottery Fund CIL S106	Waverley BC
Natural and semi-natural greenspace	Up to 6.3 ha of additional SANG (Thames Basin Heaths SPA Avoidance Strategy)	To avoid impact on the SPA	Waverley BC	tbc		tbc	Post 2026	- S106 - Bespoke SANG	- TBH SPA Avoidance Strategy (Review 2016) - Draft Local Plan
Natural and semi-natural greenspace	Farnham Park Environment habitat enhancement and creation.	WBC has responsibility for management of SNCI's.	Waverley BC	tbc		tbc	Annual	Annual grant until 2020 HLS Grant - DEFRA	Waverley BC
<b>GODALMING</b>									
Transport	A3100 Meadow junction with Catteshall Road:	To improve junction capacity and safety	Surrey CC	£0.6m	£0	£0.6m	By 2032	CILS106	-Developers' Transport assessments

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	potential signalisation								- SCC Local Highways scheme
Transport	Catteshall Lane (western end): environmental enhancements	To provide environmental improvements	Surrey CC	£0.25m	£0	£0.25m	By 2032	CILS106	Planning applications
Transport	Pedestrian crossing facilities, Station Road	To improve pedestrian movements	Surrey CC	£0.1m	£0	£0.1m	By 2032	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)
Transport	Pedestrian crossing at Vicarage Walk	To improve pedestrian movements	Surrey CC	£0.1m	£0	£0.1m	By 2032	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)
Transport	Farncombe to Godalming town centre cycle link (via Marshalls Road)	To improve cycle facilities	Surrey CC	£0.1m	£0	£0.1m	2016-20	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)
Transport	A3100 Flambard Way corridor improvements	To improve link and junction capacity, reduce air pollution and address community severance	Surrey CC	£0.5m - £1m	£0	£0.5m - £1m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Bus network improvements including: <ul style="list-style-type: none"> <li>▪ Upgrading bus stop facilities to include real time passeng</li> <li>▪ Integration with train services</li> <li>▪ Bus priority on approach roads where required</li> </ul>	To enhance accessibility to public transport	Surrey CC	£0.2m - £0.5m	£0m	£0.2m - £0.5m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward Programme)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Transport	Quality cycle route between Milford and Farncombe via Godalming town centre	To encourage cycling as alternative to car use	Surrey CC	£0.3m	£0	£0.3m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Quality cycle route between Godalming and Guildford	To encourage sustainable travel	Surrey CC	£0.5m	£0	£0.5m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Bridge Street enhancements	To improve links between Godalming and Farncombe and improve environment for pedestrians and cyclists	Surrey CC	£0.25m	£0	£0.25m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward Programme)
Education	Possible one Primary School form entry	To accommodate additional pupils in the borough	Surrey CC	£3m	tbc	tbc	Plan period	SCC; S106; CIL	Surrey CC (School Commissioning Officer)
Education	Godalming Secondary School – additional one form of entry	To accommodate additional pupils in the Borough	Surrey CC	Up to £3.5m	tbc	tbc	Over plan period	SCC S106 CIL	Surrey CC (School Commissioning Officer)
Community/Leisure (extension)	Godalming Leisure Centre: extension to gym and dedicated indoor cycling studio	To meet demand for provision	Waverley BC	£1m	tbc	£1m	2020	CIL Sports England Waverley Borough Council	Waverley BC
Community/Leisure	Godalming Leisure Centre: replace tennis courts with indoor tennis centre	To meet demand for provision	Waverley BC	£2.5m	tbc	£2.5m	By 2032	CIL Tennis Association	Waverley BC
<b>HASLEMERE</b>									
Transport	Improved interchange facilities	To enhance accessibility to	Surrey CC	£1m	£0	£1m	2016-20	SCC CIL	Surrey LTP3 (Draft

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	at Haslemere Station including – <ul style="list-style-type: none"> <li>▪ improved cycle and pedestrian access to town centre</li> <li>▪ improved bus access and facilities</li> <li>▪ upgrading bus stops including real time passenger information</li> <li>▪ integration with train services</li> <li>▪ bus priority on approach roads where required</li> </ul>	public transport						Network Rail SW Trains	Forward Programme)
Transport	Improved bus services and cycle routes from station to South Downs National Park	To encourage sustainable tourism	Surrey CC	£0.15m	£0	£0.15m	Over plan period	Local Sustainable Transport Fund (LSTF)	Surrey LTP3 (Draft Forward Programme)
Transport	Road safety improvements <ul style="list-style-type: none"> <li>▪ Critchmere Hill/A287 junction feasibility study</li> <li>▪ A283 Petworth Road/ Gostrode Lane junction</li> <li>▪ B2131 Petworth Road/Killinghurst Lane junction</li> </ul>	To reduce accidents and improve safety for all road users	Surrey CC	£0.06m	£0	£0.06m	2016-20	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)
Transport	Fosters Bridge improvements	To mitigate flooding and improve poor	Surrey CC	£0.2m	£0	£0.2m	2016-20	SCC S106 CIL	Surrey LTP3 (Draft Forward

