

Mole Valley District Council

Local Development Framework – Core Strategy Community Facilities and Infrastructure Requirements: Position Statement October 2008

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Introduction

Guidance and requirements for the planning of infrastructure provision in support of the preparation of Local Development Frameworks is emerging at all levels of Government. At a national level Planning Policy Statement 12 (PPS12) - Local Spatial Planning, clearly sets out the importance of identifying and delivering the infrastructure to support the delivery of the Local Development Framework Core Strategy. It states that the Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. The evidence should cover who will provide the infrastructure and when it will be provided. It also suggests that the Core Strategy should draw on and influence the strategies and investment plans of the Local Authority and other organisations.

The infrastructure planning process should identify, as far as possible:

- infrastructure needs and costs;
- phasing of development;
- funding sources; and,
- responsibilities for delivery.

At the regional level, the South East Plan Policy CC7: Infrastructure and Implementation¹ promotes a 'manage and invest' strategy which focuses on delivering efficiency through better use of existing facilities; reducing demand by promoting behavioural change; and, providing additional capacity by extending or providing new infrastructure. It is stated that to best deliver this will firstly require a full understanding of how the use of existing infrastructure can be best optimised; secondly an understanding of the scope to reduce demand and finally an

¹ The South East Plan: The Secretary of State's Proposed Changes to the draft Regional Spatial Strategy for the South East of England

understanding of where additional demand will arise. To support the South East Plan policy an Implementation Plan will be prepared by the Regional Planning Body setting out the requirements and obligations for public and private sector bodies at all levels.

At a District level the Core Strategy sets out the overarching strategic planning policies, including the delivery of infrastructure in relation to development proposals. This Position Statement supports that policy approach. In addition the Council has produced a Planning Obligations and Infrastructure Provision: Code of Practice. This Code explains how Mole Valley District Council seeks and implements Planning Obligations (S106 Agreements). It will be referred to throughout this Statement and was prepared as part of a collaborative project among all 11 Surrey Authorities and the County Council. Further information can be found on the Planning pages of the Council's website www.molevalley.gov.uk.

This Position Statement is the start of ongoing work by the Council to meet the objectives and requirements set out above and identify the various elements of the infrastructure planning process. It does not in itself set policy but will be used to identify deficiencies and steer policy decisions. It will be a 'living' document and will be updated as and when new information is received.

For the purposes of this assessment, a broad definition of the meaning of infrastructure has been used, taking on board the general comments and issues raised throughout the preparation of the Core Strategy and the breadth of the Infrastructure and Implementation policy of the South East Plan.

Sources of Information

A large variety of information sources have been used in the preparation of this Statement, these include:

- Responses to LDF consultations from Organisations / Public Authorities / Developers / Public etc
- The documents and strategies of Organisations / Public Authorities
- Meetings with stakeholders
- Initial work undertaken by Reigate and Banstead Borough Council supported by the other East Surrey Authorities.

Consultation

This document has been prepared as a result of work initially undertaken by Reigate and Banstead Borough Council and ongoing joint working between all the East Surrey Authorities. Mole Valley District Council then undertook focused consultation on the Draft Position Statement as part of the consultation on the Revised Preferred Options Core Strategy in May / June 2008. The Council asked all relevant stakeholders to comment on the areas of the statement relevant to them, whilst having regard to the level and location of development (particularly housing) proposed in the District. A number of responses were received and the Council has also followed up those organisations who did not respond, or from whom further information was required. The statement was also circulated to a group of developers and agents.

This is an ongoing process and this statement is therefore accurate at its time of publication, but it will need to be kept under review.

Transport

- Strategic Highways Network
- Non-Strategic Road Network
- Rail Services
- Buses Services
- Walking and Cycling
- Community Transport
- Parking

Strategic Road Network (Managed by the Highways Agency)

The Council has produced a Transport Evaluation to accompany the LDF Core Strategy which considers the impact of development proposals / infrastructure needs identified on the trunk road network much of which is managed by the Highways Agency. Further information is available via www.molevalley.gov.uk/ldf and is therefore not reproduced in detail within this statement.

Lead Organisation	Highways Agency	
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> Mole Valley Transport Evaluation (2008) 	
Existing and Planned Provision	<p>Existing: Within Mole Valley the road network, managed by the Highways Agency (HA) is comprised of the M25, which runs across the north-east corner of the District with a junction at Leatherhead (Junction 9).</p>	<p>Planned: The Highways Agency (HA) currently has no plans to further widen this section of the M25 but is undertaking investigations into the capacity of Junction 9, which may result in improvements.</p>
Issues and Implications for Mole Valley	<p>The M25 is recognised as a road of national and international importance to the South East. The HA have indicated that its primary interest is in the impact of development proposed in the District on junctions 8 to 10, and specifically to junction 9 at Leatherhead. To assist in the preparation of the South East Plan (SEP), the HA undertook an analysis of the likely impact of the proposed housing allocations on the network in 2016 and 2026. It indicated that the M25 near Mole Valley District will experience congestion during both peak and non-peak times, and will become progressively less able to cope with demand without appropriate flow and demand management measures being implemented.</p> <p>The HA currently has no proposals for further widening of this section of the M25 in its Programme of Major Improvements but they emphasise the need for every effort to be made through the LDF to manage down demand, particularly for car based travel.</p>	
Impact of Development Proposals / Infrastructure Needs Identified	<p>The impact of the Mole Valley Core Strategy on the main transport network has been assessed through the Mole Valley Transport Evaluation (2008). The key issue is the extent to which the locational strategy in the Core Strategy influences traffic growth in specific areas. The evaluation confirms that the overall level of traffic growth is not significantly affected by changing the distribution of development around the District.</p> <p>The evaluation also suggests that the additional traffic associated with development in Mole Valley would not cause a material increase in traffic flow through M25 Junction 9 and would not result in an unacceptable level of congestion at Junction 9. It would appear that current issues with queuing at the anti-clockwise exit from the M25 are not solely attributable to the weight of traffic travelling into Mole Valley and are not likely to be materially exacerbated by proposals in Mole Valley's Core Strategy.</p>	
Role of the LDF	<p>The anticipated increase in overall traffic levels highlights the necessity for the LDF to include robust measures to manage down car travel including:</p> <ul style="list-style-type: none"> That infrastructure tariffs payable on new development should include 	

	<p>a contribution to facilitate targeted improvements in public transport, cycling and walking as modes of transport, particularly for journeys to work and school. Through the Mole Valley Planning Obligations Code of Practice (2006) a standard tariff for highways, transport and travel schemes (using standard occupancy rates) is used to secure transport infrastructure improvements which enhance accessibility by all modes and compensate for the collective impact of small-scale developments on the transport system.</p> <ul style="list-style-type: none"> • That there should be a requirement for Travel Plans to be approved as part of planning permissions for major development proposals. A policy detailing the thresholds at which Travel Plans will be required should be incorporated in Development Control Policies DPD. The thresholds may vary depending on the proximity of a development site to areas which have been identified as at high risk of increased congestion in the County Model study. • The Travel to Work study has highlighted high levels of in-commuting into Leatherhead and Dorking, which are a significant generator of car-based traffic into the District. As a separate exercise arising from this Evaluation, it is recommended that the Council should initiate discussions with major employers in the District - especially in Leatherhead - to investigate the extent to which the Council's planning policies could help create a more locally-based pool of employees. • The Council should also initiate discussions with adjoining local authorities about measures to encourage commuters travelling into Mole Valley to use more sustainable forms of transport - particularly along routes which have been identified as at risk of significant congestion as a result of traffic flows from the Boroughs of Reigate and Banstead, Epsom and Ewell and Kingston upon Thames. • The Council should continue joint working with EASIT, Surrey County Council and the Local Strategic Partnership, aimed at modifying travel behaviour and promoting the use of more sustainable modes. • The role of the LDF is to take a co-ordinated approach to combining development with accessibility and transport issues, influencing travel behaviour and reducing travel demand, see Core Strategy: Policy CS18.
<p>The extent to which needs can be met</p>	<p>The Highways Agency has a hierarchy of preferred means of dealing with the impact of development on strategic road networks. Firstly developers should seek to minimise the impact of their development on the network (e.g. by locating on sites which are readily accessible by public transport, walking and cycling and by implementing a travel plan); where this does not completely mitigate the impact the second approach is to utilise technology and/or intelligent transport systems, which may include access control measures. The Agency would only wish to see physical improvements to highways as a last resort.</p> <p>Reducing demand for travel and improving the transport infrastructure are key challenges for the District.</p>

Non-Strategic Road Network			
Lead Organisation	Surrey County Council		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Surrey Local Transport Plan Second Edition 2006/07 – 2010/11, and various sources on the road network. • Mole Valley Transport Evaluation 2008 		
Existing and Planned Provision	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Existing: The non-strategic road network comprising A roads (non-trunk) includes the A24 which runs north – south through the District, the A29 which runs from the South of Dorking to Bognor Regis, the A25 which runs east – west through the District and the A217 which runs through Hookwood in the south east of the District. There are also B, C and D roads which all serve to link settlements.</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Planned: Improvements to the current single carriageway stretch of the A24 from Horsham to Capel (may involve a re-routing the road). The primary objective of the scheme is to reduce the incidence of personal injury accidents along this length of the A24. Other objectives are to reduce the impact of traffic on local communities and to reduce traffic flows on the adjacent A29 and other local roads. The scheme was provisionally accepted for funding by Government in December 2002. The programme allowed for statutory processes to be completed ready for a start of construction in 2008 and completion in 2010. However, following a scheme prioritization process carried out by the Regional Transport Board, funding support is unlikely to be given before 2016.</p> <p>Minor ad hoc improvements or works will also take place on the Districts roads throughout the plan period.</p> </td> </tr> </table>	<p>Existing: The non-strategic road network comprising A roads (non-trunk) includes the A24 which runs north – south through the District, the A29 which runs from the South of Dorking to Bognor Regis, the A25 which runs east – west through the District and the A217 which runs through Hookwood in the south east of the District. There are also B, C and D roads which all serve to link settlements.</p>	<p>Planned: Improvements to the current single carriageway stretch of the A24 from Horsham to Capel (may involve a re-routing the road). The primary objective of the scheme is to reduce the incidence of personal injury accidents along this length of the A24. Other objectives are to reduce the impact of traffic on local communities and to reduce traffic flows on the adjacent A29 and other local roads. The scheme was provisionally accepted for funding by Government in December 2002. The programme allowed for statutory processes to be completed ready for a start of construction in 2008 and completion in 2010. However, following a scheme prioritization process carried out by the Regional Transport Board, funding support is unlikely to be given before 2016.</p> <p>Minor ad hoc improvements or works will also take place on the Districts roads throughout the plan period.</p>
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Key Issues	<p>The Government's policy towards managing roads seeks to make better use of existing capacity and take advantage of technology as it becomes available. Car ownership is increasing and people are now travelling further, both for employment and leisure. The problems caused by road traffic, air pollution, noise and safety, must continue to be tackled.</p> <p>The Roger Tym & Partners study for the South East Plan noted that investment on roads in Britain in constant prices has declined by over half over the past 30 years and there is evidence that congestion in the South East is acting as a brake on new development.</p> <p>There is a high demand for travel in Surrey and many factors contribute to the severity of transport problems. In common with the rest of the County, Mole Valley has some of the most congested roads in the Country. Surrey County Council are the transport authority and responsible for producing a Local Transport Plan (LTP). There are five objectives for the second LTP:</p> <ol style="list-style-type: none"> 1. Tackling congestion to limit delays 2. Increasing accessibility to key services and facilities 3. Improving road safety and security 4. Enhancing the environment and quality of life 5. Improving management and maintenance of the transport network. 		

	<p>The County Council receives funding from Government, but other sources of funding are required to deliver the plan. Despite significant additional investment by the County Council in recent years, the condition of Surrey's roads remains worse than the average level reported by other County Councils, in that:</p> <ul style="list-style-type: none"> • 20% of non-principal classified roads are in need of repair, compared to an average of 15%, and: • 16% of non-principal unclassified roads are in need of repair compared to the average level of 14%. <p>The high level of accessibility contributes to the established popularity of the area for both workplace and housing. This factor, together with the higher than average car ownership and usage by the District's residents, and the greater choice of work place now available, has led to a complex pattern of car commuting and recurrent congestions in the peak hours. Indeed, Surrey's main roads carry twice the national average volume of traffic. A side effect of congestion has been a noticeable increase in 'rat-running' as motorists try to avoid main road bottlenecks. There is a lack of spare capacity in the road network and funding for road improvements is limited.</p> <p>Surrey County Council's strategy is aimed at tackling traffic congestion more effectively to limit delays, particularly on the most severely congested areas of the local road network. The highest priority will be on the major towns in Surrey, particularly those designated as 'Hubs'. The strategy is based on a combination of traffic management measures, travel planning initiatives, passenger transport and local road schemes. This includes better management of the road network and interventions to limit traffic delays, improved information for people to avoid congestion, investment to encourage passenger transport use and schemes to reduce bottlenecks. The County Council is maximising the potential of innovative new technology in Surrey, as a means of tackling congestion more effectively and helping to relieve the pressure on the busy road network. Alongside the more traditional traffic management measures, the new technologies and intelligent transport systems are being exploited to manage, plan and develop the transport network more effectively.</p> <p>There is now growing interest in a range of initiatives, which are described as 'soft' transport policy measures. The Government published <i>Smarter Choices: changing the way we travel</i> in 2004. Smarter choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. All schools should have a travel plan by 2010. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.</p> <p>Local authorities have a statutory duty to measure certain pollutants and declare Air Quality Management Areas (AQMAs) where there are exceedances of European air quality standards, and then produce Action Plans demonstrating the strategy to reduce such exceedances, where they are primarily caused by road transport.</p>
<p>Implications for Mole Valley</p>	<p>As above. In addition, the Mole Valley Transport Evaluation (2008) of the Core Strategy will look at travel patterns in more detail. Two schemes with relevance to Mole Valley have been identified:</p> <ul style="list-style-type: none"> • A24 Horsham to Capel – road improvement (phasing 2006-16). • In the Gatwick Sub Region – Soft measures to ease congestion and

	<p>improved facilities for pedestrians and cyclists.</p> <p>Peak hour congestion will remain an issue for the District. It is unlikely to be resolved through the plans in the LDF. However, they should not add to the existing difficulties experienced in some areas. Ongoing road works and improvements will also be required throughout the District in order to ensure that roads do not deteriorate during the plan period. There is however a need to ensure that the cumulative impact on the road network of small schemes is managed and to be aware of the implications of any developments in adjoining Authorities.</p> <p>There are currently no Air Quality Management Areas in Mole Valley.</p>
Implications for East Surrey	As above.
Impact of Development Proposals / Infrastructure Needs Identified	Please see Mole Valley Transport Evaluation and preceding section on Strategic Road Network.
Role of the LDF	<p>Please see Mole Valley Transport Evaluation and preceding section on Strategic Road Network.</p> <p>Government and County Council funding for road improvements is limited and there is a lack of spare capacity in the road network. It is therefore important that new developments fund improvements to roads and public transport facilities that are required as a consequence of the development.</p> <p>The transport impacts of the LDF proposals are examined in part through the Transport Assessment to ensure there is no adverse negative impact on the main road network. Policies in the LDF aim to minimise the transport impact of new development, helping to make the most efficient and effective use of existing road capacity and maximising potential for alternatives to the car and support the initiatives in the LTP.</p> <p>The LDF will assist the County Council in identifying road transport infrastructure requirements and how they can be delivered, i.e. through developer contributions and other funding sources. At present the Council is not aware of any requirements for such transport infrastructure and besides the A24 Horsham – Capel proposal, the County Council has no significant plans for the District.</p>
The extent to which needs can be met	In determining the level of infrastructure required as a result of new development, the County Council, as Highway Authority, will assess the extent to which the existing infrastructure can satisfactorily accommodate the extra movements likely to arise from the new development planned in the Core Strategy. Where this is inadequate, or the traffic generated from the development gives rise to safety concerns, the developers will be expected to fund the necessary works required to make the proposal acceptable. If it is not achievable, it will not be permitted. The County Council is a key partner in the preparation and delivery of the LDF and have been fully engaged in its preparation, including the consideration of background documents such as the Strategic Land Availability Assessment from an early stage.

