

Development Brief

# Former Lord Mayor Treloar Hospital ALTON

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**FORMER LORD MAYOR TRELOAR HOSPITAL, ALTON:  
DEVELOPMENT BRIEF**

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## 1. Introduction

This development brief has been prepared by East Hampshire District Council as additional planning guidance for the residential development of land at the former Lord Mayor Treloar Hospital site, Alton which is allocated in the Second Deposit District Local Plan as a baseline housing site to be developed for about 150 dwellings. Also, for the development of adjoining land to the west as a high quality business park.

Following the Local Plan Inquiry in 2003/04, the Inspector recommended the retention of the former Hospital site for housing, together with the allocation of land immediately to the west for business purposes.

Draft development guidelines for the baseline housing site and the business park were published in December 2004 and the responses received were considered by the North West Area Community Committee in **October 2005**. That Committee agreed this brief which will provide a basis on which planning applications can be submitted and assessed.

If you would like more information or advice on the contents of the development brief please contact:

**Planning Development Services  
East Hampshire District Council  
on 01730 234246**

## 2. The Sites

The housing site is located on the western edge of Alton to the north of Chawton Park Road/Northfield Lane and opposite the Alton Sports Centre and the Jubilee Playing Fields. It comprises the western part of the grounds of the former Lord Mayor Treloar Hospital. Land immediately to the east has

already been developed for housing. The site has an area of about 5 hectares and is essentially open and sloping towards the south. It has a framework of trees and hedges and a scattering of redundant hospital buildings, in particular the dominant Robertson House which is of townscape interest and the Trustee's House. The site is considered to be previously developed land.

The upper slopes of the site comprise herb-rich, semi-improved grassland and are designated as a site of importance for nature conservation (SINC). Ackender and Alexandra Woods lie to the north and are also designated as SINCs. There are a number of protected trees within the site notably an avenue of lime trees.

The business park site lies immediately to the west of the housing site and comprises an open sloping field of some 3.8 hectares. Hedgerows define its boundaries, especially along Chawton Park Road, whilst Alexandra Wood is a prominent landscape feature to the north.

## 3. Status and Purpose of the Brief

This development brief is a non-statutory document and has been prepared to guide the form of development that the Council wishes to see on the sites. It provides planning and design guidance to assist pre-planning application discussions with developers and will be the basis upon which planning applications will be assessed.

## 4. Planning and Design Context

The Council places considerable importance on achieving a high quality and inclusive design. It will promote the positive factors in the design process that will influence the appearance

and quality of both the housing and business park. The proposed development will be required to conform to the general criteria outlined in the design policy HE1 of the Local Plan and the principles of good design in the Government's Planning Policy Statement No.1: Delivering Sustainable Development (PPS1).

The responses to the public consultation on the draft development guidelines identified a number of key issues which are particularly important to the local community and which should be taken into account in the design of the development schemes. In summary these are:

- The need to protect and enhance areas that are important to nature conservation within and near the site
- The ridgeline and upper slopes of the site to be retained as an attractive backdrop and setting to Alton
- The existing trees and hedges should be retained and enhanced
- Support for the provision of smaller dwelling units
- Improvements are necessary to the local highway network
- The provision of adequate car parking
- Environmental Assessments of the sites is generally welcomed
- The need to consider possible site contamination, flooding and the potential pollution of the water environment
- The use of Northfield Lane by pedestrians, cyclists and driven livestock

## 5. Alton 2020

Since the publication of the draft Development Guidelines for comment, the Alton Town Council has published a document setting out the local community's aspirations for the future of the town. Alton 2020 (July 2005) recognises the need for bespoke business premises to encourage new high-tech and traditional businesses into the town to provide employment for local people; the business park will help achieve this. Development on the business park site will therefore need to take account of Alton 2020.

