

# UPPER TUESLEY (LAND ADJACENT TO MILFORD HOSPITAL) DEVELOPMENT BRIEF

CONSULTATION DRAFT - NOVEMBER 2011



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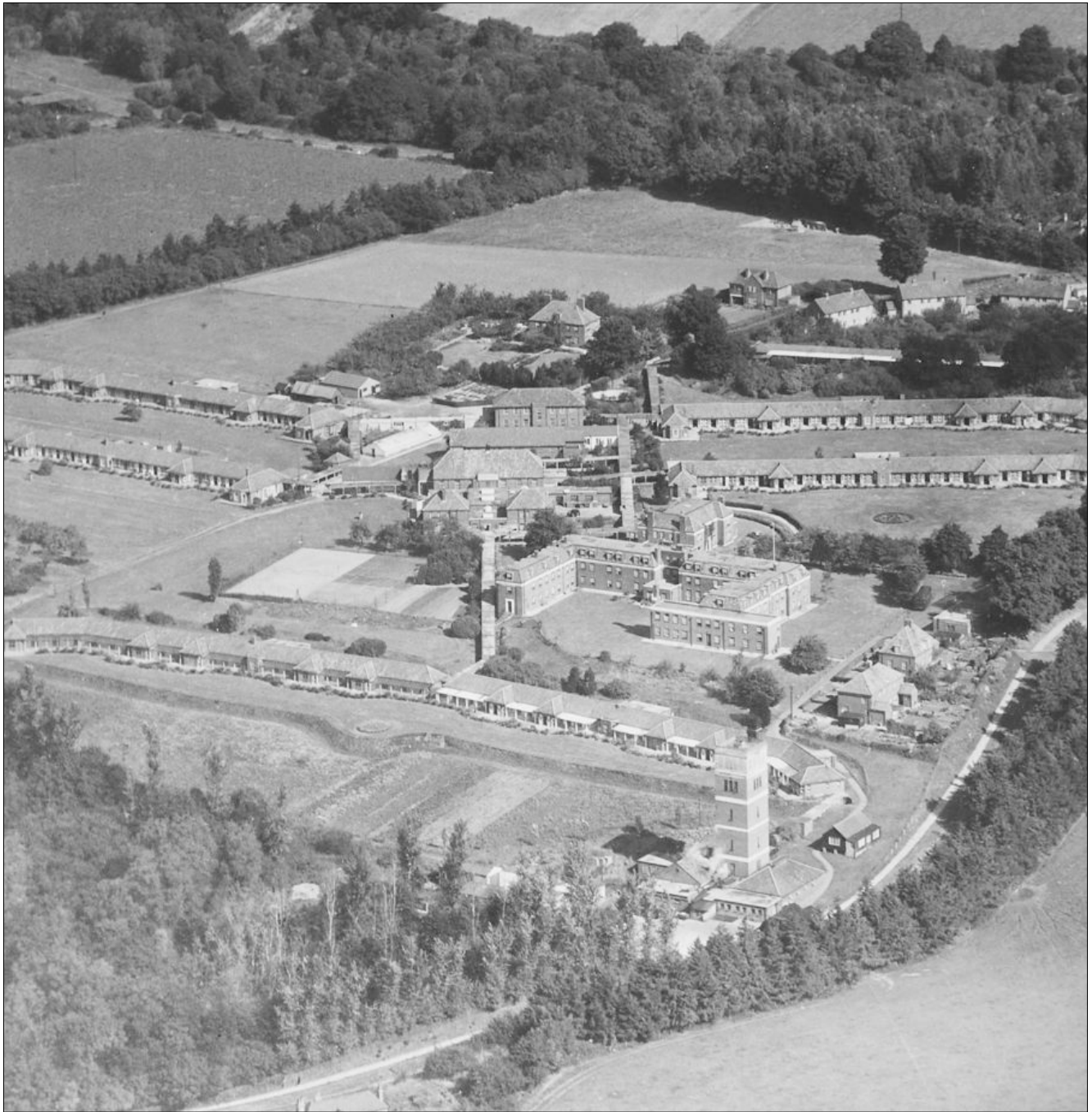
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This document has been prepared and checked in accordance with ISO 9001:2000.



MILFORD HOSPITAL IN ITS 1940S HEYDAY

# 1.0

# INTRODUCTION & BACKGROUND

■■■■■ This Development Brief has been prepared by Waverley Borough Council (WBC). It provides detailed guidance for the development of redundant land and buildings at Upper Tuesley, which are surplus to the operational requirements of the adjacent Milford Hospital.

The subject land is owned by the Homes and Communities Agency (HCA), which has assisted in the preparation of this brief. Milford Hospital itself is within the ownership of the Primary Care Trust (PCT) and remains operational. Whilst the Brief addresses the setting and relationship of the redundant land and buildings with the operational hospital, the hospital land does not form part of this brief.

## STATUS OF THE DEVELOPMENT BRIEF

Following consultation, it is the intention of WBC to adopt the Brief as a Supplementary Planning Document (SPD), in accordance with the Government's Planning Policy Statement 12. Milford Hospital is allocated in the adopted Local Plan (2002), at saved Policy RD6, as a Major Developed Site in the Green Belt. WBC is currently preparing its Core Strategy and has consulted on its Preferred Options and Draft Policies (January 2011). The Draft Core Strategy maintains the Major Developed Site designation for Milford Hospital. In this context, the development brief provides supplementary guidance to existing Development Plan policy, and will be a material consideration in the determination of any planning application.

Once adopted, the SPD for the Upper Tuesley site will replace existing Supplementary Planning Guidance (SPG) for Milford Hospital which was adopted in 2003 and is now out of date. Subsequent to the SPG, the landowner and its predecessors progressed a number of reviews and updates of the planning policy context in consultation with the Borough and County Councils. This document consolidates and replaces all such previous guidance and studies. Detailed consideration of the Planning Policy is included in section two.

## HCA AND WBC OBJECTIVES

Both the HCA and WBC share the vision for the regeneration of the Upper Tuesley site for residential development located in a high quality landscaped setting. Their joint aims and objectives are as follows:

- To deliver a new sustainable community that comprises homes of mixed tenure
- To deliver a project that meets the aspirations of the Local Authority and the local community
- To deliver the project to a high level of design and sustainability
- To achieve the most efficient use of the site whilst minimising traffic impacts on the local road network and environmental impacts on the surrounding area.

In that context, the aims of this Development Brief are to:

- Amplify the guidance in Local Plan Policy RD6
- Identify the key environmental, traffic and utility constraints
- Respect the rural character and amenity of the area
- Ensure that a balanced community is created, incorporating an appropriate mix of dwelling form, size and tenure
- Secure appropriate community benefits including a minimum of 40% affordable housing
- Promote sustainable development and sustainable construction technologies.

Within the context provided by the above guidance and policies, there is an opportunity to create a viable residential development, reflecting the rural character of the surrounding area, whilst making full and effective use of the available land and buildings and ensuring that the PCT activities on the remainder of the site are not compromised.





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AERIAL PHOTOGRAPH OF THE UPPER TUESLEY (LAND ADJACENT TO MILFORD HOSPITAL) SITE

## BACKGROUND

The Upper Tuesley site (land adjacent to Milford Hospital) which forms a redundant part of the Milford Hospital site, was part of a large portfolio of NHS properties that were identified as surplus and were transferred to English Partnerships through the Hospital Sites Programme in 2005. English Partnerships became part of the Homes and Communities Agency (HCA) on the 1st December 2008. The HCA is the national housing and regeneration agency for England. The HCA combines the land and property expertise of English Partnerships, the Housing Corporation's track record of delivering affordable homes and the Academy for Sustainable Communities' knowledge of creating and renewing high quality places.

The site is located off Tuesley Lane, between the village of Milford and the town of Godalming, and lies adjacent to Milford Hospital, an operational stroke rehabilitation hospital in the ownership of the Surrey Primary Care Trust (PCT). The PCT element of the site will remain operational for the foreseeable future and therefore this Development Brief is only concerned with the redundant part of the site.

The area declared surplus to the PCT's requirements extends to 12.8 hectares (31.3 acres). It contains 26 existing dwellings together with a three storey former nurses' accommodation of approximately 925 sqm (10,494 sqft) and a range of mainly single storey buildings extending to some 4,560 sqm (49,060 sqft) and some 1,030 sqm (11,100 sqft) storage and workshop space. The majority of the buildings still standing are in poor condition and await demolition.

The Upper Tuesley site lies in a rural area within the Metropolitan Green Belt, about 2 km (1.25 miles) to the south of Godalming town centre. There are footpath links from the site into Godalming to the north and to Milford Station approximately 0.5 miles to the south west. The site is predominantly relatively flat, however it becomes steeply sloping on the southern boundary. It is currently accessed from Tuesley Lane which is an unlit road running roughly north-south between Godalming and Milford.

Milford Hospital opened in 1928, and the earliest part of the hospital dates from this time, with supplementary buildings added in the 1970s and 1980s. The hospital complex was originally constructed as a specialist chest hospital, but the virtual eradication of tuberculosis-related diseases led to its conversion into a specialist day surgery and elderly persons' rehabilitation unit. Those operational changes have resulted in a gradual reduction in the suitability and need for the site's long-stay recuperation wards.

In the last 25 years, a number of the original long-stay wards have been demolished. As recently as 1995 a large block located on the southern edge of the complex was removed. Some of the vacant staff houses on the Tuesley Lane frontage have also been demolished, most recently in 1997, whilst many others elsewhere on the site lie vacant, including two substantial blocks of



THE SITE IS CHARACTERISED BY A COMBINATION OF MATURE LANDSCAPE AND REDUNDANT BUILDINGS

nurses' accommodation. The purpose-built PCT elderly persons' rehabilitation unit was opened in 1985 on the site of two of the original wards.

In 1997, a detailed survey of the site was commissioned by the Secretary of State. Following a subsequent structural inspection of the various redundant hospital buildings, it seemed likely that the only realistic and viable option for the residual land and buildings at Milford Hospital would be residential redevelopment. Alternative land uses, including community and employment uses, have been explored through the Local Plan process.

The remainder of the site is undeveloped, with a mixture of old orchard, large areas of grass and wooded areas. The site is not within a Conservation Area and none of the buildings have statutory listed status nor do any appear on WBC's list of buildings of local merit. However, English Heritage have stated that the site could be of local importance and therefore some buildings could be deemed to be undesignated heritage assets. Twelve semi-detached cottages, known as the Crescent, are located on the north-east corner of the site and are occupied by former PCT staff under existing tenancies.

The surrounding area comprises active agriculture (including a large soft fruit farm), residential locations and small towns and villages which cater for the daily needs of the local population.

# 2.0

# POLICY FRAMEWORK

■■■■■ This section sets out the planning policy context within which development proposals for the Upper Tuesley site will be considered. It is intended that this document will be adopted by WBC as a Supplementary Planning Document (SPD) to the saved policies of the adopted Local Plan, providing more detailed guidance for development proposals at the site.

## NATIONAL POLICY CONTEXT

The national planning policy context is set out in the Government's Planning Policy Guidance (PPG) and Planning Policy Statements (PPS). Of particular relevance in the context of this site are:

- Planning Policy Statement 1: Delivering Sustainable Development (January 2005)
- Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December 2007)
- Planning Policy Guidance 2: Green Belts (Amended March 2001) (PPG2)
- Planning Policy Statement 3: Housing (June 2011) (PPS3)
- Planning Policy Statement 4: Planning for Sustainable Economic Growth (December 2009)
- Planning Policy Statement 5: Planning for the Historic Environment (March 2010)
- Planning Policy Statement 7: Sustainable Development in Rural Areas (August 2004)
- Planning Policy Statement 9: Biodiversity and Geological Conservation (August 2005)
- Planning Policy Guidance 13: Transport (January 2011)
- Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (July 2002)
- Planning Policy Statement 23: Planning and Pollution Control (November 2004)
- Planning Policy Guidance 24: Planning and Noise (October 1994)
- Planning Policy Statement 25: Development and Flood Risk (March 2010).

The Government has also published (July 2011) a draft National Planning Policy Framework (NPPF). The intention is for the NPPF to replace all PPGs and PPSs. The key theme of the NPPF is to affirm a *'presumption in favour of sustainable development'*. Formal consultation on the draft NPPF has now finished. Following consultation Government has indicated that a revised framework will be produced.

The draft NPPF reaffirms the broad principles for Green Belt land as set out at PPG2, noting that *'inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances'*. Maintaining the approach set out in PPG2 to Major Developed Sites, the draft NPPF at Paragraph 144 sets out some exceptions to development in the Green Belt stating that *'limited infilling or the partial or complete redevelopment of previously developed sites (excluding temporary buildings), whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development'*.

## DEVELOPMENT PLAN

The Development Plan for Waverley consists of:

- The South East Plan (Regional Spatial Strategy – RSS) – published May 2009
- The saved policies of the Waverley Borough Council Local Plan (adopted 2002).

The Government announced its intention to revoke Regional Spatial Strategies (RSS) on 10 July 2010. In relation to development plans, Regional Strategies remain part of the Development Plan until they are formally revoked following enactment of the Localism Bill which is currently going through Parliament. Until such time as the South East Plan is formally abolished it remains a material consideration. However, Government and the courts have upheld that the proposed abolition of Regional Strategies can be regarded as a material



consideration by local planning authorities and inspectors when deciding planning applications and appeals. The weight to be given to it is a matter for the decision maker.

Relevant South East Plan policies include growth policies SP1 and BE4; Green Belt policy SP5; Housing policies H1, H3 and H4; rural transport policy T7; rural economy policies RE3 and BE4; and, sustainability policies CC1, CC6, CC8, C4, C6, NRM5 and NRM11.

The South East Plan sets out a number of core regional policies as well as area policies. The core regional policies include:

- Spatial strategy
- Cross cutting policies
- Sustainable economic development
- Housing
- Transport
- Natural resource management
- Waste and minerals
- Countryside and landscape management
- Management of the built environment
- Tourism and related sports and recreation
- Social and community infrastructure.

In regard to Waverley, the South East Plan sets out a housing target, which the draft Core Strategy is currently reviewing.

The local planning policy framework for the Upper Tuesley site is provided by the Saved Policies of the Waverley Borough Council Local Plan (adopted 2002). These are detailed below.

## LOCAL PLAN

### Land use designations

The Upper Tuesley site lies within the Metropolitan Green Belt. It lies adjacent to the Surrey Hills Area of Outstanding Natural Beauty (AONB). Policy RD6 of the Local Plan identifies the site as a 'Major Developed Site in the Green Belt' (MDS), as defined in Annex C of PPG2. As such, redevelopment of this site would not be considered inappropriate development within the Green Belt providing it accords with Annex C of PPG2, Policy RD6 and the requirements of this brief.

A rider to Policy RD6 confirms that for the purposes of the policy, the relevant area under criterion b(iv) is the aggregate ground floor area (i.e. 'footprint') of the existing buildings, excluding temporary buildings, open spaces with direct external access between the wings of a building and areas of hard standing. The extent of the MDS designation in the Local Plan is shown on the plan overleaf. The redundant part of the site contains twenty-six existing dwellings, two and three storey nurses' accommodation blocks, a range of single storey and two storey hospital buildings and ancillary buildings, water tower and workshops. The total aggregate footprint of these buildings is some 8,000 sqm. (86,000 sqft.).

### Design considerations

Advice on the design and layout is set out in Local Plan Policy D4, which refers to the need for all new development to be appropriate to its setting, in terms of its scale, height, form and appearance. Detailed advice on the provision of private amenity space and children's play space in residential development is given in Policy H10. Further guidance is provided in the Surrey Design Guide and the SPD for Residential Extension.

### Housing

Policy H4 of the Local Plan states that in order to meet identified housing needs, new housing schemes should achieve a minimum net density of 30 dwellings per hectare. It also specifies that at least 50% of all units should have two bedrooms or less and that at least 80% should have a maximum of three bedrooms, whilst no more than 20% should have a gross floor area (including garage) exceeding 165 sqm.

Policy H4 is supplemented by the Density and Size of Dwellings SPG (adopted October 2003). In the context of assessing applications for residential development, the SPG states that all development should be designed to make optimum use of the site with regard to:

- Local character and environmental constraints
- Design to optimise use of the site
- Accessibility to public transport and facilities.

The SPG also notes that there may be exceptions to Policy H4 where a 'convincing case is made that the dwelling size and/or density requirements are incompatible with local character or other constraints'. The SPG is also linked to Housing Needs Surveys and as reflected in PPS3, WBC recognise that market conditions change and as such the size and mix of housing should respond to the latest local housing need considerations.

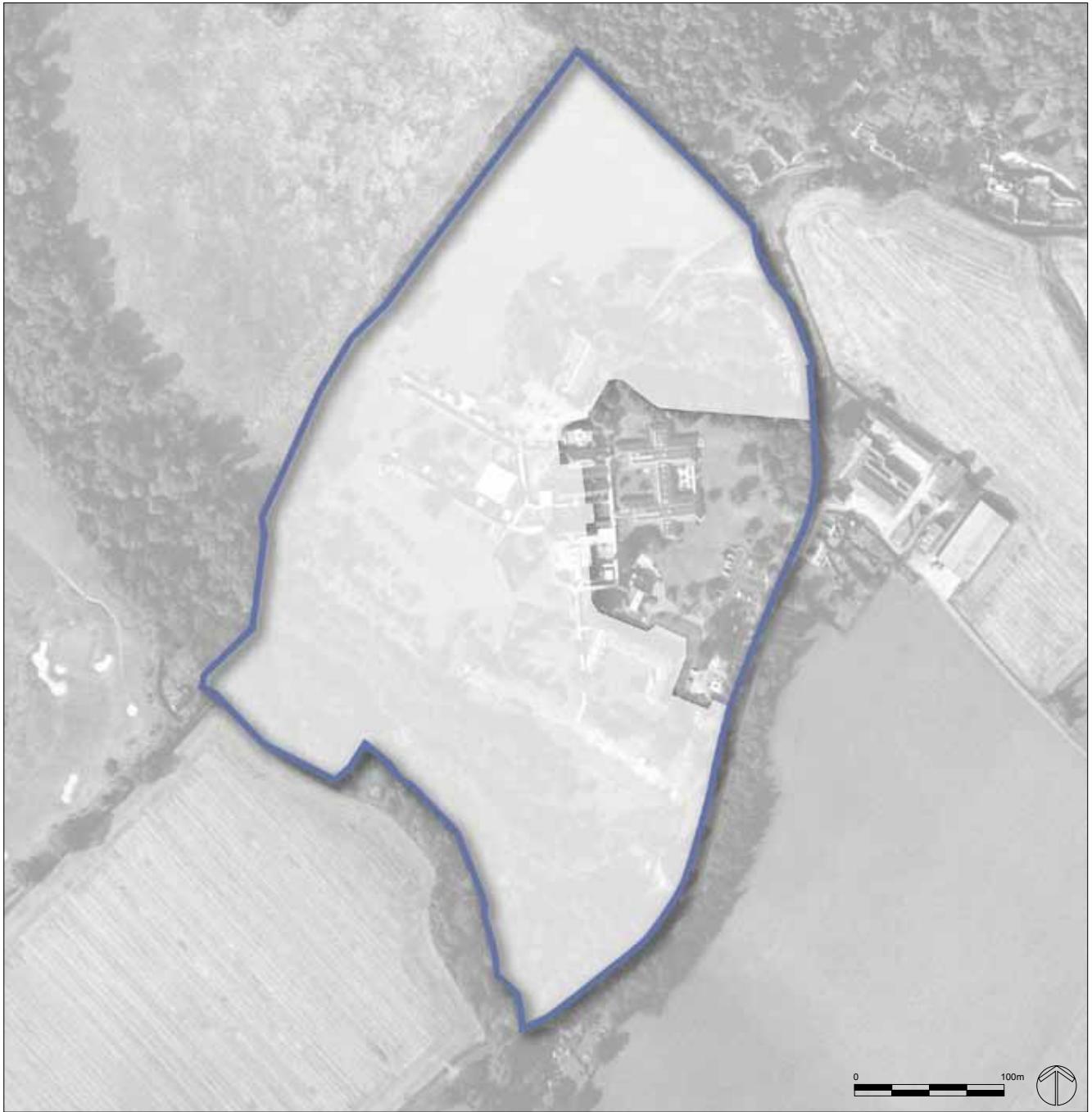
It is acknowledged that Policy H4 is out of date and superseded by PPS3 considerations, in particular minimum density requirements. The housing mix considerations for the site should therefore take into account Policy H4 and evidence within the Strategic Housing Market Assessment 2009.

