

# SURREY HEATH BOROUGH COUNCIL

## LOCAL PLAN 2011-2028



## INFRASTRUCTURE DELIVERY PLAN 2013-2023



**Great Place • Great Community • Great Future**

February 2013

# Foreword

This Infrastructure Delivery Plan has been produced to support the delivery of the Surrey Heath Local Plan, in particular development identified in the Core Strategy & Development Management Policies DPD and Camberley Town Centre AAP.

The IDP is a living document and will be updated on an annual basis, overseen by the Surrey Heath Partnership, the Local Strategic Partnership for Surrey Heath. As such this IDP is not a reflection of all projects which may come forward over the Local Plan period as additional projects may be identified in further iterations.

The list of projects identified includes those which are committed and those which are more 'fluid' at this stage. Committed projects largely fall within the first 5 years of the Local Plan. Projects in latter years will be subject to change over time given that service delivery models and funding streams may change or will need to be confirmed.

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## 1. Introduction

- 1.1 The National Planning Policy Framework 2012 (NPPF) <sup>1</sup> places an emphasis on ensuring that the Development Plan Documents such as the Surrey Heath Core Strategy & Development Management Policies DPD are deliverable.
- 1.2 One aspect in ensuring deliverability is a demonstration that the necessary infrastructure required to enable development to come forward has been factored into the plan making process.
- 1.3 The NPPF states that the Local Plan should plan positively for infrastructure required to meet the objectives, principles and policies of the NPPF identifying and co-ordinating development requirements. To facilitate this, the NPPF highlights the importance of local planning authorities understanding district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review. The Infrastructure Delivery Plan (IDP) forms part of this review.
- 1.4 A degree of cooperation through joint working with neighbouring authorities and transport providers is also expected to help develop strategies, for the provision of viable infrastructure necessary to support sustainable development. This is intended to be met through a new 'duty to cooperate' on planning issues that cross administrative boundaries, particularly those which relate to strategic priorities such as homes and jobs, retail and commercial development, transport infrastructure, health and cultural infrastructure as well as conservation of the natural environment.

### **Role & Status of the Infrastructure Delivery Plan**

- 1.5 The IDP is an important item of evidence which supports the Surrey Heath Local Plan and for understanding what infrastructure is required to realise development outlined in the Core Strategy & Development Management Policies DPD and a future Camberley Town Centre AAP. This ensures that infrastructure planning is fully considered and integrated into the plan making process.
- 1.6 The infrastructure schedules in annexe 1, 2 and 3 of this IDP set out
1. Infrastructure projects completed from the previous 2010 IDP;
  2. New identified infrastructure projects that will be required to enable development to come forward in future years and those outstanding projects rolled over from the 2010 IDP; and
  3. Infrastructure projects highlighted in the 2010 IDP to support the level of development proposed in the PRB development and their current status.

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<sup>1</sup> National Planning Policy Framework 2012 Available at:  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

- 1.7 The schedules also set out where infrastructure projects will be delivered, when and by whom and the funding sources secured or identified to date.
- 1.8 Rather than sitting within a DPD, such as the Core Strategy & Development Management Policies DPD, the IDP and accompanying schedule are a 'living document'. This allows the IDP and schedule to be updated on a regular basis to take account of changes to identified projects such as timing or funding or to add projects as they arise from other service provider's delivery or resource plans and through consultation. The schedule can also be used to confirm when projects have started or completed.
- 1.9 The infrastructure identified in this IDP has been informed by the Infrastructure Needs Assessment 2011 carried out by Surrey Heath Borough Council. This is an extensive piece of evidence, which sought to assess the baseline infrastructure position in the Borough, existing capacity issues and estimated future demand based on predicted population increases over the Local Plan period. As such, this IDP should be viewed in the context of that study which sets out the assumptions and methodology in terms of estimated future infrastructure needs.
- 1.10 Prior to publication of the final Infrastructure Needs Assessment a draft Social & Community Infrastructure Needs Assessment and Infrastructure Baseline report were produced by Surrey Heath Borough Council. Extensive consultation with infrastructure providers was undertaken to inform the content of these two documents and the final Needs Assessment contains a list of all those consulted and those who commented at that time. Since this work was undertaken the list of projects has been updated through further dialogue with service providers.

### **The Infrastructure Delivery Schedules**

- 1.11 The schedules in annexe 1, 2 and 3 of this document set out the status of infrastructure projects from the previous IDP and lists those projects that will be required to enable development to come forward in future years. The schedule has been broken down into two 5 year tranches which cover the periods 2013-2018 and 2019-2023. The Princess Royal Barracks in Deepcut uses one 10 year tranche of 2016-2026, which is the expected delivery timetable for the scheme.
- 1.12 In terms of wider Borough projects identified in the first 5 years, these are considered to have a greater degree of certainty attached to them, primarily as they are already included within service provider's delivery or resource plans and funding has either been secured or identified in existing capital spending programmes.
- 1.13 Projects within the latter 2018-2023 period will be more fluid at this stage of plan making as many go beyond other service provider's delivery or resource plans. However, as a living document the IDP will be regularly updated. As such additional information regarding delivery can be added as and when projects become more certain or identified through future delivery or resource plans. The projects listed for the Princess Royal Barracks derive from the Deepcut SPD and are refined where further detail has been provided.

## **2. Surrey Heath in Context**

### **Borough Profile**

- 2.1 Surrey Heath lies in the North West corner of Surrey, neighbouring the Counties of Berkshire to the north and Hampshire to the west. The western half of the Borough is urban in character containing the major settlement areas of Camberley and Frimley with the east more rural in nature housing the smaller village settlements of Bisley, Chobham, West End and Windlesham set within countryside or Green Belt.
- 2.2 The 2011 census showed Surrey Heath as having a population of 86,200 comprising 33,546 households, with just over 95% (84.79% white British) of the population as White, with a number of ethnic groups completing the resident population, the largest of which is the Asian or Asian British group at just 2%. The Core Strategy & Development Management Policies DPD estimated that the Borough's population would increase to 87,500 by 2026. The 2011 Census data suggests that this estimate was too low and as such the Borough Council may to revisit its infrastructure capacity work.
- 2.3 According to the 2001 Census 46.9% of the current housing stock comprises detached housing. Between July and September 2012, the Land Registry identified the mean property price in the Borough as being £342,532.
- 2.4 The local economy is buoyant with low levels of unemployment and high rates of business formation, however the unemployment rate has increased from 0.6% in March 2006 to 1.6% in April 2012. The main employment centres in Surrey Heath are Camberley and Frimley.
- 2.5 There are almost equal flows of commuters entering and leaving the Borough each day. Rail services in the Borough are slow, with stations at Bagshot, Camberley and Frimley on a branch line between Ascot and Guildford. Rail services to London are accessed via the Branch line at Ascot or Guildford or residents travel outside of the Borough to access direct links at Ash Vale, Brookwood, Farnborough or Sunningdale. Bus services in and around the Camberley area are good, but poor in the villages.
- 2.6 The Borough contains one stretch of strategic highway, the M3 motorway with junctions located at Bagshot/Lightwater and Frimley. The A322 provides the link from junction 3 of the M3 to the M4.
- 2.7 Biodiversity is now one of the key issues facing the Borough, given the constraints to development arising from the need to protect the Thames Basin Heaths Special Protection Area (SPA), which covers 23% of the Borough. As such green infrastructure, particularly areas of Suitable Alternative Natural Green Space (SANGS) will play a crucial role in enabling development across the Borough.
- 2.8 There is one major health facility within Surrey Heath, Frimley Park Hospital which serves areas of Surrey, Hampshire and Berkshire.

## Surrey Heath Partnership

- 2.9 In 2009, the Surrey Heath Local Strategic Partnership and the Safer Surrey Heath Partnership combined to form the Surrey Heath Partnership.
- 2.10 The Surrey Heath Partnership is formed from a number of local service providers, business representation and the voluntary and community sectors. These include Surrey Chambers of Commerce, Surrey Police, Fire & Rescue services, NHS Surrey and Frimley Park Hospital Trust.
- 2.11 The Partnership was charged with updating and building on the Borough Council's 2004 Community Plan, to produce the Sustainable Community Strategy. Some members of the Partnership will be key delivery agencies, in the provision or re-ordering of infrastructure over the lifetime of the Local Plan and these are set out in table 1.1 below along with other key delivery agencies.

