



# **Godalming & Farncombe Neighbourhood Plan 2017-2032**

**Draft 3.3**

**February 2018**



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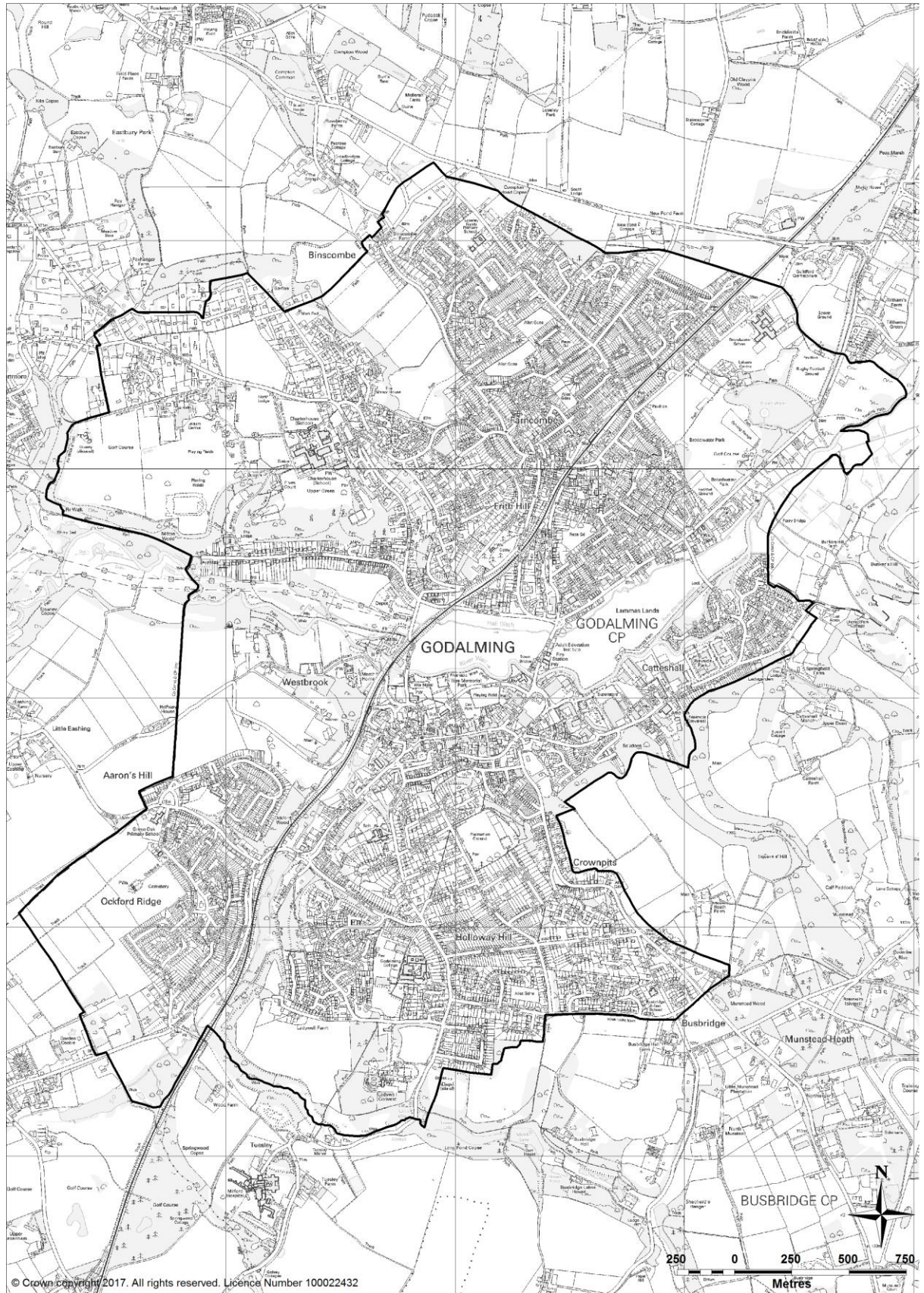
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**Appendix A**      Building for Life 12 criteria

# 1 INTRODUCTION

- 1.1 This document represents the Godalming & Farncombe Neighbourhood Plan (GoFarNP) for Godalming parish. It represents one part of the development plan for the parish over the period 2017 to 2032, the other part being the Waverley Local Plan Part One (2018). It is important that the Neighbourhood Plan has due regard for the strategic policies in the Local Plan Part One. In addition, Waverley Borough Council is preparing a Local Plan Part Two which will include the allocation of non-strategic sites and other development management policies. This will complement the Local Plan Part One and the Neighbourhood Plan policies and is due for adoption in 2019.
- 1.2 Waverley Borough Council, as the local planning authority, designated a Neighbourhood Area for the whole of Godalming parish in July 2013 to enable Godalming Town Council to prepare the GoFarNP. The GoFarNP has been prepared by the community through the GoFarNP Group.
- 1.3 The GFNP is being prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012. The GoFarNP Group has prepared the plan to establish a vision for the future of the parish and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2015 to 2032.
- 1.4 The map in Figure 1.1 shows the boundary of the GoFarNP area, which is contiguous with the boundary of Godalming parish.
- 1.5 The purpose of the GoFarNP is to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the parish. The process of producing a plan has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance to Godalming and Farncombe, its residents, businesses and community groups.
- 1.6 Each section of the plan covers a different topic. Under each heading there is the justification for the policies presented which provides the necessary understanding of the policy and what it is seeking to achieve. The policies themselves are presented in the blue boxes. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text.

**Figure 1.1: Godalming and Farncombe Neighbourhood Plan Area**



## National Policy

- 1.7 The National Planning Policy Framework (NPPF) states:

*"Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications (para.183).*

*Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area.*

*Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies (para.184).*

*Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation (para.185)".*

- 1.8 The Local Plan for Waverley Borough consists of the Local Plan Part One (2018). This is an up-to-date plan and therefore provides the strategic framework for growth in Godalming and Farncombe.
- 1.9 The Waverley Local Plan Part One covers the period to 2032. It identifies Godalming as one of the main settlements for accommodating the residential and commercial growth required across the borough. It is the role of the GoFarNP to provide a spatial framework for the delivery of this growth.

## Consultation

- 1.10 The GoFarNP Group has developed the GoFarNP through extensive engagement with the community.
- 1.11 In October 2013, Godalming Town Council agreed to promote and resource the GoFarNP process for Godalming and Farncombe and engaged professional planning consultants to advise on the process. A public meeting was held in January 2014 at the Borough Hall, with nearly 300 people attending; the event had to be streamed live into the adjoining Council Chamber as well as being streamed live on a webcast.
- 1.12 From this meeting residents were asked to complete feedback forms from which over 70 volunteers came forward to form six working groups - Transport, Community & Infrastructure, Natural

Environment & Water Management, Housing, Economy and Heritage and Design. These groups started their investigations and evidence gathering phase in March 2014, with an oversight steering group being set up in September 2014.

- 1.13 The working groups gathered information and evidence through a number of processes including online surveys and public consultations exercises at the main town events; Godalming Town Show, Farncombe Fete, Spring Show, Farmers Markets, Spring and Summer Festival Markets.
- 1.14 From the feedback received via these events, the Steering Group collated information from the individual working groups to create the GoFarNP Survey, which over the period September 2015, was distributed via the Royal Mail to all postal addresses within the GU7 area, approximately 9,500 addresses. In conjunction with the postal survey an online version was made available via the Godalming Town Council website. In total, 2,084 responses were received.
- 1.15 The survey information was collated during November 2015, with the results being used to inform debate within twelve Focus Group sessions held at various times and locations throughout March 2016. During the same period, themes identified from the survey were explored with the Godalming & District Chamber of Commerce.
- 1.16 Having identified the main issues of concern within the community, a public exhibition of the work of the volunteer groups was held at Godalming Museum during April 2016, with representatives of the GoFarNP Steering Group being in attendance to assist and inform the visitors to the exhibition.
- 1.17 During July 2016 and October 2017, a further online survey was conducted with local businesses, followed by a call for sites to establish any potential sites that might be allocated for development in the GoFarNP.
- 1.18 Throughout the process, updates were published within the Town Council's newsletters which were distributed to all GU7 households.
- 1.19 The beginning of 2017 saw an end of the evidence gathering phase and the submission of Working Group Reports to the Steering Group in order to produce the first draft GoFarNP Report. Throughout a series of meetings the Steering Group reviewed the draft report, with the final version forwarded for scrutiny by Godalming Town Council prior to the Pre-Submission Consultation.



## 2 LOCAL CONTEXT

### History of Godalming and Farncombe

- 2.1 Godalming, located within the Borough of Waverley, was first mentioned in the Domesday Book. It is an historic market town with some 22,000 inhabitants. Located in south-west Surrey the town is four miles from Guildford and 30 miles from London. Being on the route from London to Portsmouth the town is close to the A3 and served by two railway stations with regular services to and from London Waterloo.
- 2.2 Godalming has a strong sense of identity and community. Widely considered to be a very desirable place to live, the town straddles the River Wey and its most important distinguishing landscape feature is the large water meadow area, central to the town, known as the Lammas Lands. Its hillsides that rise from either side of the meadow very much assist in defining its character. These features, along with the presence of the Green Belt around much of the town and the recognition of the quality of the landscape through the Area of Outstanding Natural Beauty to the west and north and the Area of Great Landscape Value in the west and north-west of the parish, represent significant environmental assets that need to be protected as Godalming and Farncombe grow.
- 2.3 The town has a long history and a built environment that reflects that heritage. There are five conservation areas in and around Godalming and 227 listed buildings. The town is still growing with twenty-first century development sitting beside older buildings.
- 2.4 The administrative area that is Godalming encompasses a number of different communities including Farncombe, Binscombe, Frith Hill, Aarons Hill, Ockford Ridge, Catteshall, Crownpits, Charterhouse and (almost all of) Busbridge. Of these, the Farncombe community has a distinctive 'village' identity of its own and is served by one of the train stations.
- 2.5 Farncombe was initially established around the Manor which was located where Manor Gardens is now. The second phase of its development came with the railway in 1849.
- 2.6 Godalming is regarded as an expensive residential town, partly due to its visual appeal, favourable transport links and high proportion of private housing<sup>1</sup>. Since the post war era, Godalming has experienced a large expansion in housing with new estates being built on previous greenfield sites in Binscombe, South Hill, Farncombe Hill/Twycross, Bargate Wood and Aarons Hill areas of the town. In addition, there have been a growing number of developments in the once industrial area of Catteshall Road, resulting in the loss of industrial buildings and land.
- 2.7 The Borough of Waverley, which includes Godalming, was judged in 2013 to have the highest quality of life in Great Britain<sup>2</sup> and in 2016 to be the most prosperous place in the UK<sup>3</sup>. Although predominantly a prosperous area Godalming is not without areas of difficulty. The 2015 Index of Multiple Deprivation (IMD) showed that Aarons Hill in Godalming and the Northbourne/Long Gore/Furze Lane area of Farncombe remain two of the three most disadvantaged Super Output Areas (SOAs) in Waverley borough (although Aarons Hill has improved from sixth to 26th in Surrey).<sup>4</sup>

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<sup>1</sup> Dyckhoff, Tom (19 September 2009). "Let's move to Godalming, Surrey". The Guardian. London. Retrieved 19 September 2009.

<sup>2</sup> Bingham, John (29 March 2013). "Waverley tops list of best places to live". Daily Telegraph. London. Retrieved 29 March 2013.

<sup>3</sup> "The 22 happiest, richest, healthiest, and most crime-free areas in Britain". The Independent. London. 13 October 2016

<sup>4</sup> <https://mycouncil.surreycc.gov.uk/documents/s26451/PRIORITY%20NEIGHBOURHOODS%20AND%20DATA.pdf>

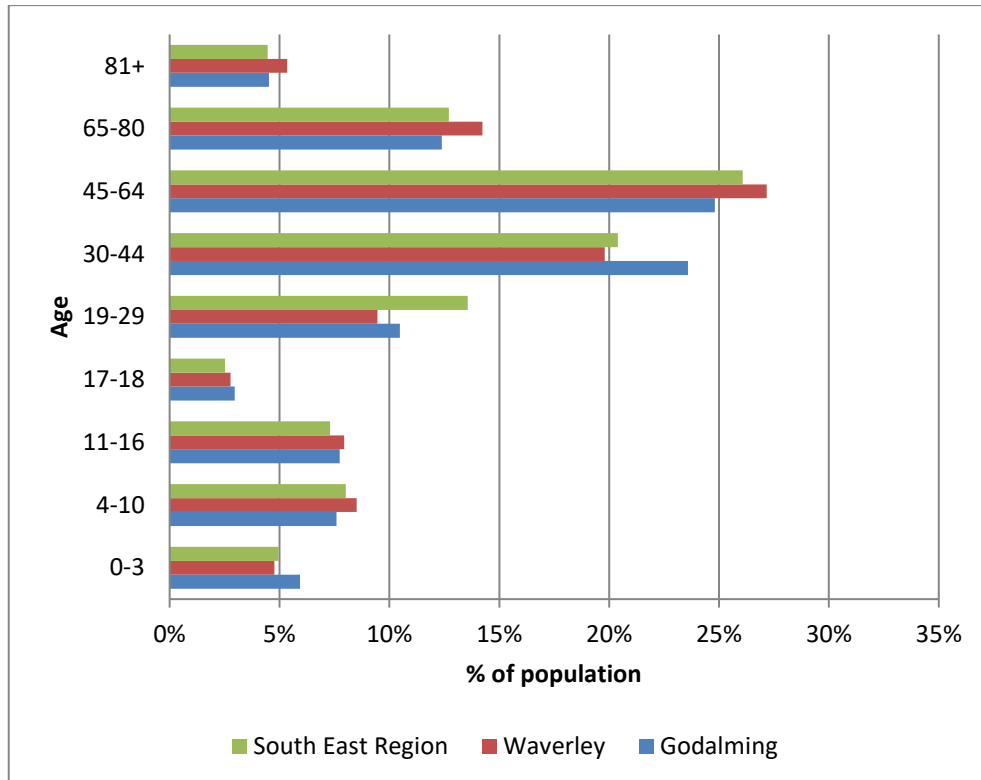
## Profile of the Community Today

2.8 Unless stated otherwise, the profile of the community has come from the 2011 Census.

### Population

2.9 In 2011, the population of the parish was 21,804. Godalming has a significantly higher proportion of people aged 30-44 than Waverley or the South East region (see Figure 2.1).

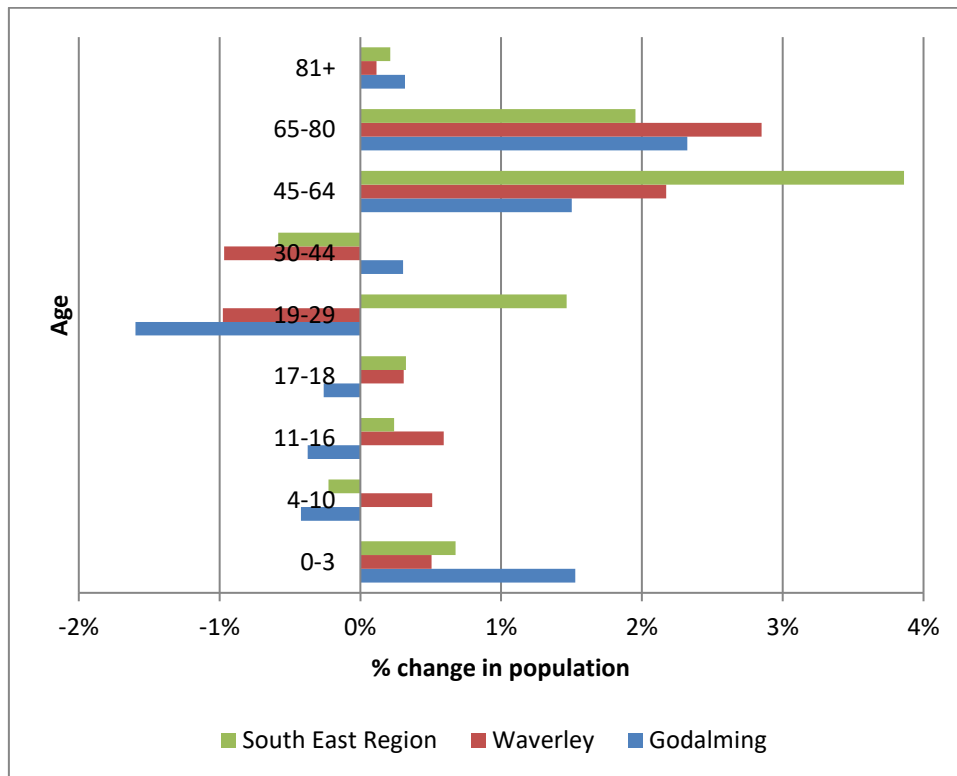
**Figure 2.1: Population Profile, 2011**



Source: 2011 Census

2.10 Between 2001 and 2011 the population of the parish grew by 700 persons, or 3%. This is below the growth in Waverley (5%) and the South East region (8%).

**Figure 2.2: Change in Population, 2001-2011**



Source: 2011 Census

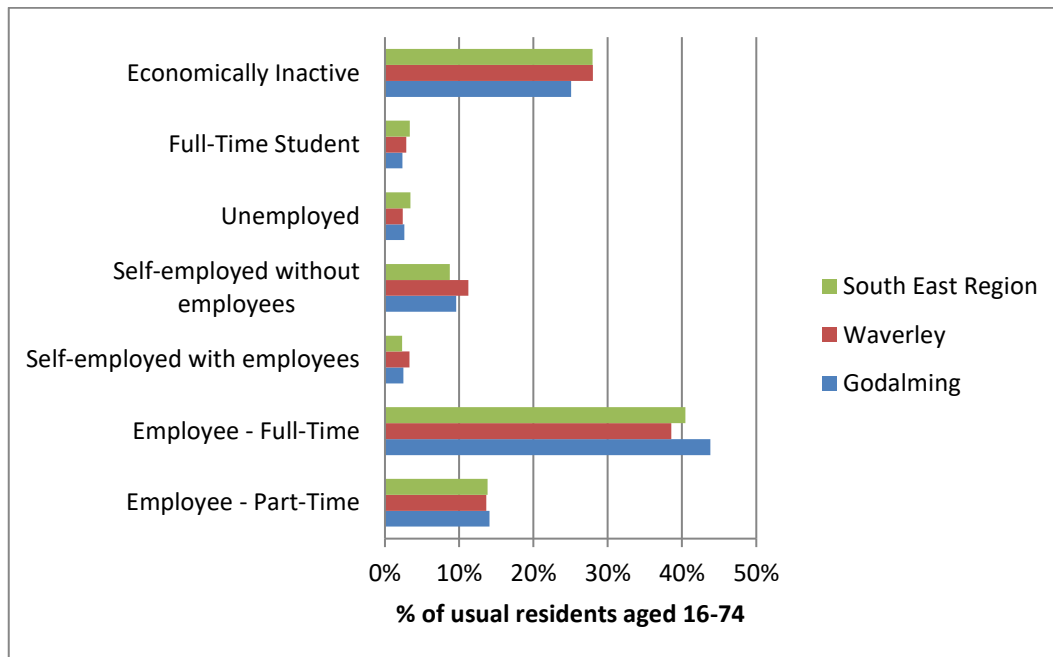
- 2.11 Godalming has seen a significantly higher percentage of its growth in very young children aged 0-3 years. By contrast, it has seen a decline in the population of all other young people (aged 4-18) when the borough and region have all seen growth over the same period. This is shown in Figure 2.2.

**Godalming is a place where young families live but is seeing growth increasingly of the retirement age population.**

**Work**

- 2.12 The proportion of Godalming’s population of working age (16 to 74) is high, with 44% in full-time employment compared to 39% in Waverley borough and 40% across the South East region.
- 2.13 The economically inactive population is low due to the comparatively low proportion of retirees in Godalming.
- 2.14 There is a good proportion of people in self-employment, at 12%. This is shown in Figure 2.3.

