

JOINT PLANNING COMMITTEE
UPDATE SHEET
18TH JUNE 2013

Correspondence received and matters arising following preparation of the agenda

Application: WA/2012/1592

Amended description

Outline application for demolition of existing buildings and redevelopment of land adjoining Milford Hospital, Tuesley Lane to provide 104 new (Class C3) residential units, works to 12 existing residential units (The Crescent), works to Allison House and staff cottages to provide 4 (Class C3) residential units, access and diversion of Public Footpath 161, Busbridge. This application is accompanied by an Environmental Statement at Land Adjacent to Milford Hospital (Upper Tuesley), Tuesley Lane Godalming GU7 1UE (as amended by bat and dormice surveys received 11/12/2012, emails dated 30/1/2013, 23/05/2013, 07/06/2013, 13/06/2013 and 14/06/2013, plans received 01/03/2013, 06/02/2013 and 08/02/2013 and letters dated 07/12/2012 and 18/01/2013 and additional information received 21/05/2013, 23/05/2013 and 13/06/2013).

Since the publication of the agenda for the Joint Planning Committee to be held on 18th June 2013 and following the Joint Planning Committee Technical Briefing held on 10th June 2013 the following Parish/Town Council comments; consultee responses; and further representations have been received. In addition, members raised issues at the Technical Briefing which have been addressed in this addendum report. Appended to this report is additional information received.

Contents of the Addendum Report

1. Responses and representations
 - 1.1 Parish / Town Council Comments
 - 1.2 Consultee Responses
 - 1.3 Representations

2. Responses to technical matters raised at the Technical Briefing

Appendices

- a) Comments and recommendations from The County Highway Authority email dated 10/06/2013 and email dated 13/06/2013
- b) Questions from members of the public and from Hambledon Parish Council tabled at the Technical Briefing held on 10th June 2013 and the answers given by officers at that meeting.
- c) A submission by Hambledon Parish Council estimating the cost of construction for a new road from the Development Site to Portsmouth Road received by email dated 13/06/2013.

- d) Additional information from the applicant with regards to the highway mitigation package received email dated 13/06/2013.

1. Responses and representations

1.1 Parish / Town Council Comments

Busbridge Parish Council	See main agenda
Hambledon Parish Council	<p>Hambledon Parish Council would be grateful if the following points, following on from the Technical Briefing on 10 June, could be noted and, where appropriate, addressed prior to or at the Planning Committee meeting on 18 June.</p> <p><u>Peak hour bus services</u></p> <p>The Parish Council remains concerned that proposals currently under consideration will not be sufficient. What is needed is a continuous circular service that will match actual requirements to get to local stations and schools at a variety of times during the morning and the afternoon/early evening rush hours. This is unlikely to be achieved by two buses in the morning and two in the evening (response no. 10). If the service is not user-friendly from the outset, it will never catch on and the purpose of the exercise, to discourage car use, will not be realised.</p> <p><u>Footpaths</u></p> <p>In the answers to the questions submitted by the Parish Council on 3 June, it was stated (response no. 9) that, with the possible exception of a short section at the northern end, no remedial works were planned for FP167. The northern section is the only part of the path that is currently suitable for buggies/bicycles: if the remainder is not brought up to the same standard it will be of little or no use to families living on the development. Given the possibility expressed on 10 June that the private</p>

	<p>road running between the A3100 and FP167 could be utilised instead of FP 39, could this option please be explored and consideration given to diverting funds from up-grading FP39 to FP 167.</p> <p><u>Road link to the A3100</u></p> <p>The Parish Council was never proposing a major road costing £4.2m but merely one that would link up with the existing private road and utilise the existing railway bridge. The Parish Council suggested that this could be achieved at a cost of approx. £900k and this is borne out by the attached two estimates which the Parish Council has obtained from Turner and Townsend, chartered quantity surveyors. Both follow the route of FP167; the first estimate is for a single lane road; the second could accommodate cars in either direction but would revert to a single lane to pass under the bridge.</p> <p>The Parish Council appreciates that the creation of such a road would have to comply with Waverley planning policy and that the estimates do not include land purchase costs. Whether there should be controlled usage of the road (residents and essential trade traffic only?) and whether it might be one- or two-way or a mixture of both depending on the time of day are some of the other matters that would have to be considered; but in the meantime the Parish Council requests that serious consideration be given to the proposal when the Planning Committee meets on 18 June.</p> <p>As some Councillors present at the meeting on 10 June were unaware of the existing railway bridge, a photograph is also attached which could perhaps be included with the supplementary papers to be issued for the meeting on 18 June.</p>
Godalming Town Council	Not yet received – to be reported orally

Witley Parish Council	Not yet received – to be reported orally
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1.2 Consultee responses

County Highway Authority	Please refer to Appendix (d)
Natural England	Not yet received – to be reported orally
Surrey County Council Senior Countryside Access Officer	<p>A considerable proportion of the surface of Footpath 39 Godalming (see GIS screenshot below) lies very wet, passable only in wellington boots in all but the most prolonged dry spell of weather. The aim is to improve the surface on this section by building it up with imported material and or installing a boardwalk, so that the footpath can be used far more easily by the public where it runs between the Portsmouth Road and the Guildford to Portsmouth Railway line.</p> <p>Footpath 167 Busbridge continues on from 39 Godalming on the east of the railway line. A short part of this footpath (approx 50mts) is not following its definitive route and as part of physically correcting this, some surface improvements might be required. The rest of this route heading east towards the hospital site is typical of a footpath in a rural area having not been 'made up', but is in a good state of repair and no works are proposed to take place to this section.</p>
English Heritage	Not yet received – to be reported orally
County Archaeologist	Not yet received – to be reported orally
Environment Agency	Not yet received – to be reported orally
Thames Water	Not yet received – to be reported orally
Network Rail	Not yet received – to be reported orally
Ramblers Society	Not yet received – to be reported orally

Council's Environmental Health	Not yet received – to be reported orally
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1.3 Representations

Rodborough School	Not yet received – to be reported orally
Virgin Care	Not yet received – to be reported orally
NHS Surrey	Not yet received – to be reported orally
Surrey Link	Not yet received – to be reported orally
League of Friends of Milford Hospital	Not yet received – to be reported orally
Godalming Angling Society	<p>Comments have been received on behalf of the Angling Society from Beverley Morris and Co Solicitors. Their comments focus on 2 issues:</p> <ol style="list-style-type: none"> 1. Procedural matters with regards to the consultation exercise. 2. Confirmation that the Lower Busbridge Lake is not leaking. (a copy of their representations is available on the Council's web site and is held on file).

The Council has received a total of 220 letters of objection (54 relating to the scheme as amended), 3 letters of support and 26 letters making comments, substantially raising the same issues as set out in the agenda papers.

2 Responses to technical matters raised at the Technical Briefing

During the Joint Planning Committee Technical Briefing 10th June 2013, a number of technical points were raised. The responses to these points are addressed in the following section of the Addendum Report.

Housing Issues

Technical Issue

During the Technical Briefing the suitability of the site for residential accommodation (including affordable housing) was raised.

Officer comment

The application site is allocated in the Waverley Borough Local Plan 2002 as a Major Developed Site in the Green Belt, Policy RD6. Paragraph 10.48 of the commentary text to the Policy states that

The Council considers that the site is suitable primarily for housing purposes. The objective is to secure an element of subsidised affordable and low cost market housing. Redevelopment proposals should therefore accord with the housing policies set out in the Plan.

The application site is also identified in Waverley Borough Council's Strategic Housing Land Availability Assessment 2012 as being a potential housing site.

The Local Development Framework Pre- Submission Core Strategy (Policy CS2) states that housing will be delivered by:

1. Promoting the use of land within settlements
2. Selected releases of Greenfield on the edge of the four main settlements.
3. Small scale affordable housing schemes in accordance with Policy CS6 (Rural Exception Sites)
4. The use of suitable rural brownfield land, including the surplus land at Upper Tuesley (the former Milford Hospital site).

Subject to the detailed consideration of the planning application against the appropriate policies in the Development Plan and having regard to any other material considerations, the application site is in principal suitable for residential development.

Infrastructure Capacity

Technical Issue

At the Technical Briefing concern was raised in relation to the provision of Doctors and Dentists in the area to provide for the new residents.

Officer Comment

Members are reminded that these are facilities which are sensitive to the market and if required private enterprise will provide them. There is only anecdotal evidence on this matters and it would be inappropriate for the Council to resist the proposal on this basis.

Highway mitigation

Technical Issue

At the Technical Briefing a number of questions were raised with regards to the highway mitigation package put forward by the applicants. The questions focused on the deliverability and safety of the following elements of the proposed highway mitigation package

P1 Church Road / Station Lane

Members raised questions with regards to whether any tracking had been undertaken demonstrating that there would not be a conflict between HGV vehicles and pedestrians at the proposed refuge island. In addition, a further question was raised with regards to the suitability of the location of the proposed zebra crossing.

P4 Tuesley Lane (north)

Members discussed both options for mitigation on Tuesley Lane (North) the installation of Traffic Signals, and the provision of Passing Places. Questions were raised with regards to the practicability, deliverability and safety of providing both options.

Section 106 Obligations – Footpaths

Members raised questions with regards to what improvements would be delivered through the Section 106 process with regards to the upgrade of public footpaths.

Officer comment

P1 Church Road / Station Lane

The applicants have produced swept path analysis data (appended to this report at appendix (d)) demonstrating that there would not be a conflict between pedestrians and HGV vehicles at the proposed pedestrian refuge island at the junction of Church Road and Station Lane. The detailed matter of highway safety would be assessed at the Section 278 (Highways Act) phase.

In relation to the proposed Zebra Crossing, the proposal would be subject to detailed consideration at the Section 278 (Highways Act) phase, where the detailed matter of highway safety would be assessed. The exact location of the Zebra Crossing would be confirmed at the Section 278 design stage.

P4 Tuesley Lane (north)

In relation to the proposed highway mitigation at Tuesley Lane (north), the Highway Authority have commented as follows:

Traffic Signals

The installation of traffic lights on the narrow section of Tuesley Lane between Lower Lake and Ladywell Convent has some benefit in that it acts as a deterrent to traffic from further afield that might otherwise use alternative routes into and out of Godalming. However there are safety and technical reasons as to why this is not possible. The Highway Authority has sought the advice of its Road Safety Auditors and Traffic Signals team. The key areas of concern are:

The distance between the two stop lines is excessive such that the time taken for a vehicle to pass between the stop lines (the controlled area) would be beyond acceptable parameters. For cyclists it would take much longer. The length of time a driver would have to wait before receiving green light could be as much as 2 minutes, creating driver frustration and violation of a red light. This is especially more likely when the roads are quieter and a night time.