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
		walking facilities							Programme)
Community/Leisure	Haslemere Leisure Centre: outdoor play area; upgraded toilets and spectator seating.	To meet demand for provision	Waverley BC	£0.11m	£0	£0.11m	By 2018	CIL Waverley BC Swimming Association	Waverley BC
Community/Leisure	The Edge Leisure Centre: refurbishment of sports hall floor and upgrade of school changing facilities.	To meet demand for provision	Waverley BC	£0.11m	£0	£0.11m	By 2032	CIL	Waverley BC
Community/Leisure	2 no. floodlit netball courts	To meet demand for provision	Waverley BC	£0.3m	£0	£0.3m	By 2032	CIL	Waverley BC
Community/Leisure	Purpose built Community Centre to provide services for older people	To provide flexible accommodation for services and activities to support health and wellbeing	Waverley BC	£2m	£0	£2m	By 2032	CIL	Waverley BC
Community/Leisure	Wey Centre: improved facilities for different use groups	To develop a flexible space for a variety of use groups	Waverley BC	£0.25m	£0	£0.25m	By 2032	CIL Waverley BC SCC	Waverley BC
<b>CRANLEIGH</b>									
Transport	Elmbridge Road/Wey and Arun Canal Bridge, Cranleigh	New bridge on Elmbridge Road over the Wey and Arun Canal to provide a two lane carriageway and pedestrian footway	Surrey CC	£1.8-£2m	£0.94m (Amlets Lane, The Maples, Little Meadow)	£0.86m-1.06m	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)
Transport	Traffic Management Scheme between Cranleigh and Shere on Barhatch Lane	Improve capacity and safety improvements	Surrey CC	£0.05m	£0.05m (The Maples)	£0	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)



Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	and Hound House Road								
Transport	Alfold Road adjacent to Little Mead Industrial Estate: widen road bridge and priority management	To improve capacity and safety improvements	Surrey CC	£0.25m	£0.25m (Berkeley and Knowle Park Initiative))	£0m	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)
Transport	Cranleigh High Street: Environmental improvements	To enhance the environment	Surrey CC	£0.5-£1m	£0.11m (Berkeley)	£0.39-0.89m	By 2032	SCC S106	Cranleigh Draft Infrastructure list (SCC)
Transport	Bridge over Downslink, Cranleigh: new bridge or amendments to existing traffic signals	To improve junction capacity and address potential structural issues	Surrey CC	£0.2m - £1.5m	£0m	£0.2m - £1.5m	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)
Transport	Downs Link, Cranleigh to Bramley Improvements to surface, drainage and lighting	To encourage journeys by sustainable modes	Surrey CC	£0.5m	£0.29m (Horsham Road, The Maples, Little Meadow)	£0.21m	By 2032	S106 Dunsfold Park + other	Cranleigh Draft Infrastructure list (SCC)
Transport	Public bridleway between Elmbridge Road and Cranleigh Leisure Centre: Lighting Scheme	To improve public safety and to encourage journeys by sustainable modes	Surrey CC	£0.09m	£0.09m (Knowle Park Initiative)	£0m	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)
Transport	Public footpath 393 between Elmbridge Village and Knowle Lane: surface and drainage improvements	To encourage journeys by sustainable modes	Surrey CC	£0.05m	£0.05m (delivery in kind by Knowle Park Initiative)	£0	By 2032	S278	Cranleigh Draft Infrastructure list (SCC)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Transport	Public bridleway 350: surface and drainage improvements	To encourage journeys by sustainable modes	Surrey CC	£0.02m	£0.02m (delivery in kind by Amlets Lane site)	£0	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)
Transport	High Street/Horsham Road junction	Capacity and safety improvements	Surrey CC	£0.04m	£0.04m	£0	By 2032	S106	Cranleigh Draft Infrastructure list (SCC)
Transport	Off-carriageway cycle/ pedestrian link between Cranleigh and Ewhurst	To encourage sustainable transport and improve pedestrian and cycle facilities	Surrey CC	£0.18m	£0	£0.18m	2016-20	SCC CIL	Surrey LTP (Draft Forward Programme)
Public Transport	Cranleigh Bus Service Enhancement Strategy	To improve frequency of evening and weekend services	Surrey CC	£1m	£0.13m (The Maples)	£0.87m	Over Plan period	S106 CIL	Cranleigh Draft Infrastructure list (SCC)
Public Transport	Upgrade bus stop facilities to include real time passenger information	To improve accessibility to public transport	Surrey CC	£0.3m	£0.251m (Amlets Lane, Horsham Road, The Maples, Little Meadows)	£0.049m	2016-20	SCC S106 or CIL	Cranleigh Draft Infrastructure list (SCC)
Education	New Cranleigh CofE Primary School including additional 1 forms of entry	To co-locate and replace existing school and to accommodate increased pupil numbers arising from new developments	Surrey CC	£8m-10m	tbc	tbc	By 2032	- SCC via Government's Priority School Building Programme - Sale of existing school site for housing development	Surrey CC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
								- S106	
Education	1-2 additional forms entry for Secondary School to be accommodated at Glebelands School	To accommodate increased pupil numbers arising from new developments in Cranleigh and at Dunsfold Aerodrome (Depends on whether Dunsfold Aerodrome option is taken forward)	Surrey CC	£6m	tbc	tbc	By 2032	S106	Surrey CC (School Commissioning Officer)
Community/Leisure	Cranleigh Leisure Centre: new build leisure centre with sports hall re replace existing centre	To meet demand for provision	Waverley BC	£9m	£0m	£9m	2025	S106 CIL Waverley BC Places for People	Waverley BC
Community/Leisure	Rowleys Centre for the Community: refurbishment of Rowland House Lounge area and existing centre	To support health and wellbeing, particularly for older people	Waverley BC	£0.15m	£0m	£0.15m	By 2032	CIL	Waverley BC
Community/Leisure	Multi agency centre in Village Way to accommodate Parish Council, CAB, youth centre, Police and rooms for public hire	To provide improved and more efficient local services	Waverley BC	£1.962m	£0m	£1.962m	By 2032	CIL	Waverley BC
Health	Cranleigh Village Hospital	To improved local health services and facilities	Guildford & Waverley CCG Cranleigh Hospital Trust	tbc		tbc	By 2032	CCG S106	Cranleigh Village Hospital Trustees

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
<b>DUNSFOLD AERODROME</b>									
Strategic Green Infrastructure	<ul style="list-style-type: none"> <li>▪ Pedestrian and cycle routes (within the site)</li> <li>▪ Ecological mitigation</li> <li>▪ Runway Park</li> <li>▪ Country Park</li> <li>▪ Sports pitches and play facilities</li> <li>▪ Neighbourhood parks</li> <li>▪ Flexible informal landscape</li> <li>▪ Works to existing woodland</li> <li>▪ Landscape maintenance</li> </ul>	To comply with planning legislation, to accommodate demand for facilities and to encourage sustainable travel	Waverley BC	£tbc	£0	£tbc	By 2032	S278 and on-site development costs Dunsfold Aerodrome developers	Waverley BC
Utilities	<ul style="list-style-type: none"> <li>▪ Gas</li> <li>▪ Electricity</li> <li>▪ Water reinforcement</li> </ul>	To accommodate increased utility demand	Service Providers	£tbc	£0	£tbc	By 2032	Dunsfold Aerodrome developers	Dunsfold Aerodrome developer
Other Community Infrastructure	<ul style="list-style-type: none"> <li>▪ Medical centre</li> <li>▪ Day nursery</li> <li>▪ Primary school</li> <li>▪ Sustainable Drainage System (SuDS)</li> <li>▪ Pedestrianised local centre</li> <li>▪ Town canal, basin and connection</li> </ul>	To comply with planning legislation, to accommodate demand for facilities	Waverley BC	£tbc	£0	£tbc	By 2032	Dunsfold Aerodrome developers	Waverley BC
Transport	A281: new site access to Dunsfold Aerodrome	To provide suitable access to the proposed development	Surrey CC	£tbc	£0	£tbc	By 2032	S278 - Dunsfold Aerodrome developers	- Dunsfold Park Traffic Assessment - SCC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
									Strategic Highway Assessment 2016
Transport	A281 Station Road, Bramley: signalisation of junction	To mitigate the traffic impact of Dunsfold Aerodrome proposals	Surrey CC	£tbc	£0	£tbc	By 2032	S278 - Dunsfold Aerodrome developers	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016
Transport	A281 Elmbridge Road/ Dunsfold Road: improvement and upgrade to the signalised junction	To mitigate the traffic impact of Dunsfold Aerodrome proposals	Surrey CC	£tbc	£0	£tbc	By 2032	S278 - Dunsfold Aerodrome developers	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016
Transport	The Surrey Hills AONB rural area HGV and Quiet Lane project.	To protect the AONB area from additional traffic generated by the Dunsfold proposal.	Surrey CC	£0.05m	£0	£0.05m	By 2032	S106 – Dunsfold Aerodrome developers	SCC (Waverley Local Committees)
Transport	HGV management plan and road traffic orders as necessary	For management to mitigate employment related HGVs at Dunsfold impacting on the rural lanes to the	Surrey CC	£0.01m	£0m	£0.01m	By 2032	S106 – Dunsfold Aerodrome developers	Waverley BC Mott MacDonald – Impact on HGVs from Dunsfold August 2016