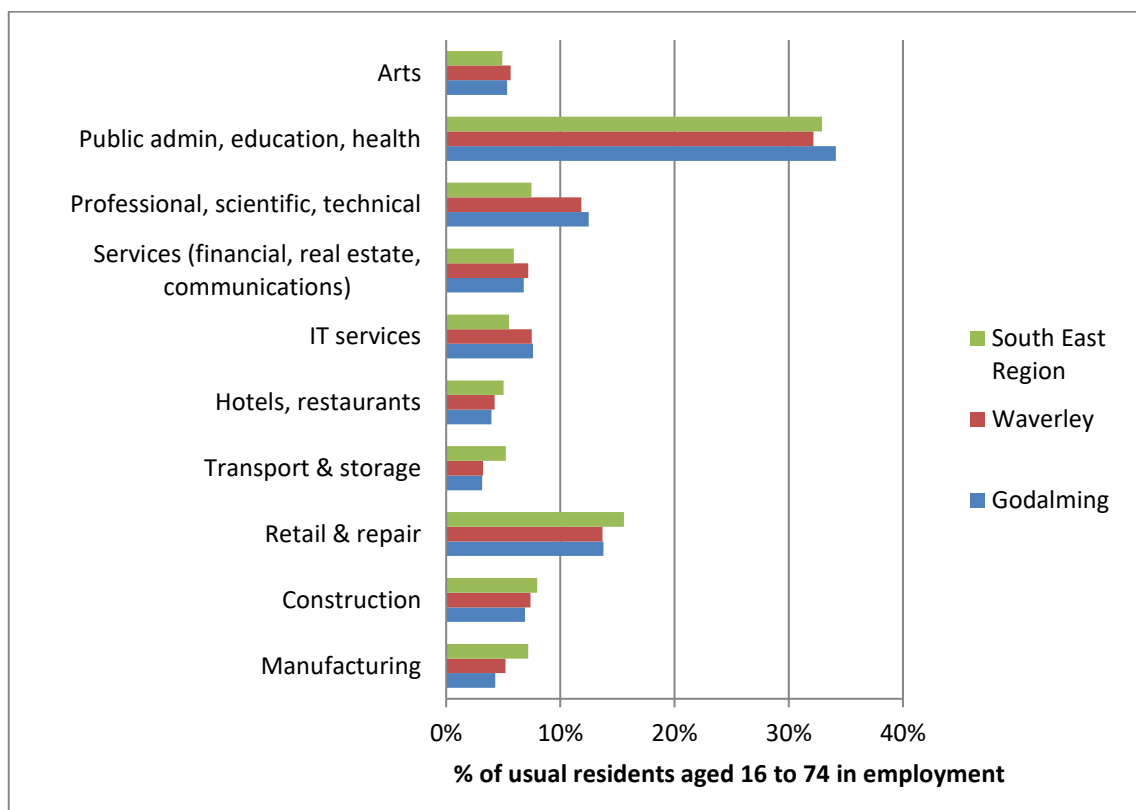
**Figure 2.3: Economic Activity, 2011**



Source: 2011 Census

2.15 Godalming is strongly represented by workers in the public administration, education and health sectors. It also has above-average numbers of people working in the professional, scientific, technical industries. This is shown in Figure 2.4.

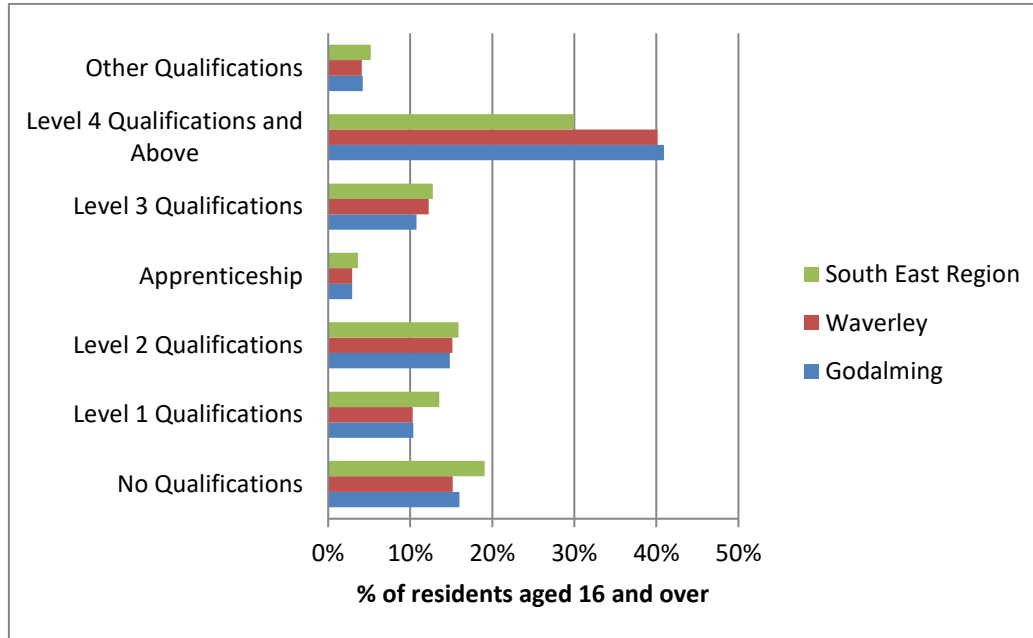
**Figure 2.4: Type of Industry, 2011**



Source: 2011 Census

- 2.16 Figure 2.5 shows that nearly 41% of the population is educated to Level 4 or above (degree level), which is above the borough average and well above the South East region. Those only qualified to Level 1 or unqualified is below that of Waverley or the South East region.

**Figure 2.5: Qualifications of Residents Aged 16 and Over**



Source: 2011 Census

**Godalming has a high proportion of well-educated people working in professional occupations.**

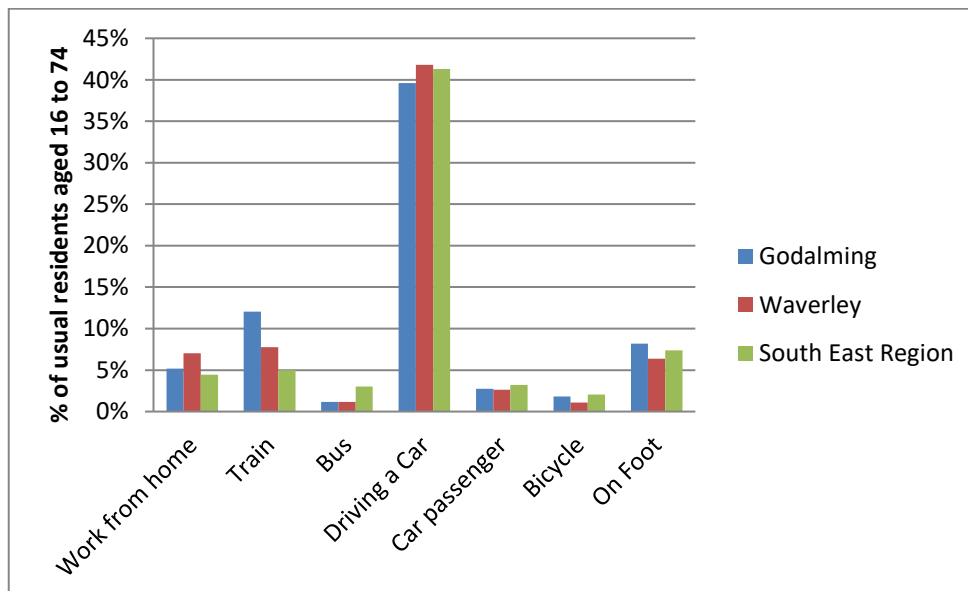
- 2.17 The large majority of those who travel to work do so by car, with most driving themselves. This is supported by the figures on households with access to a car. On an average, each Godalming household has access to 1.38 cars. This compares to 1.58 cars per household in Waverley borough and 1.36 cars per household across the South East region. When compared with the average across England of 1.16 cars per household, this represents reasonably high levels of car ownership.
- 2.18 Whilst average car ownership in Godalming is below the borough average, the high proportions of non-detached houses (semi-detached, terraced and flats), as shown in Figure 2.7, mean that the town has a higher density of built development than average. It also has limited off-street parking as a result of this mix of housing stock, which creates significant problems with on-street parking despite the below-average levels of car ownership.

### Typical Levels of On-street Parking in Godalming



- 2.19 With the area being well served by rail links to several major employment centres, Godalming has a comparatively high proportion that travel by train - 12% as compared to Waverley (8%) and South East region (5%).
- 2.20 A significant proportion of people (8%) walk to work when compared to the same Waverley and South East region averages. This is shown in Figure 2.6.

**Figure 2.6: Mode of Transport to Work**



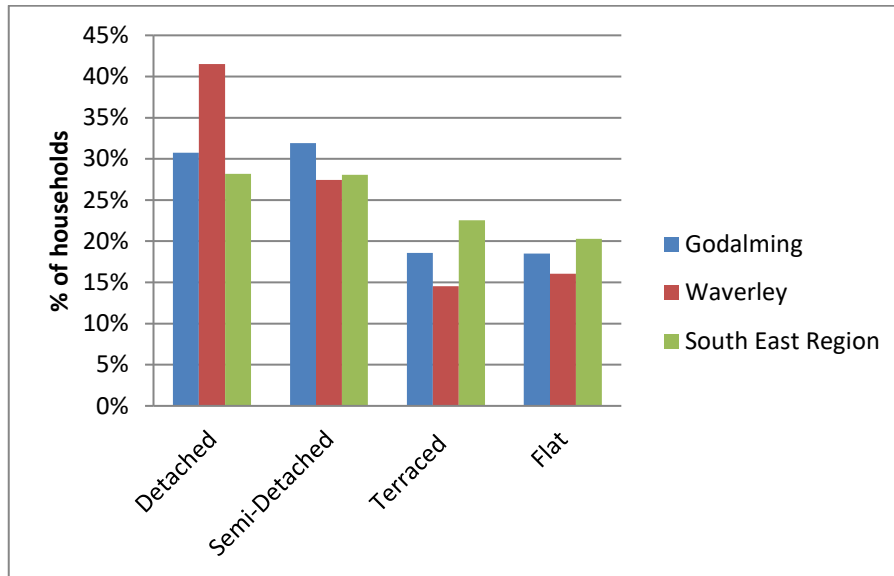
Source: 2011 Census

**Godalming has relatively high car ownership and its built structure means that the impact of on-street parking is significant. Commuting by train is a well-used alternative to the private car.**

## Housing

- 2.21 Godalming nearly has an equal proportion of its housing stock accounted for by detached and semi-detached housing. In total, these account for 31% and 32% respectively. The proportion of detached properties in Godalming is well below that of Waverley and the South East region.
- 2.22 There is also an equal proportion of terraced housing and flatted development of 19%. These are higher proportions than across Waverley borough, reflecting Godalming's function as one of the larger settlements in the borough. This is shown in Figure 2.7.

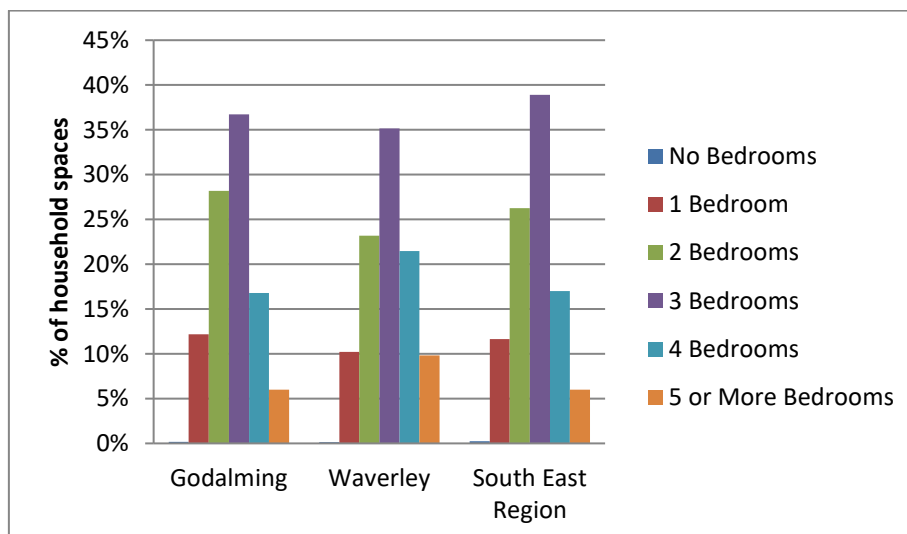
**Figure 2.7: Type of Dwelling**



Source: 2011 Census

- 2.23 This is reinforced when looking at the number of bedrooms that properties in Godalming have. Figure 2.8 shows that it has a higher proportion of 2-bed properties. By contrast, the proportion of 5-bed properties is very low. Its predominant stock is of 3-bed properties which is a typical size for semi-detached houses.

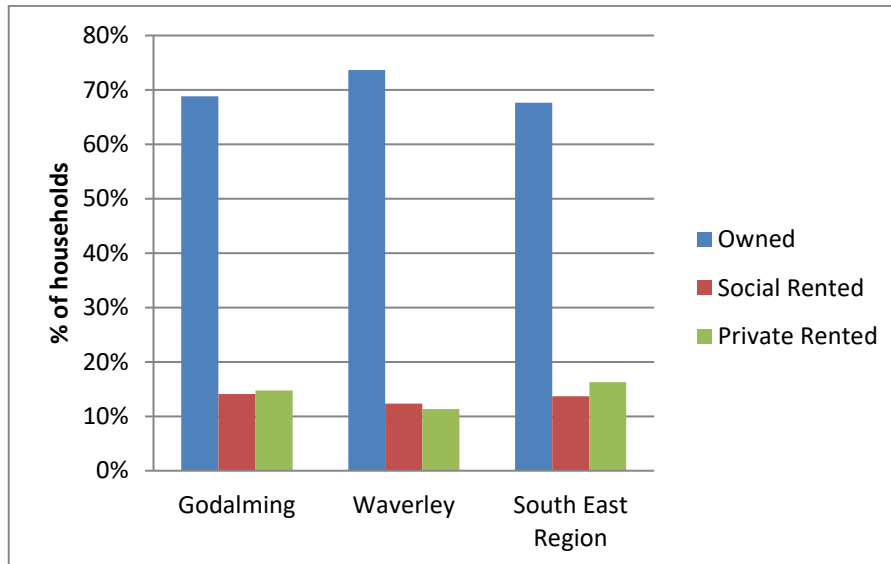
**Figure 2.8: Number of Bedrooms**



Source: 2011 Census

- 2.24 The ownership profile of these dwellings reinforces the profile of Godalming as an affluent area. Figure 2.9 shows that a high proportion of people own their property – in excess of 60%. In fact, 33% of the properties in Godalming are owned outright with no mortgage on them.

**Figure 2.9: Ownership Profile**



Source: 2011 Census

- 2.25 By contrast, Godalming has a slightly above-average proportion of social rented housing stock, at 14%, but this is not significantly higher than the borough level and is actually below the regional average.

**Godalming has a significant stock of owner-occupied 2 and 3-bed properties which likely reflects a combination of the demand in the area and the relatively high density that has shaped development of the town.**

## Local Infrastructure

- 2.26 One of the distinctive characteristics, as well as a defining geographical restriction of Godalming is its location set in the Wey Valley with large water meadows and surrounding hillsides. Whilst the valley floor sets the North/South direction of the main arterial transport routes, rail (London to Portsmouth main line) and road (A3100), the ability to expand the capacity of either is limited. The easterly road links towards the A281 is severely restricted in its ability for increased capacity by the built environment, particularly within the Brighton Road area. Similarly, the western road links towards the A3 are limited by height restricted bridges. Expansion within the town boundaries will inevitably result in increased traffic movements both within the town itself and along the arterial routes. Increased housing within the hinterland surrounding Godalming, particularly to the east at Dunsfold Park and South at Milford, has the potential to place significant strain on the road infrastructure, with the likelihood of increased private transport journeys being exacerbated by the paucity of public transport operating in the east/west direction. Associated with any increase in vehicle movements into Godalming is the shortage of parking at journey's end, both public and private car parking, including on-road parking spaces.
- 2.27 Hand in hand with any further expansion of population within Godalming and, to a large extent, within the immediate hinterland is the provision of medical facilities. Whilst the majority of



residents surveyed as part of the GoFarNP process felt that there is easy access to primary health provision (doctors 77%, dentist 68% and Pharmacy 95%), a number of concerns emerged surrounding timely appointments, insufficient parking and availability of public transport to and from both Medical Centres. Although an additional bus service was introduced to the Mill Medical Practice post survey date, its frequency of 1 per hour remains a limiting factor in people's choice of transportation methods to this medical facility.

- 2.28 Of the two medical practices, The Mill does have capacity for further expansion of medical provision. However, its parking provision will not be able to increase in line with any expansion. Of the other medical practice, Binscombe Surgery is considered by the senior partners to have reached capacity and they believe that within the next 5-10 years it will need to relocate to a larger purpose built facility as, "there is no doubt our current practice would be insufficient in size and GP numbers to cope with additional large numbers of new patients [new] housing developments would bring to the area". No suitable location has been identified for any potential relocation.
- 2.29 As with other areas of local infrastructure current school provision would be placed under additional strain if large scale housing development took place within the town or surrounding areas. Whilst primary schooling provision should be adequate to meet demand, both within the town and surrounding areas, population expansion could see a shortage of Secondary School provision, especially if large scale developments take place outside the town's boundaries but within the Godalming School Planning Area. Expansion of either of the secondary schools within the Godalming School Planning Area due to increased population within the surrounding villages, especially Dunsfold Park, could also see significant travel journeys on the already vulnerable eastern transport routes.
- 2.30 Although, as housing need numbers are met and the population increases, transport (including parking provision), health care provision and schooling remain the areas of greatest concern relating to local infrastructure, challenges also exist around the softer edges of local infrastructure, such as affordable child care provision, play areas for younger children and safe spaces for older children, especially youth provision within the 12–18 year age groups and the provision of such facilities to meet the demands/requirements of an increased population.

## **Local Plan Policy**

- 2.31 The Local Plan Part One (covering strategic policies and sites) was adopted in February 2018.
- 2.32 The GoFarNP must be in general conformity with the strategic policies of the adopted Local Plan Part One.
- 2.33 The Local Plan Part One seeks to deliver at least 11,210 dwellings over the period to 2032. The main location where approximately one-quarter of this growth is to be delivered is at Dunsfold Park. The remaining focus for development is in the main towns, one of which is Godalming. In total, Godalming is expected to deliver 1,520 dwellings between 2013 and 2032 although a significant proportion of that figure has already either been built, is under construction, has planning permission or is allowed for as windfall (1,168 dwellings in total as at 1<sup>st</sup> April 2017).
- 2.34 A series of strategic sites is identified to deliver the growth and this includes Woodside Park in Godalming which is identified to deliver approximately 100 dwellings. Therefore, the emerging Local Plan identifies that a further 252 dwellings are to be allocated in the Local Plan Part Two, which is being prepared and is planned to be adopted by 2019.
- 2.35 The Local Plan Part One has made amendments to the Green Belt, including the removal of land south-east of Binscombe and land between Aaron's Hill and Halfway Lane. This does not

automatically mean that these sites will be allocated for development in the Local Plan Part Two but it does create the opportunity for them to come forward as, for example, housing sites.

- 2.36 Sustainable transport is a key theme of the Local Plan Part One, with Policy ST1 seeking to ensure that development is located where it is accessible by means other than the private car and placing a focus on the improvement of networks for cycling and walking. Equally, infrastructure is a vital part of the strategy, with Policy ICS1 seeking to protect existing infrastructure and secure new infrastructure for wider community benefit.
- 2.37 The Local Plan Part One stresses the importance of the borough's town centres and the need to protect and promote a range of uses there so that they retain and enhance their vitality and viability (Policy TCS1). It also recognises the importance of Farncombe as a Local Centre (Policy TCS2).

