

Epsom and Ewell
Local Plan 2022-2040



Infrastructure Plan: Interim Update

May 2024

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1. Introduction

The Council is preparing a new local plan which will set the framework for how the borough will evolve and develop to meet the needs of our communities and businesses until 2040. The plan will contain a spatial strategy to identify how the borough will sustainably accommodate growth.

The local plan is informed and supported by an Infrastructure Plan (IP). This identifies the anticipated strategic requirements for the provision of a range of different infrastructure types across the borough, which will be needed to support the growth and change identified within the local plan.

The IP is a live document that will be updated as the local plan evolves and published periodically. This second published version of the IP provides a snapshot of the existing infrastructure in the borough, identifies any current infrastructure needs and schemes which are underway or being planned for. Contact has been made with infrastructure partners, providers, and council departments to inform the IP. Engagement will continue as the local plan progresses and options for growth are refined and sites are identified. From this, the infrastructure requirements that will be needed to support the level and type of growth set out within the local plan, will be, where possible, identified within the IP.

2. Why prepare an Infrastructure Plan?

The National Planning Policy Framework (NPPF) identifies the importance of infrastructure and recognises that the planning system has a key role in coordinating development requirements, including the provision of infrastructure. The National Planning Practice Guidance (NPPG) emphasises the importance of engaging with key infrastructure providers as part of the development of the local plan, and emphasises that planning authorities and infrastructure providers can, 'work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales.'

Planning therefore plays an important role in co-ordinating the delivery of infrastructure to serve both new and existing development. As the borough's population changes, the infrastructure which supports our communities will also need to evolve. The local plan will have an impact upon infrastructure provision through allocating land for uses, such as housing and employment. The role of the IP is to provide background evidence as to the key elements of physical, social and green infrastructure that is needed. It identifies the existing infrastructure, any known planned changes to infrastructure provision and what will be needed to support future growth identified within the local plan.

Community Infrastructure Legislation was introduced in 2010 and is a charge that can be levied by local authorities on certain new development to help to

pay for infrastructure that is needed to support the impact of development in an area. The charge, known as the Community Infrastructure Levy (CIL), is set by a local authority through the preparation and adoption of a CIL Charging Schedule. The Council adopted the CIL charging schedule on 29 April 2014. This means that a flat fee can be charged for each square metre of floor area in new developments of eligible residential, convenience retail, student accommodation and care homes that are granted planning permission from 1 July 2014 onwards.

The levy can be used to help fund infrastructure, including transport, flood defences, schools, hospitals, and other health and social care facilities. Local authorities must spend the levy on infrastructure needed to support development of their area. CIL can be used to increase the capacity of existing infrastructure or provide new infrastructure that is necessary to support development. The clearest way to justify this is to link it to the Council's Infrastructure Plan. Charging authorities may not use the levy to fund affordable housing.

3. What is Infrastructure?

Infrastructure provides the framework to support and sustain communities within the borough. Where development occurs and is planned, infrastructure provides the services and facilities to integrate, build on and sustain these places.

This IP assesses a range of infrastructure set out under the following headings:

- Transport (local roads, bus services, rail, walking & cycling, electric vehicle charging)
- Utilities and Physical Infrastructure (water supply and sewerage, electricity supply, gas supply, telecommunications, flood risk management, waste management and disposal)
- Social and Community Infrastructure (early years provision, primary and secondary education, post 16 education/training, Special Education Needs and Disabilities (SEND) provision, primary health infrastructure, acute care facilities, community centres, libraries)
- Emergency Services (police, ambulance, fire & rescue)
- Green Infrastructure & Recreation (open spaces, sports facilities)

The Borough Council is not solely responsible for the provision and funding of new infrastructure and services. Other agencies, whether public, private, or voluntary, in addition to different tiers of local government all play a critical role in this process.

4. Assessment of infrastructure by category

The sections below set out information on each infrastructure category. The information in this report is generally high level and has been informed through various sources including engagement with infrastructure providers, where possible. As a live document, these sections will be added to as the local plan progresses and there is more certainty as to the locations of site allocations and their associated infrastructure requirements.

Transport Infrastructure

Transport infrastructure includes road networks, buses, trains, cycling and walking. Surrey County Council (SCC) is the local highways authority and has the responsibility to oversee all these infrastructure types on behalf of and in consultation with the council.

SCC adopted the [Local Transport Plan \(LTP4\)](#) in July 2022. Compared to previous transport plans, this is far wider reaching and seeks to rethink transport across Surrey. This plan sets out a vision for a carbon net-zero transport system by 2050, to be achieved by a variety of strategies which would also help to reinvigorate local places and communities in Surrey. The LTP4 Delivery Plan is due for publication soon, which will set out the forward programme for delivery of LTP4 in more detail.

Table 1: Local Roads

Category	Details
Lead Agencies	Surrey County Council (Highway Authority) Transport for the London (TfL): TfL is the Highway Authority for the areas outside the northerly boundary of the borough.
Sources of information/evidence	Consultation with Surrey County Council (March 2024) EEBC previous Infrastructure Delivery Plan (2019)
Strategic context / Key Issues	Congestion on the highway network leads to vehicle delay. It can also form a barrier to movement and contribute to the potential risk of increased traffic collisions and resultant casualties. Congestion affects air quality, and the Borough currently has one designated Air Quality Management Area (AQMA) which is within Ewell Village. LTP4 aims to significantly reduce carbon emissions from transport.
Existing provision	The Borough does not contain any motorways or trunk roads but does have a number of principal A

	<p>roads. The main highway through Epsom and Ewell is the A24 between Leatherhead (south-west) and the London Borough of Sutton (north-east). The other major highways are the A240 between Banstead (south-east) and Kingston (northwest), the Epsom Town Centre one way system, the A232 to Croydon and the B280 radiating to the west of Epsom Town Centre.</p>
<p>Known planned provision</p>	<p>Surrey County Council is in the early stages of developing design proposals for Local Street Improvements (LSIs). LSIs can make streets in communities safer, healthier and more attractive, with appropriate vehicle speed limits and improved facilities for walking, wheeling and riding. Work will only focus on improvements within public highway spaces. Design development work will be undertaken for individual zones in the borough.</p> <p>Surrey County Council has been working on the development of plans for improvements to Ewell Village, which seek to address several objectives including reducing congestion and improving road safety, supporting the economic vibrancy and improving the public realm, and supporting sustainable forms of travel including cycling and walking.</p> <p>Initial exploratory work has been commenced by Surrey County Council to examine the potential to add significant value to the ongoing Department for Transport/Network Rail Access for All improvement programme at Stoneleigh station to further improve accessibility, functionality, and quality of the immediate surrounding area, including Stoneleigh Broadway and Station Approach.</p>
<p>Local Plan impact / future provision</p>	<p>As the local plan progresses the impact of potential development sites will be assessed through the transport assessment.</p> <p>The LTP4 Delivery Plan will be published in 2022 and will set out the forward programme for delivery of LTP4 in more detail.</p> <p>A business case for improvements to Ewell Village is being developed and it is intended that detailed design will commence in summer 2024.</p>
<p>Funding</p>	<p>None identified at this stage.</p>

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Table 2: Bus Services

Category	Details
Lead Agencies	Surrey County Council Private Bus operators (Transport for London, Falcon Buses, Metro Bus)
Sources of information/evidence	Consultation with Surrey County Council (March 2024) Consultation with TFL (April 2024) EEBC previous Infrastructure Delivery Plan (2019) Surrey County Council: Epsom and Banstead Sustainable Transport Package
Strategic context / Key Issues	<p>The local bus network is an integral part of the transport system in and beyond the borough. The provision of services supports the economy, provides an alternative to private car use and helps to reduce congestion and carbon emissions. The borough borders the London Boroughs of Sutton and Kingston to the North and Surrey Boroughs; Reigate and Banstead and Mole Valley to the South.</p> <p>Bus services within the Borough are operated by Transport for London (TfL) and other private operators, subsidised by Surrey County Council. Bus frequency, ticketing and timetable information therefore varies according to the individual bus operator. The northern parts of the borough are more urban in character. This area is generally well served by buses, as well as train services/stations and pedestrian routes, which provide several options to residents and visitors travelling within and out of Epsom and connecting with Epsom’s main town centre. The southern parts of the borough are less urban and some areas, such as Langley Vale, experience less frequent bus services. Within the context of wider public transport provision, the southern part of the borough has no train links directly connecting to Epsom station/town centre and pedestrian access can also be limited in areas around Langley Vale and Epsom Downs.</p>
Existing provision	The Borough’s bus network provides services to connect Epsom with a number of destinations within and outside of the Borough.