Rail Services			
Lead Organisation	Private rail service providers (Southern Trains, South West Trains and First Great Western are the main operators).		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • DfT Southern Regional Planning Assessment for the railway January 2007 • Network Rail Initial Strategic Business Plan 2007 • Network Rail: Route Plans (2007), Network Rail's Consultation • Response to Infrastructure Position Statement 2008 (by South West Trains) 		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Existing: There are 10 railways stations within the District:</p> <ul style="list-style-type: none"> • Ashtead Station • Bookham Station • Leatherhead Station • Boxhill and Westhumble Station • Dorking Main Station • Dorking Deepdene Station • Dorking West Station • Betchworth Station • Beare Green (Holmwood Station) • Ockley Station <p>Lines run to Horsham, London Waterloo, London Victoria, Guildford, Gatwick Airport and Reading.</p> <p>Improvements in recent years have included the redevelopment of parts of Leatherhead Station and car park area.</p> </td> <td style="vertical-align: top;"> <p>Planned: Future Improvements:</p> <ul style="list-style-type: none"> • Installation of ramps and lifts for step-free access at Dorking Station. • Improved East-West rail services Gatwick to Reading. • Long term proposals to increase capacity into and out of Waterloo (South West Trains). • Thames Link had considered providing services through Leatherhead to Guildford, but this proposal has since been dropped. </td> </tr> </table>	<p>Existing: There are 10 railways stations within the District:</p> <ul style="list-style-type: none"> • Ashtead Station • Bookham Station • Leatherhead Station • Boxhill and Westhumble Station • Dorking Main Station • Dorking Deepdene Station • Dorking West Station • Betchworth Station • Beare Green (Holmwood Station) • Ockley Station <p>Lines run to Horsham, London Waterloo, London Victoria, Guildford, Gatwick Airport and Reading.</p> <p>Improvements in recent years have included the redevelopment of parts of Leatherhead Station and car park area.</p>	<p>Planned: Future Improvements:</p> <ul style="list-style-type: none"> • Installation of ramps and lifts for step-free access at Dorking Station. • Improved East-West rail services Gatwick to Reading. • Long term proposals to increase capacity into and out of Waterloo (South West Trains). • Thames Link had considered providing services through Leatherhead to Guildford, but this proposal has since been dropped.
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Key Issues	<p>The Government's role in the running of the railways is to provide strategic direction and to procure rail services and projects that only it can specify. The 2007 White Paper Delivering a Sustainable Railway set out plans to increase capacity, to cope with more than 20% growth to 2014, and fund improvements. Responsibility for day-to-day delivery of railway services rests with the industry.</p> <p>Regional Planning Assessments (RPAs) are produced by the DfT to develop and understand the challenges and options for the development of the railway in each region over the next 20 years. In the South East the railway fulfils a number of functions within the regional economy, including providing for travel into central London and access into and linking regional centres. The Southern RPA states passenger demand is forecast to increase substantially over the next twenty years. Central forecasts show an overall increase of 18 % between 2002 and 2016 and by 26% over the whole period to 2026. In the short to medium term the focus will be on making best use of existing capacity to accommodate existing and future demand. In the longer term further passenger growth is expected on the network and to accommodate this in many cases there will be a choice between operating longer trains and providing a more frequent service.</p>		

	<p>The rail network in the RPA area has been categorised into two route networks focused on London: South Central and South Western. The South Central Network is the South London suburban network focused on London Victoria/London Bridge plus the Brighton Main Line to Brighton via East Croydon and Gatwick Airport. The South Western Network is the South West London suburban network focused on London Waterloo, which also covers the North Downs Line from Redhill to Reading via Guildford. Plans are already under development to address some of the issues including Rail Utilisation Strategies for the Brighton Main Line and the South West Main Line.</p> <p>The South Central rail network fulfils a key role in providing travel into central London from south London, Surrey and Sussex, supporting the economy and future development of the region. Peak period travel is dominated by commuter travel, which supports the economy by providing wide access to its workforce, and given the large volumes involved this role could not be fulfilled by any other mode. It also has a key role of connecting into and between the regional hubs including Reigate/Redhill, as well as serving local trips. Beyond London, the South Western network provides access to and between the major regional centres of population and economic activity.</p> <p>South West Trains state that there are capacity problems on the lines particularly in the peak-hours to and from Waterloo. The DfT and Network Rail have identified possible measures in the medium to longer term that will hopefully alleviate this, but it involves the acquisition and use of longer trains, with subsequent infrastructure upgrades. This will take time. In the short-term they intend to provide as much capacity as is possible within existing resources.</p> <p>Although there are no firm proposals for upgrading the North Downs Line (from Gatwick to Reading via Redhill and Guildford) at present, its strategic importance has been noted in the RTS and Local Transport Plans and an upgrade proposed for investigation. Improvements would require changes to signaling between Wokingham and North Camp and sufficient line capacity on Brighton Main Line, which is dependent on long term plans for Gatwick Airport station.</p>
Implications for Mole Valley	As above. It is worth noting that a higher than average percentage of the population travels to work by train due the accessibility of stations in the District. There are also localised issues relating to the limitations on parking spaces at some stations and lack of integration between different public transport providers.
Issues and Implications for East Surrey	As above.
Impact of Development Proposals / Infrastructure Needs Identified	The Core Strategy encourages a shift towards rail usage (alongside other sustainable transport options) to avoid exacerbating congestion, but the impact on areas of the rail infrastructure that are already operating at capacity needs to be addressed. This is outside of the control of the District Council. In addition the policy approach proposes locating the majority of new development in the most sustainable locations, most of which have good access to a railway station.
Role of the LDF	The LDF needs to take a co-ordinated approach to combining development with accessibility and transport issues, supporting the objectives of the LTP.

	<p>This may add to pressure on the railways.</p> <p>The Mole Valley Planning Obligations Code of Practice (2006) contains a standard tariff for highways, transport and travel schemes (using standard occupancy rates) see documents for the latest tariff. This is to secure transport infrastructure improvements to enhance accessibility by all modes and compensate for the collective impact of small-scale developments on the transport mode. Network Rail has welcomed the tariff-based approach in the South East where it can be utilised to achieve or assist station enhancements.</p>
The extent to which needs can be met	<p>The Government has a strategic role, with levels, frequencies and most fares determined by the DfT through the franchising process.</p> <p>The County Council has undertaken a pathfinder project investigating potential ownership and delivery models to enable local authorities to exert greater control over quality and facilities of railway stations. If pursued, this could result in the County Council becoming the station facility operator, investing in improving and maintaining the rail stations, maximising development opportunities at the stations, and the use of presently redundant building space. It could include locating Council functions in these redundant buildings e.g. community centres, libraries, small offices, to increase patronage of the railways and reduce the need to travel by car. The County Council has already opened discussions with the Strategic Rail Authority and Network Rail, but the outcome is not yet known.</p>

Buses			
Lead Organisation	Surrey County Council / Private Bus Operators.		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Surrey Local Transport Plan Second Edition 2006/07 – 2010/11. • Various information sources on buses. 		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Existing: There are a number of bus service providers operating services within Mole Valley; this includes Arriva, Carlone Buses, Compass Buses, Countryliner, Sunray Travel, Buses4U and Ride Pegasus. Services operate to most towns and many villages although some services are infrequent and many do not operate in the evening or at weekends. In other areas bus services are frequent.</p> <p>There are a range of special services for bussing children to school. People aged 60 or over and the disabled are eligible for free bus passes for off-peak travel in Surrey.</p> </td> <td style="vertical-align: top;"> <p>Planned: The Council is not currently aware of any plans or proposals for new or expanded bus routes.</p> </td> </tr> </table>	<p>Existing: There are a number of bus service providers operating services within Mole Valley; this includes Arriva, Carlone Buses, Compass Buses, Countryliner, Sunray Travel, Buses4U and Ride Pegasus. Services operate to most towns and many villages although some services are infrequent and many do not operate in the evening or at weekends. In other areas bus services are frequent.</p> <p>There are a range of special services for bussing children to school. People aged 60 or over and the disabled are eligible for free bus passes for off-peak travel in Surrey.</p>	<p>Planned: The Council is not currently aware of any plans or proposals for new or expanded bus routes.</p>
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Key Issues	Buses are the most used form of public transport for local journeys. The Government's aim is to drive up standards to provide a better quality service for those who already use buses and an attractive alternative for those who currently drive for short journeys. It has set a target of increased bus use. A		

	<p>draft Road Transport Bill was published in 2007 which should enable local authorities to improve the standard of bus services in their areas.</p> <p>The majority of buses outside London are provided on a commercial basis by private operators, and decisions on the extent and frequency of services are mainly a matter for the commercial judgment of the operator concerned. In Surrey, the County Council can subsidise the provision of ‘socially necessary’ bus services where these are not likely to be provided commercially. Bus use has been increasing in Surrey, between 2000/2001 and 2005/2006 the number of passenger journeys increased by 10%. Nevertheless, services do not always go to where people want, or at certain times of the day, and marketing is minimal. There is a reasonable network of bus routes in the District, although this needs qualifying in respect of evening and Sunday services which are minimal or non-existent; and there are also some gaps.</p> <p>Quality Bus Partnerships (QBPs) are increasingly important in enhancing accessibility in Surrey, by persuading bus operators to introduce more accessible buses and increasing the frequency of services to make journeys easier. Working in partnership with the public and private sector, the County Council’s aim is to increase the move toward bus use and passenger satisfaction. A major programme of new and improved bus stops in Surrey is underway, as well as the delivery of Real Time Passenger Information (RTPI), to make the bus network more attractive and user friendly for passengers.</p> <p>RTPI gives greater confidence to those using local bus services, and helps make them an alternative to the private car. Up to the minute information is displayed at bus stops and on-line, and passengers on board can see the name of the next stop as the bus approaches. This is a joint project with the local bus operators, whereby they purchase the equipment for use on their vehicles.</p> <p>Some businesses run/hire private buses for company employees/customers.</p> <p>See also ‘Community Transport’.</p>
Implications for Mole Valley	As above. There are many services in the District supported by funding from the County Council. There is no guarantee that these will continue and therefore there is a need to ensure that development is not solely reliant on only these services.
Implications for East Surrey	As above.
Impact of Development Proposals / Infrastructure Needs Identified	Increasing alternatives to car use and easing congestion will become even more important in the light of higher housing targets, a greater number of passengers could increase patronage and assist with the viability of some services.
Role of the LDF	<p>The LDF has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car.</p> <p>New development where appropriate should contribute towards the provision of bus stops, bus shelters and lay-bys. The Planning Tariff requires a contribution towards transport including contributions towards improved provision for bus travel.</p>

The extent to which needs can be met	<p>Nationally funding has been increased to help bus services. Surrey County Council are able to use capital investment, available through the LTP process, and investment of circa £7.8 million on bus infrastructure and priority schemes is planned over the lifetime of the plan across the County. However budget constraints mean the County is finding it increasingly difficult to financially support “socially necessary” bus routes and no guarantee is given that they will remain operational and that all needs will be met.</p> <p>The internal highway infrastructure required for new development sites can include bus stops, shelters and lay-bys.</p>
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Cycling & Pedestrians			
Lead Organisation	Surrey County Council		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Surrey Local Transport Plan Second Edition 2006/07 – 2010/11 • Various information sources on Cycling & Pedestrians • Surrey Rights of Way Improvement Plan 		
Existing and Planned Provision	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Existing: National Cycle Network Route 22 is now complete between Rowledge, Farnham and Guildford. It will eventually go via Dorking and Epsom Downs to Redhill. Once complete Route 22 will link London with Portsmouth. Safe Routes to Schools programme aims to improve walking and cycling opportunities. The District contains a number of cycle routes and an extensive network of footpaths / pedestrian routes, walking is one of the most popular pastimes of residents.</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Planned: The Rights of Way Improvement Plan identifies a small number of improvements to specific footpaths within Mole Valley, defined as ‘quick wins’.</p> </td> </tr> </table>	<p>Existing: National Cycle Network Route 22 is now complete between Rowledge, Farnham and Guildford. It will eventually go via Dorking and Epsom Downs to Redhill. Once complete Route 22 will link London with Portsmouth. Safe Routes to Schools programme aims to improve walking and cycling opportunities. The District contains a number of cycle routes and an extensive network of footpaths / pedestrian routes, walking is one of the most popular pastimes of residents.</p>	<p>Planned: The Rights of Way Improvement Plan identifies a small number of improvements to specific footpaths within Mole Valley, defined as ‘quick wins’.</p>
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Key Issues	<p>Walking and cycling are low cost, healthy and environmentally friendly means of travel. Government policy is to increase levels of walking and cycling, recognising the positive contribution to priorities, including health, liveability, reducing urban congestion, and bringing economic and social benefits. However walking and cycling levels have been in long-term decline. The Government’s action plan is to combine improvements to the environment and facilities for walkers and cyclists with targeted information about health choices, health benefits and recreation opportunities. It recognises that land use planning has an important role to play in bringing about an improved environment for walkers and cyclists, particularly in giving priority to pedestrians and cyclists in town centres and ensuring the appropriate infrastructure for walking and cycling is built into new developments, with good networks for off-road and leisure cycling, to help create a ‘culture’ for cycling and walking. Walking and cycling also have an important role to play in joining up either end of journeys with public transport.</p> <p>Local highway authorities have a duty to maintain all highways, including off-road cycle tracks to a safe and usable condition, cycle lanes, traffic signs and the setting of local speed limits.</p> <p>Relatively few journeys are made in Surrey either on foot or by cycle. Surrey</p>		

	<p>County Council's LTP is based on managing the demand for travel and getting the best out of the existing transport network. One of the main elements of the strategy is increasing accessibility including enhanced pedestrian facilities in town centres and safer cycle routes, as well as improving safety and security. Surrey County Council has published a Rights of Way Improvement Plan which sets out a strategic approach to managing public access. The overall aim is to enable the rights of way network to provide for the needs of walkers, cyclists and equestrians and those with mobility difficulties. Its objectives include improving accessibility, connectivity and quality. There is also close working with stakeholders and partners including Surrey Police to facilitate safer vehicular and pedestrian movements.</p>
Implications for Mole Valley	As above.
Implications for East Surrey	As above.
Impact of Development Proposals / Infrastructure Needs Identified	Increasing alternatives to car use and easing congestion will become even more important in the light of higher housing targets. The impact of an ageing population needs to be borne in mind e.g. the need for good quality pavements and providing seating for pedestrians.
Role of the LDF	<p>The LDF has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car. The Rights of Way Improvement Plan states that new development where appropriate should help to create and enhance public rights of way. This is reflected in the LDF Core Strategy.</p> <p>Developer contributions may be used to provide routes to and facilities for, pedestrians and cyclists both around and within the development. The Mole Valley Code of Practice on Planning Obligations and Infrastructure Provision requires a contribution towards transport. This element of the tariff seeks to secure improved accessibility by all modes and a reduction in the requirement is given for sites within defined town centre areas to encourage the development of more sustainable sites with access by public transport, walking and cycling.</p> <p>The LDF can also support the LTP in seeking Travel Plans from larger development proposals, particularly commercial, including measures to encourage walking and cycling.</p>
The extent to which needs can be met	<p>Surrey County Council are able to use capital investment, to make infrastructure changes including cycle routes as well as changes to road layouts, new one-way systems, traffic calming measures and new road crossings. Sustrans may also be able to fund useful links or signage between the National Cycle Network and local schools or facilities such as hospitals, stations or shops. Surrey County Council have planned a total investment of circa £3.3 million for the County on walking measures including Rights of Way over the lifetime of the plan, and approximately £3.2 million on cycling schemes.</p> <p>The internal highway infrastructure required for new development sites can include footpaths, cycleways, and bridleways connected to the existing highway. As part of a sustainable approach to transport, developers are required to cater for pedestrians and cyclists, including not just routes but other facilities e.g. seating, parking.</p>

	The Council is not aware of any Public Rights of Way that are under threat as a result of development proposals within the LDF; however, this will be examined in further detail through the preparation of the Land Allocations DPD.
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Community Transport			
Lead Organisation	Various		
Main Strategy Documents / Source of Information	Various information sources		
Existing and Planned Provision	<table border="1"> <tr> <td> <p>Existing:</p> <ul style="list-style-type: none"> • Demand responsive service Buses 4U operates in some parts of the District. Journeys can be requested within the District and also areas outside such as Epsom, Sutton and Gatwick Airport. • Wheels 2 Work and Wheels 2 Learn (moped loan schemes). • Dial-a-ride is a service for those with a disability who cannot use public transport and are a resident of Mole Valley. The service covers travel within Mole Valley and to neighbouring areas such as Epsom, Cobham, Reigate, Redhill, Crawley, Horsham and Guildford. • Pegasus Buses collect children from Westcott, Pixham and Goodwyns to a couple of schools. • National Trust Surrey Hills Explorer bus. • Easit Shopper Bus transport employees from their place of work to Dorking High Street and back 2 lunchtime a week. There are similar services in Leatherhead, </td> <td> <p>Planned:</p> <p>A continuation of these services is expected, although they are constantly monitored to ensure they are providing the best value for money.</p> </td> </tr> </table>	<p>Existing:</p> <ul style="list-style-type: none"> • Demand responsive service Buses 4U operates in some parts of the District. Journeys can be requested within the District and also areas outside such as Epsom, Sutton and Gatwick Airport. • Wheels 2 Work and Wheels 2 Learn (moped loan schemes). • Dial-a-ride is a service for those with a disability who cannot use public transport and are a resident of Mole Valley. The service covers travel within Mole Valley and to neighbouring areas such as Epsom, Cobham, Reigate, Redhill, Crawley, Horsham and Guildford. • Pegasus Buses collect children from Westcott, Pixham and Goodwyns to a couple of schools. • National Trust Surrey Hills Explorer bus. • Easit Shopper Bus transport employees from their place of work to Dorking High Street and back 2 lunchtime a week. There are similar services in Leatherhead, 	<p>Planned:</p> <p>A continuation of these services is expected, although they are constantly monitored to ensure they are providing the best value for money.</p>
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Key Issues	Community transport services can be made available for people who have difficulty using public transport. The provision of community transport is a non-statutory service, but local Councils must also offer free off-peak travel on local buses to disabled people living in their area. The voluntary sector is often a provider of services. Schemes to offer assistance can include door-to-door services, Dial-a-ride, taxi schemes, shopmobility, as well as buses designed to be accessible to disabled people. Schemes can meet many essential travel needs which would otherwise remain unmet, and avoid social		

	exclusion.
Implications for Mole Valley	In Mole Valley the District Council works in partnership to improve transport options for people who live and work in the District. The East Surrey Rural Transport Partnership (ESRTP) aims to improve access to transport services for those who through age, physical disability or lack of public transport cannot make day-to-day journeys most considered normal. Surrey Community Action hosts a Community Transport directory to help find schemes that may be able to help older people with transport to a medical appointment, to do the weekly shopping and other daily tasks. The projects and schemes within this area particularly focus on those with mobility difficulties, the young and those in rural areas.
Implications for East Surrey	As above. The ESRTP extends into Mole Valley, Tandridge and parts of Elmbridge and Epsom & Ewell.
Impact of Development Proposals / Infrastructure Needs Identified	With an ageing population and existing pressures on public transport provision, dedicated community transport schemes are likely to become even more important to communities.
Role of the LDF	<p>Policies should ensure that development is accessible through a variety of travel options. This is particularly important for the more elderly population and the young, but is also important in ensuring there are attractive alternatives to the car to encourage a modal shift. There may be a role for planning contributions to assist towards community transport provision.</p> <p>As with buses there is no guarantee that these services will continue and therefore there is a need to ensure that development is not solely reliant on them.</p>
The extent to which needs can be met	Funding for schemes can be uncertain; it can be a costly service, with a reliance on the voluntary sector which faces problems of finding, training and recruiting volunteers. There is a need for partnership working to ensure provision is maintained.