**Table 2-1: Delivery Agencies in Surrey Heath Borough**

<b>Infrastructure Type</b>	<b>Delivery Agencies</b>
<b>Education</b>	
<ul style="list-style-type: none"> <li>• Early Years Education</li> <li>• Primary Education</li> <li>• Secondary Education</li> </ul>	<ul style="list-style-type: none"> <li>• SCC (Early Years)</li> <li>• SCC (Children's Services)</li> <li>• SCC (Education)</li> <li>• Private childminding &amp; crèche facilities</li> <li>• Private education sector</li> </ul>
<b>Health</b>	
<ul style="list-style-type: none"> <li>• Primary Care (GP's &amp; Dentists)</li> <li>• Secondary Care (Acute &amp; Emergency)</li> </ul>	<ul style="list-style-type: none"> <li>• NHS Surrey (PCT)</li> <li>• Surrey Heath Clinical Commissioning Group</li> <li>• Frimley Park Hospital Trust</li> <li>• Surrey &amp; Borders PCT (Mental Health)</li> <li>• GP's and Dentists</li> </ul>
<b>Community Facilities</b>	
<ul style="list-style-type: none"> <li>• Libraries</li> <li>• Built Community Facilities</li> </ul>	<ul style="list-style-type: none"> <li>• SCC (Libraries &amp; Culture)</li> <li>• SCC (Communities)</li> <li>• SCC (Youth)</li> <li>• SCC (Children's Services)</li> <li>• SHBC</li> </ul>
<b>Green Infrastructure</b>	

<ul style="list-style-type: none"> <li>• SANGS</li> <li>• Parks &amp; Gardens</li> <li>• Amenity Green Space</li> <li>• Allotments</li> <li>• Equipped Playspace</li> <li>• Outdoor Sports Provision</li> </ul>	<ul style="list-style-type: none"> <li>• SHBC</li> <li>• Other BV LAs</li> <li>• SCC (Education)</li> <li>• Sport England</li> <li>• Natural England (in partnership)</li> <li>• Wildlife Trusts</li> <li>• Parish Councils</li> <li>• Allotment Society</li> <li>• Property Developers</li> </ul>
<b>Indoor Sports Facilities</b>	
<ul style="list-style-type: none"> <li>• Sports Halls</li> <li>• Swimming Pools</li> <li>• Health &amp; Fitness</li> <li>• Indoor Bowling Rinks</li> </ul>	<ul style="list-style-type: none"> <li>• DC Leisure Services Ltd</li> <li>• SHBC</li> <li>• SCC (Education)</li> </ul>
<b>Emergency Services</b>	
<ul style="list-style-type: none"> <li>• Police</li> <li>• Fire &amp; Rescue</li> <li>• Ambulance</li> </ul>	<ul style="list-style-type: none"> <li>• Surrey Police</li> <li>• Surrey Fire &amp; Rescue (SCC)</li> <li>• South East Coast Ambulance (SECAmb) Trust</li> </ul>
<b>Utilities</b>	
<ul style="list-style-type: none"> <li>• Water Resource</li> <li>• Waste Water</li> <li>• Gas</li> <li>• Electricity</li> <li>• Telecoms</li> </ul>	<ul style="list-style-type: none"> <li>• South East Water</li> <li>• Veola Water Central</li> <li>• Thames Water</li> <li>• Scotia Gas Networks</li> <li>• Scottish &amp; Southern Electricity</li> <li>• Telecom Operators</li> </ul>
<b>Transport</b>	
<ul style="list-style-type: none"> <li>• Highways</li> <li>• Rail</li> <li>• Bus</li> <li>• Pedestrian</li> <li>• Cycle</li> </ul>	<ul style="list-style-type: none"> <li>• Highways Agency</li> <li>• SCC (Highways)</li> <li>• Sustrans</li> <li>• Network Rail</li> <li>• South West Trains</li> <li>• Rail Estates</li> <li>• Bus Operators</li> </ul>
<b>Waste &amp; Recycling</b>	
<ul style="list-style-type: none"> <li>• Waste Disposal</li> <li>• Waste Collection</li> </ul>	<ul style="list-style-type: none"> <li>• SCC (waste)</li> <li>• SHBC</li> </ul>

2.12 The Partnership set out and report on the action plans set out under the Sustainable Community Strategy for a number of different projects. As such the action plans are under constant review by Partnership members.

## Surrey Heath Sustainable Community Strategy

- 2.13 The Sustainable Community Strategy (SCS)<sup>2</sup> outlines the overall vision and objectives for Surrey Heath over the coming years.
- 2.14 The Borough's SCS is also aimed at supporting the Surrey wide SCS produced by the Surrey Strategic Partnership. The county strategy is based around 5 themes of, Children and Young People, Health and Wellbeing, Housing, Infrastructure and Environment, Safer & Stronger Communities and Economic Development. As such the Surrey Heath SCS is also based around these 5 themes.

- 2.15 The overall vision for the SCS is: -

*'To sustain and constantly improve Surrey Heath as a desirable place to live, learn, work and play; and*

*To support individuals to achieve their full potential as a part of the local community'*

- 2.16 There is recognition in the SCS that there may be some significant development within Surrey Heath, and the Surrey Heath partnership will need to monitor the impact of this on local services.

### Action Plan 2012-2015

- 2.17 The Surrey Heath Partnership has produced a Progress Report Action Plan 2012-2015<sup>4</sup> which set out the projects the SCS will deliver. The Action Plan highlights a number of cross cutting themes and strategies to tackling issues in Surrey Heath all of which are important to ensuring a sustainable community.

There are 48 projects in the Action Plan, two of which bare relevance to this IDP and focus on economic development.

OUTCOME REQUIRED	ACTION	MEASURE	LEAD PARTNER	ACHIEVEMENTS
Explore Growing Places Funding (EM3 Growing Enterprise Fund)	Raise awareness of fund and encourage organisations to apply	Applications made. On-going	Enterprise M3	A30 regeneration project applied for.
Sustainable, efficient, congestion free travel in Surrey Heath	Investigate and trial innovative ways of tackling problems of congestion	Initiatives implemented	Surrey County Council (Transport for Surrey)	2 Initiatives identified. Frimley "Toshiba" Roundabout and the Meadows Roundabout.

<sup>2</sup> Surrey Heath Sustainable Community Strategy (2009) Surrey Heath Borough Council. Available at: <http://www.surreyheath.gov.uk/community/sustainablecommunitystrategy/default.htm>

## **Surrey Heath 2020 Strategy**

- 2.18 The Surrey Heath 2020 Strategy (Surrey Heath Corporate Plan)<sup>3</sup> sets out the key objectives and priorities of the Borough Council.
- 2.19 Key priorities of the plan are to deliver an improved Camberley Town Centre, delivering the Transport for Surrey Heath project, delivering the SCS and action plan and securing the future of local public services in the Borough through a variety of strategies.
- 2.20 The plan recognises the importance of the Local Plan and its ability to deliver the key priority of an improved Camberley Town Centre, but also its ability to deliver a solution to the issues surrounding the Thames Basin Heaths Special Protection Area (SPA) and creating a sustainable community at the proposed strategic allocation of the Princess Royal Barracks site in Deepcut.

## **Local Investment Plan (LIP)**

- 2.21 Local Investment Plans (LIP) form part of the Homes & Communities Agency (HCA) 'single conversation'. The single conversation is a local place based business model to realise the benefits of creating a single housing and regeneration agency and achieve more efficient investment delivery in line with locally derived priorities. The HCA's focus is now of developing and implementing LIP's following the 'single conversation' with local authorities.
- 2.22 The Core elements of a LIP should be: -
- Alignment and coherence of local strategies;
  - A clear and consistent narrative about the rationale for investment priorities identified;
  - A framework for making choices and determining priorities to deliver strategic outcomes within limited resources.
- 2.23 Given its location as a local authority in Surrey but also as part of the wider Blackwater Valley, Surrey Heath is included within the North & Central Hampshire and M3 Area LIP published in September 2010<sup>4</sup> and the Surrey LIP published in September 2010. Both LIP's recognise Camberley Town Centre and the Princess Royal Barracks allocation in Deepcut as planned priority developments.

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<sup>3</sup> 2020 Strategy (2010) Surrey Heath Borough Council. Available at:

<http://www.surreyheath.gov.uk/council/councilinformation/corporateplan.htm>

<sup>4</sup> Surrey Heath Partnership Action Plan 2012 – 2015 October 2012 Progress Report

<http://www.surreyheath.gov.uk/community/shp/default.htm>

<sup>4</sup> North & Central Hampshire and M3 Area Local Investment Plan (2010) HCA. Available at:

<http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=3280&p=0>

## **Community Infrastructure Levy (CIL)**

- 2.24 The Community Infrastructure Levy (CIL) is a new power that allows councils to raise funds from developers alongside new building projects to help build infrastructure. The draft CIL Regulations were laid before Parliament in February 2010 and came into effect on 6th April 2010 (with subsequent amendments).
- 2.25 These Regulations set out the detailed provisions enabling local authorities to introduce a levy in their areas. The levy applies to new buildings above a certain size and the revenue from the levy must be applied to infrastructure needed to support the development of the area.
- 2.26 Surrey Heath has since taken the decision to introduce a CIL charging schedule anticipated for adoption by the council January 2014. The charging schedule will sit alongside the Local Plan but does not form part of the statutory development plan. Between 6<sup>th</sup> August 2012 and 28<sup>th</sup> September 2012 the borough council undertook consultation on its preliminary draft charging schedule, receiving 17 representations from a range of different interested parties. The Borough Council will be consulting on a draft charging schedule in April 2013 with a possible examination in public summer/autumn 2013.
- 2.27 The Borough Council will be drawing up governance arrangements with Surrey County Council in terms of how CIL funds are transferred for infrastructure delivered by County such as highways/education.

## **Local Enterprise Partnerships (LEPs)**

- 2.28 LEPs are partnerships between local authorities and businesses. They decide what the priorities should be for investment in roads, buildings and facilities in the area. So far 39 LEPs have been established. Surrey Heath is included within the Enterprise M3 LEP area which stretches 75 miles through Hampshire and Surrey, from rural communities in the New Forest to the perimeter of Heathrow Airport.
- 2.29 Enterprise M3 operates within a network of existing business support, provided by the private sector, the public sector, and a range of membership and third sector bodies. The LEP will work in partnership with these bodies, but does not intend to compete with or duplicate their services. It also works within a network of existing public sector funding and decision making, on economic development, planning and infrastructure delivery.
- 2.30 The LEP has identified the Growing Places Fund as a delivery mechanism for those infrastructure improvements which are most able to deliver the Enterprise M3 vision. The fund is identified as £21.7m and will be an important strand of Enterprise M3 funding, focussing specifically on delivering infrastructure to support physical development which is something the Surrey Heath Partnership intends to explore. Delivering superfast broadband is also considered to be of high priority and the single biggest infrastructure improvement required by the LEP.