	<p>With some exceptions, bus provision serving centres within the Borough typically run every 30 minutes and include:</p> <ul style="list-style-type: none"> • E5 (Falcon Buses): Langley Vale, Epsom, Longmead and Watersedge • E9: (Metro Bus) Epsom, Manor Park, Livingstone Park, Clarendon Park • E10: (Metro bus) Epsom Station to Noble Park • E16 (Falcon Buses): Epsom, Stoneleigh, Worcester Park • 406: (TFL) Epsom, Ewell, Kingston • 408: (Falcon buses) Epsom to Cobham (30 mins at am peak, 1 hour intervals after) • 418: (TFL) Epsom, West Ewell, Kingston • 460/480: (Metro bus) Epsom, Tadworth, Walton on Thames, Redhill, Gatwick Airport • 467 (TFL): Epsom, Ewell, Hook (30 mins at am peak, 1 hour intervals after) • S2 (TFL): St Helier to Epsom, • 479: (Falcon Buses) Epsom, Bookham, Leatherhead, Guildford <p>Predominantly, Epsom Town centre, Epsom Hospital and northern parts of the Borough benefit from services provided by London Buses, all of which operate the London Oyster Card System. Services offered by London Buses comprise the majority of departures in the Borough.</p>
<p>Known planned provision</p>	<p>Surrey County Council, in collaboration and consultation with bus operators and neighbouring authorities, has produced a Bus Service Improvement Plan. Subject to feasibility and funding Surrey County Council intend to implement the bus priority programmes identified within this plan.</p> <p>To improve bus services to hospitals, TFL have identified a scheme to potentially extend the S2 route from Epsom town centre to Epsom Hospital. This will require additional resource/costs due to the longer routeing and to deliver the scheme, a bus stand would need to be identified and provided.</p>
<p>Local Plan impact / future provision</p>	<p>As the local plan progresses the impact of potential development sites will be assessed through the transport assessment.</p>

	The LTP4 Delivery Plan will be published in 2022 and will set out the forward programme for delivery of LTP4 in more detail.
Funding	None identified at this stage.

Table 3: Rail

Category	Details																																		
Lead Agencies	Network Rail South Western Railways Southern Railways Transport for London (TfL) Cross Rail 2																																		
Sources of information/evidence	Cross Rail 2 website Office of Rail and Road																																		
Strategic context / Key Issues	<p>Statistics on station usage in the Borough are set out below:</p> <table border="1"> <thead> <tr> <th rowspan="2">Station</th> <th colspan="4">Annual Usage*</th> <th rowspan="2">Change 2017-21(%)</th> </tr> <tr> <th>2017/18</th> <th>2018/19</th> <th>2019/20</th> <th>2020/21</th> </tr> </thead> <tbody> <tr> <td>Epsom</td> <td>3,918,524</td> <td>3,981,152</td> <td>3,955,930</td> <td>966,538</td> <td>-75.3%</td> </tr> <tr> <td>Ewell West</td> <td>1,428,248</td> <td>1,458,534</td> <td>1,293,238</td> <td>254,176</td> <td>-82.2%</td> </tr> <tr> <td>Ewell East</td> <td>583,086</td> <td>604,486</td> <td>604,380</td> <td>168,206</td> <td>-71.2%</td> </tr> <tr> <td>Stoneleigh</td> <td>1,001,408</td> <td>1,047,466</td> <td>994,994</td> <td>202,490</td> <td>-79.8%</td> </tr> </tbody> </table> <p>*Estimates of station usage consist of the total numbers of people travelling from or to the station (entries and exits) Source: Office of Rail and Road (2021)</p> <p>Epsom Station remains the busiest railway station in the Borough. However, the pandemic has had a significant impact on public transport usage. Station usage numbers indicate that all stations in the Borough had marked decreases in usage in 2020 and 2021 when compared with pre-pandemic years (2017, 2018, 2019). Prior to this, Epsom Station usage was increasing year on year. Town centre developments had been completed in recent years, which may have contributed to the increased station usage prior to the pandemic.</p> <p>It is important that capacity is maintained on London bound trains and that rail services to and from Epsom</p>	Station	Annual Usage*				Change 2017-21(%)	2017/18	2018/19	2019/20	2020/21	Epsom	3,918,524	3,981,152	3,955,930	966,538	-75.3%	Ewell West	1,428,248	1,458,534	1,293,238	254,176	-82.2%	Ewell East	583,086	604,486	604,380	168,206	-71.2%	Stoneleigh	1,001,408	1,047,466	994,994	202,490	-79.8%
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	<p>Town Centre continue to make it an attractive location for businesses and economic development. Crossrail 2 has the potential to help deliver such improvements.</p> <p>There are a number of stations immediately outside of the Borough which residents of Epsom and Ewell are likely to use. These stations include Worcester Park, Cheam, Tattenham Corner, Epsom Downs and Ashted. No specific improvements have been identified for these stations.</p>
Existing provision	<p>The Borough is served by four stations; Epsom, Ewell East, Ewell West and Stoneleigh.</p> <p>Epsom Station: Refurbishment of this station was undertaken in 2012 to provide improved passenger facilities. Epsom station is outside Oyster zone 6 though benefits from extended Oyster and pay as you go contactless travel.</p> <p>Connections: Epsom station is directly connected to Wimbledon, Clapham Junction, London Waterloo, London Victoria and London Bridge to the North as well as to Sutton and Croydon to the East, Leatherhead, Dorking and Horsham to the South and Guildford to the West.</p> <p>Ewell West and Stoneleigh (Oyster Zone 6): These stations had their platforms lengthened in 2013/14 to facilitate the use of longer 10 car trains. In 2016, Ewell West benefitted from a new 'cycle hub' and investment in car parking spaces for people with limited mobility.</p> <p>Connections: Ewell West and Stoneleigh are connected to Wimbledon, Clapham Junction and London Waterloo.</p> <p>Ewell East (Oyster Zone 6): Ewell East is connected to Sutton, Croydon, Clapham Junction, London Victoria and London Bridge.</p>
Known planned provision	<p>There is potential for the Borough to be served by Crossrail 2, which is a new railway serving London and the wider South East that could be open by 2030. It may provide a long-term solution to the severe overcrowding on the South West Main Line that is forecast to nearly double in the future. Crossrail 2 would free-up capacity on the railway network, helping to reduce congestion, and would enable more local services into central London that bypass the most congested stations. The project is currently at the early stages of planning and a</p>

	<p>formal decision to build it has yet to be made. The Crossrail 2 website references TfL's current finances and the lack of a viable funding package for the scheme as reasons that Crossrail are not in a position to confirm when work on seeking consent can restart.</p> <p>As part of the Department for Transport/Network Rail Access for All programme, improvements are being made to Stoneleigh Station, which will provide full access via lifts or stairs to the central platform from both sides of the station. CIL provided a source of funding for this scheme. The scheme is expected to be completed in 2024.</p>
Local Plan impact / future provision	As the local plan progresses the impact of potential development sites will be assessed through the transport assessment.
Funding	None identified at this stage.

