

WA/2023/00395 – Application under Section 106a of the Town & Country Planning Act to modify the legal agreement through a Deed of Variation to the Section 106 relating to WA/2016/0268 to allow amendments to the layout of the highway along East Street. This application is accompanied by an Environmental Statement. LAND AT EAST STREET, FARNHAM

Applicant: Crest Nicholson Operations Ltd

Parish: Farnham

Ward: Farnham Moor Park

Grid Reference: E: 484186

N: 146994

Case Officer: Michael Eastham

Neighbour Notification Expiry Date: 13/03/2023

Extended Expiry Date: 12/04/2024

RECOMMENDATION

That delegated authority be granted to the Executive Head of Planning Development to authorise the Deed of Variation to the original Section 106 Agreement,

1. Site Description

The Legal Agreement relates to a site comprises land fronting onto East Street at the Brightwell's Yard Regeneration Scheme, which is a new retail/commercial/residential development that is currently being delivered.

The Brightwell's Yard Regeneration Scheme covers approximately 3.95 hectares and it is located on the edge of Farnham Town Centre; it is bounded to the north-west by East Street and to the north-east by Dogflud Way. The site is adjacent to Farnham Sports Centre to the east and it extends towards the River Wey to the south-east; the site is bounded to the south-west and west by Brightwell's Road and by South Street.

2. Proposal

Application is sought under Section 106a of the Town & Country Planning Act to modify the Seventh and eight schedule of the Section 106 Agreement relating to WA/2016/0268 to allow amendments to the approved layout of the highway along East Street comprising:

- the re-location of bus stops,
- widening of the footways to 3.0 metres in areas and an associated narrowing of the highway;
- cycle parking for 16 cycles;
- provision of a 2.0 metre loading strip;

- existing controlled crossing to be retained;
- new signage, re-instatement of yellow lines and/or white lining along East Street.

3. Relevant Planning History

- WA/2023/00385 – Change of use of units 1-24 to Use Class E (a, b, c, d, e), units RU1-RU8 to Use Class E (b) (commercial, business and service) and unit L1 from Use Class D2 to Sui Generis (cinema). This application was accompanied by an Environmental Statement. This was granted on 18th April 2023 together with a Supplemental Deed to the Section 106 Agreement.
- WA/2022/01524 – Use of land outside units within buildings D1, D8 and D21 for outdoor tables and chairs. This was granted on 1st December 2022.
- WA/2022/02116 – Application under Section 73 for variation of condition 2 of WA/2016/0268 (approved plans) to allow change of use of the consented units 1-24 to Use Class E (a, b, c, d, e) and the consented units RU1-RU8 to Use Class E (b). (The original environmental statements have been provided with this application). Withdrawn on 22nd February 2023.
- WA/2022/02117 – Display and installation of 6 wayfinding totems, 2 illuminated digital totems, 5 finger posts, 3 illuminated projecting signs, 5 wall mounted signs, 2 overhead signs, 1 interpretation lectern, 3 interpretation plaques a 1 high level wall sign across the Brightwell’s development. Consent granted on 15th February 2023.
- WA/2022/02818 – Application for advertisement consent to display one illuminated fascia sign; one door vinyl; four window vinyl’s alongside etched and tinted vinyl applied to windows at ground and first floor level, Plot C, Building D20 at East Street. Consent granted on 3rd February 2023.
- WA/2016/0268 - Section 73 application for the variation of Condition 3 (Plans) and removal of Condition 61 (Sustainability Statement) and Condition 60 (Combined Heat and Power Scheme) of WA/2012/0912 (East Street Re-development) to allow: 106 square metres increase in size of extension to Brightwell House, re-alignment of rear of Building D21, removal of Gostrey Centre community use from Building D20 resulting in space to be occupied by Use Class A1/A3 Retail/Food and Drink, internal alterations and amendment to landscaping scheme; revision to heating strategy, omitting energy centre and changes to comply with current Building Regulation and other regulation requirements with subsequent revisions to Sustainability Statement, amendment to affordable housing provision to provide 100% shared ownership flats. This application is accompanied by an Addendum to the Environmental Statement (as amplified by emails and plans received 21/03/2016 and

01/06/2016 in relation to flood risk and as amended by email and viability information received 06/05/2016 in relation to the proposed affordable housing mix). This is the permission that is being implemented on the site. This was granted on 9th September 2016.