### **Local Transport Body (LTB)**

- 2.31 The Department for Transport has announced its firm intention to devolve funding for local major transport schemes to Local Transport Bodies from 2015. LTBs will be voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and other organisations. Indicative funding for the LTP is around £36m over 4 years.

### **New Homes Bonus**

- 2.32 The new homes bonus is an additional funding stream provided by central government to local authorities and is based on the number of new dwellings built in a local authority's area over a period of time.
- 2.33 Surrey Heath Borough Council was allocated £69,338 of New Homes Bonus in 2011/12. Using the calculator provided on the CLG web-site<sup>5</sup> and assuming housing comes forward at 140 dwellings per annum over the next 5 years with around 40 affordable units per annum, gives a total New Homes Bonus of around £6.5m to 2021/2022.
- 2.34 However, it should be noted that the New Homes Bonus is not ring-fenced and it is anticipated that the funding gained from the New Homes Bonus will be off-set by a decrease in the Borough Council's grant funding from central government. As such the net increase in funding from New Homes Bonus is likely to be minimal.

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<sup>5</sup> <http://www.communities.gov.uk/housing/housingsupply/newhomesbonus/>

### **3. Surrey Heath Local Plan & Infrastructure Needs Assessment**

#### **Surrey Heath Local Plan**

- 3.1 The Core Strategy & Development Management Policies DPD now forms part of the Surrey Heath Local Plan. The Core Strategy sets the overall spatial strategy and locally derived housing target for the Borough up to 2028, including housing distribution numbers.
- 3.2 Core Strategy Policy CP3 sets housing targets based over years 2011-2028 and sets the minimum net number of dwellings to be delivered at 3,240. Policy CP3 also sets out the housing distribution across the Borough within this period. The majority of housing distribution over the period is directed toward the west of the Borough, particularly Camberley and Deepcut.
- 3.3 Core Strategy Policy CP4 allocates the Princess Royal Barracks in Deepcut for residential led development. The policy allocates 1,200 dwellings and also makes provision for improved provision of retail and associated class A uses to create sustainable shopping patterns, as well as requiring community and green infrastructure.
- 3.4 Policy CP10 deals with the regeneration of Camberley Town Centre and anticipates the delivery 41,000 square metres (gross) new retail floorspace in the period up to 2028, with provision for up to 200 new dwellings.
- 3.5 Policy CP12 sets out that the IDP will be used to identify the timing and type of infrastructure required to support the objectives and policies of the Local Plan and recognises that some infrastructure projects in the latter period of the Local Plan will be more fluid at this stage of planning. The policy also sets out that where development is dependent on key infrastructure provision, that development will be phased so as to coincide with the release of additional infrastructure or service capacity. The proposed policy also recognises that some funding toward infrastructure provision will be sought from developer contributions, whether through S106 obligations, a CIL charging schedule or any other mechanism which supersedes these tools.
- 3.6 The Core Strategy also recognises the constraints placed on the delivery of new development due to the requirement to provide avoidance measures for the Thames Basin Heaths SPA. As such the provision of Green Infrastructure, in particular Suitable Alternative Natural Green Space (SANGS) will be key to the delivery of the strategy and this is recognised in Policies CP13 & CP14A & B.
- 3.7 Also forming part of the Local Plan is the Camberley Town Centre Area Action Plan (AAP). The final Proposed Submission document is due for consultation in spring 2013 with submission to the Secretary of State and subsequent examination in public to follow later in 2013. The AAP builds on Core Strategy Policy CP10 and includes specific infrastructure requirements relating to highways, Camberley rail station as well as environmental improvements.

## **Infrastructure Needs Assessment**

- 3.8 The Infrastructure Needs Assessment carried out by Surrey Heath Borough Council is an extensive piece of evidence in support of the Local Plan. The Assessment was updated in 2011, and involved consultation in various forms with key infrastructure stakeholders.
- 3.9 The assessment reviewed baseline infrastructure capacity within the Borough as at 2011 (to coincide with population modelling) for a range of infrastructure types, including physical, social and community.
- 3.10 The assessment also projected forward anticipated infrastructure needs in response to predicted population increases derived from Surrey County Council's Chelmer Population & Housing Model over the Local Plan period, both for the Princess Royal Barracks site in Deepcut and the rest of the Borough as a whole. However, the Borough wide population in 2011 is 86,200 (2011 Census) which is more than the Chelmer model estimated for 2011 at 83,561 a difference of 2,639 people. This is likely to mean that the 87,500 population estimate for 2026 as set out in the Core Strategy is an under estimation. The Deepcut population is estimated to rise from 1,698 at present to around 4,500 in 2026.
- 3.11 As such the Infrastructure Needs Assessment's findings feed into this IDP in terms of likely infrastructure projects that will be required in future years to support delivery of the Local Plan. As stated previously some projects identified, especially in latter years will be more fluid at this stage with greater certainty becoming apparent in future years. As such, this IDP should not be read in isolation. Regard should be had to the content and context of the Needs Assessment as there will be infrastructure requirements in that document which have not been identified as projects in this IDP i.e. waste and recycling infrastructure.
- 3.12 Therefore the IDP and Needs Assessment are useful tools which enable service providers to consider future needs, consider and realise opportunities for shared service delivery or co-location of services and to share information. As with this IDP, the Needs assessment will be updated regularly as it is recognised that both the IDP and assessment are 'snapshots' in time and will be subject to change. This is especially the case given the difference between the Chelmer model 2011 population forecast and the Census 2011 figure.

## **2010 IDP projects completed**

- 3.13 Of the projects identified in the 2010 IDP, 12 projects have been completed. The full details of these projects can be found in annex 1, but in summary the projects are as set out in Table 3-1.

**Table 3-1: Completed Projects Identified in the 2010 IDP**

<b>Project</b>	<b>Lead Agency</b>
Modernisation & expansion of Frimley Park Hospital	Frimley Park Hospital Trust
SANGS for Notcutts Development	Developer, SHBC
SANGS for Clewborough Development	Developer, SHBC
Shared SANGS at Hawley Meadows/Blackwater Park (remaining capacity 446 people, which equates to an outstanding funding gap of £1,159,600: 03/01/13)	SHBC, Rushmoor BC, Hart DC, Hampshire CC, Blackwater Valley Countryside Partnership
Children's play facilities at Windlesham playing fields, School Lane, Windlesham	SHBC & Windlesham Parish Council
Improvements to Heatherside Recreation	SHBC
Improvements to Pine Ridge Children's Centre, Old Dean, Camberley	SCC
Traffic Management scheme at Notcutts Development, Bagshot	Developer, SCC
Replacement Bus Stops for Notcutts Development	Developer, SCC
Footway/cycleway scheme at Notcutts Development	Developer, SCC
Off-site drainage works for Notcutts Development	Developer, SCC, SHBC
Shared cycleway/footway Old Bisley Road	SCC

## 4. IDP 2013-2023 - Borough Wide Infrastructure Projects

- 4.1 There are numerous infrastructure projects identified within the IDP, both physical and social/community. Within the period 2013-2018 the majority of projects are existing commitments and as such a degree of certainty is attached as they have either commenced, planning permission granted or funding has been secured. It should be reiterated that this IDP contains a list of those projects identified to date and not the total infrastructure requirements arising from development identified in the Local Plan.

### **2013-2018**

#### **Transport**

- 4.2 Surrey County Council (SCC) has produced a Draft CIL Update document which highlights potential transport measures to support the levels of growth identified in the Surrey Heath Borough Core Strategy. The document highlights a number of focused measures in Camberley town centre, the Blackwater Valley Route, the Yorktown, Frimley and Frimley Green areas as well as approaches to the M3. Identified projects range in phasing periods from 2013-2018 and 2019-2023.

#### Camberley Town Centre (CTC)

Highway improvements identified by Surrey County Council include: -

- Improve bus stop facilities close to junction of London Road/High Street junction possibly extending along the High Street-Park Street section together with pedestrian improvements and loading facilities;
- Introduction of bus priority measures and variable message signing to town centre car parks;
- Cycle Forum Priority Route 1-London road off carriageway route;
- Cycle Forum Priority Route 2 - Toucan/Pelican crossing on Portsmouth Road Camberley Centre to Tomlinscote;
- Cycle Forum Priority Route 3 - Old Dean Estate to Camberley Town Centre - Cycle route via off road routes. Route in place through Old Dean and along A30 London Road to Camberley. This scheme is for a toucan crossing of equal benefit to cyclists and pedestrians;
- Cycle Forum Priority Route 4 - Heatherside/Deepcut to Camberley town centre - Cycle route via off road routes.

#### *Delivery*

- 4.3 The total cost of the projects listed above is estimated at £1.4m. So far around £378,000 has been secured toward the above projects through S106 contributions and Integrated Transport Schemes (ITS) funding. There is a funding gap of around £1.02m.
- 4.4 Surrey County Council has also proposed a number of junction improvements in Camberley Town Centre as well as important cycle routes, noting that nearly 70% of all residential development in the Local Plan period and the vast majority

of commercial and residential development are anticipated to occur within Camberley. Improvements to key approaches to the town centre and in particular cycle route improvements would reduce reliance on the car and encourage sustainable forms of transport which in turn contributes to a reduction in congestion on key routes. The highway improvements identified are set out within the Proposed Submission Camberley Town Centre AAP.