## 6. Summary of Main Proposals

The development will provide:

- **A mixed housing scheme of high quality to provide about 150 dwellings and to include affordable houses, the number and type to be determined by proven local need.**
- **A business park of high quality to comprise 12,000 sq. metres of floorspace to meet the demands of both indigenous companies, new enterprise and is able to attract inward investment.**
- **Access from Chawton Park Road with a separate access serving the employment site.**
- **The widening of Whitedown Lane railway bridge and the signalisation of the Butts junction.**
- **Traffic signal control of Northfield railway bridge.**

- **Improvements to the accessibility of the site to local services and facilities by modes other than by car.**
- **The protection and enhancement of the important natural features of the site. Appropriate mitigation measures to protect the SINC are to be agreed, including the timing of their implementation, before any development takes place.**
- **Retention of the setting of Alton and significant buffer planting along the western boundary of the employment allocation.**
- **Supporting infrastructure.**
- **Public open space.**

## 7. Principles of Development

### Housing

#### **Amount and Type of Housing**

The residential development of about 150 dwellings is to contain a mix of dwelling types, sizes and tenures to promote a mixed and balanced community. It is expected that the density achieved at the site will be towards the middle of the range sought by Government guidance (30-50 dwellings per hectare) with a higher proportion of smaller dwellings to meet the needs of single person households in Alton.

An appropriate element of affordable housing is to be provided on the site to be available for local residents in proven housing need and in accordance with adopted supplementary planning guidance. The present guidance recognises that the Council is likely to want to achieve 35% affordable housing on any site

meeting its size thresholds. The appropriate amount, mix, size and type of affordable housing will be determined by the current local housing needs evidence and will need to be discussed with and agreed by the Council's Housing Development Manager. Affordable housing should comply with the Housing Corporation's Development Standards and achieve a 'very good' eco homes rating.

The affordable housing is to be spread randomly throughout the development and is to be genuinely peppercotted and not in blocks. Due to maintenance and management arrangements it may be acceptable to develop small clusters of affordable housing but they should be dispersed and indistinguishable from the market housing.

### **Business Park**

#### **Amount and Type of Business Uses**

The development of about 12,000 sq. metres of business floorspace comprising:

- B1(a) - offices other than in a use within Class A2 (financial and professional)
- B1(b) - research and development (laboratories, studios etc.)
- B1(c) - light industry, if it can be proven that such uses would complement the intrinsic landscape quality of the site.

This is a key site for the economic prosperity of Alton and East Hampshire and will provide space for indigenous companies to grow and to attract new investment in the emerging sectors of the "new economy", such as knowledge-based enterprises and advanced manufacturing and business services. This will contribute towards the sustainability of Alton and enable the retention of the skilled local workforce.

The business park is expected to provide a variety and mix of commercial premises in the size range of 250-500 sq m., 500-1,000 sq m. and 1,000-3,000 sq. m. Any proposal that includes a commercially viable enterprise/innovation centre of up to 2,500 sq m. would be welcome.

### **Comprehensive Masterplan**

The developers of the sites will be expected to produce a comprehensive Masterplan of the whole development area to demonstrate how it will function both in itself and integrate with the existing settlement and will include:

- Principle roads and access points
  - Pedestrian and cycle routes
- Housing areas with an indication of density and phasing
- Business area
- Retention of the setting and structural and buffer planting
- Public open space

### **Layout and Design**

#### **Housing**

The layout should be pedestrian friendly and incorporate traffic calming measures. The mix and densities will be determined largely by the topography and visual prominence of the upper part of the site together with the need to retain areas of importance for nature conservation, both on and off the site, and the retention of important landscape features.

Robertson House should be retained and converted to provide residential apartments, unless its removal can be justified. The open and prominent character at this upper level of the site will require a more open pattern of development. Buildings of high quality design reflecting the vernacular of Robertson House and also providing apartments, and set in landscaped grounds with sensitively located and landscaped parking courtyards would be appropriate.

Higher density housing, including apartments, should be located at the lower and more accessible parts of the site closer to Chawton Park Road and close to the alternative transportation links to the town centre. These may exceed two storeys in height and again with sensitively located and designed parking courtyards. As the site rises, the transition in the pattern of development should contribute to the mix of dwelling types by providing terraced, semi-detached and detached properties. The boundary planting is to be retained and reinforced where appropriate.

Rather than be a disparate collection of house types, the layout and design of dwellings should reflect a cohesive identity for clearly defined areas within the development. Key features of these areas will be the enhancement of the landscape and local character, and building design to reflect the local materials and vernacular, including Robertson House where appropriate.

The layout and design of dwellings should be resolved in conjunction with the landscape strategy and hierarchy of access and movement.