Parking			
Lead Organisation	Mole Valley District Council		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Surrey Local Transport Plan Second Edition 2006/07 – 2010/11 • A Car Parking Strategy for Surrey March 2003 • Mole Valley Draft Parking Strategy (2006) and various sources on parking. 		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Existing: Public car parks in the District are located in: Dorking:</p> <ul style="list-style-type: none"> • Dene Street (Short Stay Parking – 24 spaces) • High Street (Short Stay Parking – 106 spaces) • North Street (Short Stay Parking – 17 spaces) </td> <td style="vertical-align: top; padding-left: 20px;"> <p>Planned:</p> </td> </tr> </table>	<p>Existing: Public car parks in the District are located in: Dorking:</p> <ul style="list-style-type: none"> • Dene Street (Short Stay Parking – 24 spaces) • High Street (Short Stay Parking – 106 spaces) • North Street (Short Stay Parking – 17 spaces) 	<p>Planned:</p>
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	<ul style="list-style-type: none"> • South Side (Short Stay Parking – 181 spaces) • South Street (Short Stay Parking – 32 spaces) • West Street (Short Stay Parking – 37 spaces) • Reigate Road (Long and Short Stay Parking – 253 spaces) • St. Martin’s Walk (Long and Short Stay Parking – 396 spaces) • Church Street (Long Stay Parking – 31 spaces) • Junction Road (Long Stay Parking – 35 spaces) <p>Leatherhead:</p> <ul style="list-style-type: none"> • Bridge Street (Short Stay Parking – 34 spaces) • Church Street (Short Stay Parking – 56 spaces) • Swan Centre (Short Stay Parking – 348 spaces) • Upper Fairfield Road (Short Stay Parking – 33 spaces) • Church Road (Long and Short Stay Parking – 49 spaces) • Randalls Road (Long Stay Parking – 217 spaces) • Station Road (Long and Short Stay Parking – 83 spaces) <p>Ashtead:</p> <ul style="list-style-type: none"> • Grove Road (Long Stay Parking – 48spaces) • Woodfield Lane (Short Stay Parking – 150 spaces) <p>Bookham:</p> <ul style="list-style-type: none"> • Lower Road (Short Stay Parking – 66 spaces) • Lower Shott (Free Car Parking – 56 spaces) <p>There are also a number of private car parks across the District.</p>	
Key Issues	<p>Car parking is a significant issue for local communities. Specific problems include:</p> <ul style="list-style-type: none"> • Congestion caused by on-street parking and lack of adequate enforcement. • The degree of traffic generation, partially resulting from the amount of available parking at both public and private non-residential sites. • The amount and cost of parking including at transport interchanges such as railway stations. 	

	<ul style="list-style-type: none"> • Pressure on residential parking space as a result of increasing car ownership and availability as well as other socio-economic factors such as increasing numbers of smaller households. <p>County Parking Standards set out maximum levels of parking for broad classes of development. Maximum standards are designed to be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion. Surrey County Council has set out parking standards, which have formed the basis for local standards which reflect local circumstances.</p>
Implications for Mole Valley	<p>Demand on the Districts car parks is currently variable but most 'prime' centre car parks are full at peak times. Some car parks on the outskirts of town centres or certain levels of multi-storey car parks have space available most of the time. The demand for parking is generally driven by an increase in town centre activities such as shopping or by a rise in population / households with access to a car. The population is not expected to grow significantly, however it is possible that development in Dorking and Leatherhead may result in an increase in demand for car parking spaces.</p> <p>Permanent Park and Ride facilities are not considered appropriate in Mole Valley given that Leatherhead and Dorking are relatively small towns.</p>
Implications for East Surrey	As above.
Impact of Development Proposals / Infrastructure Needs Identified	Increasing housing provision and in particular increasing density in certain areas can exacerbate parking problems and a co-ordinated approach needs to be taken to address issues.
Role of the LDF	<p>The LDF needs to take a co-ordinated approach to combining development with accessibility and transport issues. Reducing the reliance on the car and providing alternatives are part of the overall strategy.</p> <p>The LDF and the Parking Strategy for the District need to take a complementary approach in addressing the needs of new development arising in the District, recognising that provision for parking affects the character of an area and how accessible services and facilities are. Specific policies relating to car parking are not contained within the Core Strategy but may feature within other documents forming part of the LDF.</p>
The extent to which needs can be met	Achieving a suitable amount of parking to meet demand as part of a wider approach to reduce reliance on the car is a careful balance. Private and non-residential parking space can make a substantial contribution to meeting overall parking needs particularly in town centres which experience peaks in demand. However in a highly constrained environment, increasing parking provision is difficult to achieve.

Education

- Early Years and Childcare
- Schools (Primary & Secondary)
- Higher and Further Education
- Adult Learning

Early Years & Childcare			
Lead Organisation	Surrey County Council and private sector		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Various sources covering Sure Start programme and Children's Centres. 		
Existing and Planned Provision	<table border="1"> <tr> <td> <p>Existing: There is a wide range of day nurseries, nursery schools/classes, crèches, childminders, pre-school playgroups, toddler groups and out of school care/holiday schemes within the District.</p> <p>Sure Start Children's Centres:</p> <ul style="list-style-type: none"> • Dorking Nursery School Sure Start Children's Centre • Leatherhead Trinity School and Children's Centre </td> <td> <p>Planned: The Council is not aware of any planned additional provision.</p> </td> </tr> </table>	<p>Existing: There is a wide range of day nurseries, nursery schools/classes, crèches, childminders, pre-school playgroups, toddler groups and out of school care/holiday schemes within the District.</p> <p>Sure Start Children's Centres:</p> <ul style="list-style-type: none"> • Dorking Nursery School Sure Start Children's Centre • Leatherhead Trinity School and Children's Centre 	<p>Planned: The Council is not aware of any planned additional provision.</p>
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Key Issues	The Government's Sure Start programme aims to achieve better outcomes for children under 5 years, parents and communities by increasing the availability of childcare for all children. It is particularly aimed at disadvantaged areas. It is an integrated approach encouraging the delivery of childcare alongside early education and other health and family services. The Government advises local authorities that they will need to ensure diversity of provision is maintained to ensure good choices for parents, often brokering partnerships between schools and the private and voluntary sectors.		
Implications for Mole Valley	Unknown.		
Implications for East Surrey	Nothing specific, the provision is at a local level.		
Impact of Development Proposals / Infrastructure Needs Identified	Surrey County Council recognise that there is a growing need for childcare for children for the existing population and for any increase in needs as a result of new housing and business developments in the area.		
Role of the LDF	The role of the LDF is limited unless a specific location for a centre is being sought.		
The extent to which needs can be met	Early years child care provision is provided through a combination of County Council, voluntary and private groups. The District Council through the LDF has little influence in this area.		

Schools (Primary and Secondary)	
Lead Organisation	Surrey County Council
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • School Organisation Plan 2003/04-2008/09 Surrey County Council • Mole Valley Schools Overview, April 2008, Surrey County Council • Response to Infrastructure Position Statement, June 2008 by Surrey County Council

<p>Existing and Planned Provision</p>	<p>Existing: The District has 25 Primary/Junior/Infant schools and 4 Secondary Schools serving the area (The Ashcombe, The Priory CE VA, St Andrew's RC VA, Therfield) plus approximately 15 Public Schools.</p>	<p>Planned: The Council is not currently aware of any specific plans or proposals for new or expanded schools other than ongoing work in Leatherhead. Money through the implementation of the planning tariff will assist towards expanding school capacity across the District.</p>
<p>Key Issues</p>	<p>The County is pursuing the objective of Building Schools for the Future. This is a significant national initiative and may lead to some major changes to the pattern and provision of schools in Surrey over the next 10 years. Surrey County Council confirm that proposals will emerge over time.</p> <p>The gradually decreasing birth rate will result in a reduction in the number of children attending school. However, the birth rate has recently been quite variable and therefore for planning purposes the County estimate that births will remain fairly constant. It is predicted that internal migration (i.e. from within the UK) will increase over time increasing the number of children needing school places, there is not projected to be any impact from international migration although the impact of people from new members to the EU is not yet fully known. This along with all forms of migration will have to be monitored as the Core Strategy covers a period of around 20 years.</p> <p>The number of pupils on the school roll has increased slightly since 2000 but is anticipated to decrease gradually over the coming years. This may change if birth rates and migration are different from the anticipated levels.</p> <p>The County consider that small development sites are difficult to plan for in terms of educational needs. Larger development sites make it easier to plan. Current estimates are based on 0.25 primary pupils per dwellings for 2 bed properties and larger. There are 7 classes at primary level.</p> <p>Some religious groups may have specific requirements in terms of schooling their children and some are seeking new accommodation. It should also be noted that there is far greater parental choice in terms of which school a child attends and this makes planning for and providing school places more difficult.</p>	
<p>Implications for Mole Valley</p>	<p>Primary School Provision</p> <ul style="list-style-type: none"> • In Leatherhead the amalgamation of 3 schools into Leatherhead Trinity is continuing. There is currently a review taking place of primary school provision in the Dorking area. Any re-provisioning as an outcome of this work would be on the basis of current children and the effect of any children yielded by housing developments would need to be mitigated. • There are 3 First Schools in Mole Valley; these exist no-where else in the County – Westcott, Abinger, and St Michaels, Mickleham. Primary schools take children until age 11, Infant = Yr R – 2, Junior = Yr 3 – 6, First Schools = Yr R – 3 and then they have to move to another schools resulting in difficulties in school role planning. • There are no school closures currently planned 	

	<ul style="list-style-type: none"> A review is taking place of the schools in Dorking; the main issues are St Johns at North Holmwood, and the 3 First Schools. The reviews cover a period of 5 years. In rural areas funding is becoming tight and there may be more joint management of schools. Some development may assist in supporting these schools. <p>Secondary School Provision</p> <ul style="list-style-type: none"> There are long-term issues with secondary schools; there has been a falling roll, although there is currently very limited surplus. There is unlikely to be a need for a new school. Each Secondary School recruits pupils from the wider area as well as from their own locality. A significant number of pupils from the District attend The Howard of Effingham School in Guildford Borough. On the basis of the number of pupils in Year 6 of Primary Schools within the District only, the number of secondary pupils is projected to decline and then stabilise. Again the effect of any children yielded by housing developments would need to be mitigated.
Implications for East Surrey	With greater parental choice in where a child attends, this could lead to more cross boundary movements, but no significant issues in the East Surrey area have been identified. There are however a significant number of pupils who attend Howard of Effingham in Guildford Borough.
Impact of Development Proposals / Infrastructure Needs Identified	New housing development is likely to result in an increase in children above that predicted through analysis of birth rates; this could have implications for the County in placing children in schools. At most, strategies plan for 10 years, as it is difficult to plan for students yet to be born. The County are keen to deal with short-term demand so as not to provide permanent provision that will, in the course of demographic trends, become surplus provision.
Role of the LDF	<p>Use of s106 contributions on housing developments – can be particularly helpful if flexible for making adjustments in provision including to enable extensions and improvements to existing facilities to cater for increased demand. Dependent on location and the geographic spread of available places.</p> <p>The County Council’s Infrastructure Guide sets out a formula for calculating the “pupil yield” of a particular residential proposal based on various factors including the density and size of the proposed housing and any factor which is likely to influence the age characteristics of the inhabitants. See the Mole Valley s106 Planning Obligations Code of Practice for latest tariff.</p> <p>The County Council is aware of the housing requirements for the District and has not identified any site specific issues at this stage in terms of providing school places.</p>
The extent to which needs can be met	The need for new school places is met through central Government grant (basic need) and through developer contributions sought through the Mole Valley Code of Practice on Planning Obligations and Infrastructure Provision. The forecasts on requirements are based are reviewed annually. No requirements for new schools have been identified by Surrey County Council.

Higher & Further Education			
Lead Organisation	Surrey County Council / Learning & Skills Council		
Main Strategy Documents / Source of Information	Surrey 14-19 Strategy "Developing Talents and Fulfilling Potential" (jointly produced by Surrey County Council, Surrey Learning and Skills Council and Connexions, October 2004) and various sources.		
Existing and Planned Provision	<table border="1"> <tr> <td> <p>Existing: There are no Further Education Colleges in the District, but all the secondary schools have Sixth Form provision and parts of Mole Valley are in close proximity to FE colleges such as:</p> <ul style="list-style-type: none"> • East Surrey College, Redhill (FE college) • Reigate College, Reigate (Sixth Form College) • Nescot, Epsom • Guildford College, Guildford </td> <td> <p>Planned: There are no specific proposals for provision of higher and further education colleges in the District. Surrey County Council have indicated that general discussions are taking place within the County to review assets available for adult and community learning, and particularly the future of learning for 14-19 and 19+ age groups.</p> </td> </tr> </table>	<p>Existing: There are no Further Education Colleges in the District, but all the secondary schools have Sixth Form provision and parts of Mole Valley are in close proximity to FE colleges such as:</p> <ul style="list-style-type: none"> • East Surrey College, Redhill (FE college) • Reigate College, Reigate (Sixth Form College) • Nescot, Epsom • Guildford College, Guildford 	<p>Planned: There are no specific proposals for provision of higher and further education colleges in the District. Surrey County Council have indicated that general discussions are taking place within the County to review assets available for adult and community learning, and particularly the future of learning for 14-19 and 19+ age groups.</p>
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Key Issues	<p>The Government is proposing to change to the age a child must be at school, in training, or in an apprenticeship from 16 to 18, possibly by 2013, to increase equality and help prepare all young people to face the changing labour market.</p> <p>The Surrey Strategy's key objective is to raise achievement by offering young people greater flexibility and choice in their studies. Building networks of schools and colleges provides greater choice.</p>		
Implications for Mole Valley	Unknown.		
Implications for East Surrey	As for 'Key Issues'. Sussex University has been investigating the concept of a higher education multiversity campus, incorporating a university campus in the vicinity of Crawley, plus expansion of further education facilities and services. However discussions are at an early stage and no potential sites have been designated.		
Impact of Development Proposals / Infrastructure Needs Identified	It is difficult to predict additional requirement. It is hoped that staying on rates may increase, and should the leaving age increase this will see a further rise in involvement, which would be increased by additional housing. However it is currently not possible to know what level of change to expect.		
Role of the LDF	Currently no role is identified for the LDF, unless a need for specific sites is identified.		
The extent to which needs can be met	No needs have been identified that can be met through the LDF.		

Adult Learning	
Lead Organisation	Surrey County Council / Learning & Skills Council
Main Strategy Documents / Source of	<ul style="list-style-type: none"> • Surrey County Council Adult and Community Learning 3 Year Development Plan 2004/05 - 2006/07 • Surrey County Council's Safer & Stronger Select Committee and

Information	<p>Executive Committee</p> <ul style="list-style-type: none"> Surrey Lifelong Learning Partnership 	
Existing and Planned Provision	<p>Existing:</p> <p>There is currently one Adult Education Centre in the District; the Dorking Adult Education Centre. They also utilise a number of local schools, church halls and community centres throughout the District.</p> <p>East Surrey College provides education courses at different centres across the District.</p> <p>There are four Libraries in Mole Valley which are also places of learning.</p> <p>There are a number of organisations within the District who provide for people with physical and learning disabilities, these include: Surrey Adult Education Services; The Grange, Bookham and also the Queen Elizabeth Foundation, Leatherhead.</p> <p>Local courses are also delivered from a variety of venues, including many village halls.</p>	<p>Planned:</p> <p>The Council is not currently aware of any plans or proposals for new or expanded Adult and Community Learning Centres. However, Surrey County Council is considering the future of the Adult Education Centre in Dorking as many courses are now offered elsewhere.</p>
Key Issues	<p>In Surrey, provision is focused on delivering learning close to where users live or visit in community locations and targeting potential learners in the most disadvantaged localities in Surrey and “hard to reach” groups. Surrey County Council have indicated that general discussions are taking place within the County to review assets available for adult and community learning, and particularly the future of learning for 14-19 and 19+ age groups.</p> <p>The County Council has recently confirmed its commitment to delivering a high quality Adult & Community Learning service, but is still in negotiations with a new organisation to provide learning in South East Surrey (comprising Epsom & Ewell, Mole Valley, Reigate & Banstead, and Tandridge). As it is receiving progressively less government grant to support adult leisure learning, while also suffering from falling enrolments, the service has to be delivered more cost-effectively and the County is looking at delivering some courses at local community venues as well as reducing the number of dedicated adult learning centres. It is uncertain yet how this may impact on delivery in the District, although it is already well linked to delivery alongside other uses rather than dedicated centres.</p> <p>Common barriers to learning in Mole Valley include lack of childcare and transport.</p>	
Implications for Mole Valley	As above.	
Implications for East Surrey	<p>Many students travel outside of District boundaries to other institutions.</p> <p>The location of Adult Community Learning (ACL) centres have been</p>	

	<p>determined by the availability of premises. Some buildings are not fit for purpose and access for disabled people is very poor in a few centres. Future planning will be based on relocating provision from centres where access could not be easily provided. In the long-term the provision of a large number of dedicated sites may be inappropriate. The extended or community school concept may lead to more local provision but would rely on site improvements. Provision is already being considered across a wider East Surrey area.</p>
<p>Impact of Development Proposals / Infrastructure Needs Identified</p>	<p>Unknown, but likely to be limited.</p>
<p>Role of the LDF</p>	<p>The role of the LDF is currently limited and no need for new sites has been identified.</p> <p>A possible role for using s106 contributions was identified but is unlikely to be carried forwards because it would be difficult to quantify and directly link to the needs of new development.</p>
<p>The extent to which needs can be met</p>	<p>No needs have been identified which can be met through the LDF. The Learning & Skills Council is responsible for planning and funding adult education and training in England other than those in universities.</p> <p>Surrey County Council's policy is to share provision and accommodation wherever possible whilst aiming to work in partnership to achieve suitable new premises and co-location with services such as Colleges, the Library Service and schools. Funding for new capital projects is extremely limited.</p>

Health Care

- Strategic Health Care
- Local Health Care
- NHS Trusts
- Extra Care Housing

Strategic Health Care			
Lead Authority	South East Coast NHS Trust alongside Surrey PCT is responsible for delivery of health care in Mole Valley.		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • South East Coast Operating Framework (2008 – 2011) • Fit for the Future programme. • South East Coast Strategic Health Authority Statement to South East Plan Examination in Public 2006/07. 		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Existing: South Coast NHS Trust owns East Surrey Hospital (and Crawley Hospital and also provides a range of clinical and non-clinical services at community hospitals in Crawley, Dorking, Caterham Dene and Horsham Hospitals in partnership with the relevant Primary Care Trusts).</p> </td> <td style="vertical-align: top;"> <p>Planned: The Council is not aware of any new provision within the District, in terms of physical buildings.</p> </td> </tr> </table>	<p>Existing: South Coast NHS Trust owns East Surrey Hospital (and Crawley Hospital and also provides a range of clinical and non-clinical services at community hospitals in Crawley, Dorking, Caterham Dene and Horsham Hospitals in partnership with the relevant Primary Care Trusts).</p>	<p>Planned: The Council is not aware of any new provision within the District, in terms of physical buildings.</p>
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Key Issues	<p>The role of NHS South East Coast is to:</p> <ul style="list-style-type: none"> • Provide strategic leadership to the NHS in the South East • Ensure the appropriate development of local NHS organisations and their workforce • Ensure the effective delivery of, and improvement in, NHS services <p>To do this they work in partnership with their Primary Care Trusts and with the Government Office for the South East. They also hold Primary Care Trusts to account for their performance. NHS South East Coast is answerable to the Department of Health for ensuring our local health systems operate effectively and in line with Government policy.</p> <p>The strategic approach to implementing national policies, which includes restoring financial balance, is the 'Fit for the Future' programme. This is currently exploring a number of options for delivery including the configuration of acute hospitals (formal consultation took place in 2007). Included in this work is:</p> <ul style="list-style-type: none"> • the transfer of some acute services and facilities to the community; • PCT demand management which aims to significantly reduce demand on the acute sector, either providing it at a primary care level or by removing demand. However it is anticipated that the impact of this reduced demand will be offset by increases in catchment area through the reconfiguration of acute sites; • repatriation of tertiary services so that patients are able to be treated locally; and • the nationalisation of acute sites. 		
Implications for Mole Valley	<p>The review of services is likely to change the way in which they are delivered to residents; however, the implications are currently unknown. The move towards bringing more services to the community may have benefits to residents many of whom currently have to travel some distance.</p> <p>The Council is not currently aware of any land-use implications of the plans for the District.</p>		

Implications for East Surrey	As above. However, any changes to services from East Surrey Hospital may have implications for this wider area.
Role of the LDF	<p>Statements to the South East Plan Examination suggest that it will be important to continue to secure proportionate and timely revenue and capital funding for health care services for the growing population across the region.</p> <p>The role of the LDF in Mole Valley is limited with respect to strategic health care delivery, but there needs to be a general awareness of the proposed changes in the delivery of services and the effect on residents.</p>
Impact of Development Proposals / Infrastructure Needs Identified	Continued population growth will present challenges for healthcare provision. Statements to the South East Plan Examination confirm that the changing models in health care delivery mean that there is not necessarily a direct relationship between increased population and the need for large new hospitals, as the changes in the provision of services should unlock capacity currently within the system. It is therefore unlikely that new major health infrastructure will be sought in Mole Valley or the wider East Surrey area.
The extent to which identified needs can be met	No additional needs have been identified that can be met through the LDF.

