

Runnymede Borough Council
ECONOMIC DEVELOPMENT COMMITTEE

Thursday 10 March 2005, at 7.30 p.m.

in the Council Chamber

at the Civic Offices, Addlestone



Members of the Committee

Councillors J.R. Furey (Chairman), J.E. Haas (Vice-Chairman), A. Alderson, M.J. Brown, Mrs E. Gill, C. Knight, Mrs Y.P. Lay, R.J. Ray, Mrs M. Roberts and C.J. Ruane.

A G E N D A

Notes:

- i) Any report on the Agenda involving confidential information (as defined by section 100A(3) of the Local Government Act 1972) must be discussed in private. Any report involving exempt information (as defined by section 100I of the Local Government Act 1972), whether it appears in Part 1 or Part 2 below, may be discussed in private but only if the Committee so resolves.
- ii) The relevant 'background papers' are listed after each report in Part 1. Enquiries about any of the Agenda reports and background papers should be directed in the first instance to **Mr. G. Marson, Committee Section, Administration and Leisure Department, Civic Offices, Station Road, Addlestone (Tel. Direct Line: 01932 425625). (Email: gary.marson@runnymede.gov.uk).**
- iii) Agendas and Minutes are available on a subscription basis. For details, please ring Mr. B.A. Fleckney on 01932 425620. Agendas and Minutes for all the Council's Committees may also be viewed on www.runnymede.gov.uk.
- iv) in the unlikely event of an alarm sounding, members of the public should leave the building immediately, either using the staircase leading from the public gallery or following other instructions as appropriate.

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(No reports to be considered under this heading)

1. NOTIFICATION OF CHANGES TO COMMITTEE MEMBERSHIP

2. MINUTES

To confirm and sign as a correct record the Minutes of the meeting of the Committee held on 13 January 2005.

3. APOLOGIES FOR ABSENCE

4. DECLARATIONS OF INTEREST

If Members have an interest in an item please record the interest on the form circulated with this Agenda and hand it to the Legal Representative or Committee Administrator at the start of the meeting. A supply of the form will also be available from the Committee Administrator at meetings.

Members who have previously declared interests which are recorded in the Minutes to be considered at this meeting need not repeat the declaration when attending the meeting. Members need take no further action unless the item in which they have an interest becomes the subject of debate, in which event the Member must leave the room if the interest is personal and prejudicial.

5. SERVICE PLAN 2004/05 - 3RD QUARTER PERFORMANCE (DTS)

(Ref: Minutes of Economic Development Committee, November 2004, page 410, para. 329)

1. **Purpose of Report**

1.1 **The purpose of this report is to inform Members of the 3rd quarter performance (April to December) in respect of the Economic Development Service Plan for 2004/05.**

2. Background Information

2.1 In the Spring of 2003, the Council introduced a revised performance management framework to ensure the better use of information to improve services.

2.2 Each Committee has its own Service Plan which incorporates all of the Performance Indicators, indicators related to the Leader's Position Statement, Best Value Improvement Plans, local indicators and targets arising from the Community Strategy. Departments use this information as the basis of their service planning and improvement.

3. Report

3.1 Performance in the period between April to December 2004 is set out at Appendix 'A', together with details of timescales, potential barriers and any additional resource requirements as may be identified. Where corrective action is necessary it is noted accordingly.

4. Council Policy

4.1 Service Plans assist the Council to fulfil two of its strategic objectives:

- i) achieve quality services
- ii) achieve continuous improvement.

4.2 "We will further develop the Performance Management Framework, to build in continuous improvement to Service Plans, rationalise targets and further integrate into departmental management." (Leader's Position Statement 2004/05).

(FOR INFORMATION)

Background Papers

None stated

6. RUNNYMEDE TRAVEL INITIATIVE - BUSINESS IMPROVEMENT DISTRICT (DTS)
(Ref: Minutes of Economic Development Committee, November 2004, page 410, para. 330)

1. **Purpose of Report**

1.1 **The purpose of this report is to advise Members of the outcome of the ballot in respect of the Runnymede Travel Initiative - Business Improvement District (BIDs).**

2. Background Information

2.1 The Local Government Act 2003 (the Act) introduced BIDs as a new means of promoting partnerships between local authorities and businesses in order to provide additional services or improvements in a specific area. Projects are to be funded by a time limited levy to be added to the non-domestic rate and retained for local initiatives based either on a specific geographical area or focused on the needs of a particular business sector. The business community, or other relevant sector, identifies support for a project following a ballot amongst those companies likely to benefit from the scheme, although implementation would be in consultation with the Council. Proposals have to be approved by a majority of those businesses voting, both in simple numerical terms and also by rateable value of the hereditaments. The potential for a BID to support the Runnymede Travel Initiative, and specifically the Yellow Bus element of the project, was originally identified by the Committee at its meeting in September 2003.

