

## HIF APPLICATION SUMMARY

### Executive Summary

The Housing Infrastructure Fund (HIF) application remains confidential due to the detail around competitive opportunities that are present in this development. The application in other salient details is summarised to aid discussion on the item tabled on the successful grant of £95m to be awarded to SCC/WBC. The Bid is for much needed transport infrastructure, which its delivery will support the sustainable delivery of the Core Strategy and help unlock additional housing over and above what has already been planned by the Council.

**Background Papers:** None.

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### **1.0 Consideration of need to be addressed by the Bid;**

- 1.1 The railway presents a barrier and a bottleneck to access the town from the south.
- 1.2 The one way system also presents a bottleneck and congestion to traffic in this area.
- 1.3 The lack of infrastructure is restricting the Council's ability to secure developers to build on the 13 sites identified. The traffic modelling does not support additional homes in the town centre without this infrastructure development.
- 1.4 A significant unmet need for housing, this scheme will 'unlock' provision of 4555 new homes. Of which 3,304 are in addition to that planned in the Core Strategy and the site allocations Development Plan Document (DPD).
- 1.5 The housing will be a range of house types, including affordable housing to meet local needs.
- 1.6 Enhanced environmental benefits; reduced air pollution; reduced queuing of traffic; reduced noise impact; improved public realm; enhanced pedestrian links to and from the park to the town centre.
- 1.7 Increased rail connectivity, widening of the single span arch to increase lines.
- 1.8 Increased cycling and pedestrian access.
- 1.9 Supports the needs of Runnymede and Surrey Heath for an improved A320 to enhance their developments.
- 1.10 Increase the economic prosperity of the town.

### **2.0 Funding secured.**

- 2.1 Three options were tested and presented in the application. The implications for each option were set out in the Bid. The preferred option was the full HIF funding;
  - Full HIF funding, £94,922,700
  - Partial HIF funding. £49,922,700
  - Do nothing.
- 2.2 The total cost of the scheme is £114,922,700 with the £20,000,000 difference being provided by Woking Borough Council and Network Rail.
- 2.3 The HIF funding is divided into allocations for various aspects of the Bid;
  - £7,468,002 – highway improvements along Guildford Road, Victoria Road and Station Approach. This improvement will have links directly to housing.
  - £65,000,000 for the widening of the railway arch and the dual carriageway
  - £1,116,231 for public realm improvements, new dedicated cycle routes linking the town centre and station to the park
  - £34,173,127 for land acquisition and demolition works

- £7, 165, 340 for redirection and expansion of utilities and extension of the Thamesway energy distribution to the south of the railway and linking to future residential schemes.

### **3.0 Area of the proposed developments;**

- 3.1 13 sites over the town centre (as per the document presented at the WJC). 10/13 of these areas have already been identified in the Regulation 19 version of the Site allocation DPD, sites 4, 7, 9, and 13 are new. Site 4 was identified in the Regulation 18 version of the DPD. Site 9 is going through the planning application process. Site 7 is critical for the delivery of the entire scheme.
- 3.2 All the development will be high density in accordance with the policies of the Core Strategy.
- 3.3 Area = 9.25ha of which 7.86ha is for housing on brownfield land.

### **4.0 Identification of housing need.**

- 4.1 We have had an annual requirement for housing of 292, which was agreed against a housing need of 594 dwellings per year at the time. Using the new NPPF standard calculation the objectively assessed need is actually 409 dwellings per year.
- 4.2 The Woking Core Strategy identified that of the new homes required 19% to be 1 bed; 28% 2 bed; 39% to be 3 bed and 35% 4 bed. It is emphasised that these housing mix figures reflect need across the Borough. On the other hand, the housing associated with the Bid will be entirely located at the Town centre where the Core Strategy encourages high density development. The Bid sets out a profile of the mix of dwellings that would be provided.
- 4.3 4,555 homes to be delivered between 2020 and end of 2026. Of this, 42% will be Affordable Housing. A profile of housing delivery stretching to 2030 was also presented a feasible and viable option.
- 4.4 The Bid identifies the present significant unmet need for affordable housing. 'The demographic and economic characteristics of the area create a sustained need for different types of housing and tenures'.
- 4.5 It was also noted that 'some of the housing that would be provided could benefit from the council's 'Earn Your Deposit scheme'.
- 4.6 A breakdown of the types of tenure proposed is as follows;
- Site 1: 65% shared ownership, 'affordable sale';
  - Site 2: 35% affordable rent;
  - Site 3: 35% shared ownership, 'affordable sale';
  - Site 4: 35% shared ownership;
  - Site 5: 35% affordable rent;
  - Site 6: 100% affordable rent;
  - Site 7: 65% affordable rent;
  - Site 8: 35% shared ownership, 'affordable sale';
  - Site 9: 35% affordable rent;
  - Site 10: 35% affordable rent;
  - Site 11: 35% affordable sale;
  - Site 12: 100% affordable rent; and
  - Site 13: 35% affordable sale.