- WA/2012/0912 - Application for a new planning permission to replace extant permission WA/2008/0279 (time extension). Mixed-use redevelopment comprising: 9,814 square metres of retail, restaurant and cafe-bar accommodation (Use Classes A1, A3 & A4, including the change of use of Brightwell House and Marlborough Head); 239 residential units (Class C3); a multi-screen cinema (Class D2); multi-storey, surface and basement car parks providing a total of 426 spaces; associated highway and access works; provision of infrastructure and landscaping; replacement facility for the existing 'Gostrey Centre'; demolition and clearance of the site. This application is accompanied by a supplementary Environmental Statement (as amplified by letter dated 04/07/2012). This permission is the one that sets out all of the uses on the site and it was granted on 7th August 2012.
- WA/2008/0279 – Mixed use development comprising 9,814sqm of retail, restaurant and café-bar accommodation (use classes A1, A3 and A4, including the change of use of Brightwell House and Marlborough head); 239 residential unit (Class C3); a multiscreen cinema (Class D2); multi-storey, surface and basement car park providing a total of 426 spaces, associated highway and access works; provision of infrastructure and landscaping; replacement facility for the existing 'Gostrey Centre'; demolition and clearance of the site. This was granted on 6th August 2009.

4. Relevant Planning Constraints

- Farnham Town Centre
- Townscape and Design
- Central Shopping Area
- Pedestrian Improvement Area
- Farnham Conservation Area
- Grade II Listed Buildings
- Area of High Archaeological Potential
- Air Quality Management Area Buffer Zone (AQMA)
- Ancient Woodland 500m buffer
- Environment Agency (EA) Flood Zone 2

5. Relevant Development Plan Policies and Guidance

Waverley Borough Local Plan (Part 1) 2018: Strategic Policies and Sites - Policies SP1, SP2, ST1, TCS1, TD1, NE3, CC2.

Waverley Borough Local Plan (Part 2) 2023: Site Allocations and Development Management Policies – Policies DM1, DM2, DM4, DM5, DM6, DM7, DM9, DM20, DM21.

Farnham Neighbourhood Plan (April 2020) - Policies FNP1, FNP2, FNP12, FNP13, FNP21, FNP30.

Other guidance

National Planning Policy Framework (2023)

National Planning Practice Guidance (2014)

Climate Change and Sustainability SPD (October 2022)

National Design Guide (2019)

Farnham Design Statement (2010)

6. Consultations and Town/Parish Council Comments

County Highway Authority:

The County Highway Authority is satisfied that the proposed changes to East Street are consistent with what has been approved at the Farnham Board and have been subject to the necessary modelling assessment.

Farnham Town Council:

The Town Council would support a bus stop flag with real-time information in East Street and the bus shelter being re-located to Dogflud Way. The yellow lines should be narrower and a paler colour throughout East Street as the Conservation Area extends to 13 East Street; consistent with Surrey Highways Parking Strategy policy for Conservation Areas.

The Farnham Society:

Object. The Section 106 Agreement included works to Woolmead Road to make it two-way, which would allow East Street to be semi-pedestrianised. There is no taxi rank, delivery bays or level road and pavement surface in the proposed amendments for East Street. The Farnham Society considers the network could work by directing the main traffic onto Woolmead Road and semi-pedestrianising East Street by keeping the existing east-west flow with level road and pavement surfaces; with

access for buses, taxis and the occasional delivery vehicle.

Council's Environmental Health Officer No comments provided.