Policy H5 addresses the provision of subsidised affordable housing and Policy H7 the provision of special needs housing, including that required by key workers. WBC's Affordable Housing considerations are further considered at Section 5.

Policy CF1 addresses retaining existing community facilities. In this regard part of the site remains operational as a hospital and is owned and operated by the PCT.



### Biodiversity

Nature conservation issues are covered in Policy D5, which refers to the protection of wildlife habitats and the retention of important trees and hedgerows on development sites. Advice on trees is given in policies C7, D6 and D7. Policy C10 addresses Local Nature Reserves SNCIs and RIGS.



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POLICY RD6: MAJOR DEVELOPED SITE DESIGNATION EXTENTS

-  Site boundary
-  Policy RD6 - Major Developed Site

Wealden Heaths Special Protection Area (SPA) is situated less than 5km from the site, which is covered by two pieces of EU legislation, generally referred to as the Birds Directive and the Habitats Directive. The legal requirements relating to the management and protection of SPAs in England are set out in The Conservation of Habitats and Species Regulations 2010. Natural England should be consulted on any development proposals, in accordance with policies C10 and C11, with regard to environmental impacts at the earliest opportunity.

The site supports a range of natural habitats with a strong wildlife value. Nesting birds and signs of bat activity have been seen on site. In the UK, all bats and their roosts, and wild birds, their nests and their eggs, are protected by law. The legislation protecting bats and wild birds comprises:

- The Wildlife & Countryside Act 1981 (WCA)
- Conservation of Habitats and Species Regulations, 2010
- The Countryside (or CRoW) Act, 2000.

WBC's Local Plan C11 policy 'Undesignated Wildlife Sites' states that 'in considering proposals for development on other sites with a wildlife interest, the Council will seek to preserve and enhance the ecological features of these sites'.

### Archaeology

Policy HE15 requires that development proposals for all sites over 0.4 ha must be accompanied by an archaeological assessment.

### Movement

Traffic and highways matters are addressed in the 'Movement' chapter of the Local Plan. Policy M1 deals with the Location of Development and addresses sustainability issues. Policy M2 requires that all new developments should provide a safe means of access by car, cycle or on foot and refers to the Residential Design Guide published by Surrey County Council, the statutory Highways Authority.

More detailed advice on movement issues is provided by Policy LT11 (walking, cycling and horse riding); Policy M4 (pedestrians); Policy M5 (cyclists) and Policy M10 (public transport). Policy M14 advises that in accordance with PPS3 and PPG13, residential developments should give regard to an average of 1.5 car parking spaces per dwelling. Developers are referred to the latest guidance set out in Surrey County Council's Car Parking Standards (2011). Policy M5 relating to cycling provision is supported by WBC's Cycling Plan SPG (adopted 2005). Such considerations are further developed in Section 8.

### Energy

Policy D3 encourages the conservation of energy and other resources. Policy D13 requires that development should only be permitted where adequate essential infrastructure is available or being provided as part of the proposed development.

### Policy RD6 Major Developed Sites

*The following sites have been identified as Major Developed Sites in the Green Belt and are shown on the Proposals Map:*

- Milford Hospital
- IOS site, Wormley.

*Within these sites, infilling and redevelopment will be permitted subject to the following criteria:*

*(a) Infilling should:*

- (i) Have no greater impact on the purposes of including land in the Green Belt than the existing development*
- (ii) Not exceed the height of existing buildings*
- (iii) Not lead to a major increase in the developed proportion of the site.*

*(For the purposes of this policy, "infilling" means the filling of small gaps between built development).*

*(b) Redevelopment should:*

- (i) Have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it and where possible have less*
- (ii) Contribute to the achievement of the objectives for the use of land in Green Belts*
- (iii) Not exceed the height of the existing buildings*
- (iv) Not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity).*

*(For the purposes of this policy, the relevant area for the purposes of (iv) above is the aggregate ground floor area (footprint) of the existing buildings, excluding temporary buildings, open spaces with direct external access between wings of a building, and areas of hardstanding).*

### Planning and infrastructure

It is expected that larger housing schemes will provide planning benefits that are commensurate with the scale and form of the development. Policy D14 contains a list of possible benefits, including: the provision of affordable and special needs housing; improved facilities for public transport users, cyclists and pedestrians; social and education facilities and open space. Policy D13 requires that adequate infrastructure and public amenity services are provided in connection with all new developments.

In the context of Policies D13 and D14, a Planning Infrastructure Contributions SPD was adopted in April 2008 and is the starting point for all major

developments. The SPD extends infrastructure contributions on a standard basis to every scheme involving any additional dwelling or commercial space. Each planning application will need to include a unilateral obligation to make the contribution.

Further consideration is given to Section 106 and Infrastructure Contributions in Section 10, where it is noted that the Planning Infrastructure Contributions SPD is a starting point for considering obligations and that site specific considerations, particularly for larger sites such as Upper Tuesley will need to be taken into consideration.

Other relevant Local Plan Policies include: Policy D1 (general environmental considerations); Policy D2 (compatibility of land uses); Policy D8 (designing out crime); Policies D9 and M9 (accessibility and provision for people with disabilities); Policy CF2 (provision of community facilities) and Policy IC12 (working from home).

#### OTHER MATERIAL CONSIDERATIONS

WBC is currently preparing the Waverley Borough Council Local Development Framework (LDF). This will replace the Local Plan. The emerging Core Strategy will set out the spatial vision for the borough for the next 15-20 years. WBC has consulted on its 'Core Strategy Preferred Options and Draft Policies' (January 2011), and is currently considering responses.

Pursuant to the preparation of the Local Development Framework, a number of 'Evidence Studies' have been produced. The following are considered most relevant to the Tuesley Lane Site but readers are referred to WBC's web site [www.waverley.gov.uk](http://www.waverley.gov.uk) for a full listing:

- Strategic Housing Land Availability Assessment (SHLAA) (April 2008)
- Strategic Housing Market Assessment (SHMA) (2009)
- Affordable Housing Viability Study (2009)
- Waverley Strategic Housing Land Availability Assessment (SHLAA) (April 2010)
- Strategic Flood Risk Assessment (SFRA) (2010)
- Transport Assessment (April 2010)
- Climate Change Background Paper (January 2011)
- Interim Position on Infrastructure Delivery Plan (IDP) (January 2011)
- PPG 17 audit
- Residential Extensions SPD (adopted October 2010)
- Surrey County Council Parking Standards (adopted 2011).

A Development Brief for the site was adopted as 'Supplementary Planning Guidance Proposed Redevelopment of the Major Developed Site at the former Milford Hospital, Tuesley Lane, Milford', in February 2003. An "agreed Update Statement" to the SPG was prepared in April 2006 by the landowner (English Partnerships) and WBC officers. The update statement was not adopted by WBC, but provides an addendum to the SPG which is a material consideration.

Other Supplementary Planning Guidance adopted by WBC includes:

- The Surrey Design Guide (adopted October 2003)
- Density and Size of Dwellings: Policy H4 of the Waverley Borough Local Plan 2002 (adopted October 2003)
- Waverley Borough Cycling Plan SPD (adopted 2005)
- Planning Infrastructure Contributions SPD (adopted 2008).

#### EMERGING CORE STRATEGY CONSIDERATIONS

WBC is currently preparing its Core Strategy. A Preferred Options and Draft Policies version (January 2011) has been consulted on and WBC is currently assessing comments made. A further version will be produced for consultation before submission to the Secretary of State, examination in public, and adoption. The Draft Core Strategy has limited weight as a material planning consideration until such time as it has been formally adopted.

A Key Diagram has been produced. It does not provide definitive identification of the boundaries of designations such as the Green Belt, as these remain as shown on the Local Plan Proposals Map. As such the Upper Tuesley site remains with the designated Green Belt.

In the Waverley Borough Local Plan, Milford Hospital (including the Upper Tuesley site) is identified as a Major Developed Site (MDS) in the Green Belt. The Draft Core Strategy (paragraph 6.24) maintains the MDS designation noting that 'In the Waverley Borough Local Plan there are two sites identified as Major Developed Sites in the Green Belt. One has since been redeveloped, the other is Milford Hospital. That designation remains and will be reviewed, if necessary through the Development management and Site Allocations DPD. As such any proposal for development of the Milford Hospital MDS will be determined in accordance with PPG2, the Development Plan and the guidance set out in this brief. PPG2 at Annex C states that "Major Developed Sites" in The Green Belt remain subject to development control policies for Green Belts, but notes that 'infilling or redevelopment' is not 'inappropriate development', providing that redevelopment :

- A. Has no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less
- B. Contributes to the achievement of the objectives for the use of land in Green Belts
- C. Does not exceed the height of the existing buildings
- D. Does not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity).



PPG2 goes on to note that ‘the relevant area for the purposes of D is the aggregate ground floor area of the existing buildings (the ‘footprint’).

Chapter 7 of the draft Core Strategy deals with housing numbers in the borough. Part of the evidence base is the updated SHLAA, which has a base date of April 2010. The SHLAA identifies the potential for housing at the Upper Tuesley site, indicating an estimated capacity for up to 120 units within the first 10 years of the plan period.

Policy CS1 deals with the Location of Development and sets out that ‘the Green Belt will be maintained and new development in the Green Belt will be controlled in accordance with national policy in PPG2’.

Draft Policy CS2 (Amount and Location of Housing) states that the Council will make provision for at least 2,591 net additional homes in the period from 2010 to 2027. The overall total includes the 120 units identified within the SHLAA for the Upper Tuesley site.

Draft Policy - CS3: Sustainable Transport, requires that ‘development schemes are accessible by forms of travel other than the private car, improve accessibility and give priority to the needs of pedestrians, cyclists and users of public transport. Measures to encourage non-car use such as on-site cycle parking are encouraged. Encouragement is also given to the provision of new and improved footpaths and cycleways’.

Draft Policy CS4 addresses infrastructure and Community Facilities. It requires that new development will be required to provide, or meet the reasonable cost of providing, the necessary community facilities, open space, transport infrastructure and other infrastructure requirements to meet the community needs arising from the proposal. Where appropriate, WBC will seek contributions towards the provision of new infrastructure in line with the Planning Infrastructure Contributions SPD.

Draft Policy CS5 deals with Affordable Housing. It states that on sites where new housing is acceptable in principle, WBC will require a minimum provision of affordable housing, where viable, as follows:

- 20% of the gross number of dwellings on sites of 1 – 9 dwellings
- 30% of the gross number of dwellings on sites of 10 – 14 dwellings
- 40% of the gross number of dwellings on sites of 15 or more dwellings.

In all cases where on-site provision is being made, the mix of dwelling types and sizes should reflect the type of housing identified as being required in the most up-to-date Housing Needs Survey and Strategic Housing Market Assessment. Only in exceptional circumstances will an alternative to on-site provision be appropriate.

Policy CS7 addresses housing type and sizes. It states that ‘the Council will require proposals for new housing to make provision for an appropriate range

of types and sizes of housing to meet the needs of the community, reflecting the most up to date evidence in the Strategic Housing Market Assessment. WBC will support the provision, in suitable locations, of new housing and related accommodation to meet the specific needs of older people. WBC will also encourage the provision of new developments incorporating ‘Lifetime Homes’ principles within the design so that they can be readily adapted to meet the needs of older people and those with disabilities’.

WBC’s emerging policies on Leisure, Recreation and Cultural Facilities are set out at Policy CS13. This requires that development proposals involving the loss of such facilities will need to be assessed against Planning Policy Guidance Note 17 (Planning for Open Space, Sports and Recreation).

Policy CS14 deals with Landscape Character. The Upper Tuesley site does not lie within the Area of Great Landscape Value but is located adjacent to it. The Surrey Hills Area of Outstanding Natural Beauty lies to the east of the site. Policy CS14 requires that new development must respect and where appropriate enhance the distinctive character of the landscape in which it is located.

Policy CS15 deals with Townscape and Urban Design and Heritage. It requires that new development is to be of the highest standard of design that responds to the distinctive local character of the area in which it is located. Account should be taken of design guidance adopted by WBC including this development brief, and other Supplementary Planning Documents. New development should be designed to create safe, inclusive and attractive environments that meet the needs of users and incorporate the principles of sustainable development, and preserve and enhance Waverley’s rich and diverse heritage.

Policy CS16 addresses Biodiversity and Geological Conservation. It states that Development that results in harm to or loss of features of interest for biodiversity will not be permitted. New development will where appropriate be required to contribute to the protection, management and enhancement of biodiversity.

Policy CS18 deals with Sustainable Design and Construction. WBC will seek to promote sustainable patterns of development and reduce the level of greenhouse gas emissions by requiring high standards of sustainable design and construction (i.e. in accordance with Building Regulations, Code for Sustainable Homes and BREEAM). The policy requires proposals for major development to consider the integration of CHP or other forms of low carbon district heating. It requires new development of more than 10 dwellings or 1,000 sqm (gross) of non-residential floorspace to secure at least 10% of their energy from decentralised and renewable or low-carbon sources unless, having regard to the type of development involved and its design, this is not feasible or viable.

Policy CS19 deals with Renewable Energy Development. CS19 notes that WBC in principle supports the development of renewable energy in order to achieve

the national targets. The draft policy continues that WBC will weigh the benefits of the proposal with the need to protect the local environment and visual amenity. Proposals within or close to the boundaries of designated areas should demonstrate that development will not undermine the objectives that underpin the purposes of designation.

WBC has published a Climate Change Background Paper (January 2011). The purpose of this document is to provide an evidence base to inform the development of sustainable construction and renewable energy policies to be included in the LDF Core Strategy. In the context of residential development, the paper recommends:

- All new housing developments be built to meet the equivalent of Code Level 3 in respect of energy and emissions until 2013, when this standard is revised to Code Level 4, unless special circumstances warrant the adoption of higher standards
- Emerging guidance in relation to the technical and economic impacts of achieving Zero Carbon homes should be taken into account in reviewing the standards for housing development, such that WBC can require all new housing to be built to the Zero Carbon homes standard at the earliest opportunity from 2016
- That a policy be pursued which sets a target for a reduction in carbon dioxide emissions to come from on-site decentralised, renewable or low carbon energy in order to meet carbon compliance
- That design aspects such as siting, landscaping and orientation are built into policy to allow opportunities to maximise aspects such as passive solar gain, natural ventilation and green infrastructure
- That until the adoption of core strategy policies, the existing practice of encouraging a significant proportion (at least 10%) of energy demands in all new developments though on site generation by renewable means be continued.

Further policy considerations are recommended with regard to:

- **Water Resources** - It is recommended that a policy to encourage water efficiency from potable and non-potable sources should be pursued for all new development, including residential extensions, such as water efficient taps, rainwater harvesting and greywater recycling
- **Building Sustainability** - It is recommended that a policy is pursued for requiring residential and nonresidential development to meet sustainability criteria through the planned changes to Part L of the Building Regulations, with higher standards encouraged

- **Waste Management** - It is recommended that a policy is pursued encouraging sustainable waste management to include anaerobic digestion, the use of sustainable construction promoting reuse and recycling of building materials and ensuring new development facilitates the recycling and composting of waste
- **Stand Alone Decentralised, Renewable or Low Carbon Energy Schemes** - It is recommended that a positive policy be pursued for stand alone schemes as well as schemes which could provide energy or heating to new and existing property through use of district heating or CHP. This includes encouragement for on-site CHP/heat for major developments.

## PARISH PLANS

The Site is located within the Parish of Busbridge. Busbridge Parish Council does not currently have any form of Parish Plan. The neighbouring Parish of Witley published its Parish Plan in 2006 and makes specific references to Milford Hospital and the land around Milford Hospital. In particular, at Para 6.3.2, in the context of public transport services, the Plan notes specific requests for a route linking Milford Hospital, Station and village centre.

The Witley Parish Plan notes at Para 7.8.1 that the need for 'affordable housing' is 'widely acknowledged by the residents of the Parish' and at Para 7.8.2 when considering suitable locations for new affordable housing, the land at Milford Hospital (providing the hospital remains open) is a location that was commented upon "time and again" by residents of the Parish.

The Godalming Healthcheck (published in June 2006) was prepared by Godalming Together, a local volunteer group. The Healthcheck covers Godalming, Farncombe and the surrounding villages of the rural hinterland. At Para 3.8, the Healthcheck refers to 'two important development sites in and around Godalming' as identified with WBC's Local Plan. Para 3.9 refers specifically to Milford Hospital.

There is nothing within these Plans that specifically impacts the future redevelopment of the land adjacent to Milford Hospital, however, applicants are encouraged to consult with Godalming Town Council and Parish Councils, and Godalming Together during the development of proposals for this site.

# 3.0

## SITE APPRECIATION

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The site forms the redundant part of Milford Hospital and is designated as a Major Developed Site within the Metropolitan Green Belt. It currently exists as brownfield land and is marked by a number of unused and derelict former hospital related buildings many of which are deemed to be of little intrinsic architectural or historic interest.