Whilst queuing at the signals would not be excessive compared to some traffic lights, the road could only accommodate approximately 3 queuing cars. This is particularly the case at the top of the hill. As a result vehicles waiting for a green light could very easily begin to block the carriageway obstructing those approaching vehicles exiting the controlled area.

Passing Places

Tuesley Lane currently benefits from informal areas where the carriageway naturally widens, allowing vehicles to pass one another. It is possible that these areas could be formalised by widening the carriageway at 5 locations between Lower Lake and the Ladywell Convent vehicular access in a manner that is sympathetic to the rural nature of the lane. This arrangement accommodates and manages traffic flow, without increasing vehicles speeds or creating an environment which is unsafe. This option is supported by the County Council's Road Safety Team. In addition to other traffic management measures, such as those already laid out, (clear directional signage/'gateway' entry features/carriageway surface treatment/signage) the formalisation of passing places combines to manage and reduce the impact of traffic using Tuesley Lane.

Officers (Waverley Planning) consider, following the advice of the Highway Authority, that the provision of passing places is, in isolation, a practicable, deliverable, and safe option, and when taken in combination with all other highway mitigation measures, as set out in the application, would manage and reduce the impact of traffic on Tuesley Lane to an acceptable level.

Section 106 Obligations – Footpaths

With regards to the proposed footpath upgrades, Surrey County Council Senior Countryside Access Officer has commented as follows.

A considerable proportion of the surface of Footpath 39 Godalming (see GIS screenshot below) lies very wet, passable only in wellington boots in all but the most prolonged dry spell of weather. The aim is to improve the surface on this section by building it up with imported material and or installing a boardwalk, so that the footpath can be used far more easily by the public where it runs between the Portsmouth Road and the Guildford to Portsmouth Railway line.

Footpath 167 Busbridge continues on from 39 Godalming on the east of the railway line. A short part of this footpath (approx 50mts) is not following its definitive route and as part of physically correcting this, some surface improvements might be required. The rest of this route heading east towards the hospital site is typical of a footpath in a rural area having not been 'made up', but is in a good state of repair and no works are proposed to take place to this section.

Highway mitigation (alternative proposals)

Technical Issue

At the Technical Briefing questions were raised with regards to what alternative solutions had been explored as possible highway mitigation. With particular regard to the provision of a new road from the application site to Portsmouth Road and the making of Tuesley lane (north) into a one way lane.

Officer Comment

With regards to the provision of a new road linking the site to Portsmouth Road, this is not part of the current application and is not before the Committee at this time. Members are reminded that they cannot redesign the scheme but have to assess what is applied for. Notwithstanding, the applicants have provided a commentary on the reasoning for not including the provision of a new road in their submission.

The Link Road was considered in the Strategic Transport Assessment to support the original Planning Brief document. Given high cost, land ownership and environmental impact, this option was discounted early in the planning process. However following the briefing, we have recosted the scheme.

The design and build cost is £6.8m which excludes land. As you will be aware, the land is out of the control of the HCA. There are basically 2 options for land purchase – CPO or through negotiation. We do not believe a CPO would be viable given the alternative access option, via Tuesley Lane. If purchased through negotiation, the cost could up to £17.5m based on legal precedents associated with development ransom (for further costing information see Appendix d).

Officers note the submission of Hambledon Parish Council and their estimation for constructing a road (Appendix c), between £782,100 and £990,000 (not including land purchase costs, compulsory purchase order costs, VAT or any major alterations to the existing railway bridge or railway works).

Technical Issue

An option previously considered by the Highway Authority was the creation of a one-way section of Tuesley Lane (northbound only), to prevent through traffic.

Officer comment

Whilst it may initially have some merit there are reasons as to why the Highway Authority feels that it would not be appropriate.

Existing residents in parts of Tuesley Lane would be disadvantaged by having to travel a greater distance when travelling to and from local destinations. This could add to congestion in some areas and increase overall journey mileage.

One way sections of road unless carefully managed can lead to increased vehicle speeds. If drivers know that they will be unopposed by vehicles from the opposite direction, it is possible that their speed will increase. On a road without footways, this could be harmful not only to other drivers, but also pedestrians, horse-riders and cyclists.

Whilst a one way section would clearly prohibit drivers travelling south, the unrestricted passage of vehicles heading north could lead to greater increases in traffic in the morning peak hour as drivers become aware that their journey will not be delayed by oncoming traffic.

Highway (Cumulative Impact)

Technical issue

At the Technical Briefing questions were raised with regards to how the cumulative impact on the highway network of the proposed scheme at Upper Tuesley and the proposed scheme at Godalming College had been assessed.

Officer comment

At the time of the planning application submission for Upper Tuesley the planning application for Godalming College had not been submitted. As such, the Transport Assessment submitted in support of the Upper Tuesley planning application did not cumulatively assess the proposal with the Godalming College planning application. A planning application for residential development at land at Godalming College planning application Ref WA/2013/0676 has since been submitted and validated. The Transport Assessment submitted in support of that planning application does cumulatively assess that proposal in terms of traffic generation and flow with the Upper Tuesley proposal.

Officers consider that the Transport Assessment submitted with the Upper Tuesley planning application is a robust assessment which has informed the highway mitigation measures.

Recommendations

- **Recommendation A is as set out on page 122 of the main report.**
- **Recommendation B is as set out on page 142 of the main report.**

APPLICATION NUMBER	WA 12	1592
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Homes & Communities Agency

Location: Land Adjacent To:
Milford Hospital (Upper Tuesley),
Tuesley Lane
Godalming

Development: Outline application for demolition of existing buildings and redevelopment of land adjoining Milford Hospital, Tuesley Lane to provide 104 new class C3 residential units, works to 12 existing residential units (The Crescent), and works to Allison house to provide 4 residential units.

Road Name or Number	Tuesley Lane / D169	Consultation Date	24/10/2012	Use Class		Previous Applications
National Grid Reference	496150/132851	Amended Plan Date		Strat Con	No	
Contact Officer	Richard Cooper 02085417635	Planning Decision		Appeal		

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who :

recommends an appropriate agreement should be secured before the grant of permission to secure the following:

Section 278 Highway Works:

Before first occupation of the development the applicant shall provide the following highway mitigation measures:-

1. Station Lane/Church Road junction capacity and pedestrian safety improvement scheme, comprising dedicated left and right turn lanes on Station Lane and pedestrian crossing west of the junction.

2. Pedestrian Safety/Traffic Management Improvements on Rake Lane, comprising:

-Rake Lane speed limit review/implementation of new speed limit.

-Pedestrian safety/traffic management measures between Rodborough School and the Rake Lane/Station Lane junction.

-Provision of Footway on south side of Rake Lane/Station Lane junction.

-Pedestrian Crossing facility (Dropped Kerbs and Tactile Paving), south of the Rake Lane/Station Lane junction.

3. Station Lane/Tuesley Lane (southern section) traffic management improvements, comprising:

-Shared footway for pedestrians and cyclists between the site and Milford Station.

-Speed Limit Review on Station Lane and Tuesley Lane and implementation of new speed limit.

-Localised carriageway narrowing on Tuesley Lane and associated lining and signage to discourage through traffic.

-Parking bays formalised on Tuesley Lane outside the existing hospital.

4. Northern section of Tuesley Lane (between northern site access and Minster Road), comprising:

-Speed Limit Review and implementation of new speed limit.

-Traffic management and safety measures.

-Provision of anti-skid surfacing on bend adjacent to northern site access and associated safety gateway feature.

An index linked transport contribution of £133,270 payable prior to first occupation to deliver the following:

1. Improvements to bus stop infrastructure on Portsmouth Road, including pedestrian accessibility improvements.

2. Improvements to Public Rights of way No's. 39 & 167, between the site and bus stops on Portsmouth Road, and ROW No. 161 between the site and Milford Railway Station.

The Highway Authority also recommends the following conditions are imposed on any permission granted:

1 - Before any other operations are commenced the modified northern vehicular access to Tuesley Lane shall be constructed broadly in accordance with Parsons Brinckerhoff's Drawing "Figure 4 Rev D", all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority and the visibility splays shall be kept permanently clear of any obstruction between 0.6m and 2.0m above the carriageway.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Policy: Policy M2 of Waverley Borough Council's Local Plan 2002.

2 - Before any other operations are commenced the proposed southern vehicular access to Tuesley Lane shall be constructed broadly in accordance with Parsons Brinckerhoff's Drawing "Figure 3 Rev. D", all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority and the visibility splays shall be kept permanently clear of any obstruction between 0.6m and 2.0m above the carriageway.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Policy: Policy M2 of Waverley Borough Council's Local Plan 2002.

3 - The existing accesses from the site to Tuesley Lane made redundant by the development shall be permanently closed in accordance with details to be agreed in writing with the Local Planning Authority. All redundant sections of footway and kerbing shall be fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policy M2 of the Waverley Borough Council's Local Plan 2002.

4 - No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be used and retained exclusively for its designated purpose.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Policy: Policies M2 and M14 of Waverley Borough Council's Local Plan 2002.

5 - No development shall start until a Method of Construction Statement, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works including:-
 - (i) measures for traffic management, and
 - (ii) timing and delivery works required to construct the new accesses
- (e) provision of boundary hoarding behind any visibility zones

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policy M2 of the Waverley Borough Council's Local Plan 2002

6 - Before any of the operations which involve the movement of materials in bulk to or from the site are commenced, facilities shall be provided as must be agreed with the Local Planning Authority, in order that the operator can make all reasonable efforts to keep the public highway clean and prevent the creation of a dangerous surface on the public highway. The agreed measures shall thereafter be retained and used whenever the said operations are carried out.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policy M2 of the Waverley Borough Council's Local Plan 200.

7 - No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide:

- (a) Secure integral cycle parking for every dwelling.

(b) Electric vehicle charging points in line with Surrey County Council's Parking Guidance.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policies M5 and M10 of the Waverley Borough Council's Local Plan 2002.