Table 4: Walking and Cycling

Category	Details
Lead Agencies	Surrey County Council Epsom & Ewell Borough Council
Sources of information/evidence	<p>Consultation with Surrey County Council (March 2024)</p> <p>Surrey County Council Local Transport Plan 4 Surrey County Council: Epsom and Banstead Sustainable Transport Package EEBC previous Infrastructure Delivery Plan (2019)</p>
Strategic context / Key Issues	<p>The Borough's pedestrian and cycle routes form a valued component of the Borough's active and green infrastructure network, which is being identified through the emerging Local Plan.</p> <p>Cycle and pedestrian routes across the Borough benefit residents and visitors to the Borough by providing access to leisure, recreation, health, education and employment. Being a carbon neutral method of transport, they can assist with helping to reduce carbon emissions.</p> <p>Where cycle ways are shared with either traffic or pedestrians, there are likely to be greater interactions and therefore greater safety</p>

	<p>considerations and implications for pedestrian, cycle and road users compared with segregated only pedestrian, cycle or road route. If pedestrian, cycle and roads are not perceived to be safe it is likely to act as a barrier to usage of those routes by residents and visitors to the Borough. The impact of traffic congestion carbon emissions can also impact on environmental quality and act as barriers to active travel such as walking and cycling, for example in Ewell Village and along the A24.</p>
Existing provision	<p>Epsom and Ewell has a network of paths and cycle lanes for pedestrians and cycle users. Overall, community facilities are within reasonable walking distance of railway stations and residential areas. Improvements to pedestrian areas and roads have been implemented within Epsom's town centre. However, some of the pedestrian and cycle infrastructure within the wider borough is ageing and/or require updating. Some pavements can be narrow, making them difficult to use safely and there is a need to maintain and improve pedestrian routes.</p> <p>Cycle routes and connections across the borough vary in accessibility due to the mix of on road and off road as well as shared cycle ways with either road traffic or pedestrians.</p> <p>Cycle parking facilities are generally located around train stations or town centre/local centres within the Borough.</p>
Known planned provision	<p>In 2017, Surrey County Council identified the Epsom and Banstead Sustainable Transport Package which detailed a set of proposals to make it easier and safer to travel between Epsom and areas in the north of neighbouring Reigate and Banstead Borough Council, (Banstead, Nork, Burgh Heath and Preston) by walking cycling and bus. The bid to the Coast to Capital LEP for potential funding was unsuccessful.</p> <p>To deliver upon policies set out in Surrey County Council's adopted LTP4, ambitious local cycling and walking infrastructure plans (LCWIPs) are being developed for each of the boroughs and districts within the county, including Epsom and Ewell. These plans aim to provide a 10-year prioritised plan for walking and cycling infrastructure</p>

	<p>investment, designed to provide a safe, cohesive cycling network and improved pedestrian environments across the borough and the county. Work on the Epsom & Ewell LCWIP is well underway and it will identify priority schemes (cycling corridors and walking zones). Once adopted, the Epsom and Ewell LCWIP is expected to inform future investment in cycling and walking infrastructure.</p> <p>Surrey County Council is in the early stages of developing design proposals for Local Street Improvements (LSIs). LSIs can make streets in communities safer, healthier and more attractive, with appropriate vehicle speed limits and improved facilities for walking, wheeling and riding. Work will only focus on improvements within public highway spaces. Design development work will be undertaken for individual zones in the borough.</p>
Local Plan impact / future provision	As the local plan progresses the impact of potential development sites will be assessed through the transport assessment.
Funding	None identified at this stage. Funding for the LCWIP schemes is likely to come from Travel England/DfT through the Active Travel Fund. CIL funds could potentially be used towards constructing routes.

Table 5: Electric Vehicle Charging Points

Category	Details
Lead Agencies	Surrey County Council Epsom & Ewell Borough Council
Sources of information/evidence	Draft Surrey County Council Electric Vehicle Strategy (2018) Openchargemap: https://openchargemap.org/site Zapmap: www.Zap-map.com
Strategic context / Key Issues	The UK Government has set a target to ban the sales of new petrol and diesel cars by 2032. Ownership of electric vehicles (EVs) has grown significantly in recent years and is expected to grow exponentially moving forwards as technology and affordability improves, meaning that more people can choose to run electric cars. Growth in electric vehicles will reduce tailpipe emissions and is

	<p>therefore essential in improving air quality on the roads and reducing the harmful effects of nitrous oxides on public health.</p> <p>Research has predicted the potential in Surrey for the uptake of EV technology. Based on factors including local demographics, Surrey was considered to have a high propensity for EV uptake amongst its population compared to the national average.</p> <p>Evidence indicates that most plug-in vehicle owners will wish to do the largest proportion of their charging at home. However, this requires dedicated off-street parking in the form of a garage or driveway. Recent changes to Building Regulations (2022) require every new home, including those created from a change of use, with associated parking to have an EV chargepoint. For many residents of the Borough in existing housing this is not an option which presents a barrier to plug in vehicle adoption.</p> <p>Both Surrey County Council and the Borough Council have a role to play in helping to fill gaps in the private sector led network to provide confidence to EV users and encourage the overall uptake of electric vehicles.</p>
Existing provision	<p>Within Epsom, electric vehicle public charging points are available in locations such as golf clubs, the racecourse a small number at petrol stations and supermarkets such as Lidl and some public car parks.</p>
Known planned provision	<p>As part of LTP4, the County Council is developing a zero emission vehicles (ZEV) strategy to enable people to access sustainable vehicles and move to zero emission vehicles (ZEVs).</p> <p>Surrey is consulting on locations such as public roads or in public car parks that are convenient to have public electric vehicle charge points. These would be available for people who do not have private off-street parking. The strategy is currently focused on EVs, though will be reviewed in light of the best available technology.</p>
Local Plan impact / future provision	<p>Public charging point provision in the Borough is limited. This type of infrastructure needs to be increased to support the uptake of EV vehicles.</p>

	<p>Recent changes to the Building Regulations will address this in relation to new homes built with associated parking. An increased population could increase the uptake of EV vehicles.</p>
Funding	<p>The Office for Low Emission Vehicle (OLEV) On Street Residential Chargepoint Scheme offers funding for local authorities to buy and install electric car charge points. This could cover up to 75% of the cost of procuring and installing chargepoints. The grant is available on a first come first served basis.</p>

Utilities and Physical Infrastructure

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

Table 6: Water and Wastewater

Category	Details
Lead Agencies	<p>Water Supply: Thames Water and SES Water (formerly Sutton and East Surrey Water)</p> <p>Wastewater: Thames Water</p> <p>Industry regulators: include the Office for Water Services (Ofwat), Drinking Water Inspectorate (DWI), the Department for Environment, Food & Rural Affairs (DEFRA) and the Environment Agency</p>
Sources of information/evidence	<p>Water companies Business Plans (updated every five years)</p> <ul style="list-style-type: none"> • Thames Water Business Plan: 'Building A Better Future' 2020 to 2025 • SES Water Business Plan 2020 to 2025 <p>Water companies Water Resources Management Plans (WRMP) (updated every five years)</p> <ul style="list-style-type: none"> • Thames Water: Shape your water future (2020 to 2100) • SES Water resources Management Plan (2020 to 2080) <p>Direct engagement with Thames Water and SES (2022)</p> <p>EEBC previous Infrastructure Delivery Plan (2019)</p> <p>Drainage and Wastewater Management Plan 2025 to 2050 (currently being prepared by Thames Water)</p>
Strategic context / Key Issues	<p>The Environment Agency has designated the Thames Water region to be “seriously water stressed” which occurs when the demand for water is greater than the supply. Future pressure on water resources will continue to increase with key factors being population growth and climate change.</p>

	<p>Thames Water forecast a substantial shortfall between water supply and demand in the next 25 years and in the longer term. Through their WRMP and Business Plan, actions are set out to address this over the next five years and studies are underway to investigate five new strategic water supply options for the longer term.</p> <p>Within the SES region in the south east there is 50% less rainfall than the rest of the UK. By 2080 SES expect the population in their supply area to increase by nearly half.</p>
Existing provision	<p>Supply of water sources are outside the Borough.</p> <p>Surface water and foul sewers exist across the borough but in the south there are very few existing surface water sewers as ground conditions lend themselves to the use of soakaways in this region.</p>
Known planned provision	<p>Thames Water:</p> <ul style="list-style-type: none"> • aim to reduce leakage by 15% by 2025 and by 50% by 2050 • reduce water use through smart meters and advice to customers on efficiency measures • reduce amount of water from rivers and underground sources to protect the environment • Boost water supply through innovative schemes (e.g. new aquifer storage and recovery and a water transfer scheme) <p>SES Water: Do not have a projected deficit in water supply/demand until 2050. They aim to reduce demand for water in the short term through enhanced metering, water efficiency and leakage reduction. Specifically, every household in the SES supply area will have a meter by 2025. Pressure optimisation is currently being completed across the network. This involves reducing pressures to reduce stress on existing infrastructure which will lower the risk of bursts and volume of leakage.</p>
Local Plan impact / future provision	<p>Given the Borough is already located within a “seriously water stressed” area, policies within the Local Plan should seek to maximise the water efficiency of new development. For example, adopting higher water efficiency standards as set</p>