2.2 The Committee will recall that the Runnymede Travel Initiative is operated in conjunction with the Runnymede Business Partnership and seeks to reduce the number of school and business journeys made by car. A key feature is the provision of American style Yellow Buses which serve Magna Carta, Fullbrook, Jubilee High and Salesian Schools and carry 500 students. The scheme has been well received by pupils, parents and schools and has achieved a significant modal shift away from the car on the school run. The £228,000 annual cost for a 6 bus service is met from fares, business sponsorship and, increasingly, Section 106 developer contributions. Whilst this is likely to be sufficient to sustain existing levels of service, Section 106 monies cannot be relied upon to support the further growth of the scheme. The operation of a BID would provide the opportunity to build on the success of the pilot project and maximise modal shift by funding an expansion to 12 buses. The net cost for a 12-bus scheme supported by a BID (excluding schools' contributions and business and other sponsorship) is estimated to be £350,000 per annum.

2.3 The BID levy would be applied to hereditaments (business provision) with a rateable value in excess of £350,000. Each ratepayer would be required to contribute £7,500 per annum for a five year period.

2.4 At its meeting in November 2004 the Committee resolved that subject to the receipt of the formal proposals in due course :-

- i) a ballot be held on the Business Improvement District proposals;
- ii) the Council's vote be cast in favour of the Business Improvement District proposals;
- iii) the Director of Administration and Leisure be authorised to make any necessary amendments to the proposals following receipt of Counsel's further opinion; and
- iv) the Corporate Management Committee be requested to note the financial implications for future years.

2.5 A draft proposal and business plan was submitted by the Business Partnership to the Council for consideration. This was subject to Counsel's opinion both on content and procedure. Following the receipt of those comments the final proposal and business plan were formally submitted to the Council. This triggered the mechanism for commencing the formal ballot process.

3. The BID Process

- 3.1 The Committee may be interested to note that there are 22 Pilot BIDs that are being worked up to final ballot. Runnymede is not one of the Pilot BIDs but has taken advantage of the opportunity set out in the Act. To date three of the Pilot BIDs have gone through the ballot process since commencement in November 2004. They have all been successful with the following outcome :-

	Total Businesses	Yes	No	Turn Out
Kingston	630	153	80	37%
Heart of London	198	87	36	62%
Bankside	318	115	38	48%

- 3.2 The formal ballot process in Runnymede commenced on 14 January 2005. Ballot papers were issued to 53 hereditaments (business premises), with a rateable value in excess of £350,000, on 28 January 2005. The ballot period closed on 28 February 2005 with the count having taken place on 1 March as the Agenda went to print. Of the 53 businesses 12 voted in favour of the proposal and 17 against, with 2 spoilt papers. The BID therefore failed. Officers are reviewing future options and further details will be supplied at the meeting.

(FOR INFORMATION)

Background Papers

None stated

7. CAR PARKING IN ENGLEFIELD GREEN AND OTTERSHAW (DTS)

Report to follow.

8. ADDLESTONE COMMUNITY CENTRE/CIVIC OFFICES REPROVISION - PROGRESS REPORT (CEO)

Report to follow.

9. ACTION ADDLESTONE PROJECT AND STATION ROAD IMPROVEMENTS - OUTTURN REPORT (DTS)

(Ref: Minutes of Economic Development Committee, March 2004, page 1419, para. 774)

1. Purpose of Report

- 1.1 **The purpose of this report is to inform the Committee of the outcome of the Station Road environmental improvements scheme and the overall Action Addlestone Project.**

2. Background Information

- 2.1 Following the enhancements carried out by the Council in Egham High Street and the ongoing improvements provided by the Chertsey Revitalisation project, the Council decided to fund improvements in the Borough's other principal shopping town, Addlestone.
- 2.2 The overall aim of the Action Addlestone project was to improve the viability and vitality of the town centre by making it more attractive and safer for local residents and to attract more visitors for the benefit of businesses.
- 2.3 A consultant, Tibbalds Monroe was commissioned to identify areas of Addlestone town centre with potential for improvement and produced a series of scheme options for the enhancement of Addlestone. Following consultations with the local community a budget of £1.1m was allocated to the project in 1998 and a Steering Group of 10 Members established to guide it.

2.4 The elements of the Action Addlestone project include:

Project	Description
High Street Frontage	Grant scheme offered to owners of 19 properties to encourage the improvement of their properties and enhance the appearance of the High Street. Grant funding of 80% of the total cost up to a maximum of £500 per property was offered. A total of nine owners took advantage of the scheme.
Spittles Forecourt Improvements	Replacement of an untidy service road at the Station Road/Corrie Road junction with a large paved area and a layby and the installation of tree, quality street furniture and improved street lighting in order to assist the passage of pedestrians, improve the appearance of the area and to help to reduce the fear of crime.
Pedestrian phase and footway improvements, Station Road/High Street junction	Initiated by this Council but jointly funded with the County Council and implemented by the latter. A pedestrian phase was added to the traffic signals at the junction to make it easier and safer for pedestrians to cross and the worn footways were reconstructed and improved using block paving.
Traffic Calming, Garfield Road, Crockford Park Road and Corrie Road	This scheme was originally instigated to deter drivers from avoiding Station Road when improvements were undertaken there. Road constructed and new zebra crossing installed, which resulted in reduced traffic speeds and safer crossing facilities for pedestrians. Improved street lighting was installed to improve visibility and reduce the fear of crime at night.
Station Road Environmental Improvements	Scheme to reduce the carriageway width and increase footways and provide traffic calming and better crossing facilities for the benefit of pedestrians. Improved paving, street furniture, planting and uplighters to enhance the appearance. New street lighting to improve the appearance and the visibility at night to reduce the fear of crime.

