

**JOINT PLANNING COMMITTEE – TECHNICAL BRIEFING**

**MONDAY 10 JUNE 2013**

**UPDATE SHEET**

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Correspondence received and matters arising following preparation of the agenda

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**Item A1**

**WA/2012/1592**

**Land adjoining Milford Hospital, Tuesley Lane, Godalming**

Corrections to report

Page 48

Under the heading “representations” reference is made to 2,550 neighbour notification letters having been sent out. This figure is the number of letters sent out initially and in responses to amendments on 28/01/2013. A further 1582 letters have been sent out following the receipt of the additional information (received on 21/05/2013).

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Under the heading of representations from Rodborough School, delete “No comments” at the end of the representations.

Additional representations

Busbridge Parish Council:

“Thank you for the letter from your department informing us of the proposal to provide traffic signals in Tuesley Lane. Despite the far reaching implications of any such proposal, your department did not consider it of sufficient importance to send the Parish Council a hard copy of the proposal nor the results of the latest traffic survey undertaken in May 2013.

Given that the Parish Council is required to submit its comments by 13<sup>th</sup> June 2013 we are restricting our comments to a few quite general ones.

The narrow parts of Tuesley Lane are currently “self calming”, traffic does move relatively slowly because of the poor visibility. The certainty that there is nothing coming in the opposite direction given by a traffic light system will result in much higher speeds through this section.

This will make the lane far more dangerous for the unusually high number of pedestrians who use the road. These are made up mostly of walkers from the various footpaths which exit onto Tuesley Lane and workers from Tuesley Farm who are restricted by agreement, with WBC, from having cars and so have to walk into Godalming.

Traffic lights will contribute to the urbanisation of the area.

Traffic lights may make Tuesley Lane less attractive to through traffic but will also have the effect of moving this traffic onto either Hambledon Road or through Milford.

Hambledon Road has its own pinch point south of Busbridge Lakes and Milford is already subject to traffic jams in the area of the mini roundabout.

Traffic lights will certainly do nothing to promote non car transport modes.

We are therefore taking this opportunity of one last attempt to persuade WBC to look at an alternative solution.

This is to recommend to the Council that the current application from HCA should be rejected as unsustainable and it be suggested to HCA that they submit an application for a retirement village on the site.

This would have a number of advantages over conventional housing.

- Less traffic generation. Older people spend 70-90% of their time in their homes - much more than any other age group (HAPPI report and Centre for Policy on Ageing).
- Residents are more likely to make use of any provided community or public transport.
- Such traffic as is generated will not be during the problem peak hours of commuter or school run times.
- It will be far easier to create synergies with Milford Hospital with whom the site is shared.

During the public consultation one of our Councillors was told by an HCA representative that two proposals had been received for building a retirement village on the site. It therefore will not be too onerous a task for HCA to rekindle this interest, particularly as part of the agency's remit is to encourage this type of housing.

HCA's own panel of experts, HAPPI (Housing Our Ageing Population Panel for Innovation) also points out a number of benefits brought by this type of housing which will be particularly applicable to Waverley and the North Tuesley site.

- Meeting the need for more suitable home for older people also helps the next generation because family homes then become available.
- Reduction in health and social care costs, both services which are severely strained in Waverley.

Your own new Local Development Strategy states that the number of people over 65 will have increased by 16.5% and that the number over 85 by 29.5% just between 2002 and 2015 (9.34).

It goes on to state that the preferred (9.40) will be to balance specific needs/demands for different types of housing with the practical consideration of what is appropriate for a particular site.

Annexe 1 to your Core Strategy Development Plan Document states that the Borough has an ageing population with a relatively high proportion of its population over retirement age. It goes on to say that this trend is set to continue with a significant percentage increase over the next twenty years.

Waverley has an opportunity at North Tuesley to plan for the future by providing innovative, low impact housing that will make a significant contribution to alleviate this growing problem.

We therefore ask you to think again about the current proposal, to consider the opportunities of a retirement village and to offer the Borough a sustainable development that Waverley will be proud of in the future.”

In response to the amended scheme 9 letters of objection and 3 letters of general observation have been received raising the following issues:

<p>Traffic concerns</p>	<ul style="list-style-type: none"> <li>• Northern part of Tuesley Lane from Minster Road to Quartermile Road is mostly not wide enough for two vehicles to pass.</li> <li>• Traffic lights will cause gridlock in area of Minster Road, Quatermile Road and Ashstead Lane.</li> <li>• Will be difficult to get out of Minster Road (a blind junction) as a motorist or pedestrian – there are over 40 school age children who exit Minster Road each day.</li> <li>• Recent traffic collision</li> <li>• Fails to address underlying issue of narrow lane being unsuitable for the levels of traffic.</li> <li>• Passing point on hill not feasible.</li> <li>• Preferred solution should be a 1 way route (southbound) – this was voted for by Busbridge community.</li> <li>• Should exclude heavy goods vehicles.</li> <li>• Will add to the traffic danger and for children walking/cycling of schools.</li> <li>• Footpath 167 should be used to create main route from the development to Portsmouth Road.</li> <li>• Doesn't address the issue of increased traffic through Busbridge.</li> <li>• Traffic lights will compromise safe passage of pedestrians accessing the woods opposite Ladywell Convent – popular with walkers, children, and runners.</li> <li>• Traffic will be re-routed to find less congested paths making side roads more busy and dangerous.</li> <li>• Number of cars underestimated.</li> <li>• Document acknowledges the reality of additional car movements.</li> <li>• Traffic lights dangerous for cyclists travelling north.</li> <li>• Traffic lights encourage speeding.</li> <li>• Off peak – no requirement for signals.</li> <li>• Proposal should be tested against other models.</li> <li>• Should consider closing road to vehicles.</li> <li>• Proper passing bays should be provided.</li> </ul>
<p>Other uses</p>	<ul style="list-style-type: none"> <li>• Need to build a geriatric facility that is worthy of our ever expanding ageing population.</li> </ul>
<p>Amenity</p>	<ul style="list-style-type: none"> <li>• Beautiful ancient lane and part of our heritage.</li> <li>• Queuing will have an adverse impact on amenity for residents, beautiful patch of countryside.</li> <li>• Traffic lights will negatively impact on rural nature.</li> </ul>

	<ul style="list-style-type: none"> <li>• Merging urbanisation of Godalming and Milford.</li> <li>• More noise.</li> <li>• More air pollution.</li> <li>• More concrete and tarmac in rural area.</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• Infrastructure cannot support proposal.</li> <li>• Pressure on schools - No consideration for over subscribed schools in area.</li> </ul>

1 letter of support has been received on the following basis:

- Shuttle traffic light system will be better than the current situation of horns blasting and screeching breaks.
- Will be no different from current situation of cars waiting.
- Scheme will make it safer for pedestrians and children on bicycles travelling to Rodborough from Busbridge.
- Consideration should be given to a bus service linking site to Milford, Godalming and Busbridge.