



**LOCAL COMMITTEE
(WOKING)**

MEMBER QUESTIONS

6 MARCH 2013

1. Question from Will Forster, Surrey County Council

Developer contributions in the form of Section 106 money and the new Community Infrastructure Levy are there to mitigate the impacts of developments and reduce the gap between the cost of providing the new infrastructure to support new housing and mainstream Council funding sources.

Developer contributions from one development will never cover the full cost of the infrastructure needed to support that development.

Please could Surrey County Council confirm how much funding it has already, and/or has committed to spend in future, to mitigate the impacts of each of the following developments:

Brookwood Farm,
Gresham Mill,
Hoe Valley,
Moor Lane and,
New Central?

Answer from Chairman on behalf of the committee:

Section 106 of the Planning Act was introduced as a means to enable mitigation of the impacts of new development on services, facilities and amenities providing that the need could be proven and a relationship shown

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between the development and the requirement secured in the legal agreement. In some instances, generally on significant strategic sites or for very large developments, the total cost of infrastructure provision would be met through the Section 106 or direct provision would be made by the developer, for example, provision of new roads, schools or community buildings. Central Government has now introduced new legislation that provides for Planning Authorities to collect monies through the Community Infrastructure Levy (CIL). While part of the evidence for setting a charge under CIL relates to the infrastructure funding gap the demonstrable link between the scheme and the infrastructure to be built using the monies collected is broken; as viability is taken into account it is not expected that the CIL will provide all the infrastructure requirements of an area and alternative funding sources need to be pursued. Woking BC is aiming to have its CIL Charging Schedule in place by 1 April 2014 which is the statutory cut off date after which monies for infrastructure will not generally be permissible under Section 106. The CIL is a charge that once adopted by Woking BC will apply to some new development applications submitted post adoption. The Council is currently consulting on its Draft Preliminary Charging Schedule.

The CIL will apply to developments that are commenced after it has been formally adopted.

The transport impacts of the listed developments were or, in the case of Moor Lane are, being assessed under the current pre-CIL planning obligations regime. Generally the Council seeks direct delivery of any necessary mitigation or works rather than having to design and audit the scheme to cost it. In this way the entire cost of the scheme is met by the developer rather than the Council taking the risk of a shortfall in funding which would threaten delivery.

The main transport-related planning obligations that were secured for the listed development sites are briefly summarised below. Moor Lane is not included in the list as the planning application has yet to be decided.

Brookwood Farm

- (a) new fourth arm on Bagshot Road / Redding Way signal junction and associated works,
- (b) secondary site access onto Coresbrook Way,
- (c) signal controller, software, timing and vehicle detection improvements at Bagshot Road / Redding Way and at A322 / A324 Brookwood Crossroads junctions,
- (d) upgraded bus stops on Bagshot Road,
- (e) new path from development site towards Brookwood through new country park.

Gresham Mill

- (a) upgraded bus stops on Old Woking High Street.

Hoe Valley

Associated with the housing development on the part of the site by Elm Bridge:

- (a) replacement of Elm Bridge on A247 Kingfield Road,
- (b) improvement to Kingfield Road / Westfield Avenue junction, including A247 right-turning lane and widened side-road junction,
- (c) improved pedestrian and cyclist facilities in both Kingfield Road and Westfield Avenue.

(Note, the borough council would probably consider the Hoe Valley flood relief, new community buildings and environmental works to be themselves very substantial community benefits).

Moor Lane

(Not applicable, as undecided planning application).

New Central

- (a) £1.5million towards pedestrian tunnels at Victoria Arch,
- (b) £223,000 towards mitigation impact on the highway,
- (c) office / residential travel plan(s) including monitoring fees,
- (d) dedication of land on A320 Guildford Road towards highway corridor improvements
- (e) new signal junction including pedestrian facilities / improvements at the Station Approach / Guildford Road (Heathside Road) junctions, including MOVA and removal of existing Guildford Road pelican crossing,
- (g) radius / pedestrian-crossing Improvements at the railway aggregates yard access opposite 1 Guildford Road,
- (h) new Guildford Road lay-by outside the Tesco store.

2. Question from Will Forster, Surrey County Council

Please could the Local Committee Chairman confirm if the Albion Square Canopy re-development has meet Surrey County Council's highway standards and therefore been finally signed off and formally adopted into the public highway?

Answer from Chairman on behalf of the committee:

Surrey County Council's Transport Development Planning have been working with Woking BC in trying to bring the previously installed works up to the required standards. Although works are ongoing, they are not yet completed and therefore do not meet adoptable standards.

It is, however, envisaged that the remedial works will be completed and formally adopted within about six months.

3. Question from Cllr Kevin Davis, Woking Borough Council

Various sections of Connaught Road, Brookwood frequently suffer from flash floods when there is prolonged or heavy rain fall. This happens the length of Connaught Road, especially at the crossroads, central areas, the junction with Connaught Crescent and by the Pirbright railway bridge.

Blackhorse Road also suffers severe flooding and this can be especially dangerous at the crossroads when freezing conditions are experienced.

Is there any reason why this happens at these locations and is there anything that can be done to limit the impact?'

Answer from Chairman on behalf of the committee:

The issue of flash-flooding is something that affects many locations, both across the County, and Nationally. In general, drainage at locations that are low-lying or flat, or reliant on water soaking away into the ground, are most sensitive to this type of flooding. In the case of Blackhorse Road, for example, the amount of rainfall that has occurred over the last year (the second wettest year on record) has saturated the ground and raised the water table. In consequence, water which normally soaks away into the surrounding ground is unable to do so, and instead builds up in the ditches until their capacity is exceeded. The junction of Blackhorse Road with Saunders Lane has been raised with our central Drainage Team for inclusion on the 'wetspots list' so that a more thorough investigation can be carried out, with a view to identifying any potential drainage improvements that could be made. This list is prioritised so that the most needy sites across the County are dealt with first, and at this time it is not possible to confirm how long it will be before this site will be reviewed.

With regard to Connaught Crescent, the flooding issue has now been resolved. A blockage was identified in the drainage system installed to address polluted water emanating from the nearby Timber treatment premises, and this has now been cleared by Woking Borough Council.

There are a limited number of things that can be done to limit the impact of severe rainfall on the public highway. The capacity of the drainage system can be increased where practicable and necessary, and assessing and delivering this type of improvement is the purpose of the wetspots programme. Regular maintenance of the drainage systems is also important, as is regular sweeping of the public highway to prevent material from being deposited in drainage systems. Residents can also assist by taking a proactive approach, both by maintaining ditches they are responsible for, and also doing simple things such as brushing away any build up of leaves or pine needles from gully gratings where it is safe to do so, as this can often allow ponded water to immediately escape.