2.5 Considerable work was undertaken, specifically in respect of the Station Road improvements, and several options considered to arrive at the final scheme. The scheme was conceptually designed by the Council's Engineering Services team and passed to Surrey County Council for detailed design and preparation of the tender documents. Surrey Bituminous Services Ltd was chosen to construct the scheme following competitive tender and construction, which commenced on 14 June 2004, was subsequently completed by the end of November 2004 in time for Christmas shopping. The Mayor and Philip Hammond MP officially opened the scheme and turned on the Christmas lights on Saturday 27 November 2004, accompanied by the Members of the Action Addlestone Member Working Group.

2.6 The scheme consisted of narrowing the road from 8.3m to 6.7m in order to enable the footway to be widened and for formalised parking bays to be installed. Road tables and additional pelican crossings were also installed to reduce traffic speeds and make it easier and safer for pedestrians to cross the road and access the various shops. The widened footways enabled seating areas to be installed, using high quality street furniture and more attractive paving, and trees to be planted with uplighters to illuminate them at night. This has improved the overall appearance of the road and made it a more pleasant place to visit.

2.7 The street lighting from the High Street junction to the level crossing was replaced with more attractive, and more energy efficient, lighting jointly funded by this Council and the County Council. The original lamps and columns had reached the end of their operational life so the County Council paid for the functional replacement and Runnymede met the cost of upgrading the equipment for the aesthetic improvement. The new lighting, together with the uplighters to the trees, has made the road brighter and more pleasant at night and the overall effect of the scheme is expected to have helped to reduce the fear of crime.

- 2.8 In order to construct the scheme it was necessary to divert and lower electrical cables belonging to the electricity supplier EDF and telephone cables belonging to B.T. Initial estimates put the cost of these alterations at about £100,000. However, close liaison by Officers with these companies helped achieve significant reductions on these costs.
- 2.9 The contractor and Officers liaised with shopkeepers and local residents during the construction period and there were no significant complaints.
- 2.10 The affected business received a 25% reduction in their business rates and compensation for any inconvenience caused by the works which were completed before the Christmas shopping period so that trade was not affected by the works and to enable shoppers and shopkeepers to gain the advantage of the new 'street scene'.

3. Outcome and Feedback

Satisfaction Survey

- 3.1 Immediately following the completion of the enhancement work, a customer satisfaction survey was carried out. This entailed the distribution of 600 questionnaires to local businesses and residents. Borough Council staff were also invited to complete questionnaires as frequent users of Station Road. 154 questionnaires were returned, an excellent response for this type of survey. The results of the survey show that the Station Road enhancement work has been extremely well received in terms of the design consultation, the way that the scheme was constructed and the completed scheme. The one area in which the public expressed some concern was at the Tesco's crossing, where the survey indicated the need for improvement. This has now been passed to the County Council for investigation.

Traffic Count/Speed Survey

- 3.2 Traffic surveys were also carried out before and after the scheme construction in order to compare traffic flows and vehicle speeds. The results show that the traffic calming has been effective in reducing the vehicles speeds. The average speed of vehicles has been reduced by approximately 20% from 24 mph to 18 mph.
- 3.3 The traffic survey results indicate that the volume of traffic has also been reduced, by approximately 30%. This appears to result from a reduction in through traffic and not because of a fall in the number of shoppers visiting the town.

Garfield Road Enhancement

- 3.4 The final accounts show a substantial surplus remaining in the Action Addlestone budget. Officers, in consultation with the Member Working Group, have therefore progressed an additional enhancement of the scheme in Station Road, at the corner of Garfield Road involving the provision of new street furniture and enhanced lighting. There is a small paved area with seating that was not improved in the main scheme. It is a popular seating area, and will be on the approach to the new Addlestone Community Association building. The additional cost will be approximately £15,000. This will still allow a substantial surplus in the Action Addlestone project. This extension to the final phase of the Action Addlestone project should be completed by the end of May 2005.

4. Financial Implications

- 4.1 The contract sum was £399,949 and the final cost was £417,588. The additional costs were relatively minor and resulted from alterations identified during the course of the works.
- 4.2 The overall cost of the Action Addlestone Project was approximately £920,000. The costs are shown in more detail in the final budget sheet in Appendix 'B'. The costs of the various phases were reported to this Committee at the completion of each phase. The final budget indicates that an underspend of approximately £73,000 has been achieved from the original Action Addlestone budget.