	<p>out in Building Regulations Document G: requirement G2 Water Efficiency.</p> <p>It is essential that adequate water and sewerage infrastructure is delivered prior to development taking place, in order to avoid unacceptable impacts on the environment. Lead in times for infrastructure should be adequately planned for (for example local network upgrades can take around 18 months to deliver, while sewerage treatment and water treatment works upgrades can take 3 to 5 years to deliver)</p>
Funding	<p>Water infrastructure is funded by service providers / developers. Local water and sewerage network reinforcement works will be funded by the Infrastructure Charge which is a fixed charge for water and wastewater for each new property connected to the network. Water and wastewater treatment works infrastructure upgrades will be funded through water companies' investment programmes which are based on a 5-year cycle known as the Asset Management Plan process.</p>

Table 7: Electricity supply

Category	Details
Lead Agencies	National Grid UK Power Network
Sources of information/evidence	EEBC previous Infrastructure Delivery Plan (2019)
Strategic context / Key Issues	<p>National Grid owns and operates the national electricity transmission network across Great Britain, providing electricity supplies from generating stations to local distribution companies.</p> <p>UK Power Networks is the electricity distribution network that covers the borough. Individual households and businesses can choose their own supplier who use the existing network.</p>
Existing provision	
Known planned provision	
Local Plan impact / future provision	The Council will continue to consult as locations for development and specific sites are identified.
Funding	

Table 8: Gas supply

Category	Details
Lead Agencies	National Grid Scotia Gas Networks (SGN)
Sources of information/evidence	EEBC previous Infrastructure Delivery Plan (2019)
Strategic context / Key Issues	Gas is transmitted through a National transmission System (NTS)
Existing provision	National Grid owns and operates the high-pressure gas transmission system. SGN manages the network that distributes natural and green gas to homes and businesses.
Known planned provision	
Local Plan impact / future provision	New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments. The Council will continue to consult as locations for development and specific sites are identified.
Funding	

Table 9: Telecommunications

Category	Details
Lead Agencies	Fixed Network Operators: Openreach and Virgin Media 02 (VM02) Mobile Network Operators: EE, Three, Vodaphone & VM02 BDUK (Building Digital, UK)
Sources of information/evidence	Think Broadband – Local Broadband Information (independent broadband monitoring) BDUK’s Rolling Open Market Review Ofcom’s Connected Nations Reports

Strategic context / Key Issues	<p>The rapid growth in mobile communications in the UK has necessitated upgrades in technology with operators having to continually expand their networks to accommodate services and improve quality. Being a relatively urban area makes it more commercially viable for fixed and mobile operators to install their networks in Epsom and Ewell and the borough does not suffer from the same levels of poor connectivity faced by more rural authorities.</p>
Existing provision	<p>Epsom and Ewell residents and businesses currently have access to some of the highest levels of broadband coverage in the UK. 99.9% can access Superfast (30Mbs+) speeds and 96.5% can access gigabit-capable (1000Mbps+) speeds via technologies such as Fibre to the Premises (FTTP) and DocSIS 3.1.</p> <p>Coverage of mobile (4G and 5G) connectivity is also high in the borough.</p>
Known planned provision	<p>Fixed broadband network operators are continuing to deliver gigabit speeds to as many of the remaining 3.5% premises (many located in multi-dwelling units) as possible.</p> <p>Homes and businesses that do not get upgraded to FTTP by commercial operators may become eligible for public subsidy funding in the future as part of the Government's Project Gigabit Programme. However, there may be a few premises that may have to investigate alternative technologies such as satellite or 4G/5G.</p>
Local Plan impact / future provision	<p>The Building Regulations 2010 were strengthened in 2022 to make it mandatory for property developers to ensure that new build homes are constructed with support for faster broadband.</p> <p>Openreach and VM02 already make it cheaper and easier for developers to deploy FTTP. For example, Openreach will deploy FTTP free of charge, into all new housing developments of 19 or more plots.</p>
Funding	None identified at this stage.

Table 10: Waste Management and Disposal

Category	Details
Lead Agencies	Surrey County Council Epsom & Ewell Borough Council
Sources of information/evidence	<p>Joint Municipal Waste Management Strategy (2014)</p> <p>Surrey County Council response to IDP consultation (May 2018)</p> <p>EEBC Operational Services response to IDP consultation (April 2018)</p> <p>The Surrey Waste Local Plan 2019-2033 (December 2020)</p> <p>Surrey Online Map Viewer</p>
Strategic context / Key Issues	<p>Epsom & Ewell Borough Council are responsible for the collection of household waste (the Waste Collection Authority), and also for the delivery of recycling and composting schemes based on the separation of suitable materials.</p> <p>Surrey County Council is the Waste Disposal Authority, which involves arranging for the acceptance of municipal waste collected by the district/borough councils and the provision of facilities for its subsequent treatment and disposal. The County also provides Community Recycling Centres (CRCs) for residents to deliver household waste.</p> <p>There are 15 CRCs and four waste transfer stations in the County. One of the CRCs and a waste transfer station are located on the same site within the Borough, within the Longmead industrial estate.</p> <p>The overarching aims of the Surrey Waste Local Plan is to reduce the level of waste being produced and to ensure that a high percentage of waste that is produced is reused or recycled and where this is not possible, that there is sufficient infrastructure to process the waste that is produced effectively.</p> <p>People wishing to visit Surrey's 15 Community Recycling Centres (CRCs) need to prove that they are a Surrey resident as non-residents pay for disposal of waste at a Surrey CRCs. All users, including Surrey residents are charged to dispose of non-household waste such as construction waste and tyres for example.</p>

	<p>In recent years, modifications have been made to the layout of the Epsom Community Recycling Centre to improve its capacity.</p> <p>Growth in the number of households is placing pressure on the Borough Council's existing fleet of refuse and recycling vehicles. Over time refuse vehicles will require repair and upgrade as they become older.</p> <p>In 2018 the government announced its National Waste Strategy for England. Three key strategy elements are proposed that are likely to significantly impact councils: Extended Producer Responsibility (producers pay councils to collect packaging waste, paying more if less is recyclable); Deposit Return Scheme (consumers take drinks containers to recycling points to reclaim a deposit); Consistency of Collections (all councils collect waste in the same way).</p>
Existing provision	<ul style="list-style-type: none"> • Community Recycling Centre and waste transfer station on the Longmead industrial estate • The Chalk Pit, College Road, Epsom. Waste related businesses – a combination of waste transfer and materials recovery services (commercial facility) • Mid-Surrey Farm, 133 Reigate Road, Ewell – operational waste site engaged in the biological treatment of waste and soil recycling (commercial facility) • The Borough Council has a fleet of 13 refuse and recycling vehicles.
Known planned provision	None identified.
Local Plan impact / future provision	<p>Community Recycling Centre (CRC) There has been a significant reduction in total waste brought to Community Recycling Centres across Surrey. It has reduced from a total of 140,000 tonnes per year across all 15 CRCs in 2015/16 to around 100,000 tonnes in 2017/18. Therefore, it is unlikely that further capacity will be required for some years.</p> <p>Waste Transfer Station The opening of an additional transfer station at Earlswood (within the Borough of Reigate and Banstead) in 2015 has reduced the pressure on Epsom waste transfer station and therefore it is unlikely that further capacity is required for the time</p>

	<p>being. Additionally, the introduction of producer responsibility schemes such as returnable plastic bottles is likely to reduce the amount of waste collected by local authorities, although the impact of this may be minimal.</p> <p>Refuse collection vehicles Housing growth over the past few years has placed pressure on the existing fleet of refuse and recycling vehicles.</p> <p>The Surrey Waste Local Plan 2019-2033 Identifies Longmead Industrial Estate in Epsom as an Industrial Land Areas of Search site suitable for a range of potential waste management facilities. These locations are not specifically safeguarded for waste management development, however any existing waste management facilities within these locations are safeguarded.</p> <p>The National Waste Strategy 2018 The outcome of the national waste strategy could have a significant impact on the numbers and types of refuse and recycling collection vehicles employed by councils.</p>
Funding	None identified at this stage.