To enhance spacious character and to enable natural surveillance, dwellings may be arranged around and facing amenity spaces created by the landscape framework.

The new development will be of a high design standard and take account of the criteria set out in Policy HE1 of the Local Plan. Applicants will be expected to provide a Design Statement as part of any application which will show clearly how the design has been arrived at and how the proposal fits in within the context of its surroundings and how it reflects the character of the settlement.

Particular care will be needed in the design and orientation of dwellings located adjacent to sensitive boundaries, including the rear of the existing properties to the east to avoid loss of amenity and privacy. The design of the dwellings along the western boundary should complement those of the business park in that vicinity.

The tree lined avenue at the boundary of the present allocation and earlier development should be retained as an important feature in the new development, providing amenity and a corridor for pedestrian and cycle access. The adjacent development should be orientated to provide natural surveillance along this route and to the rear of the earlier development.

Integral garages are acceptable but those at the front of dwellings should be avoided.

### **Business Park**

The new buildings should be of a high standard and be sympathetic to this edge of town site with countryside beyond and to the proximity of the adjacent housing to the east. They should be built of good quality permanent materials and as far as possible have a common design theme to create a sense of unity. Particular care will be needed to ensure that buildings along the eastern boundary of the employment site are sympathetic in terms of design and scale to the domestic

dwellings, and that the amenities of the new residents are protected.

## **8. Landscape, Environment and Open Space/Recreation Provision**

### **Landscape and Environment**

#### **Housing**

The landscape strategy for the development of the land must resolve the protection and enhancement of land of nature conservation importance as part of the overall landscape and development framework of the site. The landscape strategy must incorporate the retention of existing important trees, particularly protected trees, and hedgerows as an integral feature of the landscape structure of any future development so that the extension of the settlement continues to respect the character of the locality and provides appropriate corridors for wildlife.

A survey and an assessment will be required of the areas of nature conservation interest to establish the extent to be retained and schemes for their protection and enhancement, and any necessary mitigation. Off-site mitigation measures should only be considered as a last resort.

The structural landscaping should be retained and reinforced with additional planting. Significant buffer planting of no less than 10 metres width is required between the residential and employment allocations, especially if the boundary needs to be realigned in order to enable vehicular access to both allocations. In addition to the protection and reinforcement of boundary vegetation, including the woodland to the north and the hedgerow along Chawton Park Road, the potential prominence of development on this sloping land needs to be

addressed by way of a landscape structure within the site. As well as new structural planting, this should incorporate important existing features such as the tree-lined avenue leading to Robertson House.

Care is required in the re-use of the tree-lined avenue as part of the hierarchy of accesses serving the housing development. It is an important feature and should be the focus for adjacent residential development. To protect the trees, it is preferable that the avenue serves as a pedestrian/cycle link rather than a route for motor vehicles.

Retained vegetation must be protected from development - buildings, hard surfaces, engineering and construction works - in accordance with the guidance contained in the British Standard 'Trees in relation to construction', BS5837:1991 and in conjunction with such other guidance provided by the Local Authority. Details of protective fencing must be agreed with the Council and subsequently erected and approved as being satisfactory before any works start on site.

### **Business Park**

The western boundary of the employment site is of particular importance and structural planting will be required on this boundary beyond which is countryside.

### **Environmental Impact Assessment**

Having taken account of the criteria in Schedule 3 to the Regulations, it is the Council's view that the proposed development of both the housing and business sites are developments for which Environmental Assessments (EA) under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 are required.

The EAs should address the following issues: ecology, landscape impact, water quality, environmental pollution (particularly that associated with traffic) and it should fully assess the potential implications of the development thereon and the means by which the potential impact will be managed and mitigated. The survey report should also include any measures to compensate for any potential adverse impact. The EAs should not look at either the residential or business site in isolation but should have due regard to the potential cumulative effects of the adjacent development.

### **Open Space, Recreation Provision and Contributions**

#### **Housing**

The developers will be required to provide and pay for the long term maintenance of on-site open space in accordance with Policy R3 (Open Space Requirements) of the Second Review Local Plan and in accordance with the Council's published guidance (currently Guide to Developers' Contributions and Other Planning Requirements 2004). This requires developers to enter into a planning obligation to provide, layout and maintain the land for at least 12 years or to make a commuted sum for its maintenance.