The redundant buildings are boarded up and are in a state of disrepair. The site is characterised by varying topographical features that accommodate a general fall towards the river valley that abuts its southern edge. Established boundary trees and vegetation define the visually contained nature of the site and largely screen views of it from the surrounding area. Although the extensive landscape component of the site has not been fully maintained for a number of years, some trees, including those comprising the woodland to the southern site edge, are of particular value and deemed worthy of retention.

### CONNECTIONS

The Upper Tuesley site is located approximately 0.5 miles from Milford Railway Station via footpaths and approximately 1.5 miles from the station by road. The site is located approximately 2 miles by road from Godalming rail station.

The site is currently accessed from Tuesley Lane, an unlit road running roughly north-south and which is steep and narrow in part. Tuesley Lane links northwards to Godalming town centre through a narrow cutting and restricted bridge and southwards to Milford village centre via Station Lane. In places the street is only one lane in width with passing places and is typical of many country lanes found in rural Surrey. The northern section of Tuesley Lane as it nears Godalming has a particularly attractive, rural character. It is steeply sloping, and one lane in width with passing places. Hedgerows on high banks enclose the lane on its west in this area, and there are mature trees on the east.

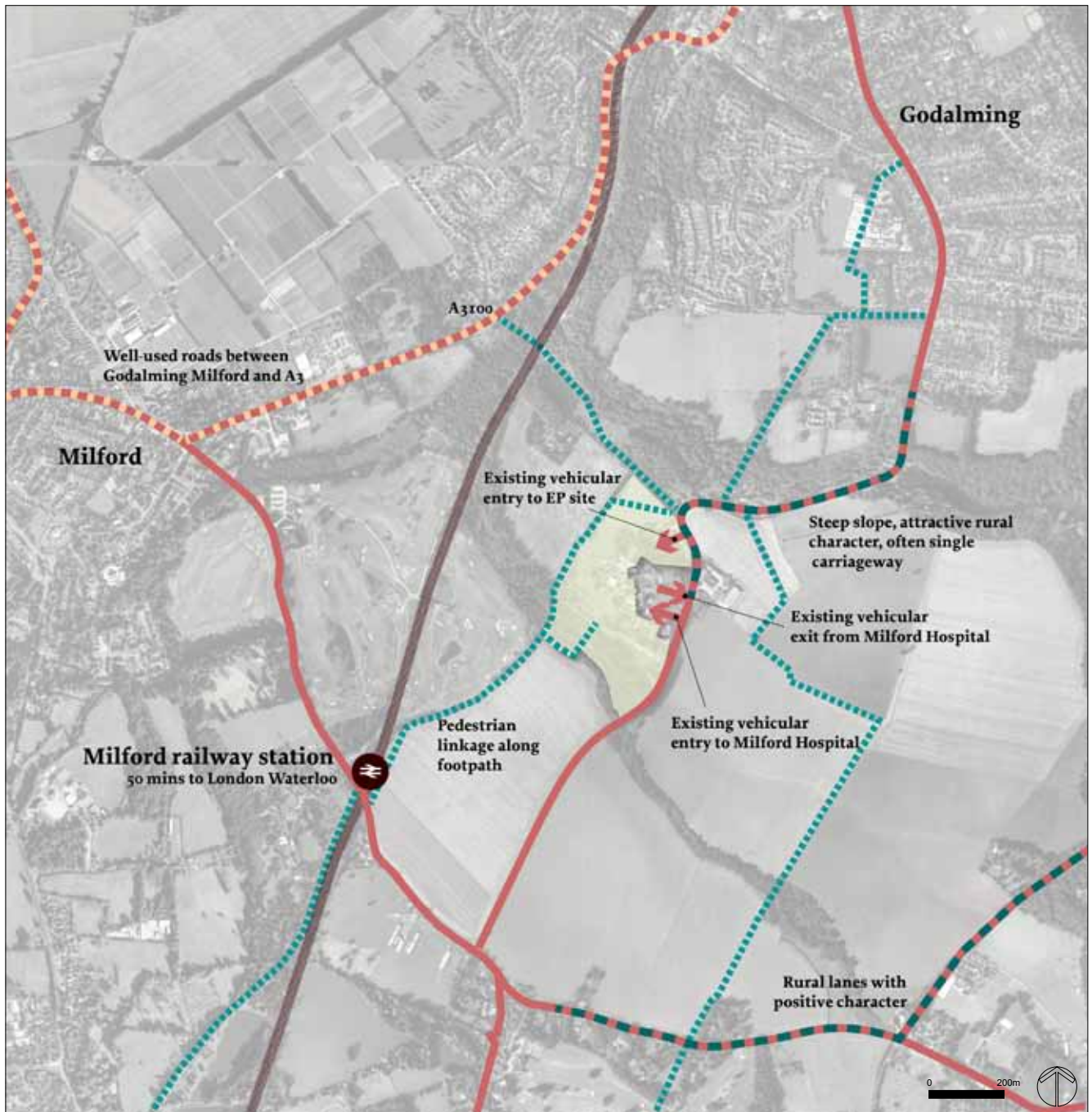
Milford Hospital, to the east of the site, is presently served by two vehicular accesses leading off Tuesley Lane – firstly, the NHS Trust’s in-and-out access and secondly, a service road at its extreme southern end. The hospital is also accessed via the Upper Tuesley site access, which serves staff dwellings and the former hospital visitors’ car park as well as providing access for ambulances.

The principal route for vehicles to the site is from the south via Milford village on Station Lane and Tuesley Lane. It is also possible to access the site from Godalming via Tuesley Lane from the North, however, the width of the road is restricted by a narrow bridge and deep cutting as it passes Ladywell Convent and Busbridge Lakes.

Public footpath 161 runs along across the northern part of the Upper Tuesley site and along its western edge, connecting the site to Milford Railway Station. The route is rural in character and as such is unpaved and unlit. The station provides rail services to Guildford, Portsmouth and Central London. A large proportion of the local population commute to London for employment, along with Guildford and Woking.

Other public footpaths link the northern part of the site with Portsmouth Road (A3100) to the west, Hydestile to the south-east and Holloway Hill and Busbridge to the north-east.

There are several bus routes which operate in the vicinity of the Upper Tuesley site providing services to the surrounding towns and villages. There are currently four buses (routes 70, 71 and 91) per hour to Haslemere, Guildford and Bognor Regis during the AM and PM peaks (Monday to Saturday), and 2 per hour during the daytime. The bus stop is located on Portsmouth Road, 10 minutes walk from the Upper Tuesley site. Route 503 stops adjacent to Milford Hospital and provides two buses per day calling at to Hambleton, Witley, Godalming, Farncombe, Shalford and Guildford. Route 523 provides a service to Guildford and Godalming and also stops adjacent to Milford Hospital. There are no bus services on Sundays. A consultation process



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CONNECTIONS

- Site boundary
- Railway line
- Public footpath
- Local road
- Highly used route
- Route with positive character



TUESLEY LANE



is underway to review bus services in Surrey and to reduce services that are underused. As part of that consultation, it is likely that the 503 and 523 services will be combined and that the service to the Milford Hospital Bus stop will be maintained by a 'dial a ride' style service. It is likely that there will continue to be 4 buses per hour in each direction from the Portsmouth Road bus stop to and from Godalming and Guildford, but the extent of these routes will reduce and passengers wishing to travel south to Haslemere and Bognor Regis will need to interchange at Godalming or Guildford.

Milford Railway Station provides a twice-hourly service calling at London Waterloo, Guildford, Godalming, Haslemere and Portsmouth during peak hours, and a daytime frequency of one train per hour. Godalming Station provides a twice hourly service throughout the day to London Waterloo and Portsmouth. Both stations are approximately 50 minutes from London Waterloo and 1 hour 5 minutes from Portsmouth.



MILFORD HOSPITAL, ADJACENT TO THE SITE

#### BUILT FORM, HERITAGE & LANDMARKS

Milford Hospital was opened in 1928 as the Surrey County Sanatorium designed by Sidney Tatchell. English Heritage (EH) describes the buildings as 'designed in a solid Neo-Georgian style' and assess the Hospital to be 'a pleasant, well-constructed and cohesive ensemble of brick buildings but its claims to architectural interest are modest.' EH states that the hospital lacks sufficient architectural interest to be included in the statutory list, although it implies that the buildings may have some local interest.

None of the buildings are listed or within a Conservation Area. The original wards, operating theatre, kitchens and workshops are not worthy of retention. In addition, the conversion of the social club, dining hall and nurses' accommodation blocks is likely to be challenging because of practical problems arising from their construction and internal layout. The plan on page 26 identifies those buildings that WBC deem to be suitable for demolition.

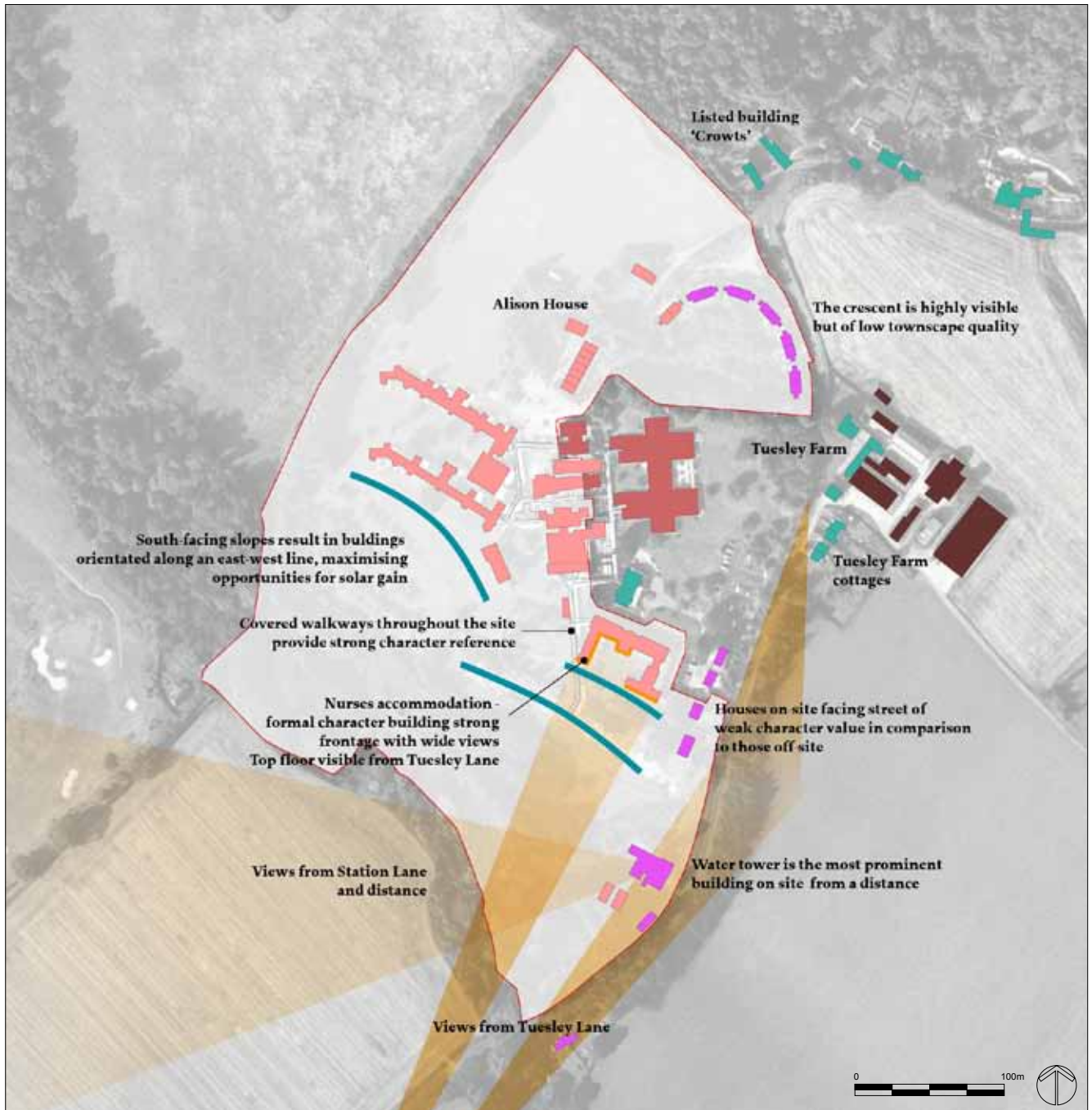


A three storey building, formally used for nurses' accommodation, is located in the south-eastern corner of the site. It has a strong formal frontage that defines and encloses the landscape immediately to the south, and maximises views to the south. The formality of its relationship with the landscape and orientation towards the views / southern sun may usefully influence the design of new development. Its height and scale sets a useful precedent for any future development in this part of the site.

The 'crescent' of semi-detached dwellings to the north is a prominent part of the site, being highly visible from Tuesley Lane. Whilst the layout of these is distinctive, they are poor quality buildings and detract from the setting of the adjacent listed building (Crows) to the north of the site. This is compounded by the fact that the crescent faces outwards, which does little to help foster a sense of community or ownership.



CROWS LISTED BUILDINGS TO THE NORTH OF THE SITE



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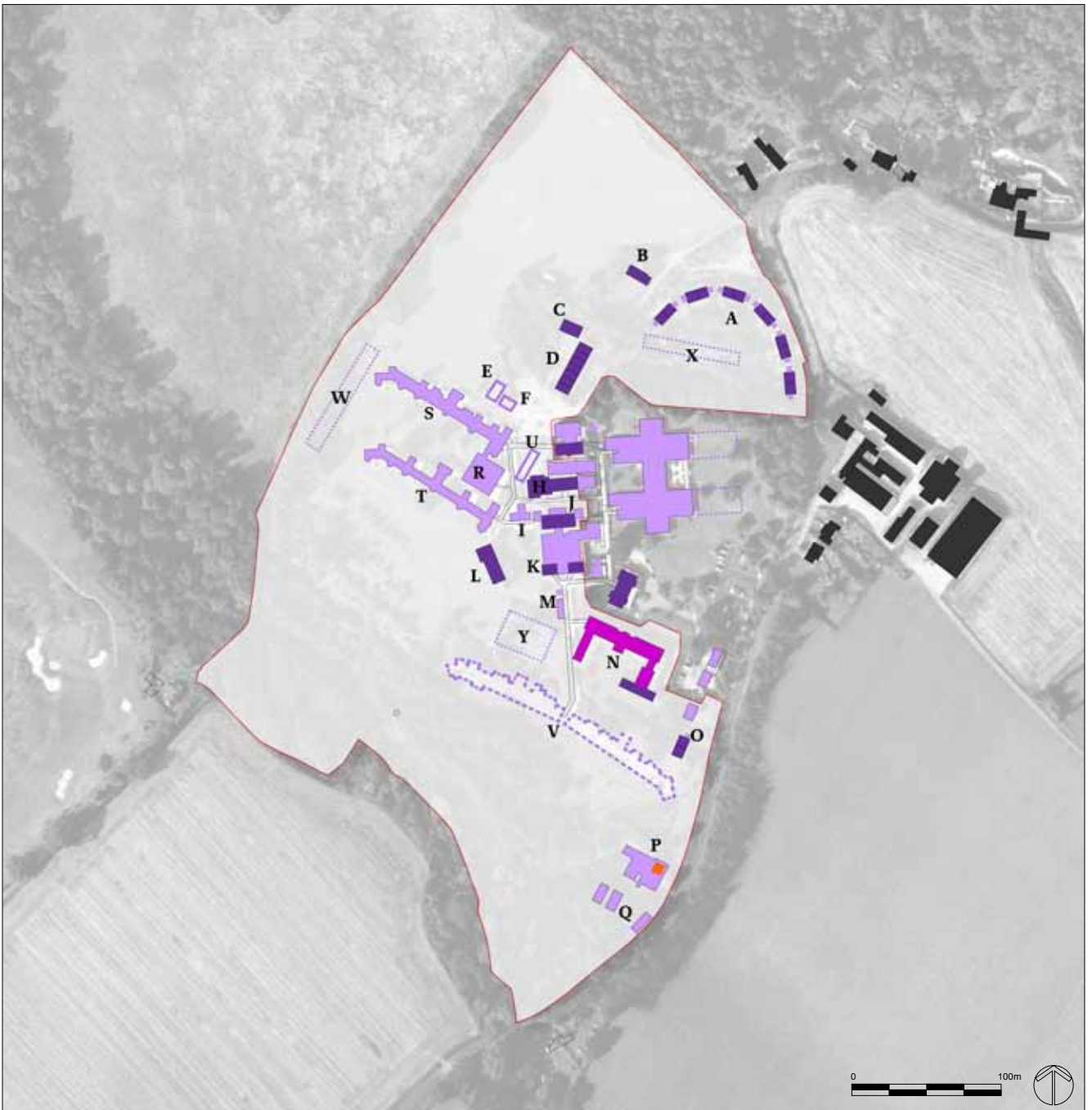
BUILT FORM



ALISON HOUSE









- Site boundary
- Existing buildings within site
- PCT buildings
- Off-site buildings
- Positive off-site buildings
- Building visible from Tuesley Lane
- Visible from a distance
- Distant view corridor





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**BUILDING HEIGHTS**

-  Site boundary
-  One storey
-  Two storeys
-  Three storeys
-  Over three storeys
-  Recently demolished building
-  Previously demolished building (still evident)
-  Previously demolished building (traces)



MILFORD HOSPITAL - 1980S OPERATIONAL BUILDING

Ref	Building Name	Footprint (sqm)
A	Staff Cottages 1-2	743.2
B	Unknown	108.4
C	Allison House	109.6
D	Staff 19-25	347.3
E	Unknown	55.2
F	Ivy House	73.5
G	Allison Hall	162.5
H	Allison Hall	358.1
I	Post Office and Hospital Shop	98.8
J	Kitchens	343.5
K	Kitchen Store	727.4
L	Night Nurses Home	245.4
M	Unknown	80.6
N	Nurse's Home	994.0
O	Staff 13-15	200.2
P	Engineering Block	532.0
Q	Sheds	242.8
R	Theatre Block/Day Hospital	487.7
S	Block F	1019.1
T	Block E	847.6
U	Unknown - demolished	120.0

The water tower is the most visible structure on the site on account of its height. However, it has rather a plain almost industrial character that contrasts with the more Arts and Crafts / Neo-Georgian style of the better hospital buildings.

The ward blocks are run down and have lost their verandahs, a key architectural feature of a tuberculosis hospital. However, their orientation on site - with strong southwards facing building lines - could be used to inform the character of the development of the site.