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
		north east of the site towards Shere and also towards Milford/Godalming to the northwest of the site							
Transport	Horsham Road, Bramley: safety and capacity improvements	To mitigate the traffic impact of Dunsfold Aerodrome proposals	Surrey CC	£0.6m	£0.01m (Cranleigh Brick and Tile)	£0.59m	By 2032	S106 – Dunsfold Aerodrome developers	- Cranleigh Draft Infrastructure list (SCC) - SCC Strategic Highway Assessment 2016
Transport	Off site cycle network from Dunsfold Aerodrome site to key destinations	To maximise sustainable transport to/from the site and to reduce vehicle journeys	Surrey CC	£tbc	£0	£tbc	By 2032	S278/S106 - Dunsfold Aerodrome developers	- SCC Transport Development Management Team
Transport	Significant bus network in perpetuity serving Dunsfold Aerodrome site to key destinations including Cranleigh and Guildford town centre	To maximise sustainable transport to/from the site and to reduce vehicle journeys	Surrey CC	£tbc	£0	£tbc	By 2032	Dunsfold Aerodrome developers	- Dunsfold Park Traffic Assessment - SCC Transport Development Management Team
Transport	A281 Horsham Road/ A248 Kings Road/ A348 Broadford Road: Conversion of both junctions to improve capacity and safety	To mitigate the traffic impact on Guildford borough from Dunsfold Aerodrome proposals	Surrey CC	£tbc	£0	£tbc	By 2032	S278 - Dunsfold Aerodrome developers	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
									2016
Transport	Funding towards Guildford gyratory, park and ride provision at Artington	To mitigate the traffic impact on Guildford borough from Dunsfold Aerodrome proposals	Surrey CC	£tbc	£0	Nil – developer funded	Phased payments over build period up to 2032	S106 (Dunsfold Aerodrome developer)	Dunsfold Aerodrome Traffic Assessment (Vectos)
<b>REST OF WAVERLEY BOROUGH</b>									
Transport	A31 Guildford to Wrecclesham – Highway Maintenance and Resilience Corridor	To resolve flooding problems	Surrey CC	£4.95m	£0	£4.95m	By 2032	SCC	SCC Expression of Interest to EM3 (LEP) 2015
Transport	Rural Areas: improvements to public transport including demand responsive community transport	To improve local services	Waverley BC Surrey CC	£1m	£0	£1m	By 2032	SCC S106 CIL	Waverley BC
Transport	Improved road links between Cranleigh, Milford, Witley and Godalming	To improve transport links between Cranleigh and the northern settlements	Surrey CC	£0.5m	£0m	£0.5m	By 2032	SCC (Local Committee) S106 CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Footway in The Street, Wonersh/Bramley	To improve pedestrian & cyclist safety	Surrey CC	£0.25m	£0m	£0.25m	2016-20	SCC (Local Committee)	Surrey LTP3 (Draft Forward Programme)
Transport	Road safety improvements - ▪ A281 Horsham	To reduce accidents and improve safety	Surrey CC	£0.1m	£0	£0.1m	2016-20	SCC (Local Committee)	Surrey LTP3 (Draft Forward)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	Road, Grafham/ Bramley <ul style="list-style-type: none"> <li>▪ B2129 Station Road/ Chinthurst Lane junction</li> <li>▪ A281 Horsham Road, Alfold</li> <li>▪ Horsham Road/Station Road junction, Bramley</li> <li>▪ A287 Frensham Road/ Pond Lane junction, Frensham</li> </ul>	for all road users							Programme)
Transport	Improve strategic footpath and cycle network including cycle links to Milford and Witley stations	To encourage journeys by sustainable modes	Surrey CC	£0.25m-£0.1m	£0	£0.25m-£0.1m	2016-20	SCC CIL	Surrey LTP3 (Draft Forward Programme)
Transport	Waverley B and minor roads: traffic management scheme(s)	To reduce impact of additional cross borough development related traffic or traffic diverted from A3	Surrey CC	£1.5m	£0	£1.5m	By 2032	CIL S106	SCC Strategic Highway Assessment 2016
Transport	Community Transport Project – 15 no. Hoppa minibuses, including maintenance costs and driver salaries	To improve accessibility to local communities	Waverley BC Surrey CC	£2.2m	£0	£2.2m	Plan period	SCC S106 CIL	Waverley BC
Canal	Restoration of the Wey & Arun Canal - Tannery Lane Bridge to Station Road, Bramley; Station Rd to Birtley Bridge; Rowly to Gennets	To creation a public amenity and navigable link between the Rivers Wey and Arun	Wey & Arun Canal Trust	tbc	tbc	tbc	By 2026	Wey & Arun Canal Trust	Wey & Arun Canal Trust



Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	Wood.								
Wealden Heaths SPA	Hindhead Avoidance Strategy	To mitigate effect of development on SPA	Waverley BC National Trust	tbc	tbc	Nil	Plan period	S106 CIL	Waverley BC
Natural and semi-natural greenspace	Mare Hill Countryside Stewardship: habitat enhancement and creation.	WBC have responsibility for management of SSSIs	Waverley BC	tbc	tbc	Nil	Annual	Annual grant until 2018 Higher Level Stewardship (HLS) DEFRA	Waverley BC
Natural and semi-natural greenspace	Frensham HLS: habitat enhancement and creation.	WBC have responsibility for management of SSSIs	Waverley BC	tbc	tbc	Nil	Annual	Annual grant until 2020 DEFRA	Waverley BC
Natural and semi-natural greenspace	Lammas Lands HLS: habitat enhancement and creation	WBC have responsibility for management of SNCIs	Waverley BC	tbc	tbc	Nil	Annual	Annual grant until 2022 DEFRA	Waverley BC
Open Space	Recreation Ground Improvements	To meet additional need	Waverley BC	tbc	tbc	tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	Waverley BC
Sports Pitches	Creation of new pitches and improvements to existing. Provision of Pavilions.	To meet additional need	Waverley BC	tbc	tbc	tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	Waverley BC
Playgrounds	Playground replacement	To meet additional need	Waverley BC	tbc	tbc	tbc	Plan period	Waverley BC S106 CIL Town & Parish Councils	Waverley BC
Green infrastructure	Benches/public seating in high streets, main public areas and walking routes across the	To encourage active travel, physical activity and visits to local services by the	Waverley BC	tbc	tbc	tbc	Plan period	Waverley BC S106 CIL Town & Parish	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	borough	growing older population						Councils	
Water	Connection to the local sewerage system at nearest point of adequate capacity	To ensure the sewerage system does not become overloaded	<ul style="list-style-type: none"> <li>▪ Thames Water</li> <li>▪ Southern Water</li> <li>▪ SE Water</li> </ul>	Unknown	tbc	Unknown	Ongoing	Developers	Correspondence with water companies
Water	Investment in water mains reinforcement / replacement.	To ensure security of supply, quality and pressure standards are maintained for all existing and future households.	<ul style="list-style-type: none"> <li>▪ Thames Water</li> <li>▪ Southern Water</li> <li>▪ SE Water</li> </ul>	Unknown	tbc	Unknown	Ongoing	Water companies	Thames Water Five-year Plan 2015-2020; SE Water Business Plan 2015-2020; Southern Water Business Plan 2015-2020
Police	Implementing "Design out Crime" measures	To reduce the opportunity of crime within the local community	Surrey Police	tbc	tbc	Unknown	Ongoing	S106 CIL	Surrey Police
Telecommunications	To secure superfast broadband to parts of the Borough not included in the super- fast broadband rollout	To secure superfast broadband to those parts of the Borough	Waverley BC Surrey CC	Tbc	tbc	Unknown	Ongoing	Telecom operators	Waverley BC Surrey CC
<b>CROSS BOUNDARY IMPACTS</b>									
Transport	Impact of Local Plan growth on Horsham District Council's Local Road Network	To mitigate the impact on Horsham borough from	West Sussex County Council	£tbc	£0	£tbc	By 2032	S106 (Dunsfold Aerodrome developer)	- Dunsfold Park Traffic Assessment - SCC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
		Cranleigh and Dunsfold Aerodrome proposals							Strategic Highway Assessment 2016
Transport	Impact of Local Plan growth on Rushmoor Borough Council's Local Road Network	To mitigate the impact on Rushmoor borough from Waverley Local Plan	Hampshire County Council	£tbc	£0	£tbc	By 2032	S106	- SCC Strategic Highway Assessment 2016 Mott MacDonald Transport Assessment
Transport	A331 Blackwater Valley Route with A31 Hog's Back (Tongham) junction improvement scheme	To improve junction capacity	Surrey CC	£0.5m	£0 Money likely to be secured by GBC as well.	£0.5m	By 2032	LTP S106 CIL	Guildford BC Transport Strategy 2016
Transport	Blackwater Valley Bus Corridors: range of complementary sustainable passenger transport improvements	To improve sustainable transport connectivity to and through the Blackwater Valley area, supporting the economic viability	SCC	£0.5m	£0	£0.5m	By 2032	SCC LEP and match funding CIL	SCC Expression of Interest to EM3 (LEP) 2015
<b>OUTSIDE WAVERLEY BOROUGH</b>									
Transport	Portsmouth Direct Line improvements (along with South West Main Line Peak Demand improvements)	To increase service frequency	Network Rail	£5m	£0	£5m	By 2032	Department for Transport	Wessex Route Study 2015
Transport	A3 through Guildford (early targeted schemes): Average speed	To improve link and junction capacity and resolve safety	- Department for Transport - Highways England	£8m	£0	£8m	By 2020	Department for Transport	Highways England (indicative concept plan)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
	cameras; closure of Beechcroft Drive; Widening to northbound off-slip to Egerton Road; improvements to the traffic signals at Dennis roundabout; widening of south-bound off-slip at Stoke interchange (A320)	issues							only)
Transport	M25 Junction 10/A3 Wisley interchange All-movements grade separated junction	To improve link and junction capacity and resolve safety issues	Dept. for Transport. Highways England	£100 - £250m	£0	£100-£250m	Post 2020	Department for Transport	DfT Road Investment Strategy Road Period 1 scheme E16
Transport	M25 junctions 10-16: widening to 4 lanes in each direction	To improve link and junction capacity and resolve safety issues	Dept. for Transport. Highways England	£100 - £250m	£0	£100-£250m	Post 2020	Department for Transport	DfT Road Investment Strategy Road Period 1 scheme E15
Transport	A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction): widening to 3 lanes	To improve link and junction capacity and resolve safety issues	Dept. for Transport. Highways England	£100 - £250m	£0	£100-£250m	2024-2027	Department for Transport	DfT Road Investment Strategy Road Period 2 scheme E31
Transport	Grade separation of Woking Junction (Woking flyover)	To provide capacity and interchange improvements to provide higher frequency train services in Waverley	Network Rail SW Trains	£100m	£0	£100m	By 2032	Department for Transport	Wessex Route Study 2015