7. Representations

Fifteen letters have been received raising objections on the following grounds:

- Traffic from site onto a single lane on East Street would cause congestion.
- Transport Assessment fails to cater for increase in visitors and residents.
- Application must be accompanied by an update to the EIA.
- In the absence of an updated EIA, consent must be refused.
- Roads, air quality and transport impact are a significant part of EIA of scheme.
- Increase in S106 contribution to unplanned and potentially unfeasible future town centre measures is not lawful substitute for mandatory assessment.
- The bus stop should be re-located to Dogflud Way.

8. Planning Considerations:

The planning permission for the delivery of the Brightwell's Yard Regeneration Scheme has largely been delivered.

Deed of Variation to the Section 106 Agreement

The Deed of Variation relating to the seventh and eight schedule of the Section 106 seek to amend the layout of the highway works along East Street which were identified by plans within the eight schedule of the Section 106 as part of the planning permission for the Brightwell's Yard Regeneration Scheme. The approved layout included East Street being semi-pedestrianised and accessible by buses, taxis and delivery vehicles only. The proposed amendments comprise:

- The re-location of bus stops; the widening of the footways to 3.0 metres in areas and an associated narrowing of the highway.
- The provision of cycle parking for 16 cycles.
- The provision of a 2.0 metre loading strip.
- The retention of the existing controlled crossing.
- The provision of new signage.
- The re-instatement of yellow lines and/or white lining, which are considered to be acceptable in principle.

Farnham Infrastructure Programme

The Farnham Infrastructure Programme has two town centre proposals which both feature wider and re-paved pavements, supported by the removal of unnecessary street clutter. This means space for new planting, public seating, and outside dining to enhance the town centre environment.

Surrey County Council has been working closely with the developer's (Crest Nicholson) technical team to produce an alternative scheme of S278 works for East Street than that identified in the Section 106. The alternative scheme would be

integrated into the work currently being undertaken by the County Council to deliver major changes to Farnham Town Centre. The Optimised Infrastructure Plan for the Farnham Infrastructure Programme was published in October 2021. The Optimised Infrastructure Plan includes a strategic overview of the plans for Farnham Town Centre. During 2022 an extensive public consultation exercise was undertaken on various options for the town centre, including improvements to pedestrian and cycling accessibility in the town and enhanced public transport opportunities. It has become clear during this process that some elements of the original package of S278 works secured as part of the Brightwells planning permission were not compatible with the aspirations for the town centre now being taken forward in the Farnham Infrastructure Programme.

The County Highway Authority considers it appropriate that the developer (Crest Nicholson) delivers an alternative scheme of S278 works on East Street, leaving the Farnham Infrastructure Programme (FIP) to deliver the wider scheme of town centre improvements, including strategic changes to traffic junctions and traffic flows. This ensures that all the key changes in the town centre are fully integrated and delivered in a co-ordinated way, which would minimise the impact on the public and avoid abortive works.

Pedestrianisation of the town centre remains a future option, provided the displacement of traffic can be mitigated alongside a significant reduction in car use.

Proposed amendments to the approved highway works on East Street

At the request of the County Highway Authority the proposed works to East Street have been revised, predominately so that they do not conflict with the County Council's Optimised Infrastructure Plan for the Farnham Infrastructure Programme which was published in October 2021. The County Highway Authority has agreed the Section 278 works for the revised proposals the Council are now being asked to vary the Section 106 Agreement to align with the Section 278.

Additional supporting reports including an Air Quality Report and a Transport Assessment were submitted on 30th October 2023; an Acoustic Technical Note was submitted on 7th November 2023; an EIA Statement of Conformity in Respect of East Street Farnham was submitted on 14th November 2023; together with traffic modelling work that has been undertaken in Farnham Town Centre.

The traffic modelling work for the East Street works has been undertaken by the County Council's modelling team as part of the work being undertaken by the Farnham Infrastructure Programme. Various options for the town centre were taken for consideration to the Farnham Board in June 2023, and it was agreed that option V which includes the East Street scheme as shown on the drawings submitted with this application was the best performing option in modelling terms. The County Highway Authority is therefore satisfied that the changes to East Street now proposed in this Deed of Variation application are consistent with what has been approved at the Farnham Board and have been subject to the necessary modelling assessment.