### **3 VISION AND OBJECTIVES**

#### **Challenges for Godalming and Farncombe**

- 3.1 The GoFarNP seeks to address, as far as is possible, the challenges and opportunities that face the community of Godalming and Farncombe. In summary the identified challenges are:
- The ageing population and the need for residential and social care provision to address people's needs as they age.
  - The importance of protecting the considerable heritage of Godalming and Farncombe and ensuring development enhances the character of the town.
  - Retaining and enhancing the vitality and retail offer of the High Street and Farncombe village centre so that local residents choose to shop in Godalming and Farncombe.
  - Significant road congestion on an historic network, which was not designed for the levels of traffic that use it.
  - The associated need to improve provision for pedestrians and cyclists, which discourages the use of sustainable modes of transport.
  - Retaining and enhancing the community infrastructure which serves a growing town.
  - Recognising the impact that strategic scale development at Dunsfold Park will have on Godalming and Farncombe and, in particular, through use of the railway stations as well as on the road infrastructure.
  - Parking issues for all types of development, with the particular need to improve accessibility for alternative modes of travel at the railway stations.
  - Protecting the sensitive natural environment in which Godalming and Farncombe sits, which is defined by the River Wey and the Lammas Lands, along with the hillsides that rise up and provide a very visible setting for the town.
  - The loss of employment in the town through the loss of employment sites and premises to housing, as well as the lack of provision for the needs of modern businesses.

## Vision for Godalming and Farncombe

- 3.2 In consultation with the community, the established vision for Godalming and Farncombe is as follows:

***'In 2032, Godalming and Farncombe has successfully retained its distinctive historic feel whilst sustainable growth has enabled it to address the challenges that its people have faced.***

***The historic core of the town has been protected and the increased footfall in the town has helped to retain the vitality of its shops and services. High quality external finishes to new shopfronts and signage have helped to give the community back its High Street that is distinctly 'Godalming'.***

***The increased footfall has been helped by a recognition that the car has been choking a town unable to resolve its congestion by providing new roads. Instead, pavements, footways and cyclepaths have been created and improved along key routes so now more people leave the car at home and instead come to shop, take their children to school or go to work on foot, by bicycle or by bus (including school buses).***

***Whilst traditional employment has fallen in Godalming and Farncombe, the highly skilled population has taken the opportunity created by the development of more modern workspaces. Small-scale, flexible workspaces and co-working hubs have been developed across the area which have encouraged a growing entrepreneurial spirit and the development of new companies which can share space and network. This has been complemented by the roll-out of faster broadband. Godalming and Farncombe have adapted in order to remain competitive.***

***This has all helped to encourage more young people with families to live in Godalming. This has been assisted by family housing being freed up by older people who have been able to move into newly built housing and facilities that are specifically designed to address their needs. Whilst this development has been modern in its thinking, it has been designed to be in keeping with the character of the area in which it sits; innovation in design is encouraged but in a way that still means new buildings sit comfortably within their surroundings.***

***The growing population has not been to the detriment of Godalming and Farncombe's environment or infrastructure. Existing community facilities have been protected and new facilities delivered alongside growth. Equally, new development has protected and enhanced the high quality natural environment which defines the setting of the town and has been designed to be as sustainable as possible. Godalming and Farncombe has grown, but not at the expense of the environment or the health and wellbeing of its people.'***

## **Godalming and Farncombe Neighbourhood Plan Objectives**

3.3 The objectives of the GoFarNP as identified through engagement with the community are as follows:

### **Housing**

- To address the housing and social care needs of the population of Godalming and Farncombe.

### **Transport**

- To increase walking and cycling as alternatives to the private car.
- To improve public transport networks and availability.
- To address parking problems, particularly at Godalming and Farncombe stations.

### **Economy**

- To provide modern, flexible employment space for start-ups and growing micro-businesses.
- To ensure a flexible approach to Godalming town centre and Farncombe village centre which helps to preserve and enhance their vitality.

### **Community and Infrastructure**

- To safeguard existing community infrastructure and to ensure new development provides the community facilities that are lacking in the town.
- To improve communications infrastructure so that Godalming and Farncombe remain competitive.

### **Heritage and Design**

- To ensure that development respects the character of the area.
- To ensure that shopfronts in the town centre protect and enhance the heritage of the Town Centre Conservation Area.

### **Environment**

- To protect and enhance the sensitive natural environment in which Godalming and Farncombe sits.
- To ensure development enhances the potential for local flora and fauna to thrive.
- To ensure that development is sustainable, particularly in its use of water and energy.
- To ensure development minimises air pollution and removes the need for Air Quality Management Areas.

## 4 HOUSING

- 4.1 The work undertaken with the community to inform the GoFarNP identified four sectors in which the housing market is failing to meet local needs:
- Lack of suitable accommodation for the over 55s, who represent the town's fastest growing resident group; and who will increasingly be needing to cope with mobility disabilities and illness, especially dementia.
  - Lack of reasonably priced accommodation for young and growing families.
  - Difficulties experienced by many young persons in securing their first independent accommodation.
  - General lack of social housing.
- 4.2 Approximately 60% of house re-sales in Waverley are to people from outside the borough, particularly London commuters. Accordingly, new house building, renovations and extensions have focused on creating large houses, particularly those with four bedrooms or more. As a result, gaps in housing provision have arisen.
- 4.3 The 2015 West Surrey Strategic Housing Market Assessment (SHMA)<sup>5</sup> estimated that the net annual housing need in Godalming and Farncombe was 62 dwellings. Over the 15-year plan period this equates to 930 dwellings but a large proportion of this requirement has already been granted planning permission. Whilst many of these sites in the planning pipeline will be addressing the particular needs in respect of dwelling mix, it is likely that the need for specific types of housing to address the needs of younger people and older downsizers will continue
- 4.4 The need identified in the SHMA was as follows for Godalming and Farncombe:

**Table 4.1: Estimated Need by Number of Bedrooms, Godalming and Farncombe, 2013-2033**

Size of property	Affordable housing	Market housing
1-bed	41%	12%
2-bed	35%	36%
3-bed	22%	37%
4-bed or more	2%	14%

Source: 2015 SHMA

- 4.5 This suggests that the predominant need for smaller houses has been recognised and, as is being reflected in Waverley emerging Local Plan policy<sup>6</sup>, is being addressed. Strong support is given for this policy approach which should go some way to addressing the needs of young families and first-time buyers. For this reason, the GoFarNP does not seek to duplicate this by trying to address

<sup>5</sup> GL Hearn (2015) *West Surrey Strategic Housing Market Assessment*, for Guildford, Waverley and Woking Borough Councils

<sup>6</sup> Policy AHN1 (Affordable Housing on Development Sites) and Policy AHN3 (Housing Types and Size) both require new development to provide a mix of housing in line with the requirements of the 2015 SHMA.

issues relating to the needs of younger people or older people who do not have particular needs in terms of supported housing and care.

- 4.6 However, what this does not address are other types of accommodation that are needed to support the ageing population. Over the period to 2032, Waverley borough's population of people aged over 65 is forecast to grow by approximately 50%. In addition to considering how the number and proportion of older people is expected to change, one needs also to take into account specific illnesses (especially dementia-related) and disabilities (particularly mobility problems). The proportion of the population with a long term health problem or disability increases dramatically with age, with the vast majority of any increase concentrated among the over-65s.
- 4.7 The rising cost of social care, coupled with a falling demand for residential care, has meant that new models of extra-care housing have emerged. These aim to meet the needs of those who require high levels of care and support, alongside those who are still generally able to care for themselves. These models often allow for changing circumstances in situ rather than requiring a move.
- 4.8 Across Waverley the requirement for places will increase from the current 686 units to 2,926 by 2032. The need for extra-care and extended care housing developments that can cope with such specialist demands is clear if large numbers are going to avoid being isolated in specialist units, possibly separated from their partners.
- 4.9 Evidence from a major provider of extra care facilities which has delivered them in a range of locations nationally is that such development can be secured and delivered viably with the right policy framework. Whilst the GoFarNP has not identified any sites that are suitable for such provision, it seeks to encourage provision if sites become available.
- 4.10 Extra care is not the only requirement for the ageing population. Increasingly, older people are retaining their independence for longer and wish to remain in their own homes rather than move into an institutional setting. The provision of the right type of housing to address this need is paramount. Smaller dwellings are in strong demand from older people but what they are seeking is often different to the first-time buyer. Typically, older buyers are looking to downsize from large, family homes and therefore have significant amounts of equity. So a smaller home may well be a spacious two or three-bedroom property with a small garden. It is important that new development provides for these needs. This will also have the benefit of freeing up family homes as currently, many of these older people prefer to stay in their family homes rather than move out of their local community. Other factors such as the cost of stamp duty on a house sale deters some from moving, the lack of supply of smaller properties is also a significant factor.
- 4.11 This is supported by the West Surrey Strategic Housing Market Assessment 2015 which identified a need for nearly three-quarters of market dwellings and well over 50% of affordable dwellings in Godalming to be two or three-bed properties<sup>7</sup>. It is important that all new development properly reflects this need which will go a long way to addressing the needs of older people.
- 4.12 Under certain circumstances, delivery of a high proportion of two and three-bed properties may not be possible, e.g. in a high density flatted scheme close to the town centre. Under such circumstances, provided it can be demonstrated that such a mix is not viable or deliverable, then an alternative mix can be provided.

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<sup>7</sup> GL Hearn (2015) *West Surrey SHMA – Waverley Sub Area Addendum*, for Waverley Borough Council, Table 17

**POLICY GOD1: ADDRESSING THE RESIDENTIAL NEEDS OF GODALMING**

- A. All new residential development (Use Class C3) of at least 10 dwellings should provide at least 50% of those dwellings as two or three-bed properties, unless it can be demonstrated that such a mix would make a scheme technically unfeasible. An alternative dwelling mix will only be permitted where it is demonstrated that more current evidence of need should apply or where the required mix would fundamentally compromise the viability of the development, taking into account other requirements of the development.**
- B. Proposals to deliver extra care facilities (Use Class C2) in Godalming and Farncombe will be strongly encouraged.**



## 5 ECONOMY

5.1 Waverley Borough Council's 2015-2020 Economic Strategy<sup>8</sup> has six key objectives:

- Safeguard the borough's attractive character and quality of life
- Maintain/enhance attractiveness and vitality of main settlements
- Provide high quality infrastructure
- Manage employment growth and encourage skilled well paid jobs
- Support businesses
- Provide affordable housing for key workers

5.2 Work to inform the GoFarNP identified that the management of the future economy of Godalming and Farncombe and the need to support businesses was key to its success. Godalming has seen a significant reduction in its business base in recent years. Whilst it is well located, with access to the major A3 and A31 roads, proximity to Guildford and rail links via two stations to London, this has served to have the opposite effect, with increased numbers of residents leaving in the morning to access jobs elsewhere. Whilst there are a significant number of in-commuters to Godalming and Farncombe each day, many of the jobs they are accessing are low paid, service jobs in sectors such as retail. This also highlights the problems that such people have with accessing affordable residential property locally.

5.3 One of the casualties of the national economic downturn, exacerbated by national changes to permitted development rights allowing conversion of employment space to residential, has been the loss of employment land and premises. This has been particularly significant in the main commercial employment area of Catteshall Lane, with the loss to residential use of Thornbrook House and Panda House at Weyside Park, Dolphin Works/Drumbeat House (as part of the Flambard Way Key Site development), the English Chain Company and Southern House.

5.4 It is not within the power of the GoFarNP to reverse this trend of loss of employment (this being national policy) and Local Plan Part One Policy EE2 (Protecting Existing Employment Sites) seeks to protect employment sites as best it can. The focus therefore is on developing the employment space required by the commercial sectors and activities which Godalming and Farncombe are well placed to thrive in over the plan period.

### **Key Sectors and Activities**

5.5 Waverley lies within the Enterprise M3 Local Economic Partnership (EM3 LEP), a partnership between local authorities and businesses to help determine local economic priorities and undertake activities to lead economic growth and create jobs.

5.6 EM3 LEP's vision<sup>9</sup> is to be 'the premier location in the country for enterprise and economic growth, balanced with an excellent environment and a high quality of life'. The EM3 LEP's objective is to achieve this vision through a number of interventions that support interlinked elements of the local economy. These comprise:

- enterprise development and competitiveness
- the generation and commercialisation of innovation

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<sup>8</sup> Waverley Economic Strategy 2015 -2020, February 2015

<sup>9</sup> Working for a Smarter Future, EM3 Strategic Economic Plan 2014 – 2020

- the growth of high value industries
- the development of skills needed by employers.

5.7 This focus is very much on quality of commercial activity rather than quantity. In the context of high value sectors, this means that the activity of small and medium sized enterprises (SMEs) is key and the Waverley Economic Strategy focuses on providing flexible, high quality space for these businesses.

### **Small Scale Start-up Space**

- 5.8 As stated above, the focus is on the high value SME sector. Policy EE1 in the emerging Waverley Local Plan seeks to deliver at least 16,000m<sup>2</sup> of office and research and development space to facilitate this.
- 5.9 However, it is also considered that, in order to develop SME businesses, and ultimately grow larger businesses off the back of that, then it is necessary first to nurture even smaller businesses – micro-businesses. Nationally there has been strong growth in self-employment and this has been mirrored in Godalming and Farncombe – in 2011, 12% of residents aged 16 to 74 in the parish were self-employed, compared with a figure of 10% nationally and 11% in the South East region. Not all of these businesses will require employment space, as many people will work from home. However, for some micro-businesses, the ability to access workspace on flexible, 'easy-in, easy-out' terms helps to provide the foundation to grow a business. Godalming and Farncombe has a well-qualified workforce and this foundation creates the potential for new businesses to be started up by local residents who are keen to also work locally. There is also the potential to link in with some of the best economic drivers in the UK, particularly the Blackwater Valley high-tech corridor and the Surrey Research Park in Guildford. With the provision of business incubator space, this could help to turn a small, home-based business into a major high-tech business.
- 5.10 However, as was noted in the 2016 Waverley Employment Land Review<sup>10</sup>, Godalming has a very limited supply of employment premises for business start-ups. Despite this, the study considered that Godalming provided opportunities to create employment provision which was sufficiently flexible to respond to future business requirements.
- 5.11 In February 2017, permission was granted for a mixed use development of the Local Plan Part One allocation at Woodside Park in Catteshall Lane which included over 500m<sup>2</sup> of B1 office floorspace. This will help to make a contribution to addressing these small scale needs. However, over the lifetime of the Plan, further provision of flexible B1 floorspace is needed.
- 5.12 Strong support will therefore be given to the provision of small-scale businesses premises, ideally on flexible rental terms.

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<sup>10</sup> Atkins (2016) *Waverley Employment Land Review Update*, paras. 4.17-4.18.

#### **POLICY GOD2: SMALL-SCALE EMPLOYMENT DEVELOPMENT**

**Development proposals to provide small-scale B-class employment opportunities, including as part of residential led-, mixed use site allocations in the Waverley Local Plan Part Two, will be encouraged. This could either be through:**

- **provision of new buildings or conversion of existing non-residential buildings within the settlement boundary of Godalming and Farncombe; or**
- **conversion of existing buildings outside the settlement boundary, subject to:**
  - i. **the impact of provision on the highway network and parking; and**
  - ii. **it being an appropriate use within the Green Belt (where applicable) which preserves its openness and does not conflict with the purposes of including land in the Green Belt.**

### **Town and Local Centres**

- 5.13 Godalming and Farncombe has two important shopping centres which serve many of the needs of the town's residents. Godalming is a large town centre with a range of convenience and comparison shopping. It is anchored at one end by the Waitrose supermarket which is close to a Sainsbury's supermarket on the edge of the town centre. The High Street has a range of shops, with many housed in older, listed buildings – much of the area is within the Conservation Area, so there are limitations on changes that can be made to those buildings. Generally there is very limited capacity for the town centre to expand. At the western end of the High Street and in Church Street, the town centre is faring less well, with lower footfall and fewer attractions which will draw people to it.
- 5.14 Farncombe has a smaller local centre on Farncombe Street and St John's Street. This has a more limited range of shops but they serve an important local function. For example, the Co-op store is seen as vital for 'top-up' food shopping and there are a number of other retailers that provide key local services, e.g. newsagents, pharmacy, hairdressers, etc,
- 5.15 It is important that both these centres are supported to ensure that they retain their vitality and viability.

### **Pop Up Uses in Godalming Town Centre**

- 5.16 In Godalming Town Centre Area, the Primary Shopping Area, as defined on the Policies Map provides the main retail service to the community of Godalming and Farncombe. Much of the community engagement informing the GoFarNP revolved around the Town Centre Area, with varying views about the retail offer, parking and access, the role of the supermarkets which anchor its offer and possible ways of improving its vibrancy and vitality.
- 5.17 The Waverley Retail Study<sup>11</sup> identifies that the convenience shopping offer – anchored by Sainsbury's and Waitrose at the eastern end of the town – is very successful. However, comparison retail is less so, with shopping for these types of goods happening elsewhere, in Guildford and increasingly online (which is a national trend).
- 5.18 Whilst vacancies in late 2012, when the Retail Study survey was undertaken, were lower than the national average at 7%, this still equated to 13 units. With the growing threat to the comparison

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<sup>11</sup> Chase & Partners (2013) *Town Centres Retail Study Update*, for Waverley Borough Council

retailers in the Primary Shopping Area from Guildford and online retailing, it is likely to become increasingly difficult to fill vacant units and keep others from becoming vacant.

- 5.19 It is important that Godalming town centre Area continues to attract people to it to spend money and contribute towards its long term commercial health. But it is important that a balance is achieved between retail, residential and other commercial uses. The change to residential use is national policy so cannot be prevented. However, there are other actions that can help to maintain vitality.
- 5.20 Certainly in recent years given the economic slowdown, the risk of starting new commercial ventures has increased, as has the difficulty given the need for finance. One of the highest costs is premises and often there is a desire to take space on a flexible short-term lease in order to see if there is potential in the business. This in itself provides more opportunity to focus investment in the actual business.
- 5.21 The Primary Shopping Area has vacant units that could be taken by commercial ventures on short term, flexible leases to see if the business has potential. Often these businesses are not those that are permitted on the High Street without the need for planning permission – a further and potentially quite significant cost for a new business. Yet it is not to say that these non-retail businesses would not thrive and fit in well on the High Street. There are examples elsewhere of businesses as diverse as ceramics manufacturers, artists and web designers not only taking space and thriving in a High Street location, but providing life and diversity to the offer and bringing new people in that wouldn't have otherwise visited.
- 5.22 To encourage footfall across the Primary Shopping Area, 'pop up' cultural and entertainment events will generally be supported. This should help to ensure shops on the High Street and close by are kept viable through mechanisms that do not lead to higher rentals and business rents. Other incentives to attract the 'higher-spend, longer-stay' tourist by working together to create a 'cultural and leisure offer' that makes it worthwhile to stay longer in the Town Centre will generally be supported.
- 5.23 Therefore, the use of 'pop up' shops and cultural, creative, and leisure-orientated activities to help Godalming Town Centre become a niche leisure and cultural destination, building on the existing heritage offer and festivals programme, is supported.
- 5.24 Most Use Class A1 units (i.e. shops) now have extensive Permitted Development (PD) rights under the General Permitted Development Order, with a change of use allowed for up to two years. However these PD rights do not apply to listed properties so, therefore, the provision of 'pop-up' shops in such properties will require the necessary permissions. In addition, these PD rights do not extend to changes from retail to Use Class D which includes art galleries, exhibition halls, cinemas and concert halls.

**POLICY GOD3: NON-RETAIL USES IN THE PRIMARY SHOPPING AREA**

- A. In the Primary Shopping Area of Godalming shown on the Policies Map, the use of Class A retail and service premises for temporary uses will be encouraged. Such uses include 'pop up' shops and cultural, creative and leisure uses introduced on a temporary basis or for specific events.**
- B. Such non-retail uses must demonstrate that they will not have a detrimental impact on the amenity of neighbouring uses, particularly residential through excessive noise and pollution.**
- C. Such non-retail uses will generally not be considered appropriate if the operation of the business requires large amounts of parking or a large area for servicing in order to function.**

5.25 With the limited ability of the Godalming Primary Shopping Area to physically expand, the growing retail needs of the expanding population would be best served through small scale expansion of Farncombe Local Centre. Some existing sites in the area are under-used and there is less restriction on re-development than in Godalming Primary Shopping Area because it is not in a Conservation Area and has few listed buildings. Opportunities to expand retail provision in or adjacent to the existing Local Centre in Farncombe will, therefore, be supported. The potential to develop adjacent to the existing centre boundary reflects a necessarily flexible approach.