5. Legal Implications

5.1 This Council has no statutory obligation to carry out these works.

6. Environmental and Community Safety Implications

6.1 The original purpose of the Action Addlestone project was to enhance the viability and vitality of the town centre for the benefit of residents and businesses and to attract more visitors. The main approach to this was to improve the appearance of the town centre and the accessibility using alternative modes of transport, particularly assisting pedestrians.

6.2 The High Street Improvement grants were obviously intended to improve the appearance of the street. Although only nine owners took advantage of the grants, improvements have been reasonably effective, despite there still being some untidy and badly maintained properties.

6.3 The Spittles forecourt improvement was successful in improving the access for pedestrians along the forecourt and in crossing Corrie Road. The improved paving, quality street furniture, the tree planting and restricting vehicles to the layby alongside the road have all contributed to the improved appearance. The new street lighting has also added to the appearance and improved public safety at night. The enhanced lighting has improved the visibility for the adjacent Safer Runnymede CCTV camera at night. A public satisfaction survey demonstrated a large majority of public support for the completed scheme.

6.4 Adding the pedestrian phase to the traffic signals at the Station Road/High Street (Dukes Court) junction has significantly increased pedestrian safety at the junction.

6.5 Prior to the traffic calming scheme in Garfield Road, Crockford Park Road and Corrie Road these roads had experienced difficulties with speeding motorists and there had been a number of accidents involving pedestrians and cyclists. This scheme has significantly reduced vehicle speeds and, although it is not yet possible to judge whether this has had a long term effect on accident rates, it has enabled the County Council to remove these roads from its anti-speed poster rota.

6.6 The new zebra crossings in Garfield Road have made it easier and safer for pedestrians to cross the road, particularly for parents and children outside Darley Dene School, for the elderly people living at Darley Dene Court and for future visitors to the new Addlestone Community Association building. The new street lighting in Garfield Road, as well as being more energy efficient, is brighter, makes the road safer at night and is expected to contribute to a reduction in the public's fear of crime. The new lighting has also improved visibility for Safer Runnymede CCTV cameras covering that area.

6.7 The narrower carriageway, improved crossing facilities and traffic calming in Station Road have significantly reduced traffic speeds and made it safer for pedestrians to cross the road. The wider footways, improved crossing facilities, more attractive paving, street furniture and tree planting were intended to make the town more attractive for pedestrians and to encourage walking. Similarly, the installation of cycle racks along the road was intended to promote cycling to the town.

6.8 The improved street lighting, together with the uplighters under the trees, has made Station Road brighter and safer at night, has improved the visibility for Safer Runnymede's CCTV cameras and is expected to contribute to a reduction in the public's fear of crime. The new street lighting is also more energy efficient than the original lighting.

6.9 The provision of short-term parking and improvement of the appearance and atmosphere of the town centre was intended to encourage residents who do not walk or cycle to visit their local shops instead of using extra fuel in travelling to regional shopping centres. This also benefits the local economy as well as the environment.

7. Council Policy

7.1 One of the Economic Development Committee's principal objectives in the 2004/05 Leader's Position Statement is to continue to improve the general environment of the borough's three main town centres whilst encouraging and maintaining local economic vitality.

8. Lessons Learned

- 8.1 The overall aims of the Action Addlestone Project and the Station Road Improvements Scheme in particular were designed to address Surrey County Council's sustainable transport aims. Officers were disappointed that, despite this, the County Council demanded what were considered to be excessive amounts of additional traffic survey data. This was at significant extra cost and resulted in several months delay to the scheme.
- 8.2 Public consultation is an essential part of this type of scheme. Extensive consultation was carried out throughout the project with residents, businesses and local organisations. Despite this, the feedback surveys showed that there were still members of the community that felt that there was not enough consultation. A strategy for public consultation should be prepared at the project outset and a specific budget identified, as adequate consultation is both expensive in terms of publicity material and staff time.
- 8.3 Schemes such as the one in Station Road normally involve changes to the utility equipment. On request the utility companies will provide a budget estimate for the work involved in altering their services. These estimates are often substantial and they can influence the decision on whether the scheme can go ahead. The initial budget estimates for altering the services in Station Road totalled in excess of £100,000 but after input from Officers the final cost was approximately £50,000. This suggests that the utility companies put little effort into providing an accurate budget estimate or that they try to modify or enhance their services at the expense of the scheme.
- 8.4 The delivery of equipment and materials can take a considerable time so the time allowed in the programme should be realistic. The supply and connection of electrical equipment is a particular problem. The main electricity suppliers require at least two months notice from the date a lighting column is installed until they will re-connect the electricity supply.
- 8.5 Despite the potential improvement that projects such as the Station Road scheme provide, affected businesses are not always sympathetic with the inconvenience caused by the construction. The schemes within the Action Addlestone project were specifically programmed to avoid the Christmas shopping period and the Station Road scheme was completed in time to enhance the Christmas shopping environment. In order to pre-empt compensation claims businesses affected by the Station Road scheme also received business rate reductions to compensate for the potential inconvenience.
- 8.6 In developing the Action Addlestone Project it proved beneficial to have a Steering Group of local Members with a detailed knowledge of the local community to guide the project and liaise with the community.