Table 11: Flood Risk Management

Category	Details
Lead Agencies	Environment Agency (Kent and South London Region) Surrey County Council (Lead Local Flood Authority) Epsom & Ewell Borough Council Thames Water Hogsmill Catchment Partnership
Sources of information/evidence	Strategic Flood Risk Assessment (SFRA) (2018) Surrey County Council Section 19 Investigations of flooding incidents Surrey County Council Local Flood Risk Management Strategy EEBC previous Infrastructure Delivery Plan (2019)
Strategic context / Key Issues	The majority of the Borough sits within the Hogsmill catchment. While the catchment has been heavily

	<p>modified and the River Hogsmill itself has been heavily engineered, only a limited part of the Borough is categorised as being at high risk from fluvial flooding.</p> <p>The main cause of flood risk in the Borough is from surface water flooding. This mainly occurs during intense or prolonged rainfall which exceeds the design standard of the drainage system.</p> <p>There is a foul flooding issue related to the storm overflow discharges from the Thames Water Hogsmill storm tanks.</p>
Existing provision	<p>In association with the West Park development two balancing ponds and a wetlands have been created as part of a SUDs scheme to address surface water runoff.</p> <p>Work has also been carried out by the South East Rivers Trust to remove concrete weirs and naturalise confluences of the River Hogsmill & its tributaries.</p> <p>Within Nonsuch Park a balancing pond exists which helps to manage flow into the Ewell Court Stream/Lake. Currently the pond is overgrown and silted up.</p> <p>Wetlands have been created as part of the Chamber Mead Project on Green Lanes Stream. The primary objective of the scheme is to improve the ecological and chemical quality of the Hogsmill River.</p>
Known planned provision	<p>There is the potential for additional wetland creation opportunities within the Hogsmill local nature reserve</p> <p>Natural flood management scheme is being investigated in the Northey Fields area to help slow flow along the surface water route.</p> <p>Thames Water have plans to upgrade and increase the capacity of the Hogsmill storm tank.</p>
Local Plan impact / future provision	<p>Development proposals within areas identified as being at risk from flooding will either be discouraged or required to introduce appropriate levels of mitigation, which may include new flood prevention infrastructure such as SuDS</p>

Funding	<p>Funding has been partly secured for the “Chamber Mead Project”, although this is primarily about improving water quality.</p> <p>A multi-agency holistic approach to flood risk and drainage management will help to align funds throughout the catchment to reduce flood risk, improve drainage and provide additional benefits.</p>

Education

Education provision in the Borough is the responsibility of Surrey County Council (SCC), who have a statutory duty to ensure there are sufficient school places in the county to meet demand for school and further education places. It is the role of SCC to plan, organise and commission places for all state-funded schools in Surrey. The Childcare Act 2006 places a duty on local authorities to secure sufficient childcare for working parents and provide information, advice and assistance to parents. SCC are responsible for ensuring parents can access the early years funded entitlement.

Table 12: Early years provision (ages 0-5 years)

Category	Details
Lead Agencies	Surrey County Council Charitable and private sector providers
Sources of information/evidence	Consultation with Surrey County Council (March 2024) EEBC previous Infrastructure Delivery Plan (2019) Childcare Sufficiency Assessment (2021) Consultation with Surrey County Council Early Years Place Planning Team (November 2022)
Strategic context / Key Issues	<p>Early years childcare provision is defined as any form of care for a child that is paid for or is funded, including education and any other supervised activity. Parents can access early years funded entitlement for two-, three- and four-year-olds (according to eligibility) through various providers such as: day nurseries, sessional pre-school, extended day pre-school, nursery units of independent schools, school run nursery classes, Surrey maintained and academy nursery schools and some childminders.</p> <p>All parents of three- and four-year-olds can access a universal entitlement of 15 hours a week funded childcare (over 38 weeks per year). Working parents are able to access an additional 15 hours to provide a maximum of 30 hours per week. Families eligible for Funded Early Education for Two-Year-Olds (FEET) can access 15 hours of funded childcare over 38 weeks per year. This funding is to support the 40% most disadvantaged families in Surrey and</p>

is part of the Government's early intervention strategy. The government have introduced further changes to provision as follows:
 From April 2024 eligible working parents of 2-year-olds can access 15 hours.
 From September 2024 eligible working parents of children aged 9 months up to 3-year-olds will be able to access 15 hours.
 From September 2025 eligible working parents of children aged 9 months and above will be able to access 30 hours.

In Surrey, the Early Years Sector is made up of 80% Private, Voluntary and Independent (PVI) settings.

The table below shows information relating to the childcare places available in the borough and the demand for these.

Epsom & Ewell	Funded and Unfunded Childcare Places	Funded only Childcare Places
Population 0-5	4920	4920
Demand	2027	2027
Places available	2562	2023
Places taken up	1844	1194
Occupancy rate	72%	59%

Source: SCC Childcare Sufficiency Assessment Dec 2021

The overall density rate of funded and unfunded childcare places in Epsom & Ewell is 52%. This means for every 100 children aged under five years, there are 52 childcare places available. The occupancy of childcare places is reported to be 'healthy' (72%) for funded and unfunded childcare places and 'not busy' (59%) for funded only childcare places.

Existing provision

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

Childcare Type	Funded and Unfunded	Funded only
Childminder	343	231
Maintained and Academy Schools	416	416
Nursery Schools and Nursery Class	43	35

	Pre-School Playgroup	202	198
	Independent School (nursery unit)	200	156
	Extended Day Play Group	226	215
	Day Nursery	1132	772
	Total	2562	2023
	Source: SCC Childcare Sufficiency Assessment Dec 2021		
Known planned provision	None identified at this stage.		
Local Plan impact / future provision	<p>The Council will continue to consult as locations for development and specific sites are identified.</p> <p>Consideration will need to be given to the types of housing being developed, to meet the needs of the families who reside there i.e. more term time sessional preschools or extended day provision is required for developments that contain higher numbers of social housing compared to day nurseries that may be required for high numbers of higher income working households.</p> <p>Due to the expansion of funding entitlements for eligible working families, it is anticipated that there may be some early years setting who may wish to expand. The demand for this is difficult to quantify.</p>		
Funding			

Table 13: Primary Education

Category	Details
Lead Agencies	Surrey County Council
Sources of information/evidence	<p>Consultation with Surrey County Council (March 2024)</p> <p>Surrey County Council School Organisation Plan (2020 to 2030)</p> <p>Consultation with Surrey County Council Education Place Planning Team (August 2022)</p>
Strategic context / Key Issues	Surrey County Council has a statutory duty to ensure there are sufficient school places in the County to meet the present and future demand for school places.