- A30 London Road/Knoll Road/Kings Ride;
- A30 London Road/Park St;
- Knoll Rd/Portesbury Rd;
- High St/ Portesbury Rd Pembroke Broadway;
- A30 London Rd between town centre and Meadows gyratory;
- A cycle network along A30 London Rd/Knoll Rd/Portesbury Rd/ Pembroke Broadway/Charles St.

#### *Delivery*

- 4.5 Overall costs of the above projects are estimated at £5m and no funding has been secured to date. Funding is to be sought through a £5m bid to the Local Transport Body (LTB) and programmed for delivery in 2017.

#### Blackwater Valley Route and the Yorktown area

Highway improvements identified by SCC include: -

- Promoting Advance Direction Signs, Estate Direction signs, implementation of on-street parking controls, new link roads and carry out junction and other highways enhancements and improvements;
- Bus lay-bys, improved passenger transport information, bus gates and priority measures, provision of bus services between Yorktown and Camberley Town Centre;
- Blackwater Valley Route cycle route;
- Toucan crossings, cycle crossing at Watchmoor Park.

#### *Delivery*

- 4.6 The costs associated with the above projects are expected to be around £4.38m. £360,000 of S106 monies have been received for these projects and a design and feasibility study is required for the bus lay-by scheme whilst a design and feasibility study has been conducted for toucan crossings and cycle crossings at Watchmoor Park with construction anticipated in 2013. There is therefore a funding gap of £4.02m.
- 4.7 SCC have suggested further measures in this area targeted at reducing congestion, improving accessibility for pedestrians and cyclists as well as improving safety on this 'key strategic route.' Improvements to the Meadows roundabout are required to relieve congestion and improve accessibility along this key transport corridor. These measures include: -

- Improvements to Meadows Roundabout to relieve congestion and improve accessibility;
- Realignment and refurbishment of B3411 Frimley Road/ A30 London Road;
- New Bracebridge-A30 London Road link;
- Four bus lay-bys on the A331;
- Toucan crossings on The Meadows shopping Centre accesses

*Delivery*

- 4.8 Anticipated costing for these measures is £4.9m with £360,000 attained from S106 contributions which leaves a funding gap of £4.54m. The funding gap may be funded through the LTB. Projects are programmed for delivery 2016.

Frimley and Frimley Green Area

Highway improvements identified by SCC include: -

- Improvements to A325 Frimley “Toshiba” roundabout;
- Traffic management measures along Buckingham Way
- Alteration of the two access roads at ‘The Green’ into the ‘Hatches’ to form a one way;
- Junction of Frimley Green Road with Henley drive;

- 4.9 A325 Frimley ‘Toshiba roundabout’ improvements have been carried over from the previous IDP. The improvements to the Toshiba Roundabout are required to tackle issues such as peak hour congestion, traffic diverting to the High street to access the A331 and reduce accidents by controlling the conflict between traffic and pedestrians. Traffic delays are worsened as the A325 serves the busy Frimley Park Hospital site. The cost of the scheme is estimated at £817,000

*Delivery*

- 4.10 Proposed projects cost around £1.03m. All of the County Council’s Local Area Committee’s anticipated capital maintenance and ITS budget’s for the 2013/14 financial year will be used to part fund the Toshiba roundabout scheme and with the addition of developer funding held for this project, existing funding comes to £679,653. This gives a total funding gap of £350,347. Toshiba scheme is programmed for delivery 2013/14 whilst the remaining two projects require feasibility or detailed design and consultation.

Other Transport Projects

- 4.11 Highway improvements considered by SCC within other areas of the Borough include: -
- Improvements to street lighting along the A322 in Bisley & West End;
  - Noise reduction measures on the A322 Lightwater Bypass.

*Delivery*

- 4.12 Estimated cost of the above projects is £200,000 with no funding secured to date.

**Education**

Bisley Church of England Primary School

- 4.13 This scheme is for 3 additional classrooms to accommodate the increase from a 1.5 form entry (FE) primary school with a Published Admission Number of 45 (total of 315 pupils), to a 2FE primary school with a Published Admission Number of 60 (total of 420 pupils), the estimated cost is £900,000.

*Delivery*

- 4.14 This scheme has been consulted on and a planning application has been submitted to Surrey County Council. Surrey County Council is expecting to take a decision on this scheme in early February 2013. Accommodation would be provided on the existing site of the school to enable this change to take place by September 2013. Surrey County Council would provide the funding for this proposal and as such there is no funding gap.

Portesbery Road Primary School

- 4.15 This scheme has been carried forward from the previous 2010 IDP. The scheme is for the re-location and 1500 sqm new build of Portesbery Road Special School to Deepcut serving 70 pupils with severe learning difficulties aged 2-19. The estimated cost is £16m.

*Delivery*

- 4.16 Funding has been secured by Surrey County Council who will be the lead agency responsible for delivery. The project is estimated to come forward in January 2013 with completion in spring 2015. As such there is no funding gap for this project.

**Green Infrastructure**

Heather Farm SANG

- 4.17 This project has been carried forward from the previous 2010 IDP. The project identifies a 20ha site for use as SANG in the east of the Borough which straddles the boundaries of Surrey Heath and Woking Borough Council's. The scheme would allow residential development of up to 9 net additional units to come forward anywhere in the Borough and schemes of 10+ units to come forward within 5km of the SANG. Total capacity of the SANG is 2,893 people.

*Delivery*

- 4.18 Negotiations between the parties to deliver this SANG are still on-going, but the SANG should be up and running some time during 2013. There are capital costs

associated with the project in respect of setting up the site to SANG standard as well as the costs of long term maintenance. The total cost of the project is around £4.9m and with no funding secured this is a funding gap. The potential cost to Surrey Heath is estimated at £1.9m.

#### Additional SANG

- 4.19 Remaining capacity at the Hawley Meadows SANG as at 03/01/13 was 446 people which approximates to 185 dwellings. The capacity at Heather Farm for Surrey Heath could be up to 1,122 people which approximates to 467. As such, potential SANG capacity from 2013 onwards is 1,568 people or 652 dwellings. The Core Strategy has a housing target of 3,240 net additional dwellings between 2011 and 2028. Over a 5 year period this amounts to 953 dwellings.
- 4.20 The Princess Royal Barracks in Deepcut will be expected to form part of the housing supply from 2016 onwards and is expected to deliver 120 units per annum over a 10 year period to 2026. The Princess Royal Barracks will provide its own SANG solution and as such will not require a shared SANG. Therefore the number of dwellings requiring a shared SANG solution in the period 2013-2018 is 713 (953-240) with capacity for only 652 units identified. This is a deficit of 61 dwellings (or 146 people). Taking a SANG cost of £2,000 per person, equates to additional SANG funding of £292,000.

#### *Delivery*

- 4.21 Additional shared SANG will be required within the period 2013-2018 to accommodate Core Strategy housing growth. However a SANG is unlikely to be brought forward for 61 dwellings but as a shared SANG to accommodate a greater capacity. Therefore SANG costs are likely to exceed the £292,000 for additional SANG in the period 2013-2018. However, this figure has been used for identifying potential costs and the funding gap within the 2013-2018 period.

#### **Open Space & Recreation**

##### Burrell Road, Frimley

- 4.22 This scheme is for the upgrading and modernisation of the Burrell Road Play Area. The scheme will provide new play equipment in order to increase capacity and play value of the site. The scheme will cost £49,800

#### *Delivery*

- 4.23 Delivery has been secured through S106 funds and the Anti-Social Behaviour fund and will be led by Surrey Heath Borough Council.

##### London Road Recreation Ground, Camberley

- 4.24 Scheme involves phase 2 of the Refurbishment of the Victorian pavilion at the London Road Recreation Ground. The scheme will cost £15,000.

*Delivery*

- 4.25 Delivery has been secured through S106 funds and the leisure services building budget.

Southcote Park, Frimley

- 4.26 Project is for the provision of new timber play area at Southcote Park costing £37,100.

*Delivery*

- 4.27 Scheme to be funded through S106 funds and as such this is a funding gap.

Watchetts Recreation Ground, Camberley

- 4.28 Project is for the provision of a 9 piece outdoor gym 'Watchetts Woodland Workout' in order to increase capacity and play value of the site costing £11,260.

*Delivery*

- 4.29 Funding secured through S106 funds.

Frimley Green Recreation Ground, Frimley Green

- 4.30 Project is for the upgrade of play capacity costing £32,200.

*Delivery*

- 4.31 Funding has been secured through S106 contributions.

- 4.32 Table 4-1 highlights the total costs of all projects identified in 2013-2018 period, the funding secured to date and total funding gap. This also includes those projects considered to be critical to delivery of the Local Plan.