The main building on the adjacent PCT site is a large single storey, pitched roof building of no architectural merit. However, its setting within lawned parkland is attractive. The administrative block remains from the original hospital and is an attractive building although EH notes that this is 'usually the building given the most prominent architectural treatment on hospital sites' but at Milford Hospital it is very plain.

Small farmyard clusters are a typical characteristic of the surrounding countryside. These distinctive built forms generally consist of a collection of buildings focused around a central courtyard-type space. There are a number of attractive cottages and farm buildings off the site along Tuesley Lane. These are generally typical of buildings found within rural areas of Surrey and - as such - contrast in character with the former hospital buildings.

## LAND USES

The principal social and community use on the site at present is the NHS Trust hospital unit. The redundant part of the site includes several vacant community buildings that formerly served the needs of the hospital staff, patients and visitors, including a WRVS shop and Post Office, a social club/sports hall and a multi-purpose dining hall.

## TOPOGRAPHY & VIEWS

Topography plays a strong role through the site, running from a generally levelled northern area to a more sloped area to the south. With a general north-south fall of approximate 5 metres, the southern most part of the site comprises a shallow valley some 10-15 metres deep. This difference in levels has provided the site with two well defined terraces towards the south-eastern corner, which play an important role in the design of that area of the site. A small stream, bounded by non-maintained woodland, flows from east to west alongside part of the southern boundary of the site.

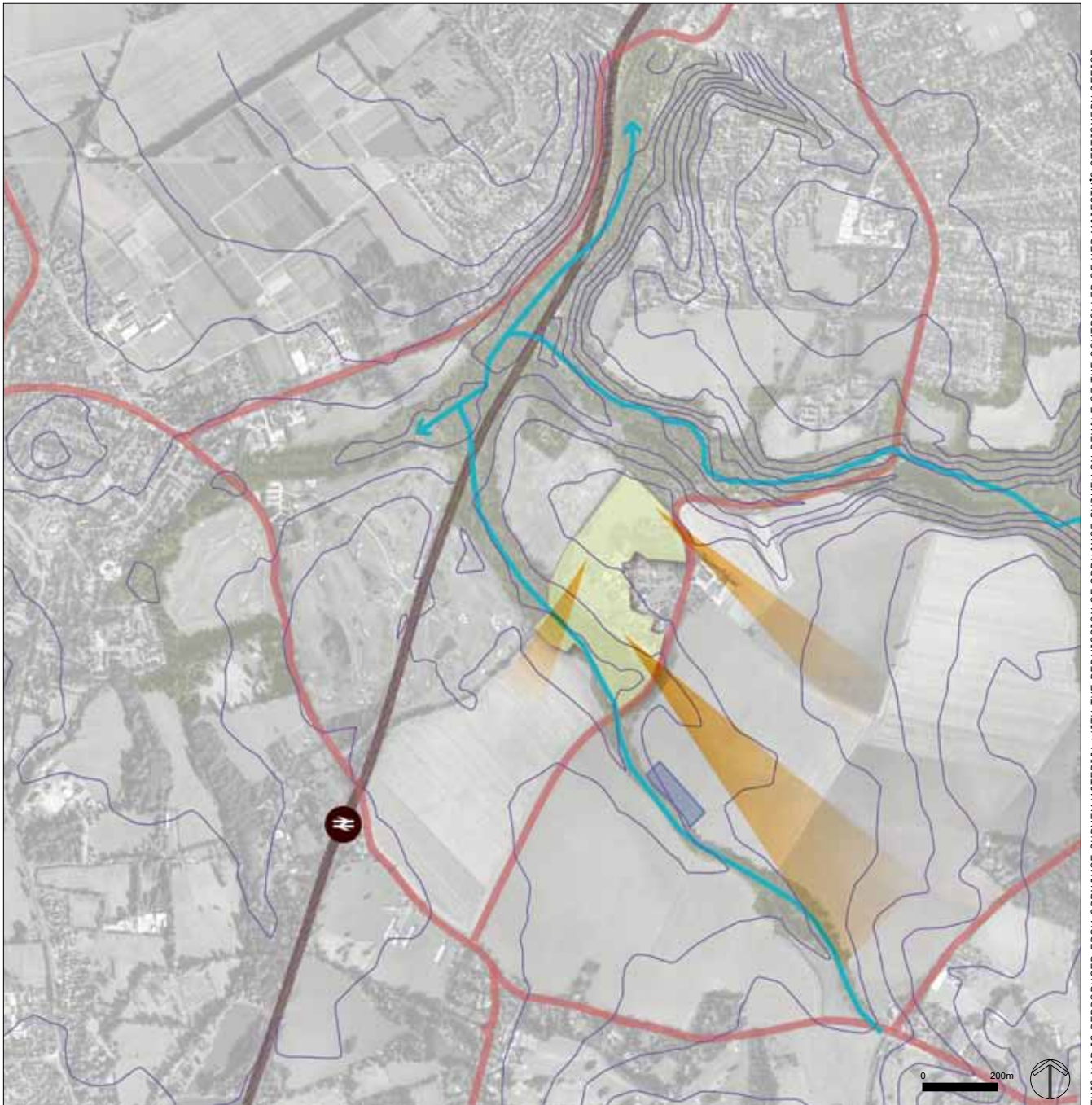
The site is generally hidden in the wider landscape by a combination of topography and vegetation. Its self-contained character reduces the views towards the site to a few of the highest points, like the prominent water tower and the nurses' home building, which can only be seen from key locations to the south of the site.

Views from the site towards the surrounding landscape are limited to a few locations at the south-eastern part of the site and also the northern open area, where views across the adjacent fields to the east are possible from the public footpath.

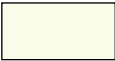









THE WATER TOWER IS VISIBLE FROM STATION FOOTPATH, WHILST THE REST OF THE SITE IS SCREENED BY TREES





TOPOGRAPHY AND VIEWS

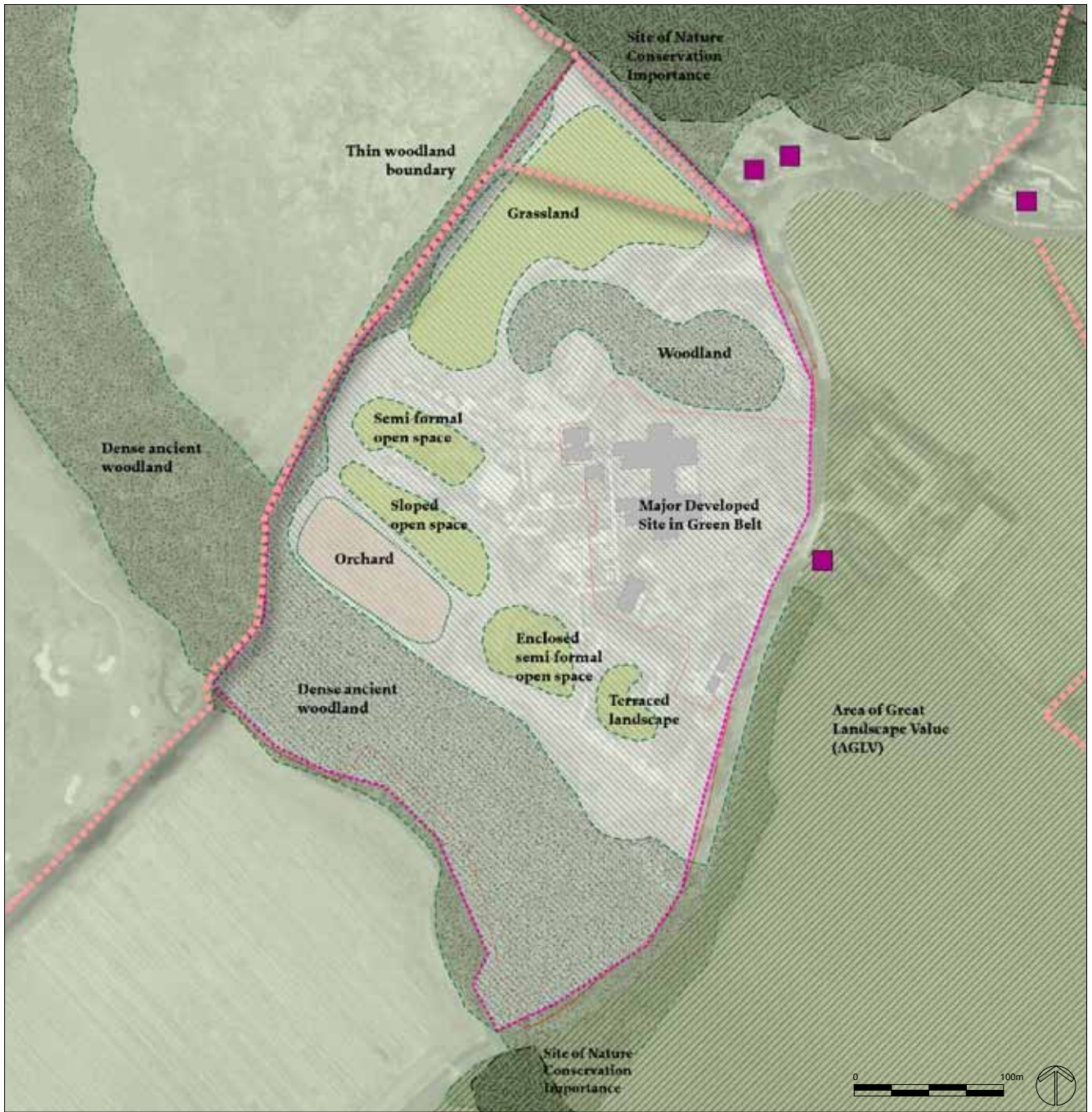
-  Site boundary
-  Railway line
-  Local road
-  5 m contour
-  Local water course
-  Bounding tree line
-  View out of the site
-  Area of High Archaeological Potential



VIEW OF THE WIDER LANDSCAPE FROM THE SOUTH EASTERN PART OF THE SITE

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EXISTING LANDSCAPE PLAN

- |  |                                 |  |                                                           |
|--|---------------------------------|--|-----------------------------------------------------------|
|  | Site boundary                   |  | Sites of Nature Conservation Importance (SNCI) Policy C10 |
|  | Listed Building                 |  | Area of Great Landscape Value (AGLV) only Policy C3       |
|  | Major Developed Site Policy RD6 |  | Green Belt Policy C1 (full extent of area shown)          |
|  | Footpath                        |  |                                                           |
|  | Woodland                        |  |                                                           |

## NATURE CONSERVATION

The site sits within a Green Belt area and is designated as a 'Major Developed Site', which is covered by its particular set of national and local policies, including PPG2 Annex C and Waverley Borough Council's Local Plan RD6 policy (see section 2).

Although not sitting within a Conservation Area or any landscape or wildlife designated area, the site is adjacent to an Area of Great Landscape Value (AGLV) to the east of Tuesley Lane and to two Sites of Nature Conservation Importance (SNCI) to the north and south east of the site's boundary. Internationally designated sites are located within 5km of the site (Thursley, Hankley & Frensham Commons Special Protection Area; Thursley, Ash, Pirbright & Chobham SAC; and Thursley & Ockley Bogs Ramsar site). Consultation should be undertaken with Natural England. Consultation should be undertaken with Natural England to confirm whether there are likely to be significant environmental effects which require further assessment under the Conservation of Habitats and Species Regulations 2010.

A wooded valley and spring-fed small stream (a tributary of the River Ock) pass around the south-western boundary of the site. Part of this woodland (4.4ha), Springwood Copse, is listed on the ancient and semi-natural woodland inventory.

## SITE LANDSCAPE

The site supports a range of other natural habitats including woodland, tree groups, individual trees and vegetated boundaries. The potential exists for protected species to be present on site. A Tree Survey conducted in 2007 noted the orchard at the southwest of the site



THE EXISTING ORCHARD IS IN NEED OF REGENERATION

supported nesting birds and visible signs of bat activity. The stream and surrounding mature woodland at the south of the site was noted to have potential for Daubenton's bats and dormice.

A prominent asset to the site, the landscape character forms part of the hospital's history, with high amenity and ecological value vegetation, individual trees and mature woodland creating an important habitat to all wildlife and so contributing greatly to the surrounding countryside.

The site itself is defined and enclosed by belts of trees and undergrowth, relatively thin on the western boundary and forming part of more solid blocks of woodland to the north and south. Other landscape features include an open grassed area along the north-west part of the site, formerly laid as a football and cricket pitch but no longer in active use by those sports; and an established apple orchard to the south west, planted on the slope leading down the existing stream within the mature woodland. Elsewhere within the site there are a number of specimen trees and copses of self seeded trees. The existing landscape features present an extremely valuable habitat to wildlife.

The individual tree species found on site are varied; however, the most common species are oak, beech and ash. There are areas of predominantly conifers and firs which comprise the shelterbelt around the south and west boundary. The majority of the tree groups located on site consists of oak, ash, sycamore, birch and conifers.

The Tree Survey undertaken in 2007 identified the majority of trees on site as in good to fair health, however the mature orchard at the southwest of the site was noted to be of fair to poor condition, including some dead standing specimens. This orchard is identified in the provisional 'traditional orchard' inventory. Declining or dead standing elm was also noted on site, as well as lapsed hedgerow and trees in various stages of decline within the woodland. The report concluded that overall the vegetation and trees on site are of high amenity and ecological value.

Other features include a public footpath running along the north and west boundary of the site and a path that runs through the south-west portion of the woodland connecting the site to Milford's Train Station.

## CULTURAL HERITAGE & ARCHAEOLOGY

There are no scheduled monuments on the site, the nearest being St Mary's Church, Ladywell Convent, c. 700 metre to the northeast. The site is not located within a Conservation Area or other statutory or non-statutory cultural heritage or archaeological designation. None of the buildings on site are listed, however, a number are of local historic interest (e.g. Allison House and the former staff dining hall). Four Listed Buildings are located nearby on Tuesley Lane; Tuesley Farm Cottages, Tuesley Manor, Crowts and Barn Opposite Crowts, all of which are Grade II listed. An Area of High Archaeological Potential is designated east of Tuesley Lane in the Waverley Local Plan.





EXISTING SITE ACCESS FROM TUESLEY LANE

Medieval pottery has been discovered at Tuesley Corner, directly opposite the northern entrance to the site. Further remains are likely to be present nearby. Hambledon Road and Tuesley Lane, both providing access routes to the site, show typical characters of an ancient ‘hollow way’, with sections that are steep earth and stone banked, topped with mature hedges and trees, and confined to single-track.

#### GEOLOGY

A Local Geological Site (previously known as Regionally Important Geological and Geomorphological Site) is located immediately to the northwest of the site at Tuesley Corner.

#### WATER RESOURCES & FLOOD RISK

A stream in a small valley forms the southern boundary of the site, flowing from east to west. Being spring-fed, it is likely to be of good water quality although no records are available. The Environment Agency flood map indicates that the only part of site at risk of flooding is the stream valley (flood zone 3). The site is not located within a groundwater Source Protection Zone (SPZ) or designated aquifer.

#### CONTAMINATION

The Upper Tuesley site is not located on an authorised landfill and no historic landfill is recorded on site by the Environment Agency, however, this will need to be investigated.

#### CONSTRAINTS & OPPORTUNITIES

The plan on page 26 sets out the key constraints and opportunities that will inform the future development of the Upper Tuesley site. These fixes are drawn from the analysis of the site and its wider context in conjunction with HCA’s and WBC’s aspirations for the site.

The key constraints are as follows:

- Traffic generation and access constraints limit the development potential of the site. The road

access from Tuesley Lane is narrow and winding, is deeply cut and has steep gradients. In order to avoid unacceptable highway and traffic implications, any proposals to redevelop the site must be supported by a Transport Assessment together with proposals to mitigate the impact of traffic particularly on the northern part of Tuesley Lane

- There are a number of existing buildings on site. These are not listed, do not fall within a Conservation Area and in most cases are difficult to convert to residential use. However, a number of buildings have been identified by WBC as being of local interest and should therefore be retained unless good justification is put forward for their removal
- Although mostly flat or gently sloping, the southern area of the site is clearly constrained by the change in topography with the land sloping steeply down towards the stream that forms the southern boundary. This abrupt change in landform has resulted in a series of terraces that were formerly occupied by either hospital buildings or allotments (as seen in historic photographs), making best use of its south facing spaces
- Existing views towards surrounding countryside should be retained, particularly views out from the public footpath at the north of the site and the views from the terraces in the south
- The southern part of the site includes dense mature woodland and a flood zone around the stream, which creates valuable habitats to wildlife. The landscape and wildlife value of this woodland, along with its steep topography, makes this southern area of the site unsuitable for built development
- There are some significant individual and groups of trees within the site as identified on the tree survey undertaken by RPS in July 2007, including the apple orchard as a reminder of the site’s history and the strongly vegetated site



boundaries. The screening effect provided by the mature woodland boundaries, the orchard character and some of the site's best specimen trees should be retained and integrated into any future development proposals

- Having due consideration of the tree survey, any proposals for the site should, as far as is practicable, retain and integrate existing individual trees into the development. However, as they are so numerous it is possible that some may need to be removed in order to accommodate development. Most of the trees located on site have been identified as a high bat potential, although it should be noted that established hedgerows also present feeding areas and navigational tools for bats.

The key opportunities for the site are as follows:

- WBC considers that the site is suitable primarily for housing purposes. The objective is to secure a significant element of affordable housing. Redevelopment proposals should accord with the housing policies set out in the Local Plan. The site is not well located for employment purposes because of the adverse impact of commercial traffic on the narrow country lanes in the vicinity
- A new vehicular link should connect through the site. New and/or improved junctions should be located at the gateways identified on the plan. These junctions should be sensitive to the character of Tuesley Lane
- The adjacent PCT is to remain as an active hospital. Any proposals for the redevelopment of the site offers an opportunity to improve the interface with the hospital and consequently its setting as well as providing pedestrian connections between the Upper Tuesley site and the hospital
- The setting of the listed buildings close to the site should be preserved and enhanced. This is likely to require the maintenance of a sense of openness.