On-site open space is crucially important to avoid threats to areas of nature conservation within the site and nearby. The space(s) will need to be well designed and maintained to provide an amenity that is attractive and desirable to use in order to avert the use and disturbance of areas important to nature conservation.

In addition to the provision of on-site open space and landscaping, financial contributions will be required to address shortfalls in Alton of children's playspace and kickabout areas and towards the improvement of the town's playing pitch

facilities in the form of an extension to the Anstey Road pavilion.

## 9. Transportation, Access and Parking

### Transportation Measures

A Transport Assessment will be required detailing the impact of the proposed development and providing detailed proposals to encourage non-car modes of travel. The Assessment will need to identify - the potential for trips to be made by public transport, cycling and walking and to ensure that transport proposals, both on and off site, for the housing and business allocations are dealt with in a comprehensive manner to address the constraints on the adjacent highway and wider highway network. A travel plan will also be required for the business park.

The transport measures will need to have regard to the provision of safe vehicular access to the housing and business sites, to discourage non-essential traffic using existing and new residential roads, to provide safe access to the sports facilities south of Chawton Park Road and Northfield Lane and to encourage non-car modes of transport. It is envisaged that these may be achieved by:

- Access off Chawton Park Road to the residential allocation to be addressed as part of the Masterplan. To limit the impact on important trees this access is likely to be via the adjacent land allocated for employment.
- The housing development should be connected to the existing residential area immediately to the east by way of the vehicular access at the eastern boundary of the site and to the cycleway that follows part of this boundary.

Consideration will need to be given to road layouts to ensure non-essential traffic does not 'rat-run' through residential roads.

- A separate access to serve the employment allocation to be addressed as part of the Masterplan.
- Improvements to the Whitedown Lane/Chawton Park Road junction.
- The widening of Whitedown Lane railway bridge to allow unrestricted two-way traffic for all vehicle types and the signalisation of the Butts junction.
- Traffic signal control at the Northfield Lane railway bridge and improvements to the use of Northfield Lane by pedestrians, cyclists and driven livestock.
- Improvements to the bend at Chawton Park Road/Northfield Lane.
- Safe pedestrian crossing, particularly for unaccompanied children, on Chawton Park Road from the site to the sports centre/skate board park. Improved cycleway/footpath along Chawton Park Road, for which the use of land along Jubilee Playing Fields may need to be considered.
- Contributions towards the emerging Alton Integrated Transport Strategy. This could include improvements to Chawton Park Road for buses (i.e. a bus gate); bus services to the station/town centre; pedestrian/cycle links to the station/town centre and to schools and colleges, and the Four Marks-Holybourne cycle scheme.

The road layout of the residential and employment areas is to be pedestrian friendly and an integral element of the development.

**Parking****Housing**

Car parking standards for new residential developments are set out in 'Hampshire Parking Strategy and Standards (Summer 2002)' published by Hampshire County Council and have been adopted in part by the District Council. The Council is seeking to achieve an average of 1.5 car parking spaces per dwelling across the District but will consider the appropriate level of parking on a site by site basis taking account of the sustainability of each site.

Care is required to ensure that parking is convenient and well located to overcome the potential for on-street parking.

Parking provision should be situated generally on individual plots, within garages or car ports either integral or set back from the road. Any parking to be provided outside individual plots, such as communal parking, should be arranged in landscaped courtyards and in locations that can enjoy natural surveillance from the occupiers of the dwellings.

Arrangements need to be made for the parking of cycles within individual residential curtilages.

**Business Park**

Car parking standards for new employment developments are set out in 'Hampshire Parking Strategy and Standards (Summer 2002)'. The approach seeks to apply a different set of standards for new development depending on the availability of alternative means of transport to the car and on local

characteristics. The Transport Assessment will identify the existing and potential for trips to be made other than by the car and a reduced maximum car parking limit is expected together with the significant provision of cycle stands.

**10. Drainage and Water Supply**

The Environment Agency requires the following to be submitted with any planning application:

- flood risk assessment including surface water run-off;
- site contamination investigation and a statement of any remedial measures;
- validation report detailing any remedial measures; and
- a report on water saving measures.