Local Health Care			
Lead Authority	Surrey Primary Care Trust (PCT)		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Surrey Primary Care Trust Profile (November 2007). • Annual Health Check 2007-09. • Response by SPCT to Revised Preferred Options 2008 		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Existing: The Surrey Primary Care Trust (SPCT) provides healthcare to the residents of Mole Valley Borough Council through a network of fourteen general practices (GP's). Additionally, the PCT owns various clinics and community hospitals in Leatherhead, and Dorking.</p> </td> <td style="vertical-align: top;"> <p>Planned: The Council is not aware of any new provision within the District, particularly with regard to the provision of new premises or surgeries.</p> </td> </tr> </table>	<p>Existing: The Surrey Primary Care Trust (SPCT) provides healthcare to the residents of Mole Valley Borough Council through a network of fourteen general practices (GP's). Additionally, the PCT owns various clinics and community hospitals in Leatherhead, and Dorking.</p>	<p>Planned: The Council is not aware of any new provision within the District, particularly with regard to the provision of new premises or surgeries.</p>
<p>Existing: The Surrey Primary Care Trust (SPCT) provides healthcare to the residents of Mole Valley Borough Council through a network of fourteen general practices (GP's). Additionally, the PCT owns various clinics and community hospitals in Leatherhead, and Dorking.</p>	<p>Planned: The Council is not aware of any new provision within the District, particularly with regard to the provision of new premises or surgeries.</p>		
Key Issues	<p>The Surrey Primary Care Trust (SPCT) provides healthcare to the residents of Mole Valley through a network of fourteen general practices (GP's). PCT's are in charge of primary care, are at the centre of the NHS, are the services used by the majority of people, and control around 80% of the NHS budget.</p> <p>The functions of a PCT are to:</p> <ul style="list-style-type: none"> • Engage with its local population to improve health and well-being. • Commission a comprehensive and equitable range of high quality responsive and efficient services, within allocated resources. • Directly provide high quality responsive and efficient services where this gives best value. <p>Within Mole Valley a separate group, Central Surrey Health, runs community health services e.g. district and school nursing, health visiting and therapy</p>		

	<p>services.</p> <p>Over the last year the Surrey PCT's Fit for the Future plans have been developing. There is a need to keep a tight control on expenditure but after a period of financial difficulty, they can now concentrate on the clinical drivers for change. The PCT has issued a set of commissioning intentions to its acute hospital trusts – Ashford & St Peter's, Frimley Park, the Royal Surrey County, Surrey & Sussex Healthcare and Epsom & St Helier. Although these plans would significantly improve services, they do not represent significant service change (i.e. a change of location or site).</p> <p>They have focused on the following key acute specialties:</p> <ul style="list-style-type: none"> • vascular surgery • cardiology • maternity • paediatrics • emergency surgery • stroke • renal <p>In terms of new premises, the PCT will only support development that maximise opportunities for co-location of services, extended hours of operation and maximum flexibility of service delivery. The PCT seeks expressions of interest from developers/private providers for provision of town centre community health facilities and other primary care developments. The PCT may seek to secure new developments in the Green Belt if a need is identified that cannot be met elsewhere or is not cost effective and they are currently investigating the potential to secure developers contributions through the use of S106 agreements.</p>
<p>Implications for Mole Valley</p>	<p>There are 14 GP Practices within Mole Valley; however SPCT has indicated that it is yet to be established if these practices are appropriately located to reflect the demographics and the local needs of the population.</p> <p>Additionally, the PCT owns various clinics and community hospitals in Cobham, Leatherhead, and Dorking. These facilities provide a variety of services and also incorporate a day surgery unit. Two sites owned by the PCT have also been leased out to two practices. In the light of the projected housing development within the District in future years, the PCT consider that sites owned by themselves and the District should be developed for the provision of future health and social care services in the community. Alternatively, the PCT would expect the local authority to sign-post or advise sale/availability of any land sites that could be advantageous to both organisations.</p> <p>A joint partnership and collaborative working between the PCT and the District Council is considered essential to identify the range of services to meet the demands of the growing and migrating population. The Public Health department of the PCT are in the process of updating all GP practice profiles, as well as carrying out a Surrey-wide health needs assessment. This refined and evidence-based exercise (likely to take up to six months) will enable the PCT to identify in more detail the kind and specialities of healthcare that will need to be delivered to growing population.</p> <p>SPCT consider that when analysing the estimated level of development indicated in the Strategic Housing Land Availability Assessment, it seems very likely that the Leatherhead area will suffer from under-provision of</p>

	<p>healthcare. The PCT therefore consider that a review of facilities available and services provided in this area will need to be jointly prioritised, both by SPCT and the local authority. However, the need for adequate healthcare services could escalate to a critical level, when the Leatherhead area is considered in relation to its proximity to Ashted and Bookham. The PCT is continuing work on this issue and intend to contact the Council once more details are available.</p> <p>The PCT has received a few <i>expressions of interest</i> with a view to developing the future provision of healthcare, but is unable to confirm any forthcoming project/s at the moment.</p>
Issues for East Surrey	As above, there are no specific East Surrey issues identified.
Impact of Development Proposals / Infrastructure Needs Identified	As above. The PCT has a target of no more than 1,800-2,000 patients per GP and increased housing density / development across the District will result in a need for improved healthcare services.
Role of the LDF	<p>The LDF has a role in securing new sites for premises, through the Land Allocations DPD if the need is identified early enough by the PCT. If not, they would be dealt with through the normal planning application process. The LDF also has a role to play in any review of existing premises, some sites may not be suitable, particularly for the co-location of services, or a need for further land might be identified. Within larger developments land may be allocated for the provision of healthcare facilities. Smaller developments could support the provision by financial contributions to provide new facilities in larger schemes or improve existing facilities that are needed to meet the additional demand arising from the development. The PCT hence requests to be included as a beneficiary of s106 developer contributions to support the services provided. This proposal is a part of the PCT's Estates strategy that is being developed and has been formalised by them as interim policy for s106 contributions. These contributions will be controlled by the PCT and used within the same catchments area as the development. The PCT has asked to be invited to comment on all applications for 5 or more dwellings and consider that contributions for applications of 100 or more dwellings should be negotiated. Using best practice and government guidance the PCT therefore requires a contribution of £128 per person within new developments and in turn will provide the Local Authority with a statement of expenditure incurred from these contributions.</p> <p>SPCT would like to see the use of S106 contributions towards the expansion and re-provision services. The Surrey Collaboration Project has suggested healthcare contributions should be assessed on individual sites and would be generally applicable on larger sites (>14 dwellings) or in specific locations.</p>
The extent to which needs can be met	No specific needs have yet been identified by SPCT, but should new sites be sought, the Council would work with the PCT to identify and secure permission if appropriate. In addition the PCT have been asked to supply evidence on the level of and justification for receiving developers contributions for the provision of local health care.

NHS Trusts	
Lead Authority	Epsom & St. Helier University NHS Trust Surrey & Sussex Healthcare NHS Trust

Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Epsom & St Helier University Hospitals NHS Trust – NHS Trust Business Plan 2007/2008. • Better Healthcare Closer to Home programme. • Surrey & Sussex Healthcare NHS Trust – Trust Strategy 2006/2011 	
Existing and Planned Provision	<p>Existing: Epsom & St. Helier University Hospitals NHS Trust runs Epsom General Hospital, an acute care site with a 24-hour A&E department serving the northern part of the District. Surrey & Sussex Healthcare NHS Trust runs East Surrey Hospital in Redhill.</p>	<p>Planned: No new hospitals are planned.</p>
Key Issues	<p>The 'Better Healthcare Closer to Home Programme' (BHCH) was completed in February and the outcomes are now known. These show broad support for "care closer to home". The future of Epsom Hospital will now be influenced by the Fit for the Future review of hospital services being undertaken by SPCT and through the Epsom Campus Development Group. The SPCT has, however, made it clear that their long term vision for the Epsom site is as a local care hospital – as envisaged within BHCH. The range of services to be provided at Epsom Hospital decided through the results received to the commissioning intentions issued by SPCT to their acute hospitals.</p> <p>Surrey & Sussex Healthcare NHS Trust provides a comprehensive range of acute services at East Surrey Hospital near Redhill and a range of services at Dorking and Caterham Dene Hospitals in Surrey, and at Crawley and Horsham Hospitals in West Sussex, in partnership with the local PCTs. The implications of the commissioning intentions will determine the make-up of services at East Surrey Hospital. With the anticipated down-grading of A&E Units and other services at hospitals across West Sussex, it is expected that the number of patients at East Surrey will increase.</p>	
Implications for Mole Valley	<p>Currently unknown. Changes at St Helier and Epsom Hospital may change how services are provided to residents. There is a lot of concern, but the implications for service provision is not yet fully understood.</p>	
Implications for East Surrey	<p>As above</p>	
Impact of Development Proposals / Infrastructure Needs Identified	<p>Continued population growth will present challenges for healthcare provision. Statements to the South East Plan Examination confirm that the changing models in health care delivery mean that there is not necessarily a direct relationship between increased population and the need for large new hospitals, as the changes in the provision of services should unlock capacity currently within the system. It is therefore unlikely that new major health infrastructure will be sought in Mole Valley or the wider East Surrey area.</p>	
Role of the LDF	<p>The role of the LDF is limited, but there needs to be a general awareness of the proposed locations for delivery of services.</p>	
The extent to which needs can be met	<p>At present no additional needs have been identified by the lead authorities.</p>	

Extra Care Housing			
Lead Authority	Surrey County Council		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Extra Care Housing Strategy for Mid Surrey, October 2005 • Surrey Extra Care Strategy, February 2004 • Comments received on Further Issues and Options, February 2008 • Response to Infrastructure Position Statement June 2008 by Surrey County Council 		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Existing: At October 2005 there were 1,899 social rented sheltered housing units and 1,053 units of leasehold sheltered housing in the District, around 734 care home and nursing home places (these figures have now increased) and no extra care units for older people. There are, however, about 200 enhanced sheltered scheme places (known locally as “special sheltered”) owned and managed by Mole Valley Housing Association. These offer a higher than usual level of support to residents and thus enable people to remain independent for longer, but stop short of providing the on-site 24 hour personal care and physical facilities which feature in Extra Care Housing.</p> </td> <td style="vertical-align: top;"> <p>Planned: See action plan below which outlines the process for determining whether further Extra Care Housing is required.</p> </td> </tr> </table>	<p>Existing: At October 2005 there were 1,899 social rented sheltered housing units and 1,053 units of leasehold sheltered housing in the District, around 734 care home and nursing home places (these figures have now increased) and no extra care units for older people. There are, however, about 200 enhanced sheltered scheme places (known locally as “special sheltered”) owned and managed by Mole Valley Housing Association. These offer a higher than usual level of support to residents and thus enable people to remain independent for longer, but stop short of providing the on-site 24 hour personal care and physical facilities which feature in Extra Care Housing.</p>	<p>Planned: See action plan below which outlines the process for determining whether further Extra Care Housing is required.</p>
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Key Issues	<p>Mid Surrey has a steadily ageing population; 18% of the population is over 65. In addition to this there are a number of service users with learning disabilities who will need similar types of services to those of older people. With a projected increase in demand for services and a shift towards more preventative services, Surrey, in partnership with all of its identified Extra Care Housing stakeholder agencies needs to consider how those services are delivered to meet future needs.</p> <p>Extra Care Housing offers an alternative to standard sheltered and retirement accommodation, as well as the more traditional residential care and nursing homes. It offers flexible levels of support giving people the opportunity to remain as independent as possible.</p> <p>The Extra Care Housing Strategy has examined four options for the provision of extra care, namely part or full conversion of an existing sheltered housing scheme, developing a new purpose-built Extra Care scheme, encouraging private developers to build new leasehold/for sale schemes or developing existing care homes. Whatever the decision taken by the Mid Surrey Extra Care Housing Steering Group, an understanding is needed that there is no quick-fix solution and that any new schemes need careful planning and investment.</p> <p>An Action Plan has been established following these strategies, the key features of which are:</p> <ol style="list-style-type: none"> 1. That the Extra Care Housing Strategy be forwarded for consultation with all relevant stakeholder groups. 		

	<p>2. A 10-year development plan is initiated starting with a mixed tenure flagship scheme in one of the area's major natural population areas, (e.g., the towns of Leatherhead, Dorking, Esher, Cobham or Epsom).</p> <p>3. As part of the 10-year development plan, once the flagship scheme has been completed it can be modelled to develop similar schemes throughout the major population areas, which in turn can help support smaller schemes in some of the smaller population areas and outlying villages. The location of any new schemes will have to be carefully chosen so that the development of Extra Care Housing is balanced across Mid Surrey and is not conflicting with similar schemes already operating (e.g., Sunrise of Banstead, Whiteley Village in Elmbridge etc).</p> <p>4. All options for suitable site availability are considered, including adapting existing stock, building on top of existing resources such as day centres etc.</p> <p>Surrey County Council are developing a long-term strategy and commissioning plan for the development of Extra Care Sheltered Hosuing over the next 10 years.</p>
Implications for Mole Valley	In Mole Valley the number of people aged over 65 years is 33% (15,258) (2001 census) and this is projected to increase. The areas of the District with the highest proportion of people aged over 65 years are the wards of Ashted Village, Bookham North, Bookham South and Dorking South. There is an increasing need for various forms of more suitable accommodation for the aging population. The provision of Extra Care Homes is just one element.
Issues and Implications for East Surrey	Yet to be determined, but the need for accommodation for the aging population is an East Surrey issue and development of Extra Care Homes should be spread equitably across the area.
Impact of Development Proposals / Infrastructure Needs Identified	There are no specific needs arising from the housing requirement, although it does provide opportunities to develop a range of house types including homes more suitable for the ageing population.
Role of the LDF	By encouraging the provision of Extra Care housing as part of a range of housing types, the LDF can contribute to creating mixed communities in the District and meet identified housing needs.
The extent to which needs can be met	Unknown, the Council has not been approached to assist in the identification of sites for such accommodation. Core Strategy Policy CS3 supports new housing for the elderly.

Community Services and Facilities

- Libraries
- Community & Voluntary Services, Community & Day Centres, Village Halls
- Places of Worship
- Youth Development
- Cemeteries & Crematorium

Libraries			
Lead Authority	Surrey County Council.		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Response to Further Issues and Options Consultation, February 2008 by Surrey County Council. • Response to Infrastructure Position Statement, June 2008 by Surrey County Council. 		
Existing and Planned Provision	<table border="1"> <tr> <td> <p>Existing: Ashtead Library, Bookham Library, Dorking Library and Leatherhead Library.</p> <p>A Mobile Library service also visits villages or similar isolated communities.</p> </td> <td> <p>Planned: Extensions of Ashtead and Bookham are sought by the County Council.</p> </td> </tr> </table>	<p>Existing: Ashtead Library, Bookham Library, Dorking Library and Leatherhead Library.</p> <p>A Mobile Library service also visits villages or similar isolated communities.</p>	<p>Planned: Extensions of Ashtead and Bookham are sought by the County Council.</p>
<p>Existing: Ashtead Library, Bookham Library, Dorking Library and Leatherhead Library.</p> <p>A Mobile Library service also visits villages or similar isolated communities.</p>	<p>Planned: Extensions of Ashtead and Bookham are sought by the County Council.</p>		
Key Issues	<p>Library usage is falling nationally, although they are still the single most popular public service accessed voluntarily in Surrey. Libraries contribute to national and local priorities such as education, skills, and training, whilst also performing a valuable role as community hubs. Increasingly they offer access to technology and the internet, community information, hire of videos/DVDs etc. It is recognised that, as an important component of successful communities, sufficient provision for libraries needs to be made and that a substantial element will require public funding.</p> <p>Surrey County Council's long-term vision for libraries is for a network of attractive medium to larger libraries through refurbishment or replacement of libraries, in the right location, co-located with other services, in town centre developments where possible. They recognise the need for modernisation, in improving interiors and new technology, including automation, 'self-service' technology, and enabling longer opening hours.</p> <p>Surrey County Library Service have indicated that the Service will require developers of qualifying developments to contribute towards the overall cost of providing improved library facilities in the District.</p>		
Implications for Mole Valley	Of the 4 libraries in Mole Valley, Ashtead, Bookham and Dorking are already considered to be too small for the community they serve. They suggest that funding of the expansion of the library service, including building extensions at Ashtead and Bookham should be sought partly through developer contributions.		
Implications for East Surrey	As set out in 'Key Issues'.		
Impact of Development Proposals / Infrastructure Needs Identified	Services will need to respond to an increased population particularly in terms of opening hours, ICT provision, number of visits and library stock levels. The Museum Libraries and Archives (MLA) South East has suggested the average requirement is 30m ² of new library space per 1,000 population. Some libraries in the District are already considered too small.		
Role of the LDF	The LDF and planning systems have a role in assisting in securing developer contributions to assist with the expansion and re-provision of services. The Mole Valley Planning Obligations and Infrastructure Provision Code of Practice (2006) seeks a contribution towards library provision, based on the		

	<p>South East Public Library Tariff proposed by the MLA South East.</p> <p>The LDF may also have a role in the identification and allocation of new sites for library services if required.</p>
The extent to which needs can be met	The County currently has a programme of works to meet some of the demands and is currently adapting to its changing role. It is anticipated that it can meet existing and future needs in Mole Valley.