9. Conclusions

- 9.1 The Action Addlestone Project was a long term undertaking for the Council involving a substantial budget. Extensive public consultation was carried out initially to identify areas for potential improvement, during each phase to achieve public input and on completion of the scheme to judge the levels of public satisfaction. This has been achieved well within the original budget allocation.
- 9.2 Feedback has shown that there has been substantial public support for the way that the schemes were prepared and carried out and for the final results.
- 9.3 Before and after surveys have shown that the schemes involving traffic management have reduced traffic speeds and made the roads safer for pedestrians.
- 9.4 Overall, the schemes have been successful in improving the appearance and safety of Addlestone town centre and it is hoped that this will maintain and improve the viability of local businesses.

(FOR INFORMATION)

Background Papers

None stated

10. BOURNE AND MEMORIAL CAR PARKS, VIRGINIA WATER (DAL)
(Ref: Minutes of Executive Committee, 21 February 2001, page 1315, para. 673)

1. Purpose of Report

1.1 The purpose of this report is to advise Members of development proposals for land adjoining Virginia Water Station and to seek approval to pursue negotiations.

2. Background Information

2.1 The Council has been considering proposals for the development of land adjoining Virginia Water station for some 10 years, having first entered into a lock out agreement with Morrison Construction in August 1995 when a student housing scheme was being proposed. These proposals came to nothing.

2.2 Discussions continued with Railtrack (now Network Rail) regarding joint development of lands adjoining the station and following a further approach from Agents representing a supermarket operator the Policy and Resources Committee, at its meeting on 10 September 1998 resolved that the Borough Technical Services Officer be requested to prepare a planning brief and that subject to the approval of the brief by the Planning and Development Committee, Officers be authorised to enter into negotiation with Railtrack.

2.3 The preparation of the Planning Brief was delayed whilst the potential implications of the Air Track plans were considered and was eventually considered by the Development Review Board at its meeting of 11 January 2001 and subsequently endorsed by the Executive Committee at its meeting on 21 February 2001.

2.4 The Planning Brief preferred quality, high density residential development, perhaps linked with a large retail store, but equally did not preclude offices, given the varied nature of the surrounding development. In terms of design, the height of buildings on the road frontage would have to be considered as well as views from the Green Belt land immediately adjoining to the south. The value of car parking to serve both the local shops as well as commuters was recognised.

2.5 Whilst Officers did not formally consult on the development brief a large number of objections to any development proposals were received following publication of the Committee's decision.

2.6 Further approaches in early 2003 from Agents representing food retailers were not pursued.

3. Report

3.1 The land which is the subject of this report (outlined at Appendix 'C') comprises the Bourne and Memorial car parks together with the adjoining Railtrack lands.

3.2 Whilst discussions with Network Rail were continuing neither party appeared to have the resources to move this matter forward.

3.3 In October 2004 the Borough Valuer was approached by an agent in association with a developer who came forward with draft proposals for a mixed used development incorporating one of the major supermarket operators.

3.4 Bearing in mind the significant costs involved in working up development proposals, the agent sought exclusive negotiating rights for a period of six months in order to allow them to bring forward a detailed scheme.

3.5 Whilst agreeing to an exclusivity period the Council has made it clear to the developer that it will need to demonstrate that it can meet the best value requirements of S123 of the Local Government Act if the Council is to enter into sole negotiations. It is envisaged that this will be best demonstrated by the developer having sole negotiating rights on behalf of Network Rail or bringing other land into the equation which will enhance the overall scheme.

- 3.6 The developers have put together a professional team of Architects, Planners and Highway Consultants who are now working up detailed proposals with a view to the submission of a planning application.
- 3.7 The proposals are to provide a mixed use scheme of supermarket and residential development together with an appropriate level of parking to meet the needs of commuters, residents and visitors.
- 3.8 There will also be new station facilities and interchange with disabled access and improvements to infrastructure and the street scene.
- 3.9 The developers propose that there would be a public consultation prior to the submission of a planning application. If Members approve the recommendations Officers would intend to write to all previous objectors prior to taking this matter further.

4. Legal Implications

- 4.1 Whilst agreeing to an exclusivity period of 6 months the Council is under no obligation to dispose of the land or to proceed with sole negotiations but is under an obligation imposed by S123 of the Local Government Act 1972 to ensure that best value is achieved, unless the Secretary of State otherwise agrees. The General Disposal Consent (England) 2000, contains valuation guidance and allows disposal at less than best value in some circumstances.
- 4.2 If the developer is able to add value that only he can bring to the scheme e.g. through land ownership, then a case could be made for proceeding on a sole basis whilst demonstrably complying with the best value requirement. This will need to be demonstrated by the developer.