The developers of the site should contact Thames Water at the earliest opportunity. Development in Alton will require reinforcement to the water supply network and contributions to these off-site works will be required.

Alton Sewage Treatment works needs to be extended to provide sufficient capacity and an impact study will be required to ascertain spare capacity within the sewerage system.

**11. Community Safety**

The design of the housing and the business park layouts can make a significant contribution towards preventing and alleviating the fear of crime and deterring anti-social behaviour. It is important that suitable crime prevention measures are introduced at the design stage and account is taken of the principles set out in the Council's Supplementary Planning Guidance "Crime Reduction Through Design" (2001).

Developers are encouraged to discuss their proposals with the Hampshire Constabulary Architectural Liaison Officer and to apply for a 'Secured by Design' award.

Particular regard needs to be given to the following:

## **Housing**

### **Layout and Mix of Dwellings**

- The layout and design of dwellings should reflect a cohesive framework of clearly defined and recognisable areas or neighbourhoods within the development thereby providing the opportunity to enable residents to exercise control over their home and surrounds and be alert to anti-social behaviour and strangers.
- A variety of dwelling types and sizes, including those likely to be occupied during the working day, such as those suitable for retired people will provide a mix of residents and increase the likelihood of natural surveillance throughout the day.
- Natural surveillance should be integral throughout the design of the development, for example involving siting dwellings in small clusters with unobstructed views of neighbours' homes; frontage development to footpaths/cycleways, play areas, open spaces, internal and external boundaries, and parking areas; entrances to dwellings to be visible from the street.

### **Access and Car Parking**

- Vehicular access to groups of dwellings should be across symbolic thresholds, such as narrowed entrances, changes of surface material and the use of hard surfaces. This will help create a secure environment and enable a sense of shared ownership so that strangers can be

readily identified and criminals made to feel vulnerable to detection.

- Car parking should preferably be within the curtilage of dwellings. With the inclusion of small dwellings though, car parking may be provided in courtyards. Communal parking areas need to be well lit and open to significant natural surveillance and grouped to enable adjacent residents to become familiar with the cars and their users. These should be designed, in terms of their landscaping and location, so as not to be intrusive to the street scene or nearby residents, but still enjoy natural surveillance. Parking bays should clearly relate to the dwellings they serve.
- Rear gardens should, wherever possible, interlock with others. Unsecured boundaries to rear gardens, especially onto or adjoining roads, footpaths/cycleways and open spaces, should be avoided wherever possible. Rear pedestrian access should similarly be avoided.

### **Open Space and Landscaping**

- Open space and children's play areas should be located so as to ensure natural surveillance from neighbouring dwellings, and from passing pedestrians and vehicles, whilst minimising disturbance to any adjoining residents. Suitably located, vandal proof and directed lighting along roads and footpaths can assist this but light pollution must be minimised. New dwellings should not therefore back onto public spaces, but be arranged to face onto the space to provide natural surveillance.
- Landscaping – existing established vegetation and new planting should avoid opportunities for concealment and undermining security of dwellings and property. Natural surveillance should be created in areas where existing vegetation is to be retained and new planting of trees and substantial shrubs provided. Other new planting should be

carefully selected in terms of species and size when established.

- Outer boundaries should be secured by robust but appropriately designed means of enclosure.
- Appropriate vandal resistant lighting can enhance security.

### **Business Park**

#### **Entrance Thresholds and Natural Surveillance**

- The use of a physical or symbolic threshold such as entrance pillars, rumble strips changes in road surface and the narrowing of entrances can help create an impression of a semi-private area. The business area should have a securely fenced or landscaped boundary with intermittent views into the site. The choice and style of individual physical barriers for each business unit will be determined by the risk factors appropriate for the location and the character of the site.
- It is important that the perimeter for each unit is clearly defined and that public and private spaces are readily identifiable. Structures should be designed without deep recesses in the building line which might allow an intruder to work unseen. Equally, features which provide climbing aids to the roof or windows should be avoided, such as stepped walls, external pipework and fencing.
- Access points, parking and service areas should be overlooked from the buildings they serve. Appropriately designed lighting systems can enhance surveillance and promote safe and efficient movement of vehicles and pedestrians. The end result should however be based on quality and not quantity thereby reducing light pollution and light trespass.