#### ENVIRONMENTAL IMPACT ASSESSMENT

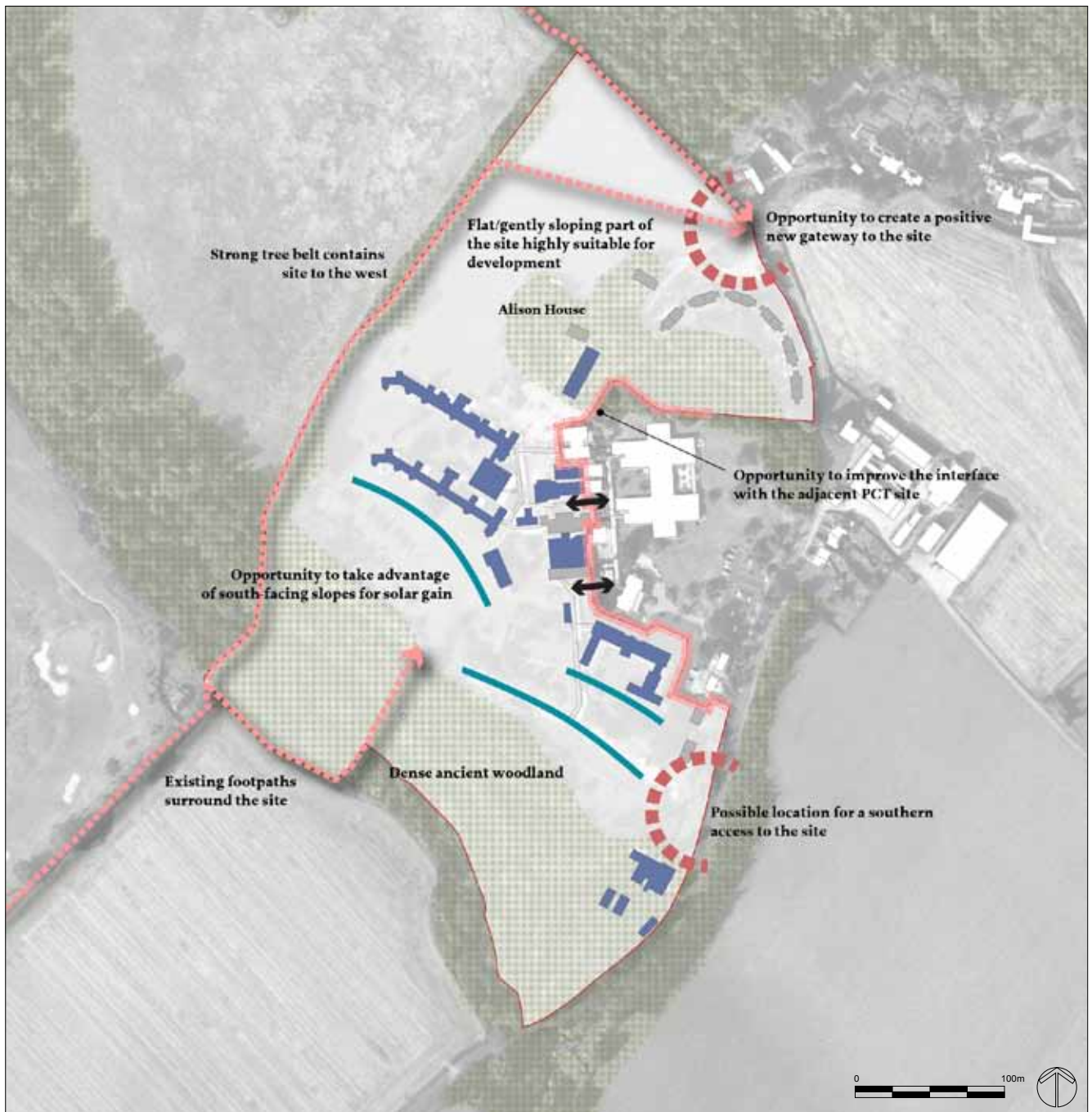
The development may require an Environmental Impact Assessment (EIA) under the Town and Country Planning (EIA) Regulations 2011. A screening request should be submitted to confirm the need for an EIA. If an EIA is required, a scoping exercise should be undertaken to agree the scope of the assessment in consultation with statutory consultees.



EXISTING TREES SHOULD BE RETAINED WHERE POSSIBLE













THE INTERFACE BETWEEN THE SITE AND THE HOSPITAL SHOULD BE IMPROVED



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**CONSTRAINTS & OPPORTUNITIES**

	Site boundary		South-facing slopes
	On-site building		Existing footpath
	Building to be demolished		Potential connection
	Off-site building		Upper Tuesley site/Milford Hospital interface
	Woodland		Potential gateway

# 4.0

## CONCEPT & QUANTUM

Any development of the site needs to be considered in the context of Milford's social, economic and environmental fabric. Proposals at the Upper Tuesley site will have to achieve a positive response to each of these issues in order to complement the existing assets of the village and make a sustainable, long term contribution to its future.

The vision must address a number of key priorities through a set of core design principles which set the aspirations for the project as high as possible from the outset. The following objectives address problems at present, make best use of local assets, and set an agenda within which the vision and core design principles can be explored:

- Encourage sustainable lifestyles
- Seek attractive alternatives to car use
- Enhance links to Milford and Godalming
- Consider landscape and visual sensitivities
- Create a naturally defined edge to the community
- Provide high quality homes which meet local demand
- Combine employment (Milford Hospital) and residential
- Provide a positive contribution to future of Milford.

### CONCEPT

In order to help guide the new development, a masterplan concept has been developed. The concept establishes a broad design vision for the site by taking the site analysis into consideration in order to realise the regeneration aspirations. It brings a required degree of certainty to the nature of future development and helps to ensure the highest quality design aspirations are realised.

Existing as a Major Developed Site within a largely rural context, the regeneration of the Upper Tuesley site needs to be responsive to its unique location and distinctive context. As such, the development of the masterplan should be landscape-led, establishing a green framework for the development that enhances

and extends the local landscape character. Within this framework, the built form should reveal contemporary regard for the local architectural character, and its arrangement on the site should reflect the forms of settlement that are typical of the area. The development concept set out overleaf seeks to realise these aspirations by defining a contextually sensitive vision for the site that creates a new residential community within a robust landscape framework.

### RATIONALE

Policy RD6 of the Local Plan confirms that the site is most suited for residential purposes. It is therefore expected that re-development will take the form of residential dwellings. The design rationale for the Upper Tuesley site is to provide a series of small scale development clusters which respond to the surrounding landscape and local character. The layout should be relatively loose with buildings predominantly orientated along an east-west line, in response to the site's topography and existing landscape pattern. The built form should take cues from the layout of the redundant hospital buildings and benefit from an east-west orientation that allows for south facing gardens, courtyards and roofs which can be utilised for passive solar gain.

The cluster approach allows for:

- A sensitive scale of development in a Green Belt location
- Small groupings of residential dwellings with south facing private spaces
- Existing and proposed tree belts providing shelter and visual buffer
- Semi-private spaces physically contained by planting
- Access and views which coincide with gaps in mature and new planting, with the majority of built form views contained within the site.

A key feature of the farmyard cluster is the relationship it encourages between built development and the landscape.





THE CONCEPT FOCUSES AROUND DEVELOPMENT CLUSTERS

### QUANTUM OF DEVELOPMENT

In accordance with the advice in PPG 2, Annex C, (as reflected by Local Plan Policy RD6), the developable area should reflect the spread of the existing built development. Policy RD6 states that any redevelopment proposals should “have no greater impact than the existing development on the openness of the Green Belt and where possible have less”. In seeking to achieve that objective, consistent with national and strategic policies which promote sustainable development, the development footprint should not exceed the existing built footprint on the site. The agreed footprint is 8,000 sqm and includes ancillary elements such as garages, bin stores, cycle stores and the footprint of any retained buildings. This accords with the approach set out in PPS2.

An independent Strategic Housing Land Availability Assessment (SHLAA) (April 2008) produced for WBC by Baker Associates indicates that there could be potential for the site to accommodate approximately 120 dwellings. The SHLAA has informed housing land supply considerations set out in the Draft Core Strategy. Having regard to an agreed footprint of 8,000 sqm, it is therefore considered that 120 dwellings is an appropriate indicative capacity for this site, providing that this is supported by the relevant agreed Transport Assessment and Travel Plan.

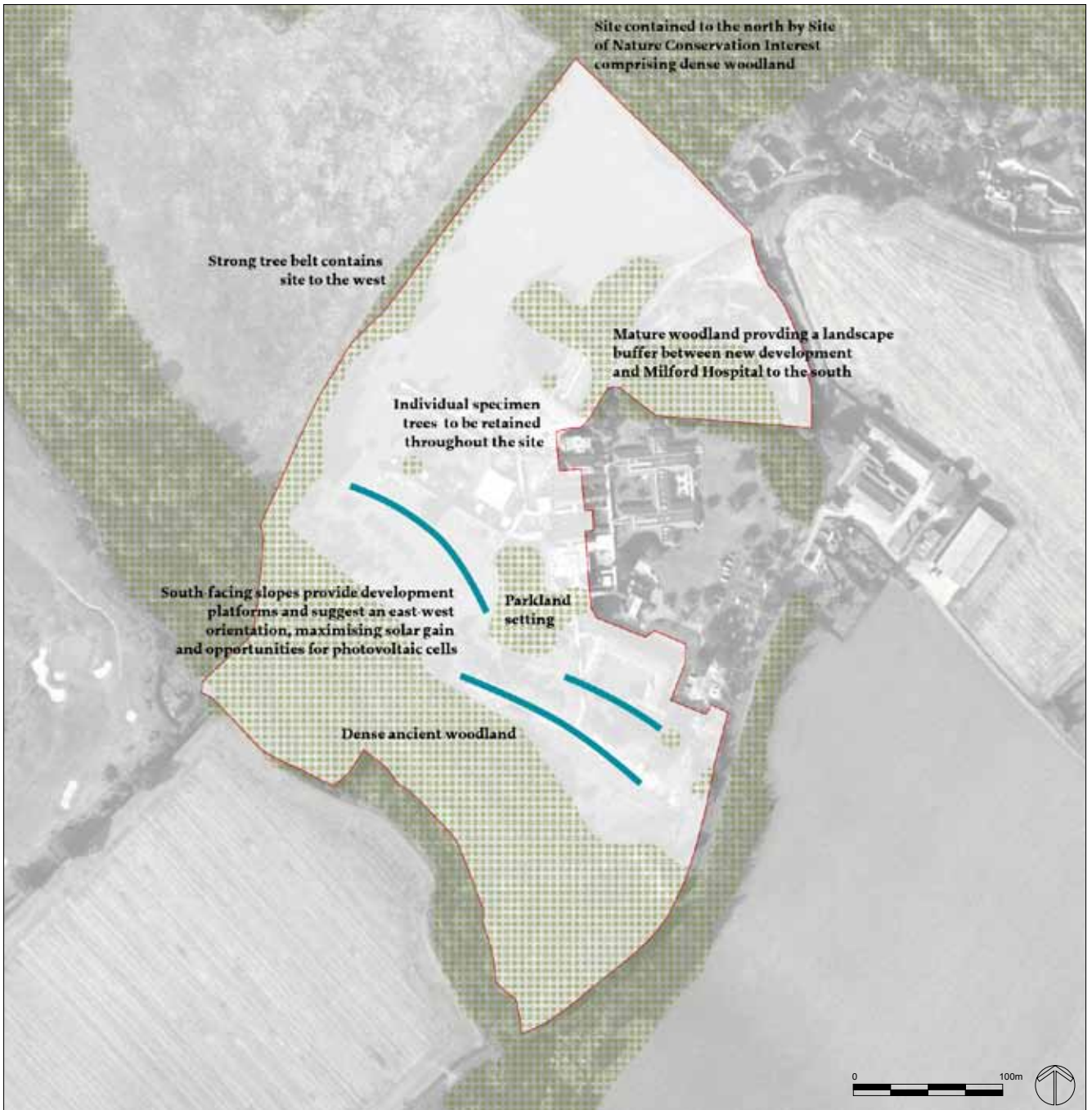
Policy RD6 also makes specific reference to new development not exceeding the height of the existing buildings – which comprise single storey wards, two storey houses and administrative buildings and three-storey nurses’ accommodation block. This should be taken to mean that the general height of development across the site should not exceed the general height of the tallest existing building (excluding the Water Tower), unless a reduction in height would benefit visual amenity. This is likely to result in a predominance of 2 and 2.5 storey buildings, with some 3 storey buildings at appropriate locations.



BUILT FORM & LANDSCAPE SHOULD BE CAREFULLY INTEGRATED

This development brief seeks to provide a broad guidance on the parameters that should be used at the Upper Tuesley site. The aim of the brief is to ensure that development meets the aspirations of WBC, whilst not limiting innovation and design. The key development principles are identified in the following sections of the report.








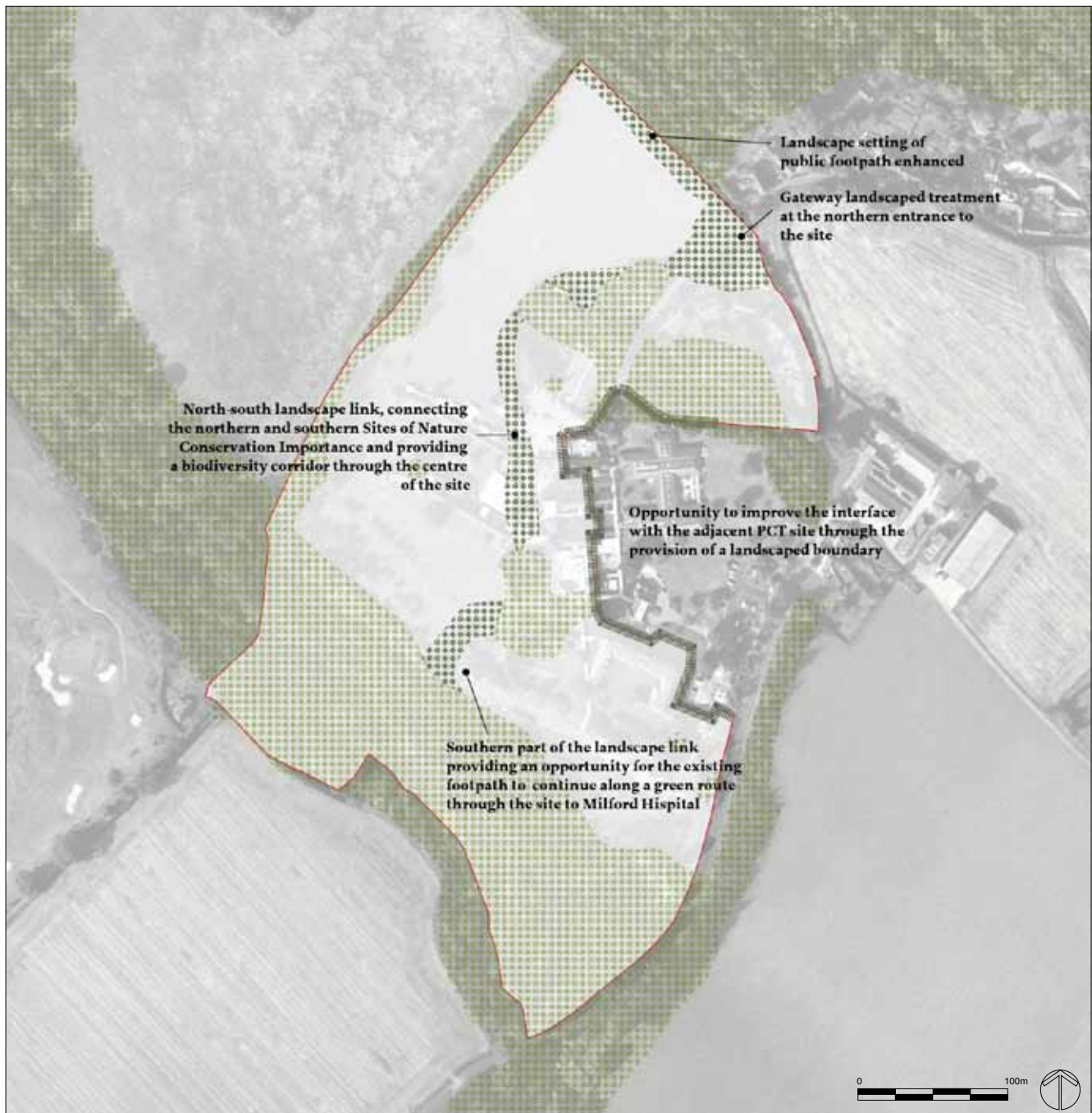
CONCEPT 01: EXISTING LANDSCAPE FEATURES

The design concept is founded on an appreciation of the site and its wider rural and urban context, taking the preceding analysis into consideration in order to realise the regeneration aspirations.

In particular, the existing site landscape features have had a strong bearing on the development of the concept. The sense of enclosure that creates a series of clearly defined areas, the mature woodland to the north and the distinctive established trees across the site are all key components that will be integrated into the concept. The established boundary trees and belts of woodland, including ancient woodland, that visually contain the site as well as the stepped topography that creates southerly orientated terraces provide similarly important cues for the vision.

	Site boundary
	Existing vegetation
	South facing slope

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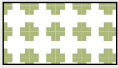

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CONCEPT 02: GREEN LINK AND IMPROVED INTERFACE

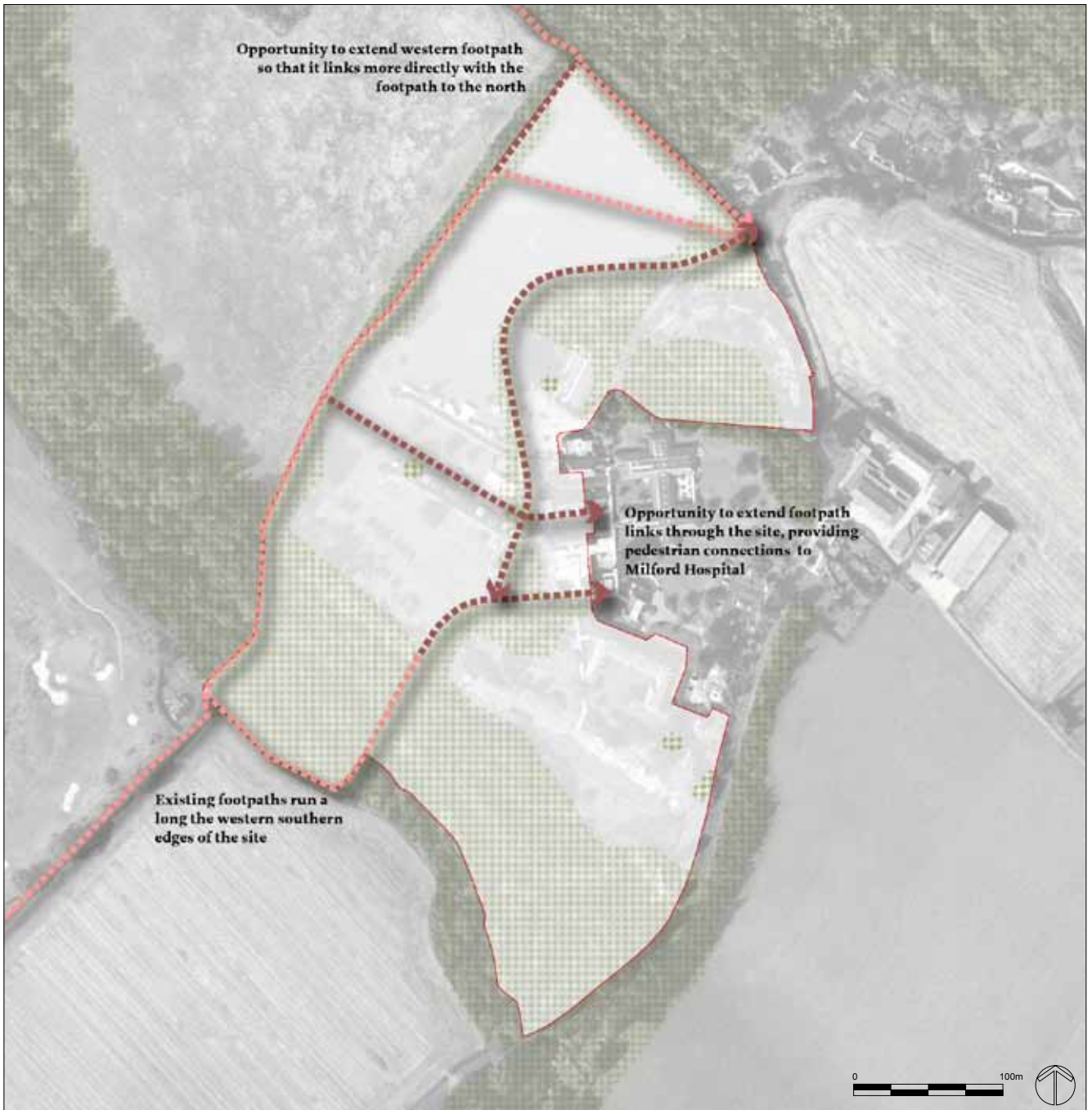
The belts of woodland, including ancient woodland, that define the valleys to the north and south provide visually attractive bookends to the site. These strong, visually dominant landscape elements reach out into the surrounding countryside, creating significant tree belt links through the wider area. Both of these features comprise a rich mix of vegetation which, together with the local watercourses they contain, create corridors of ecological significance.