8 - Prior to the commencement of the development the applicant shall submit for the written approval of the Local Planning Authority a Travel Plan, based on Parsons Brinckerhoff's Framework Travel Plan August 2012 (amended January 2013), to include the provision of information to new residents and shall include the following items:

- (a) A 'travel information leaflet' to be provided in the welcome pack for new residents when they move into their dwellings.
- (b) Provision of transport and travel information to residents (e.g. regular emails and/or setting up a web-based travel plan page for the site); and
- (c) Cycle purchase assistance vouchers.

The implementation of the travel plan and the ongoing provision of information and management of the travel plan web-page will be the responsibility of the site management company.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policies M2, M5 and M10 of Waverley Borough Council's Local Plan 2002.

Highway Informatives:

1. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that they will need to enter into a Section 278 Agreement with Surrey County Council before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

2. The applicant is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the county council's commuted sums policy: <http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning/surrey-county-council-commuted-sums-protocol>

3. The permission hereby granted shall not be construed as authority to carry out any works that may affect a drainage channel/culvert or water course. The applicant is advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see: <http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/ordinary-watercourse-consents>

4. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.

5. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transport Development Planning Team of Surrey County Council.

6. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

7. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highway Service Group.

8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

9. Pedestrian inter-visibility splays of 2m by 2m shall be provided on each side of the residential accesses and parking courts, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

10. When access is required to be 'completed' before any other operations, the Highway Authority will normally agree that wearing course material and in some cases edge restraint may be deferred until construction of the development is virtually complete, provided all reasonable care is taken to protect public safety.

11. The applicant is advised that Public Footpath No. 161 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

12. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

13. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.

Informative Note for LPA Case Officer and Applicant:

1. Relevant Local and National Policy:

National Policy: The National Planning Policy Framework (2012) acknowledges that transport policies have an important role to play in facilitating sustainable development, however it also recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. The Highway Authority is satisfied that the proposed package of transport mitigation measures does improve accessibility to the site by non-car modes of travel, therefore the planning application does meet the transport sustainability requirements of the National Planning Policy Framework.

Local Policy: The Upper Tuesley Development Brief SPD established the principle of residential development on this site and laid out what would be required should any planning application be submitted. The original Transport Assessment (TA), and subsequent revisions, has established to the satisfaction of the Highway Authority that the proposed development is in accordance with the requirements of the SPD and the relevant Local Plan policies.

2. Existing and Proposed Traffic Generation:

The site has a lawful C2 planning use and this is a material planning consideration that the Highway Authority has to recognise when assessing the transport impact of the development proposal. It is normal practice to discount vehicle trips that could be generated by a lawful use of a site, from the vehicle trips that could be generated by the proposed development. Any net increase in trips is then used to assess

the impact on the local highway network. In this instance, because of residents' concerns, the Highway Authority has ensured that the methodology used in the TA is particularly robust and realistic;

- The existing trip generation is based on the volume of existing redundant hospital buildings located on the site, which equates to 8,000sqm or 40 hospital beds and a 100 bed staff nursing home. The Highway Authority has not accepted for example, a private hospital C2 use on which to base the existing trip generation, given this use could generate more than 2000 two-way vehicular movements per day. It is important to note that the existing use of the site has the potential to generate this number of vehicular movements without the need to obtain planning permission. The Highway Authority therefore cannot question the viability of this site operating under its lawful use.
- The existing and proposed trip generation assessments are based on trip rates obtained from the TRICS database. The Highway Authority has assessed the assumptions used by the applicant to calculate the trip rates and is satisfied that they provide a realistic comparison to the application site.
- It is normal practice for any development to consider the amount of traffic that the site can generate without the need for planning consent. If the existing redundant hospital buildings were brought into use as 40 hospital beds and a 100 bed staff nursing home, a certain level of traffic would enter and leave the site and use the local road network. The Highway Authority has compared this existing potential trip generation with the proposed residential trip generation, during the peak AM (8:00-9:00) and PM (17:00-18:00) periods on the local highway network. This assessment shows that the development once constructed could create an increase in traffic flows (23 vehicles) in the morning peak hour and an increase in traffic flows (44 vehicles) in the evening peak hour, when compared to the likely C2 use detailed above. It has been previously established in the Upper Tuesley Development Brief SPD, that the daily traffic generation for the proposed residential development should not exceed the daily trip generation for the existing lawful use. The assessment of the daily trip generation shows that the existing lawful use (8,000sqm or 40 hospital beds and a 100 bed staff nursing home) could generate 570 daily trips and the proposed residential use could generate 571 daily trips.
- The DfT document 'Guidance on Transport Assessment' advises that the existing traffic flows should be taken into account when estimating the potential changes to traffic using the site. In this instance, within the context of the volume of traffic on the surrounding highway network, the increase in trips in the AM peak would be marginal and in the PM peak could have a slight impact on highway safety and capacity. An assessment on this basis would have given the Highway Authority limited scope to secure a comprehensive package of highway mitigation measures. In contrast, the approach agreed with the applicant was to undertake a transport assessment that provided a worst-case scenario for the residential C3 use. This scenario assumes that the site does not have an existing lawful use, therefore the proposed trip generation figures have not been discounted to account for any existing potential trip generation. The methodology used to assess the impact of development traffic on the local highway network is therefore very robust, and has enabled the Highway Authority to secure a comprehensive package of transport mitigation measures.

3. Development Traffic Distribution:

The applicant has assumed that 20% of traffic will access the site via the northern section of Tuesley Lane. The applicant states that this distribution is based on 2001 Census journey to work distribution data for the Milford Ward. The Highway Authority has undertaken sensitivity analysis on this distribution assumption, using data obtained for other Godalming wards. Based on this analysis the Highway Authority considers the 20% assumption is not appropriate and is likely to underestimate the proportion of development traffic arriving and departing the site via Godalming.

The Highway Authority has assessed the impact of 40% of development generated traffic using the northern section of Tuesley Lane during the AM and PM peak periods, when background and

development traffic flows are at their highest. It is considered that this 40% proportion of traffic travelling via the northern section of Tuesley Lane is a more realistic assumption.

Analysis of the data using a 40% assumption shows that:

- In the AM peak period (8-9), existing background traffic volumes are 300 vehicles travelling north and only 30 vehicles travelling south on the stretch of Tuesley Lane north of the hospital. There is therefore a high degree of 'tidal flow' in the northerly direction. Development traffic in the AM peak would mirror this pattern, with 16 vehicles departing the site and 6 vehicles arriving at the site via the northern section of Tuesley Lane.
- The AM peak development trips would likely result in an average increase of 1 vehicle travelling northbound every 4 minutes and 1 vehicle travelling southbound every 10 minutes.
- In the PM peak period (17.00-18.00), existing background traffic flows are much lower than AM peak, with approximately 20 vehicles travelling north and 40 vehicles travelling south on the stretch of Tuesley Lane north of the hospital. As expected, the estimated development traffic generation would mirror the southerly tidal flow, with 17 vehicles arriving at the site and 10 vehicles departing the site via the northern section of Tuesley Lane.
- The PM peak development trips would likely result in an average increase of 1 vehicle travelling northbound every 6 minutes and 1 vehicle travelling southbound every 4 minutes.

The northern section of Tuesley Lane has a steep gradient and in some places there is not sufficient width to allow two-way movement of traffic. The Highway Authority has undertaken a robust assessment on the impact that development related traffic would have on safety and capacity on this section of Tuesley Lane. It is important to note that the narrow and steep section of Tuesley Lane already causes disruption to the free flow of traffic resulting in delay and inconvenience to drivers. During site visits the Highway Authority has observed congestion on this stretch of Tuesley Lane caused by vehicles having to reverse when meeting on the narrowest sections. The alignment and gradient of the carriageway does however keep vehicle speeds very low and this is supported by the accident data provided in the Transport Assessment, which shows there is no serious safety problem along this stretch of carriageway.

The Highway Authority considers development related traffic could exacerbate the existing localised congestion and delay that can occur on the northern section of Tuesley Lane and has therefore advised the developer that they need to provide an improvement scheme that will mitigate this impact. Further details on the two options that have been proposed by the developer are provided in section 7 below.

Development traffic in the peak periods travelling north into Godalming would dissipate onto the surrounding highway network, continuing along Tuesley Lane towards Godalming town centre, turning right onto roads towards Busbridge or left along Shackstead Lane. It is acknowledged that queuing and delays already can occur on Shackstead Lane during peak periods. This is caused by on-street parking which narrows the width of the carriageway, restricting two-way movement in some places. Development generated traffic could have a marginal impact on the existing flow of traffic on Shackstead Lane, but it is not considered that development traffic would have a severe impact on highway safety or capacity.

4. Traffic Flow Data:

The Highway Authority has interrogated the applicant's traffic survey methodology and is satisfied that the data is robust for the purposes of assessing the impact of development traffic on the highway network. In particular, survey data from Church Road/Station Lane and Church Road/Portsmouth Road junctions was undertaken on 24 May, therefore taking account of the increase in movements associated with the Tuesley Lane fruit farm during the summer months. Tuesley Lane background traffic flows are

significantly higher during the AM peak compared to the PM peak. The Highway Authority note that AM peak data for Tuesley Lane was collected on 10 January, when all schools in the area were fully operating, therefore it is considered that the level of background traffic surveyed is robust.

5. Cumulative Impact of Development:

The TA process does consider where appropriate the cumulative impact of development on the highway network, for development that is either subject to the planning consultation process or been granted planning permission. There is currently a live planning application for 46 residential dwellings at Godalming College. The Transport Assessment for this proposal has considered the cumulative impact of traffic generated by the Milford Hospital Development.

6. Development Layout:

The Highway Authority will assess the internal layout of the site when details are submitted with any reserved matters application for the site. Any request made by the developer for the adoption of roads within the application site will be considered in accordance with the county council's policy on road adoption.

7. Highway/Transport Mitigation Package:

It is important to note that the robust analysis provided by the developer has enabled the Highway Authority to secure a much more substantial package of Section 278 & S106 mitigation, than would strictly be the case had only the net increase in vehicular movements been considered.

Parsons Brinckerhoff's document "Summary of Transport Mitigation Projects" dated 21 May 2013 provides a detailed overview of the transport mitigation package that has been secured. The Highway Authority has the following comments on the proposed highway mitigation measures (page numbers in brackets refer to the Parsons Brinckerhoff's document "Summary of Transport Mitigation Projects").