Community & Voluntary Services, Community & Day Centres, Village Halls			
Lead Organisation	Various.		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Mole Valley PPG17 Assessment: Open Space, Sports and Recreation Facilities. • Various sources of general information. 		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Existing: The Central Surrey CVS is located in Epsom. There are two local Volunteer Centres at the Mayflower Centre in Dorking and The Fairfield Centre in Leatherhead.</p> <p>Many charities, community and voluntary services exist across the District; some provide a meal service for older people and are supported by grant aid from Mole Valley District Council.</p> <p>The District Council operates a Help Shop in the High Street, Leatherhead. It provides local information and answer questions about Council services and links with other statutory and voluntary organisations.</p> <p>Existing Community and Day Centres run by the District Council include:</p> <ul style="list-style-type: none"> • Fairfield Day Centre, Leatherhead: activities and services for the active elderly. • Mayflower Day Centre, Dorking: activities and services for the active elderly. <p>Village Halls and community centres across the District lay on a range of activities/events for all age groups.</p> </td> <td style="vertical-align: top;"> <p>Planned: The Council is not currently aware of any plans or proposals for new or expanded community and day centres or village halls. The services and facilities offered will change over time and minor ad hoc ongoing works to such properties will be expected over the plan period.</p> </td> </tr> </table>	<p>Existing: The Central Surrey CVS is located in Epsom. There are two local Volunteer Centres at the Mayflower Centre in Dorking and The Fairfield Centre in Leatherhead.</p> <p>Many charities, community and voluntary services exist across the District; some provide a meal service for older people and are supported by grant aid from Mole Valley District Council.</p> <p>The District Council operates a Help Shop in the High Street, Leatherhead. It provides local information and answer questions about Council services and links with other statutory and voluntary organisations.</p> <p>Existing Community and Day Centres run by the District Council include:</p> <ul style="list-style-type: none"> • Fairfield Day Centre, Leatherhead: activities and services for the active elderly. • Mayflower Day Centre, Dorking: activities and services for the active elderly. <p>Village Halls and community centres across the District lay on a range of activities/events for all age groups.</p>	<p>Planned: The Council is not currently aware of any plans or proposals for new or expanded community and day centres or village halls. The services and facilities offered will change over time and minor ad hoc ongoing works to such properties will be expected over the plan period.</p>
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Key Issues	<p>Community & Voluntary Services</p> <p>The Government is reviewing the role of the third sector in social and economic regeneration, as it believes it is a vital component of a modern healthy society. The third sector is defined as non-governmental</p>		

	<p>organisations which are value-driven and which principally reinvest their surpluses to further social, environmental or cultural objectives, including voluntary and community organisations, charities, social enterprises, cooperatives and mutuals. Surrey Community Action provides support to both the voluntary sector and the wider community in Surrey. Currently no spatial implications have been identified from the proposals.</p> <p>Community & Day Centres Surrey County Council has indicated that the network of community day centres is likely to be re-configured with improvements and modernisation. A review of Day Centres and the Government White Paper – Valuing People, made the case for integration, choice and the need for modernisation. Many of the Day Centres were built in the early 1970's and are no longer fit for purpose. There is an urgent need for improvements to meet Government guidelines and statutory legislation; if they are not improved they could be closed with no alternative provision available.</p> <p>Village / Community Halls The use of village and community halls for sporting and recreation purposes was assessed as part of the Mole Valley PPG17 Assessment. It did not identify any specific deficits in the provision of these facilities, but was concentrating on sporting and recreational facilities. It should be noted that the activities and services offered from these facilities will often change.</p>
Implications for Mole Valley	As set out in 'Key Issues'.
Implications for East Surrey	As set out in 'Key Issues'.
Impact of Development Proposals / Infrastructure Needs Identified	An increase in population may produce greater demand for the services offered by community and voluntary groups, a greater number of groups seeking funding and accommodation, but also an increase in the number of volunteers.
Role of the LDF	<p>Opportunities are limited but may include assisting in finding new sites for community and voluntary groups in if a need arises. Consideration could be given to using developer contributions towards community infrastructure provision.</p> <p>Core Strategy Policy CS17 proposes that all community facilities should be protected from redevelopment to ensure that they are retained for the community unless they are proven to be no longer required.</p> <p>The LDF has an important role to play in ensuring that such organisations, which often represent large numbers of people in the community, are engaged in the planning process and have the capacity to comment and become involved in planning for the needs of the District.</p>
The extent to which needs can be met	<p>There is an expanding role for voluntary organisations to own assets or establish trusts which may help to deliver services and may go some way to meeting needs.</p> <p>This is an area in which co-location of different services and activities can be an opportunity for more efficient provision, and potentially links with other types of service provision such as libraries and education facilities.</p> <p>Grant funding is available through various organisations such as Surrey Community Action and Surrey County Council for community and village</p>

	halls.
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Places of Worship			
Lead Organisation	Various.		
Main Strategy Documents / Source of Information			
Existing and Planned Provision	<table border="1"> <tr> <td>Existing: There are many Places of Worship across the District, the majority of which are Christian.</td> <td>Planned: The Council is not aware of any plans or proposals for new or expanded places of worship.</td> </tr> </table>	Existing: There are many Places of Worship across the District, the majority of which are Christian.	Planned: The Council is not aware of any plans or proposals for new or expanded places of worship.
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Key Issues	Faith can help create a sense of community and aid social cohesion. Some faith communities have significant resources (people, networks, organisations, buildings) and an important and distinctive role in the voluntary and community sector.		
Implications for Mole Valley	Within Mole Valley 75.4% of residents stated their religion as Christian, with 15.6% of no religion, and 7.3% did not state a religion, leaving a small proportion of residents stating other religions (Census 2001). No specific implications for the LDF have been identified.		
Implications for East Surrey	As above.		
Impact of Development Proposals / Infrastructure Needs Identified	Unknown.		
Role of the LDF	<p>Other than protecting community uses from redevelopment, the role of the LDF is likely to be limited, given places of worship are essentially deemed as private provision. The level of development proposed in the District is not large enough to require a new community or large urban extension for which a new religious premises might be sought as part of the Masterplan.</p> <p>The LDF has an important role to play in ensuring that such organisations, which often represent large numbers of people in the community, are engaged in the planning process and have the capacity to comment and become involved in planning for the needs of the District.</p>		
The extent to which needs can be met	At present it is felt that all needs are met, although the Council will try to work with any faith communities that identify a need that can be addressed through the LDF. Core Strategy Policy CS17 proposes that all community facilities should be protected from redevelopment to ensure that they are retained for the community unless they are proven to be no longer required.		

Youth Development	
Lead Organisation	Surrey County Council.
Main Strategy Documents / Source of	<ul style="list-style-type: none"> Children & Young People's Plan 2006-2009 (Surrey Strategic Partnership). Surrey County Council Youth Development Service.

<p>Information</p> <p>Existing and Planned Provision</p>	<p>Existing: Existing Youth Clubs in the District are:</p> <ul style="list-style-type: none"> • Ashtead Youth Centre • Beare Green Youth Club • Bookham Youth Centre • Capel Youth Club • Mulberry Youth Centre, Dorking • Projx, Dorking • The Bridge, Leatherhead <p>Hours are variable and some will be open more often than others.</p> <p>An Outdoor Learning and Development Centre in Surrey is located in Mickleham, Dorking.</p>	<p>Planned: The Council is not aware of any planned new premises; the services offered will change over time.</p>
<p>Key Issues</p>	<p>The 2001 Census shows that 21.3% of the District's population is aged between 0-17.</p> <p>The Children & Young People's Plan takes a Countywide approach and identifies key priorities for children and young people, including access to integrated local services. A key objective of the plan is to deliver the right services, in the right place.</p> <p>The Surrey Youth Development Service works with people aged 11-25, focusing on 13-19 year olds. The Service aims to put young people first by identifying and addressing their needs, and offering additional and complementary learning opportunities that are distinct from those offered by formal education. Research shows that a "safe place to meet" for young people is high on the priority list of both young people and adults, and the Service seeks to maintain appropriate building-based youth centres that offer a programme of opportunities and activities. The Service aims to work in partnership and encourages a multi-disciplinary in approach e.g. adding value to existing or new provision, making their buildings available for use by others. Following a review, Surrey County Council has indicated that the network of youth centres is likely to be re-configured.</p>	
<p>Implications for Mole Valley</p>	<p>The spatial implications, if any, of the above for Mole Valley are unknown.</p>	
<p>Implications for East Surrey</p>	<p>As above.</p>	
<p>Impact of Development Proposals / Infrastructure Needs Identified</p>	<p>Increased housing provision may result in more children and young people in the District and therefore an increased demand for services and facilities for young people.</p>	
<p>Role of the LDF</p>	<p>To assist in securing developer contributions towards leisure and cultural facilities.</p> <p>Specific development projects if identified by the Youth Development Service or other appropriate organisation.</p> <p>The LDF has an important role to play in ensuring that young people are engaged in the planning process and have the capacity to comment.</p>	

The extent to which needs can be met	Surrey County Council is responsible for youth development and will aim to meet its objectives through partnership with Boroughs, Districts and other agencies.
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Local & Village Shopping Parades

Local shopping parades and village shops play an important role in the community, particularly in rural areas or large residential neighbourhoods. The issue of retail provision has been examined in detail through the Mole Valley Town, District, Local and Village Centre Study, 2007, Roger Tym and Partners, a report of which is available separately; it is therefore not discussed in detail here.

Lead Organisation	Mole Valley District Council, Private Sector Retailers.	
Existing and Planned Provision	Existing: There are shopping parades in Dorking, Holmwood, Leatherhead, Ashted, Bookham and Fetcham. Many of the villages also have small numbers of shops.	Planned: For proposals please see the Mole Valley Core Strategy and the Mole Valley Town, District, Local and Village Centres Study, 2007.
Key Issues	Government guidance (PPS6) states that a network of local centres in an area is essential to provide easily accessible shopping to meet people's day-to-day needs and enable sustainable development. Local centres should also be the focus for investment in local services, such as health centres and other small-scale community facilities. Local authorities should work with the local community and retailers to identify opportunities to remedy any deficiencies in local provision.	
Implications for Mole Valley	The local parades in the District provide small convenience shops for local residents. Some of the units are occupied by specialist retailers who may not be able to afford space in the town centres, or by uses such as car sales operators for whom edge or out of centre locations are more convenient. The Parades and village shops play an important role across the District and there are very few vacant units in them.	
Implications for East Surrey	There are no specific implications for East Surrey as this focus is on local provision.	
Impact of Development Proposals / Infrastructure Needs Identified	An increasing population will provide more customers for local shops and services within the catchment areas, a significant increase may create demand for additional centres and there are implications for traffic levels.	
Role of the LDF	The Core Strategy contains proposals to continue to protect and enhance the role of local shopping centres because of their importance to local areas in achieving sustainable communities. Please refer to Core Strategy Policies CS6 – 11. To assist in securing developer contributions towards environmental improvement schemes for village and local shopping centres.	
The extent to which needs can be met	The focus of future needs will be on maintaining and enhancing provision in attractive, accessible locations to ensure their vitality and viability through policies within the LDF. It must also be acknowledged that market forces have a strong influence on retail provision and the Council can not dictate	

	who occupies which unit.
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Cemeteries & Crematorium			
Lead Organisation	Various.		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> Open Space, Sport and Recreation Study – PPG17 (2007) 		
Existing and Planned Provision	<table border="1"> <tr> <td> <p>Existing: There are 30 cemeteries and churchyards within the District. The largest are the Dorking Cemetery and the Randalls Road Cemetery and Crematorium, Leatherhead. Dorking Cemetery is the only one owned by the District Council; the others are either privately owned or owned and managed by Parish Councils. There is generally a good distribution of cemeteries and churchyards across the District.</p> <p>A new Woodland Burial site was opened at Dorking Cemetery in the Autumn of 2006. The site is designed to accommodate over 200 burials.</p> </td> <td> <p>Planned: The Council is not currently aware of any plans or proposals for new or expanded cemeteries or crematoriums.</p> </td> </tr> </table>	<p>Existing: There are 30 cemeteries and churchyards within the District. The largest are the Dorking Cemetery and the Randalls Road Cemetery and Crematorium, Leatherhead. Dorking Cemetery is the only one owned by the District Council; the others are either privately owned or owned and managed by Parish Councils. There is generally a good distribution of cemeteries and churchyards across the District.</p> <p>A new Woodland Burial site was opened at Dorking Cemetery in the Autumn of 2006. The site is designed to accommodate over 200 burials.</p>	<p>Planned: The Council is not currently aware of any plans or proposals for new or expanded cemeteries or crematoriums.</p>
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Key Issues	There is increasing concern about the availability of burial sites across the country.		
Issues and Implications for Mole Valley	<p>The Council only has data on the capacity at the Council owned site. A decision was made in approximately 2001 that no further provision would be sought once Dorking Cemetery reached capacity. It is now estimated that there is approximately 10 years worth of burial capacity on site, although some sections, such as the Cremated Remains Section will be full within approximately the next year or two. The development of the Woodland Burial section has created a further 200 burial spaces in an otherwise unusable part of the cemetery, and is proving very popular. However, clearly woodland burial isn't for everyone, so it doesn't solve the wider issue of ever decreasing numbers of traditional lawn burial spaces.</p> <p>The Council is also aware of concerns in other parts of the District about lack of burial space.</p> <p>In some areas cemeteries and churchyards provide an important source of open space, particularly in urban areas, this is recognised through the work on the PPG17 Assessment.</p>		
Issues and Implications for East Surrey	<p>There is an acknowledged shortage of suitable burial land in many parts of the south east. In terms of crematorium, it is difficult to estimate when new crematoria will be required as users are not restricted to those within their own local authority boundary.</p> <p>There are no other known issues with an East Surrey implication.</p>		

Impact of Development Proposals / Infrastructure Needs Identified	Increased housing and a resulting increase in population coupled with an existing ageing population, may increase demand and reduce the level of remaining capacity at a faster rate. Authorities must decide individually whether to extend current/provide new cemeteries.
Role of the LDF	There may be a limited role for the LDF in terms of identifying future sites, if it is felt necessary and if they are not secured by other means.
The extent to which needs can be met	Future provision will need to be addressed as it is important to provide burial facilities locally. The District Council has to maintain existing cemeteries, but it does not necessarily fall to the Council to provide the facilities, or meet any shortfall, directly.

Emergency Services & Planning

- Fire & Rescue
- Ambulance
- Police
- Flooding and Flood Defences

Fire & Rescue			
Lead Organisation	Surrey County Council		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Surrey Fire & Rescue Service Public Safety Plan 2008/09 Consultation Draft. • Surrey Fire & Rescue Service Integrated Risk Management Plan (4th Edt) 2007-08. • Response to Core Strategy: Further Issues and Options, February 2008 by Surrey County Council. • Response to Infrastructure Position Statement, June 2008 by Surrey County Council. 		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Existing: Dorking Fire Station, Spook Hill, North Holmwood: Status – Wholetime</p> <p>Leatherhead Fire Station, Cobham Road, Fetcham: Status – Wholetime</p> </td> <td style="vertical-align: top;"> <p>Planned: Surrey County Council has indicated that all Surrey Fire and Rescue Service sites are under review.</p> </td> </tr> </table>	<p>Existing: Dorking Fire Station, Spook Hill, North Holmwood: Status – Wholetime</p> <p>Leatherhead Fire Station, Cobham Road, Fetcham: Status – Wholetime</p>	<p>Planned: Surrey County Council has indicated that all Surrey Fire and Rescue Service sites are under review.</p>
<p>Existing: Dorking Fire Station, Spook Hill, North Holmwood: Status – Wholetime</p> <p>Leatherhead Fire Station, Cobham Road, Fetcham: Status – Wholetime</p>	<p>Planned: Surrey County Council has indicated that all Surrey Fire and Rescue Service sites are under review.</p>		
Key Issues	<p>Surrey Fire & Rescue Service now deal with fewer fires but an increasing number of vehicle collisions and floods, as well as undertaking work on fire prevention and community safety. The Service wishes to make response more equitable to a greater number of people and improve the level of response when incidents do occur. They consider that not all their fire stations are located where they will be most effective in the future and that improving response times for more people is achievable from fewer but more appropriate locations, without adversely affecting the risk to life in communities. New vehicle tracking equipment means fire engines can be dispatched to calls while they are on the move, so fire stations are increasingly becoming somewhere to store vehicles and house staff. A review of the service is being undertaken to look to provide modern stations in the best locations to cover current risk.</p>		
Implications for Mole Valley	As above. The review may result in changes to stations within the District.		
Issues and Implications for East Surrey	As above. To respond effectively to large-scale incidents and procure resources the Service is increasingly working across borders. It is now considered to be neither feasible nor cost effective for a Service to own all the resource and capabilities required to respond appropriately to any incident.		
Impact of Development Proposals / Infrastructure Needs Identified	The level of housing development is unlikely to have a significant impact on the Fire and Rescue Services within Mole Valley, although significant development a long distance from the bases in Dorking and Leatherhead would effect response times and the Fire and Rescue Service would be concerned.		
Role of the LDF	<p>The LDF has a limited role. Developers will continue to have to liaise with the County Highways Department to ensure that access for emergency vehicles to new development is provided. There may also be a need to carry out work to ensure sufficient supplies of water in terms of volume and pressure are available. The developer should provide the infrastructure required to serve a new development.</p> <p>The LDF may have a role to play in terms of the provision of future sites or</p>		

	the future of existing sites once the review is completed. However, in Mole Valley it is unlikely that this will result in any changes.
The extent to which needs can be met	Surrey Fire & Rescue Service has responsibility for providing fire and rescue services in the County and should be able to achieve the aims and objectives they have set.