The following amended plans have been submitted following negotiations between Crest Nicholson and the Local Highway Authority:

- Drawing No. 10002/MW/LS/5117 Rev. T3 – East Street Materials

- Drawing No. A037-C-100 P15 General Arrangement
- Drawing No. A037-C-106 P4 – East Street HGV Rigid Swept Path Analysis
- Drawing No. A027-C-107 P1 – East Street One Way Junction Bus Swept Path Analysis.
- Drawing No. A037-C-108 P2 – One Way Junction Swept Path Analysis
- Drawing No. A037-C-120 P8 Levels and Contours
- Drawing No. A037-C-200 P10 Site Clearance
- Drawing No. A037-C-500 P10 Drainage Layout
- Drawing No. A037-C-705 P19 Surface Materials and Kerbing
- Drawing No. A037-C-710 P6 Construction Details Sheet 1
- Drawing No. A037-C-711 P4 Construction Details Sheet 2
- Drawing No. A037-C-900 P13 Legal GA
- Drawing No. A037-C-1200 P11 Traffic Signs and Markings

All of these amended plans have been approved as part of the S278 (Highway) works and they are listed in the Deed of Variation and would supersede the plans contained within schedule eight of the current Section 106 Agreement.

The Transport Assessment (Ref. A037-13) (Revised S106 Works) by Abley Letchford sets out the proposed changes to the approved scheme for highway works along East Street. The primary change being that East Street itself would maintain a one-way working westbound, as opposed to switching to an eastbound movement for buses and service vehicles only. The main difference comes in respect of westbound movements.

The previous proposals would have seen traffic having to re-route via Woolmead Road / Bear Lane, the amendments propose vehicles continuing to be able to use East Street.

Woolmead Road / East Street / Dogflud Way / A325 Junction,

The change between retaining East Street as an all-movement westbound approach and changing it to the previous proposals would be a shift in traffic from travelling straight ahead on Dogflud Way to turning left. However, as this movement is unopposed in the current arrangement this would not create an issue in respect of junction capacity. The reversion to the previous arrangement may also have a slight benefit insofar that traffic travelling southbound from Woolmead Street to East Street (west) would be able to make that manoeuvre without having to route around via East Street (east) and Dogflud Way. This would in turn reduce journey distance for each of these movements – a benefit in terms of air quality.

Bear Lane / A325 / South Street / The Borough Junction,

The changes to the proposals are not likely to result in an increase in traffic at the junction. This is due to the fact that in the previously agreed proposals, Bear Lane / Woolmead Road was due to become two-way working at the junction, as opposed to northbound exit only. In the proposed amendments this would revert to being northbound exit only. Subsequently, traffic that would now emerge from East Street, would have previously emerged from Bear Lane. The proposals simply seek a redistribution of the traffic flows between the 12 O' clock arm and the 3 O' clock arm of the junction, not an increase in total vehicular movements.

This re-balancing in flow across each arm of the junction is likely to provide some betterment of the overall operation of the signal junction as it would not see a bias of higher flows on three of the four arms, with no emerging flows from the fourth (East Street) arm. In time, the Farnham Infrastructure Programme is likely to see the introduction of improvements to pedestrian and cycle infrastructure within Farnham town centre that would more than compensate for any works not being delivered as part of the previous package of measures envisaged.

The Farnham Society has objected to the proposed changes commenting that if the Royal Deer junction light phases were updated to introduce one further sensor-controlled phase, it would allow two-way traffic to flow from Bear Lane / Woolmead Road southwards; thereby enabling East Street to be pedestrianised. East Street could be used to hold markets and festivals. The Farnham Society claims that there is no need to introduce a traffic light junction at Dogflud Way East Street / Woolmead Road so long as access traffic is not directed to enter this junction from the west from East Street; vehicles accessing Threadneedle Street should be required to join the pedestrianised area of East Street and exit via the Royal Deer junction, thereby avoiding the need for a traffic signal-controlled junction.