**Table 4-1: 2013-2018 Project Costs, Funding & Funding Gaps**

Project Type & Cost	Funding Secured	Funding Gap
<p><b>Transport</b></p> <p><i>£16.9m of which £9.9m are critical projects</i></p>	£1.77m	<p><i>£15.13m or £5.59m if LTB funding secured</i></p> <p><i>£2.97m gap for critical projects if LTB funding secured in full</i></p>
<p><b>Education</b></p> <p><i>£16.9m</i></p>	£16.9m	£0
<p><b>Green Infrastructure</b></p> <p><i>£3.35m all of which are critical projects</i></p>	£0	<i>£3.35m all of which for critical projects</i>
<p><b>Open Space &amp; Recreation</b></p> <p><i>£108,260</i></p>	<i>£71,160</i>	<i>£37,100</i>
<p><b>Total Project Costs</b> <b>£37.25m</b></p>	<p><b>Total Funding Secured</b> <b>£18.74m</b></p>	<p><b>Total Funding Gap</b> <b>£9.26m to £18.80m</b></p>
<p><b>Total Costs for Critical Projects</b> <b>£13.25m</b></p>	<p><b>Critical Project Funding Secured</b> <b>£0</b></p>	<p><b>Critical Project Funding Gap</b> <b>£6.32m - £13.25m depending on LTB</b></p>

**2019-2023 projects**

**Transport**

Camberley Town Centre

*High Street Pedestrian Priority*

- 4.33 This project has rolled forward from the previous 2010 IDP. The project involves priority for pedestrians within Camberley High Street and is required and will form part of the Camberley Town Centre regeneration project as identified through proposed Core Strategy Policy CP10 and the Camberley Town Centre AAP Proposed Submission document. The project is estimated to cost £2.8m.

### *Delivery*

- 4.34 The delivery of the pedestrianisation scheme is dependent upon regeneration of Camberley Town Centre over the Local Plan period. The regeneration of the London Road Frontage is required to realise the scheme as the majority of funding is envisaged to come from developer contributions arising from this particular development within the Town Centre. No contingency is in place if this scheme fails to come forward. The scheme will be led by Surrey Heath Borough Council and Surrey County Council. £18,400 has been secured through S106 and as such a funding gap of £2.78m exists.

### *Camberley Rail Station*

- 4.35 This project has been rolled forward from the 2010 IDP and moved into the 6-10 year period. The project involves the redevelopment of Camberley Rail Station including a new station building and rail/bus interchange with improved pedestrian access, car drop off and cycle parking. The project has been identified within the Camberley Town Centre AAP Proposed Submission Document as a specific site policy. The cost of the project is estimated at £1.5m.

### *Delivery*

- 4.36 The project will be led by Rail Estates in partnership with the site's developer and relies on vacant possession. Part funding of around £0.5m is expected to come forward from Network Rail and therefore a funding gap of £1m exists.

### Approaches to M3

- 4.37 These schemes identify highway improvements around the approaches to junction 3 of the M3 at both Bagshot (north approach) and Lightwater (south approach), particularly Grove End and New Road in Bagshot. Improvements on this route linking to the M3 are aimed at reducing congestion by improving traffic flow. Reconfiguring junctions will be necessary as part of works to reduce the number of accidents on the route
- 4.38 The Surrey Heath Transport Assessment has highlighted the approaches to the M3 as one area which may give rise to highway capacity issues even in the event of no development coming forward over the Local Plan period.

Highway improvements identified by SCC include: -

- A322 New road/M3 Junction 3 - reconfigure junction to reduce accidents and improve traffic flow. (Approaches to M3)
- Bus priority schemes and measures to improve journey reliability (Frimley Green) (Approaches to M3)
- Urban traffic control system installation (Approaches to M3)

### *Delivery*

- 4.39 The A322 New Road/M3 Junction 3 has been carried forward from the previous IDP. At this moment in time the majority of funding for the scheme is identified through developer contributions. As such, no certainty can be attached to the scheme as it stands and a funding gap is identified.
- 4.40 However, Surrey Heath Borough Council along with Rushmoor Borough Council, Hart District Council, Surrey County Council, Hampshire County Council and the Highways Agency undertook a wider transport assessment to assess the impact of combined growth across the three local authority areas on junctions 3, 4 and 4a of the M3.
- 4.41 The conclusions from the M3 Transport Assessment show that by 2026 the cumulative level of development planned within the M3 study area may require mitigation measures on the SRN although this is not seen as a bar to development.
- 4.42 As such the Borough Council will be working closely in partnership with all parties involved in the M3 study, particularly Surrey County Council and the Highways Agency to identify potential mitigation where appropriate. The total costs identified for the M3 approach projects is £1.32m and to date no funding has been secured and therefore this is a funding gap.

#### Other Transport Projects

- 4.43 SCC have also identified other projects around Surrey Heath which include: -
- B3448 Coleford Bridge Road/Hamesmoor Road junction in Mytchett;
  - A3046 High Street/Chertsey Road junction in Chobham

#### *Delivery*

- 4.44 Estimated project costs are £250,000 for which no funding has been secured and therefore this represents a funding gap.

#### **Education**

##### Two new forms of entry Surrey Heath: Primary and Secondary

- 4.45 Surrey County Council have produced an education needs paper for Surrey Heath, September 2011, aimed at estimating the contributions developers will be expected to make to the cost of additional school provision as a result of planned housing development. The paper estimates educational need both in the primary and secondary setting up until 2021. Table 4-2 provides a breakdown of these estimates.

School	Additional 'forms of entry'	Total additional Infant places	Total additional Junior Places
Primary school in SH tbc	1	210	210
Primary school in SH tbc	1	210	210
New school at Deepcut	2	420	420
<b>Total</b>	<b>4</b>	<b>840</b>	<b>840</b>

4.46 The costs of a primary and secondary place have been calculated in the following way

£12,257\*0.914\*1.12 = £12,547 per primary place (£376,417 per class)  
£18,469\*0.914\*1.12 = £18,906 per secondary place (£567,180per classpupil)

4.47 Based on the above information the total cost of school provision needed due to housing growth in Surrey Heath 2010 –2021 would be the following:

Primary Places - £376,417 x 9 (classrooms) = £3,387,753  
Secondary Places – £567,180 x 10 (classrooms) = £5,671,800

4.48 Therefore an estimated total developer contribution of £9,059,553 is required over the period 2010-2021.

#### *Delivery*

4.49 Funding for these schemes will be partly met through the Surrey Basic Needs programme of which Surrey Heath is anticipated to require 6.16% for the 2012/13 period. Capital funding for this is part met through the Surrey Basic Need Grant from central Government however there is a funding gap, of which £2,668,512 is attributed to Surrey Heath.

4.50 It should be noted that the new primary school planned to meet demand from the Deepcut development has been excluded from these CIL calculations as this is the subject to separate section 106 negotiations.

### **Green Infrastructure**

#### Additional SANG

4.51 The five year housing target for the period 2019-2023 will be 953 dwellings as given by the Core Strategy. Within this period the Princess Royal Barracks is expected to contribute 600 net additional dwellings with their own bespoke SANG solution. Therefore there will be a requirement for SANG with capacity for at least 353 dwellings or 847 people. Using a SANG cost of £2,000 per person this would equate to a total SANG cost of £1.69m

*Delivery*

- 4.52 Delivery of additional SANG may rely on further land acquisitions by the Borough Council. A SANG may come forward prior to the period 2019-2023 as a deficit in SANG capacity of 61 was identified in years 2013-2018. The estimated £1.69m SANG cost would be a funding gap.
- 4.53 Table 4-2 below highlights the total costs of all projects identified in 2019-2023 period, the funding secured to date and total funding gap. This also includes those projects considered to be critical to delivery of the Local Plan.

**Table 4-2: 2019-2023 Project Costs, Funding & Funding Gaps**

Project Type & Cost	Funding Secured	Funding Gap
<b>Transport</b>  <i>£5.87m</i>	<i>£518,400</i>	<i>£5.35m or £5.85m if Network Rail funding not secured</i>
<b>Education</b>  <i>£9m</i>	<i>£0m</i>	<i>£9m</i>
<b>Green Infrastructure</b>  <i>£1.69m all of which are critical projects</i>	<i>£0m</i>	<i>£1.69m all of which for critical projects</i>
<b>Total Project Costs</b> <b>£16.56m</b>	<b>Total Funding Secured</b> <b>£518,400m</b>	<b>Total Funding Gap</b> <b>£16.04m to £16.54m</b>
<b>Total Costs for Critical Projects</b> <b>£1.69m</b>	<b>Critical Project Funding Secured</b> <b>£0</b>	<b>Critical Project Funding Gap</b> <b>£1.69m</b>

- 4.54 As such the total infrastructure project costs (excluding the Princess Royal Barracks, Deepcut) over the 10 year IDP period is £53.8m of which £19.2m has been secured with a total funding gap of £25.3m to £35.3m depending on other identified funding streams. Of the total funding gap £8m - £14.9m is for critical infrastructure projects.

## **5. Princess Royal Barracks, Deepcut**

### **2016-2026**

- 5.1 The Princess Royal Barracks in Deepcut is allocated in the Core Strategy & Development Management Policies DPD as a strategic residential led development comprising 1,200 dwellings and a foodstore of around 2,000sqm gross (1,400sqm net retail) floorspace. Within the period 2016-2021 development of the Princess Royal Barracks site is expected to commence with the first dwellings coming forward from around 2016 onwards. Infrastructure projects in this period have been identified through the Deepcut SPD and subsequent Deepcut studies as well as negotiations with the developer. The list of projects set out in this IDP therefore update and amends those set out in the 2010 IDP and given the on-going nature of negotiations are by no means a definitive list.
- 5.2 A hybrid outline/full planning application has now been received and validated by the borough council under planning reference 12/0546.