Ambulance Service			
Lead Organisation	South East Coast Ambulance Service		
Main Strategy Documents / Source of Information			
Existing and Planned Provision	<table border="1"> <tr> <td>Existing: Ambulance Stations are located in Dorking and Leatherhead.</td> <td>Planned: The Council is not aware of any plans or proposals for new or expanded Ambulance Stations within the District.</td> </tr> </table>	Existing: Ambulance Stations are located in Dorking and Leatherhead.	Planned: The Council is not aware of any plans or proposals for new or expanded Ambulance Stations within the District.
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Key Issues	Taking Healthcare to the Patient (the Bradley Report, 2005) seeks to transform the service from focusing primarily on resuscitation, trauma and acute care towards becoming the mobile health resource for the whole NHS – taking healthcare to the patient in the community. This includes providing an increasing range of other services e.g. in primary care, diagnostics and health promotion alongside improving the speed and quality of service provided to patients in emergencies.		
Implications for Mole Valley	The future direction of the South East Coast Ambulance Service and the implications for Mole Valley are unknown until the outcome of the wider NHS Fit for the Future Programme has established strategic plans, but they are likely to be limited.		
Issues and Implications for East Surrey	Unknown. See above.		
Impact of Development Proposals / Infrastructure Needs Identified	There have been increasing demands on the Ambulance Service and it is predicted that this will continue to rise.		
Role of the LDF	This is currently unknown, but likely to be limited.		
The extent to which needs can be met	At presents no additional needs that can be met through the LDF have been identified.		

Police	
Lead Organisation	Surrey Policy Authority
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Surrey Police Authority 3 Year Strategy 2005-08 • Policing Plans 2007/08 • Mole Valley Community Safety Partnership. • Response to Infrastructure Position Statement June 2008 by Crime Prevention Design Advisor.

<p>Existing and Planned Provision</p>	<p>Existing: Police Stations: Moores Road, Dorking and Kingston Road, Leatherhead.</p> <p>CCTV: There are a number of CCTV cameras monitored by Surrey Police covering Leatherhead, Dorking Town Centres and peripheral areas.</p> <p>There are no Community Wardens in Mole Valley.</p>	<p>Planned: Mole Valley Housing Association is intending to employ two Community Wardens to work in parts of the District.</p>
<p>Key Issues</p>	<p>Government priorities for the police service include reducing overall crime; providing a citizen focused police service which responds to the needs of communities, individuals and inspires public confidence in the police; and reducing people's concerns about crime and anti-social behaviour and disorder.</p> <p>The Surrey Police Authority Strategy includes an aim to provide a high quality service by developing contact with communities, but there are no site-specific recommendations. They will continue to deliver Targeted Neighbourhood Policing services, not only to control crime but also to reduce public concern, by visibly controlling crime and disorder and delivering visible neighbourhood policing in the community. They will target persistent and priority offenders together with locations that cause particular concern to local communities, such as anti-social behaviour in neighbourhoods and town centres as well as more serious criminals. They will also target anti-social behaviour on the roads as part of taking action to reduce casualties. Working with the County Council, they also seek to reduce those risk factors that lead people into criminality and to protect the most vulnerable people in our communities.</p> <p>The Surrey Police have a number of Crime Prevention Design Advisors who implement a scheme called, 'Secure by Design' the purpose of which is to enhance security, give greater reassurance and a reductions in crime, creating a safe and sustainable community and reduce demands on police resources. Design and assessment statements required for many planning applications should demonstrate how crime prevention measures have been considered in the design of the proposal.</p>	
<p>Implications for Mole Valley</p>	<p>As above. In addition the Mole Valley Community Safety Partnership works in partnership with other organisations to reduce crime and anti-social behaviour locally helping to keep the District one of the safest places to live in the County. The priority areas are:</p> <ul style="list-style-type: none"> • Tackling crime, • Reassuring communities, • Making roads safer. <p>There are currently no identified spatial implications.</p>	
<p>Implications for East Surrey</p>	<p>As above.</p>	
<p>Impact of Development Proposals /</p>	<p>An increase in population may increase needs for the service. However given the potential for a long-term reduction in crime combined with the approach to funding which is already linked to population, it is considered</p>	

Infrastructure Needs Identified	that the housing requirements can be accommodated within service provision.
Role of the LDF	<p>The role of the LDF is limited and there are currently no known plans for development of existing or new Police Stations within the District.</p> <p>In the design of new development, the LDF will need to ensure that opportunities to design out crime are considered. Redevelopment proposals may in some areas offer opportunities to ensure anti-social behaviour is minimised. There may also be opportunities to co-locate services in multi-purpose community hubs or halls offering but this has only limited if any implications for the LDF.</p>
The extent to which needs can be met	It is considered that need can be met within current service provisions.

Flooding and Flood Defences

Flooding and flood defences have been examined in detail through the Mole Valley Strategic Flood Risk Assessment 2008 (draft) available separately; it is therefore not discussed in detail here.

Existing and Planned Provision	<p>Existing: There are no flood defences in the District. Parts of the District are within the Environment Agency's Flood Zones 2 and 3 and some areas are at risk of surface water and groundwater flooding (See SFRA for further detail).</p>	<p>Planned: No formal flood defences are currently proposed. The River Mole Flood Risk Management Strategy proposes a number of schemes, but these require feasibility studies and the Environment Agency has no current plans to implement any of them.</p>
Role of the LDF	Please see Mole Valley Strategic Flood Risk Assessment 2008.	
Extent to which needs can be met	<p>Public expenditure on flood risk management is prioritised nationally and does not guarantee funding will be available for individual strategic flood alleviation or flood defence schemes. Therefore it is important that flood risk is fully considered and development proposals reduce flood risk and reliance on public funding. An increased rate of climate change may put a strain on requirements in the longer-term.</p> <p>The draft Flooding and Water Bill will be published in spring 2009 for consultation, this may well result in changes to the way in which flooding issues are managed.</p>	

Utilities

- Water – supply, foul, surface, sewerage
- Energy (Gas / Electricity / Renewable Sources)
- Telecommunications

Water – supply, foul, surface, sewerage	
Lead Organisation	Sutton and East Surrey Water Plc, Thames Water, Southern Water.
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Core Strategy Issues and Options Consultation responses (February 2008) • Core Strategy Preferred Options Consultation responses (2006) • Environment Agency ‘Hidden Infrastructure – the pressures on environmental infrastructure’ 2007 • Response to Infrastructure Position Statement June 2008 by Thames Water Utilities Ltd • Sutton & East Surrey Water Resources Management Plan (Consultation 2008) • Thames Water: Water Resources Management Plan (Consultation 2008)
Existing and Planned Provision	<p>Existing: 85% of water in the Sutton and East Surrey Water supply area is supplied by boreholes of which there are a number in Dorking and Leatherhead. The remainder is drawn from a reservoir at Bough Beech (Kent) which is fed by pumping water from the River Eden. There are water treatment works in Leatherhead.</p> <p>Thames Water is the statutory sewerage undertaker for most of Mole Valley and the water supplier for a small section of the South East of the District. Supply in this area comes from a mixture of surface water sources, groundwater, and rivers.</p> <p>A very limited part of the District is served by Southern Water (who deals with both water supply and sewage / treatment).</p> <p>There are a number sewage treatment works throughout the District.</p> <p>Planned: The Council is not aware of any major planned works.</p>
Key Issues	<p>Thames Water’s investment programme is based on development plan allocations, which they consider form the clearest picture of the shape of the community. Once specific areas for development are identified, they can then consider any of the issues associated with infrastructure.</p> <p>Thames Water would prefer to plan for a small number of large sites than a large number of small sites. Thames Water will need to investigate the impact of the new development sites within the LDF on the existing water and wastewater network. They consider that developers must be required to demonstrate that there is adequate infrastructure capacity on and off the site</p>

and that proposed developments will not have an adverse impact on existing customers.

Even small infill development and brownfield redevelopment can have a significant impact on the infrastructure and, if necessary, developers would be required to fund impact studies and upgrading of the network. On brownfield sites there may be Thames Water Utilities assets crossing the site. In such cases the developer would be required to pay for any mains diversions and new off-site infrastructure.

Thames Water requires a three to five year lead in time for provision of the extra capacity. Where a complete new water or sewage treatment works is required the lead in time can be between five to ten years. New development may therefore need to be phased to allow the prior completion of the necessary infrastructure.

There is no 'national grid' in the water industry. The responsibility for collecting, storing and distributing water rests with a variety of companies. Sutton & East Surrey Water supplies Surrey and parts of West Sussex and Kent, and takes an unusually high proportion of its water from boreholes. The Environment Agency is identifying across the County areas of water stress, when the combination of dry areas with higher population densities put stress on water resources. Although under consultation, the area covered by Sutton & East Surrey Water has been identified as a serious level of water stress.

Changing weather patterns and drought are impacting on supply infrastructure and underground water supplies. Sutton & East Surrey's approach to improving water efficiency is through leakage, pressure management, mains replacement, metering and promoting customer awareness on using water wisely. Water conservation measures, water efficient sanitary and other equipment fitted as standard in homes and individual metering in new developments will become increasingly important as low rainfall levels and droughts such as that experienced in 2003 and 2006 are expected to become more frequent.

No new reservoirs are planned. Sutton & East Surrey Water already have permission at Bough Beech to take more water from the reservoir at peak times to allow greater flexibility to meet peaks. The size of the treatment works will need to be increased to enable this (this is not within Mole Valley).

Thames Water's approach to provide a secure supply is "twin track" combining measures to reduce demand, by reducing leakage, enhanced metering and promoting water efficiency, and increase supply, by making full potential of existing resources, upgrading the water distribution network, increasing artificial recharge schemes, investigating opportunities for desalination plants and a new reservoir. During drought conditions short-term measures can be taken to ensure a continued supply of water. Thames Water has not identified any specific areas of concern in the District with regard to water provision.

Sewerage: The Horley STW serves parts of Reigate & Banstead, Crawley and Mole Valley, and while coping with incoming flows, currently suffers from problematic biological operation. Opportunities to relocate this works are being explored. Major growth will require a considerable extension to Horley STW, if it proves unviable to relocate the works.

	<p>Public sewers are the statutory responsibility of sewerage companies. In some areas rainwater drains have been connected into foul sewers. Heavy rainfall can cause them to overflow and cause flooding. <i>See also section on Flood Defences.</i></p> <p>Both Thames Water and Sutton & East Surrey Water are consulting on their Water Resource Management Plans. They both are promoting a twin track approach to balancing supply with demand. This is proposed through demand management programmes of leakage reduction, metering and water efficiency alongside alongside water resource schemes such as extra capacity in reservoirs and new bore holes. Thames Water consider that if their management plan should result in no deficit in water provision for the part of Mole Valley that they cover.</p>
Implications for Mole Valley	<p>The small and continuous infill within built-up areas is anticipated to form the majority of housing supply in Mole Valley over the next 20 years. This is contrary to the preferences of the Water companies. However, the level of development in the District is not sufficient to justify a large-scale urban expansions. The key issue is therefore to ensure that the companies are aware of where gradual growth in population is most likely to occur in the District and to ensure that adequate infrastructure is available. The Council has not been made aware of any difficulties with supply or sewage capacity that may effect development proposals set out in the LDF.</p>
Implications for East Surrey	<p>Water companies are experiencing increasing uncertainty and risk to licensed abstractions as a result of new environmental obligations (e.g. Habitats Directive), the requirements of the Water Framework Directive and Environment Agency's CAMs process are likely to place increasing pressure on an already fragile supply-demand balance in the south-east. In addition as discussed previously the area is under 'water stress'.</p>
Impact of Development Proposals / Infrastructure Needs Identified	<p>The relevant water authorities have not raised any significant concerns over the level of development proposed for the District providing that action is taken to lower consumption and introduce water efficient appliances in homes as standard. However, a combination of additional demand from new housing and the effects of expected climate change may impact on the supply of water. Additional investment will be required over time in new resources, demand management measures (metering) and there will need to be a rapid increase in the rate at which mains are renewed.</p> <p>Thames Water and Sutton & East Surrey Water's demand forecasts take account of population forecasts and new developments amongst other factors. Their representations to the South East Plan Examination suggest it should be expected that the proposed levels of housing growth will increase water use and wastewater volumes in a region where available water supply and river quality standards are at a critical level. They believe that for waste water demand management measures are less effective in reducing the consumption of resources than for water, and that it will not be known exactly what upgrades and new infrastructure is needed until more precise locations for development become apparent. However they do not identify Sewage Treatment Works in the District as those where the numbers of new houses connected to them should be limited to a certain level given the sensitivity of their current receiving waters, or where further work is needed to investigate how much growth they can accommodate.</p>
Role of the LDF	<p>The Core Strategy contains a policy on sustainable construction renewable energy and energy conservation. This will help to reduce water consumption</p>

	<p>alongside the Code for Sustainable Homes and the BREAM standards.</p> <p><i>Water and Sewerage:</i> The Core Strategy can make reference to the provision of adequate water and sewerage infrastructure to service development and avoid impact on the environment, residential and commercial property, pollution of land and watercourses and water shortages associated with low water pressure supply problems. Thames Water recommends the inclusion of a standard policy and sub-text within the Core Strategy regarding water and sewerage infrastructure.</p> <p>Sustainable Drainage Systems are required as part of any new development, to ensure features are incorporated such as permeable surfaces, artificial wetlands or ponds, which reduce flooding and slow down runoff whilst also improving water quality. This can also reduce the level and rate of flow into the drains. <i>See Core Strategy Policy CS/20.</i></p>
The extent to which needs can be met	<p>Water companies provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.</p> <p>The Council has not been made aware of any constraints in water supply and sewage management that may prevent development taking place.</p>

Energy (Gas / Electricity / Renewable Sources)			
Lead Organisation	Various private sector energy suppliers		
Main Strategy Documents / Source of Information	Various information regarding Gas / Electricity / Combined Heat & Power Plants / District Heating Schemes including from the Department of Trade & Industry and EDF Energy.		
Existing and Planned Provision	<table border="1"> <tr> <td>Existing: There is a range of related energy infrastructure across the District.</td> <td>Planned: The Council is not aware of any current plans.</td> </tr> </table>	Existing: There is a range of related energy infrastructure across the District.	Planned: The Council is not aware of any current plans.
Existing: There is a range of related energy infrastructure across the District.	Planned: The Council is not aware of any current plans.		
Key Issues	<p>The two major long-term challenges in UK energy policy are tackling climate change by reducing carbon dioxide emissions and delivering secure, clean energy at affordable prices, as there is a move to increasing dependency on imported energy. Concerns over climate change and rising fuel costs may well affect demand for, and supply of energy. Demand may be reduced by price increases, improved insulation standards and other efficiency measures. Supply may change to more sustainable sources, including renewable fuels, exploitation of wind and wave power, and combined heat and power linked to District heating. There is also an expectation that micro-generation may play a more significant role.</p> <p>The Government's energy policy, including its policy on renewable energy, is set out in the 2007 Energy White Paper, which sets out the goals:</p> <ul style="list-style-type: none"> ▪ to put ourselves on a path to cutting CO₂ emissions by some 60% by about 2050, with real progress by 2020; ▪ to maintain the reliability of energy supplies; ▪ to promote competitive markets in the UK and beyond; ▪ to ensure that every home is adequately and affordably heated. <p>The development of renewable energy, alongside improvements in energy efficiency will make a vital contribution to these aims.</p>		

	<p>No constraints in terms of electricity or gas infrastructure have been identified at the regional level through the evidence presented on the South East Plan but there might be some individual site specific issues, yet to be identified.</p> <p>The companies responsible for energy supplies are normally able to provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties. The major electricity distributor (operating and maintaining the electricity supply) in the South East is EDF. EDF's Long Term Development Statement states their forecasts take account of anticipated new-build, combined heat and power schemes, and the impact of distributed generation. However, they also note a number of trends that will have an influence on requirements, including: the growth in air conditioning/cooling and load shifts associated with lifestyle changes e.g. flexible working; and the need to carefully accommodate the growth in distributed generation and combined heat and power.</p>
Implications for Mole Valley	As above. No specific issues have been identified for Mole Valley.
Implications for East Surrey	As above.
Impact of Development Proposals / Infrastructure Needs Identified	To accommodate the growth in development, including housing, there is a need to ensure that the infrastructure is provided at the appropriate time to facilitate growth. No specific issues or constraints of delivery have been identified in Mole Valley.
Role of the LDF	The Core Strategy Policy CS17 ensures that new development is not permitted unless the required infrastructure is planned for. In addition the Core Strategy contains proposals to increase in renewable energy sources and energy efficiency measures.
The extent to which needs can be met	These services are provided by the utilities companies as required although some additional infrastructure is paid for by developers, there is no evidence that needs can't be met.