#### **Access and Parking**

- The number of vehicular access points should be minimised and surveillance from passing traffic encouraged especially at night. The number of footpaths to and through the employment site should be minimized to concentrate use and reduce the number of potential escape routes.
- Where practical, parking areas for commercial vehicles and cars should be separate and be designed to prevent vehicles parking directly against secured buildings. Cycle and motor cycle parking areas should be placed so they can be easily observed and controlled by users.

#### **Open Areas and Landscaping**

- Especially in the long term should not prevent natural surveillance or reduce the effectiveness of lighting and CCTV cameras. The careful use of prickly shrubs and thorn hedges will help ensure callers use only the designated routes around the site.

## **12. Energy Conservation/Sustainability**

The layout of the development areas and the design of buildings will be critical in determining the overall energy efficiency and environmental impact of the development. It is important that the following are achieved:

- The developers of the site will need to take into account DETR General Information Note 53 "Building a Sustainable Future".
- The development proposals must be accompanied by information demonstrating that significant consideration has been given to incorporating renewable energy production within the design proposals. These might include more sustainable energy technologies such as

photovoltaics, solar heating, biofuels, including the potential for the use of renewable energy through district heating.

- Site layout, design and the orientation of buildings should facilitate energy conservation by maximising solar gain and reducing heat loss.
- The location and orientation of accommodation should be away from, or sufficiently set back from adjacent vegetation to avoid overshadowing.
- Subject to the amenity of nearby residents, south-facing elevations should be designed to utilize solar gain either directly by the use of glazing, or indirectly by the incorporation of solar panels.
- Roofs should similarly be designed, in terms of form, orientation and materials to utilize solar gain.
- Buildings should incorporate appropriate insulation, heating and lighting systems to reduce energy demand.

### **13. Refuse and Recycling Provision**

Provision for the storage of containers for refuse and recyclable materials should take into account likely future requirements and should be conveniently located for users and for collection without detracting from the amenities or the visual appearance of the locality. Wherever possible, containers should be located within unit compounds and individual curtilages. The refuse arrangements for the business development should be such that they minimise the risk of arson occurring.

### **14. Education**

Financial contributions towards education provision may be sought from the developers of the housing site. The necessary provision and level of contribution will be resolved at the time of the processing of a planning application for all or part of the site. It is expected that if all of the allocated sites in Alton are developed one or two additional primary school classrooms may be needed. The Education Authority considers that there is capacity on existing sites to locate additional classrooms.

### **15. Community Facilities/Development Worker**

A site has been made available for a church/community building/community shop within the adjacent residential development to the east. A financial contribution will be required towards this provision. Further investigations are being undertaken to determine the specific requirements.

Consideration is being given to the future of the Alton Sports Centre. Depending upon the time of the submission of a planning application, a financial contribution towards improvements to, or a new centre, may be sought.

A Community Development Worker, jointly funded from private and public funds, is currently employed as part of the sustainable community agenda. A financial contribution towards the continuation of this project will be sought.

### **16. Developer Contributions**

Developer contributions, including financial contributions, will be sought in association with the development of these sites and will be resolved at the time of the processing of planning applications. Contributions likely to be sought include:

- Affordable housing (housing) (see Section 7)
- Open space/landscaping and recreation provision – possibly improvements to or a new Alton Sports Centre (housing) (see Section 8)
- Provision of community building on adjacent land (housing) (see Section 15)
- Provision of a community development worker (housing) (see Section 15)
- Education provision (housing) (see Section 14)
- Transportation including the need for highway improvements (housing and employment) (see Section 9)
- Drainage and water supply (housing and employment) (see Section 10)

Further information is set out in the Council's Supplementary Planning Guidance – Guide to Developers' Contributions and other Planning Requirements (September 2004). The current levels of contributions may be obtained by contacting officers of the relevant authority, be it East Hampshire District Council, Hampshire County Council or the drainage and sewerage authority

## 17. Further Advice

Further information regarding these development guidelines can be obtained from the Council's Planning, Highways/Engineering and Community Teams on **01730 234246**