**POLICY GOD4: RETAILING IN FARNCOMBE LOCAL CENTRE**

**Proposals to provide new retail premises (Use Classes A1 to A5) or to redevelop existing buildings for retail uses in or adjacent to the Farncombe Local Centre, as shown on the Policies Map, will be strongly encouraged.**

## 6 HERITAGE AND DESIGN

- 6.1 One of the defining features of Godalming and Farncombe is its built heritage. This is demonstrated by the fact that it has five conservation areas and 227 listed buildings, of which two, St Peter and St Paul's Church and Wyatt's Almshouses are Grade I listed. These buildings and areas are well protected by planning policy, both at national and borough level.
- 6.2 Whilst it has grown over time, the town has not seen any significant dilution of this heritage. There was a considerable expansion to the area in the late 1800s to early 1900s and during this time the population trebled. It is important that the future growth of the town continues to recognise and pay due regard to this heritage whilst recognising that innovation in design should not be restricted. Innovative design does not have to mean a building clearly out of keeping with those around it.
- 6.3 Up to the late 1800s-early 1900s, buildings were made from local wood, brick and stone.



*Church Street shows a range of the architectural styles from 16-20C*



*The Georgians added brick frontages to traditional timber framed buildings*



***From the mid-1850s onwards the railway extended the materials used in building***



***There were further increases in the town between the wars and from 1970s onwards***

6.4 The photographs below show a development close to Church Street completed in 2016 that has used elements of the style and finishes without being a pastiche. This won a civic design award from the Godalming Trust in 2016.



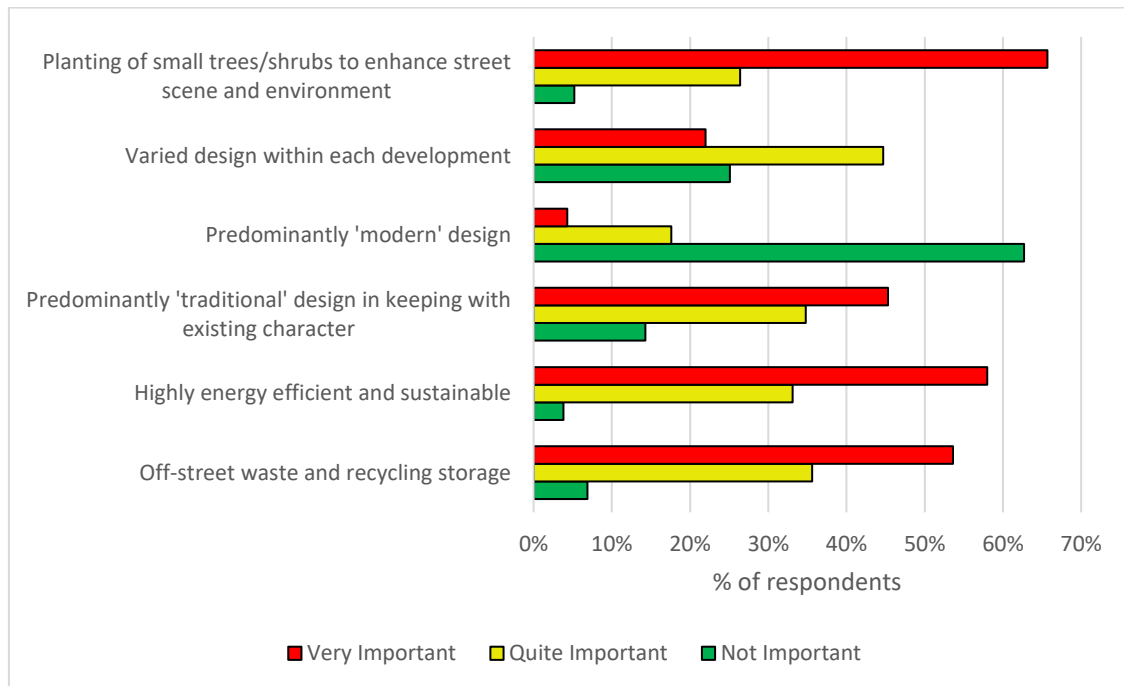
## Character Areas

6.5 Adverse impacts of inappropriate developments can include the following:

- Loss of significance to heritage assets, including impacts on setting
- Changes to the grain<sup>12</sup> and overall density which defines local character
- Loss of amenity, overshadowing, overlooking
- Noise
- Loss of green links/trees /hedgerows/vegetation
- Visual intrusion
- Visual separation
- Loss of parking
- Difficulties with recycling and waste collections/bin storage

6.6 The public questionnaire identified a number of issues relating to the character and design of development, as shown in Figure 6.1.

**Figure 6.1: Issues relating to character and design from public questionnaire**



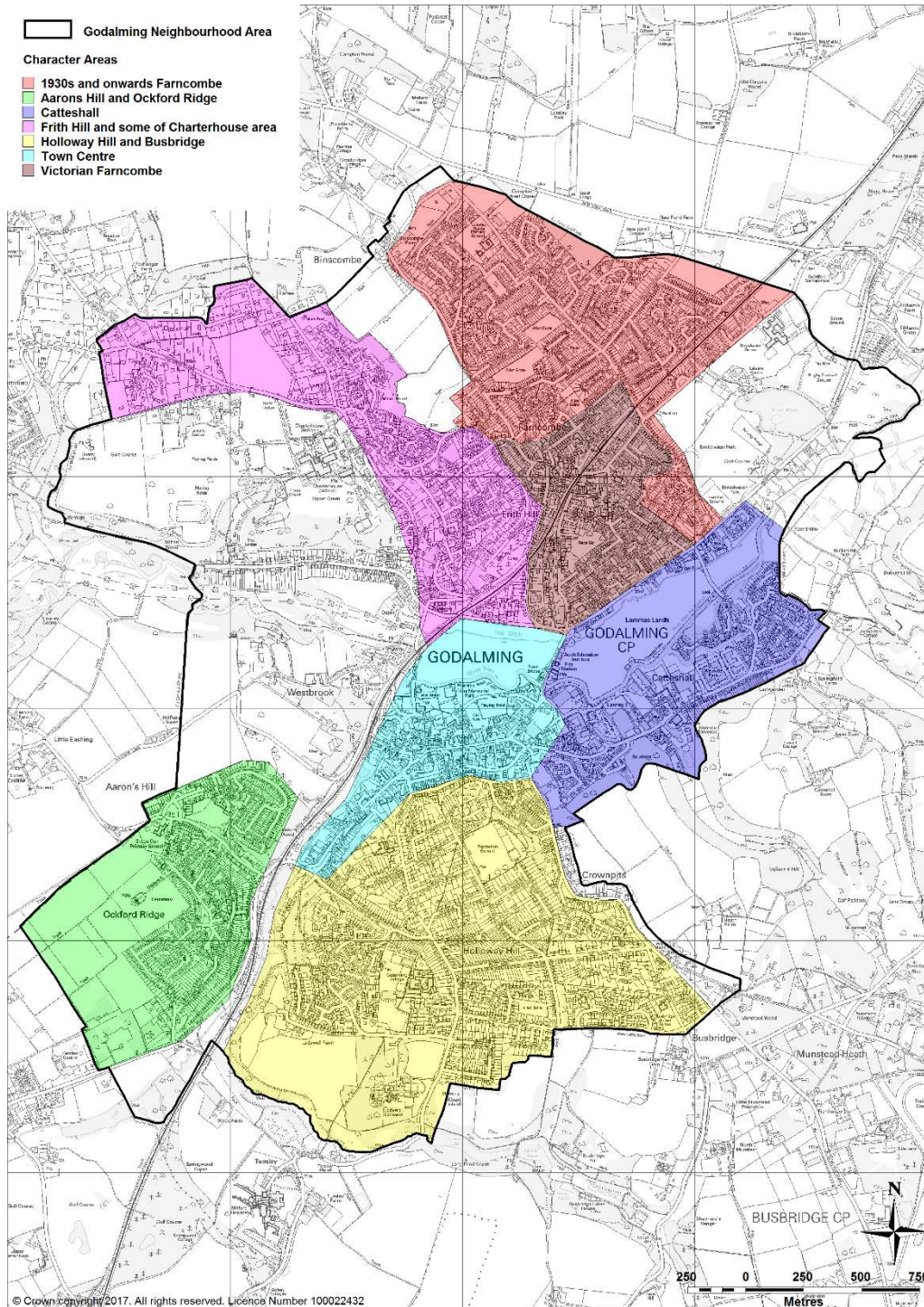
6.7 Matters such as boundary planting, traditional design and providing appropriate storage for waste and recycling are all issues that can be addressed by well designed development.

<sup>12</sup> 'Grain' is defined as the combined pattern of blocks and streets, taking into account the character of street blocks and building height and size, and how they all work together to create and enable movement and access.



- 6.8 Waverley Local Plan Policy D4 (Design and Layout) addresses a lot of these issues, but it is important to reinforce the particular issues of importance within the local Godalming and Farncombe context.
- 6.9 The GoFarNP has not prescribed a fixed palette of materials for new development. However, the evidence gathered along with the strong support identified through responses to the public questionnaire mean that development is required to be sympathetic to, and enhance, its immediate surrounding area, whatever the predominant style. This is guided by the Character Assessments for the specific identified character areas shown in Figure 6.2.

**Figure 6.2: Character Areas in Godalming and Farncombe**



- 6.10 This approach is not intended to stifle innovation, originality or initiative, but will promote local distinctiveness as required by the NPPF.
- 6.11 It is considered important that development must be designed so that it sits appropriately within its surroundings. It is acknowledged that, if development is of a different mix of housing, e.g. 2 and 3-bed dwellings in a predominantly 4 and 5-bed dwelling area, then densities may differ slightly. However, it is vital that the design of such developments does not have a negative impact on the amenity of existing residents in the neighbouring properties.
- 6.12 The objectives of this policy are to ensure that safe and attractive residential layouts are promoted.
- 6.13 The particular issues that should be considered in demonstrating that a development scheme is acceptable are as follows:
- The style and materials used in the area of Godalming and Farncombe in which they are proposed to be built. Much of the relevant context is provided in the Character Area Assessments. They should be varied in design and avoid uniformity to enhance the appearance and character of the local area. The community looks to applicants to demonstrate a commitment to delivering standards which will improve the Godalming and Farncombe area and not detract from it.
  - Established building lines and arrangements of front gardens, walls or hedges, where such features are important to the character and appearance of the area (see photos below).



***Hedgerows, grass and greenery  
bordering properties***



***Original style Victorian brick and  
stone walls***

- In a historic town such as Godalming certain features of housing layout have been well established over a long period. These include:
  - Established plot widths within streets where development is proposed, particularly where they establish a rhythm and height to the architecture in a street.
  - The separation (i) between buildings, and (ii) between buildings and their site boundaries, in relation to likely impact on the privacy and amenity of neighbouring properties and existing views.
- Aligning with the prevailing existing roofline of the immediate area and ensuring not to cause harm to views that are important to the character and heritage of the area. Buildings which are significantly higher than the surrounding ones will need to show that they are not harmful

to the character and appearance of the Conservation Areas, the wooded hillsides (as reflected in the adopted Waverley Local Plan Policies BE2 and BE5), the river valleys and other visually important sites. Precedent should not be seen to be set by new developments such as Prime Place on Flambard Way, which have been granted planning permission despite being much higher than surrounding buildings and also obscuring views of the hillsides.



***Flambard Way: Victorian terrace just visible (arrowed) to the left of Prime Place, but the hillside behind is no longer visible***

- The provision of sufficient off-street storage for recycling bins associated with each new property. The community of Godalming and Farncombe raised this as an issue, particularly in areas where houses have small front gardens.

6.14 The wooded hillsides are valued by the local people as shown by responses in public consultations.



***View of Town with hillsides from Frith Hill area***



***View of Town from St Edmund's steps***



***Farncombe is also framed by hillsides***

- 6.15 In addition, there will be strong support for development that reflects the following:
- 'Building for Life 12' criteria<sup>13</sup> with designs that will weather and mellow with time and settle into the environment rather than conflict with it. The philosophy should be 'build well - build once'. These are shown in Appendix A.
  - The provision of shared green spaces within smaller developments, recognising both physical and mental health aspects of the environment and the inhabitants right to a life-enhancing environment.
- 6.16 The policy applies to the whole of the GoFarNP area rather than just within the settlement boundary.
- 6.17 It is important that the guidance in the Character Area Assessments, or any successor documents, are followed in respect of the seven character areas in Godalming and Farncombe.

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<sup>13</sup> <http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>

#### **POLICY GOD5: CHARACTER AND DESIGN**

- A. All development shall protect the amenity of neighbours, and reflect the scale, mass, height and form of neighbouring properties. Development proposals must demonstrate how they contribute positively to the features of the respective character areas, as described in the Godalming and Farncombe Character Area Assessments.**
- B. In particular, development proposals shall:**
- a. retain historic buildings that contribute to the distinctive character and historic and architectural interest of the Character Area;**
  - b. ensure that they do not cause harm to views that are important to the character and heritage of the area, particularly of the Frith Hill Area of Special Environmental Quality and the Godalming Hillsides;**
  - c. ensure that they do not lead to over-development of a site; and**
  - d. avoid the appearance of cramming by aligning with the established plot widths within streets;**
  - e. be in keeping with the form of development of properties in the immediate surrounding area, particularly with respect to the prevailing roofline;**
  - f. ensure that new buildings do not adversely affect neighbouring properties by significantly reducing the amount of daylight available through windows or by obstructing the path of direct sunlight or window;**
  - g. ensure that it does not unacceptably reduce the level of existing private amenity space provision for existing residential properties;**
  - h. provide sufficient off-street storage for recycling bins associated with each new property;**
  - i. provide appropriate parking and access arrangements, both for the new development and existing properties where they would be affected;**
  - j. link up with and assist in improving the network of public footways and cyclepaths to enable increased cycling and walking to key destinations such as schools and shops (this should be read in conjunction with Policy GOD9: Movement Routes); and**
  - k. reflect the prevailing boundary treatments and the established building lines and arrangements of front gardens, walls or hedges, where such features are important to the character and appearance of the area.**
- C. In order to ensure that delivery of demonstrably sustainable development, proposals that directly address the following will be strongly encouraged:**
- a. Design that meets the 'Building for Life 12' criteria. Developers are encouraged to demonstrate how their proposals specifically meet these criteria, as shown in Appendix A.**
  - b. The provision of shared green spaces within smaller developments. The scale of such provision should adequately reflect the number and mix of units in the development.**

## Design of Residential Parking

- 6.18 Residential parking was raised as a significant issue by the community throughout the preparation of the GoFarNP. With a high proportion of semi-detached and terraced houses as well as flats, Godalming and Farncombe does not have much off-street parking for its residents. As such, and with growing levels of car ownership, the amount of on-street parking has increased. This impacts upon the safety of pedestrians and cyclists, as well as creating amenity and access problems for refuse and, of greatest concern, emergency service vehicles. The additional new development that is planned means it is even more important to deliver solutions which address this issue.
- 6.19 It is therefore paramount that new development is designed so as to minimise the amount of on-street parking. It is important that this does not simply encourage higher car ownership, so new streets should also be designed so as to discourage residents from parking on the street and instead parking in the off-street areas provided for them. Use of car ports – which are open structures making parking easier than in garages, whilst still retaining storage above – and parking courts – provided they are designed to minimise criminal activity – can be effective ways of providing off-street parking. Equally, new streets can be designed so that it is not possible to simply park on them, for example through the provision of permanent planters or other structures where parking spaces would normally be – this also has the added benefit of making the street more visually attractive.



***A 1980s development where garages are provided in brick surrounded courtyards but are not routinely used for car parking***



***A recent development where there is a mix of parking areas, garages, etc, but this appears to be insufficient for the development***

- 6.20 Waverley Borough Council's 2013 parking guidelines provide guidance on minimum standards of provision for car parking. It is considered necessary to bring this guidance into policy in the GoFarNP in order to ensure that it has greater weight in decision-making and that development is designed to fully take these matters into account.

**POLICY GOD6: PROVISION AND DESIGN OF RESIDENTIAL PARKING**

- A. Development proposals that generate an increased need for residential parking should provide adequate and suitable off-street parking in order to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians and cyclists.**
- B. In the case of residential development, the following minimum off-street parking provision is required:**
- a. 1-bed units: 1 space per unit plus visitor space (in Godalming Town Centre Area, only 1 space per unit is required)**
  - b. 2-bed units: 2 spaces per unit (in Godalming Town Centre Area, only 1 space per unit is required)**
  - c. 3+ bed units: 2.5 spaces per unit (in Godalming Town Centre Area, only 1.5 space per unit is required).**
- C. A lower level of off-street parking provision will only be permitted if it can be satisfactorily demonstrated that it would be appropriate on a specific site. This particularly applies to residential developments in or adjacent to the Godalming Town Centre Area, where it is recognised that lower levels of parking provision may be more appropriate.**
- D. Parking spaces that take the form of open spaces or car port facilities, rather than garages, will be encouraged.**
- E. Development proposals that would reduce the existing level of off-street parking provision will be resisted unless it can be satisfactorily demonstrated that the amount of overall provision is adequate.**
- F. The design of new residential streets must demonstrate how on-street parking in excess of that required for residents and visitors will be minimised. Use of environmental features such as permanent planters or other visually attractive street furniture to minimise on-street parking will be strongly encouraged, particularly in and adjacent to the Godalming Town Centre Area and along the identified Movement Routes (Policy GOD9).**

## Shopfront Design and Advertising

- 6.21 Godalming and Farncombe have historic retail centres which are important to local people. Godalming town centre is in a conservation area and has many listed buildings which should offer protection from inappropriate shop frontages. The retail areas in other parts of Godalming and Farncombe are also visually important and provide a community amenity.
- 6.22 The community wishes to protect and enhance these areas and, in particular, shop frontages are one important way that the unique ambience and attractiveness of the shopping experience in the area is enhanced.
- 6.23 There is widespread concern that excessive plastic and low quality shop frontage reduces the overall feel of the shopping areas. This is particularly important in the Town Centre Conservation Area where, due to the absence of any Article 4 Direction (see Glossary), changes can and have been made to unlisted buildings without needing planning permission. Whilst this cannot be addressed directly by the GoFarNP, it highlights the importance of ensuring that any proposed alterations to shop frontages follow appropriate design criteria.
- 6.24 Waverley Local Plan Saved Policy S7 (Shopfronts) requires a high standard of design, including the use of appropriate materials that blend in with the street scene. This has been complemented by the Waverley Shopfront Design Guide Supplementary Planning Document<sup>14</sup> (SPD) and it is considered that this guidance should be integrated into policy for Godalming and Farncombe, with specific requirements in respect of materials and design.



<sup>14</sup> Waverley Borough Council (2016) *Shopfront Design Guide Supplementary Planning Document*





***Farncombe's main retail area of the village centre with old and new developments sitting side by side interspersed with residential property and close to the parish church***

- 6.25 Design of shop frontages should be of a high quality and owners of shops and commercial properties should respond sensitively to the local area in the provision of an appropriate frontage. They should avoid plastic, aluminium and mosaic materials and the signage should not be overbearing in terms of size or design.



***National retailer using appropriate materials and design in the Conservation Area***

- 6.26 Generally, muted and traditional colours are preferred as they preserve the character of many of Waverley's shopping streets. The materials should reflect the architectural style of the building. Materials such as granite and marble, or modern highly reflective materials, are not usually characteristic of the area. Materials and colours should be carefully considered. The photograph above shows a national chain store with an appropriate frontage, reflecting the fact that many national retailers have logos and styles for conservation areas.



***An example where the building's original features have not been spoilt by the shop front***



***The left half of this shop's frontage has generic branding which detracts from the adjoining part of the frontage***

6.27 'Restore not replace' is an important principle. Godalming High Street has many traditional shop fronts which make up the character of the Conservation Area. Original features, such as recessed doorways, stall risers, mullions, transoms and pilasters, should, where possible, be restored rather than replaced.



***The shop on the left has divided the frontage with wooden painted windows and risers which fits with the street scene***



***The one above has used glazed ceramic tiles and large plate glass which is a bland expanse out of character with the street***

6.28 Care should be taken to ensure the size, shape and position of awnings and canopies are in keeping with the street scene and building and conform to Surrey County Council's clearance height recommendations. Retractable awnings and canopies are preferred as they allow for greater flexibility of use.



***Examples of rhythm and street scene***

- 6.29 The appearance of individual units should keep the 'rhythm' of the street scene (see the examples above, including the M&Co frontage). This additionally improves actual and perceived structural integrity of the building.
- 6.30 'Rhythm' is taken to mean the repetition or alternation of elements, often with defined intervals between them. It can create a sense of movement and can establish pattern and texture. A regular rhythm occurs when the intervals between the elements, and often the elements themselves, are similar in size or length. Examples are where shop frontages have been framed with smaller elements to fit in with the adjacent buildings.