P1 – Church Road/Station Lane (Pg. 5)

The junction modelling work in the Transport Assessment shows that development traffic would have a severe impact at the Station Lane/Church Road junction, therefore mitigation measures have been proposed at this location, to help alleviate congestion and improve safety for pedestrians. The highway works proposed will reduce queuing along Station Lane at the junction with Church Road and provide pedestrian crossing safety improvements across Station Lane and Church Road.

P2 – Rake Lane (Pgs. 6-7)

To mitigate the impact of development traffic on Rake Lane and to improve safety for children walking from the proposed residential development to Rodborough School, the developer will provide a comprehensive traffic management and safety scheme on Rake Lane, between Rodborough School and its junction with Station Lane. The illustrative sketches show that narrowing points along Rake Lane will provide safe refuge areas for pedestrians to wait whilst traffic passes and will also serve to slow the speed of traffic using Rake Lane. Furthermore, the developer will provide an informal crossing and safe waiting area at the Rake Lane/Station Lane junction. This will improve safety for pedestrians crossing Station Lane and provide a properly surfaced waiting area for school children.

P3 – Station Lane and Tuesley Lane South (Pgs. 8-11)

Between the Rake Lane/Station Lane junction and the northern vehicular access to the application site, the developer is proposing traffic management and accessibility improvement works designed to mitigate the impact of traffic generated by the development. The Highway Authority considers the provision of a

2.5m wide combined cycleway/footway between the application site and Milford Railway Station will improve accessibility by walking and cycling from the site and provide future residents of the development with a viable alternative to travelling by private car. In particular, the provision of a convenient and safe walking/cycling link to Milford Railway Station will enable future residents to use the train for their commute to work, thereby helping to mitigate the impact of development traffic during the AM and PM peak periods.

The proposed traffic management and safety measures between the Station Lane/Tuesley Lane junction and the northern vehicular access are designed to reduce traffic speeds and volumes along Tuesley Lane. In conjunction with the lower speed limit that will be implemented following a speed limit review, the Highway Authority considers these measures will help to reduce the background traffic flows on Tuesley Lane during the AM peak period. This is the time period between 8am and 9am when traffic flows on Tuesley Lane are significantly higher than at any other time during the day. Analysis of the traffic flow data in the Transport Assessment shows that 27% of all AM peak northbound traffic and 21% of AM peak southbound traffic travelling along Tuesley Lane is "through" traffic i.e. drivers using Tuesley Lane to travel between Milford and Godalming instead of the A3100 Portsmouth Road. Reducing even a small number of these journeys will help to lower background traffic flows and thereby help to mitigate the impact of development related traffic. The proposals will also deliver significant benefits for non-car modes of travel, providing a safe and attractive environment for walking and cycling on Tuesley Lane, not only for future residents but also for local people using the excellent network of public footpaths within the local area.

The Transport Assessment has identified a pattern of accidents on Tuesley Lane adjacent to the northern vehicular site access. Interrogation of the accident data reveals that these accidents are caused by vehicles approaching the tight bend too fast and losing control of the vehicle. The impact of additional development related traffic could exacerbate this safety problem. The developer therefore proposes to install anti-skid surfacing and traffic calming features on the tight bend. In conjunction with a lower speed limit, the Highway Authority is satisfied that this measure will improve safety and thereby adequately mitigates the impact of traffic associated with the development.

The Highway Authority also welcomes the applicant's proposal to formalise and improve the parking arrangement adjacent to the hospital on Tuesley Lane.

It should be noted that the detailed design of the carriageway narrowing points will ensure that heavy goods vehicles can safely pass along Tuesley Lane.

P4 – Tuesley Lane North (Pgs. 12-15)

The northern section of Tuesley Lane has a steep gradient and in some places there is insufficient width to allow two-way movement of traffic. As noted above in Section 3, the Highway Authority has undertaken a robust assessment on the impact that development related traffic could have on the safety and capacity of Tuesley Lane (and its associated junctions) north of the application site towards Godalming.

It is important to note that the narrow and steep section of Tuesley Lane already causes disruption to the free flow of traffic resulting in delay and inconvenience to drivers. The Highway Authority has visited the site and observed congestion on this stretch of Tuesley Lane caused by vehicles having to reverse when meeting on the narrowest sections. The alignment and gradient of the carriageway does however mean vehicle speeds are very low and this is supported by the accident data provided in the Transport Assessment, which shows there is no serious safety problem along this stretch of carriageway.

The Highway Authority considers development related traffic could exacerbate the existing localised congestion and delay that can occur on the northern section of Tuesley Lane and has therefore advised

the developer that they need to provide an improvement scheme that will mitigate the impact of development related traffic.

The developer is proposing two highway improvement options on the northern section of Tuesley Lane. These options have been proposed in response to comments received from both the Highway Authority and local residents.

Option A – Shuttle Working Signals (Pg. 13)

This option would separate north/south traffic movements and thereby remove traffic conflict on the narrowest sections of Tuesley Lane North. This option would also create spare road space which could be used to provide a dedicated area for pedestrians and cyclists.

The introduction of shuttle working signals needs to be carefully considered on highway safety, capacity and technical feasibility grounds. The Highway Authority is currently undertaking this assessment work and will provide an oral update to members at the technical committee on 10 June.

Option B – Provision of Formal Passing Places on Narrowest Sections of Carriageway (Pg. 15)

This option would provide formal passing places at five locations on the narrowest sections of carriageway between Lower Lake and the Ladywell Convent vehicular access. The illustrative sketch shows that priority would be given to vehicles travelling northbound due to the higher volume of traffic travelling in this direction and the steep positive gradient. Signage would be provided to advise drivers of the distances between the passing places and the materials used to construct the passing places would need to be sympathetic to the character of this rural lane, in order to preserve and enhance the its amenity.

Option B would not result in increased vehicle speeds, would help to maintain the rural character of the road and would not have an adverse impact on access for emergency vehicles. The proposed scheme therefore adequately mitigates the impact of additional traffic associated with the proposed development.

S106 Obligations (Pgs. 16-17)

The applicant is providing a financial contribution towards passenger transport infrastructure and public footpath improvements, to encourage the use of public transport and walking by residents.

The developer intends to provide a financial contribution towards a shuttle bus service that would travel between the site and key destinations (e.g. Milford railway station and local schools). The shuttle bus would further enhance the transport sustainability of the site, increasing the likelihood of future residents travelling to and from the site by non-car modes of travel.

Other Transport Mitigation Issues

Overall, in accordance with the requirements of the Upper Tuesley Development Brief, it is considered that the very robust transport mitigation package will preserve or enhance highway safety, help manage traffic capacity and encourage the use of public transport, walking and cycling.

Signed:

Date: 07/06/2013

Planning Application WA2012/1592
Land at Milford Hospital, Tuesley Lane, Milford, Surrey
Technical Appraisal of Highway Mitigation Measures
In Tuesley Lane



Background

The planning application for the development of the site was deferred from the Planning meeting on 20 March 2013 in order that measures for the treatment of Tuesley lane north could be considered in greater detail. Local residents have subsequently developed their own ideas on possible options; the Highway Authority has discussed the merit of these and others with the developer of the site and considered the technical merits of three main options. A summary of those considerations is set out below.

One-Way Working

An option previously considered by the Highway Authority was the creation of a one-way section of Tuesley Lane (northbound only), to prevent through traffic. Whilst it may initially have some merit there are reasons as to why the Highway Authority feels that it would not be appropriate.

Existing residents in parts of Tuesley Lane would be disadvantaged by having to travel a greater distance when travelling to and from local destinations. This could add to congestion in some areas and increase overall journey mileage.

One way sections of road unless carefully managed can lead to increased vehicle speeds. If drivers know that they will be unopposed by vehicles from the opposite direction, it is possible that their speed will increase. On a road without footways, this could be harmful not only to other drivers, but also pedestrians, horse-riders and cyclists.

Whilst a one way section would clearly prohibit drivers travelling south, the unrestricted passage of vehicles heading north could lead to greater increases in traffic in the morning peak hour as drivers become aware that their journey will not be delayed by oncoming traffic.

'Shuttle' Traffic Lights

The installation of traffic lights on the narrow section of Tuesley Lane between Lower Lake and Ladywell Convent has some benefit in that it acts as a deterrent to traffic from further afield that might otherwise use alternative routes into and out of Godalming. However there are safety and technical reasons as to why this is not possible. The Highway Authority has sought the advice of its Road Safety Auditors and Traffic Signals team. The key areas of concern are:

The distance between the two stop lines is excessive such that the time taken for a vehicle to pass between the stop lines (the controlled area) would be beyond acceptable parameters. For cyclists it would take much longer. The length of time a driver would have to wait before receiving green light could be as much as 2 minutes, creating driver frustration and violation of a red light. This is especially more likely when the roads are quieter and a night time.

Whilst queuing at the signals would not be excessive compared to some traffic lights, the road could only accommodate approximately 3 queuing cars. This is particularly the case at the top of the hill. As a result

vehicles waiting for a green light could very easily begin to block the carriageway obstructing those approaching vehicles exiting the controlled area.

Passing Places

Tuesley Lane currently benefits from informal areas where the carriageway naturally widens, allowing vehicles to pass one another. It is possible that these areas could be formalised by widening the carriageway at 5 locations between Lower Lake and the Ladywell Convent vehicular access in a manner that is sympathetic to the rural nature of the lane. This arrangement accommodates and manages traffic flow, without increasing vehicles speeds or creating an environment which is unsafe. This option is supported by the County Councils Road Safety Team. In addition to other traffic management measures, such as those already laid out, (clear directional signage/'gateway' entry features/carriageway surface treatment/signage) the formalisation of passing places combines to manage and reduce the impact of traffic using Tuesley Lane.

Summary

The imposition of traffic signals and the creation of one-way working appears at first to have some merit, however having sought the specialist advice of our Road Safety Auditors and Traffic Signal Design Engineers, there are valid reasons as to why these options would be technically unsound and unsafe. The Highway Authority recommend that the mitigation measures in Tuesley Lane be developed as part of the overall Transport Mitigation package as already laid out, but with the additional formalisation of passing bays.