The County Council's FIP team are currently undertaking a final check of the compatibility of the alternative S278 scheme with the proposals being considered for the Royal Deer junction. This may require some minor amendments to the S278 scheme, to include the re-location of the bus stop to the western end of East Street, and the re-location of the controlled pedestrian crossing onto the raised table. The Deed of Variation is required to formalise these changes to the original Section 106 Agreement. The County Highway Authority has confirmed that it is happy to enter into the Deed of Variation to enable the developer to provide a Section 106 contribution, in lieu of delivering the original package of S278 works, which would be used to deliver the infrastructure improvements identified for the highway network within the vicinity of East Street.

Design and Appearance

Identified as the East Street Area of Opportunity in the Local Plan 2002, the strategic site straddled both Brightwells Yard (as it is now known) and the Woolmead site. At that time the urban design principles included: pedestrian priority in part of East Street to improve the shopping environment; and redevelopment or refurbishment of the Woolmead development (text taken from para 9.7). Paragraph 9.9 goes on to state *"Most important for the East Street Area are the proposals to pedestrianise the western end of East Street by making Woolmead Road two-way and to improve the riverside footpath. The pedestrianisation of East Street would bring substantial environmental benefits for pedestrians and is supported by the Town Council."*

The Local Plan (Part 1) 2018 included Policy SS3 for The Woolmead strategic site recognising the sites relationship with Brightwells Yard and the Conservation Area beyond. Planning permission has since been granted at The Woolmead, but there is no certainty on when that scheme will be completed.

Policy TD1 of Local Plan (Part 1) sets out how the Council will ensure that the character and amenity of the Borough will be protected and specifically mentions the creation of safe and attractive environments (point 2) and promoting high quality public real including landscaping, works to streets and public spaces (point 4).

The Local Plan (Part 2) 2023 expands on Policy TD1 with the adoption of Policy DM6: Public Realm. This sets the expectations for the creation of new public realms and specifically refers to quality materials, safety, attractiveness, visual interest and the ability to act on the opportunities to create new, high quality public realm.

With regard to the urban design principles as identified in the East Street Area of Opportunity in the Waverley Borough Local Plan 2002, which included proposals to pedestrianise the western end of East Street by making Woolmead Road two-way – the County Highway Authority can advise that recent technical work undertaken by the County Council as part of the Farnham Infrastructure Programme, including traffic modelling, shows this layout for East Street is no longer feasible, as it has been identified that making Woolmead two-way would require the purchase of private land which is not classified as public highway. The conversion of Woolmead to a two-way road is therefore no longer considered to be feasible. This means that the western end of East Street cannot be closed to all traffic and partly pedestrianised. It was agreed at the Farnham Board in June 2023 to progress with 'Option V' for the town centre improvements, which includes the East Street works as shown on the Crest drawings.

The County Highway Authority considers that the current scheme for East Street delivers an improvement to the public realm, achieved by reducing most of the length of East Street to one lane, allowing the footway on the south side of the carriageway to be significantly widened and thereby creating a much more attractive and safer environment for pedestrians.

The proposed widening of the footway on the south side of East Street would include a full re-surfacing of the footway using conservation paving. The County Highway Authority considers this would provide a significant improvement to the public realm compared to the existing asphalt surface. The County Highway Authority would welcome a meeting with WBC to agree the type and colour of conservation paving, which would then need to be consistently applied to the wider town centre improvements.

Regarding the carriageway design – the need to retain East Street being open to all traffic - albeit reduced to one-lane – means that it is not suitable to be designed as a delineated level surface street on highway safety grounds.

Regarding carriageway surfacing – The County Council's policy is for trafficked High Streets to be of Asphalt construction (Section 5.10 of Health Streets Design Guide). This policy will be applied consistently across the town centre improvement programme.