***Good examples of existing signs in the Town Centre that are of a similar size and do not dominate or obscure architectural features***

- 6.31 Fascias should not hide architectural detailing of the building. They should not obscure the first-floor window sills and should be proportionate to the building.

- 6.32 As a traditional element of street scene, projecting and hanging signs should be simple, proportionate and hung either at fascia level or between the first-floor window sill and fascia.



***At night, the blue internal lighting of this shopfront – in the Conservation Area - is intrusive over a wide area, with its reflection capable of being seen more than 100m away in Bridge Street***

- 6.33 Illumination of shopfronts and signs can make a positive contribution to the street scene if it is in keeping with the character of the area. Small spot lights, halo lighting or a compact strip light is considered most appropriate for external illumination but must be subtle. Internally illuminated box fascias or hanging and projecting signs are discouraged and will generally not be permitted in Conservation Areas.
- 6.34 Advertisement Boards (A-Boards) should not clutter up the street scene, and should be sympathetic in terms of colour and materials to the character of the area. All A-Boards should follow Surrey County Council guidance which specifies conditions on when A-Boards will be permitted on a highway. Projecting and hanging signs, subject to advertisement consent, are preferred to A-Boards.

#### **POLICY GOD7: SHOPFRONTS, SIGNAGE AND ADVERTISING BOARDS**

**A. Development proposals for shopfronts and/or signage are expected to demonstrate a high quality of design that is in keeping with the character of the area and keep the 'rhythm' of the street scene. This particularly applies to Godalming High Street and other frontages that are within a conservation area.**

**B. In particular, a high quality of design will be expected to address the following:**

- a. Use of high quality materials in muted and traditional colours. Materials such as plastic, aluminium, marble and granite as well as reflective materials are generally not considered to be appropriate.**
- b. Signage should not be overbearing in terms of size.**

- c. Original features, such as recessed doorways, stall risers, mullions, transoms and pilasters, should, where possible, be restored rather than replaced.
- d. Care should be taken to ensure the size, shape and position of awnings and canopies are in keeping with the street scene and building and are of an appropriate height. Retractable awnings and canopies are preferred.
- e. Fascias should:
  - i. be proportionate to the building;
  - ii. not hide architectural detailing of the building; and
  - iii. not obscure first-floor window sills.
- f. Projecting and hanging signs should be simple, proportionate and hung either at fascia level or between the first-floor window sill and fascia.
- g. Illumination of shopfronts and signs should be in keeping with the character of the area, using small spot lights, halo lighting or a compact strip light. Internally illuminated box fascias or hanging and projecting signs are discouraged and will generally not be permitted in conservation areas.

## Protected Views

- 6.35 One aspect raised by the community through the GoFarNP engagement process was the importance of protecting valued landmark views from any negative impact that could be caused, directly or indirectly, by proposed development, whether residential or commercial.
- 6.36 Public consultation showed particular support for the view from Chalk Road/Bridge Road across the Lammas Lands towards the Parish Church, framed by the wooded hillsides. Whilst the Lammas Lands themselves are protected from development by Waverley Local Plan Saved Policy C5, this does not protect against inappropriate development on the other side of this iconic vista.



*View of the Parish Church of St Peter and St Paul from Chalk Road/Bridge Road*

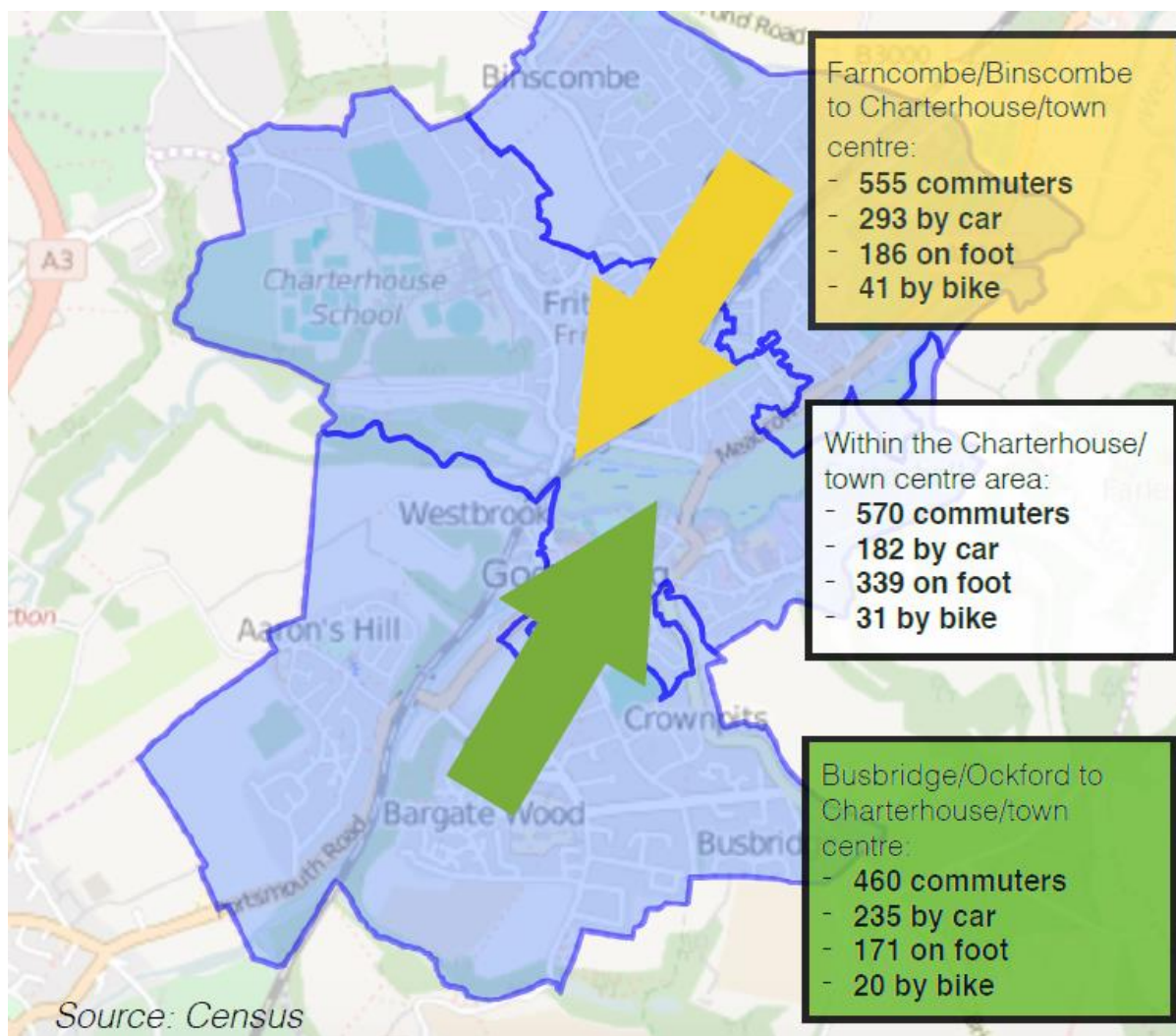
**POLICY GOD8: VIEW FROM CHALK ROAD/BRIDGE ROAD TO PARISH CHURCH**

**Development should preserve the historic setting of the local view from Chalk Road/Bridge Road towards the Parish Church of St Peter and St Paul, across the Lammas Lands. Any development which has a detrimental impact on the setting of this view will be refused.**

## 7 TRANSPORT AND MOVEMENT

- 7.1 Movement around, into and out of an historic but growing settlement such as Godalming and Farncombe, is an increasing issue. Specifically levels of vehicle congestion are high, particularly around the town centre and on most main routes at peak periods. Whilst many in the community wanted to see expansion of road provision for cars, this is not a feasible option given the limited amount of space in the town. In addition, with planned growth any such expansion of road capacity would be likely to fill quickly resulting in no improvement in conditions. Not only does congestion cause issues for the environment in terms of vehicular emissions, but also on human health as a result of air pollution. In this regard, there are considerable air pollution issues in Godalming, as demonstrated by the presence of an Air Quality Management Area (AQMA) along Ockford Road and Flambard Way since 2005. Growth will bring more people making more trips along these routes and others which may exceed legal limits of nitrogen dioxide (NO<sub>2</sub>) as a result, so it is important that action is taken to address this threat. The matter of air pollution is specifically addressed in Section 9.
- 7.2 Equally however, there does need to be satisfactory provision of parking to help the town and local centres to thrive and to ensure high quality developments which keep as many cars from parking on the streets as possible (the latter issue was addressed in Section 6). In short, there is a balance to be struck between discouraging car use where possible but providing for needs where appropriate.
- 7.3 Transport is used principally for people to access services - education, healthcare, shopping, jobs and leisure. Enabling people to access these services as easily as possible, and preferably as close as possible to where they live, minimises cost, time and use of resources.
- 7.4 Analysis of the 2011 Census shows that:
- 15% of households in Godalming do not have access to a car, rising to 29% in some locations of Farncombe, but as low as 4% in the Charterhouse area, reflecting differing incomes and ability to access facilities locally.
  - There are 12,323 cars or vans owned by Godalming's 8,954 households - 1.38 per household. However, again, this ranges from a low of 1.07 cars per household in the Meadow area of Farncombe to 1.77 in Charterhouse.
  - In 2011, 7,395 residents of the town commuted to work, and 6,543 worked in the town, of whom 2,500 (38%) came from within Godalming.
  - 17% of Godalming's working residents commute by train, 14% on foot or by bike, 2% by bus, but the majority (60%) get to work by car or van. The remaining 7% work from home.
- 7.5 This illustrates that reliance on the car as a means of getting about is high, it being the predominant mode of travel for the community of Godalming and Farncombe. As many of these are short, local journeys within Godalming and Farncombe, they could potentially be replaced by walking or cycling, particularly through effective use of techniques that serve to change how road space is used and prioritised in terms of who uses it. Figure 7.1 shows that every working day, approximately 1,600 commuters travel within the GoFarNP area to get to work, 45% do so by car.

**Figure 7.1: How and Where People Commute in Godalming and Farncombe**



- 7.6 With Godalming and Farncombe being two of the closest stations to the anticipated strategic developments at Dunsfold Park and Milford, many of the new residents there will look to access these railway stations for commuting, many coming by car. There is a serious risk that this increase in people travelling to the stations by car will worsen significantly over the plan period. Experience suggests that the more car parking is provided then the more it will be filled, and so an entirely different approach is needed – one that encourages sustainable transportation and is in harmony with tackling the major issue of climate change.
- 7.7 The GoFarNP therefore seeks to focus local policy on measures that encourage alternatives to car use, such as walking and cycling and the use of public transport, all of which have a lower impact on the environment. The GoFarNP seeks to provide a clear strategy and policy framework for creating more space for walking and cycling on key routes and to encourage development to facilitate a shift away from reliance on the private car.
- 7.8 Bus services are also an important part of this strategy shift away from the private car. Bus routes need to serve key locations such as the town centre and the railway stations more frequently and more reliably in order to increase bus use. This will also help to reduce the number of rail commuters that occupy parking spaces which could serve the town centre during the working day.



## Walking

- 7.9 Engagement with the community identified that more people would walk into the town if the routes for pedestrians were improved. Many key pedestrian routes lack safe crossing points – for instance, access to schools, railway stations and other facilities. There are places on busy roads without footways and there are places where repairs or slight changes to the footways would make use by pedestrians and wheelchair users much easier. Some footways are obstructed, for instance by parked cars.



***Lack of pavement on the station side of the main route into Godalming Town Centre***



***Footway submerged under vegetation***

- 7.10 A detailed survey of footway routes<sup>15</sup> identified a series of actions that could be taken to improve facilities for pedestrians. This includes the following:

- More dropped kerbs in suitable locations
- Footway repair/renewal
- A balanced phasing of traffic lights between pedestrian and traffic flows
- Footway camber to remain level when dropped kerbs are installed
- Sections of non-continuous footway to be resolved
- Existing roads closed to motorised traffic, such as the route leading from Farncombe Hill onto the old Farncombe Hill should be made fully accessible to pedestrians, wheelchair users and cyclists
- Facilitate safe crossing at wide junctions by pedestrians and wheelchair users
- Pedestrian lanes should be improved and maintained
- Turning across traffic on Bridge Road should be banned with traffic having to use the roundabouts at either end to access turnings, thereby reducing congestion on Bridge Road.

<sup>15</sup> Godalming & Farncombe Neighbourhood Plan (Spring 2016) *Report of the Footways Working Group*



***Lack of adequate crossing or street lighting at Farncombe Station***



***No dropped kerb at crossing, The Oval/Summers Road***

- 7.11 Many of these issues can be dealt with outside the planning system. However, new development does offer to opportunity to address these matters and it is considered that greater weight should be given to considerations of pedestrian movement along public routes which development adjoins. If well planned, then such development should increase the number of people using these routes, hence the justification for development addressing any deficiencies in provision.
- 7.12 In addition, the matters identified in the Footways Report could be addressed through use of Community Infrastructure Levy (CIL) funding raised from development within the GoFarNP area.

### **Cycling**

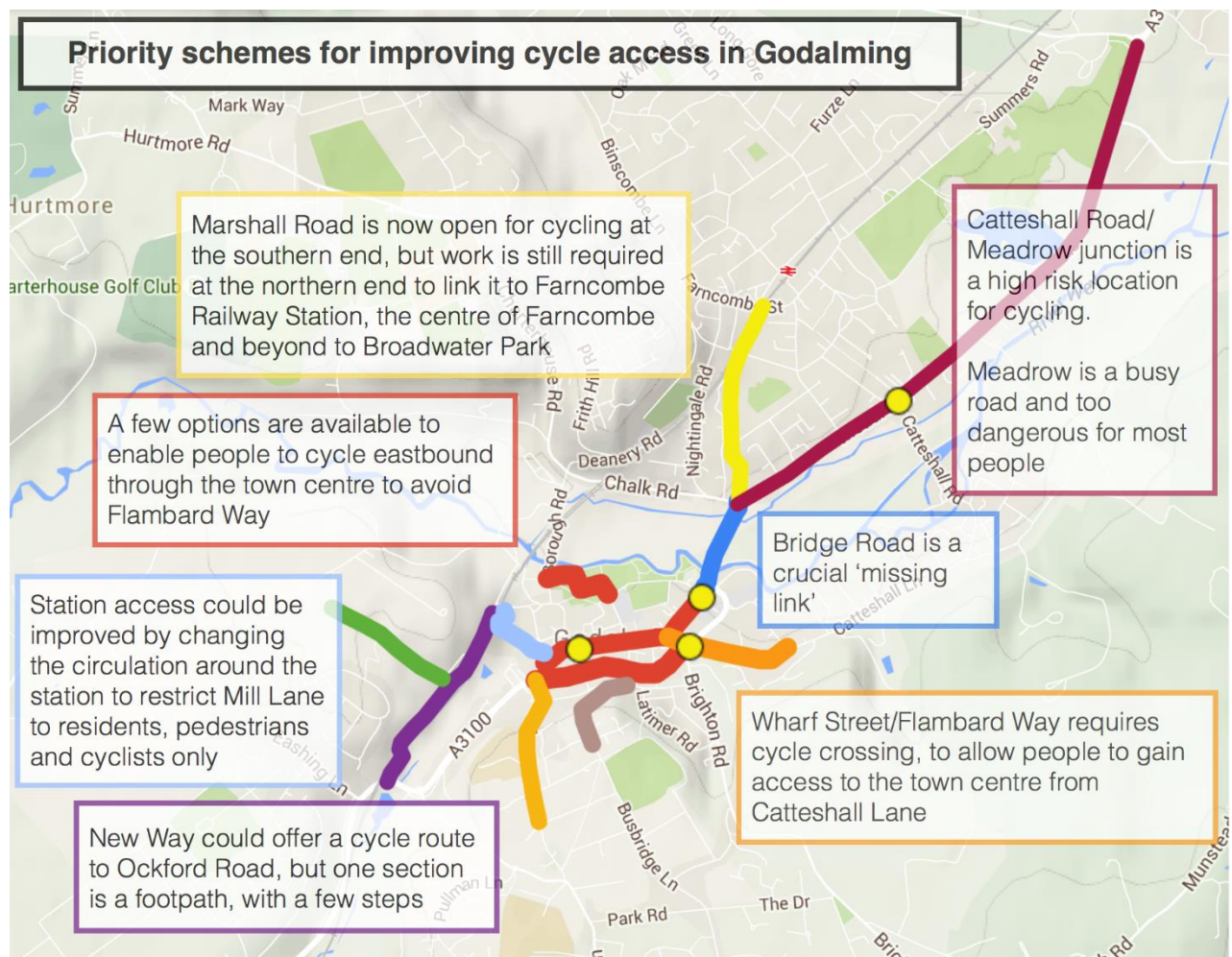
- 7.13 Cycling in Godalming and Farncombe, as in many towns, is more hazardous than it need be. Many are put off from cycling by the perceived lack of safety, a point raised through the community engagement process informing the GoFarNP.
- 7.14 Locally, more people cycling would mean reduced pressure on parking in the town centre and reduce congestion on the roads at key times. This is particularly the case if cycling is used as a mode of travel to work, when the roads are busiest. For instance, around 1,000 vehicles travel into Godalming along Meadow/Bridge Road between 8am and 9am each weekday morning. Evidence gathered to inform the GoFarNP suggests that as much as a quarter of these cars may be coming from as close as Farncombe or Binscombe and travelling elsewhere in Godalming. Even if only a third of these trips could be shifted to bike (or walking) this would contribute greatly to improving traffic circulation and reducing the impact of traffic.
- 7.15 A review<sup>16</sup> of cycling conditions and the causes of low bicycle use by the local community identified a number of actions that could help to improve the number of people cycling. As with walking, many of these can be dealt with outside the planning system. In addition, the report identified a series of priority routes and schemes that will improve cycle access. As with walkway routes, the general principle should be that new development will create new cyclists and therefore should contribute towards the delivery of these schemes as a need arising from them.

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<sup>16</sup> Godalming & Farncombe Neighbourhood Plan (2015) *Godalming: Cycling Issues and Proposals*

- 7.16 The adopted Waverley Local Plan identified two priority schemes for Godalming in Policy M7:
- widening the public footpath between Marshall Road and Chalk Road to form a shared footpath and cycle route; and
  - a new footpath and cycle route, with associated footbridges over the River Wey, between the Wey Inn roundabout and the road behind the Homebase store.
- 7.17 The first of these schemes has been completed but the second has yet to be considered in detail. The GoFarNP review work identified three options to achieve priority scheme (ii) above, although none are deliverable in the short term, either due to high costs or the need to narrow the existing vehicular route, which is unlikely to be acceptable to the community.
- 7.18 In addition to this identified need, a number of other schemes have been identified, as shown in Figure 7.2.