5. Financial Implications

- 5.1 Between them the two car parks currently generate approximately £61,000 per annum. Car parking provision and management will be a major issue if negotiations are to proceed and details will need to be resolved. It is envisaged that this will either result in retention of future income or possibly a capital equivalent.
- 5.2 At this point there is no indication of the expected level of receipt as this will be subject to planning restraints placed on the development and associated costs of infrastructure improvements.

6. Council Policy

- 6.1 The Asset Management Plan and Property strategy provide that the Council seeks to optimise the use of its land holdings.
- 6.2 Paragraph 9.3.1 of the Leaders Position Statement provides that:-
"We propose to continue to improve the general environment of our three main town centres whilst encouraging and maintaining local and village economic vitality...."
- 6.3 Paragraph 9.2.1 of the same document states that :-
"We will seek to secure prudent and effective management of the Council's asset portfolio, land acquisitions and disposals to assist both in the medium term financial strategy and to support other major corporate goals and those of this Committee".

OFFICERS' RECOMMENDATION that -

- i) the Director of Administration and Leisure be authorised to pursue development proposals for the land which is the subject of this report; and**
- ii) detailed proposals be brought back to the Committee in due course for consideration.**

(TO RESOLVE)

Background Papers

Relevant papers on Property Services File 81.15.146

11. FERNLANDS OPEN SPACE, CHERTSEY - MARKETING EXERCISE (DAL)
(Ref: Minutes of Economic Development Committee, January 2005, page 605, para. 456)

1. Purpose of Report

- 1.1 The purpose of this report is to advise Members of the marketing exercise in respect of the Fernlands Open Space, Chertsey.**

2. Background Information

- 2.1 Members will recall that the Committee, at its meeting in January 2005, received a comprehensive report detailing the public response to the proposed sale of the land following an advertisement under S123 of Local Government Act 1972 and follow-up letter. The Committee considered the objections received and instructed Officers to make arrangements to dispose of the land subject to the following conditions:-

- i) A purchaser will be required
 - to provide a public footpath link through the site
 - to provide and equip a children's play area to the satisfaction of the Council
 - to preserve the mature trees on the site to the satisfaction of the Council
- ii) development to be restricted to a single building of no more than two storeys, plus ancillaries in order to preserve the openness of the site

No final decision to sell would be made before receipt of proposals.

3. Report

- 3.1 The site was marketed through the Council's web site with potential purchasers being required to submit an outline development proposal together with a financial offer. The closing date for offers was 4 March 2005, after this agenda went to print.
- 3.2 Details of the offers received will be circulated to Members on 7 March 2005 together with the Officers' appraisal of any offers received. It is recommended that these are dealt with in Part II of the meeting, following the exclusion of the press and public.

4. Council Policy

- 4.1 The Asset Management Plan and Property Strategy require the Council to review its land holdings and optimise land use.

- 4.2 Paragraph 9.2.1 of the Leaders Position Statement 2004/05 provides that:-

"We will seek to secure prudent and effective management of the Council's asset portfolio, land acquisitions and disposals to assist both in the medium term financial strategy and support other major corporate goals and those of this Committee."

(FOR INFORMATION)

Background Papers

Property Services File 81.15.205 (relevant papers only).

12. BISHOPSGATE ROAD, ENGLEFIELD GREEN – REVISED APPLICATION FOR NEW STREET TRADING CONSENT (DAL)

Report to follow.

13. LAND ADJACENT TO ENGLEFIELD GREEN CEMETERY, BLAYS LANE - APPROPRIATION (DAL)
(Ref: Minutes of Economic Development Committee, September 2004, page 246, para. 185)

1. Purpose of Report

1.1 **The purpose of this report is to seek approval to appropriate the land adjoining Englefield Green Cemetery, Blays Lane shown on the plan at Appendix 'D' to planning purposes under the procedure in section 122 Local Government Act 1972**

2. Report

2.1 The Council has resolved to dispose of the land. Questions have arisen in connection with covenants which could affect the land and Counsel's opinion was sought. Counsel has advised, amongst other things, that the Council appropriate the land to planning purposes.

2.2 The land is currently held under general powers. Holding the land for planning purposes (which specifically include development or redevelopment) affords the Council and its successors in title greater protection in respect of the covenants, by virtue of section 237 of the Town and Country Planning Act 1990.

2.3 As required by the Local Government Act 1972, a notice of the intended appropriation has appeared for two weeks in the local newspaper. This action was authorised by the Director of Administration and Leisure with the agreement of the Chairman under Standing Order 42, (as reported elsewhere on this agenda). Officers will report any representations received.

OFFICERS' RECOMMENDATION that -

in accordance with section 122 Local Government Act 1972 the land adjoining Englefield Green Cemetery, Blays Lane shown on the Plan at Appendix 'D' be appropriated to planning purposes within the meaning of the Planning Acts 1990.