The County Highway Authority considers the proposed raised-table adjacent to the 'fan' feature will provide an easy and accessible connection between Brightwells Yard and The Woolmead. The County Highway Authority considers this raised-table feature could be further enhanced by using a block-paved surface, which would assist with improving the transition to the public realm on both sides of the carriageway.

The crossing point on the raised table has now been moved closer to the 'fan' feature. The County Highway Authority will check the relevant technical guidance to determine if it would be feasible to use grey coloured tactile paving.

The location of the raised table is located so it does not conflict with the loading bay. The County Highway Authority will however check if the loading bay can be re-located slightly further to the west, to allow the raised table to be sited more centrally with the 'fan' feature.

The plans identify the location but not the design of street furniture, including cycle stands and bollards. The County Highway Authority would welcome the Local Planning Authority's comments on any particular design that they would like to see used, to ensure consistency with Brightwells and the wider town centre. The County Highway Authority would also welcome the LPA's comments on the design preference for the proposed new bus shelter on East Street. In order to secure the quality of public realm envisaged in the original permission a clause enabling the Council to approved these details can be included in the Deed of Variation.

Impact on residential amenity

Policy TD1 of the Local Plan (Part 1) 2018 seeks to ensure that new development is designed to create safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development. Policy DM5 of the Local Plan (Part 2) 2023 states: development should avoid harm to the amenity of future occupants and existing occupants of nearby land, buildings and residences.

A Technical Note – East Street, Acoustics, prepared by RPS and dated 23rd February 2023 was submitted which confirms that there are no proposed changes to traffic flows on the local road network, the speed limit or vehicle type (% of cars, buses, HGV's etc.) on East Street. East Street is currently a standard two-way road with a width of approximately 6 metres kerb to kerb in current configuration. East Street is also built-up on both sides, with buildings fronting directly onto the footpath providing a total highway corridor width of approximately 9 metres. Noise sensitive receptors are located on the upper floors (1st and 2nd) of properties on the south side of East Street and from the ground floor upwards on properties to the north side. The proposed changes would move the carriageway slightly further away from the receptors. However, given the built-up nature of the East Street, the short distance between sensitive receptors and road traffic in existing configuration any changes to the carriageway / footpath width are not likely to result in noticeable changes in noise levels at sensitive receptors fronting East Street.

The proposed re-location of the bus stop to a location approximately 65 metres south-west of its existing location on East Street would move the location at which buses decelerate and accelerate, as well as the location that they come to a stop and where customers wait for bus services. However, there are two existing pedestrian crossings on East Street to be retained. These are:

- Outside Number 13 East Street (Domino's Pizza), to the east of the re-located bus stop, and
- Close to the junction of East Street with South Street and Bear Lane – to the west of the re-located bus stop.

The existing sound climate on East Street therefore includes vehicles decelerating, stopping and accelerating frequently throughout the day. Furthermore, the modelling for the original regeneration scheme assumed a vehicle speed in the location of the bus stop of 20 km/h, reduced to 10 km/h between the two pedestrian crossings. The

noise climate in the proposed location of the bus stop therefore already includes very slow, frequently stopping traffic. The relocation of the bus stop is not considered likely to perceptibly change the noise level from buses/road traffic at sensitive receptors along East Street. With regards to noise from pedestrians waiting for buses, East Street has a number of commercial units on the south side as well as dwellings to the north and south. The existing volume of pedestrian footfall on East Street is assumed to be reasonably high during daytime and night-time. It is therefore not expected that the relocation of the bus stop would cause a noticeable change in noise levels from pedestrians. It is also important to note that relocating the bus stop is not introducing a new potential noise source to the area, it is just the relocation of an existing one.

As the proposals do not change traffic flows on East Street or move the carriage any closer to sensitive receptors, it is concluded that the proposed works are considered unlikely to result in a noticeable change in noise levels from road traffic at sensitive receptors located to the north or south of East Street. In its existing configuration, East Street has a slow vehicle speed and decelerating /accelerating vehicles occurring throughout the day.. As East Street already has a relatively high volume of pedestrian use, the relocation of waiting pedestrians to the proposed bus stop location is not considered likely to result in a noticeable change in noise levels at nearby receptors.