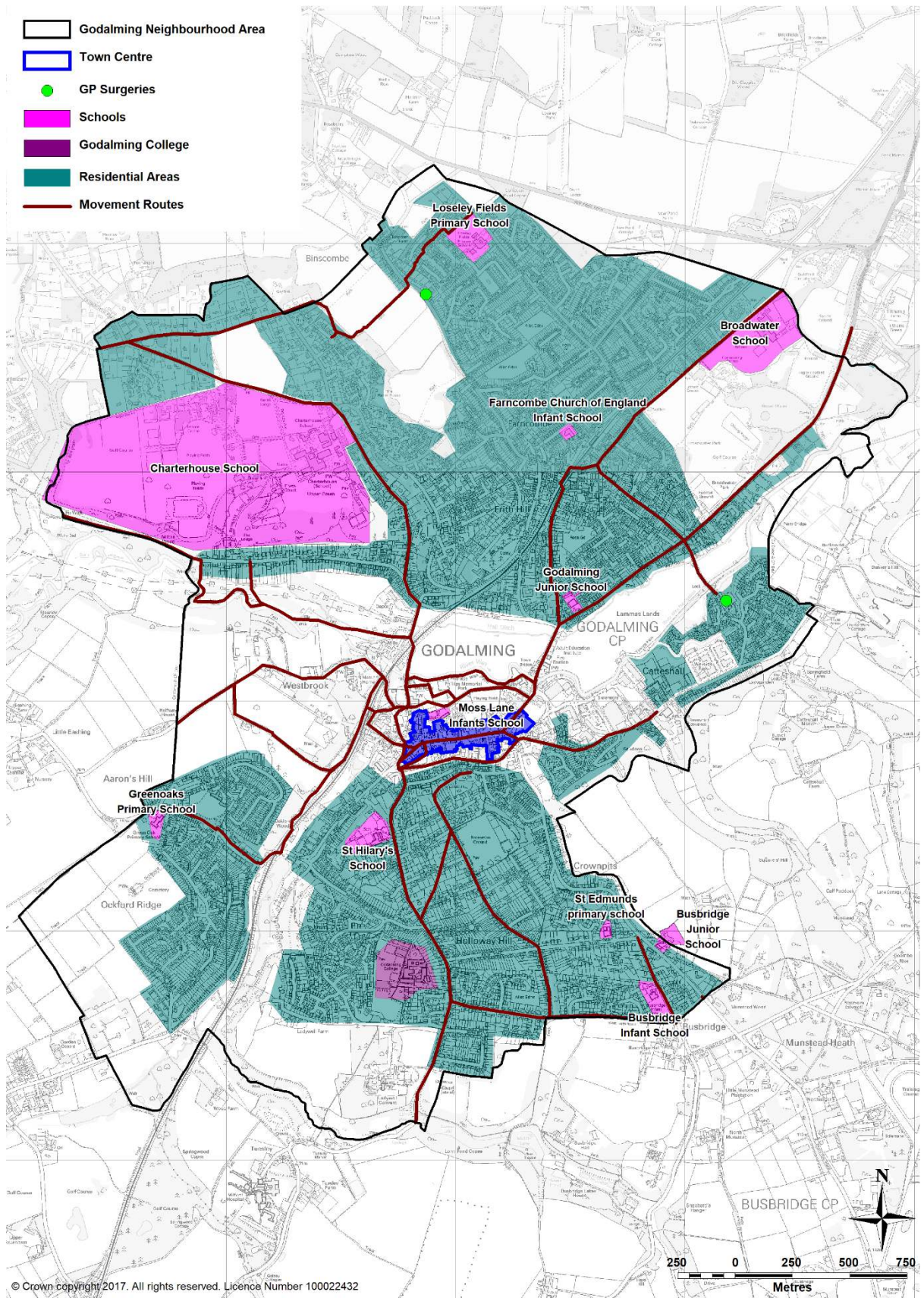
**Figure 7.2: Priority Schemes for Improving Cycle Access in Godalming**



## **Movement Routes**

- 7.19 In terms of trying to positively influence future patterns of movement into and around the town, the GoFarNP seeks to focus on making improvements for pedestrians and cyclists in order to encourage more walking and cycling from all the residential areas. This will benefit not only local residents but will help to address and potentially limit the amount of traffic that comes into Godalming and Farncombe from the proposed major developments at Dunsfold Park and Milford.
- 7.20 Linking residential areas into the network of walkways is vital to encourage more walking and less use of the car but also to connect these areas and their residents to the main services in Godalming and Farncombe. The same principles apply to the provision of improved cycling routes, although this requires more physical improvements before a more comprehensive network is in place that can represent a credible alternative to the private car. Such improvements to walking and cycling have a range of benefits including:
- providing genuine alternatives to the private car as a means of accessing the town centre shops as well as other key shops and services, such as the GP surgery and local schools;
  - providing health benefits through increased walking and cycling;
  - facilitating less congestion at busy times by encouraging children walking to and from school and people walking to the station and shops rather than 'jumping in the car' for a short journey;
  - providing a safer environment for the community of Godalming and Farncombe, including for vulnerable users.
- 7.21 Access on foot and by bicycle into and around Godalming town centre and to key facilities such as local schools and Godalming and Farncombe railway stations requires improvement to existing walkways and cycle routes as well as the provision of some new walkways, pedestrian crossing points and cycle routes in order to encourage increases in usage. As shown earlier in this section, work by the GoFarNP Transport Working Group has identified and mapped the main footpaths and cycle routes in Godalming and Farncombe. From this, a number of Movement Routes have been identified that will enable access on foot and by bicycle to these key facilities. These are shown in Figure 7.3. It is vital that these Movement Routes are improved and that access to them from new housing development can be provided.
- 7.22 For any development which does come forward, it will be important that safe footpath and, where possible, cycle access is provided to link in with these movement routes. Without this, these new developments will be isolated from the footway and cycle network and will become car-dependent estates.
- 7.23 Where improvements are necessary and directly related to the proposed development, contributions will be sought through Section 106 agreements and will be used to part-fund these and lever in match funding from other sources.

**Figure 7.3: Movement Routes**



#### **POLICY GOD9: MOVEMENT ROUTES**

- A. To ensure that residents can walk safely to the town centre, public transport facilities, schools and other important facilities serving Godalming and Farncombe; all new developments should ensure safe pedestrian and cycle access to link up with existing footways and cycle routes that, in turn, directly serve the Movement Routes shown on the Policies Map.**
- B. Proposals to enhance the identified Movement Routes and any other Movement Routes that are subsequently identified will be strongly encouraged.**
- C. Development will be expected to not have a severe residual impact on Movement Routes and to provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian access.**

- 7.24 All of these policies need to be supported by improved design of road space to give greater priority to users other than the private car. This could include 'filtered permeability' whereby roads are designed to still allow through-access for walking and cycling but remove it for motor traffic. This can be achieved either by a straightforward physical closure with bollards (or other engineering), or by the use of opposed one-way streets (with exemptions for cycling), or simply by signs. Once a road or street has been 'filtered', it remains accessible to motor vehicles, but is no longer usable as a through-route.
- 7.25 Alternatively, the use of 'shared spaces' may be appropriate in and around the town and local centres. Shared spaces are a design approach which seeks to minimise the segregation of pedestrians and vehicles. This is done by removing features such as kerbs, road surface markings, traffic signs, and traffic lights.
- 7.26 To assist with increased bus use, the development of dedicated bus lanes to replace certain through routes for traffic could be explored.
- 7.27 All of these issues should be properly addressed and considered through a detailed assessment.

### **Public Car Parking**

- 7.28 Car parking is a sensitive and growing issue throughout Godalming and Farncombe and we have, therefore, provided separate guidelines below. This is not only residential on-street parking – which is addressed in Section 6 and Policy GOD6 (Provision and Design of Residential Parking) - but also commuter parking due to the presence of two railway stations in the town and parking to use the shops and services in Godalming town centre. The proposed strategic developments at Dunsfold Park and Milford are likely to increase the volumes of traffic coming into these areas each day, therefore the demands on public parking – as distinct from resident parking – will increase.
- 7.29 In Godalming parish, car ownership is slightly above the South East region average, at 1.38 cars per household, and well above the national average.
- 7.30 With the high levels of out-commuting by local residents exacerbated by the significant number of people driving to use the stations in Godalming and Farncombe, parking at these stations is insufficient to address needs. As a result, people parking in the surrounding streets causes congestion and difficulties for pedestrians and cyclists throughout the day. With Godalming and Farncombe being two of the closest stations to the anticipated strategic developments at Dunsfold Park and Milford, there is a serious risk that this situation will worsen over the plan period.

- 7.31 Accordingly, an approach is needed based on the principle of integrated transport. The recent improvements at Godalming station with the installation of lifts to benefit many people – especially wheelchair users – and the enhanced cycle park facilities, represent the beginnings of such a policy. A vision and approach is needed that encompasses all forms of transport to these stations, including on foot, and seeks to change the situation where neither station has any bus service stopping outside.
- 7.32 Creative solutions to these issues will therefore be strongly supported. However, parking still forms part of this strategy to increase rail usage and therefore proposals that seek to increase the capacity of car and bicycle parking at the stations in Godalming and Farncombe will be strongly supported. This could be targeted at specific users, for example only being for off-peak users to encourage use during the daytime when many people know that at present, all parking has been occupied by commuters.
- 7.33 A related parking issue is the need to provide more car parking in Godalming town centre. Currently a significant proportion of the parking in the town centre is occupied by commuters. Public parking to serve those coming to use the town centre is required, albeit that the levels of provision need to be carefully balanced; over-provision will encourage more car trips to the town centre when the overall strategy is focused on encouraging alternatives to the private car.

**POLICY GOD10: PARKING AT GODALMING AND FARNCOMBE STATIONS AND GODALMING TOWN CENTRE CAR PARKS**

**Proposals that address the following will be supported:**

- i. Increases in the capacity of car and bicycle parking that can serve the needs of passengers using Godalming or Farncombe railway stations.**
- ii. Redesign of the forecourts at Godalming and Farncombe railway stations so that buses can stop outside the entrance and so that it creates an environment suitable for all users.**
- iii. Increases in the capacity of car and bicycle parking which will demonstrably serve the needs of those using shops and services in the town centre.**

## **Electric Vehicles**

- 7.34 With the significant issues relating to vehicle congestion on Godalming and Farncombe's roads, it is an important objective of the GoFarNP to bring about a lifestyle change so that all residents, workers and visitors become much less reliant upon fossil fuel vehicles. The GoFarNP has focused on improving cycling and walking, but the car will still play an important role for many in getting around. Reduction in the amount of fossil fuel powered vehicles in Godalming and Farncombe will help contribute to the health of the people and the environment. With the July 2017 Government announcement that by 2040, the sale of diesel and petrol cars will be banned, the focus will clearly be on the use of electric cars. Moreover, the share of all vehicles that electric vehicles will represent is expected to grow significantly over the plan period. It is therefore important that the Plan provides clear encouragement for the infrastructure needed to support this.
- 7.35 Where development does provide additional space for motor vehicles, associated provision for electric and plug-in hybrid vehicles should also be made. Such vehicles have zero tailpipe emissions unlike traditional vehicles and therefore have a far lower impact on the local environment

and pollution levels. This can be enhanced if the electricity to power them comes from renewable sources.

- 7.36 Development should therefore provide the facilities to enable the residents, workers and visitors to the area to use electric motor vehicles by installing charging points. This includes public parking as well as private residential parking.

#### **POLICY GOD11: ELECTRIC VEHICLE INFRASTRUCTURE**

**Where vehicle spaces are provided to support development, the associated provision of charging points for electric vehicles (both on-street and off-street) that can be used by the occupiers of residences and business premises in the Godalming and Farncombe Neighbourhood Plan area will be encouraged.**

#### **Other Sustainable Transport Actions**

- 7.37 There are a number of other important actions which do not necessarily require planning policy to enable them to happen but are an important part of the overall transport strategy for Godalming and Farncombe. These are:
- Undertake a study which looks at the potential for increasing the road space available for pedestrians, cyclists and buses through the use of, for example, filtered permeability, shared spaces and dedicated bus lanes.
  - Explore the possibility of park-and-ride bus provision, particularly to mitigate the potential impacts on Godalming and Farncombe of increased traffic created by strategic development at Dunsfold Park and Milford. This should look at a number of route options including from Brighton Road to Godalming railway station.
  - Lobby for more active enforcement of poor parking, i.e. parking that blocks pavements.



## 8 ENVIRONMENT

### Land

- 8.1 A home to live in is clearly the first and most vital consideration for everyone. Beyond this, most people wish their home to be set within an attractive and healthy environment. 'Green space' is not just good to look at. It provides room for outdoor leisure. Plants and trees contribute to air and water quality and we have a duty to manage our environment for the benefit of the flora and fauna that we share it with. A good environment helps to keep us healthy, both physically and mentally.
- 8.2 In a town such as Godalming, it is difficult to find space for all that the community wants to achieve and this will become increasingly apparent as the population rises over the plan period.



*The unique Lammas Lands in the heart of Godalming, a quintessential flood plain*

- 8.3 The following examples illustrate key issues that should be addressed under the theme of 'green space':

#### ***Landscape – aesthetics vs. habitat vs. utility***

- 8.4 We have an inbuilt sense of what looks neat and tidy. We tend to like roadside verges mown, woodland cleared of dead branches and open land free from brambles, nettles and ragwort. However, this is rarely the best management plan for nature. Setting aside land for nature reduces the space available for more utilitarian uses and there can be an indirect cost associated with managing land for its aesthetic or environmental benefit.

#### ***Leisure – formal vs. informal***

- 8.5 There is a limit to the amount of land that that can be set aside for outdoor recreation, i.e. parks, play areas and playing fields. Many popular sports demand a significant amount of space and it is increasingly difficult to satisfy this demand in Godalming and Farncombe. Nevertheless, these activities provide great benefit and must be accommodated as far as possible but it is recognised that informal, outdoor leisure is also important to health and well-being and a balance must be struck between the provision of formal and informal recreation space.

### ***Wildlife - protection vs. access***

- 8.6 Sometimes conservation requires protection measures, e.g. for ground nesting birds at breeding time. However, freedom to access and observe is fundamental to the process of education that leads people to value nature and so seek to protect it. Green space is also attractive for its own sake. If a green corridor is created along which wildlife can move, it will almost certainly be attractive for people to walk or cycle along too.
- 8.7 Fortunately, by providing attractive green routes for people, they can be guided away from the spaces set aside for nature. Some areas have stayed green precisely because they are 'public'. Here, well surfaced and well aligned paths can direct footfall and considered planting and wetland features can obviate the need to secure areas with fencing.

### **Green corridors**

- 8.8 A green corridor is a thin strip of land that provides sufficient habitat to support wildlife and its movement along it. They could be as little as a continuous hedgerow or a wider strip such as a footpath, verge, riverbank or railway embankment. Other green spaces such as playing fields, parks, cemeteries or allotments can also be described as green corridors providing they provide sufficient wildlife habitats.
- 8.9 Green corridors serve an important function in towns, namely to:
- break up the mass of the built environment
  - reinforce the essentially wooded nature of the area
  - support flora and fauna and enable migration between existing open spaces and into town
  - provide local havens for recreational enjoyment
  - create potential routes for non-motorised access between residential areas and local facilities, alleviating pressure on roads and parking and hence improving air quality and public health.
- 8.10 The primary reason for identifying green corridors is so that they can be protected and managed to improve their benefit for wildlife. However, this does not imply that green corridors will be exclusively set aside for this purpose. Some green corridors are suited to human recreational access and/or can provide space for 'green routes' for non-motorised transport. While it may seem counter intuitive to improve human access to green corridors, the public often enjoys right of access already and well considered routes provided with quality paths can manage footfall away from areas that are sensitive for wildlife. Small interruptions to continuity are excepted, e.g.
- roads or other transport routes
  - isolated buildings with surrounding gardens or farmland
  - narrow bands of building likely to be subject to redevelopment.
- 8.11 Where continuity is interrupted, wildlife tunnels or bridges, suitable planting (to mitigate the presence of isolated buildings) and appropriately aligned and planted green space can mitigate any detrimental impacts on wildlife.
- 8.12 The fact that the countryside comes right into the town is one of Godalming and Farncombe's key attractions. The Wey Valley contributes significant landscape value to the town and provides a 'green corridor', bringing the natural environment to its very heart. This area is already very strongly protected against development which allows the existing green corridor to thrive.

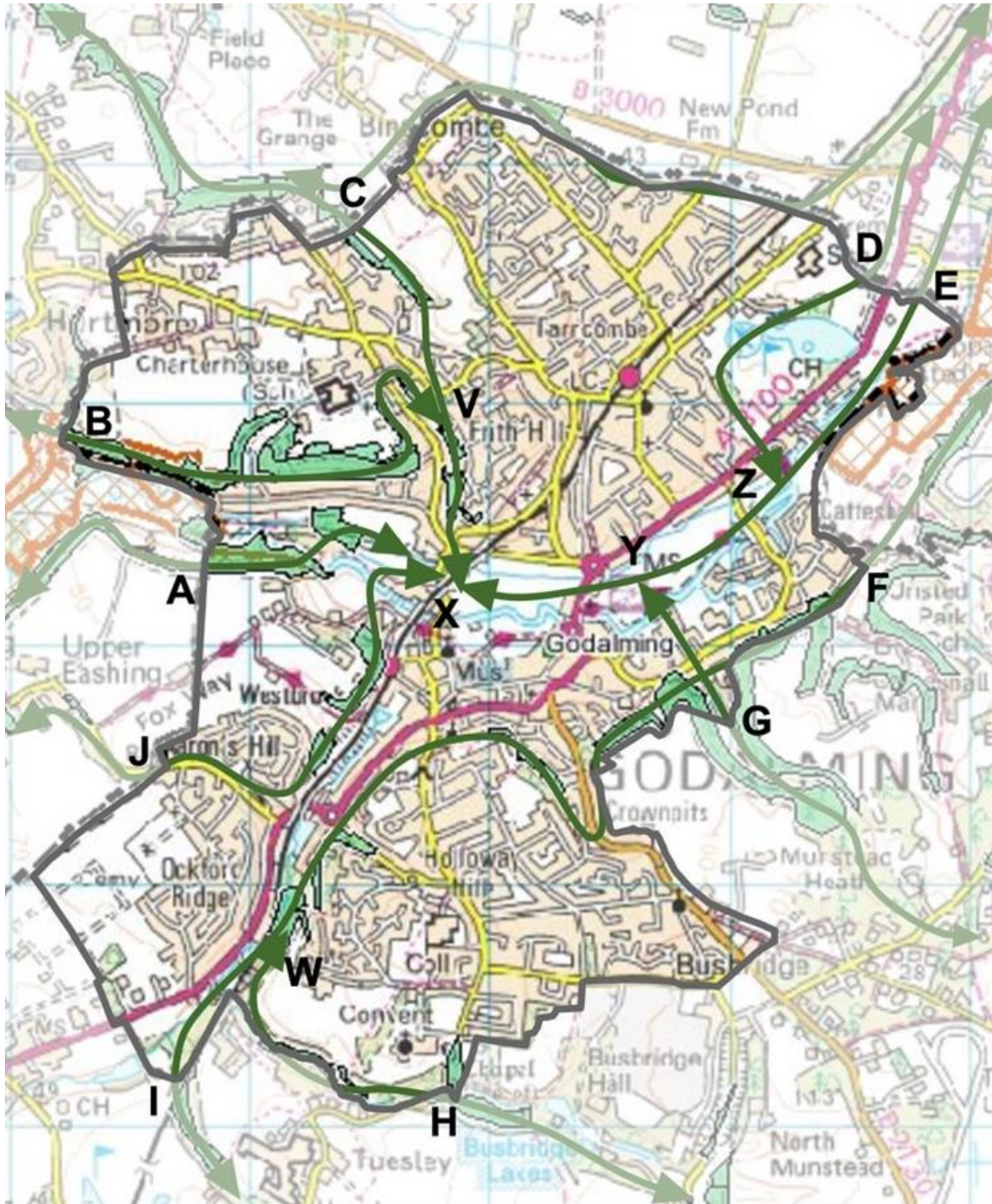
- 8.13 The green corridors within the Godalming and Farncombe Neighbourhood Area are listed in Table 8.1 below and indicated on the map in Figure 8.1.

**Table 8.1: Green Corridors in Godalming and Farncombe**

Map Reference (see Fig 8.1)	Description	Notes
A-X-E	The River Wey Valley	The principal and most obvious corridor following the course of the River Wey. Many areas are accessible to the public and a number of foot/bridal paths are in evidence. It is generally flat and well suited to improvements as a green route for walking and cycling.
B-V	Hillsides - Peperharow Road	Largely ancient woodland linking a site of special scientific interest (SSSI) in the west to the Charterhouse hillside in the east.
C-V-X	Hillsides- Mark Way and Charterhouse	Areas of woodland managed by Surrey Wildlife Trust with adjoining farmland linking woodland and open farmland in the north to the Charterhouse hillside and the Wey Valley.
D-Z	Broadwater Park	The fringes of Broadwater Park that are not intensively managed for sport.
F-I	Hillsides – Southern slopes	Ancient woodland covering large stretches of the southern valley slopes.
G-Y	Munstead Heath link to the Wey Valley	Open farmland approaches close to the town boundary and the Wey Valley. Opportunities may arise to make this more contiguous during any redevelopment near Catteshall Lane.
H-W	Busbridge Lakes	A mixture of woodland and water linking to the Ock Valley
J-X	Aaron’s Hill and Ock Valley	The wooded slopes of Aaron’s Hill and Westbrook overlooking the Ock Valley.