APPENDIX B

	Questions from Members of the Public and from Hambledon Parish Council	Answer
1	<p>How will the "pinch points" along Tuesley Lane be managed?</p> <p>Can you please confirm to me that any transport changes will allow my replacement mobile homes and artic lorries access?</p> <p>Lorries – 2.8m x 18m M.Homes 4m x 14m</p>	<p>The detailed design of the carriageway narrowing points will ensure that heavy goods vehicles can safely pass along Tuesley Lane to access Tuesley Farm.</p> <p>The developer will provide a commuted sum as part of the S278 Agreement for the ongoing management and maintenance of the traffic calming measures.</p>
2	<p>Under the Reservoirs Act of 1978 and Flood and Waters Act of 2012, it is necessary for access to be maintained in both directions at all times, unhindered whereby emergency vehicles can gain access at all times. How will this be accommodated in the revised traffic arrangements?</p>	<p>All traffic calming and narrowing points will be designed to accommodate emergency vehicles.</p> <p>With regard to the northern section of Tuesley Lane, option B (alternative option – passing points) would improve access for emergency vehicles.</p> <p>An update will be given at the technical committee on the feasibility of option A (shuttle working signals), including the impact of this option on access for emergency vehicles.</p>
3	<p>The Lower Busbridge Lake dam was constructed in 1860s and is of earth. It is leaking. Is Waverley Council concerned over the continuing integrity of the dam with the proposed increase in traffic flow?</p>	<p>The Council's Engineer has checked the records and found that Lower Busbridge Lake is a Large Raised Reservoirs (LRR) under the Reservoirs Act 1975 with a recorded capacity greater than 25,000m³. It is owned and maintained by the Godalming Angling Society and has a reported risk category of 'C' which is a medium to low risk.</p> <p>Any Large Raised Reservoirs (LRR) that have a capacity of greater than 25000m³ fall under the Act whereby, by law, all LRRs would be inspected at least every 10 years by a qualified engineer (Inspecting Engineer). Additionally there is a requirement for supervision by a suitably qualified civil engineer (Supervising Engineer) at more frequent intervals – generally annually.</p> <p>The enforcement authority for the Reservoirs Act (1975) is the Environment Agency (Exeter Office). Therefore this reservoir would be known to the EA and any purported</p>

		<p>leakage, if identified, would be dealt with depending upon its significance.</p> <p>“The owner’s guide to reservoir safety”, published by the EA in February 2010 gives the following information:</p> <p>In an emergency, you can call the 24hr Environment Agency incident hotline on 0800 80 70 60 If your reservoir comes under the Reservoirs Act 1975, you can contact the Environment Agency Reservoir Safety Team. Telephone: 08708 506506 (during office hours) Email: reservoirs@environment-agency.gov.uk Website: www.environment-agency.gov.uk/reservoirsafety</p> <p>Waverley Borough Council is concerned regarding any matters of dam safety inasmuch as it would affect properties downstream should a failure occur. This would be dealt with under Surrey County Council’s emergency planning procedures to which WBC are heavily actively involved.</p> <p>With a responsible LRR owner conforming to the requirements of the Reservoirs Act 1975, I would not be unduly concerned in regard to this particular reservoir. The impact of increased traffic is not thought to be a significant risk to dam safety.</p>
4	<p>With the proposed traffic light solution for Ladywell Hill, how will the large number of waiting cars for the traffic lights be accommodated?</p> <p>The installation of shuttle working traffic signals along the northern end of Tuesley Lane may help residents on and adjacent to the site but will create pinch points and delays for the wider community which, in consequence, will seek alternative routes. What thought has been given to this problem and how it might be addressed?</p>	<p>The introduction of shuttle working signals needs to be carefully considered on highway safety, capacity and technical feasibility grounds. The Highway Authority is currently undertaking this assessment work and will provide an oral report to members at the technical meeting on 10 June.</p>
5	<p>Why is the footprint for housing for the Outline Planning Application significantly greater than the footprint of existing buildings, contrary to the decree</p>	<p>Policy RD6 of the Local Plan identifies Milford Hospital as a Major Developed Site in the Green Belt and the site is shown on the Proposals Map. Policy RD6 states:</p>

	<p>by the Inspector of Planning?</p>	<p>"Within these sites (Milford Hospital and IOS site, Wormley) infilling and redevelopment will be permitted subject to the following criteria:-</p> <p>a) Infilling should:</p> <ul style="list-style-type: none"> (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 the existing buildings; and (iii) not lead to a major increase in the developed proportion of the site. (iv) (For the purposes of this policy "infilling" means the filling of small gaps between built development.) <p>b) Redevelopment should :</p> <ul style="list-style-type: none"> (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; and (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). <p>The current application has been submitted as an outline application with all matters, other than access, reserved. It is relevant to assess the development against the criteria in Policy RD6. (In other words, following analysis is against the Policy criteria set out under Policy RD6 above).</p> <p>(a)</p> <ul style="list-style-type: none"> (i) The development, would occupy a greater proportion of the site than the existing buildings, i.e. 8.000 sqm footprint compared with 7,897 sqm (the total of aggregate existing footprint taking into account buildings already demolished, those to be demolished and for those residential properties to be retained). However, in the context of the scale of the site, this slight uplift is considered not to be material. Therefore it is considered that the development would not have a greater impact on the purposes of including land in the Green Belt than the existing development. In this respect, the proposal would also comply with the Development Brief.
<p>6</p>	<p>Why are the heights of the majority of buildings proposed in the outline Planning Application greater than the majority of</p>	<ul style="list-style-type: none"> (i) The application states that the height of the buildings would range from single to three storeys and compares with existing buildings which are of varying heights. The proposal therefore complies with this

	buildings on the current site, contrary to the decree by the inspector of planning?	criterion and with the Development Brief.
7	Why is the Upper Tuesley Lane Site considered suitable for social housing, given its location and the difficulty in providing adequate infrastructure support?	The site is suitable for housing and is therefore suitable for social housing.
8	<p>Option 12 of the draft Waverley consultation document, February 2012 suggested that a link road from the development to the A3100 would be technically possible. This option is not addressed in any subsequent documentation. Was it dropped</p> <p>a) because it was subsequently judged to be technically impossible?</p> <p>b) on cost grounds?</p> <p>c) because its construction would be contrary to Green Belt and/or Waverley planning policy?</p> <p>d) because of CPO complications?</p> <p>If any aspect of planning policy was the reason, was an exceptions policy considered? If not, why not?</p>	<p>This is not part of the current application and is not before the Committee at this time . Members are reminded hat they can not redesign the scheme but have to asses what is applied for. Notwithstanding this at next week's meeting members are to assess and determine the planning application and not revisit the brief.</p> <p>Option 12 was included in the supporting document "Transport Assessment: Land at Upper Tuesley Appendix 1: Figures" to the draft SPD. It was not pursued due to the cost, legal, land ownership and potential environmental issues.</p>
9	The latest summary of transport mitigation projects requires the developer to fund and WBC/SCC to deliver "general improvements" to footpaths 39/167 and 161. To be of value, these have to be cycle- and buggy-friendly: what proposals are envisaged to ensure that this will be the case?	<p><u>Public Footpath 39 Godalming</u> A large part of this footpath is in poor condition. The aim is to improve this section for users on foot generally including those that might be accompanied by babies/toddlers in push chairs. At its eastern end this footpath links to Footpath 167 Busbridge.</p> <p><u>Public Footpath 167 Busbridge</u> A short section of this footpath at its northern end does not follow the Definitive route. This short section will be reinstated and this might well necessitate some form of surfacing works. No other works are planned for the remainder of Footpath 167.</p>

Public Footpath 161 Busbridge and 161 Witley
 There is currently no public right to ride a bicycle on a Public Footpath. It is therefore the aspiration of the County Council to see a route provided through the development site that will eventually be legally upgraded to lawfully permit access by cyclists from Tuesley Lane to Station Lane. This will involve the developer creating a new route through the middle of the new development to the north (to be dedicated as a Public Right of Way) and then the County Council improving sections of Footpath 161 further to the south. A legal order would ultimately need to be confirmed to sanction the use by cyclists. Pedestrians will also have access to any new route, as well as Footpath 161, as normal.

Funds have been secured via a s.106 agreement to go towards undertaking the works above.

10 Why has the obligation for the provision of Peak Hour shuttle bus not been considered as contributing to the remedial solution.

Although not mentioned in the latest summary of transport mitigation projects, we understand that consideration is being given to the provision of a peak-hour (morning and afternoon/evening) shuttle bus between the site and adjacent schools and stations. What size of bus/frequency of service is envisaged to discourage the use of cars and be of practical benefit to the 120 busy families living on the development?

The peak-hour shuttle bus service will require initial funding by the developer. Will this be done under a further S.106 condition? If so, how much funding will be provided and over what period? Will it be additional to the total already agreed for S.106 improvements or will the funds be diverted from other projects (and, if so, which)?

The HCA has provided the following response:

The HCA is currently waiting for a proposal from a local bus provider to be put forward. This will provide information on the costs of running a bus service visiting the site twice in the morning and twice in the evening. Once the proposal has been evaluated appropriate monies within the s106 package will be allocated.

11	<p>Could consideration be given to ensuring that all S.278 requirements are completed before the houses go onto the market?</p>	<p>The County Council will require the S278 highway works to be constructed before first occupation of the development.</p>
12	<p>What guarantee is there that development will actually take place, and over what period, if outline planning permission is granted? Has a developer been identified and, if so, what arrangements are envisaged regarding the on-going involvement of the HCA?</p>	<p>Whilst the Planning Authority has the power to assess and grant a permission the carrying out of development is within the hands of the applicants. The Council has no way of requiring a developer to implement a planning permission. Notwithstanding this the HCA has advised that a developer has been identified to deliver Upper Tuesley. The HCA will put in place a strict contract to ensure delivery of the planning application.</p>
13	<p>Is it intended that there shall be no increase in the area to be developed? If so, should there not be a S.106 condition limiting the overall square footage of the development? Should a further S.106 condition not also be put in place limiting the overall square footage of the development?</p>	<p>An application for reserved matters would need to comply with the parameters of any outline approval. Any further development will be assessed on its own merits and would be assessed against the Development Plan Policies applicable at the time of any future application.</p>
14	<p>The S.106 contributions of approx. £500,000 are based on a formula produced by Waverley. The contributions agreed seem very small for a scheme of this size and nature. Can they not be increased by agreement? The proposed allocation for education seems particularly modest.</p>	<p>As members are aware it is not appropriate to identify contributions to be paid by a developer without strict justification. The tests for the justification are set out. Local Plan Policies D13 and D14 are applicable. Policy D14 sets out the principles behind the negotiation of planning obligations required in connection with particular forms of new development. The current tests for legal agreements are set out in Regulation 122 (2) of the CIL Regulations 2010 and the guidance within the NPPF. The three tests as set out in Regulation 122(2) require s106 agreements to be:</p> <ul style="list-style-type: none"> • Necessary to make the development acceptable in planning terms; • Directly related to the development; and • Fairly and reasonably related in scale and kind to the development. <p>The NPPF emphasises that to ensure viability, the costs of any requirements likely to be applied to development, such as infrastructure contributions should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing</p>

		<p>developer to enable the development to be deliverable.</p>
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Given the legal framework officers are satisfied that the current set of required contributions meets the tests. However any further requests may not be either justified and/or financially viable.