### **Transport**

- 5.3 The Borough's Transport Assessment has identified that impacts on the highway network are likely to occur in and around the Deepcut area, due to the development of the Princess Royal Barracks site. The transport assessment which accompanies the planning application has identified a number of highway improvement works which will be required to facilitate delivery of the site, these include: -
- Junction of Deepcut Bridge Road/Blackdown Road
  - Internal north/south spine road
  - Junction of Red Rd/Maultway/Upper Chobham Road
  - Deepcut Bridge Road Bridge
  - Junction of Frimley Green Road/Sturt Road/Wharf Road
  - Junction of Gole Road/Dawney Hill
  - Junction of Red Road/A322/Bagshot Road
  - M3 Junction 3
  - Local area safety schemes at Guildford Road/Gapemouth Road & Red Road.
  - On site cycle infrastructure
  - On site bus infrastructure
  - Cycle parking at Brookwood Rail Station
  - Frith Hill/Tomlinscote cycle path
  - Upgrade of footpath 126a through Deepcut to Basingstoke Canal
  - Basingstoke Canal towpath east and west
- 5.4 The estimated cost of the above works is £10.5m based on 2010 prices.

### *Delivery*

- 5.5 As the Highways Authority, Surrey County Council would take the lead in undertaking the above works where they relate to County Highways such as junction improvements and traffic calming measures. Funding for the above works have not been secured to date, but are expected to be secured through S106/S278 agreements. The timing of the highway schemes are expected to come forward from 2016 onwards.

### **Education**

- 5.6 The Infrastructure Needs Assessment has identified the need for a 2 form entry (2FE) primary school at the site. Discussions between the Borough Council and Surrey County Council as the local education authority have indicated the need for a 2FE primary school with early year's provision. The estimated cost of the project is around £8.5-9m. Surrey County Council are also seeking a £3.8m contribution towards secondary education.

### *Delivery*

- 5.7 Surrey County Council have stated that they would require the developer to provide the land on which the school would be built and provide the building as well. Therefore funding is expected to come through S106. County have stated that they normally allow developers of large sites to build a new school facility in stages and in whole forms of entry. As such a 1FE primary school could be built early on in the development with extension to 2FE as primary school yields increase when the development is built out.
- 5.8 The Infrastructure Needs Assessment also identifies a need for Early Years places and delivery of these would be best served co-located with any primary school provision. It is uncertain at this time whether a nursery would be delivered through availability on the open market or with a possible future transfer to SCC for leasing. The estimated additional cost of providing early years facilities is £200,000.

### **Green Infrastructure**

- 5.9 A number of Green Infrastructure requirements have arisen from the Infrastructure Needs Assessment and subsequent Deepcut studies. These have fed into the list of likely projects set out in the Deepcut SPD and comprise.
- SANGS delivered to at least 8ha/1000 population at 35ha and a SANGS link totalling 1.07ha located toward the south of Deepcut;
  - Non SANGS Natural & Semi Natural space at 3.53ha/1000 population; at 19.85ha
  - Amenity green space provided at 2ha/1000 population including provision of a village green; at approximately 2ha
  - Children's play space comprising 9 LAPs & 4 LEAPs with at least 2 neighbourhood area of play (NEAP) of 1,000sqm and 1 multi-use games area (MUGA) of 1,000sqm;

- Adult Gym of approximately 500sqm including a least 6 items of equipment
- Sports pitches including 2 junior and 2 senior grass football pitches, 1 cricket pitch and 4 hard court tennis courts, all to form part of a sports hub.
- Formal parks & gardens to 0.35ha/1000 population;
- Allotment provision at 0.2ha/1000 population at 1.16ha

5.10 The estimated costs of the above projects are approximately £2.3m with running costs of £176,462 per annum to be applied over a 20 year period. SANGS will have a £23,000 set up cost whilst the non SANGS Natural & Semi Natural Space will have a £10,000 set up cost. Maintenance costs will be £2.8m over 80 years.

#### *Delivery*

5.11 The above green infrastructure projects will be delivered on site. As such the developer will lead on the provision of green infrastructure. A financial contribution towards the construction and maintenance of facilities is also envisaged to come forward. It is expected that Surrey Heath Borough Council will take ownership and maintain the green infrastructure assets along with commuted maintenance payments from the developer.

### **Community Space**

5.12 Community space projects identified include the provision of a sports hub building and public house/cafe. The sports hub will be delivered to coincide with the outdoor sports pitches illustrated in the green infrastructure projects. The public house capital cost is estimated at £250,000 although this may not cost the developer initially just being land value costs. The cost of the sports hub is amalgamated into the green infrastructure project costs.

#### *Delivery*

5.13 Delivery of these projects is expected to be in the form of land and building provision from the developer. The public house facility is likely to be delivered privately with the developer only providing the site and market for A3/A4 use for 8 years. It is expected to come forward with retail facilities provided.

### **Utilities**

5.14 Utilities include water resource, waste water & drainage, gas and electricity. The Utility companies have stated that re-enforcement works of some systems may be required to enable the PRB site to come forward. Possible re-enforcement works required are: -

- South East Water (Water Resource) – Re-enforcement for off-site mains
- Thames Water (Waste Water) – Possible extension of trunk and branch sewers;
- Scotia Gas Networks – Possible re-enforcement of gas mains
- Scottish & Southern – Additional capacity may be required through re-enforcement at Farnborough or Frimley sub-stations.

### *Delivery*

- 5.15 The developer and utility companies will need to undertake more detailed modelling work to determine if such re-enforcement works are required. At this moment in time it cannot be determined with any certainty whether such projects will come forward, as they may not be necessary.
- 5.16 No costs have been derived to date and the developer may have to bear some of these costs, unless the utility companies can factor in such projects into future resource management plans.

### **Health**

- 5.17 The Infrastructure Needs Assessment has identified a need for the Princess Royal Barracks site to provide health facilities which should incorporate GP and dental practitioners. Discussions are on-going with the developer and NHS Surrey as to how such a facility could or would be provided. No indicative costs for such a facility have been established at this moment in time as it will depend on whether only a land value is attributed.

### *Delivery*

- 5.18 Delivery of the project would be dependent on whether the site is marketed as land only or land + building and any funding that can be secured either through capital spending/investment programmes, developer contributions or a mixture of funding streams.

### **Community Space**

- 5.19 Projects for community space include the provision of library services, a visitor centre and re-use of St Barbara's Church and new church hall. The Infrastructure Needs Assessment also highlighted that provision for a police post and community outreach worker should be provided. The estimated cost of providing community space is £150,000 with a replacement church hall at £20,000 and contribution to upgrade existing community hall £39,000.

### *Delivery*

- 5.20 The developer is expected to lead on the project in partnership with Surrey Heath Borough Council and Surrey County Council. Funding is expected to come forward through S106.

## **6. Review**

- 6.1 Although it is proposed to incorporate updates and amendments into the IDP on a regular basis as and when schemes and projects change or come forward over time, publication of the IDP will be on an annual basis with oversight and sign off by the Surrey Heath Partnership.
- 6.2 To inform the update and annual publication of the IDP and schedules, the Infrastructure Needs Assessment will also be updated on an annual basis to take account of schemes completed, changes in service models or resource plans and demographics and population profiles.

## Annexe 1 – Completed Projects from the 2010 IDP

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Contingency
<b>Health</b>								
Frimley Park Hospital	Modernisation and expansion of site.	Modernise A & E department, redevelop front of site and redevelop radiology. 2 <sup>nd</sup> Catheterisation Lab	£18.3m	Frimley Park Hospital Trust	Planning application 10/0476 granted  Application 10/0574 under consideration	Frimley Park Hospital Trust	None identified	Project Complete
<b>Green Infrastructure</b>								
Notcutts SANGS	TBHSPA mitigation for Notcutts development	Creation of new SANGS to serve Notcutts development	Provided on-site by developer	Developer & SHBC	2010-2012	S106	None	Project Implemented
Clewborough House/Burrow Hill SANGS	TBHSPA mitigation for 60 dwellings at Burrow Hill	Creation of SANGS and adoption by SHBC	Provided on-site by developer	Developer & SHBC	2010-2012	S106	None	Project Complete
Hawley Meadows & Blackwater Valley SANG shared between Surrey Heath, Hart & Rushmoor (31ha)	TBH SPA mitigation	Access improvements to car park and paths, improvements to signage, upgraded woodland management, part funding for new assistant ranger post		Hants CC, SHBC, RBC, HDC	2010-2011	S106	None if tariff set at right level	Project Implemented

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Contingency
<b>Open Space &amp; Recreation</b>								
Children's play facilities at Windlesham playing fields, School Lane	Off-site facilities for Notcutts development	Provision and maintenance of equipped children's play equipment and facilities	£95,000	SHBC & Windlesham PC	2010-2012	S106	None	Project Complete
Heatherside Recreation Ground	Increase provision of informal youth recreation facilities in Heatherside, Camberley	Create village green with skate park, upgrade and relocate children's play area	£150,000	Safer Surrey Heath Partnership	2010-2011	Surrey Heath Crime & Disorder Reduction Partnership	None. Funding secured	Project Complete
<b>Transport</b>								
Traffic Management scheme at Notcutts Development, Bagshot	Highway Improvements	Provision of traffic signal controlled junction from new Notcutts Development and London Road (A30) with provision of pedestrian and cycling facilities	Provided on-site by developer	Developer and SCC	2010-2012	S106	None	Project Complete
Replacement Bus Stops for Notcutts Development	Public Transport	Provision of two replacement bus stops with shelters on London Road	Provided on-site by developer	Developer and SCC	2010-2012	S106	None	Project Complete
Footway/cycleway scheme at Notcutts	Highway Improvements	Provision of shared footway/cycleway	Provided on-site by developer	Developer & SCC	2010-2012	S106	None	Project Complete

