

THE REIGATE SOCIETY

The Civic Society for Reigate, Redhill and Merstham

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REPORT No. 37

June. 2012

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Dear Sirs,

REPORT No. 37;- PAROCHIAL and RELATED MATTERS;-

37.1 DEVELOPMENT RELATED SUDS. (SUSTAINABLE DRAINAGE SYSTEMS) Please see the attached document.

It is appreciated that underground soak away drainage systems within Urban Areas are likely to be complicated and expensive.

That the LLFA (The LEAD LOCAL FLOOD AUTHORITY - ie. SCC) is likely to require that maintenance and cleansing access be provided together with flow control and emergency overflow facilities.

EG :- It is believed that all the above facilities may not have been made available at the new Warren Road development SUDS drainage system.

37.2 SUGGESTIONS for CONSIDERATION;-

37.2.1 REDHILL flood prevention :- To the East of Redhill expenditure has taken place in providing water features at the Water Colour Developments and at The Moors, in addition there are three large sandpits and several smaller pits that appear to have reserve water storage capacity and where recharging of the water supply Aquifer may take place. The provision of additional storage and control systems at the lower end of the Moors and other sites should prove to be possible and provide a lower cost solution for the reduction of Redhill brook flooding problem.

If necessary similar balancing pond solutions might be considered at other lakes that discharge into the Redhill Brook.

Report No. 8 Addresses possible problems caused by the diversion of the Source water of the Gibbs Brook to the Redhill Brook and suggests that the flow be returned to the Gibbs Brook and River Eden rather than continue to flow through to the Redhill brook

Drainage problems and the drying out of Reigate Heath is also addressed in the report. Suggestions are detailed for the long term solution or improvement or rewetting of the dry SSSI Reigate Heath
20.06.12012 East Surry Water Ops. Advised the press that;- The reference borehole water level is 10 m lower than it should at this time of the year.

37.2.2 In the case of the Burstow Stream and River Mole country park it is suggested that the cost of providing balancing ponds required and to be located adjacent to the river flood plain be the subject of review. That a request for a contribution from DEFRA be considered on the basis that the bunds and drainage works carried at Gatwick Airport severely reduced the area of the flood plain available for the holding and absorption of flood waters. The original objective of the Gatwick works being to prevent a repeat flooding and closures of the AIRPORT.

37.2.3 Additional balancing ponds may prove to be necessary if extra Airport runway and other hard surfaces are to be provided without risk of further storm water flooding within the overall "Catchment area".

37.3 SUDS (sustainable drainage systems) publications :-

37.4 AIRPORT and RAIL RELATED MATTERS

AIR REPORT No. 32A

PREPARED for THE REIGATE SOCIETY - TRANSPORT COMMITTEE

An UPDATE ON THE DEPARTMENT FOR TRANSPORT (DfT) POLICY ON SOUTH EAST AIRPORTS

BACKGROUND

Following the nugatory 2003 White Paper, the DfT set up the South East Airports Task Force to conduct a new review. Government's policy "*not to support new runways at Heathrow, Stansted and Gatwick airports, but to improve the performance of airports for those who use them*" was one of the terms of reference constraining review topics. The review report was issued in July 2011 and concentrated on operational aspects of the current infrastructure.

Since then two major airport developments in the Thames Estuary have been publicised. These are "Boris Island" (mid-estuary) and a scheme promoted by Lord (Norman) Foster (adjacent to the Isle of Grain). Not a new idea - in the 70's the Tory government commenced design studies for an estuarial airport at Maplin Sands off Foulness.

NEXT STEPS

In his Budget speech the Chancellor paved the way for the creation of a new

airport or additional runways to maintain London's hub status. He stated that "the Transport Secretary will set out Government thinking later this summer." It is claimed that this additional capacity is needed to provide better connections to countries with growing economies such as China, Brazil & India. Previous policy statements had ruled out a third runway at Heathrow, but could return to the agenda. Plans for a 2nd runway at Gatwick may be revived. The planning covenant for this expires in 2019 - the current owners want to safeguard the land for this possibility but have no current proposals for a 2nd runway. A high speed rail link between Gatwick and Heathrow has been mooted by the DfT.

Use of the existing runway at RAF Northolt connected to Heathrow by a new rail link is another possibility.