Development Brief

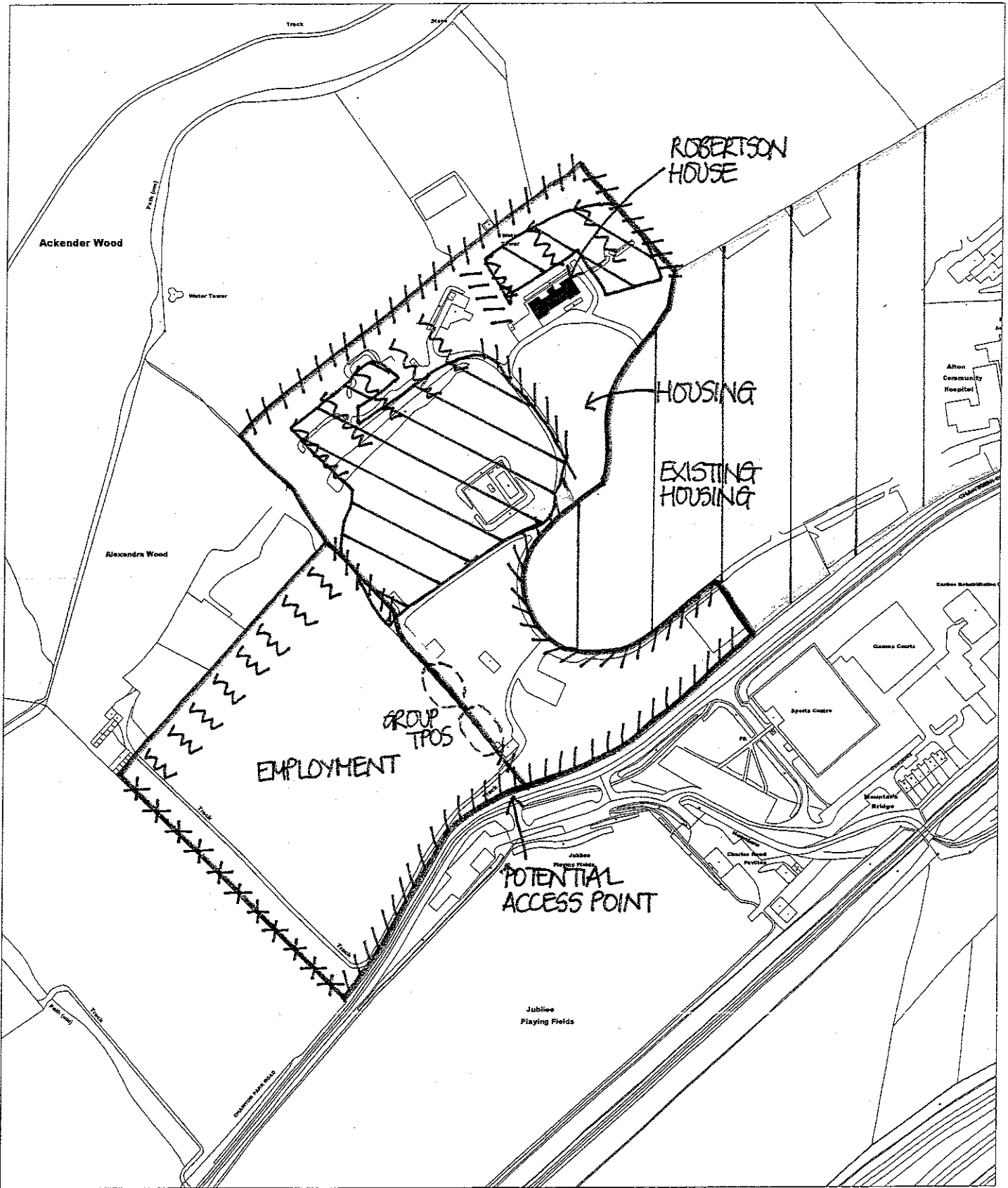
Proposed Baseline Housing Allocation and Business Allocation

Land at Former Lord Mayor Treloar Hospital, Alton

Site Principles

Partners

www.easthants.gov.uk



/// EXISTING TREES/HEDGES TO BE RETAINED (& TPOS)

□ SINC

XXX NEW STRUCTURAL PLANTING

www PROTECT VISUAL AMENITY ON HIGHER LAND



Scale 1: 3500  
Date: January 2002