- 8.14 The green corridors shown in Figure 8.1 are represented by green arrows. Ancient Woodland has been shaded green and Sites of Special Scientific Interest (SSSIs) are hatched orange. It is important to note how the green corridors link these together.
- 8.15 The existing tracts of woodland help to identify corridors. Surrey Wildlife Trust notes that the inclusion of multiple habitats within a corridor strengthens its value and most of the green corridors in Godalming and Farncombe embrace multiple habitats. The Wey Valley green corridor, in particular, brings together woodland, grassland and river over much of its length. Busbridge Lakes and the Ock Valley combine woodland with river/lake. The hillsides to the north combine woodland and grassland. Only on the hillsides to the south, in those sections close to the town, does existing development constrain habitat to woodland and gardens. Indeed, it is important to note that the areas defined as the ‘Godalming Hillsides’ and ‘Areas of Strategic Visual Importance’ correspond and link with the identified green corridors.
- 8.16 Future development must recognise these corridors and safeguard their integrity. It should seek to improve their quality where opportunities exist. Whilst the area outside the built-up area is well protected, it is also important to maintain and enhance Godalming and Farncombe’s semi-rural character within the built-up areas.

**Figure 8.1: Green Corridors in Godalming and Farncombe**



8.17 This does not mean that development cannot occur along the green corridor. Rather, good design of individual buildings and of neighbourhood scale green and open spaces, including private gardens, can help to ensure that many of the species that are in Godalming and Farncombe can not only survive but thrive. This is crucially in line with the national planning guidance for achieving net biodiversity gain through all new development (NPPF, 2016). Examples include:

- Designing houses and neighbourhood scale green and blue features so that there is space for wildlife. For example, at the individual building scale, creating artificial nests sited in places

away from windows and doors can create vital new roosting sites to support populations of birds.



### ***Hedgehog friendly fencing***

- Boundaries between dwellings can be made hedgehog friendly by including pre-cut holes for hedgehogs to more effectively move across neighbourhoods to forage.
- New planting schemes can support bees and other pollinators by including nectar-rich plants; and tenants in new housing developments can be encouraged to adopt a wildlife-friendly approach to gardening through inclusion of educational literature in 'home-information' packs.
- Veteran trees should also be incorporated into landscaping in new developments and protected from damage by fencing or provision of circular hedging. This can make a very attractive feature and focal point for a public open space.

8.18 Sustainable Drainage Systems (SuDS) can be designed and managed to include soft, green landscaping features and wetland habitats, providing opportunities to enjoy wildlife close to where people live. Information about the multi-benefits of SuDS can be included in 'home information' packs in new development, or in on-site interpretation in open and green spaces, to encourage understanding and engage community members in supporting its long term management.

### **POLICY GOD12: GREEN CORRIDORS**

**In order to achieve net biodiversity gain across Godalming and Farncombe, development will be expected to preserve and enhance the wildlife corridors identified on the Policies Map. In particular, new development proposals should incorporate provision for local wildlife to thrive.**

## **Godalming Hillsides**

- 8.19 The Godalming Hillsides have been identified and specifically protected by Waverley Local Plan policy. Given the topography of Godalming and Farncombe, with the Wey Valley running through the heart of the town and the valley sides rising steeply on either side, this creates very prominent areas which are highly visible across the town. Waverley Local Plan Policy BE5 recognises this and makes clear that development here will not be acceptable unless it would not diminish the wooded appearance of the hillside and result in a loss of tree cover to the detriment of the area and the character and setting of the town. The emerging Local Plan considers that the policy is worthy of retention but may review the boundaries.
- 8.20 The protection of the Godalming Hillsides is important to the community and therefore the retention of a policy in the Local Plan is strongly supported. As such, it is not necessary to provide a GoFarNP policy covering this matter. However, the existing policy only addresses the wooded appearance of the area. It is equally important to maintain the overall character and setting of the hillsides and the town in general that development at the highest points on the hillsides does not significantly encroach on the existing skyline. Given the higher level of sensitivity of development on the skyline of the Hillsides, this has specifically been identified in the policy.

### **POLICY GOD13: GODALMING AND FARNCOMBE SKYLINE**

**As part of the protection of the Godalming Hillsides and their importance to the character and setting of Godalming and Farncombe, development is expected to ensure that it retains the skyline, as created by the natural features, at the highest points along the Hillsides. Development should avoid being at a height that is prominent on the skyline and must ensure that if it is visible then it can clearly be demonstrated how this enhances the character and setting of the area.**

## **Water**

- 8.21 Reducing the amount of water we use both domestically and commercially in turn reduces the amount of waste water that needs to be treated. The amount of water extracted from our rivers will also be reduced which will help to protect the wildlife that lives in our rivers and wetlands.
- 8.22 Equally, the use of recycled water is important where this is possible, e.g. for flushing toilets. Whilst the requirements for energy efficiency are dealt with by Building Regulations, it is important to encourage innovation and for development to go beyond the minimum requirements to deliver buildings that enable effective recycling of water for use.

### **POLICY GOD14: WATER RECYCLING**

**Development proposals that incorporate measures which enable the use of recycled water in residential and commercial properties will be encouraged.**

## Air

- 8.23 Air pollution is becoming one of the main health threats facing the UK. Specifically it comprises greenhouse gases (such as carbon dioxide (CO<sub>2</sub>) and ozone (O<sub>3</sub>) and local air pollution. The most important regulated gas for legal purposes in ambient air is NO<sub>2</sub>. One of the main causes is vehicles and congestion which means engines idle and air pollution becomes concentrated in those locations.
- 8.24 Air pollution in parts of the GOFarNP Area is significant and potentially worsening. There is an existing Air Quality Management Area (AQMA) along Flambard Way and part of Ockford Road.
- 8.25 The most recent Waverley Updating and Screening Assessment<sup>17</sup> report determined that exceedances of the national air quality objectives were likely for nitrogen dioxide (NO<sub>2</sub>) at the following sites:
- Flambard Way, Godalming, in proximity to the junction with Brighton Road/Wharf Street
  - Holloway Hill, Godalming, in proximity to the junction with Flambard Way
- 8.26 In addition, local monitoring undertaken through a programme being run in 2017 by Friends of the Earth identified that there were high levels of air pollution further out of the town along Meadow, at a key pinchpoint close to Bridge Road. This showed a nitrogen dioxide (NO<sub>2</sub>) reading higher than the 40 micrograms per cubic metre (ug/m<sup>3</sup>) mean annual limit for monitoring undertaken in January 2017.
- 8.27 This means that support for sustainable development must include a stringent approach to development which might increase the already unlawful levels of air pollution. In formulating its policy on air pollution, the plan has had regard to all relevant national policies and expert opinion used to inform another emerging GoFarNP.
- 8.28 There are some relatively simple solutions which can help to minimise the impacts of air pollution. Healthy trees of appropriate species in the right locations absorb NO<sub>2</sub> and particulates and can reduce air temperature during hot summer months, reducing ozone and other pollutants. To ensure the best effect is achieved and to protect from disease, a mixture of tree species is needed, with the species chosen based on their Urban Tree Air Quality Score (UTAQS). Trees should be located wherever an appropriate space is found, with particular focus in and around areas of poor air quality and high pollution, or areas where air quality is at risk of deteriorating.
- 8.29 Care must be taken when choosing the location of tree planting, so as not to decrease airflow, or trap pollutants and therefore reduce air quality. Avenues of trees alongside high buildings can be counterproductive, locations should be found near to polluted area(s), but with open space around.

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<sup>17</sup> Waverley Borough Council (2015) *2015 Updating and Screening Assessment for Waverley Borough Council*

**POLICY GOD15: HEALTHY AIR**

- A. Development should not damage the health of the air by increasing emissions of harmful pollutants to it. Development should comply with all minimum European Union or UK environmental standards in relation to air pollutants, whichever is the more stringent.**
- B. All major new development (defined as at least 50 dwellings or 5,000m<sup>2</sup> floorspace) must carry out an air emissions screening to determine whether a detailed air quality assessment will be required.**
- C. Such development must be designed to minimise harmful emissions to air. In particular:
  - a. such development must demonstrate that it is 'air quality positive' (i.e. better than existing or the existing benchmark). In principle, all development should be substantially less polluting than existing development that it will replace;**
  - b. development must not worsen an existing breach of a limit value or cause a breach;**
  - c. where limit values are not exceeded in the locality, developments must try to maintain lawful levels and not cause or contribute to worsening air quality.****
- D. Development is encouraged to use tree planting as a way of minimising the impacts of air pollution. Proposals that are accompanied by a tree planting strategy which demonstrates that healthy trees of appropriate species will be planted in locations where their ability to absorb nitrogen dioxide (NO<sub>2</sub>) and particulates is greatest, will be encouraged.**



## 9 COMMUNITY AND INFRASTRUCTURE

- 9.1 A number of key issues were raised relating to community and infrastructure provision within the GoFarNP area. This related to arts and culture, crime, education, health provision, social activities (including sport) and the resilience of utility provision covering communications (broadband coverage) and the security of electricity and gas supplies.

### Health Provision

- 9.2 The responses to the GoFarNP household questionnaire indicated that the majority of residents considered access to local primary health provision to be 'easy'. However, a number of residents identified a difficulty in getting timely appointments with doctors and the lack of NHS dentists in the town.
- 9.3 In addition, physical access to surgeries was identified as an issue, with insufficient parking at doctors' surgeries raised, as well as limited public transport serving the surgeries. Binscombe Surgery is served once per hour by the number 46 bus and the Mill Practice is served by two bus routes, the numbers 42 and 72<sup>18</sup>, which provide services every 90 minutes to two hours.
- 9.4 The Mill Medical Practice increased the number of GPs in 2016 and has scope to expand, although its parking provision remains limited. However, despite the issues of parking at The Mill, in its latest published annual report (2014) despite 49% of responders stating that they found parking at the surgery sometimes or always difficult, only 29% stated that they would find it useful if transport was available to bring them to the surgery. Responses also indicated that 77% were aware of the nearby public car park.
- 9.5 Binscombe Medical practice is considered by the senior partner as having reached capacity. Moreover, the practice has stated a desire to relocate to a much larger, purpose-built, environmentally sustainable medical facility within the current practice area. The practice owners would envisage this facility offering additional services to the local community including upgraded pharmacy and physiotherapy in addition to outpatient facilities for the Royal Surrey Hospital consultants to provide community-based clinics. Agreement to this, in principle, has already been established with the Hospital.
- 9.6 No specific sites are identified within the GoFarNP for the provision of additional medical facilities. However, if the Guildford and Waverley Clinical Commissioning Group, identifies a clear need for new provision or the expansion of existing facilities, then this will be supported. What will be important is to establish an appropriate balance of parking provision at the surgeries and encouraging patients to travel to the surgeries either on foot, by bicycle or on public transport.

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<sup>18</sup> The number 72 route was introduced after the survey was undertaken

#### **POLICY GOD16: HEALTHCARE PROVISION**

- A. The provision of new or expanded healthcare facilities to serve the community of Godalming and Farncombe will be encouraged. Ideally this should deliver facilities to enable a range of services to be provided on site, including outpatient services, a pharmacy and NHS dental services.**
- B. The provision of any new medical facilities should be in an accessible location to the existing residential community it serves. This should be well served by existing public transport services and maximise the potential for access on foot and by bicycle.**

### **Community Infrastructure**

- 9.7 The GoFarNP household questionnaire sought to establish residents' satisfaction with the range of provision of community facilities. What was notable was that teenagers, families and those with disabilities all had satisfaction rates ranging from 60% to just 32%. Moreover, the quality of provision for teenagers and those with disabilities was considered to be poor.
- 9.8 The provision of public services and facilities in the urban environment has a significant impact on the quality of life that residents and others enjoy. Good quality local public services, including education and training opportunities, health care and community facilities, are identified as one of the key elements for a Sustainable Communities Plan connected with crime reduction and community safety<sup>19</sup>.
- 9.9 Godalming has been identified as Waverley's second highest need area in terms of tackling issues relating to deprivation, including crime. Godalming Central Ockford ward is where the needs are most acute; for example, it includes the highest percentage of mental health conditions among various households with 11 to 24-year-olds<sup>20</sup>.

### **Existing Provision for Children and Young People**

- 9.10 There are a number of facilities in Godalming which have a relevance for young people, ranging from organised clubs and activities to recreation grounds and open spaces. Some have very limited appeal, for example, the two community centres offer dance classes on a weekly basis, and one gives a home to the local junior drama group, but as they are commercially run facilities, the onus is upon them to take bookings rather than provide community facilities.
- 9.11 Godalming is home to an Air Training Corps, a Canoe Club, Scouts and a Junior Drama Group. Each of these organisations offers weekly activity to groups of around 40 to 45 children, with more emphasis on the summer months. The town has no local authority-run youth groups.
- 9.12 There are no public agency supported youth or children's activities in Godalming and Farncombe - all provision has to be paid for, which is not possible for many poorer families in the community.
- 9.13 In developing its play area strategy<sup>21</sup>, Waverley Borough Council has identified seven wards that fall below the borough average for both equipped play provision and the Fields-in-Trust standard

<sup>19</sup> Office of the Deputy Prime Minister (2004) *Safer Places - The Planning System and Crime Prevention*

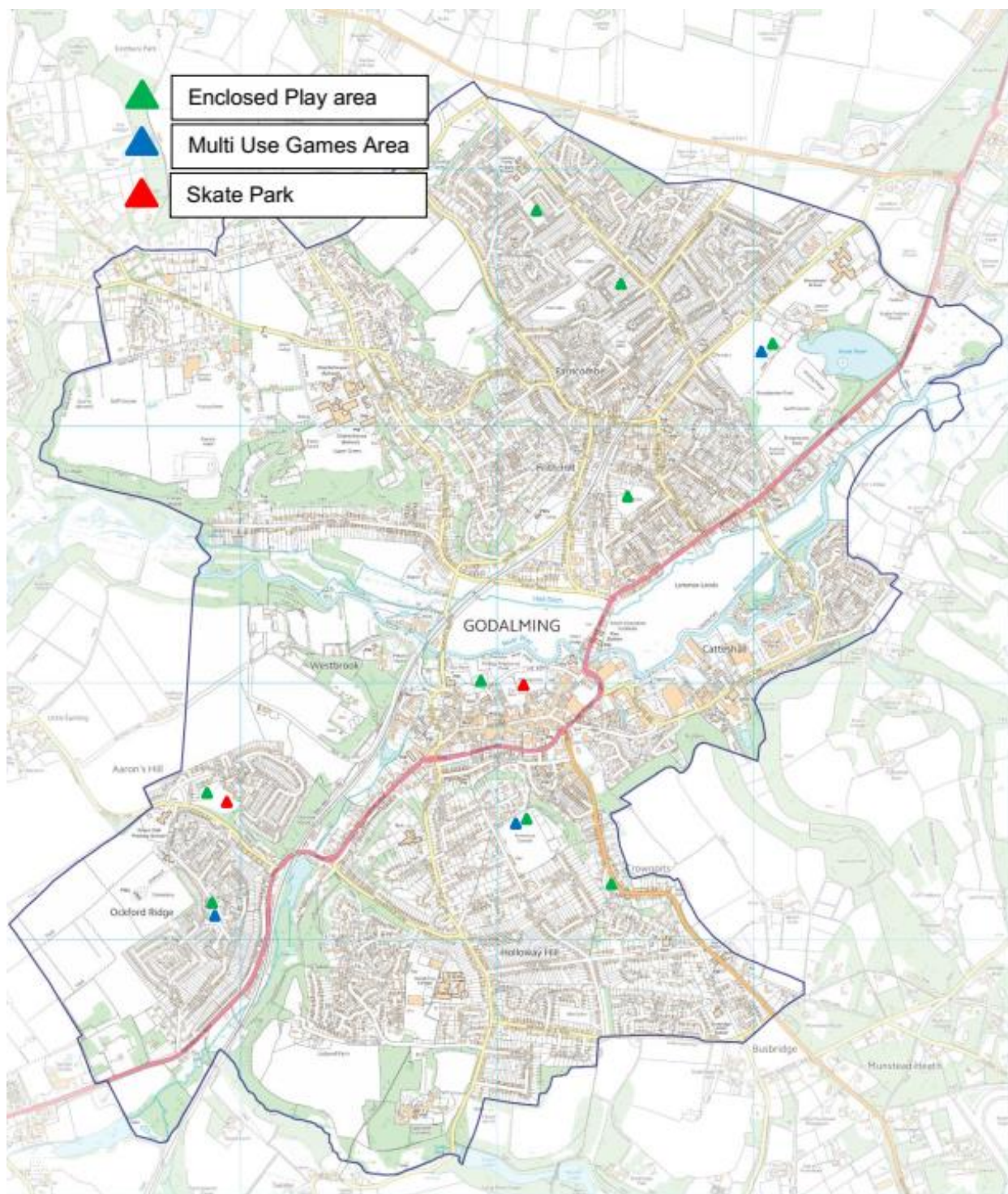
<sup>20</sup> Surrey Community Youth Work Services (2015) *Waverley Youth Work Needs Assessment*

<sup>21</sup> Waverley Borough Council (2015) *Waverley Play Area Strategy 2014-2024*

for informal play space. These include Godalming Binscombe and Godalming Charterhouse. Also, Godalming Holloway is identified as having significantly less than average play provision.

- 9.14 Godalming Town has eight play areas. Of these, seven offer good facilities for toddlers and small children, in well-kept and modern playgrounds, suitably enclosed and reasonably accessible. In some cases, they are accessed across grass, but this is easily negotiated with a pushchair. The eighth play area has no facilities for small children.
- 9.15 The provision for older children is mixed. Four of the sites - Broadwater Park, Holloway Hill, Aarons Hill and The Burys - provide football pitches and usable open spaces. Holloway Hill offers a multi-use game area, a cricket pitch and tennis courts in addition to the football pitch. Aarons Hill and The Burys provide skateboard parks. Canon Bowrings has a basketball hoop.
- 9.16 There is a disparity in the location of play areas throughout the town. Markedly, there are no facilities at all in Charterhouse or the Binscombe end of Farncombe, which correlates with the findings of Waverley Borough Council when developing their play area strategy.
- 9.17 Holloway Hill is provided with a large park in the centre and a small open space with toddlers play area at Crown Pits, on the higher edge of the area, but both these facilities are a long journey for those who live in the southern end of Holloway Hill. Neither facility offers much for teenagers who are not interested in organised sport, the only possible attraction being a zip wire at Holloway Hill. Neither play area is easily accessed, all the facilities being reached across grass.
- 9.18 Aarons Hill offers a large open space, with a children's play area on one site of an accessible path and a skateboard park on the other. Both of these are reached over grass once leaving the path, which limits accessibility. To the south of Aarons Hill, Ockford Ridge provides a small playpark in the centre of the estate.
- 9.19 The Burys, in the centre of Godalming, has a very good and very popular, albeit small, skatepark, next to the Crown Court car park, and so is accessible for spectator purposes.
- 9.20 Godalming is under represented with play areas, having over 16% of the borough's population with under 12% of the borough's play area provision. Of particular note is the total lack of play facilities in the Charterhouse Ward and within the Catteshall area of Godalming. Additionally Long Gore is poorly served with no play areas to the North of Green Lane and in the southern area of the town there are no play facilities between the A3100 and Tuesley Lane including the Pullman Road area.
- 9.21 In summary, young people in the centre of Godalming, Ockford Ridge and Farncombe areas on the A3100 side of the railway line can reasonably access a choice of outdoor play, with those within the main residential areas of Farncombe, including Furze Lane, Green Lane, Long Gore and Northbourne, Binscombe, Frith Hill and Charterhouse, Catteshall and the Pullman Lane area are poorly served and have to travel significantly in order to reach play facilities..
- 9.22 The provision for those with disabilities is mixed, with some smaller children's play areas offering an accessible roundabout or swing, but little else. Most of these playgrounds are accessed over grass, which limits accessibility.