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Contingency
Development		between Notcutts site and Lambourne Drive, Bagshot						
Off-site drainage works for Nottcutts development	Environmental improvements	Off-site drainage requirements	£10,000	SCC & SHBC?	2010-2012	S106	None	Project Complete
Shared cycleway/footway, Old Bisley Road	Improve pedestrian and cycle links to Pine Ridge Golf Centre	Install shared pedestrian/cycle route along north side of Old Bisley Road between The Maultway and Edgemoor Road	£20,000	SCC	Dependent upon implementation of planning application 08/0550, but considered to be 2010-2015	S106	None identified	Project Complete
<b>Community Infrastructure</b>								
Children's centre, Old Dean, Camberley (identified in draft action plan for SCS)	Improve existing children's centre	Extend existing children's centre		SCC	2010-2011			Project Complete

## Annexe 2 – Borough Wide Infrastructure Projects 2013-2023 IDP

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Critical, Desirable or Secured
<b>2013-2018</b>								
<b>Education</b>								
Increase capacity at Bisley C of E Primary School	Admission expected to increase from 1.5FE to 2FE	Create 3 additional classrooms	£900,000	SCC	2013	To be secured through SCC	None	To be secured through SCC
Replacement of Portesbery Road Primary School	Additional education infrastructure	Replace Portesbery Road school with new build facility at a new site	£16m	SCC	2013/2015	Funding secured	None	Secured
<b>Green Infrastructure</b>								
Hawley Meadows & Blackwater Valley Park SANG (31ha)  Residual capacity of 446 persons	Thames Basin Heaths SPA avoidance	Project implemented	£8.8m of which SHBC share £2.96m	HCC, SHBC, RBC, HDC, Blackwater Valley Countryside Partnership	Implemented	Outstanding funding required for 446 persons through S106/CIL at £1.15m	£1.15m	Critical

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Critical, Desirable or Secured
Heather Farm/Mimbridge SANGS, Chobham (20ha) Implemented 2013/14 delivery	TBH SPA avoidance	Access improvements to car park and paths, improvements to signage, upgraded woodland management, part funding for new assistant ranger post	£4.9m in total. Potential for Surrey Heath £1.9m	Woking BC, Surrey Heath BC, Horsell Common Preservation Society	2013  Negotiations on-going	S106	£1.9m	Critical
Additional shared SANG for 146 people (61 units)	TBH SPA avoidance	TBD	£292,000	SHBC	2013-2018	S106/CIL	£292,000	Critical
<b>Open Space &amp; Recreation</b>								
Burrell Road	Modernisation of Burrell Road Play Area	New play equipment to increase capacity and play value of the site	£49,800	SHBC	2013	S106 & Anti-Social Behaviour Fund	£0	Secured
London Road Recreation Ground PHASE 2	Urgent works for refurbishment	Refurbishment of Victoria Pavilion	£15,000	SHBC	2013	S106/leisure services building work	£0	Secured

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Critical, Desirable or Secured
	of public toilet facilities replacement of aged pottery and lead pipework.					budget		
Southcote Park		Provision of new timber play area	£37,000	SHBC	2013	S106	£37,000	Desireable
Watchetts Recreation Ground	Increase capacity	Provision of new play equipment	£11,200	SHBC	2013	PIC	None. Funding secured	Desireable
Frimley Green Recreation Ground	Increase capacity	Provision of new play equipment	£32,000	SHBC	2013	S106	£0	Secured
<b>Transport – Camberley Town Centre</b>								
Improve bus stop facilities close to junction of London road/High Street junction, possibly extending along the High Street-Park Street section together with pedestrian improvements and loading facilities	Highway Improvements	Feasibility and design required	£1m	SCC	2013-2018	S106 (£263,000)	£737,000	Desireable
Introduction of bus priority measures and variable message signing to town								

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Critical, Desirable or Secured
centre car parks								
Cycle Forum Priority Route 1-	Improve accessibility to Camberley Town Centre	Several sections complete	£61,000	SCC	2013-2018	Developer contributions/ ITS, S106- £5200 secured	£55,800	Desirable
Cycle Forum Priority Route 2	Improve accessibility to Camberley Town Centre	In design	£150,000 (2011)	SCC	2013-2018	Developer contributions/ ITS, S106- £110,000 secured (s106 available for the cycle crossing)	£40,000	Desirable
Cycle Forum Priority Route 3	Improve accessibility to Camberley Town Centre	In design	£100,000 (2011)	SCC	2013-2018	ITS/Developer contributions	£100,000	Desirable
Cycle Forum Priority Route 4	Improve accessibility to Camberley Town Centre	Feasibility study required	£100,000 (2011)	SCC	2013-2018	ITS/Developer contributions	£100,000	Desirable
A30 London Road/Knoll Road/Kings Ride	Junction improvements to support delivery of the Camberley Town Centre AAP		£5m	SCC	2017 delivery	S106/CIL	£1.5m from S106/CIL  £0 - £3.5m depending on LTB bid	Critical
A30 London Road/Park St								
Knoll Rd/Portesbury Rd								
High St/ Portesbury Rd Pembroke Broadway								
A30 London Rd								

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Critical, Desirable or Secured
between town centre and Meadows gyratory	congestion and improve accessibility							
A cycle network along A30 London Rd/Knoll Rd/Portesbury Rd/ Pembroke Broadway/Charles St								
<b>Transport - Blackwater Valley Route and the Yorktown area</b>								
Advance Direction Signs	Reduce congestion, delay and improve road safety		£3.6m	SCC	2013-2018	Developer contributions S106- £150k received		Desirable
Bus lay-bys	Reduce congestion		£315,000	SCC	2013-2018	Developer contributions,	£315,000	Desirable
Blackwater Valley Route cycle route	Provide specific facilities through		£250,000	SCC	2013-2018	Developer contributions, ITS S106- £110,000	£140,000	Desirable
Toucan crossings, cycle crossing at Watchmoor park	Yorktown employment area and surrounding residential areas		£220,000	SCC	2012/13	Developer contributions. S106- £60,000 Design and Feasibility done. Construction in 2012/13	£160,000	Desirable
Improvements to Meadows	Reduce congestion,		£4.9M	SCC	2016	Developer contributions	£1.47m S106/CIL	Critical

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Critical, Desirable or Secured
Roundabout to relieve congestion and improve accessibility	improve accessibility and safety					S106 - £360,000	£0 - £3.43m depending on LTB bid	
Realignment and refurbishment of B3411 Frimley Road/ A30 London								
New Bracebridge-A30 London Road link								
Off-carriageway pedestrian and cycle route along A331								
Four bus lay-bys on the A331								
Toucan crossings on The Meadows shopping Centre accesses								
<b>Transport – Frimley &amp; Frimley Green Area</b>								
A325 Toshiba Roundabout (identified PIC scheme) Carried forward	Improve junction capacity		£817,000	SCC	2013	S106	Funding secured. SCC to implement.	Secured
Traffic management measures along Buckingham Way	Reduce congestion	Feasibility required	£100,000	SCC	2013-2018	S106/CIL	£100,000	Desirable
Alteration of the two access roads		Detailed design and consultation	£100,000	SCC	2013-2018	S106/CIL	£100,000	Desirable

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Critical, Desirable or Secured
at 'The Green' into the 'Hatches' to form a one way		required						
Junction of Frimley Green with Henley drive		Feasibility undertaken and detail design required	£15,000	SCC	2013-2018	£S106/CIL	£15,000	Desirable
<b>Transport – Other Projects</b>								
Upgrade of footpath, provision of Real Time bus display including provision of radio control station for Real Time information Design to be scoped	Highway improvements and public transport for Notcutts development	Upgrade footpath between Guildford Road and Bagshot Rail Station. Provision of Real Time bus display information and radio control station for Real Time	£40,000	SCC	2010-2012	S106	None	Secured
Improved street lighting Design to be scoped	Highway improvements	Provision of improved street lighting on Chapel Lane for Notcutts development	£12,700	SCC	2010-2012	S106	None	Secured
Street lighting improvements on A322 in Bisley & West End	Road safety		£100,000	SCC	2013-2018	S106/CIL	£100,000	Desirable
Noise reduction measures on A322 Lightwater Bypass	Improve amenity		£100,000	SCC	2013-2018	S106/CIL	£100,000	Desirable
<b>2019-2023</b>								

Scheme/Status	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Critical, Desirable or Secured
<b>Transport – Camberley Town Centre</b>								
Camberley Town Centre High Street pedestrian priority and service yard improvements including land acquisition	Improvement and regeneration of CTC as identified in CTC AAP	Pedestrian priority on High Street at various locations. Improvements to rear service yards in north and south of CTC	£2.8m	SHBC/SCC	2019-2023	SHBC/SCC through S106/CIL contributions - £18,400 collected	£2.78m	Part Dependent upon London Road frontage redevelopment which is part of CTC AAP  Desirable
Camberley Rail Station	Improve and enhance Camberley Rail station and provide transport interchange	Reprovision of station building, customer facilities and station forecourt	£1.5m	Rail Estates, Network Rail & Developer	2019-2023	Part funded through Network Rail and part through developer	Depends on level of contributions but estimated at £1m	Desirable
<b>Transport – M3 Approaches</b>								
A322 New Road/M3 Junction 3	Reduce congestion and improve	Reconfigure junction	£500,000	Highways Agency, SCC	2019-2023	S106/CIL + HA funds if available.	£500,000	Desirable
Bus priority schemes	Improve reliability and access for passenger transport		£315,000	SCC	2019-2023	S106/CIL	£315,000	Desirable
Urban traffic control system installation	Improve traffic flow and reduce congestion		£500,000	SCC	2019-2023	S106/CIL	£500,000	Desirable
<b>Transport – Other Projects</b>								
B3448 Coleford Bridge Road/Hamesmoor	Highway improvements	Feasibility study required	£100,000	SCC	2019-2023	S106/CIL	£100,000	Desirable