### **5.0 Requirements in Woking for different housing stock in the context of wider housing provision in the vicinity**

5.1 'Compared with Guildford (18.3% flats) and Waverley (16% flats), Woking has the highest number of flatted stock. Increases in the housing stock over the years have tended to be more in Woking compared to Guildford and Waverley Boroughs who are in the same Housing Market Area. For example, between 2001 and 2011, the housing stock in Woking increased by 7.3%, Guildford by 5% and Waverley by 6.3%. Regarding the size of housing, 1 bedroom homes make up about 13% of the existing stock, 2 bedrooms about 23.5%, 3 bedrooms about 36.1%, 4 bedrooms about 18.8% and 5+ bedrooms about 8.2%. Compared with Guildford and Waverley, Woking has the highest proportion of 1 and 2 bedroom accommodation. Whilst the above figures are derived from the 2011 census data, projected trends up to 2033 as set out in the SHMA are broadly similar.'

5.2 'Estimated need by number of bedrooms between 2013 and 2033 are – 1 bedroom 10.9%, 2 bedrooms 28.1%, 3 bedrooms 38.3% and 4+bedrooms 22.7%. The estimated need for Affordable Housing by number of bedrooms is different, and are as follows – 1 bedroom 50.3%, 2 bedrooms 24.4%, 3 bedrooms 22.3% and 4+ bedrooms 2.9%.'

### **6.0 Project Management and Governance**

6.1 Consultation on the A320 widening occurred Sept. '18- Oct '18 for 6 weeks.

6.2 This is a combined bid with SCC and WBC as the key partners. The 'team have a good track record of delivering major projects together e.g. Victoria Square and Woking Integrated Transport Project (WITP)'. (SCC is the highway authority). 'SCC as the bidder will be funding WBC to deliver the infrastructure'.

6.3 The Council has set up a Joint Committee with responsibility for coordinating infrastructure delivery to support developments.

6.4 There will be a project board and project team for the A320 town centre, largely the same as that in place for the WITP. Contributors from SCC, WBC and NR.

6.5 Contractors will be appointed through a competitive tender process for the scheme.

### **7.0 Timescales for Delivery of Housing.**

7.1 186 in 2020  
894 in 2021  
1152 in 2022  
1056 in 2023  
467 in 2024  
598 in 2025  
202 in 2026

7.2 An option to stretch the delivery of the housing up to 2030 was tested and proven to be feasible and viable and was presented as part of the Bid questions.

### **8.0 Railway Arch**

8.1 The Railway Arch will be demolished and rebuilt by March 2023. This is the responsibility of NR. The benefits of this will be;

- Increased height clearance
- Increased capacity at the station by 30% (in conjunction with Network Rail delivering wider improvements on the network in the Woking area)

- Increased satisfaction in the public realm around the Victoria Arch
- Widen the cycle and pedestrian paths along the A320 and under the arch
- Increase town centre accessibility.

### **9.0 Health and Education**

- 9.1 It has been identified that this increased housing will require additional school places.
- 9.2 For 4555 units it is anticipated a need for an additional 630 primary places and 450 secondary.
- 9.3 However there is no provision in the development area. A new 2 form primary school is required near to the town centre and an expansion of secondary at BDB and Hoe Valley (or alternatives options that may be available at the time).
- 9.4 'The Council will continue to work with health providers if the HIF bid is successful to ensure that any additional need for health infrastructure is fully assessed and can be delivered'.
- 9.5 The green infrastructure will be considered.
- 9.6 'The Council has a Design Review Panel who will make sure that the housing schemes that will come forward on the proposed sites are of very high quality design'

REPORT ENDS