The design concept creates a physical green connection between the two woodland elements with a north-south landscape strip in the form of an open space corridor. A new ecological link is thereby created, linking with the wider woodland network.

The link joins existing landscape features to create a varied experience that builds on the existing landscape character. It includes pockets of woodland, established trees and enclosed green spaces to create an open space corridor that traverses the site. The open space corridor also serves to bisect the site, helping to fragment the urban pattern and allowing the landscape to emerge as the dominant, ordering element of the site.

-  Site boundary
-  Existing vegetation
-  Proposed green corridor









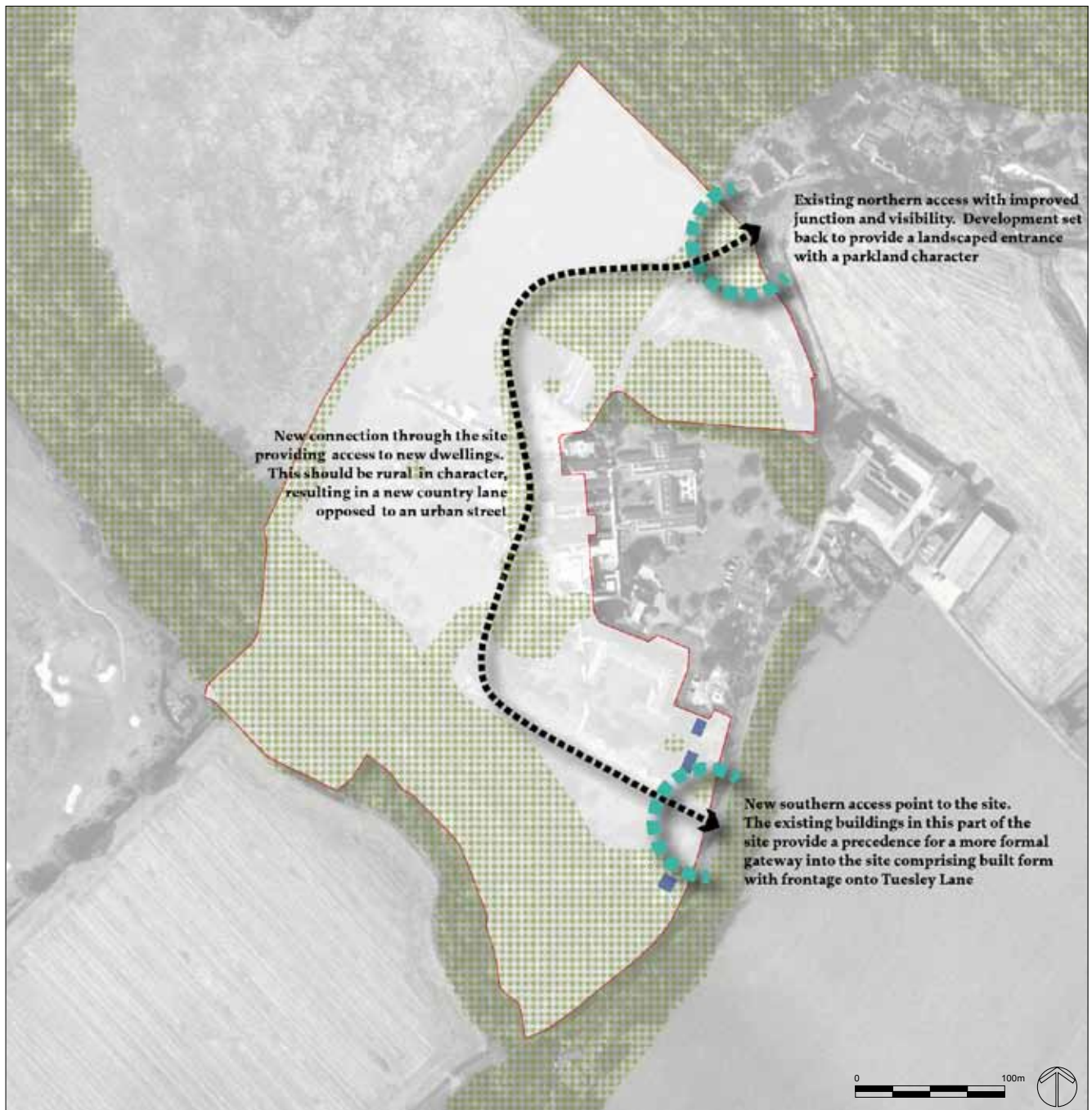
CONCEPT 03: EXTENDING THE FOOTPATH NETWORK

The design concept seeks to extend the existing comprehensive public footpath network in the local area. New connections are to be created through the site integrating the development with its context, and the train station in particular. The new footpaths respond to existing landscape features and desire locations (at two entrance points to Milford hospital) and align with the proposed open space corridor in order to structure a sympathetic movement pattern through the scheme.

Reflecting the landscape-led approach to the masterplan, the new footpaths are founded in areas set aside as public open space within the site, ensuring their existing character is continued into the scheme. This also serves to create visually attractive pedestrian routes which, alongside the extensive new network, form important aspects in encouraging sustainable movement patterns.

	Site boundary
	Green infrastructure
	Existing footpath
	Proposed footpath

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CONCEPT 04: GATEWAYS AND PRINCIPAL STREET

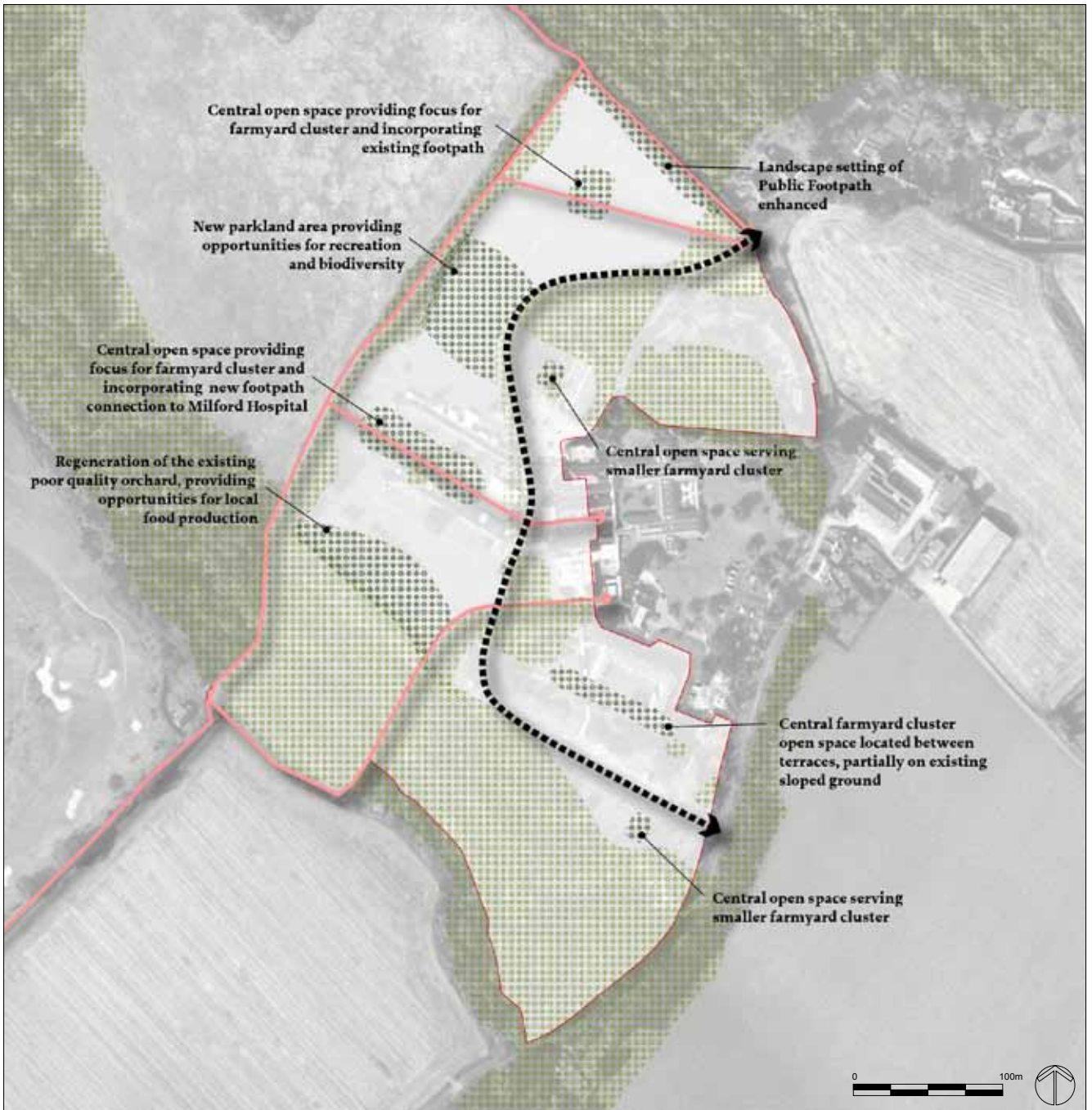
Gateways have been identified at locations where the site levels align with those along Tuesley Lane creating natural, landscape defined access points to the site. The first gateway is on the existing site access to the north of the site, while the second is located near to the existing disused water tower structure at the lower end of the western edge.

The design concept includes a principal street that connects the two gateways and structures a hierarchy of movement through the site. The layout of the principal street follows a meandering path that reflects the character of the surrounding street network. Echoing the alignment of country lanes, its curvilinear form will structure a series of framed views as one moves along its length. It layout also

serves to slow traffic to a speed appropriate to a residential neighbourhood. Simultaneously, the streets curvilinear form discourages its use as a local shortcut and thereby ensures that it remains relatively quiet serving only local residential use.

-  Site boundary
-  Green infrastructure
-  Existing Tuesley Lane frontage
-  Proposed spine route
-  Proposed gateway










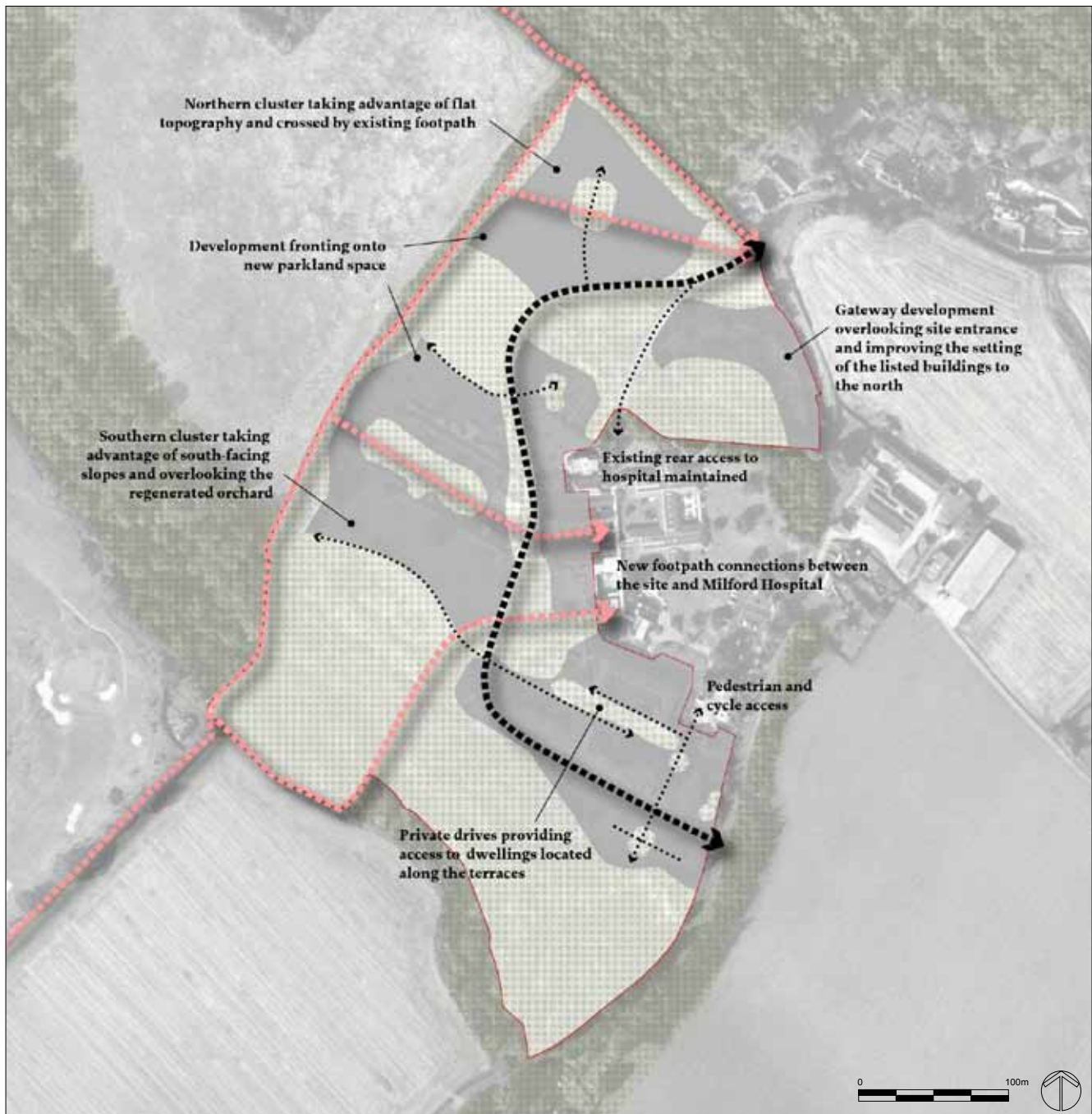
CONCEPT 05: INTERNAL GREEN NETWORK

A series of distinctive secondary landscape spaces are identified across the site. Each of these open spaces has a principle orientation that aligns east-west. This orientation aligns with the contours, essentially forming accessible platforms that mimic the existing terraces by stepping down the gradually sloping site. These stepped open spaces reflect the sites existing landscape pattern, being of a comparable size and similarly defined by a sense of semi-enclosure. They reflect the existing landscape character too, with each intended to be distinctive in nature and programmed with a different use.

The secondary landscape spaces are arranged to connect with the north-south open space corridor, creating a varied green network across the site. The green network becomes the dominant characteristic of the site, ensuring that a contextually shaped landscape approach informs the future masterplan.

	Site boundary
	Green infrastructure
	Proposed internal green space
	Proposed spine route
	Footpath

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CONCEPT 06: CLUSTERS AND CONNECTIONS

The residential component of the concept is located within the pockets left behind by the site's green network. This results in a series of small clusters of new homes separated by the varied landscape framework of the site. Each residential area will face outwards, having a positive relationship to the open space that surrounds them. Where possible, a central home zone square will be included within each cluster providing a distinctive focus to each grouping of homes. In this way the new residential areas will come to echo some of the characteristics evident in the farmyard clusters that are typical of the surrounding countryside - small grouping of buildings enclosing a central hard space and surrounded by landscape. Strongly informed by its urban and landscape setting, the design concept thereby seeks to give shape to a distinctive and contextual sensitive development pattern, where the

generous and varied open space forms the dominant component, enriching the masterplan for a future residential community.

-  Site boundary
-  Green infrastructure
-  Development
-  Proposed spine route
-  Proposed secondary link
-  Footpath



# 5.0

## HOUSING MIX & TENURE

### MARKET HOUSING

As set out in Section 2, the considerations for housing mix and tenure are guided by PPS3 Housing (June 2011) and Policy H4 of the Adopted Local Plan (2002).

At Paragraph 21, PPS3 states that local planning authorities should plan for a mix of housing and this will have particular regard to current and future demographic trends and profiles and the accommodation requirements of specific groups, in particular families with children, older and disabled people.

PPS3 (Paragraph 22) notes that Local Development Documents should be informed by Strategic Housing Market Assessments (SHMA) and other local evidence in setting out the proportions of market and affordable housing; the likely profiles of household types requiring market housing; and the size and type of affordable housing required. PPS3 states at Paragraph 23 that “developers should bring forward proposals for market housing which reflect demand and the profile of households requiring market housing, in order to sustain mixed use communities.”

Policy H4 of the Adopted Local Plan (2002) is supplemented by the Density and Size of Dwellings SPG (2003). In relation to housing mix, Policy H4 specifies that at least 50% of all units should have two bedrooms or less and that not less than 80% shall be 3 bedroom or less.

Policy H4 and the associated SPG are somewhat out of date and set in the context of different market conditions. Policy H4 and the SPG will eventually be replaced by the emerging Local Development Framework. WBC recognise that market conditions change and as such the size and mix of housing should respond to the latest local housing need considerations.