	<p>The School Organisation Plan sets out, over a ten-year period, the pupil demand forecasts and where there is likely to be a need to adjust the provision of school places in future. Demand for pupil places is driven by the birth rate, housing and migration trends. Epsom and Ewell is made up of 4 individual primary planning areas. Planning areas are groups of schools that reflect local geography, reasonable travel distances and existing pupil movement patterns.</p> <p>Nursery and primary school populations have been rising since 2009, however the rate of increase is now slowing as the lower number of births in 2013 onwards start to reach school age. The number of children requiring a primary school place is likely to have peaked in 2016/17. This population is now projected to start to fall gradually and any increases in demand will largely be as a result of inward migration and housing.</p> <p>In the last decade the focus was on addressing the shortage of primary school places, while the current focus has now shifted to the secondary schools as the increased numbers of primary pupils transition into the secondary sector.</p>
Existing provision	Within the Borough there are 19 primary phase schools in the Borough, 7 of which have nursery provision.
Known planned provision	None identified currently.
Local Plan impact / future provision	<p>The Council will continue to consult as locations for development and specific sites are identified.</p> <p>Surrey County Council are seeing lower numbers forecast for primary provision.</p>
Funding	

Table 14: Secondary Education

Category	Details
Lead Agencies	Surrey County Council

Sources of information/evidence	Surrey County Council School Organisation Plan (2020 to 2030) Consultation with Surrey County Council (August 2022)
Strategic context / Key Issues	<p>Surrey County Council has a statutory duty to ensure there are sufficient school places in the County to meet the present and future demand for school places.</p> <p>The School Organisation Plan sets out, over a ten-year period, the pupil demand forecasts and where there is likely to be a need to adjust the provision of school places in future. Demand for pupil places is driven by the birth rate, housing and migration trends. Epsom & Ewell is a single secondary planning area, where demand for secondary places is estimated across the whole borough.</p> <p>The secondary school population is projected to continue to increase until around 2025 when the lower rate of births in 2013 onwards, reach secondary school age. From 2025 onwards, any demand pressures in secondary schools are likely to result from families with secondary school age children moving into the borough or additional housing.</p> <p>Proximity of some schools to the county and borough boundaries mean that there is more cross-border movement both inward and outward.</p> <p>In the last decade the focus was on addressing the shortage of primary school places, while the current focus has now shifted to the secondary schools as the increased numbers of primary pupils transition into the secondary sector.</p> <p>The strategy for the area is to fill all existing vacant capacity in secondary schools before seeking to commission and additional provision.</p>
Existing provision	<p>There are 4 secondary schools within the Borough that fall under the aegis of Surrey County Council; acting as local education authority:</p> <p>Blenheim High School (Blenheim Academy) Epsom & Ewell High School (Bourne Education Trust) Glyn School (Boys) (GLF Schools) Rosebery School (Girls) (GLF Schools) All of these schools provide post-16 provision.</p>

	Nonsuch High School for Girls, a selective school is also within the Borough. Whilst this secondary academy falls under the aegis of the neighbouring local education authority (the London Borough of Sutton), it nevertheless meets and supports need generated within the Borough.
Known planned provision	None identified currently.
Local Plan impact / future provision	The Council will continue to consult as locations for development and specific sites are identified.
Funding	

Table 15: Post 16 Education/Training

Category	Details
Lead Agencies	Surrey County Council
Sources of information/evidence	Consultation with Surrey County Council (March 2024) EEBC previous Infrastructure Delivery Plan (2019)
Strategic context / Key Issues	Under the Raising the Participation Age legislation, all young people have a duty to continue in education or training until their 18 th birthday. This may be remaining in full time education; undertaking an apprenticeship, traineeship or supported internship; if they are employed or volunteering (for 20 hours or more per week), enrolling in accredited part time education or training.
Existing provision	The further education market within the Borough consists of four state funded school sixth forms (Blenheim High School, Epsom & Ewell High School, Glyn Technology School, Rosebery School), one special school sixth form (Linden Bridge School), one general further education college (NESCOT). As well as full-time further education NESCOT also offer higher education and deliver training for a range of apprenticeships. Nonsuch high School for Girls, which falls under the neighbouring local education authority, also provides sixth form provision.

	<p>The University for the Creative Arts (UCA) has a campus in Epsom offering some further education opportunities as well as higher education.</p> <p>Epsom College, an independent school providing education up to the age of 18 is also available along with Laine Theatre Arts offering courses in the performing arts.</p>
Known planned provision	The UCA have received planning permission (July 2022) for two temporary buildings providing 678sqm of floorspace. These are to provide temporary classrooms, while refurbishment works are carried out on the main campus buildings.
Local Plan impact / future provision	<p>The Council will continue to consult with SCC and will consult with further and higher education providers as locations for development and specific sites are identified.</p> <p>Surrey County Council are predicting that any need in the future is likely to be for post 16 or for pupils with additional needs.</p>
Funding	

Table 16: Special Education Needs and Disabilities (SEND) provision

Category	Details
Lead Agencies	Surrey County Council
Sources of information/evidence	<p>Consultation with Surrey County Council (March 2024)</p> <p>Surrey County Council School Organisation Plan (2020 to 2030)</p> <p>Consultation with Surrey County Council Education Place Planning Team (August 2022)</p>
Strategic context / Key Issues	<p>Surrey County Council has a statutory duty to ensure there are sufficient school places in the County to meet the present and future demand for school places.</p> <p>The School Organisation Plan sets out, over a ten-year period, the pupil demand forecasts and where there is likely to be a need to adjust the provision of school places in future.</p>

	<p>Surrey’s forecasting of specialist school places for children with Education, Health and Care Plans (EHCP) uses the same basic demographic projections as for mainstream pupils and these are underpinned by the same birth, population and housing data.</p> <p>Whilst the proportion of children with EHCP attending a mainstream educational setting is included as part of mainstream forecasts, the demand generated by those children whose needs mean they require a specialist school place is projected separately.</p> <p>Specialist school place demand is analysed for each of Surrey’s four quadrants (North East, North West, South East and South West). Epsom & Ewell is within the North East quadrant.</p> <p>There is a wider range of the type of educational provision available, from specialist centres attached to mainstream schools, special schools, alternative provision and places at non-maintained or specialist independent settings.</p>
Existing provision	<p>Within the North East quadrant there are the following number of SEND planned school places available for 2020 to 2021:</p> <p>Special Schools:</p> <ul style="list-style-type: none"> • Complex social and communication needs (CSCN): 139 planned places • Severe learning difficulty and disability (SLDD): 171 planned places <p>Specialist Centres:</p> <ul style="list-style-type: none"> • Communication and interaction needs (COIN): Places for autistic pupils and those with communication and interaction needs - 122 planned places, • Speech Language and Communication Needs (SLCN) - 43 planned places <p>Moderate Learning Difficulties (MLD), known locally in Surrey as Learning and additional needs (LAN): 32 planned places</p> <p>Hearing impairment (HI): 33 planned places</p>

	<p>Total planned places in maintained special schools and specialist centres in NE Surrey in 2021 to 2022 = 540</p> <p>Total number of children and young people with an EHCP, residing in NE Surrey and attending a specialist provision in Yr R – Yr 14 (Maintained or non-maintained independent) in 2020 to 2021 = 1195</p> <p>Total number of children and young people with an EHCP, residing in Epsom & Ewell and attending a specialist provision in Yr R – Yr 14 (Maintained or non-maintained independent) in 2020 to 2021 = 276</p> <p>Only 16% of pupils who live in Epsom & Ewell and attend a Special School are educated within the borough and only 17% are educated within the NE quadrant. 28% are educated out of county and 53% travel over 6 miles for a specialist place.</p> <p>50% of pupils who live in Epsom & Ewell and attend an SEN Unit in a mainstream school are educated within the borough and only 60% are educated within the NE quadrant. Only 4% are educated out of county and 26% travel over 6 miles for a specialist place.</p>
Known planned provision	None identified as yet.
Local Plan impact / future provision	<p>The Council will continue to consult as locations for development and specific sites are identified.</p> <p>Surrey County Council are predicting that any need in the future is likely to be for post 16 or for pupils with additional needs.</p>
Funding	

Health

The NHS Surrey Integrated Care Board (ICB) and Surrey County Council established Surrey Heartlands Integrated Care Partnership (ICP) in 2022. Epsom and Ewell as a borough in Surrey is served by the Surrey Heartlands ICP.

The ICB for Surrey is known as; NHS Surrey Heartlands. The ICB took responsibility for planning and buying (or commissioning) healthcare for people within its area in 2022. It commissions services for around 1.1 million people, which is about 90% of the total population of Surrey. Previously, this was undertaken by Clinical Commissioning Groups, which no longer exist.