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
		borough.							
Transport	Guildford railway station	To provide capacity and interchange improvements to provide higher frequency train services in Waverley borough.	Network Rail SW Trains	£100m	£0	£100m	By 2032	Department for Transport	Wessex Route Study 2015
Transport	Electrification of North Downs line	To increase service frequency to provide better train connections with Waverley borough	Network Rail Great Western Railway	£30m	£0	£30m	By 2032	Department for Transport	Wessex Route Study 2015
Transport	Capacity increase of North Downs line	To improve service frequency and timetable to provide better train connections with Waverley borough	Great Western Railway	£31.8m	£0m	£31.8m	By 2032	Department for Transport	Wessex Route Study 2015
Transport	Crossrail2 (London)	To increase service frequency to provide better train connections with Waverley borough	Network Rail and Transport for London	£27bn (2016 prices)	£0	£27bn	By 2030	Department for Transport and TFL	Crossrail2 website

**This page is intentionally left blank**

## **WAVERLEY BOROUGH COUNCIL**

### **EXECUTIVE**

**29 NOVEMBER 2016**

---

## **COMMENTS FROM THE OVERVIEW & SCRUTINY COMMITTEES**

### **AGENDA ITEM 8.**

#### **HOUSING REVENUE ACCOUNT (HRA) BUSINESS PLAN REVIEW**

Corporate Overview & Scrutiny Committee noted that the Housing Improvement Sub-Committee had endorsed the proposed approach to balancing the HRA Business Plan to mitigate the impact of reduced rental income and to provide a contingency for unidentified costs in relation to contract procurement and measures in the Housing & Planning Act, and had also asked that options to reschedule the loan be explored.