Upper Tuesley, Land Adjacent to Milford Hospital, Redevelopment
 Construction of a Rural Road, 3.7m wide, to link Development Site to A3100, Portsmouth Road

Description	Qty	Unit	Rate	Total	Comments
Conversion of existing public footpath in new rural single lane road, 3.7m wide, linking development site with A3100	450	m	650	292,500	measure taken from Option 12 of Transport Assessment
Allowance for works to existing railway bridge to suit motor car use	1	item	100,000	100,000	Assumed that existing bridge is wide enough to take at least 1 motor car
Allowance for traffic lights at existing railway bridge to regulate traffic	1	item	50,000	50,000	
Allowance for works to resolve soft spots	1	item	100,000	100,000	
Allowance for connection to Portsmouth Road	1	item	50,000	50,000	
sub-total				592,500	
Allowance for Professional Fees	20%	of	592,500	118,500	
Allowance for Contingency	10%	of	711,000	71,100	
TOTAL				782,100	

Notes & Exclusions

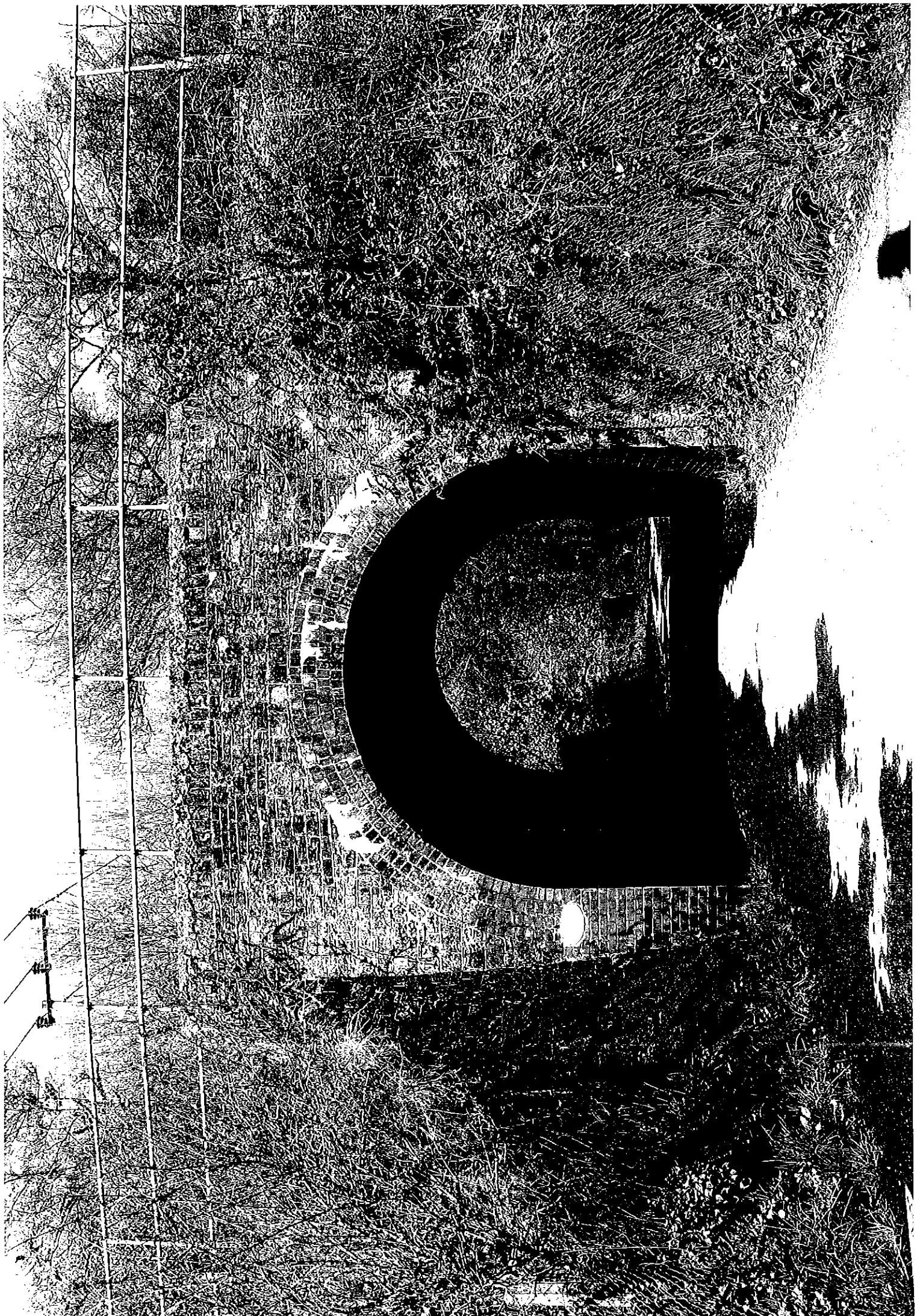
- Information used; Consultation Draft - February 2012 & Transport Assessment Option 12
- Land purchase costs excluded
- Compulsory Purchase Order costs excluded
- VAT excluded
- Any major alterations to existing railway bridge or railway works excluded

Upper Tuesley, Land Adjacent to Milford Hospital, Redevelopment
 Construction of a Rural Road, 7.3m wide, to link Development Site to A3100, Portsmouth Road

Description	Qty	Unit	Rate	Total	Comments
Conversion of existing public footpath in new rural single lane road, 7.3m wide, linking development site with A3100	450	m	1,000	450,000	measure taken from Option 12 of Transport Assessment
Allowance for works to existing railway bridge to suit motor car use	1	item	100,000	100,000	Assumed that existing bridge is wide enough to take at least 1 motor car
Allowance for traffic lights at existing railway bridge to regulate traffic	1	item	50,000	50,000	
Allowance for works to resolve soft spots	1	item	100,000	100,000	
Allowance for connection to Portsmouth Road	1	item	50,000	50,000	
sub-total				750,000	
Allowance for Professional Fees	20%	of	750,000	150,000	
Allowance for Contingency	10%	of	900,000	90,000	
TOTAL				990,000	

Notes & Exclusions

- Information used; Consultation Draft - February 2012 & Transport Assessment Option 12
- Land purchase costs excluded
- Compulsory Purchase Order costs excluded
- VAT excluded
- Any major alterations to existing railway bridge or railway works excluded



APPENDIX D

ADDITIONAL INFORMATION FROM APPLICANT ON 13TH JUNE 2013

Vehicle Tracking

We have undertaken a vehicle tracking exercise for the improvements to Church Street / Station Road and also one of the proposed traffic management devices on Tuesley Lane. The attached drawings, SK01, 02 and 03 demonstrate that a 16.5m articulated HGV can negotiate the proposed layout. This is the maximum legal vehicle normally permitted on the road network.

SK04 shows that a 16.5m articulated vehicle with a 4m wide load can negotiate the Tuesley Lane traffic management features. The narrowings are designed to 3.5m kerb to kerb with timber posts offset by a further 0.5m.

Regarding Rake Lane, given the analysis shown on SK04, it is not appropriate to test every narrowing on Rake Lane, and we would hope that the analysis shown in SK4 demonstrates the principles of the traffic management devices. It would be normal practice to fully test every aspect of the scheme at Section 278 Design Stage. This would be undertaken in full consultation with stakeholders and SCC would approve the overall design drawings.

Link Road to Portsmouth Road

The Link Road was considered in the Strategic Transport Assessment to support the original SPD document. Given high cost, land ownership and environmental impact, this option was discounted early in the planning process. However following the briefing, we have recosted the scheme.

The design and build cost is £6.8m which excludes land. Full details can be found in the attached file (Upper Tuesley New Link road June 13 Estimates). As you will be aware, the land is out of the control of the HCA. There are basically 2 options for land purchase – CPO or through negotiation. We do not believe a CPO would be viable given the alternative access option, via Tuesley Lane. If purchased through negotiation, the cost could up to 17.5m based on legal precedents associated with development ransom.

Footpath 39/167

Our Section 106 obligation has been agreed with SCC and a summary of the breakdown provided in the Summary of Transport Mitigation Project. This indicates that £25,600 is earmarked for this footpath. We understand that this would be spent on wayfinding, drainage and handrails. If necessary we are open to agreeing a revised allocation of the overall £133,270 transport Section 106 Obligation.

Traffic Surveys

I enclose an extract from the Upper Tuesley Transport Assessment – Response to Surrey County Council Interim Comments, submitted in January 2013. This deals with a number of issues including the survey dates. This approach was approved by SCC in their formal comments.

7.1.4 Traffic Flows

SCC advises PB to provide further justification on why survey dates during non-neutral months and/or affected by network disruption have been used. SCC considers the survey periods are not ideal and may not give a realistic reflection of the base network.

January Surveys

Traffic surveys have been undertaken to establish traffic flows on Tuesley Lane. Surveys were undertaken by JES Surveys on behalf of PB on 12 January 2012 at two locations:

- >Shackstead Lane Junction (AM)
- >Tuesley Lane/Station Lane (AM)

On 12 January 2012 there was a traffic incident on the A3 which resulted in congestion in Milford and may have resulted in higher than normal traffic flows on Tuesley Lane. The surveyed flows are therefore expected to represent a worst case for traffic on Tuesley Lane.