NHS Surrey heartlands receives money from central government to buy health and care across a range of different areas including local hospitals, community services, social care, ambulance services, mental health care and many other services. The ICB will also take on some areas of commissioning that currently sit with NHS England. The intention is that the ICB will also be responsible for the commissioning and arranging of primary medical services, dentistry (primary, community and secondary services), community pharmacy and general ophthalmology (eye care services) in the future.

Since the Health and Social Care Act 2012, Surrey County Council became responsible for a number of Public Health functions (2013):

- Health improvement for the population of Surrey – especially for the most disadvantaged.
- Providing information and advice to relevant agencies (including schools and care homes) to ensure all parties respond effectively to protect the health of the local population. This supports Public Health England, the agency who leads the local health protection response. Health protection issues can include flooding and threats of infectious diseases.

Table 17: Primary health infrastructure

Category	Details
Lead Agencies	Surrey Heartlands Health and Care Partnership Integrated Care System (ICS)
Sources of information/evidence	Engagement with Surrey Heartlands ICS (2024) EEBC previous Infrastructure Delivery Plan (2019) Direct engagement with Surrey Heartlands ICS (July 2022)
Strategic context / Key Issues	An ICS is formed of NHS organisations working in partnership with local councils and others. Together they take collective responsibility for managing resources, delivering NHS standards, and improving the health of the population they serve.

	<p>GP surgeries operate within a Primary Care Network (PCN), generally incorporating around six practices in a single area.</p>
Existing provision	<p>The Borough currently has 1 Community Hospital at West Park and 10 GP practices, which operate under two PCNs.</p> <p>PCN: Epsom:</p> <ul style="list-style-type: none"> • Ashley Centre Surgery • Derby Medical Centre • Fountain Practice • Shadbolt Park House Surgery • Spring Street Surgery • Stoneleigh Surgery <p>PCN: The Integrated Care Partnership (consists of four practices across four surgeries)</p> <ul style="list-style-type: none"> • Cox Lane Surgery • Stoneleigh Medical Centre • Fitznells Manor Surgery • Alexandra Road <p>A new health facility at Horizon House, Upper High Street, Epsom opened in 2022. The facility supports office accommodation for Epsom General Hospital and ICS staff on the upper floors and Mental Health therapies on the Ground and First Floors</p> <p>There are 13 dental practices who are NHS providers:</p> <ul style="list-style-type: none"> • 1 Church Street Dental Practice, 1 Church Street • Alexandra Dental Practice, 43 Alexandra Road • Bourne Hall Dental Practice, Bourne Hall Medical Centre • Bright Smile Dental care, 76 East Street • Oasis Dental Care, 12 Church Street • Quadrant Dental Practice, 9 Upper High Street • Epsom Dental Surgery, 39 Dorking Road • Harland and Dear, 2 Newbury Gardens • Horton dental Practice, 165-165a Ruxley Lane • IDH Epsom (My Dentist), 38b Ashley Road • Kingston Road Dental Surgery, 175 Kingston Road

	<ul style="list-style-type: none"> • The Parade Dental Practice, 177 Kingston Road • Waterloo Road Dental Surgery, 37 Waterloo Road <p>There are 7 opticians within the Borough:</p> <ul style="list-style-type: none"> • Bayfields Opticians, 68 High Street, Ewell • Boots Opticians, 58 High Street, Epsom • Houghton White Optometrists, 68 High Street, Ewell • Specsavers Kiln Lane, Sainsburys Supermarket • Leightons Opticians, 88 High Street, Epsom • Seeability, 41 East Street, Epsom • Specsavers, Unit 3, 22-28 High Street, Epsom <p>There are 11 pharmacies in the Borough:</p> <ul style="list-style-type: none"> • Anachem Pharmacy, 210 Chessington Road • Boots, The Ashley Centre, Epsom • Ewell House Pharmacy, 2-3 Ewell House Parade, Epsom Road, Ewell • Horton Pharmacy, Horton Local centre, Pelman Way • Lloyds Pharmacy, Kiln Lane, Sainsburys • Miles Pharmacy, 94 Chessington Road • Nima Pharmacy, 56-58 Stoneleigh Broadway • Patsons Chemist, 66 Stoneleigh Broadway • Pearl Chemist (Lloyds), 127 High Street, Epsom • Ricky's Chemist, 1-2 Market Parade, Ewell • Ruxley Pharmacy, 2 Ruxley Lane
Known planned provision	<p>Future development in healthcare will aim to consolidate and/or expand existing sites or replace existing sites with new larger facilities on either NHS owned property or within large development sites, including the high street. Consolidation will also result in efficient use of land for health care and may reduce the land requirements of the health service.</p>
Local Plan impact / future provision	<p>A whole health planning model (SIDM CoPlug) has been developed and will be used to assess the impact of the local plan development on the primary care health infrastructure.</p> <p>There is potential for existing healthcare facilities in the borough to be extended/re-developed/re-</p>

	<p>configured to help mitigate the impact of new development.</p> <p>The Council will continue to consult as locations for development and specific sites are identified.</p>
Funding	

Table 18: Acute Care Facilities

Category	Details
Lead Agencies	Surrey Heartlands Health and Care Partnership Integrated Care System (ICS)
Sources of information/evidence	Epsom and St Helier University Hospitals NHS Trust Five Year Strategy 2020 to 2025
Strategic context / Key Issues	Epsom Hospital serves the southern part of the Epsom and St Helier University Hospitals catchment. It provides an extensive range of inpatient, day and outpatient services. It hosts the Elective Orthopaedic Centre (EOC), providing orthopaedic services to patients of St George's, Croydon Health Services and Kingston hospitals in addition to patients from Epsom & St Helier. Surrey and Borders Partnership NHS Foundation Trust runs acute psychiatric services from the hospital. A 24-hour emergency department (ED) is provided at Epsom Hospital with a dedicated children's ED, where children under the age of 16 are seen. All emergency surgery is undertaken at St Helier Hospital.
Existing provision	Epsom General Hospital is located within the Borough and provides a range of services including acute care and accident & emergency facilities to a wider catchment.
Known planned provision	A decision was made in July 2020 to consolidate major acute services in a single specialist emergency care hospital at Sutton Hospital. It is intended that this will be implemented by 2025/26.
Local Plan impact / future provision	A whole health planning model (SIDM CoPlug) has been developed and will be used to assess the impact of the local plan development on the acute care health infrastructure. This will use the proposed site locations and population projections.

	The Council will continue to consult as locations for development and specific sites are identified.
Funding	

Other social and community infrastructure

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

Table 19: Community Centres

Category	Details
Lead Agencies	Epsom & Ewell Borough Council
Sources of information/evidence	EEBC previous Infrastructure Delivery Plan (2019) Community and Wellbeing Centre website
Strategic context / Key Issues	Community centres are multipurpose facilities for community activities.
Existing provision	<p>There are two community centres within the borough. Currently only one is operational.</p> <p>Community and Wellbeing Centre, Sefton Road, Epsom: This Centre is operated by the Council and offers a range of social and recreational events for people aged 55+. During the evenings and weekends the centre's rooms are available to hire for the wider community. The aim of the Wellbeing Centre is to support the Borough's growing elderly population and vulnerable adults with their physical, emotional and mental health wellbeing.</p> <p>The Wells Centre, Spa Drive, Epsom: This Council owned community centre closed in 2016. The Council agreed in March 2022 that the running and activity of the Wells Centre will be passed to Epsom Wells Community Association (EWCA), a registered community group and charity who will take responsibility for the building to put it back into use for a range of community led activities.</p>
Known planned provision	The running of the Wells Centre will be passed to EWCA, a registered community group.
Local Plan impact / future provision	
Funding	

Table 20: Libraries

Category	Details
Lead Agencies	Surrey County Council Voluntary organisations
Sources of information/evidence	Consultation with Surrey County Council (March 2024) Direct engagement with Surrey Libraries (2022)
Strategic context / Key Issues	The library service may be affected by wider cuts to public sector funding, which puts it at risk of funding shortfalls. The voluntary sector has played an increased role over recent years.
Existing provision	There are 4 libraries within the borough of Epsom and Ewell: <ul style="list-style-type: none"> • Epsom Library • Ewell Library • Ewell Court Community Library • Stoneleigh Community Library
Known planned provision	A large transformation of Epsom library is planned to commence in May 2024. Ewell library is also due to be refurbished. Stoneleigh Library and Ewell Court Library have mini refurbishments planned.
Local Plan impact / future provision	Surrey Libraries are working on an ambitious transformation programme which puts libraries at the heart of the community. A key objective is to deliver a service where communities come together, is co-designed with local people, strengthens community networks and meets local need. Surrey County Council are in the early stages of this but are exploring improvements which can be made to some of the libraries within Epsom & Ewell and will work alongside partners and residents to deliver the best possible libraries for local communities.
Funding	Surrey County Council intend to fund these improvements from the Libraries Capital Programme although consider the CIL funding could complement this and enhance provision.

