

JOINT PLANNING COMMITTEE
UPDATE SHEET – 14 NOVEMBER 2018

Correspondence received and matters arising following preparation of the agenda

Item B2

WA/2018/1678

SITE B , EAST STREET REGENERATION, EAST STREET, FARNHAM

Amendments to the report

Within the first bullet point of section entitled Submissions in Support on p.69 of the Agenda, it is stated that a restricted lane closure would need to be in place for 30 weeks which was information that the applicants gave Officers at the time that the report was drafted. The applicants have since provided a detailed programme of works which indicates that a restricted lane closure would be required for 16 weeks.

All other references in the report to a restricted lane closure lasting 30 weeks are amended to say 16 weeks.

Update to the report

Highways Impacts

Since the agenda report was published, additional information has been received from the applicant in the form of a Technical Note prepared by Abley Letchford Partnership regarding the highway impacts of a 24 hour lane closure. Traffic surveys undertaken at the end of 2017 by the applicants show that the actual traffic flows on the A31 that have materialised on the highway network are lower than those forecast in the previous transport work to accompany the single lane bridge applications in 2010 and 2012 (and further referenced at the time of the original dual lane application – WA/2018/0544). It is concluded, therefore, that the robust allowances that were made to account for future traffic growth in the original transport work are higher than have actually occurred.

On the basis of the findings of the 2017 traffic surveys, an updated capacity appraisal along the Farnham Bypass and at the Farnham Bypass/Station Hill South Street signal junction has been undertaken by Abley Letchford Partnership in order to assess the impact of a 24 hour lane closure using the most up to date traffic information.

Based on the surveyed traffic flows from 2017, the closure of the eastbound lane at the Hickleys Corner junction is predicted to have significantly less impact than was previously envisaged. The predicted queue is now 208 cars rather than the 348 originally projected in the AM peak hour (08:00-09:00) and quoted on page 72 of the

agenda report. On this basis, the morning peak hour delay is estimated to be 8 minutes, rather than 12 originally predicted.

The junction also performs significantly better in the evening peak hour (17:00-18:00) where a typical delay of 2 minutes is forecast along the eastbound approach rather than the 7 minutes based on the original analysis. This is reflected in the predicted PM peak hour queue which is forecast at 74 vehicles, rather than the 159 identified in the original 2010 analysis.

The analysis shows that by operating a 24 hour lane closure, the construction programme can be reduced by approximately three quarters which in turn, results in a reduction in total cumulative delay of approximately 3,000 hours across the construction programme compared to a restricted lane closure.

The Surrey County Highway Authority has reviewed this Technical note and advises that the updated analysis provides the evidence to demonstrate that overall, a 24/7 closure would result in fewer delays overall compared to a work programme restricted to off-peak working. On this basis, the County Highway Authority maintains no objection to the proposal.

The County Highway Authority has also confirmed that the 24 hour lane closure will allow for 10 hours of construction working per day between 8am and 6pm.

With regard to the traffic signals at the Hickleys corner junction, the County Highway Authority would continually monitor and where necessary optimise the signal timings at the Hickleys Corner junction. This would enable the amount of green time on the A31 to be increased, whilst taking care not to cause excessive queuing on the Station Hill and South Street approaches, nor to compromise the pedestrian crossing phases.

Air Quality

The third paragraph in the section entitled Air Quality on p.74 of the Agenda is superseded by the following text:

Under planning application ref. no. WA/2010/1650, the agent submitted an Air Quality report which supplemented the original Environmental Statement (ES) submitted under planning permission WA/2008/0279. A Regulation 19 request (for further information) was then made during the consideration of the application which gave further consideration, amongst other things, to the operation of Hickleys Corner and in particular to the appropriateness of peak hour lane closures. Environmental Health raised no objection to the application on air quality grounds, subject to a condition requiring a Working Method Statement to be submitted prior to and approved by the Council, prior to the commencement of development (condition 10 of planning permission WA/2010/1650).

In 2012 a planning application was submitted for the renewal of the single lane bridge permission (WA/2012/0911). Given the time period that had elapsed since the baseline air quality data was collected (late 2007/2008) the applicant submitted a Review of the ES Baseline Information and Assessments in support of the current application. The review took account of the changes to traffic flows on the local road network and changes in the baseline air quality conditions which had occurred since the original data was collected. Further clarification was sought from the Council regarding the assessment and in response., an Air Quality Assessment – Response to EIA Queries (01 June 2012) was also submitted in support of the application. Having reviewed all the documentation, Environmental Health did not raise any objection in respect of air quality, subject to the provision of the same condition recommended for the original single lane bridge permission in 2010 requiring a Working Method Statement to be submitted to and approved in writing by the Council.

This requirement for a Working Method Statement was attached as condition 10 of the permission and a Working Method Statement was approved on 27th July 2015.

The dual lane bridge permission (WA/2018/0544) was accompanied by a further air quality report. This report provided an evaluation of the air quality impacts on Farnham Town Centre for the temporary dual lane bridge, rather than the single lane construction bridge. The report modelled two scenarios:

- Baseline – without the proposed development in 2019
- With development – baseline with temporary construction access bridge and 24 hour east bound lane closure on A31 2019.