In the context of the Upper Tuesley Site, the indicative residential mix provided in this section of the Development Brief is informed by housing

need and demand from the SHMA (2009) and the SHLAA (2010). The mix has also been informed by masterplanning considerations in relation to local character and setting.

In consultation with WBC, applicants should provide a detailed market assessment of local housing need in order to evidence an appropriate mix. The indicative mix provided in this Development Brief is not definitive and will need to be reviewed against current market conditions and WBC’s aspirations at the time of preparing a planning application for the site.

Policy H4 states that WBC will resist developments which make inefficient use of land. Net densities below 30 dwellings per hectare should be avoided. The Residential Density Direction and Density and Size of Dwellings SPG also contribute to the emphasis that new developments should meet the minimum 30 dwellings per hectare standard unless specifically falling outside of the guidance, which the site does not. Developers will be expected to meet this minimum standard and to satisfy WBC on the size of units proposed.

Consideration should be given to part of the site being allocated for self build in accordance with the Government’s Self Build Action Plan announced on 21<sup>st</sup> July 2011.

<b>Indicative Residential Mix</b>	
Indicative scheme content	120 units
Target footprint	8,000 sqm
Affordable housing	40%
No. private units	72
No. affordable units*	48
*Includes 12 properties at the Crescent	



ABOVE AND BELOW: A RANGE OF HOUSE TYPES WILL BE REQUIRED IN ORDER TO MEET LOCAL HOUSING NEED

### AFFORDABLE HOUSING

Access to good quality, affordable housing is a significant problem for large numbers of households in Waverley. It is becoming increasingly difficult for many people to access decent housing, with high demands placed on a comparatively small supply of subsidised affordable homes. Consequently, WBC is committed to working for more affordable housing to be built, with affordable housing held as a key corporate priority. WBC will expect at least 40% of all homes on the site should be in the form of affordable housing.

The precise mix of dwelling sizes, tenures, proportion of affordable housing to be provided on the site is to be agreed with the Council. It should be in line with meeting local housing need and affordability. Consideration should be given to any opportunities to provide key worker and other specialised needs housing (in line with Policy H7).

As a Section 106 site, the affordable housing should be grant free and include affordable rent and low cost home ownership, in line with housing need and affordability. The affordable housing will be the subject of an Agreement under Section 106 of the Town and Country Planning Act 1990 to ensure their retention in perpetuity.

Land at Upper Tuesley is designated as a ‘Protected Area’ in terms of affordable housing. This ensures that any shared ownership houses are retained as such, in an area that they would be difficult to replace, whilst also ensuring the mitigation of risk of early enfranchisement.

The mix of affordable homes should be in line with the character, appearance and mix of private market homes in order to promote a tenure blind development, with small clusters of affordable homes distributed throughout the site and pepper potting where practically possible.



Any affordable units should meet the following space standards as agreed by WBC the and HCA:

- 1 bedroom dwellings should be able to accommodate 2 people
- 2 bedroom dwellings should be able to accommodate 4 people
- 3 bedroom dwellings should be able to accommodate 5 people
- 4 bedroom dwellings should be able to accommodate 6 people.

<sup>1</sup> [http://www.legislation.gov.uk/ukxi/2009/2098/pdfs/ukxi\\_20092098\\_en.pdf](http://www.legislation.gov.uk/ukxi/2009/2098/pdfs/ukxi_20092098_en.pdf)



# 6.0

## DESIGN PRINCIPLES

The redevelopment of the Upper Tuesley site should deliver a high quality, well-designed place which is economically vibrant, attractive, and safe, and which uses land and natural resources in an efficient way. Good design is a holistic process that brings together social, environmental and economic needs with aesthetic concerns.

Proposals for the site should be developed in accordance with the principles of good urban design, as addressed in national, regional and local planning guidance. In particular the following publications should be consulted:

- Design and Quality Standards (Housing Corporation, April 2007)
- By Design - Urban Design in the planning system: Towards better practice (DETR/CABE, 2000)
- Urban Design Compendium 1 (English Partnerships & Housing Corporation, 2000)
- Urban Design Compendium 2 (English Partnerships & Housing Corporation, 2007)
- Better Places to Live by Design: A Companion Guide to PPG3 (DETR / CABE, 2001)
- Surrey Design: A Strategic Guide for Quality Built Environments (Surrey Local Government Association, 2002)
- Manual for Streets (Welsh Assembly, DCLG and DfT, 2007)
- Manual for Streets 2 (CIHT, 2010)
- The Value of Good Design (CABE/MORI, 2002)
- Start with the Park (CABE, 2005)
- Creating Excellent Buildings (CABE, 2001)
- Achieving Excellence in Construction Guide 9: Design Quality (Office of Government Commerce, 2004)
- Building for Life Standards (CABE/The House Builders Federation/The Civic Trust, 2008)
- Secured by Design: New Homes (APCO CPI, 2010)
- Safer Places: The Planning System & Crime Prevention (ODPM, 2004)
- The Code for Sustainable Homes (DCLG, 2007)

### KEY PRINCIPLES

The preparation of a masterplan for the Upper Tuesley site should be developed in as part of a coherent design process which include consultation with local people, key stakeholders and WBC. Key design principles which the development should address include:

- The creation of a sustainable, safe, attractive place with buildings and landscape defining streets and public spaces and which adheres to the principles of Secured by Design
- The efficient use of land by promoting well-designed development at a density appropriate to the site's location, setting and character
- The promotion of adaptability, creating a place which can respond to changing social, technological and economic conditions
- The creation of a well-designed urban structure with a legible network of connected spaces and routes, for pedestrians, cyclists and vehicles, designed in accordance with Manual for Streets 1 and 2. Where possible, new routes should connect into existing links and movement patterns. Established footpaths, shortcuts and minor roads should be used as the basis of enduring linkages. Transport routes should reflect urban design qualities and not just traffic considerations. Speed restraint should be incorporated into the design and car parking should not dominate or overly influence urban form
- The creation of vehicular and pedestrian routes which are visually open, direct and well used. They should not undermine the defensible space of the residential elements. Design features should be used to help to identify the acceptable routes through the site, thereby encouraging their use, and in doing so enhance the feeling of safety



OPEN SPACE SHOULD BE WELL-OVERLOOKED

- The design of the built elements which evolve from Surrey’s rich landscape and built heritage, enhancing the distinctive local character and design quality. Local building forms and details should be successfully interpreted without restricting the scope of the designer. Local building forms sometimes include distinct housing types, boundary treatments, building lines, roof slopes, window types and gardens
- The consideration of the scale, massing and height of the development in relation to that of both the existing built form on the site and the adjoining PCT buildings, the site’s topography, and views, vistas and landmarks
- The provision of a mix of dwelling types and tenures, enabling greater potential for homes to be occupied throughout the day and giving increased opportunity for natural surveillance, community interaction and environmental control
- Some of the units on the scheme, be them affordable or open market, could be self build
- The creation of public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including children, the disabled and elderly people. There should be a clear demarcation between public and private space, and all areas of public open space should be well overlooked and fronted onto by development. Public space should be created with a function in order to reinforce Upper Tuesley’s identify and discourage anti-social behaviour
- The protection and enhancement of existing habitats to maintain diversity alongside the creation of new areas of open space where appropriate. Landscape should be an integral part of the masterplan.



PARKING SHOULD NOT DOMINATE THE STREET SCENE

#### DESIGN STANDARDS

- All units on the site should exceed or meet with HCA Design and Quality Standards (as inherited from the Housing Corporation)
- The design of the scheme should accord with Manual for Streets 1 and 2 and the Urban Design Compendium
- The site should achieve a minimum Building for Life standard of Silver
- The scheme should reference Secured by Design
- All units on the scheme should achieve Code Level 4 with 10% renewables
- The affordable units on the site should be designed to Lifetime Homes standards
- Consideration should be given to the use of the various resources available through Play England.

# 7.0

# LANDSCAPE, OPEN SPACE & TREES

The proposed landscape and open space principles are based on reinforcing the existing boundaries and retaining the main features within the site where it is possible to integrate them with the built form. Proposals should retain the site's character within the Green Belt setting while improving landscape and wildlife connections.

## LANDSCAPE STRUCTURE

The proposed landscape framework should be based on reinforcing the existing vegetated boundaries to the north, west and south of the site and retaining the main features within the site where they can be integrated into the development. The mature woodland along the northern and southern boundaries of the site makes a significant contribution to the rural edge character of the area and will be an asset for the new development. It should therefore be integrated as part of the public and semi-public open space, providing an amenity for the development. This will also enable it to be retained and managed more easily than if it were to become part of private open space.

## TREES

The Tree Survey and Assessment produced by RPS in 2007 identifies a number of trees within the site of varying quality, both as groups and individual specimens. It is the intention to create a range of green areas as the focus to each development cluster. There are a number of trees on the site which are recognised as being worthy of retention. Decisions to remove trees should be made in accordance with the guidance contained in an updated tree survey. The provision of development clusters may require the loss of some of the less significant trees on the site. In other areas, the healthier and higher quality trees, including relevant groups of Poplars, Spruce or Cherry, should be retained wherever possible and be integrated as an integral part of the masterplan in both public and private open space.

## GREEN CORRIDOR

A green corridor should link through the site, connecting the Site of Nature Conservation Importance (SNCI) to the north of the site with that to the south. This should be separated from the main vehicular route. Its purpose is not only to improve landscape and wildlife connections between both ends of the site, but also to provide an attractive recreational link for pedestrians and cyclists. This will also add to the site's biodiversity improvements.

## ORCHARD

As an important part of the site's history, the orchard character should be spread across the new development and integrated within the overall landscape strategy. Due to its wildlife habitat importance, the existing orchard close to the southern boundary should be incorporated within the new scheme where feasible. Allotment areas should also be provided as part of the overall scheme. The existing ancient woodland and terraces to the south are to be retained and where possible enhanced, subject to ecological assessment.

## PLAY SPACE

Play areas within the new development will be in accordance with Waverley Borough Council's PPG17 study. Informal and semi-formal play spaces, including LAPs and a LEAP, should be integrated within the site's boundaries, retained built features and new areas of housing. High quality, well maintained, accessible and inclusive recreational spaces and routes will not only provide play space but also improve the landscape connectivity between the built clusters, this way improving on the borough's network of green infrastructure.

## BOUNDARIES

As previously described, the site is enclosed by solid woodland along its northern and southern boundaries, with a thin tree belt and undergrowth



forming the western boundary. The eastern boundary of the site joins the NHS Trust facilities currently in use.

Whilst existing vegetated boundaries are to be retained and enhanced where needed, the boundary with the NHS Trust's land needs a more sensitive and integrated approach. The use of landscape to separate both areas is to be considered, be that through back garden fencing, living walls, structures or integrated public open spaces. Footpath connections between the housing and hospital areas should also be considered where feasible.

Due to its enclosed character, new views from the site are difficult to achieve. Therefore any enhancements to the site's boundaries will need to consider retaining existing views towards surrounding countryside, particularly views out from the public footpath along the northern part of the site and the views from the terraces in the south. The north-eastern boundary, where vehicular access is to be retained, should act as a gateway feature to the site and designed to enhance its setting and visual connection to the adjacent Listed Building.

#### MOVEMENT FRAMEWORK

The proposed movement framework should create the basis for a safe and attractive environment for pedestrians and cyclists with the main lane through the site benefiting from defined pavements, but otherwise being low-key in terms of signage and using the articulation of roadways, built edges and corners to slow traffic. All streets through the site should be of a rural character.

#### BUILDING APPEARANCE

In view of the prominent and sensitive location of the site and its proximity to the Area of Great Landscape Value, particular attention should be paid to the external appearance and design of any new buildings and to the design of the landscape setting and the spaces between the built elements. The comprehensive landscape treatment of the site should be an integral part of the design concept from the inception of any proposals

#### PUBLIC ART

Public art can make a significant and meaningful contribution to enhancing the identity of a place. It can provide a focus for the public realm, foster civic pride and, at its most successful, place a site in the public's consciousness.

In its simplest analysis, public art can either be integral to the design process adding an extra layer of richness and excitement to a public realm strategy or it can consist of the more obvious delivery of artworks within identified locations.

An artwork strategy should therefore be proposed for the Upper Tuesley site which serves to:

- Impart character and identity to the key spaces



OPPORTUNITIES FOR COMMUNITY FOOD PRODUCTION SHOULD BE EXPLORED



BUILT FORM SHOULD BE INTEGRATED WITH THE LANDSCAPE WHERE POSSIBLE

- Provide 'eye catchers' to draw the eye through the streetscape
- Enrich the quality of the public spaces
- Collectively, through a common theme, strengthen local identity
- Enliven the built environment.

#### MANAGEMENT AND MAINTENANCE

The delivery of a successful scheme should not be seen as a once and for all fix. Appropriate consideration needs to be given at an early stage to ensure ongoing maintenance and management of landscape, open space and woodlands are sustainable in the longer



PLAY SPACE SHOULD BE INTEGRATED WITHIN THE SITE'S BOUNDARIES, RETAINED BUILT FEATURES AND NEW AREAS OF HOUSING

term. This requires conceiving a strategy that is economically, socially and environmentally sustainable from a maintenance perspective.

A full commitment to the maintenance requirements of the newly delivered scheme will, in the longer term, reap dividends and prove cost effective. Implemented schemes will better endure if well maintained and are more likely to attract new residents and investment. Conversely, if neglected and poorly maintained, they can deteriorate. At the outset of any detailed project implementation at Upper Tuesley it will be imperative that due regard is had to the likely maintenance and management requirements of any new scheme.

Maintenance procedures should be open to review and, equally, adequate funding to enable proper and effective routine maintenance should be secured.

#### KEY PRINCIPLES

Proposals for the Upper Tuesley site should allow some flexibility in the provision and design of the open space to ensure it meets local needs, is integrated with the built development, can be properly managed and maintained, contributes to the Green Belt function of the open space and adds further landscape and ecological improvements.

- The enhancement of existing areas or features that are characteristic or make a significant contribution to the appearance of the landscape and the proposed streetscape is encouraged
- Recreational open spaces should be integrated with both the built elements and the existing site landscape features
- The existing complex of stores and workshops at the southern end of the site should be demolished and the land be restored sensitively as part of the strategic landscaping scheme for the whole site.
- Landscape and wildlife connections should be improved between the two Sites of Nature Conservation Importance (SNCI) at the northern and south-eastern ends of the site
- A well balanced relationship should be provided between the Green Belt nature of the site and further landscape and ecological improvements
- The best quality and most relevant landscape features of the site should be integrated with built elements while providing improvements to the site's wildlife value where possible. Biodiversity benefits should be incorporated in order to contribute towards meeting targets agreed in the Surrey Biodiversity Plan

# 8.0

## TRANSPORT

This section discusses the transport planning aspects of the development proposals, focusing on access and internal circulation, parking, public transport and travel planning. Finally the section describes the requirements of the Transport Assessment which will be needed to support any future planning applications for the site.

### ACCESS

A key objective is to minimise the impact of traffic generated by the new development on the local highway network and to increase the sustainability of the site, particularly through designing for access by multiple modes of travel. Accordingly, it is recommended that the southern part of the redeveloped site should be served by a new vehicular access to Tuesley Lane, whilst the existing sub-standard southern access serving the redundant workshops and storage buildings should be permanently closed, thereby providing significant highway safety improvements. It is anticipated that the northern part of the site will be served by the existing access, which should be improved to enhance highway safety. The layout of the northern corner of the site and junction with Tuesley Lane will be critical. The design of the site access should be designed to discourage car trips, particularly those exiting northwards.

### INTERNAL STREET ARRANGEMENTS

Internal street arrangements should be designed with regard to the needs of good placemaking and safety, in consultation with Surrey County Council, taking account of the Manual for Streets 1 and 2, Surrey Design Guide, and Surrey County Council's Highway Adoption Standards and Commuted Maintenance Policy. A creative approach to street design is recommended, where the transport needs of pedestrians, cyclists, motorists are brought together through the design of parking and hard and soft landscaping.

In the light of the advice contained in the Manual for Streets and the Surrey Design Guide, this should include a continuous link through the site, to maximise permeability for pedestrians and cyclists and maximise social exchange throughout the developments. Milford Hospital should retain its current independent access from Tuesley Lane. Proposals should also examine how Tuesley Lane operates between the two site access points.

### PUBLIC RIGHTS OF WAY

The existing public footpath link to Milford Station (footpath 161) should be enhanced and maintained, and should be integrated with other footpaths adjoining the development site. It is not expected that these paths should be treated with a hard surface or lighting, as to do so would introduce urban features into the surrounding open countryside.

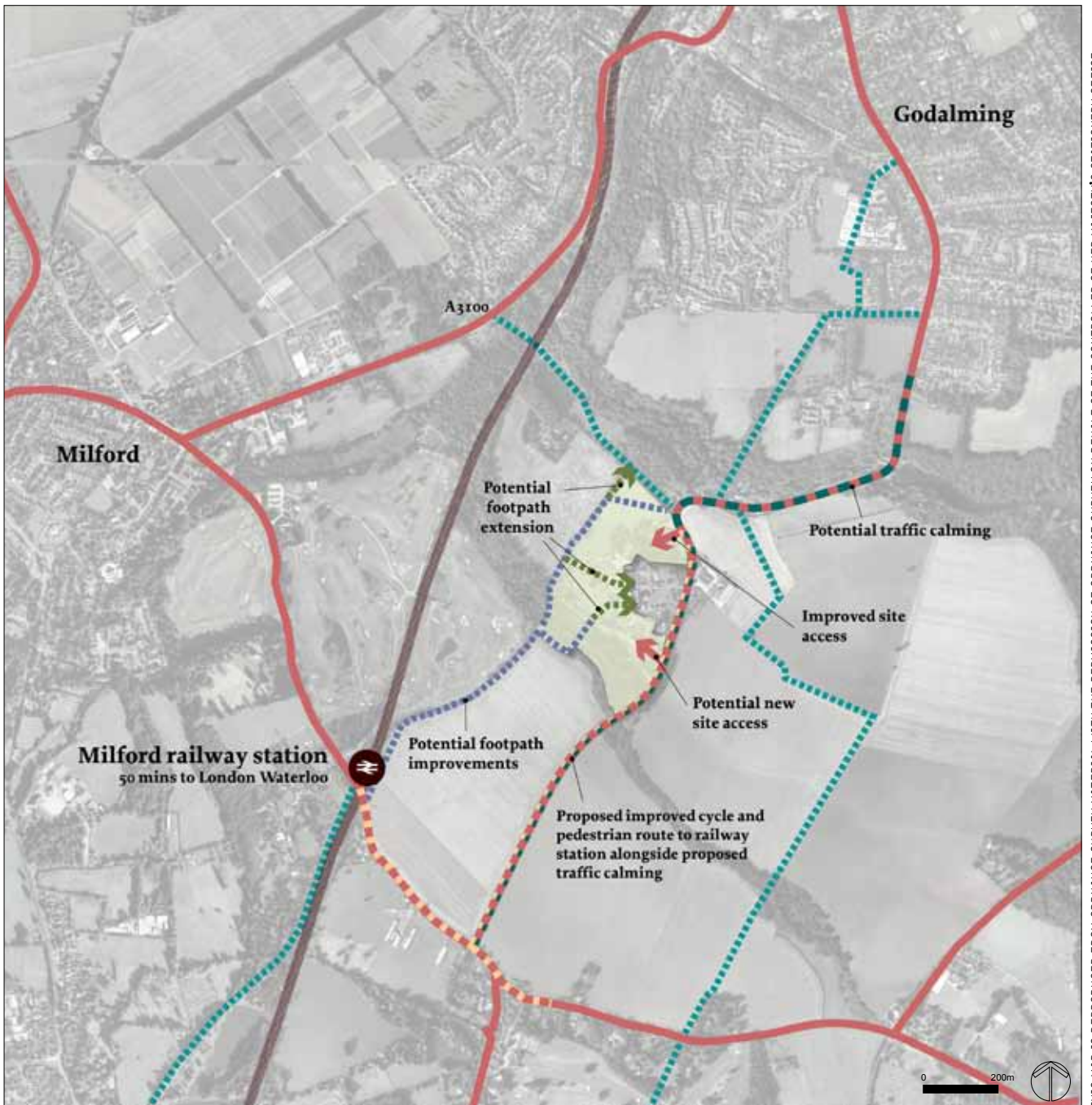
Pedestrian links to the bus stops should also be improved to increase the attractiveness of bus travel. Improvements to pedestrian and cycle links to the site will increase the attractiveness of travel sustainable modes of transport to and from the site.