<b>Scheme/Status</b>	<b>Need for Scheme</b>	<b>Requirements of Scheme</b>	<b>Cost</b>	<b>Lead Delivery Agency</b>	<b>Indicative Phasing</b>	<b>Funding Arrangements</b>	<b>Funding Gap</b>	<b>Critical, Desirable or Secured</b>
Road junction								
A3046 High St Chobham junction with Station Road, Chobham	Junction improvements	Some feasibility has been undertaken	£150,000	SCC	2019-2023	S106/CIL	£150,000	Desireable
<b>Education</b>								
Increase capacity within primary schools	Increase in pupil numbers arising from development	2 additional forms of entry required	£3.39m	SCC	2019-2023	Basic Needs Programme S106/CIL	£2.66m	Desirable
Increase capacity within secondary schools	Increase in pupil numbers arising from development	2 additional forms of entry required	£5.67m	SCC	2019-2023	Basic Needs Programme, S106/CIL		
<b>Green Infrastructure</b>								
Additional SANG for 847 people (353 units)	TBH SPA avoidance	TBD	£1.69m	SHBC	2019-2023	S106/CIL	£1.69m	Critical

## Annexe 3 – Princess Royal Barracks, Deepcut 2016-2026

Scheme	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Dependency
<b>2016-2026</b>								
<b>Education</b>								
2FE Primary School with early years facility  Nursery to be delivered privately with possible transfer to SCC for leasing	Provision of primary and early years facility to serve PRB and wider Deepcut area	19,300sqm including outdoor play space.	£9m for 2FE + £200,000 for early years	SCC and developer	From 2016 onwards with extension to 2FE in later years	Provision of land and building by developer.	None. To be secured through S106.	Depends on release of land within PRB site
Secondary Education contribution	Additional secondary places arising from scheme	Financial contribution	£3.8m	SCC and developer	From 2016 onwards	S106	None. To be secured through S106	None
<b>Community Facilities</b>								
New sports hub facility	Sports facility to accompany new sports pitches	Sports hub accommodating clubroom with bar/café and changing facilities, storage areas, office and open space maintenance depot	As part of green infrastructure costs	Developer & SHBC	From 2016 onwards	Developer to provide land and building maintenance & funding	None. To be secured through S106	Funding for new facility and availability of land
Community facilities to include –	Provide additional community	Could be co-located with other	£150,000	Developer & SHBC	From 2016 onwards	S106	None. To be secured through	Funding for new facility and

Scheme	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Dependency
Visitor centre, Library, Re-use of St Barbara's Church, New Church Hall, Police Post	services on site	community uses					S106	availability of land
Public House/cafe	Public house provision for PRB and wider Deepcut area	New public house facility to serve Deepcut	£250,000 (initially cost of the land)	Developer	From 2016 onwards	£250,000	None. To be secured through S106	Funding with developer interest and availability of land
<b>Green Infrastructure, Open Space &amp; Outdoor Sports</b>								
SANGS	To provide mitigation for the Thames Basin Heaths SPA	35ha +1.07ha link	Capital costs estimate £376,345 with maintenance at £2.67m	Developer, SHBC	By 2016	Provided on-site with S106 contribution toward maintenance	None. To be secured by S106	SANG must be in place prior to occupation of any new residential units. 2 phased delivery of SANGS proposed.
Non SANGS Natural & Semi Natural Space	Provide natural space not required for TBH mitigation	19.85ha proposed	£10,000 set up plus £457,400 maintenance over 20 years	Developer, SHBC	From 2016	Provided on-site with contribution toward maintenance	None. To be secured through S106	Timing of land release.  SHBC to manage SANGS & ANGST after handover from developer

Scheme	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Dependency
Amenity Green Space	Provide amenity green space, including village green	2ha for village green	£6,000 set up & £148,000 maintenance over 20 years	Developer, SHBC	From 2016	Provided on-site with contribution toward maintenance	None. To be secured through S106	Timing of land release  Design of site
Grass senior and junior football pitches	Outdoor sports provision	2 senior football pitches and 2 junior football pitches	£14,000 set up plus £384,000 maintenance over 20 years	Developer SHBC	From 2016	Provided on-site with contribution toward maintenance	None. To be secured through S106	Funding and land release
Cricket pitch	Outdoor sports provision	1 cricket pitch	£50,000 set up plus £120,000 maintenance cost over 20 years	Developer, SHBC	From 2016	Provided on-site with contribution toward maintenance	None. To be secured through S106	Funding and land release
Local Areas of Play (LAPs)	Provision of children's play space	9	£132,000 set up plus £1.15m maintenance over 20 years	Developer, SHBC	From 2016 onwards	Provided on-site with contribution toward maintenance	None. To be secured through S106	Funding and land release
Local Equipped Areas of Play (LEAPs)	Provision of children's play space	4	£200,000 set up plus £784,960 maintenance over 20 years	Developer, SHBC	From 2016 onwards	Provided on-site with contribution toward maintenance	None. To be secured through S106	Funding and land release
Neighbourhood Area of Play (NEAPs)	Provision of children's play space	2	£70,000 set up plus £427,240	Developer, SHBC	From 2016 onwards	Provided on-site with contribution	None. To be secured through	Funding and land release

Scheme	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Dependency
			maintenance over 20 years			toward maintenance	S106	
Multi-use games area	Provision of children's and teenage facilities	1,000sqm	£100,000 set up plus £196,240 maintenance over 20 years	Developer, SHBC	From 2016 onwards	Provided on-site with contribution toward maintenance	None. To be secured through S106	Funding and land release
Outdoor adult gym	Provision to serve PRB site and wider Deepcut area.	1	£20,000 set up plus £128,680 maintenance over 20 years	Developer, SHBC	From 2016	Provided on-site with contribution toward maintenance	None. To be secured through S106	Funding and land release
Hard surface tennis courts	Outdoor sports provision	4	£30,000 set up plus £144,000 maintenance over 20 years	Developer, SHBC	From 2016	Provided on-site with contribution toward maintenance	None. To be secured through S106	Funding and land release
Formal park	Park to serve PRB and wider Deepcut area		£150,000 set up plus £150,200 maintenance over 20 years	Developer, SHBC	From 2016	Provided on-site with contribution toward maintenance	None. To be secured through S106	Funding and land release
Allotments	Allotment provision for PRB and wider Deepcut area	1.16ha	£10,000 set up only £40,000m maintenance over 20 years	Developer, SHBC	From 2016 onwards	Provided on-site with contribution toward maintenance	None. To be secured through S106	Funding and land release
<b>Transport</b>								
Junction of	Increase	TBD	Part of	SCC, SHBC	2016	Developer	None. To be	Funding

Scheme	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Dependency
Deepcut Bridge Rd & Blackdown Rd	junction capacity		£10.5m highways package	and developer	onwards	contributions	secured through S106/S278	from contributions
Internal north/south spine road	Connect north and south areas of scheme	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Junction of Maultway/ Red Rd/ Upper Chobham Rd	Increase junction capacity	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Deepcut Bridge Road- Bridge	Increase capacity/road safety	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Junction of Frimley Green Rd/Sturt Rd/Wharf Rd	Increase junction capacity	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Junction of Gole Rd/Dawney Hill	Increase junction capacity	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Junction of Red Rd/A322/Bagshot Rd	Increase junction capacity	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
M3 Junction 3	Increase junction capacity	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Local area safety schemes at Guildford Rd, Gapemouth Rd	Highway safety	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions

Scheme	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Dependency
& Red Rd								
On site cycle schemes	Accessibility	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
On site bus schemes	Accessibility	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Cycle parking at Brookwood rail station	Increase capacity of cycle parking	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Frith Hill & Tomlinscote cycle schemes	Accessibility	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Upgrade footpath 126a through Deepcut to Basingstoke Canal	Accessibility	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
Basingstoke canal towpath east and west	Accessibility	TBD	Part of £10.5m highways package	SCC, SHBC and developer	2016 onwards	Developer contributions	None. To be secured through S106/S278	Funding from contributions
<b>Utilities</b>								
Possible re-enforcement of water, gas and electricity networks	Provide sufficient service to the PRB site	New off-sit water mains and re-enforcement at Farnborough or Frimley sub-stations	TBD	South East Water, Scotia Gas Networks, Scottish & Southern, Developer	2016 onwards	TBD	TBD	Re-enforcement works may not be required. Depends on modelling

Scheme	Need for Scheme	Requirements of Scheme	Cost	Lead Delivery Agency	Indicative Phasing	Funding Arrangements	Funding Gap	Dependency
								work by utilities
Trunk & Branch sewers	Provide sufficient waste water capacity	Possible upgrade and installation of branch and trunk sewers	TBD	Thames Water, Developer	2016 onwards	TBD	TBD	Need for new or upgraded services depends on modelling carried out by Thames Water
<b>Health</b>								
Health Centre. Branch Surgery	Provision of health facilities at PRB to serve PRB and wider Deepcut area	381+sqm	£400,000	NHS Surrey	From 2016 onwards	Provision of land and/or building on site	To be secured through S106	Land release and funding