The S278 works being undertaken by Crest just include the new bus stop kerbing/lining etc. The bus shelter is to be installed by the County Council with S106 funding that has been received from Crest. The County Council can certainly consider the option of just installing a bus stop flag with Real Time Passenger Information on East Street, and instead locating a new bus shelter on Dogflud Way. It is acknowledged that this may help alleviate the concerns raised by the neighbouring property regarding the location of the bus stop.

As such, the proposed re-location of bus stops, widening of the footways to 3.0 metres in areas and an associated narrowing of the highway; cycle parking for 16 cycles; provision of a 2.0 metre loading strip; existing controlled crossing to be retained; and new signage, re-instatement of yellow lines and/or white lining on East Street comply with Policy TD1 of the Local Plan (Part 1) 2018 and Policy DM5 of the Local Plan (Part 2) 2023.

Other Matters

Objections were initially raised to the absence of an updated Environmental Impact Assessment (EIA) assessment to accompany the application. As part of the original planning permission, changes to the traffic along Woolmead and East Street were agreed. Woolmead is currently one way with two lanes of traffic running from west to east. East Street is two way with traffic running from east to west. Under the S106 agreement highways plans, East Street would be closed to all traffic other than buses and service vehicles and Woolmead would be two way. As part of the package, public realm improvement works were proposed that included widening the pavement along East Street reducing it down to a single lane for traffic. None of the approved application drawings show the direction of travel of the traffic (only the S106) and there is just one ground floor masterplan drawing that shows the increased width of the pavement.

The changes to the traffic arrangements formed part of the original Environmental Statement accompanying the application. We now have a Deed of Variation to amend the traffic details in the S106, driven by Surrey County Council and the Farnham Infrastructure Project to amend the proposal. The Deed of Variation is accompanied by a traffic report, an air quality assessment and a noise report as they were all chapters in the Environmental Statement that considered the traffic measures as a whole including the change in direction of traffic Woolmead and making it two way and the reduction in traffic along East Street.

As the original development was 'EIA development' the changes being proposed through the variation of the Section 106 agreement would be changes to 'EIA development'.

The impact of the development on traffic was assessed in the original Environmental Statement. The alterations to the highway network covered by the original Section 106 were part of the mitigation measures deployed to address the traffic impacts of the scheme. As the current application is seeking to amend the agreed package of traffic mitigation measures, the EIA Statement of Conformity confirms that there would be no change in residual traffic impacts from those previously identified in the EIA for the scheme.

The applicant has provided an updated traffic assessment report, an updated air quality report and an updated noise report, which have been compared with the findings of the original Environmental Statement, in the EIA Statement of Conformity.

Farnham Town Council asked that the yellow lines be narrower and a paler colour throughout East Street as the Conservation Area extends to 13 East Street; which is consistent with Surrey Highways Parking Strategy policy for Conservation Areas. With regard to the request for narrower and a paler colour, double yellow lines the County Council is happy to accommodate this request. The County Council's technical team will ensure that the contractor undertaking the works is instructed to install this specification of double yellow line.

9. Conclusion

The proposed re-location of bus stops, the widening of the footways to 3.0 metres in areas and an associated narrowing of the highway; cycle parking for 16 cycles; provision of a 2.0 metre loading strip; existing controlled crossing to be retained; new signage, and the re-instatement of yellow lines and/or white lining on East Street are considered to be acceptable and in accordance with the Farnham Infrastructure Programme. There would be no significant impact to the character of the area, or to neighbouring amenity. The application is therefore recommended for approval subject to condition and the Deed of Variation to the existing Section 106 Agreement.

Recommendation

For the reasons set out above it is recommended that the Section 106 should be varied through the Deed of Variation.