Telecommunications			
Lead Organisations	Mobile Operators Association.		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Various information on telecommunications including from the Mobile Operators Association. • Response to Infrastructure Position Statement June 2008 by Mobile Operators Association. 		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Existing: The Mobile Operators Association (representing 3, O₂, Orange, T-Mobile and Vodafone) Annual Rollout Plans for 2006/07 indicated:</p> <ul style="list-style-type: none"> • Sites Built = 124 </td> <td style="vertical-align: top;"> <p>Planned: The Mobile Operators Association (representing 3, O₂, Orange, T-Mobile and Vodafone) Annual Rollout Plans for 2006/07 indicated:</p> <ul style="list-style-type: none"> • Planning Granted = 18 </td> </tr> </table>	<p>Existing: The Mobile Operators Association (representing 3, O₂, Orange, T-Mobile and Vodafone) Annual Rollout Plans for 2006/07 indicated:</p> <ul style="list-style-type: none"> • Sites Built = 124 	<p>Planned: The Mobile Operators Association (representing 3, O₂, Orange, T-Mobile and Vodafone) Annual Rollout Plans for 2006/07 indicated:</p> <ul style="list-style-type: none"> • Planning Granted = 18
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Key Issues	The mobile network is under expansion with more base stations required as part of the programme to enhance the infrastructure for the existing mobile generation (2G) and create a new network for 3G. New base stations are required as each cell can only support a finite number of mobile phone calls at any one time. Mobile phone operators publish rollout plans every year		

	<p>identifying existing and proposed base stations in the area, however these do not give a clear indication of long-term spatial requirements. The companies responsible for telecommunications services will normally be able to provide the requisite infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.</p> <p>The broadband network now covers most households although at varying speeds and the Government is committed to ensuring that everyone can benefit from the new services that technology such as this can provide.</p>
Implications for Mole Valley	As above.
Implications for East Surrey	As above.
Impact of Development Proposals / Infrastructure Needs Identified	None identified.
Role of the LDF	<p>Core Strategy Policy CS17 seek to ensure that new development will not be permitted unless the required infrastructure can be provided at the appropriate time. However some elements of telecommunications services are seen as a benefit rather than a necessary statutory service like other utilities. SEEDA considers that the Core Strategy should emphasise the importance of next generation broadband to the Districts future competitiveness in support of the Regional Economic Strategy.</p> <p>The LDF will need to address the citing and design considerations for telecommunications development with the Development Control Policies DPD.</p>
The extent to which needs can be met	As with other utilities, these services are provided by the companies as required at their own cost.

Waste

- Waste Disposal, Collection & Recycling

Waste Disposal, Collection & Recycling			
Lead Organisation	Mole Valley District Council.		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • SLGA Joint Municipal Waste Management Strategy, August 2006 • Surrey Waste Development Plan. • District Council information on recycling provision. 		
Existing and Planned Provision	<table border="1"> <tr> <td> <p>Existing: Materials Recovery Facility (MRF) – Developed in partnership between Mole Valley District Council and Grundon's, behind the civic amenity sites at Randalls Road, Leatherhead, capable of processing 40,000 tonnes of recycled waste a year.</p> <p>Civic Amenity Sites - Randalls Road, Leatherhead and Ranmore Road, Dorking.</p> <p>Recycling Sites: 19 across the District.</p> <p>The waste collection scheme uses two wheeled bins and is an alternate weekly collection scheme, collecting rubbish and recycling on alternate weeks.</p> <p>Mole Valley runs a fortnightly collection service of garden waste for £26 per year.</p> </td> <td> <p>Planned: A new waste handling facility is planned at Capel in the South of the District. The land has been allocated through the adopted Surrey Waste Plan.</p> </td> </tr> </table>	<p>Existing: Materials Recovery Facility (MRF) – Developed in partnership between Mole Valley District Council and Grundon's, behind the civic amenity sites at Randalls Road, Leatherhead, capable of processing 40,000 tonnes of recycled waste a year.</p> <p>Civic Amenity Sites - Randalls Road, Leatherhead and Ranmore Road, Dorking.</p> <p>Recycling Sites: 19 across the District.</p> <p>The waste collection scheme uses two wheeled bins and is an alternate weekly collection scheme, collecting rubbish and recycling on alternate weeks.</p> <p>Mole Valley runs a fortnightly collection service of garden waste for £26 per year.</p>	<p>Planned: A new waste handling facility is planned at Capel in the South of the District. The land has been allocated through the adopted Surrey Waste Plan.</p>
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Key Issues	<p>The pattern of waste management is changing as new recycling and disposal technology emerge. New developments likely to attract a significant number of people may give rise to the need for further waste facilities, particularly for the source separation and storage of different types of waste for collection, and facilities for the public to recover or recycle waste.</p> <p>Surrey County Council as the waste planning authority is responsible for preparing the plan to identify and allocate sufficient suitable sites for the county's waste needs. The plan aims for net self sufficiency in dealing with waste in Surrey, through the provision of waste management capacity equivalent to the amount of municipal waste arising. The County Council has been making improvements at community recycling centres, including more on-site staff, a wider range of materials bins, and better security through CCTV.</p> <p>The District Council manages the waste collection service.</p>		
Implications for Mole Valley	<p>The Council's Corporate Strategy (2007/2011) has set waste management as one of the current priorities. The objectives for the period 2006-2009 are:</p> <ul style="list-style-type: none"> • To reduce at source the amount of waste that is generated in Mole Valley. • To increase the proportion of waste that is reused and recycled and limit the amount of waste for final disposal. 		

	<ul style="list-style-type: none"> • To work with Surrey County Council to ensure that residual waste that cannot be reused or recycled is disposed of in a sustainable manner. • Where appropriate, to work with partners to achieve economies of scale. <p>The Mole Valley Local Waste Management Strategy (2002-2009) target is for 42% of household waste to be recycled / composted by the end of the financial year 2008/2009.</p> <p>Waste and Recycling has also been identified as a priority area in the Mole Valley Community Plan with the aim to improve waste management (including the minimisation of household waste) and increase recycling.</p> <p>A site for an incinerator has been identified by SCC in Capel.</p>
Implications for East Surrey	Unknown.
Impact of Development Proposals / Infrastructure Needs Identified	An increase in population and businesses will increase the amount of waste/recycling produced and finding convenient and appropriate sites is likely to become even more difficult. Recycling rates will have to continue to increase to ensure that further landfill is not required. However it is likely that changing operational requirements rather than housing growth is the major challenge in terms of capital budgets.
Role of the LDF	<p>Waste collection/disposal facilities and infrastructure are provided by local authorities and the waste management industry. New housing, industrial and commercial development can be designed to increase the potential for recycling waste materials. For example, all new residential development should provide space for facilities for segregating and recycling waste, and may contribute (financially, or through the provision of land) toward the local civic amenity sites. Industrial, commercial and retail development could be required to provide more substantial waste segregation and collection facilities as part of the built development, or could be required to provide a waste management plan for the development which seeks to minimise waste generation and disposal, whilst maximising reuse and recycling rates.</p> <p>The Mole Valley Planning Obligations and Infrastructure Provision Code of Practice (2006) contains a requirement for contributions towards funding recycling.</p> <p>Sites adopted through the Surrey Waste Plan will be shown on the Proposals Map.</p>
The extent to which needs can be met	It is for the Surrey Waste Plan to bring forward individual waste facilities in a timely way to meet the known or predicted pattern of need. To help ensure effective collection mechanisms developer contributions should be sought through s106 agreements. It is anticipated that with increasing recycling rates, waste related needs can be met.

Green Infrastructure - Open Space, Sports and Recreation Facilities

- Green Infrastructure
- Open Space, Sports and Recreation Facilities
- Nature Conservation and Biodiversity

Green Infrastructure	
Lead Organisation	Various.
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Various information sources including advice from Natural England. • South East Plan Policies
Existing and Planned Provision	The specific networks of green infrastructure across the District are set out in more detail in the sections below.
Key Issues	<p>Green infrastructure is a concept that embraces a network of multi-functional green spaces in urban areas, the countryside in and around towns and the wider countryside. It encompasses the full range of natural and historic landscape, including waterways, woodlands, and green corridors. It brings many social, economic and environmental benefits, attracting investment, jobs and people. For example, well-designed and integrated green infrastructure can assist with promoting a sense of community and providing opportunities for recreation. CABE Space has defined the qualities which green infrastructure should have as: clean; accessible; attractive; comfortable; inclusive; vital and viable; distinctive; safe and secure; robust; and functional.</p> <p>Natural England promotes green infrastructure as an important component of the infrastructure required to support sustainable growth. It also has an important role in enabling landscapes to become more responsive to climate change, such as absorbing CO₂, heat and flood control, and enabling local food production. It can include green and brown roofs, natural wetland, SUDs, or green walls, which can significantly reduce the urban heat island effect and subsequently reduce the energy required for cooling.</p> <p>The importance of green infrastructure has been recognised by the Panel Report following the South East Plan Examination, which has recommended the inclusion of a cross-cutting green infrastructure policy. Green infrastructure is of particular importance in the District given the pressure on the urban fringe areas and continuing infilling in the District.</p>
Implications for Mole Valley	As above. Green Infrastructure policies are incorporated into the LDF.
Implications for East Surrey	It is important to consider the concept of a green infrastructure beyond District boundaries, looking for networks and connections at all levels. Ideally there should be a co-ordinated approach between Districts and sub-regions to ensure assets are viewed not just as isolated pockets.
Impact of Development Proposals / Infrastructure Needs Identified	Natural England's representations to the South East Plan Examination stated how they consider green infrastructure an important component of the infrastructure required for the scale of development set out in the Plan. This consequently applies at the local level. Policies should require greenspace provision and management that is at least in line with the increase in development, in order to guarantee an overall "net gain" in environmental assets.
Role of the LDF	<p>The evidence base for the LDF includes a PPG 17 Assessment and the Mole Valley Landscape Character Assessment which can be used to assess existing green infrastructure assets.</p> <p>The Core Strategy recognises the importance of a green infrastructure</p>

	<p>network reflecting the South East Plan. The principles of green infrastructure should be integrated elsewhere into the LDF to help achieve sustainable communities. Strategically significant potential routes and sites for green infrastructure should be safeguarded, where appropriate, within the LDF and development should make a significant contribution to the continuation and establishment of new green infrastructure.</p> <p>This is supported by the promotion of sustainable and resource efficient construction and development. This includes planning for Sustainable Drainage Systems (SUDs) which can be combined with planning green infrastructure in order to help minimise direct surface water run-off and aid water retention and flood storage (<i>see also section on Flooding and Flood Defences</i>). The design of green infrastructure should also help create a distinctive sense of place.</p>
The extent to which needs can be met	<p>Green infrastructure consists of public and private land, with and without public access. It needs to be proactively planned and managed. Ideally green infrastructure needs to be planned strategically and delivered in an integrated way, across all levels of spatial planning. It should be put in place ahead of planning development.</p> <p>Green infrastructure must be adequately resourced up front to meet capital and ongoing revenue needs. Funding will be an issue. Multifunctional land use is key to achieving value for money by planning, creating and managing areas to produce multiple public and environmental benefits, sharing resources between sites and combining investment from different sectors.</p>

Open Space, Sport and Recreation Facilities

Open space, sports and recreation facilities have been examined in detail through the Mole Valley PPG17 Assessment of Open Space, Sports and Recreation (2007) available separately. Therefore, it is not discussed in detail here.

In addition the Council has prepared a Play Strategy (2007) and action plan, available separately from Mole Valley Leisure Services, it is therefore again not discussed in detail here.

Lead Organisation	Mole Valley District Council in partnership with Parish Councils and local sports clubs and organisations.	
Existing and Planned Provision	<p>Existing:</p> <p>Natural & Semi-Natural Greenspace – Audit identified at least 2,718 ha. The majority of land is owned and managed by organisations such as The National Trust, Woodlands Trust and Surrey Wildlife Trust.</p> <p>Green Corridors – Extensive Public Rights of Way across the District. More significant routes include: Coach Road – Brockham, River Lane – Fetcham, New Road – Holmwood. There are also two long-distance footpaths Greensand Way and the North Downs Way.</p>	<p>Planned:</p> <p>The Mole Valley Play Strategy identified a range of play priorities and projects for the next five. As a result of this work, the Council has obtained £200K of lottery funding from the Big Lottery Funds “Children’s Play Programme” for the following projects:</p> <ul style="list-style-type: none"> • The installation of a hard court area, skate park and youth shelter at Meadowbank, Dorking. • The installation of new play equipment, a hard court area and youth shelter in Brockham.

	<p>Amenity Greenspace – 58.5ha. Provision for Children and Young People – 48 sites, a total of 3.02ha. Public Parks and Gardens – 12 sites, a total of 48ha. Outdoor Sports Facilities – 325 sports pitches, plus 3 hard court areas, 9 outdoor swimming pools and 11 golf courses. Allotments – 17 sites, a total of 21ha. Cemeteries & Churchyards – 30 sites. Civic Spaces – 5 sites. Indoor Sports Facilities – There is a wide range of sport and recreation facilities across the District, including health & fitness suites, sports halls, swimming pools, golf courses, synthetic turf and grass pitches and indoor bowls. There are leisure centres in Dorking and Leatherhead offering a range of sporting activities.</p> <p>There is now a mobile play ranger service for the District.</p>	<p>The Leatherhead Leisure Centre is to undergo a major refurbishment expected to begin late 2008 and take just over a year. The refurbishment plan includes:</p> <ul style="list-style-type: none"> • improvements to the gym and fitness suites; • a climbing wall; • a new external Multi Use Games Area (MUGA); • enhanced crèche and soft play areas; • revamping of the conference and dining facilities; • inclusion of squash courts; • upgrading and modernising both wet and dry changing areas including a new mixed changing village; • better public viewing areas for the swimming pool; • landscaping and other improvements to the outside of the rear of the centre to enable easy access, including to the new MUGA.
<p>Impact of Development Proposals / Infrastructure Needs Identified</p>	<p>The requirement for open space, sport and recreation facilities is likely to be maintained, not least because the need to build at higher densities will require the continued provision of high quality open space. Although the population is ageing, people are remaining physically active for longer. The importance of exercise for maintaining health and reducing demands on the NHS will also lead to pressure for maintaining current levels of provision of sports facilities.</p>	
<p>Role of the LDF</p>	<p>The recommendations of the PPG17 Assessment have been taken account of in the preparation of the Core Strategy and will be used throughout the preparation of the LDF.</p> <p>It is proposed through the Core Strategy that developers will be required to contribute towards the provision of open space, sport and recreation facilities and provide facilities on larger development sites. Through the Land Allocations DPD it is proposed to try to allocate sites for provision where particular deficiencies have been identified.</p> <p>The Mole Valley Planning Obligations Code of Practice (2006) contains a standard tariff for equipped playspace (using standard occupancy rates). See document for the latest tariff.</p>	
<p>Extent to which needs can be met</p>	<p>The District is felt to have reasonable or good provision of most types of open space, sport and recreation facilities. There does however appear to be a significant shortage in the provision of facilities for children and young people and shortages in the provision of amenity greenspace have been identified in some urban areas and there are limited vacancies at some allotment sites in Ashted and Dorking.</p> <p>A number of different funding streams exist. Nationally Natural England, the Environment Agency and Sports England all have a remit to invest in certain</p>	

	<p>facilities or open spaces, funding is also provided by developers and from the public purse.</p> <p>Deficiencies in the Provision for Children and Young People can be partially addressed through the Children and Young People's Play and Activities Strategy 2007 -2012 (MVDC) and through on-site provision for larger residential schemes. It is also proposed that the LDF Land Allocations DPD seek to allocate sites for facilities.</p> <p>There are opportunities through planning with partners for the multi-use of space, ranging from dual-use with educational establishments to using flood defence and land drainage areas as a form of open space.</p>
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Nature Conservation and Biodiversity			
Lead Organisation	Various.		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Surrey Biodiversity Action Plans • Various information sources on Sites of Nature Conservation value. 		
Existing and Planned Provision	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Existing:</p> <ul style="list-style-type: none"> • Mole Gap to Reigate Escarpment Special Area of Conservation (SAC); • Sites of Special Scientific Interest (SSSIs) – nationally important sites, designated for being areas of outstanding value for their plants, animals, geological or physiological features; • Sites of Nature Conservation Importance (SNCl)s – sites of county significance, satisfying criteria to assess their flora and fauna; • National Nature Reserve (NNR), Ashted Common; • Local Nature Reserves (LNRs) – serve a more local function; • Regionally Important Geological Sites (RIGs) – sites identified as having geological importance. </td> <td style="width: 50%; vertical-align: top;"> <p>Proposed:</p> <p>No new sites are currently identified.</p> </td> </tr> </table>	<p>Existing:</p> <ul style="list-style-type: none"> • Mole Gap to Reigate Escarpment Special Area of Conservation (SAC); • Sites of Special Scientific Interest (SSSIs) – nationally important sites, designated for being areas of outstanding value for their plants, animals, geological or physiological features; • Sites of Nature Conservation Importance (SNCl)s – sites of county significance, satisfying criteria to assess their flora and fauna; • National Nature Reserve (NNR), Ashted Common; • Local Nature Reserves (LNRs) – serve a more local function; • Regionally Important Geological Sites (RIGs) – sites identified as having geological importance. 	<p>Proposed:</p> <p>No new sites are currently identified.</p>
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Key Issues	<p>Biodiversity describes diversity of life, including all species of plants and animals, their genetic variation, and the complex ecosystems which they are part of. The world is losing biodiversity at an ever-increasing rate as a result of human activity. There is a global target to halt the loss of biodiversity by 2010. Biodiversity is recognised as a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. Conservation of biodiversity is vital in our response to climate change and provision of clean air and water. Conserving biodiversity includes restoring and enhancing species populations and habitats, as well as protecting them. Public authorities have a key role to play in conserving biodiversity, and in 2006 a duty to have regard to the conservation of</p>		

biodiversity in exercising their functions was introduced in the Natural Environment and Rural Communities (NERC) Act 2006. This includes raising the profile and visibility of biodiversity and making it an integral part of policy and decision-making.

Natural England is responsible for ensuring that the country's unique natural environments are protected and improved. They promote green infrastructure as an important component of the infrastructure required to support sustainable growth. Natural England plays a key role in encouraging farming to have a positive effect on wildlife. Environmental Stewardship schemes provide funding to farmers and other land managers who deliver effective environmental management on their land.

Natural England devised Accessible Natural Greenspace Standards (ANGSt) to ensure that everyone can enjoy everyday contact with nature in safety, without having to make any special effort or journey to do so. The standards are discussed further in the Mole Valley PPG17 Assessment, they are designed primarily for more urban areas, but can be a useful indicator.

The Surrey Biodiversity Action Plan (BAP) identifies targets and actions for priority habitats and species in Surrey and delivers actions through partnership working. The aims of the Surrey BAP are to conserve and enhance the biological diversity of Surrey and contribute to conserving and enhancing both national and international biodiversity.