### PARKING

Surrey County Council and Waverley Borough Council have guidance about how much parking should be provided when new developments are being built. At the time of writing, Surrey and Waverley are both developing new guidance. Once the Surrey County Council Parking Guidance (2011) is finalised it will appear on the Council's websites and any proposals for the Upper Tuesley site should accord with these requirements.

On-site parking should also take account of the Manual for Streets 1 and 2, and should be designed such that some on street parking that can be used to control traffic speeds. Where appropriate parking should be incorporated in the streetscape in an informal manner through careful arrangement of street trees and furniture.





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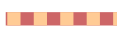

**ACCESS AND MOVEMENT**

**PUBLIC TRANSPORT**

The developer will be expected to investigate improvements to the existing bus service and to provide an element of financial support to ensure a suitable level of public transport is provided, this could be provided via the Waverley Community Transport Initiative. This will be achieved via an Agreement under Section 106 following negotiations with Surrey County Council and the local bus operator. Further measures to improve facilities and access to Milford Station should also be provided via a Section 106 Agreement or with the provision of works via an Agreement with the Highway Authority under Section 278 of the Highways Act 1980.”

**OFF-SITE IMPROVEMENTS**

It is anticipated that off-site highway improvements will be sought to mitigate the impact of the development,

-  Site boundary
-  Railway line
-  Public footpath
-  Potential footpath improvements
-  Potential footpath extension
-  Local road
-  Proposed cycle/pedestrian route
-  Proposed traffic calming



PARKING PROVISION SHOULD ACCORD WITH SURREY COUNTY COUNCIL'S STANDARDS

identified through a Comprehensive Transportation Assessment for the site as required as part of any planning application. These should be designed to enhance highway safety, manage traffic capacity and to encourage the use of public transport, walking and cycling.

The primary challenge will be to increase the sustainability of the site by improving accessibility, particularly along Tuesley Lane. A residential development at this location is likely to attract residents who will work in London and the larger towns which surround Milford, including Godalming, Guildford, Woking and Haslemere. All of these towns can be accessed via the railway service from Milford Station. Improved cycle and pedestrian links to Milford Railway Station have potential to dramatically improve the sustainability of the site, attracting residents to use rail travel to work.

A cyclist and pedestrian link from the site on Tuesley Lane to Station Lane should be considered, ensuring that there is a link between the end of Tuesley Lane and the rail station. This route is approximately 1.5 miles in length, which is considered to be a reasonable distance for commuters to travel to the station. In addition, improved cycle parking facilities should be considered at the station. The movement of school children between the site and Rodborough Secondary School should be considered.

Tuesley Lane is understood to attract through movements between Milford and Godalming. North of the site, Tuesley Lane is narrow, and in places only one vehicle wide. This road is not particularly suitable for additional traffic and therefore appropriate traffic calming measures on the section of Tuesley Lane between the hospital site and Ladywell Convent will be encouraged to reduce the attractiveness of this route for existing traffic as well as development traffic. The Transport Assessment for the site will need to carefully consider traffic management proposals which seek to manage traffic flow through the natural narrowings along Tuesley Lane. The project will need to maintain pedestrian and cyclist access. All improvements to Tuesley Lane and the

surrounding area will be designed with consideration for the rural nature of the area, through the use of local material and appropriate traffic signs, lines and features.

#### TRAVEL PLAN

Any proposals for the site should be accompanied by a detailed Travel Plan, ensuring that travel to and from the site is by sustainable modes as far as possible. The Travel Plan should be prepared in accordance with Surrey County Council's Good Practice Guide.

#### TRANSPORT ASSESSMENT PROCESS

A Transport Assessment should be produced for the site which considers the traffic impact of the development proposals.

Any planning application will need to consider the access arrangement for the site, taking particular consideration of any capacity and safety issues. It will be important that access to the site by sustainable modes is facilitated as part of the development in order that the traffic impact of the site is reduced and to increase the sustainability of the site. The Transport Assessment produced for the site should include the following key elements, and should be the subject of a Scoping Study, to be agreed with the Highway Authority, Surrey County Council:

- **Baseline:** a review of local context and site observation, along with a policy review and forecasts of historic and current traffic generation
- **Travel Generation:** a technical analysis of the expected additional travel demands of the new development with details of mode share, trip generation, trip assignment and distribution
- **Transport Strategy:** a package of mitigation measures both on-site and off-site, designed to ensure the safe, efficient and sustainable operation of the development site
- **Transport Impacts:** an analysis into the impacts arising from the development, including both the site access junction and junction of Tuesley Lane, would require modelling using the PICADY junction model and mini roundabout in central Milford using the ARCADY application. An assessment should also be undertaken into the road safety and accessibility by other modes
- **Transport Mitigation:** a consideration of the impacts arising from the development and potential outline mitigation measures to minimise such impacts will be required
- **Framework Travel Plan:** should be prepared in accordance with SCC guidance and cover the requirements for sustainable transport.

# 9.0

## SUSTAINABILITY

WBC has acknowledged its responsibility to tackle climate change and to promote sustainable development through planning. New development must contribute to WBC's objectives and is expected to help create sustainable communities. This will require development proposals to demonstrate an integrated approach to design, taking into account energy, biodiversity, transport, water, waste and wellbeing, among others.

WBC is developing a number of planning policies, supported by the requirements of the HCA's Housing Quality Indicators (HQI), which together define a comprehensive approach to sustainable development. This section brings together the relevant planning policies and HCA requirements that will need to be addressed by a successful redevelopment proposal.

### THE CODE FOR SUSTAINABLE HOMES

The Code for Sustainable Homes (the Code) is the national standard for sustainable design and construction. It is the principal tool for measuring sustainability in the residential sector. New development must achieve level 4 of the Code as a minimum. A Code pre-assessment should be undertaken to establish a robust strategy for achieving the targeted rating which demonstrates how mandatory performance requirements will be met.

The Code establishes mandatory performance standards for specific issues such as energy, water, materials and waste. New development must meet the minimum standards but is encouraged to go beyond them.

### ENERGY AND CLIMATE CHANGE

Development proposals should be accompanied by a site energy strategy which presents a clear and deliverable approach to energy and climate change according to the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy.

The strategy should consider how energy demands can be reduced through high performance fabric and by applying passive design principles. This means taking advantage of form, orientation, glazing design and shading. Heat and power should be provided from efficient plant and should be specified with consideration for technical and commercial feasibility as well as the long-term operation and management for homeowners.

New development must generate at least 10% of regulated energy demand from on-site renewable or low carbon energy sources (see section 2). Given the rural nature of the Upper Tuesley site and the likely density of development, it is probable that microgeneration will be an appropriate solution to meeting this target. However, small-scale, community-based energy infrastructure, where appropriate, could provide a more cost-effective solution and should be considered during the early stages of scheme development. Where considered, they should be located and designed to minimise adverse impacts on landscape, wildlife, heritage assets and amenity.

### CLIMATE CHANGE ADAPTATION

Proposals are encouraged to consider the impacts of climate change on the development and should exploit any opportunities to make homes and the public realm more resilient through design, layout, landscape and orientation. Key issues are likely to include higher summer temperatures, dryer summers and wetter winters, drought, and potentially ground stability.

Highly insulated homes can be at risk of overheating in summer; the likelihood and intensity of which is increasing with climate change. Care should be taken to control excess solar gains in summer while allowing useful heat gains in winter and





SUSTAINABLE DRAINAGE MAY BE AN APPROPRIATE CLIMATE CHANGE MITIGATION MEASURE

maintaining good levels of natural daylight. Planting in the public realm also has an important role to play in making both external and internal spaces more comfortable.

WATER

Development must reduce water consumption through water efficient sanitary ware and low water use appliances. Each home should have access to non-potable water supplies so that gardens can be maintained without excessive use of mains water. A sustainable drainage strategy should be incorporated within any redevelopment scheme together with measures to ensure that there are no adverse off-site impacts due to flooding or pollution of watercourses.

WASTE AND MATERIALS

New development must provide facilities and space for the collection of both waste and recycling. New developments are also encouraged to provide facilities for composting, either on-site or through an off-site service. Waste and recycling facilities must be designed into the development from the outset.

Resource efficiency during construction is also encouraged. The BRE's Green Guide to Specification can be used to source materials responsibly and with a low environmental impact. The volume of construction waste sent to landfill can be reduced effectively through Site Waste Management Plans.

TRANSPORT

WBC expects new development to promote sustainable modes of travel, such as walking and cycling, which reduce reliance on the car. Proposals should therefore provide safe and accessible cycle storage to promote the wider use of bicycles as transport. New dwellings should be designed and constructed to include dedicated integral cycle storage and should consider the need to provide home office working. High speed internet will be required for all new dwellings, if not already available.



ALL DWELLINGS SHOULD BE ENERGY EFFICIENT

New or improved footpaths and cycleways should be provided where feasible, particularly where they integrate with existing green infrastructure and improve access to public transport connections, Milford railway station in particular. Building for Life is used by the HCA to judge the design quality of new developments and forms part of the HQI assessment. It includes Access to Public Transport as one of its key criteria.

# 10.0

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# PLANNING

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# OBLIGATIONS

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■ This section of the Development Brief provides details of the Section 106 and Infrastructure Contributions context for development of the Upper Tuesley Site.

- Other facilities which would fulfil the objectives of other Plan policies complying with Government Circulars and Planning Policy Guidance.

## PLANNING OBLIGATIONS - LOCAL PLAN CONTEXT

The implementation of Planning Obligations by Waverley Borough Council is supported by saved policies contained in the Adopted Local Plan (2002), in particular Policy D13 (Essential Infrastructure) and Policy D14 (Planning Benefits).

Policy D13 (Essential Infrastructure), states that:

*“Development will only be permitted where adequate infrastructure, service and facilities are available, or where the developer has made suitable arrangements for the provision of the infrastructure, services and facilities directly made necessary by the proposed development. The Council will have regard to the cumulative impact of development, and developers may be required to contribute jointly to necessary infrastructure improvements.”*

Policy D14 (Planning Benefits), notes that the type of benefits sought via this policy include:

- The provision of affordable or special needs housing
- Improvements to public transport system and related services and measures for cyclists, walkers and pedestrians
- The provision of social and educational facilities
- The implementation of schemes aimed towards the enhancement of the rural or urban environments
- The provision of private or public recreational or sporting facilities (including open space, sports pitches and children’s play areas
- The provision of works of public art or craft

## DRAFT CORE STRATEGY

In the context of the Local Development Framework Draft Core Strategy, Policy CS4 requires that new development will provide or meet the reasonable cost of providing necessary facilities and infrastructure arising from the proposal. The Policy relates to the Planning Infrastructure Contributions SPD and the emerging Infrastructure Delivery Plan.

## STANDARD CONTRIBUTIONS VIA PLANNING INFRASTRUCTURE CONTRIBUTIONS SPD

The WBC Planning Infrastructure Contributions SPD (adopted 2008) explains how WBC (in common with several other District Councils in Surrey) will implement Planning Obligations under Section 106 of the Town and Country Planning Act 1990 and in accordance with Circular 05/05 ‘Planning Obligations’ (ODPM, July 2005).

The SPD extends infrastructure contributions on a standard basis to every scheme involving any additional dwelling or commercial space. Each planning application will need to include a unilateral obligation to make the contribution.

As set out in Circular 05/05, Planning Obligations must be related to the scale and nature of the development being proposed and meet the following tests:

- Necessary to make a proposal acceptable in planning terms
- Relevant to planning
- Directly related to the proposed development
- Fairly and reasonably related in size and type to the proposed development
- Reasonable in all other respects.

Attached to the SPD is a Formulae and Standard Charges Document. This sets out the formulae and standard charges expected to be built into a Planning Obligation. These formulae and standard charges provide the applicant with an indication of the likely size and type of contributions. The standard charges are based on the cost of new provision per additional person and these will normally be reviewed annually and updated as necessary. In certain cases, particularly for larger sites, rather than a standard contribution it may be more appropriate to provide the infrastructure directly on site. In which case, the standard tariff would be waived. Pre-application discussions with WBC are encouraged at an early opportunity to obtain the local authority's view of a proposal and also to clarify the likely content of a Planning Obligation.

The SPD notes that Planning Applications are required to include a Draft Unilateral Undertaking, or where appropriate, a Section 106 Agreement. This should reflect WBC's Formulae and Standard Charges and be in the format of WBC's Model Section 106 Agreement (Unilateral Obligation or Bilateral Agreement). At the time of writing, there is a standard fee of £250 payable to WBC pursuant to completing such Agreements.

Also attached to the SPD is the Standard Contributions Calculator tool. The Calculator allows for the offsetting within the tariff for new dwellings replacing existing dwellings on site. Further guidance and access to standard templates and the calculator are available via WBC's website: [www.waverley.gov.uk](http://www.waverley.gov.uk)

Transport-related planning obligations will be expected to be delivered either through works via a 278 Agreement or via Section 106 financial contributions.

In the event that a WBC adopts a Community Infrastructure Levy (CIL) then applications submitted after such time will be bound to comply with such requirements as set out in guidance at that time.

#### AFFORDABLE HOUSING PROVISION

Affordable Housing provision is an additional requirement for residential schemes. As set out at Section 5 (Housing Mix) of this Development Brief, Waverley will expect to see 40% of all homes on the site to be in the form of affordable housing.

In accordance with the Planning Infrastructure Contributions SPD, the provision of Affordable Housing is exempt from WBC's Formulae and Standard Charges. Also exempt from certain aspects of the tariff are other specialist types of housing such as housing specifically restricted to occupation by the elderly in which case the development would be exempt from education, play space and playing pitch contributions.

#### INTERIM POSITION ON INFRASTRUCTURE DELIVERY PLAN (JANUARY 2011)

WBC are preparing an Infrastructure Delivery Plan (IDP) to support the Local Development Framework. An Interim Position on IDP was published in January

2011 and states that the IDP will, amongst other things, provide clarity on what contributions should be made and provide a basis for the potential introduction of a Community Infrastructure Levy (CIL) within the Borough.

Thus, at the time of publication of this Development Brief, the Adopted Local Plan and Adopted Planning Infrastructure Contributions SPD are the most relevant Policy as regards Planning Obligations, however, an alternative approach such as a Borough CIL may be adopted at a future date as the Local Development Framework and IDP develops.

#### DEVELOPMENT VIABILITY

Applicants should take potential planning obligations and any identifiable exceptional site development costings into account when applying for planning permission. If during the identification of S106 Heads of Terms, it is claimed that the economic costs of fulfilling certain planning obligations would prevent development from occurring, it is expected that the applicant will also be required to submit detailed open book information about the scheme's economics to WBC prior to the formal submission of the planning application. Before reviewing the nature of the planning obligations sought, WBC may seek valuation advice from an independent third party. All costs incurred by WBC in validating viability claims are to be met by the applicant.



# 11.0

# PLANNING APPLICATION CONTENTS

■ This section provides guidance to applicants on the form and content for planning applications for the Upper Tuesley site. When preparing planning applications, applicants should refer to the latest Planning Application Requirements on the Council's website: [www.waverley.gov.uk](http://www.waverley.gov.uk)

It is further recommended that applicants formally engage with WBC via pre-application discussions at the earliest opportunity to agree form and content and avoid abortive or unnecessary work.

WBC, as Local Planning Authority, will consider outline or detailed applications for the site. Where an outline application is advanced, applicants will need to provide sufficient detail for the authority to make all necessary assessments. In respect of any outline application it is considered that, as a minimum, access would need to be applied for in detail.

With regard to environmental assessment, applicants must take full consideration of the latest Environmental Impact Regulation regulations. An Environmental Impact Assessment (EIA) Screening Opinion should be sought from WBC and if considered necessary, an EIA Scoping Report should be consulted upon with WBC prior to preparation of the EIA.

Applications for Planning Permission are expected to include the following (subject to review with the WBC):

- Planning application form
- The appropriate planning fee
- Design and Access Statement
- Location plan at scale 1:1250 or 1:2500 and oriented north
- Block (site) plan at scale 1:500, 1:200 or 1:100
- Other appropriate plans and drawings to be determined with WBC
- Affordable Housing Statement
- Air Quality Assessment where application

generates pollutants or increased traffic emissions or combined heat and power plant/ biomass boilers

- Biodiversity Survey and Report
- Daylight and Sunlight Assessment where appropriate
- Foul Sewage and Utilities Assessment
- Land Contamination Assessment
- Landscaping Details
- Lighting Assessment
- Open Space Assessment
- Parking Provision
- Planning Obligations Draft Head(s) of Terms
- Planning Statement
- Statement of Community Involvement (Community Consultation)
- Transport Assessment
- Travel Plan
- Tree Survey/Arboricultural Implications
- Statement of Compliance - required only where there are any Policy contraventions and giving justification for the exception.

Four copies of each of the documents listed above should be submitted to WBC.