Corporate Overview & Scrutiny Committee shared the Sub-Committee's disappointment that such significant cuts to the HRA Business Plan were required, in contrast to the optimism with which the Plan had been launched in 2012; and that over 20% of Waverley's homes would fall out of the Decent Homes standard due to curtailment of the kitchen and bathroom replacement programme over the next 3 years.

The Committee agreed that cutting staff would be a false economy, and felt that a small increase in the staffing budget to allow for inflationary pressures (at least in part) could be justified.

### **AGENDA ITEM 9.**

#### **WAVERLEY BOROUGH LOCAL PLAN PART 1: SUBMISSION**

##### **Comments from Joint O&S (21 November 2016)**

In response to Cllr Band's query, officers confirmed that the comments from the Joint Overview & Scrutiny Committee meetings on 27 June and 4 July were published alongside the Schedule of Proposed Amendments as part of the set of documents released for the pre-submission consultation; and that the Proposed Amendments had been incorporated into the body of the Local Plan Part 1 that was published at that time. The minor amendments detailed in Annexe 2 to this Committee's agenda were further amendments resulting from consideration of the consultation responses.

Officers also informed the Committee that an interim Sustainability Appraisal Report and Habitats Regulations Assessment had been published alongside the Draft Local Plan, and would be finalised as the Local Plan reached its final version. It was also noted that the

Housing Trajectory was an evolving document and would be updated as more certainty became available about when sites were coming forward, or were delayed, as this was not something the Council could directly influence.

The Committee reviewed the consultation responses chapter by chapter, and made the following comments and observations.

### **Chapter 5: Spatial Strategy**

The Committee expressed some disappointment that alternative sites to Dunsfold Park in the east of the borough had not been considered more imaginatively. Officers explained that the Sustainability Appraisal highlighted a range of constraints in relation to alternative sites, and they were confident that the site assessments for these sites were robust.

### **Chapter 6: Amount and Location of Housing**

The Committee challenged officers in relation to the consultation responses that referred to a report reviewing the Strategic Housing Market Assessment (SHMA) based on 2014 population projections and suggesting that the Objectively Assessed Need figure should be lower. The Committee also questioned whether there was adequate understanding of where Housing Need was located, and whether the Location of Housing in the Plan was assuming a willingness to migrate to where development was encouraged. The Committee noted that Guildford Borough Council had revised their Local Plan submission timetable to enable changes to be made to the proposals and another public consultation, and that Guildford would also be revisiting a number of other evidence sets including the SHMA.

Officers informed the Committee that the independent report, along with other representations on the SHMA, had been passed to Waverley's consultants, GL Hearn, for review. GL Hearn had used 2012 based population projections in the SHMA and were the most up to date projections at the time the SHMA was carried out. Therefore their approach to the SHMA was robust. The Guildford Local Plan process had not been delayed for the purpose of revisiting the SHMA, but given the new timetable would delay submission for 12 months, there was time to do so. It was also understood that the housing need figure for Guildford included an uplift based on economic growth projections, and the review would take into account any Brexit implications.

The Committee felt it was important that Officers prepared a more detailed response to the challenges received on the housing numbers, and shared this with Members to provide reassurance that Waverley's approach was robust. The Committee acknowledged that given the process for producing the Local Plan, there could always be an argument for obtaining 'more up to date' evidence; and there were risks around not having an up to date Local Plan in place. There had been objections from developers indicating that the housing need figures were too low, and they would produce evidence at Examination to support their view. Waverley's position needed to stand up from challenge from both sides.

### **Chapter 7: Sustainable Transport**



The Committee had similar concerns in relation to the consultation comments on transport, and sought assurance that Waverley's position was robust and withstand challenge at Examination. In particular, it was noted that there were existing issues with emergency vehicle response times, traffic volumes on the A31 and A281, and the specific impact of HGVs on roads, road safety and air quality. Whilst it was noted that mitigation in the Infrastructure Delivery Plan could only address the impact of future development enabled through the Plan, the Committee was not entirely convinced that the evidence demonstrated how mitigation would be secured and delivered.

Officers reminded the Committee that there had been no objections from either the County Highway Authority or Highways England in the Strategic Highways Assessment. Officers reminded Members that the Infrastructure Delivery Plan (IDP) was still in the process of being developed. In relation to the Dunsfold Park application, the Joint Planning Committee would have to be satisfied that the highways mitigation proposed would address the impact of the development, and could be delivered.