The Urban Biodiversity Action Plan (UBAP) for Surrey aims to safeguard and enhance the biodiversity found where people live and in doing so improve the quality of peoples' lives through contact with, appreciation of, and involvement in nature conservation. It aims to contribute towards making development more sustainable by reducing the imprint that urban areas make on the rest of the county.

The District has a rich and varied countryside, reflected in the number of designations described above. There are large areas of open commons and woodlands to which the public have access. Wildlife is not confined solely to designated sites but is found throughout the District. A notable feature of Surrey is the extent and variety of woodland, including copses, downland, wooded heath, hedgerows and Ancient Woodland. Not only are these visually pleasing, but they can also be valuable for recreation and their ecological variety. Management of the extensive woodland is an important issue to maintain biodiversity. The Government's Forestry Strategy also sets out the priority to make sure that trees and woodlands play their part in meeting goals for natural resources, climate change, improved urban environments and a better quality of life for all.

Recreational demands arising from residents and the proximity to London brings pressure to the urban fringe areas in the District and the key 'honeypots', and they are vulnerable to the changing economic situation in agriculture. The Surrey Farm Study published in 2003 recognised that Surrey has a significantly higher percentage of smaller holdings than both the South East and the country as a whole. This implies that the scope for reductions in costs through economies of scale does not exist and so new approaches to long-term viability are required by farmers. There needs to be careful consideration to nature conservation and biodiversity with such changes. The Environmental Stewardship scheme provides opportunities to support farmers delivering effective environmental management.

Implications for Mole Valley	As above.
Implications for East Surrey	As above. There are a number of partnerships involved in conserving and managing different parts of the District, many of which work across the East Surrey Area.
Impact of Development Proposals / Infrastructure Needs Identified	The impact of additional housing could be both direct through the impact from recreation and land-take and in-direct impacts from increased traffic and air pollution.
Role of the LDF	<p>The Mole Gap to Reigate Escarpment Special Area of Conservation, as a Natura 2000 site, is subject to an Appropriate Assessment which assesses whether the impacts of the LDF in combination with other plans would adversely affect the integrity of the site in terms of its nature conservation objectives. If negative effects are identified other options should be examined to avoid any potential damaging effects. The Appropriate Assessment has been prepared in partnership with Reigate and Banstead Borough Council and submitted to Natural England for comment.</p> <p>The Core Strategy contains a policy seeking the retention and enhancement of biodiversity throughout the District and the development of green infrastructure.</p> <p>In line with national legislation any significant development proposals will be subject to an Environmental Impact Assessment.</p> <p>Contributions may be required to alleviate any adverse aspects, secure long term management and for environmental improvements. The Surrey s106 Collaboration project suggests a standard tariff for environmental improvements (using standard occupancy rates) of £250 per occupant/worker.</p>
The extent to which needs can be met	<p>Natural England and Defra deliver the Government's programme of financial incentives to farmers and land managers for the protection and enhancement of the natural environment, including the Environmental Stewardship Fund, the Aggregates Levy Sustainability Fund and the Countdown 2010 Biodiversity Action Fund. Roger Tym & Partners identified that nationally Natural England and the Environment Agency have a remit to invest in open spaces, alongside other smaller funding streams, but identified a funding gap for the South East.</p> <p>The Farming and Wildlife Advisory Group (FWAG) is an independent provider of environmental and conservation advice and consultancy to farmers, local FWAG advisers can support farmers to identify important species and habitats on their land and draw up action plans for the protection and enhancement, or to enter grant schemes.</p> <p>Existing designations seek to protect and conserve the natural environment, including major landscape features, habitats, commons, open spaces, ancient woodland and the Districts tree cover generally. This has retained open land which contributes to the quality of life and visual amenity in the District, particularly in urban areas. Much of this is managed by Surrey Wildlife trust and the National Trust.</p>

Cultural / Historical Assets

- Museums, Theatres, Cinema etc
- Historic & Archaeological Assets

Museums, Theatres, Cinema etc			
Lead Organisation	Various.		
Main Strategy Documents / Source of Information	<ul style="list-style-type: none"> • Surrey County Arts 'More to Life – a Cultural Strategy for Surrey 2002-2007'. • Various publications by the Museums, Libraries and Archives (MLA) South East. • Mole Valley Town, District, Local and Village Centres Study - Roger Tym (2007). • Representations on the Further Issues and Options (Feb 2008). 		
Existing and Planned Provision	<table border="1"> <tr> <td> <p>Existing: The theatres and cinemas in the District are:</p> <ul style="list-style-type: none"> • Dorking Halls, Dorking • Leatherhead Theatre and Cinema, Leatherhead <p>The museums in the District are:</p> <ul style="list-style-type: none"> • Dorking and District Museum • Leatherhead Museum <p>There are a wide variety of other clubs, societies and events that provide opportunities in the District and a range of local museums and historical societies.</p> </td> <td> <p>Planned: There is a planned expansion of the Dorking and District Museum.</p> </td> </tr> </table>	<p>Existing: The theatres and cinemas in the District are:</p> <ul style="list-style-type: none"> • Dorking Halls, Dorking • Leatherhead Theatre and Cinema, Leatherhead <p>The museums in the District are:</p> <ul style="list-style-type: none"> • Dorking and District Museum • Leatherhead Museum <p>There are a wide variety of other clubs, societies and events that provide opportunities in the District and a range of local museums and historical societies.</p>	<p>Planned: There is a planned expansion of the Dorking and District Museum.</p>
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Issues and Implications for Mole Valley	<p>Culture is a wide ranging term covering uses from the performing and visual arts to open spaces and other attractions. Culture is seen as important to achieving sustainable communities, meeting diverse needs and offering a high quality of life and good services for all. Good cultural provision can attract residents and businesses to an area bring together new and existing communities, and help deprived communities to raise their aspirations and reach their potential. The Government's priorities for culture are concerned with improving access to and take-up of cultural activities and opportunities.</p> <p>Surrey's Cultural Strategy recognises that culture in its widest sense has a major impact on the quality of life for everyone. Surrey County Council aims to give strategic leadership on addressing key cultural issues. The Strategy seeks to support and celebrate cultural diversity and ensure equal access, social inclusion and self-reliance. It recognises the importance of strengthening links between cultural providers e.g. sports clubs, arts centres, galleries and any schools, universities and colleges in the area, as well as developing the voluntary sector.</p> <p>The Theatres Trust is particularly concerned that current provision of cultural facilities is protected and enhanced to meet the needs of existing and future populations. Also to ensure that facilities for theatre presentation are of the highest quality to provide opportunities for the greatest operational sustainability.</p>		
Implications for Mole Valley	As above. In addition, The Mole Valley Roger Tym Study (2007) the Mole Valley cinemas (at Dorking Halls and Leatherhead Theatre) have a market share of only 15.7% of expenditure on 'cinemas, theatres and museums'.		

	Many District residents travel out to the multiplex in Epsom. If this pattern is maintained there will not be enough expenditure growth in this category available to support a new cinema. There will be some scope to increase the provision of other types of cultural services such as museums and theatres.
Implications for East Surrey	As above. To some extent the Arts also look to a much wider area, particularly to London which has a wide range of provision for museums, theatre, music and the visual arts. However proximity to London is often cited as a reason for the comparative under-development of arts facilities and activities on the outskirts, when in practice visiting London may be more for a special occasion or specific high profile event and accessibility may not be that affordable nor easy. It should therefore not hinder development of more local facilities and activities.
Impact of Development Proposals / Infrastructure Needs Identified	No specific issues identified, but if the Government drive to increase participation in culture is successful then demand will increase regardless of population growth. So with an increasing population demand for cultural opportunities is likely to increase further.
Role of the LDF	With no specific sites (except an extension to Dorking Museum) identified and a growing emphasis on co-locating facilities in multi-purpose community buildings including opportunities for cultural activities, it is difficult to specify requirements for the LDF. The use of s106 contributions could be helpful, but is currently difficult to cost at a local level given the diversity of provision. The MLA South East has developed a tariff for library (<i>see section - Libraries</i>) and archive provision (£18 per person in new housing development). The County Council's Infrastructure Guide states that a contribution towards public art will be expected in major developments, especially where it changes or creates new public spaces but The Mole Valley Planning Obligations and Infrastructure Provision Code of Practice (2006) does not currently contain any specific standard contributions for this area of provision although they may be sought on some larger sites and schemes.
The extent to which needs can be met	With the nature of cultural provision, there is a reliance on working with a wide range of bodies and the private sector to deliver a variety of facilities. There are currently no requirements identified that can be met through the LDF.

Historic and Archaeological Assets			
Lead Organisation	Surrey County Council.		
Main Strategy Documents / Source of Information	Surrey's Heritage Strategy 2001.		
Existing and Planned Provision	<table border="0"> <tr> <td style="vertical-align: top;">Existing: The built heritage in Mole Valley is very rich and varied. It includes 28 Conservation Areas; historic parks and gardens (including five on the English Heritage Register); archaeological remains, and just under 1,000 listed buildings. Together they give the District its distinctive character. A number of historic buildings and sites are owned by the National Trust and</td> <td style="vertical-align: top;">Planned: Restoration work takes place on an ongoing basis across the District.</td> </tr> </table>	Existing: The built heritage in Mole Valley is very rich and varied. It includes 28 Conservation Areas; historic parks and gardens (including five on the English Heritage Register); archaeological remains, and just under 1,000 listed buildings. Together they give the District its distinctive character. A number of historic buildings and sites are owned by the National Trust and	Planned: Restoration work takes place on an ongoing basis across the District.
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	others are made accessible through Heritage Open Days events.	
Key Issues	<p>The Government's 2007 White Paper Heritage Protection for the 21st Century demonstrated the importance of the heritage protection system in preserving our heritage for people to enjoy now and in the future. It encourages local authorities and local communities to identify and protect their local heritage, and provide people with better access to improved information about the historic environment around them. The White Paper recognises that the historic environment is an essential element of building sustainable communities, and heritage can provide communities with a sense of identity and place. It suggests that, with increasing development pressures, it is essential to promote an effective protection system for heritage.</p> <p>Surrey's heritage includes archaeology, buildings and structures, areas of landscape, cultural artefacts and memories and written, visual and oral archives. The aim of Surrey's Heritage Strategy is to identify issues and promote actions which conserve, encourage interest in and enjoyment of Surrey's heritage in a sustainable manner, now and in the future. It covers archives and local history, archaeology, historic countryside, historic buildings and museums.</p>	
Implications for Mole Valley	As above. The District Council accords a high priority to conservation and enhancement of these valuable assets.	
Issues and Implications for East Surrey	As above.	
Impact of Development Proposals / Infrastructure Needs Identified	Housing development could increase numbers of visitors to heritage assets, as well as in-direct impacts for example increased traffic leading to increased air pollution. Some buildings provide suitable conversion opportunities and could help meet development needs.	
Role of the LDF	The LDF will seek to maintain and enhance heritage assets. In particular recognising the importance of local distinctiveness in the District and ensuring it is reflected in new development. Developers may be expected to contribute towards the protection and investigation of archaeological remains prior to any development.	
The extent to which needs can be met	<p>Existing designations and National guidance preserve the District's historic assets by the retention, protection and conservation of its heritage sites. Development proposals within protected areas are not permitted if they endanger the identified character.</p> <p>The effective re-use of historic buildings can provide opportunities for protection and in some area regeneration and economic development ensuring the sustainable use of existing resources.</p> <p>It is felt that through the LDF and strategies of other relevant bodies the identified needs can be met.</p>	

Summary and Conclusion

Following an analysis of the current and proposed infrastructure provision within Mole Valley, the following plans / proposals for infrastructure development have been identified. Most are beyond the control of the District Council, but it is still important to be aware of these plans in case opportunities or constraints to development become apparent.

Theme	Infrastructure	Timing of delivery	Funding	Responsibility
Strategic Highways Network	The Highways Agency is undertaking investigations into the capacity of M25 Junction 9, which may result in improvements.	-	As no specific works are planned, no funding is currently sought.	Highways Agency in partnership with Surrey County Council.
Non-Strategic Road Network	Improvements to the A24 from Horsham to Capel	-	Funding is not available until post 2016.	Surrey County Council / West Sussex County Council / Regional Transport Board.
Rail Services	Installation of ramps and lifts for step-free access at Dorking Station. Improved East-West rail services Gatwick to Reading Long term proposals to increase capacity into and out of Waterloo (South West Trains)	Unknown	Unknown	Rail companies
Local Health Care	No specific needs have yet been identified by SPCT, but should new sites be sought, the Council would work with the PCT to identify and secure permission if appropriate. There may be a need for further facilities within Leatherhead. In addition the PCT have been asked to supply evidence on the level of and justification for receiving developers contributions for the	-	As no specific works are planned and no funding is currently sought although SPCT are keen to be part of the planning tariff.	Surrey PCT / Mole Valley District Council / GP's

Theme	Infrastructure	Timing of delivery	Funding	Responsibility
	provision of local health care.			
Libraries	The County has a programme of works to meet some of the demands and is currently adapting to its changing role. It is anticipated that it can meet existing and future needs in Mole Valley.	-	Through developer contributions.	Surrey County Council
Green Infrastructure	To be determined currently on a site by site basis but there may be a need for a more strategic overview of provision to be considered.	Throughout Plan period.	Through developer contributions and on-site as part of individual schemes.	Mole Valley District Council / Surrey County Council / Surrey Wildlife Trust / Open Space and Leisure providers and managers.

In addition developer contributions are sought towards the cost of providing:

- Highways, transport and travel schemes
- Education
- Libraries
- Recreation
- Community Facilities
- Recycling
- Environmental Improvements

In addition the Council will be seeking affordable housing in accordance with the Core Strategy policy.

The Council has not been made aware of any infrastructure requirements (above the general day to day needs of new development e.g. connection to sewers etc) that are required before the Core Strategy can be implemented. There is however considerable concern from residents that the level of infrastructure provision is failing to keep pace with development and that continuing incremental development is adding to the pressure, particularly in terms of the road network, GP's and school places. There is only limited funding available to improve services and facilities in a District such as Mole Valley and this means that the developer contributions achieved through the implementation of the Planning Obligations and Infrastructure Provision Code of Practice is even more important. It is also important that this Position Statement is kept up to date and that the key stakeholders are aware of the LDF and its implications for their services. The Council has therefore remains in contact with a number of providers to seek further clarification or guarantees and would welcome continued dialogue with such organisations.

Finally, a number of stakeholders have stated that they will be able to give firmer guidance once the land allocations stage is reached. This work on infrastructure provision and community facilities will therefore be an important part of that process.

Sources of Further Information

- Mole Valley Core Strategy – www.molevalley.gov.uk/ldf
- Mole Valley Planning Obligations and Planning Infrastructure Provisions Code of Practice (2006) – www.molevalley.gov.uk
- Mole Valley PPG17 Assessment – www.molevalley.gov.uk/ldf
- In anticipation of the future infrastructure needs, Surrey County Council have instigated a County-wide study by consultants of service providers to assess capacity and likely shortfalls (June 2008).

6th May 2008

Dear

Infrastructure Delivery and Community Facilities: Position Statement

As you will be aware, the Government is placing increasing emphasis on ensuring the timely delivery of infrastructure alongside new development, in a way which gives confidence to developers and local communities.

There are increasing numbers of Mole Valley residents expressing concern that the gradual and continuing development and redevelopment, particularly residential, within the built-up areas is putting pressure on the level and quality of services and infrastructure available to these communities. This type of development is anticipated to continue over the next 20 years.

Through the Local Development Framework (LDF) process the Council is now required to engage with infrastructure and service providers to ensure greater joined-up working by all those involved. This Position Statement is the first stage in trying to achieve this and we therefore hope that you will support and respond to the work that the Council is trying to do.

The aim of the attached Position Statement is to identify the key pieces of infrastructure in the District, the services available, and the level of community facilities, in order to gain a better understanding of the issues and whether they can be overcome through the LDF. There is no definitive agreement on the definition of infrastructure for planning purposes and therefore, for this work, a wide range of different services and facilities have been included, although some will obviously have greater priority. It should be noted that the issue of affordable housing is not considered within this work as it has been the subject of other detailed studies and assessments.

At this early stage the work is in draft and we hope that through your contributions we can build up a better understanding of the issues affecting the community. It is intended that the document be a 'living' document that will be updated as and when new information becomes available. It particularly focuses on the potential impact of increasing housing development as this is what is currently felt to cause most strain, but this could be revised if stakeholders provide us with sufficient information.

The Statement has been prepared in consultation with the other East Surrey Authorities to reflect the cross boundary issues that affect this area. The data and information collected is being shared amongst the Authorities and much of what is contained within this document is based on earlier work by Reigate and Banstead Borough Council.

We need your comments:

From the information we have, including meetings with some stakeholders, we have attempted to pull together what we believe to be the most important strategies, plans and proposals of infrastructure and service providers affecting Mole Valley and the East Surrey area. We have then attempted to draw conclusions on the role of the LDF and the level of need and the extent to which they can be met. Much of this is currently unknown and we need your input.

We are aware that in the past, many organisations have found it difficult to comment as information on housing numbers and the likely location of development was not available. However, the Council has now prepared a Draft Strategic Housing Land Availability Assessment which seeks to identify sites with housing potential across the District, the results from which have been used to estimate the level of development likely to take place in the main communities within the District and is summarised below.

Settlement Area	No. of Outstanding Permissions at 31.03.2007 and New Dwellings Permitted 01.04.2007 – 31.12.2007	Identified Housing Potential in Built-Up Areas (brownfield) and Urban Broad Locations	Total
Leatherhead	327	605	932
Dorking	232	430	662
Ashted	102	470	572
Bookham	123	280	403
Fetcham	34	170	204
Rural Settlements	164	6	170
Total	982	1,961	2,943

(Further details are set out in the Core Strategy: Revised Preferred Options Policy CS/PO2 available on the Councils LDF website www.molevalley.gov.uk/ldf)

At this stage we would particularly welcome your comments on this work and how the level and likely location of new development proposed in the District will impact on the services or facilities that you have responsibility for. It is important that any serious constraints on development should be identified now, before the Council submits its proposals to the Secretary of State in September of this year. Comments must be received by the 20th June.

If you have any further queries please do not hesitate to contact me on 01306 879281. We look forward to hearing from you.

Yours sincerely

Sarah Nelson
Principal Planning Policy Officer