It is noted that January is not normally considered to be a representative survey month due to lower than average traffic flows experienced at this time of year. However given the higher than normal traffic flows and that regardless, Tuesley Lane/Station Lane junction is operating well below capacity levels, with and without the proposed development, and that the Shackstead Lane junction has not been assessed in detail within the TA due to low development impact, this is not deemed to be a factor that would affect the conclusions and outcomes of the TA, or the package of mitigation measures proposed.

May and July Surveys

Further traffic surveys were undertaken by JES Surveys on behalf of PB on 24 May 2012 and 17 July 2012 at the following junctions:

- >Church Road/Station Lane (AM and PM) - 24 May
- >Church Road/A3100 Portsmouth Road roundabout (AM and PM) – 24 May
- >Milford Hospital accesses (AM and PM) - 17 July
- >Tuesley Lane/Station Lane (PM) - 17 July
- >Shackstead Lane Junction (PM) - 17 July
- >Holloway Hill/Flambard Way junction (AM and PM) - 17 July

Data collected in May falls within typical 'neutral' month criteria for traffic data collection. Therefore the data collected at the Church Road/Station Lane is considered fully robust.

It is noted that July is not normally considered to be a representative survey month due to higher than average traffic flows experienced at this time of year. However regardless of this, Tuesley Lane/Station Lane junction is operating well below capacity levels, with and without the proposed development, and that the Shackstead Lane and Holloway Hill junctions have not been assessed in detail within the TA due to low development impact, this is not deemed to be a factor that would affect the conclusions and outcomes of the TA, or the package of mitigation measures proposed. Equally, whilst the Milford Hospital access flow data may be lower because of staff taking summer holidays, the background traffic data will be higher - as July experiences higher than average traffic flows.

TRADS data has been obtained on the A3 near to the Milford/A283 junction (Appendix 4). This demonstrates that there is limited seasonality of flows in the local area between May and July.

Milford Hospital (Upper Tuesley) New Link Road JUNE2013

Estimate	£
Roadworks Generally	1,141,700
Additional Drainage in Stream Area	85,000
Rock Blanket beneath Embankment	725,000
Works to Existing Railway Bridge (Including possessions)	500,000
Culvert/Underbridge to Stream	720,000
Environmental Mitigation	58,000
Works Total	3,229,700
Preliminaries 10% Inc T/M	322,970
Unmeasured Items 10%	322,970
Design & Supervision 15%	484,455
Land and Compensation Costs	149,500
Works to Service Providers Apparatus	200,000
Sub - Total	4,709,595
Contingency 45%	2,119,318
Total	£ 6,828,913

Possible Compensation Payment if CPO
Not Allowed One Third GDV £ 17,500,000

Milford Hospital (Upper Tuesley) New Link Road Jun-13

Preparation of Estimate

The estimate has been prepared using approximate quantities with rates derived from either analogous historic rates which have been indexed forward to current rates or from Spens 2013 price book with appropriate enhancement for overhead and profit.

An allowance of 10% has been added to the works costs to cover unmeasured items due to the early stage of the design and consequent lack of detail.

The base date of the estimates is Q2 2013 and no further allowance is included for inflation beyond that point.

Allowance has been made for Preliminaries and Traffic management as appropriate.
Traffic Management is confined to work at junction with existing road and is included with Preliminaries

Approximate costs for works to statutory undertakers and service providers apparatus that is affected by the works have been included in the estimate but the true extent of this work is unknown at this stage. It is noted that a high voltage overhead power supply runs partly on the line of the proposed link road

A sum of 45% has been included in respect of risk/contingency to reflect the outline nature of the design at this stage. This is derived from the Highways Agency Annex 1 estimating forms which recommend a contingency/risk of 45% for non-controversial schemes at conception stage

Approximate land costs have been included together with a sum representing one third of the GDV as indicated by the client should CPO not be allowed. This is appended at the end of the Estimate

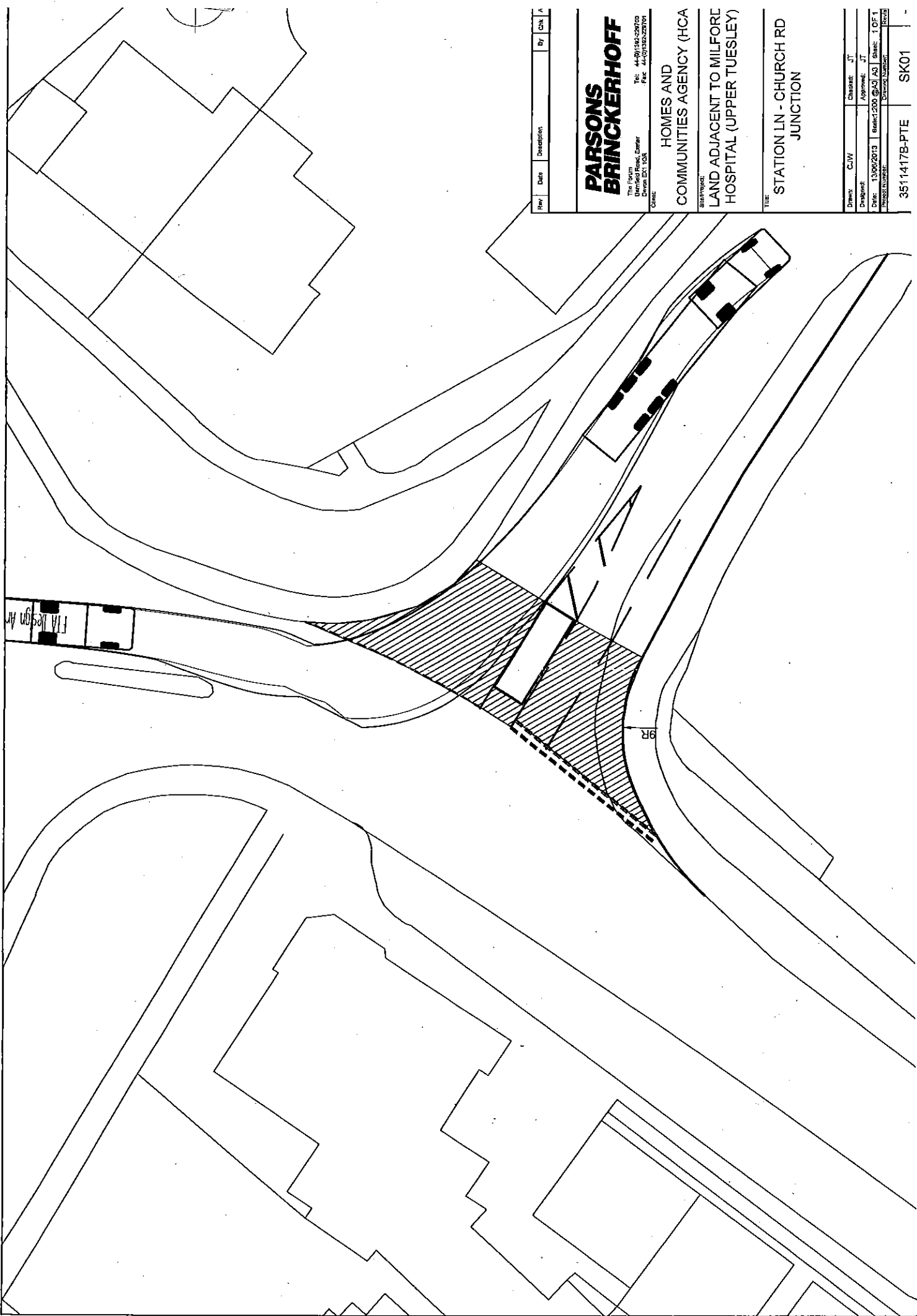
A sum for Design and Supervision is included at 15% of works costs