### **Chapter 9: Affordable Housing**

The Committee asked why the target of 40% affordable housing had been reduced to 30% in the Local Plan. Officers advised that the target had been reduced in order to strike a balance with charging for the Community Infrastructure Levy (CIL) as both impacted on the viability of development. Officers reminded the Committee that secondary legislation in relation to starter homes was still outstanding, but the Government had committed to allowing up to 20% of affordable housing to be starter homes, which would impact greatly on the future stream of rented affordable housing.

### **Chapter 13: Rural Environment**

The Committee agreed with objections to the removal of ASVI designation at Holy Cross, Haslemere, which was described in the Haslemere Design Statement as a 'green lung'. Officers advised that the consultants would have looked at whether this piece of land fulfilled the objectives of the ASVI, but agreed to review the proposal to remove the designation.

Some Members raised concern that the land south of Rowledge had not been added to the Green Belt. Those Members did not feel that the current lack of pressure from developers was a good enough reason to not add this area to the Green Belt in line with the suggestion from the Green Belt Review.

### **Chapter 18: Strategic Sites**

There was some disappointment expressed by the Committee that Strategic Site 6, Land opposite Milford Golf Course, could not be delivered sooner rather than later in the life of the Local Plan. It was felt that the site was sustainable, being within walking and cycling distance of the village centre and railway station, and there was scope to work with a developer to secure improvements to the road and pathways to promote sustainable modes of travel. Officers advised that more work was needed on the Green Belt boundary in relation to Milford, and this work would form part of Part 2 of the Local Plan. This work

would be undertaken in parallel with the Examination of Part 1, so there could potential to bring this particular site forward sooner than currently anticipated. However, officers agreed at the meeting to reconsider the situation in relation to this site.

In conclusion, the Committee were broadly supportive of the proposed submission of the Local Plan for Examination in accordance with the timetable, but wanted more detailed assurance that key areas of Waverley's Local Plan – particularly the SHMA and housing need figures, and infrastructure delivery – were robust, based on sound methodology and would withstand challenges at the Examination.

The Committee endorsed the proposed Minor Modifications, and the scope of the Local Plan Part 2 without comment.

## **AGENDA ITEM 10.**

### **WAVERLEY BOROUGH LOCAL PLAN PART 2: NON-STRATEGIC SITES AND POLICIES**

Joint O&S (21 November 2016) had no specific comments on this report.

## **AGENDA ITEM 20.**

### **JOINT ENFORCEMENT INITIATIVE**

#### **Comments from Community O&S (14 November 2016)**

Community Overview & Scrutiny Committee considered the proposal for Waverley to develop a Joint Enforcement Initiative, with the benefit of a start-up grant from the Police & Crime Commissioner to fund training and purchase of branded uniforms and vehicles and other equipment. The Committee had some concerns that Waverley might be picking up responsibilities that the police no longer had time for, but were reassured that the approach would give higher visibility to Waverley in the community, and enable the Council to make full use of the enforcement powers available to it, whilst still working closely with the Police where their input was appropriate.

The Committee noted from the Performance Management Report that there had been an increase in reported fly-tips in Quarter 2. Whilst this reporting period preceded the introduction of charging at Surrey's amenity sites for disposal of certain items, there was concern that the charges would result in more fly-tips. The Committee suggested that Waverley might help communicate the facts about the new charges, as there was a general perception among the public that charges applied to all items taken to the amenity sites.

The Committee was happy to endorse the proposal that Waverley enters into a joint enforcement initiative with partner agencies.

## **AGENDA ITEM 23.**

### **PERFORMANCE MANAGEMENT REPORT Q2 (JULY – SEPTEMBER 2016)**

#### **Comments from Corporate O&S (22 November 2016)**

Corporate Overview & Scrutiny Committee was very pleased to see the continued improvement in the voids re-let performance. The Housing Improvement Sub-Committee had monitored this key indicator closely for over 12 months, and the improvement in performance reflected the huge amount of work that had gone into reviewing processes, and the way in which teams right across the Housing Service work together and with contractors, to bring properties back into use as quickly as possible.

The Committee noted the continued good performance by the Housing Options Team, and that that there had been only 4 Waverley households in temporary accommodation in the six months to 30 September, and none of those for more than 7 days. The Committee considered a more detailed report on Homeless Prevention, including some very moving case studies, which underlined the excellent work that this team did. The Committee resolved to convey its appreciation of this work to the Housing Options Team.

**This page is intentionally left blank**