The views of Colin Matthews (chief executive of BAA Heathrow) on the Thames Estuary option sum up the current dilemma - "An island airport is very long and very expensive. Even if it is agreed, it will be decades away. We need jobs and we need growth in this economy today. You can't have two hubs. You can look at various cities around the world who have tried to do that. It is either Heathrow or it is another, and the consequences of closing Heathrow wouldn't just be big for my company, it would be big for 100,000 jobs in this part of London. It is a huge issue economically, it is a huge issue politically."

Any government proposals for additional runway capacity to serve a hub airport will be vigorously opposed. An example of this is the letter to the Daily Telegraph on 19th March opposing the Thames Estuary option signed by 5 Essex and Kent council leaders, 8 MPs and the Director of the RSPB.

MANSTON AIRPORT

An airport adjacent to the Thames Estuary currently exists at **Manston** close to Ramsgate, Kent. It was recently put up for sale by its owners, Infratil. MP Sir Roger Gale says "more than one serious player" was interested in buying Manston. Manston's long single runway passenger numbers have varied significantly in recent years - peaking at 206,875 in 2005 but falling dramatically since. By comparison Gatwick's single runway handles in excess of 30 million passengers p.a. Freight handled is more comparable - with Manston handling about 30,000 tonnes p.a. which is roughly half of Gatwick's diminishing total.

Runway capacity obviously exists at Manston but infrastructure investment would be needed to develop terminal capacity and transport links for a 21st century airport .

OTHER REGIONAL AIRPORTS

Capacity exists at regional airports to serve growing demand from the local populace and possibly attract passengers away from south east airports. For example Robin Hood (Doncaster Sheffield) Airport's long runway handles about 1 million passengers p.a. However, growth of airports such as this does not solve the hub problem.

CONCLUSION

The Reigate Society Transport Committee needs to continue to monitor

Government policy on South East Airports.

John Davison March 2012.

Long term traffic plans to be published are listed below for Information.

37.4.1 ROAD and Rail TRAFFIC within the Reigate District :-

It is suggested that the new Coast to Capital (including Croydon) LEP and adjacent LEP's together with the proposed population Expansion of Greater London and South East area including Gatwick will result in an increase in Road and Rail traffic passing through the Borough including vehicles on the A217, A25 and through both the Redhill and Reigate towns.

If the national Long Term Objective is to remain one of Population and Export Led industrial Growth a realistic estimate of the Rail and Road traffic demand on the area is now required and proper provision made, prior to development, for the through transport movement in a **safe, efficient, sustainable and non-polluting** manner that provides a route clear of the proposed residential, cycling, school and pedestrian shopping areas.

37.4.2 REDHILL RAILWAY PEDESTRIAN FACILITIES :-

The Redhill transport Rail HUB is unsatisfactory for the future LEP expansions in that the facilities need to be upgraded to accommodate the predicted passenger growth.

At present the facilities are unsatisfactory for disabled travellers in that the Lifts deposit users between flights of stairs.

Access between Redhill and new development and the expanding school to the East is poor in that the Footway adjacent to the heavily trafficked A25 is narrow and does not accommodate a safe cycle route.

It is suggested that these problems be resolved in the longer term by the provision of a new pedestrian and cycle tunnel with lift access to the rail platforms above. Vehicular Access to the Station being provided for Taxi, Private car and Bus transport as is frequently provided at Continental Hub sites.

It was suggested in 1975 and again more recently that a high level footbridge be provided between Redhill and the station so as to reduce the number of pedestrians crossing the A23 Redhill Bypass route. Some of the costs might be set against signal savings

Additional platforms may be required and need to be included in any expansion plan. The long term routing of European block freight trains need to be accommodated either on the London / Brighton Route or on the alternative but modified routes available through Hurst Green or Guildford / Reading route to the Midlands and North..

37.5 EXPANSION of the EAST SURREY HOSPITAL SITE.

It is understood that an area of land including the original Canadian Army bypass route may be used to expand facilities for the LEP long term

population expansion including increased parking areas and an improved Bus terminal gyratory system. Reigate Society Report No. 16 and 33 previously submitted for consideration attempted to address some complaints received.

Yours Faithfully,

J.M. Chittenden Chairman of the Tpt. & Logistic Committee.
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