**Figure 9.1: Location of Play and Youth Facilities in Godalming Parish**



### **New and Improved Children's and Youth Provision**

- 9.23 New facilities for teenagers and also for younger children are required in Godalming and Farncombe.
- 9.24 Additional play facilities for teenagers should be focussed on, not only in the play parks that only provide for younger children, but also new facilities in the area that have none or very little at present, namely Charterhouse, Farncombe and Ockford Ridge. New children's play areas are also required to serve Farncombe.
- 9.25 Godalming has two skateboard parks – a large skatepark in Aaron's Hill and the smaller facility by the Wilfrid Noyce Centre in central Godalming. Whilst there is an aspiration to have another large skatepark located more centrally, it is recognised that the needs of youths may change over time and other types of facilities may be more in demand. Generally however, there is strong support for centrally-located youth facilities.
- 9.26 New residential development should make such provision on-site to address the needs of the new residents and also to help address existing deficits in provision. Alongside this, developer contributions should be used to refurbish or replace existing facilities that are in need of repair.

#### **POLICY GOD17: PROVISION FOR CHILDREN'S PLAY AND YOUNG PEOPLE**

- A. Where feasible due to the size of development, new residential development should provide new children's play facilities and youth facilities on site as required by Local Plan Part One Policy LRC1.**
- B. Residential development in the Charterhouse, Farncombe and Ockford Ridge areas that is above the size thresholds identified in Local Plan Part One Policy LRC1 is encouraged to enable the provision of large Locally Equipped Areas for Play (LEAPs) and Multi-Use Games Areas (MUGAs). Where sites are of a sufficient size to enable such provision, development proposals will be expected to:**
- a. reserve areas of land of a sufficient size for provision of a LEAP and/or MUGA; and**
  - b. either directly provide the LEAP and/or MUGA on the reserved area(s) of land or make a financial contribution to its provision on the reserved area(s) of land, either through the Community Infrastructure Levy or a Section 106 agreement as appropriate.**
- C. Where appropriate provision can be made by refurbishing or improving existing facilities, the use of developer contributions will be encouraged.**
- D. Where existing access to play and youth facilities is across grassed areas, appropriate provision of paths to enable disabled access and access with pushchairs will be encouraged. Such provision should be sensitively located and use materials which minimise the impact on the existing green space.**

## Education Provision

- 9.27 From the responses received to the GoFarNP household questionnaire, it can be seen that whilst the majority are content with the provision for both Early Years and Childcare and Further Education, a majority do have concerns relating to the provision of both primary and secondary education provision. However, data from the Surrey County Council School Organisation Plan<sup>22</sup>, which outlines the County Council's strategy for school place provision, does not support residents' perceptions.
- 9.28 Godalming is one of the of the four secondary school planning areas across the borough, with the other three being Farnham & Ash, Cranleigh and Haslemere & Hindhead.
- 9.29 Whilst the reception class school population across Waverley borough increased between 2011 and 2016, it is anticipated that it peaked in year 2016/17 and will reduce until reaching a plateau in 2020/21. The increased requirement has been met across the borough by a mix of permanent planned admission numbers (school expansions) and by the provision of bulge classes (temporary expansion). Within Godalming, one infant school has permanently increased by 10 places and one primary school received a temporary uplift by use of a bulge class, providing an additional 30 reception places.
- 9.30 Surrey County Council anticipates that the secondary school population will continue to expand across the borough over the next seven years. Additional provision for 114 pupils has been provided elsewhere in the borough but is not anticipated to be required for Godalming (at Broadwater and Rodborough School).
- 9.31 The Schools Organisation Plan is considered a live document and is predicated on the known housing growth. Additional large-scale developments could require further provision within Godalming at the secondary school level. The Dunsfold Park strategic allocation falls within the Godalming area.
- 9.32 School provision is the responsibility of Surrey County Council and whilst there might be a desire amongst some residents for further school places, the County Council's data indicates that there are sufficient places within the GoFarNP area, albeit possibly not in the schools that those residents wish as a first choice. As at Autumn 2017, the County Council has not indicated a need for a new-build school within the GoFarNP area.

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<sup>22</sup> Surrey County Council (2016) *School Organisation Plan December 2016 – School Places in Surrey*

## **10 NON-LAND USE ISSUES**

- 10.1 There are a number of issues that have been raised through the process of preparing the GoFarNP that are not directly related to land-use matters (although several indirectly relate to the use of land in some form). As such, they are not matters that can be addressed directly by the provision of a planning policy in the GoFarNP and are not part of the matters that are examined as part of the Neighbourhood Plan preparation process. However, this is not to say that these community aspirations are not important matters and it is important that a strategy for dealing with these matters is assembled and taken forward. In doing so, this will help to achieve the vision and objectives of the GoFarNP.
- 10.2 The issues/community aspirations that have been identified are shown in Table 10.1, along with possible actions. They have been identified through the activities of the respective GoFarNP Working Groups.

**Table 10.1: Non-land Use Issues to be Addressed**












Issue	Possible actions
Improve footpaths and pedestrian safety	Cut back hedges, repair footways and undertake other actions to improve the existing footway network
Increase access for pedestrians, cyclists and buses	Undertake a study which looks at the potential for increasing the road space available for pedestrians, cyclists and buses through the use of, for example, filtered permeability, shared spaces and dedicated bus lanes.
Bus access at railway stations	Engage with bus providers to explore options for improved bus access and stops outside Godalming and Farncombe stations
Godalming Flood Alleviation Scheme	Support the planned Meadow defence and flood gate option as part of the Godalming Flood Alleviation Scheme
Improve flood management	Restore meanders to Hell Ditch
Improve wetland habitats	Create a wetland nature reserve in the Lammas Lands
Improve wetland habitats	Undertake riverbank tree planting and scrub habitat creation using native species in the Westbrook area and designated sections of the Lammas Lands
Protection of habitats	Careful planning and continued management of non-native invasive species such as Himalayan Balsam, Signal Crayfish, American Mink
Creation of habitats	Establish additional habitat to create buffer zones between neighbouring urban areas and the flood meadow thus slowing down the movement of surface water run off while helping remove potential road surface pollutants in the process.
Habitat management	Adopt ' <i>The Lammas lands vision and management objectives</i> ' by Dr. Day as the basis for a ten-year management plan for the Lammas Lands flood meadows
Water management	Work closely with potable water suppliers to identify and repair leaks

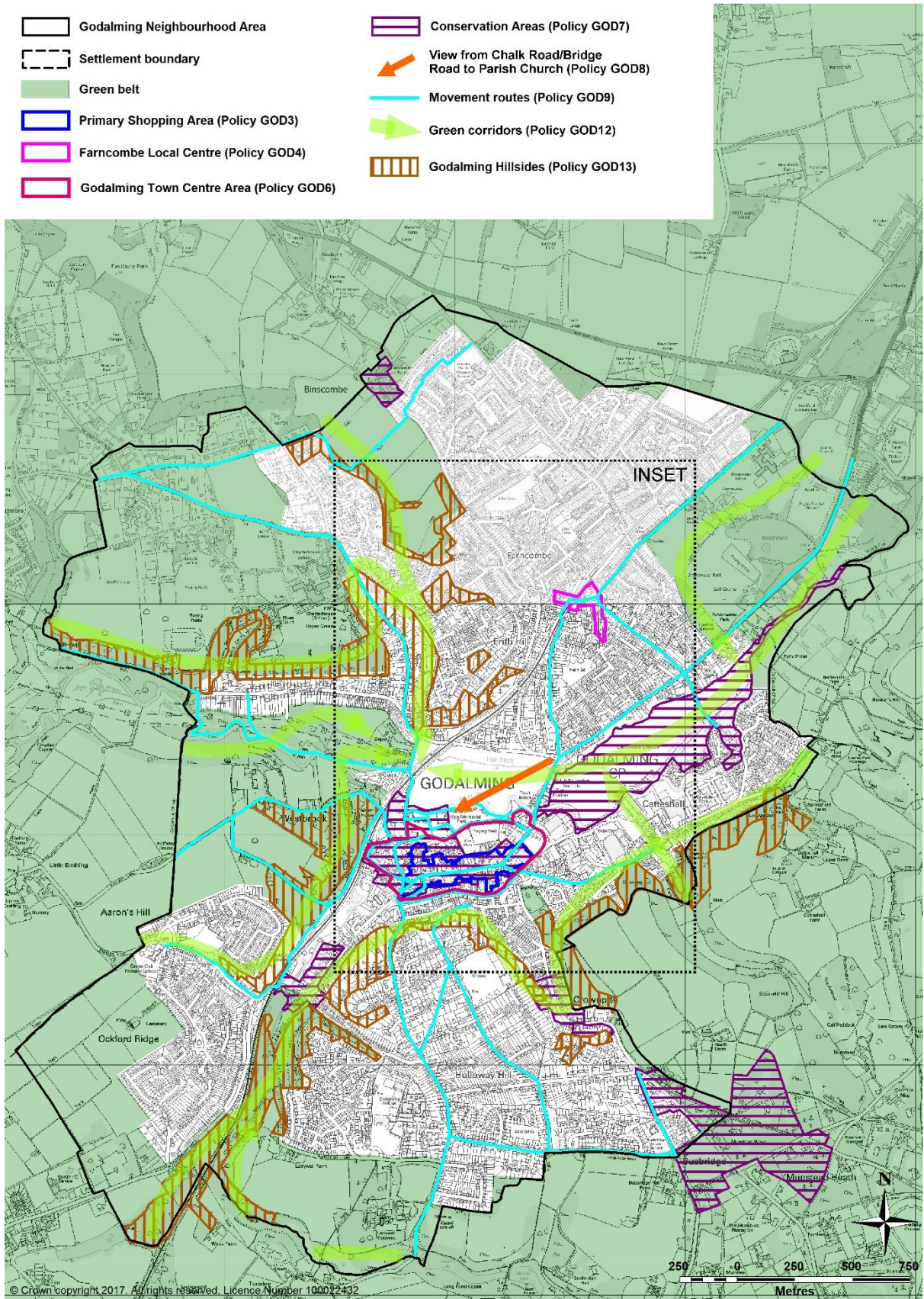


Issue	Possible actions
Water management	Encourage retro-fitting of water conservation measures such as dual flush toilets, water saving shower heads, rainwater harvesting via rainwater harvesting tanks and water butts
Water management	Work with the Environment Agency and water companies to identify and rectify drainage misconnections cost effectively
Habitat management	Develop an ongoing management plan for Broadwater Lake in conjunction with the Environment Agency and Godalming Angling Society. Efforts should concentrate on identifying and finding long term solutions to the wider ongoing pollution, water quality issues that will lead to the restoration of lost habitats and species
Children's Play Areas and Multi Use Games Area	Engage with WBC in the development of its play area strategy to help develop the provision of suitable play facilities in all localities
Skate park	Explore with WBC the opportunities for skate park provision within the Farncombe area
Protecting unlisted buildings of merit	Take forward a Buildings of Local Merit initiative
Street naming and naming of developments to reflect history of Godalming and Farncombe area	Lobby WBC to ensure that its Street Naming and Property Numbering Policy is followed ensure any ward councillor undertakes some consultation with the local community if controversial names are put forward
Identifying and rewarding excellence in design in Godalming and Farncombe	Promote awareness of the Waverley Borough Council and Godalming Trust Design Awards schemes
Repurpose existing buildings	Reflecting the fact that there are many good examples where buildings are no longer needed for their original purpose, have been renovated and a new sustainable use found for them, encourage re-use of buildings rather than demolition
Engaging on design	The Prince's Foundation 'Enquiry by Design' approach for pre-application consultation on major urban extensions should be encouraged for larger developments. Developers should show how they have responded to any feedback they have had to proposals in their application











Issue	Possible actions
Improving the High Street	Much of the existing residential accommodation in the High Street above and behind the shops is in a poor state of repair
Sites for extra care development	Work with landowners to identify suitable sites for extra care provision
Parking for shoppers	Explore potential for time limited, free parking for people wanting to use banks, etc
Improve the vitality of the western end of Godalming town centre	Explore innovative ways to improve footfall. This could include improved signposting or a 'destination occupier' which can bring footfall to Church Street, e.g. The Museum. So an action is to look at this and find innovative way to increase footfall
Tourism	Promote local attractions to encourage tourist visitors to the town
Review quality of hotel provision	Survey the occupancy rates of existing hotels to determine if support should be given (possibly in policy terms) to the additional provision of hotel accommodation

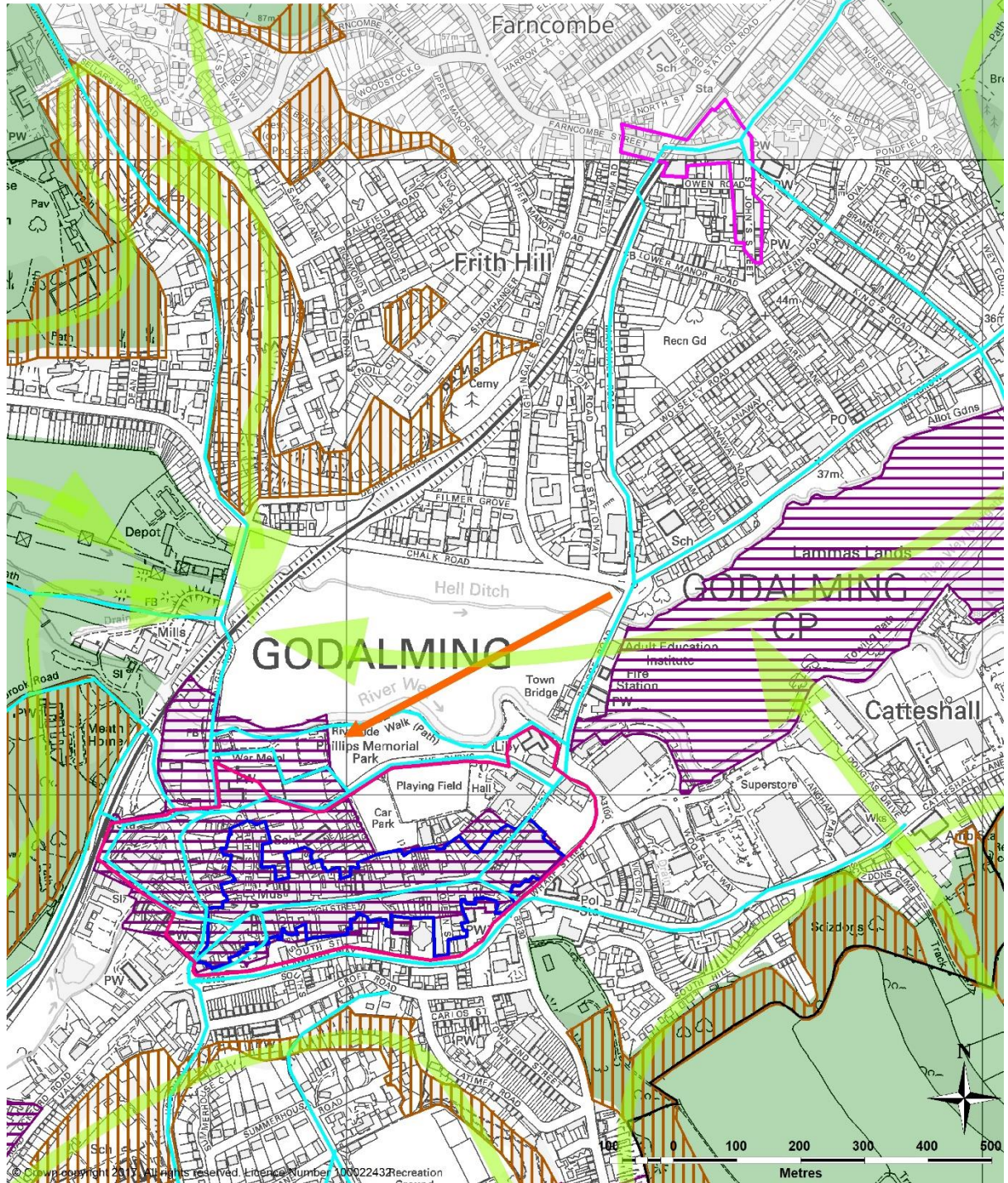
## POLICIES MAPS

- |   |  |   |   |
|---|--|---|---|
|  | Godalming Neighbourhood Area             |  | Conservation Areas (Policy GOD7)                                |
|  | Settlement boundary                      |  | View from Chalk Road/Bridge Road to Parish Church (Policy GOD8) |
|  | Green belt                               |  | Movement routes (Policy GOD9)                                   |
|  | Primary Shopping Area (Policy GOD3)      |  | Green corridors (Policy GOD12)                                  |
|  | Farncombe Local Centre (Policy GOD4)     |  | Godalming Hillside (Policy GOD13)                               |
|  | Godalming Town Centre Area (Policy GOD6) |   |   |



**Inset Map**

-  Godalming Neighbourhood Area
-  Settlement boundary
-  Green belt
-  Primary Shopping Area (Policy GOD3)
-  Farncombe Local Centre (Policy GOD4)
-  Godalming Town Centre Area (Policy GOD6)
-  Conservation Areas (Policy GOD7)
-  View from Chalk Road/Bridge Road to Parish Church (Policy GOD8)
-  Movement routes (Policy GOD9)
-  Green corridors (Policy GOD12)
-  Godalming Hillside (Policy GOD13)



## GLOSSARY

- **Affordable housing** - Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market
- **Article 4 direction** - An article 4 direction is made by the local planning authority. It restricts the scope of permitted development rights either in relation to a particular area or site, or a particular type of development anywhere in the authority's area.
- **Built form** – this refers to the man-made landscape and the various aspects of physical development within it.
- **Community Infrastructure Levy (CIL)** – a fixed, non-negotiable contribution that must be made by new development. It is chargeable on each net additional square metre of development built and is set by Waverley Borough Council.
- **Local Plan** – the planning policy document prepared by Waverley Borough Council, covering Godalming parish. This addresses strategic planning matters and the Godalming and Farncombe GoFarNP, as required by the National Planning Policy Framework, must be in general conformity with the adopted Local Plan. This is the Local Plan Part One (2018).
- **Intermediate tenure housing** - Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
- **Building for Life 12** - A government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.
- **Micro-business** - a company employing fewer than ten people.
- **National Planning Policy Framework (NPPF)** – the national planning policy document which sets out the Government's planning policies for England and how these are expected to be applied.
- **Sheltered housing** - a group of flats or bungalows where all residents are older people (usually over 55). With a few exceptions, all developments provide independent, self-contained homes with their own front doors. There are usually some common facilities that all residents can use - such as a residents' lounge, a guest suite, a garden and often a laundry.
- **Social rented housing** - Housing owned by local authorities and private registered providers for which guideline target rents are determined through the national rent regime.

## Appendix A Building for Life 12 criteria

1. Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?
  - a. Where should vehicles come in and out of the development?
  - b. Should there be pedestrian and cycle only routes into and through the development? If so, where should they go?
  - c. Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?
  - d. How should the new development relate to existing development? What should happen at the edges of the development site?
2. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
  - a. Are there enough facilities and services in the local area to support the development? If not, what is needed?  
Where new facilities are proposed:
  - b. Are these facilities what the area needs?
  - c. Are these new facilities located in the right place? If not, where should they go?
  - d. Does the layout encourage walking, cycling or using public transport to reach them?
3. Does the scheme have good access to public transport to help reduce car dependency?
  - a. What can the development do to encourage more people (both existing and new residents) to use public transport more often?
  - b. Where should new public transport stops be located?
4. Does the development have a mix of housing types and tenures that suit local requirements?
  - a. What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?
  - b. Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?
  - c. Are the different types and tenures spatially integrated to create a cohesive community?
5. Does the scheme create a place with a locally inspired or otherwise distinctive character?
  - a. How can the development be designed to have a local or distinctive identity?
  - b. Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?
6. Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?
  - a. Are there any views into or from the site that need to be carefully considered?
  - b. Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?
  - c. Should the development keep any existing building(s) on the site? If so, how could they be used?

7. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
  - a. Are buildings and landscaping schemes used to create enclosed streets and spaces?
  - b. Do buildings turn corners well?
  - c. Do all fronts of buildings, including front doors and habitable rooms, face the street?
8. Is the development designed to make it easy to find your way around?
  - a. Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?
  - b. Are there any obvious landmarks?
  - c. Are the routes between places clear and direct?
9. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
  - a. Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?
  - b. Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?
10. Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
  - a. Is there enough parking for residents and visitors?
  - b. Is parking positioned close to people's homes?
  - c. Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?
  - d. Are garages well positioned so that they do not dominate the street scene?
11. Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?
  - a. What types of open space should be provided within this development?
  - b. Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?
  - c. How will they be looked after?
12. Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?
  - a. Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?
  - b. Is access to cycle and other vehicle storage convenient and secure?