(TO RESOLVE)

Background Papers

Relevant Papers on DAL's file 44.14.12

14. PROPOSED HYTHE PARK - PUBLIC CONSULTATION RESULTS (DAL)
(Ref: Minutes of Economic Development Committee, September 2004, page 242, para. 180)

1. Purpose of Report

1.1 **The purpose of this report is to advise Members of the results of the public consultation exercise in respect of the proposed Hythe Park. A similar report will also be presented to the Leisure and Environment Committee at its meeting on 17 March 2005.**

2. Background Information

2.1 Following earlier discussions at both Member and Officer level about the future of the ageing Hythe Social Centre and the surrounding land, an Officer project team was established in 1998 with the remit to review landholdings in Egham Hythe, to consider the re-provision of the Social Centre and the construction of a new town park, and to identify potential social housing opportunities and youth provision. The matter was referred to in the Leader's Position Statement for 1999/2000.

2.2 After extensive local consultation and planning, a scheme including a new public hall and park was approved. The original scheme costs were estimated at £2m and a budget of

£1.5m was approved with the remainder to be funded from other development opportunities in the area. However, local residents were firmly opposed to additional development with the exception of the doctors surgery, and housing development adjoining 97 Pooley Green Road. It was envisaged that the receipts from these two developments would be utilised in making up the budget shortfall.

2.3 In June 2002 the Committee agreed in principle to the development of a Doctors' surgery to the rear of the new Hythe Centre and to the disposal of land adjoining 97 Pooley Green Road for a small affordable housing scheme. The housing scheme is currently in the course of construction.

2.4 The new Hythe Centre, which was completed within budget, was opened in December 2002.

2.5 Following discussions with the North Surrey Primary Care Trust, the original proposals for the re-location of the Thorpe Road Surgery have been abandoned in favour of a new health centre of approximately 17,000 sq.ft. (1600m²) to be developed by Community Healthcare Investments. A planning application has now been submitted and it is expected to go before the Planning Committee on 16 March 2005.

2.6 A "Friends of Hythe Park" Group was established and has been working with Officers in developing an architectural brief for the proposed park and other open spaces in Hythe.

3. Report

3.1 Having taken the results of earlier consultation in September 2000 and more recent discussions with youth groups into account a series of suggestions for each of the five open spaces in Runnymede ownership (indicated at Appendix 'E') was taken out to public consultation.

3.2 Following a trial run with the Friends of Hythe Park, public consultation took place over a period of 6 days in 4 different venues.

3.3 The process took the form of a series of suggestions (all made by the public) which residents were requested to either support or reject by placing map pins in the appropriate columns of the display. They were then asked to indicate their own preferences for each of the open spaces by placing an "activity flag" in the appropriate place on the map (see photographs to be displayed at the meeting).

3.4 A total of 383 people were registered as participating in the exercise and they expressed 4,088 opinions on the various issues, together with a further 1,096 suggestions in relation to the five sites.

3.5 The breakdown of these results is shown at Appendix 'F'. A schedule of additional comments is shown at Appendix 'G'.

3.6 The results are very encouraging and mainly positive. There was however a reaction against the proposal for a teen shelter in the park with 62% rejecting this whilst 56.6% also rejected a similar provision on Pooley Green Recreation Ground. Interestingly, there was 89.2% and 93.7% support for a Multi Use Games Area on these respective sites.

3.7 The objections, understandably, tend to be from those most closely connected with each of the sites and who could potentially be most affected by any proposals.

3.8 A major concern is that of security and the perception that the provision of any youth facilities and the opening up of the park will lead to an increase in anti-social behaviour.

3.9 Having carefully considered the results of the consultation Officers amended the proposals for the park to take account of the views expressed and drew up a schedule of improvements for the other open spaces.

3.10 These proposals were then discussed with the police and colleagues from Safer Runnymede to assess the impact they might have.

- 3.11 As a result of this process the following proposals will be recommended for the approval of the Leisure and Environment Committee.

Hythe Park

Delete the proposed teen shelter.

Redesign allotments to meet plotholder requirements.

Delete Adventure Play boulders in south-east corner

Swap the position of the MUGA and formal garden

Delete the southern access to Roundway

Fence Field View boundary

Provide a minimum of 2 CCTV cameras

Liaise with Highways regarding minor improvements to Davis Road and the road to the rear of Rowan Avenue.

Pooley Green Recreation Ground

Level out the land and include some perimeter works, landscaping, including new fencing

Reconfigure and refurbish the existing play area together with additional facilities for older children

Provide a new MUGA at top end of site with lighting on time switch

Provide footpaths, benches, bins, etc.

Bishops Way Open Space

Reduce and refurbish play area for toddlers

Provide site drainage

Provide new adventure play

Provide footpath links and benches

Charta Road Recreation Ground

Refurbish existing play area

Provide BMX/Skateboard facilities

Improve fencing

Some footpath works

Investigate cost of fencing Medlake ditch

Land to Rear Hythe Centre

Provide under 5's play area to complement Hythe Centre and Health Centre together with some swings for older children.

