

# Notes

## Infrastructure Planning Task Group

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**Time and date**

10.00am on Thursday 13<sup>th</sup> March 2015

**Place**

Byworth Room, Farnham Town Council, South Street, Farnham

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### **Farnham Neighbourhood and Surrey County Council Highways**

**Attendees:**

David Stokes, Surrey County Council (DS)

Richard Cooper, Surrey County Council (RC)

Cllr Carole Cockburn, Lead Member IPG, Farnham Town Council (CC)

Cllr Roger Steel, Task Group Member, Farnham Town Council (RS)

Cllr Paddy Blagden, Task Group Member, Farnham Town Council (PB)

Introductions were made and CC gave DS and RC an update on the progress of the Farnham Neighbourhood Plan (FNP) and explained that the meeting was to inform the team on how to plan for future development, specifically in relation to the associated need for highway improvements with new development. CC thanked SCC for their response to the Neighbourhood Plan Reg 14 consultation and explained that some further, more detailed local information was required.

DS explained that the response to the consultation was done by the strategic policy team, who look at a high level. He explained that he and RC were from the Transport Development Team and that they looked specifically at planning applications and new developments and their specific impacts on local highways.

The sites were discussed in turn in detail:

**Switchback Lane**

RC advised that pre planning application advice had been given in relation to this site and that at that time the developer was looking to deliver around 70 homes. CC explained that the FNP was seeking to retain character of areas in relation to density and that the allocation was for 10 homes only.

RC said that typically they wouldn't look in detail at proposals under 60 new homes as the impacts would be deemed to be as such that they could be absorbed by current provision. It was noted that the cumulative effect of smaller developments was looked at when this occurred.

DS said that the key tests when assessing a site were safe and suitable access, seeking to actively promote sustainable travel and cumulative effect.

### **Monkton Lane**

It was agreed that the SCC Highways response to the 2014 planning application would inform the FNP for this site.

DC explained that SCC used a system that calculates average trip rate information such as ingress and egress patterns in residential developments. It was noted that the software used information collated from surveyed sites which were surveyed over a whole day and focused specifically on peak periods.

It was also noted that for any sites in the Farnham area, mitigation for strategic highways improvements would be required.

### **Land at South East Badshot Lea**

RC noted that any development in Badshot Lea would affect the cross roads and main junction in the village, which were under pressure.

DS explained that SCC was aware of possible implications of development in Badshot Lea on the Old Guildford Road junction at peak times, especially in the mornings. It was noted that this junction was being considered and alongside new development, should be assessed.

It was also noted that there would be a desire to improve pedestrian and cycle access through St Georges Road and that there is a constraint for development to the north of Badshot Lea where it meets Aldershot, where the junction at the north of Low Lane could become dangerous.

### **Land West of Green Lane**

It was noted that Green Lane access was poor at its junction with Badshot Lea Road and that this improved at the Lower Weybourne Lane point, where the lane was wider and with better sightlines on to Lower Weybourne Lane. It was noted that the narrower half of Green Lane (south) could be upgraded to a bridleway.

It was noted that any development in Badshot Lea would need to be cumulatively assessed in order to ascertain impacts on junctions such as Farnborough Road crossroads. RC suggested the FNP team review the Bewley Homes application in Badshot Lea to consider the highways feedback on the Farnborough Road and upper Weybourne Lane junction, as these considerations would be applicable to any development in Badshot Lea.

### **Coxbridge**

DS said that the impact of this development on traffic in the town centre and the A31 roundabout would need to be assessed when reviewing this allocation.

RC noted that the site would be able to achieve acceptable access from West Street, subject to appropriate and agreed sightlines.

### **Hop Fields**

It was agreed that the SCC Highways response to the 2014 planning application would inform the FNP for this site.

### **Viners Mead**

It was agreed that the SCC Highways response to the refused planning applications would inform the FNP for this site.

### **Garden Style**

RC said SCC highways would need to be satisfied in relation to acceptable and safe pedestrian access to the site and that there would need to be sustainable transport measures such as new bus stops as part of any development.

It was noted that vehicle access would probably be good for this site.

CC asked if the A325 could cope with the increase of vehicles associated with new development in Farnham and Whitehill/Bordon. DC said that SCC was in liaison with Hampshire CC in relation to the effects of the Whitehill/Bordon regeneration plans.

It was noted that the same considerations would need to be made for all allocations in Wrecclesham.

### **Tennis Courts, Weydon Lane**

It was agreed that the SCC Highways response to the 2014 planning application would inform the FNP for this site.

### **Woolmead**

RC said that the impact on town centre traffic would need to be assessed and noted that only the net impact of development on was assessed on brownfield sites, meaning that the present traffic generation of the present planning use (even if derelict) of a site is deducted from the total foreseen generation associated with new development.

DS added that the effect of development at the Woolmead would need to be assessed in the context of the current planning permission for the Brightwells, East Street regeneration/.

It was noted that the access for servicing for any retail would need to be considered carefully.

RC said that generally the traffic generated from a town centre development was less than that in rural locations.

### **Hale Road/Guildford Road**

RC said that the pedestrian permeability on this site would need to be carefully considered.

### **Weydon Lane Dairy**

It was agreed that the SCC Highways response to the 2014 planning application would inform the FNP for this site.

### **Business Site Allocation at Water Lane**

It was noted that there was potential for access to the site to join from the roundabout by Sainsbury's.

DC said that offices would have a greater impact of traffic than light industrial and that this should be considered if seeking to allocate the site for business use. It was also suggested that light industrial use, such as a storage facility or modern workshop space, would mean less potential HGV movements in and around the site.

It was noted that SCC would encourage improvements by way of a cycle lane off of the carriageway which would be set back from traffic and allow cycle access to the site.

### **Broader impacts of development in Farnham**

DC advised that SCC had worked with WBC on transport modelling based on the four scenarios and that this was available online.

The meeting closed at 11.45am.