Table 21: Sports Facilities

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

	<p>Indoor and Outdoor Tennis Courts: there are four indoor tennis courts and 46 outdoor tennis courts.</p> <p>Indoor and Outdoor Bowls: there are no indoor bowls facilities and five outdoor bowls greens.</p> <p>Indoor and Outdoor Netball: the four sports halls in the borough have suitable dimensions for netball. There are an additional 13 outdoor courts.</p> <p>Athletics: there is one 400m track.</p> <p>Gymnastics: there are no specialist gymnastics centres but four non specialist facilities accommodate gymnastics clubs.</p> <p>MUGAs, Skateparks and Outdoor Gyms: There are four MUGAs, four outdoor gyms and two skate parks.</p>
Known planned provision	Planning permission has been granted for a 3G pitch at Epsom & Ewell High School.
Local Plan impact / future provision	The studies recommend that all current facilities should be retained. Some of the future demand for facilities could be met through enhancements to existing facilities. Currently there are identified shortfalls in the provision of football pitches, particularly 3G pitches, cricket, rugby and lacrosse pitches. There is also a current need for additional sports hall provision. These shortfalls will be exacerbated by future population growth. Securing community use agreements could help address some of the current need through reducing uncertainty.
Funding	Improvements to the Borough's open spaces are likely to require CIL funding during the plan period.

Emergency services

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

Table 22: Police

Category	Details
Lead Agencies	Surrey Police
Sources of information/evidence	EEBC previous Infrastructure Delivery Plan (2019) Direct engagement with Surrey Police (2022)
Strategic context / Key Issues	Surrey Police have a duty to respond to all incidents. They deliver crime prevention, attend and provide a service lead at emergencies for example road traffic accidents or flooding, counter terrorism and community reassurance. They attend all incidents involving deaths, attend crowd and events policing, attend and input into community safety and crime partnerships and provide referral responses when there are expressed concerns about the safety of children, the elderly or those with special needs.
Existing provision	Police services are currently located in the Town Hall offices in Epsom Town Centre.
Known planned provision	None currently planned
Local Plan impact / future provision	Policing is a population-based service and increases in population due to additional housing would inevitably place additional demands on existing police services. There is currently capacity within the Epsom & Ewell office.
Funding	

Table 23: Ambulance service

Category	Details
Lead Agencies	South East Coast Ambulance Service NHS Foundation trust (SECAMB)
Sources of information/evidence	EEBC previous Infrastructure Delivery Plan (2019)

Strategic context / Key Issues	<p>Ambulance services are run by the South East Coast Ambulance Service NHS foundation trust.</p> <p>Demand continues to increase for the ambulance service and the spectrum of patient need is constantly broadening.</p> <p>The ambulance service are moving to a new operational model – a fleet hub model. This involves a series of centralised garages from which fleet vehicles are resupplied, serviced, stored and maintained. The vehicles travel out from these hubs and effectively operate remotely from hospitals, lay-bys or other appropriate locations.</p>
Existing provision	<p>There is one ambulance station within the Borough, which is located in Church Street, Epsom.</p> <p>Due to changes to the ambulance service’s operational model, the existing station could be declared surplus in the future.</p>
Known planned provision	None currently identified.
Local Plan impact / future provision	The Council will continue to consult as locations for development and specific sites are identified.
Funding	

Table 24: Fire and Rescue

Category	Details
Lead Agencies	Surrey Fire and Rescue Service (SFRS) - Surrey County Council is the Fire Authority, meaning they have overall responsibility for fire and rescue services in Surrey.
Sources of information/evidence	EEBC previous Infrastructure Delivery Plan (2019)
Strategic context / Key Issues	<p>While there has been a significant decrease in the number of fires attended across the UK due to prevention and protection, other risks must be responded to such as flooding, road traffic collisions and wildfires.</p> <p>Surrey Fire and Rescue uses its Community Risk Profile (CRP) to assess fire and rescue-related risks that could affect communities in Surrey. This assesses the biggest risks for the types of</p>

	<p>emergencies SFRS responds to and identifies where the most vulnerable people are. SFR uses this information, alongside national and local statistics, to decide how best to allocate their resources to mitigate against risks and plan how to best respond to them if they occur.</p>
Existing provision	<p>Epsom Fire Station has been in place since 1937 and it is well known that there is a need to provide a more modern Fire Station Improved facilities, especially training facilities are needed for its crew as the scope of the fire service widens (road traffic collision rescue, emergency medical response, effecting entry on behalf of Surrey Police and to assist the Ambulance service to free up vital police time).</p> <p>Epsom fire station is part of a countywide network of stations. Response provision based at Epsom's fire station includes; 1 x Whole-time crew located at a fire station ready to respond 24/7, 1 x Fire engine, 1 x Multi Role Vehicle.</p>
Known planned provision	<p>Despite the accepted need for a new fire station development there are still no firm plans in place to replace Epsom Fire Station.</p>
Local Plan impact / future provision	<p>The Council will continue to consult as locations for development and specific sites are identified.</p>
Funding	

Green Infrastructure

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

Table 25: Open Spaces (parks & gardens and recreation grounds, natural and semi/natural, children and young people, amenity green space, allotments, cemeteries, green corridors)

Category	Details
Lead Agencies	Epsom & Ewell Borough Council Surrey Wildlife Trust Woodland Trust
Sources of information/evidence	Open Space Audit Update (currently underway)
Strategic context / Key Issues	Many of the boroughs open spaces are owned and maintained by the Council. Many are also the subject of a management plan which helps to ensure that such spaces are managed to a high standard. An Open Space Audit Update is currently underway which will identify any deficiencies in provision.
Existing provision	<p>Epsom & Ewell's parks and recreation grounds are mostly owned and maintained by the Council. Recreation grounds are more associated with active, sometimes organised, recreation and playing fields, while the parks and gardens have a more scenic appeal and are more for passive recreation. In addition to the more formal parks/recreation grounds, there is a significant quantity of more informal amenity green spaces, which are commonly the green spaces in and around housing.</p> <p>The Borough benefits from large natural and semi-natural spaces which are enjoyed not only by the Borough's residents but from visitors beyond, particularly from London. The majority of the accessible natural/semi-natural spaces are owned and managed by the public sector, and many are subject to nature conservation designations (for example Epsom Common which is a Site of Special</p>

	<p>Scientific Interest and a Local Nature Reserve). As such, these spaces are a valuable resource for biodiversity and form an essential part of the wider green infrastructure network.</p> <p>There is a range of provision for children and young people across the borough. This mostly takes the form of council-maintained playgrounds and facilities within parks and recreation grounds.</p> <p>There are currently 11 allotments sites across the borough, which have the primary purpose of providing opportunities for people to grow their own produce.</p> <p>The borough has five cemeteries and churchyards, which includes Epsom Cemetery which has recently been expanded to help ensure there is adequate burial space for the next 25 years.</p>
Known planned provision	Various upgrades/improvements to open spaces/facilities are intended to be undertaken.
Local Plan impact / future provision	Development brings opportunities to improve the quality of existing open spaces and potentially, larger sites may provide an opportunity for new provision.
Funding	Improvements to the boroughs open spaces have been previously funded from a variety of sources including the Community Infrastructure Levy.