Reorientate the pitch

- 3.12 The intention is to carry out further consultation with mother and toddler groups, youth clubs and the local schools to establish precisely what type of equipment would go into each play area.
- 3.13 Whilst recognising there are some local objections to a teen shelter, the Police and Safer Runnymede are of the opinion that such a provision on the Pooley Green Recreation Ground may be appropriate in the future and should not be written off entirely.
- 3.14 Officers' view is that the Council should proceed with the improvements outlined above and monitor the situation. The provision of a teen shelter can then be revisited at a future date if considered appropriate.

4. Financial Implications

- 4.1 The Committee has previously agreed to recycle £300,000 from the receipts from the sale of land in Pooley Green Road and the lease of the Health Centre to this project together with an estimated £100,000 which would be funded by Woodland Environmental.
- 4.2 There is also a provision of £34,000 in the Capital Programme for the refurbishment of the Pooley Green Recreation Ground play area.
- 4.3 The intention is that the Friends of Hythe Park raise additional funds through whatever grant schemes are available, and in this respect they have registered the scheme with AIR.
- 4.4 The levelling of the Pooley Green Recreation Ground, which is a former tip, together with limited perimeter landscaping may give rise to additional funding from Woodland Environmental and it is hoped that this site might be self financing. Officers will investigate this further with Woodland Environmental.
- 4.5 It is now intended to work up detailed costs for the total package of proposals and to then prioritise the proposals depending on the available budget.
- 4.6 A planning application on the proposed park will require the carrying out of ecological studies. Officers are seeking to find the most cost effective way of delivering these through discussions with Surrey Wildlife Trust. The cost will be met from the existing budget.

5. Council Policy

- 5.1 Paragraph 8.8.1 of the Leaders Position Statement provides that:-

"We will continue to encourage the relocation of the Swan Sanctuary to a new site. This will enable us to pursue the possibility of creating parkland with allotment facilities in Egham Hythe.

- 5.2 Paragraph 8.10.2 provides that:-

"We will continue to work with other agencies to widen the range of leisure activities as a contribution to the Surrey Youth Strategy."

- 5.3 Paragraph 8.10.4 provides

"We will keep under review the management of our parks and open spaces that are highly regarded by residents and we will seek to maintain the current high standards of service we provide."

6. Summary

- 6.1 The public consultation has been very successful and generally very supportive of the proposals to improve facilities in the area.
- 6.2 There are a number of objections to specific elements of the proposals and where possible these have been addressed. It is not possible, however, to accommodate all objectors without compromising the scheme.

- 6.3 The next stage is to work up and cost detailed proposals and to submit the appropriate planning applications including the commissioning of ecological studies for Hythe Park.

(FOR INFORMATION)

Background Papers

Relevant papers on DAL's file 81.15.13

15. URGENT ACTION - STANDING ORDER 42 (DAL)

The following action has been taken after consultation with the Chairman of this Committee under Standing Order 42.

<u>Officer</u>	<u>Action Taken</u>	<u>Central Index No.</u>
Director of Administration and Leisure	* Agreement to i) make a grant of £25,000 to Egham Swan Sanctuary upon their vacation of Pooley Green Allotments; and ii) extend the date of the Swan Sanctuary's Notice to Quit until 30 October 2005	571
Director of Administration and Leisure	Approval of the siting of temporary surgery facilities on land to the rear of the Hythe Centre, subject to the agreement of detailed terms.	572
Director of Administration and Leisure	Agreement to advertise the intention to appropriate land adjacent to Englefield Green Cemetery, Blays Lane to planning purposes.	573

* in conjunction with the Chairman of the Corporate Management Committee.

(FOR INFORMATION)

Background Papers

Proformas dated 21 January and 10 February 2004 (x 2) on Head of Corporate Administration's file

16. CIVIC OFFICES MEMBER WORKING GROUP - MINUTES

The Minutes of the meetings of the Civic Offices Member Working Group held on 27 January and 17 February 2005 are attached at Appendices 'H' and 'I' respectively.

(FOR INFORMATION)

Background Papers

None

17. ACTION ADDLESTONE MEMBER WORKING GROUP - MINUTES

The Minutes of the meeting of the Action Addlestone Member Working Group held on 8 November 2004 and 17 January 2005 are attached at Appendices 'J' and 'K' respectively.

(FOR INFORMATION)

Background Papers

None

18. EXCLUSION OF PRESS AND PUBLIC

OFFICERS' RECOMMENDATION that -

the press and public be excluded from the meeting during discussion of the following reports under Section 100A(4) of the Local Government Act 1972 on the grounds that the reports in question would be likely to involve disclosure of exempt information of the description specified in paragraphs 7 and 9 of Part I of Schedule 12A of the Act.

(TO RESOLVE)

PART II

Matters involving Exempt or Confidential Information in respect of which reports have not been made available for Public Inspection

a) <u>Exempt Information</u>	<u>Para</u>
19. FERNLANDS OPEN SPACE, CHERTSEY - MARKETING EXERCISE	7 and 9
20. ADDLESTONE COMMUNITY CENTRE/CIVIC OFFICES REPROVISION	

b) Confidential Information

(No reports to be considered under this heading)