

## Farnham Neighbourhood Plan Review

### Regulation 14 Consultation

Draft Notes of meeting between Richard Cooper, Surrey County Council and Farnham Town Council

15<sup>th</sup> October 2018

Present:

Richard Cooper (SCC), Tony Fullwood (planning consultant FTC), Cllr Carole Cockburn, Jenny de Quervain (FTC), Iain Lynch (FTC)

Farnham Town Council provided an overview of each site being proposed as part of the Regulation 14 consultation and maps. The purpose of the meeting was to discuss any potential issues with the sites being proposed from a highways perspective.

Detailed site issues discussed included:

**1) Centrum**

The existing uses on site generate heavy traffic. There was potential to consolidate the entrances and also prioritise pedestrian access. The internal parking layout would be resolved at planning stage. There could be an increased footway width and opportunities for a pedestrian and cycle access from East Street as part of the development.

In principle this would be OK with numbers proposed but would need to look more carefully if housing numbers exceeded 200.

**2) Kimbers Lane**

The likelihood of two cars meeting with the density proposed would be very small. Minimum width for fire access would be 3.7m. Opportunity to create a passing bay at the side boundary could be considered.

**3) Green Lane**

Need to check access. Normally five houses would be allowed off a private drive. Further investigation required on access. Highways not currently supportive on information available.

**4) Surrey Sawmill**

Currently used as reclamation business and sawmill. Options to create gateway feature to help manage speeds in area. Development taking place adjacent (Acacia Gardens) so extending footway could be helpful. Discussions taking place on creating a staggered bus stop.

**5) Three Stiles**

Junction with three stiles and Crondall Lane is not good enough to accommodate more traffic. Access from Three Stiles not acceptable from a highways point of view.

**6) Cobgates**

Potential to provide single access Initial plans show two entrances. Pedestrian improvements possible

Iain Lynch