The report considers the impact of the development on air quality in relation to levels of Nitrogen Dioxide (NO₂) present and assesses the impact on 22 nearby receptors. For all but one receptor (flat above Barclays Bank on The Borough) there is negligible impact as a result of the development. There is substantial impact for the flat above Barclays Bank on the Borough. Given that a substantial impact is only predicted at a single receptor and that this would be for a temporary period only, the overall impact on the surrounding area from NO₂ was considered to be 'slight adverse'.

The impact of Particulate Matter (PM₁₀) and Fine Particular Matter is also considered in the report which concludes that the impact on all receptors would be negligible in these respects as a result of the development.

Taking into account the geographical extent of impacts predicted in the study and their temporary nature, the overall impact of the development on the surrounding area as a whole was considered to be 'slight adverse'. In the round, this impact was

not considered to be significant and, therefore, no mitigation measures were proposed.

The Council's Environmental Health Section raised no objection to the development at the time, subject to the provision of a Construction Environmental Management Plan for the LPA's approval, prior to commencement of development. This document has subsequently been submitted to the Council and was agreed as acceptable on 11th September 2018.

The Council's Environmental Health Team has reviewed the current planning application and the Air Quality report that accompanied the original dual lane bridge application (WA/2018/0544). The team agrees with the conclusion of this report, that the daily and annual air quality objectives for particulates (PM10 and PM2.5) are unlikely to be compromised at any relevant receptors. The team also agrees with the conclusion that the one hour air quality objective for nitrogen dioxide is unlikely to be compromised at any relevant receptors. They also concur with the applicants that the annual air quality objective for nitrogen dioxide (40 $\mu\text{g}/\text{m}^3$) is unlikely to be compromised at most relevant receptors. It is acknowledged, however, that one exceedance is predicted at The Borough of 41.7 $\mu\text{g}/\text{m}^3$ without development (no lane closures) and 44.0 $\mu\text{g}/\text{m}^3$ with development (with lane closures) i.e. substantial impact, +2.3 $\mu\text{g}/\text{m}^3$.

The one exceedance predicted (at The Borough) relates to the 'annual' air quality objective and it is likely that 6 weeks of lane closures will have less impact on annual mean nitrogen dioxide concentrations here than 16 weeks of lane closures.

On this basis, Officers are satisfied that the proposed development would be acceptable with regard to air quality.

Responses from Consultees

The Council's Environmental Health Team raises no objection on the grounds of air quality.

Additional representations

The Farnham Society has submitted a representation supporting the proposal for 24 hour lane closures as this will provide for the minimum number of days necessary to complete the work. However the following points are raised:

- It is important that the Christmas trading for the shops in Farnham is not affected by the lane closure.

- The applicant has provided no detail about the timescale of the works requiring the lane closure and this should be made public before the application is determined.
- Consideration should be given to maximising or at least increasing the hours of work for the duration of the construction of the access.
- The relevant air quality and highways reports refer back to 2012 and itself is based upon earlier air quality data – is this valid?
- Consideration should be given to the impact of a 24 hour lane closure in conjunction with the commencement of construction works on the Woolmead site.
- Consideration should be given to the impact of the 24 hour lane closure on the traffic light phasing at the Hickleys Corner junction.
- The reports do not include the impact of construction traffic resulting from the Woolmead development which will be significant in the town.
- The application does not indicate that the lane closure will be suspended on or before Friday 7th December. Rather than starting the works on 19th November, it would be better to wait and commence works after the seasonal construction break, in the first week of January.
- Query regarding the impact of the lane closure on traffic light phasing and its impact on South Street and Station Hill traffic crossing the A31.
- Seek clarification that the debris arising from the demolition of any buildings or structures will not be transported from the site until the bridge access is completed.

One additional letter of representation on behalf of the Farnham Liberal Democrats has been submitted outlining the following concerns:

- The A31 is well above capacity with regard to traffic flows and the impact of the peak hour lane closure would be worse than suggested in the highways documentation.
- The highways documentation quotes average delays in the peak 7am to 10am period and normal maximum days are much worse. The figure quoted for the current peak period delays is 0.6 minutes and is not the normal maximum delay.
- The developers should consider working nights which would enable two lanes to be open on the A31 from 6am to 8pm.
- Consideration should be given to maximising or at least increasing the hours of work for the duration of the construction of the access.

Amendment to conditions/informatives

Replace condition 1 with the following condition:

The plan numbers to which this permission relates are Drawing no. TPN-TCA-001B, TPN-TCA-002E, TPN-TCA-003E, TPN-TCA-004J, TPN-TCA-005D, TPN-TCA-006D, TPN-TCA-007A, 100002/2017 (with the exception of the sections labelled Construction Access Detail Option 1 and Construction Access Detail Option 2). The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise agreed in writing with the Local Planning Authority.

Revised Recommendation

That permission be GRANTED subject to amended condition 1 in the Agenda Report.