The following are not included: -
Inflation
VAT

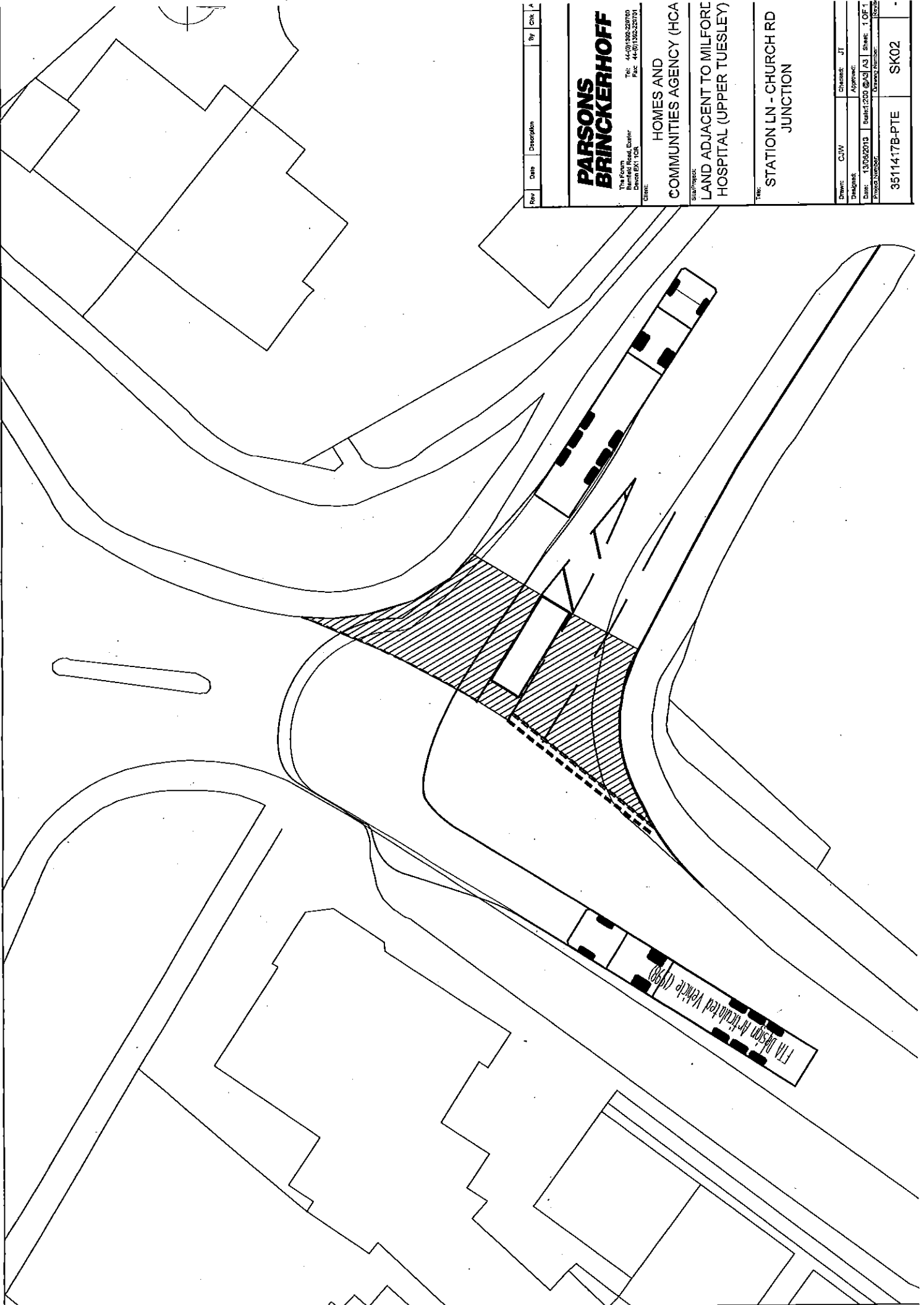
Price base Q2 2013

Further Assumptions

Generally
Link road to be 9.3m wide + 3m footway/cycleway
Road North of railway line to be on embankment, South to be mainly at grade.
Rock blanket and additional land drainage required beneath new embankment North of railway
All excavated material disposed off site.
Capping layer is required.
No safety barrier required
Traffic lights required for one way working through existing railway bridge
Work required to existing railway bridge under two rail possessions
Culvert/underbridge required to stream
Environmental mitigation and additional planting works required taken as 3.5% of works costs
Traffic management costs considered to be very low, only required at junction with existing road



Rev	Date	Description	By	Chk	A
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Drawn:	CJW	Checked:	JT		
Designed:		Approved:	JT		
Date:	13/08/2013	Scale:	A3	Sheet:	1 OF 1
Project Number:	3511417B-PTE	Drawn Number:		Check Number:	SK01



Rev	Date	Description	By	CHK
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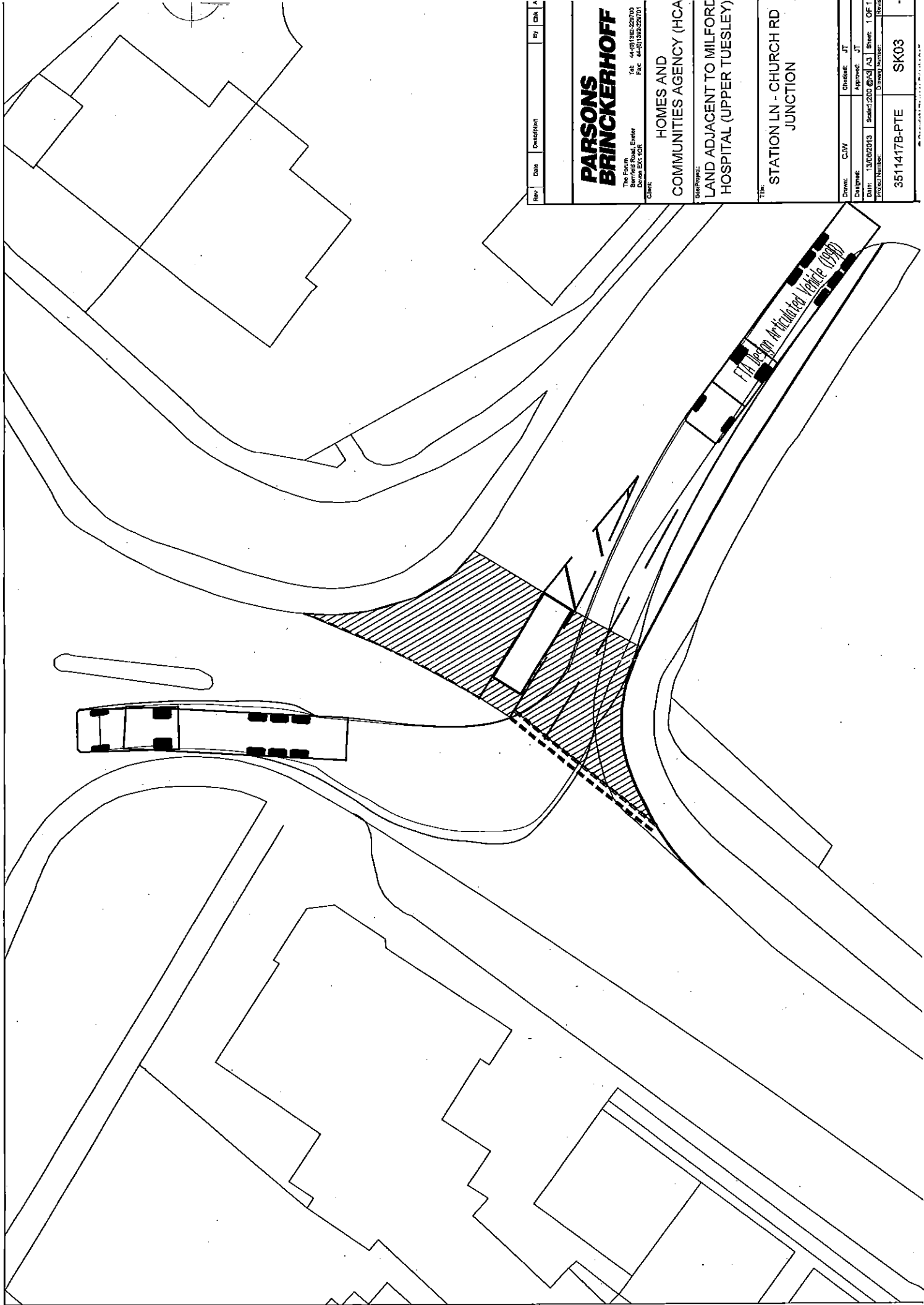
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**HOMES AND
COMMUNITIES AGENCY (HCA)**
Subject:
LAND ADJACENT TO MILFORD
HOSPITAL (UPPER TUESLEY)

Title:
STATION LN - CHURCH RD
JUNCTION

Drawn:	CJW	Checked:	JT
Designed:		Approved:	
Date:	13/06/2013	Scale:	1:200 @ A3
Project Number:		Drawn Number:	
	3511417B-PTE		SK02

ETA Design Accredited Vehicle (V98)



Rev	Date	Description	By	Chk

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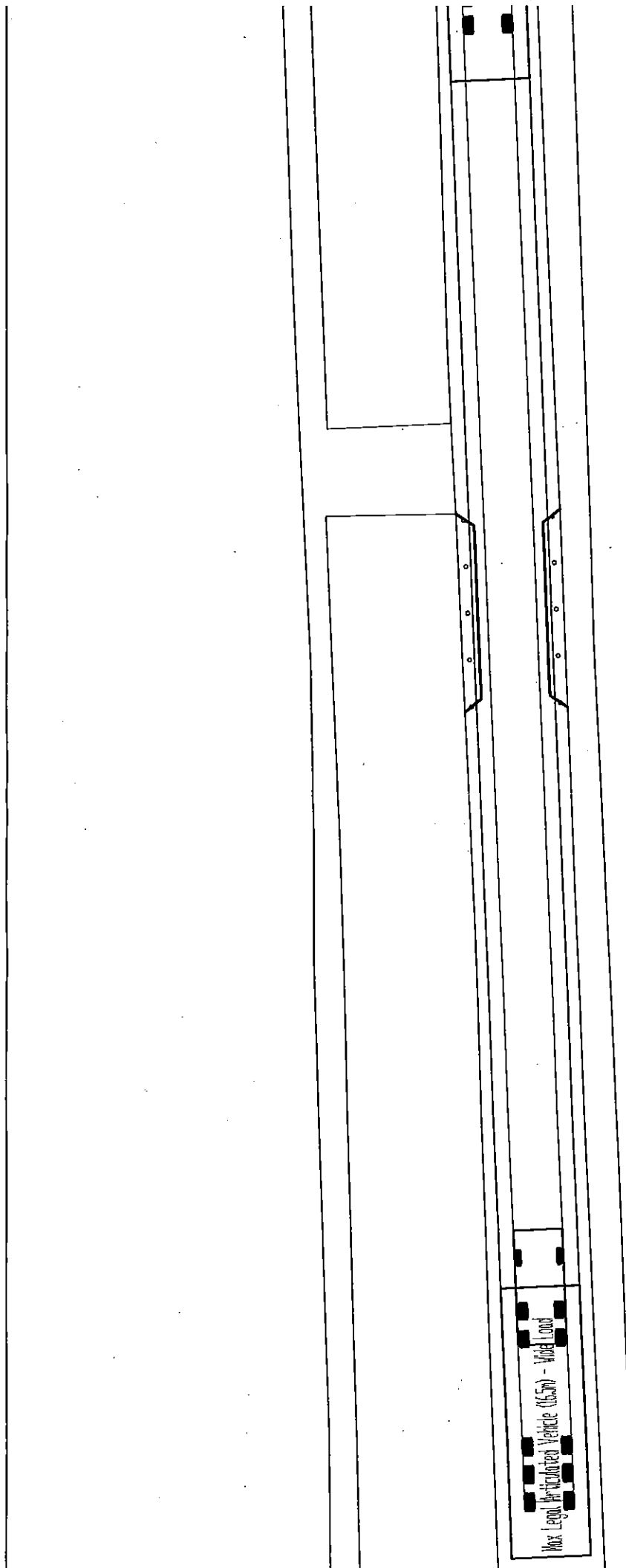
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LAND ADJACENT TO MILFORD HOSPITAL (UPPER TUESLEY)

Title: STATION LN - CHURCH RD JUNCTION

Drawn: CMW	Checked: JT
Designed: JT	Approved: JT
Date: 13/06/2013	Scale: A3
Project Number: 3511417B-PTE	Sheet: 1 OF 1
Drawing Number: SK03	



Rev	Date	Description	By	Chk

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Base Project:
 LAND ADJACENT TO MILFORD HOSPITAL (UPPER TUESLEY)

Title:
 TUESLEY LANE (SOUTH) TRAFFIC CALMING

Drawn: CJW	Checked: JT
Designed: CJW	Approved: JT
Date: 13/06/2013	Scale: 200 @ A3
Project Number: 3511417B-PTE	Sheet: 1 OF 1
3511417B-PTE	SK04