



**LOCAL COMMITTEE
(WOKING)**

WRITTEN PUBLIC QUESTIONS

6 MARCH 2013

1. Question from Mr Richard Thomas

Can you advise when the outstanding SCC work will be complete by the developer? We were advised that the work was to be delayed until the Olympic bike ride was over that was July 12.

Answer from Chairman on behalf of the committee:

I understand that you are talking about the Anchor Trust Development at West Hill, off Parvis Road, West Byfleet.

Surrey County Council (SCC) expected the developer to complete the S278 Agreement so that they could begin the highway works on Parvis Road once the Olympic bike race had finished in 2012, in accordance with the condition on their planning permission. However, various issues relating to the terms of the county council's standard agreement have been raised by the developer's solicitor. SCC's legal team are working with the developer to resolve these issues. The senior enforcement officer at Woking Borough Council is being kept up to date with the situation and we are all working together so that the agreement can be completed as soon as possible enabling the developer to begin works on Parvis Road.

2. Question from Cllr Ann-Marie Barker

Could Highways please tell me what action has been taken in response to my question to the previous local committee three months ago in respect of 'puddling' problems at the following locations:

- the lower part of Church Hill, Horsell
- the junction of Brewery Road with the Arthur's Bridge Road roundabout, Horsell
- Brewery Road, Horsell outside the entrance to the WWF building site
- the pedestrian crossings over Chobham Road and then Victoria Way into Woking town centre
- the pedestrian crossing over Victoria Way by the Lightbox into Woking Town Centre

Answer from Chairman on behalf of the committee:

In the previous Woking Local Committee meeting, the following response was provided to these issues:

“It is not the case that resurfacing work, or making amendments to the highways network, generally causes drainage problems. The opposite is usually the case.

During the design and implementation of major maintenance schemes on the highway, the site will be inspected, and if there are any existing drainage problems, an effort is made to address these as part of the resurfacing work, both by making minor adjustments to the profile of the new surface, and also by making minor or significant improvements to the drainage system. Where schemes on the highway involve changes to kerblines, or the introduction of features such as dropped crossings, the design process takes levels into account to ensure effective drainage.

It is not possible or practical to ensure that there is never any ponding on the public highway, and it is evident that after heavy rain, ponding will occur. What is critical is the scale of ponding, and the length of time water remains on the public highway for. Resources are prioritised towards those instances of ponding that affect public safety, or the ability to reasonably enjoy the use of the highway.

To ensure that problems of this nature do not continue, it is important that instances of concern are reported to Surrey Highways as soon as possible through the existing reporting systems (including the Surrey website), so that individual sites can be assessed by local Highways staff and appropriate action taken.”

Since the last Local Committee meeting, jetting has been carried out to address the ponding occurring at the lower part of Church Hill, Horsell, and the junction of Brewery Road with Arthur's Bridge Road roundabout, Horsell. Both of these locations are linked, and the cause of the ponding has been identified as a defect in the main Thames Water drain that the highways

drainage system feeds into. This matter has been taken up with Thames Water to ensure that repairs are carried out.

Initial investigation of the limited ponding outside of the entrance to the WWF building site has been carried out by the Community Highways Officer (CHO), Matt Borrie. This work is ongoing.

No notable ponding has been observed at the remaining sites raised as concerns, but these sites will be monitored by the CHO, and remedial action taken if required.

3. Question from John Bond

I understand that Surrey County Council have changed the criteria used to decide whether a planning application affects the highway. If so, can you please advise me of the changes?

Answer from Chairman on behalf of the committee:

The County have not changed the criteria used to decide whether a planning application affects a highway. There has been a shift in advice provided at a national level in relation to the consideration of transport impacts arising from development, and it might be this that the question is alluding to.

In March 2012, the Department for Communities and Local Government produced a revised suite of National Planning Policy, which swept up many separate documents into one called the National Planning Policy Framework. This now provides the context and basis upon which all development plans are produced, and planning applications considered. It starts with the presumption in favour of sustainable development, which should be seen as a golden thread running through all aspects of planning. It provides specific advice on the Transport elements contributing to achieving this aim in Section 4, which is headed "Promoting Sustainable Transport". Paragraph 32 clearly states that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe." This introduced the concept of "severe" impact, as being the measure against which transport effects are assessed, and this relates to transport impacts arising directly from the development, not where there might already be severe problems on the existing networks.

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