



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

April 2019

## **PART 2**



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### PART 2

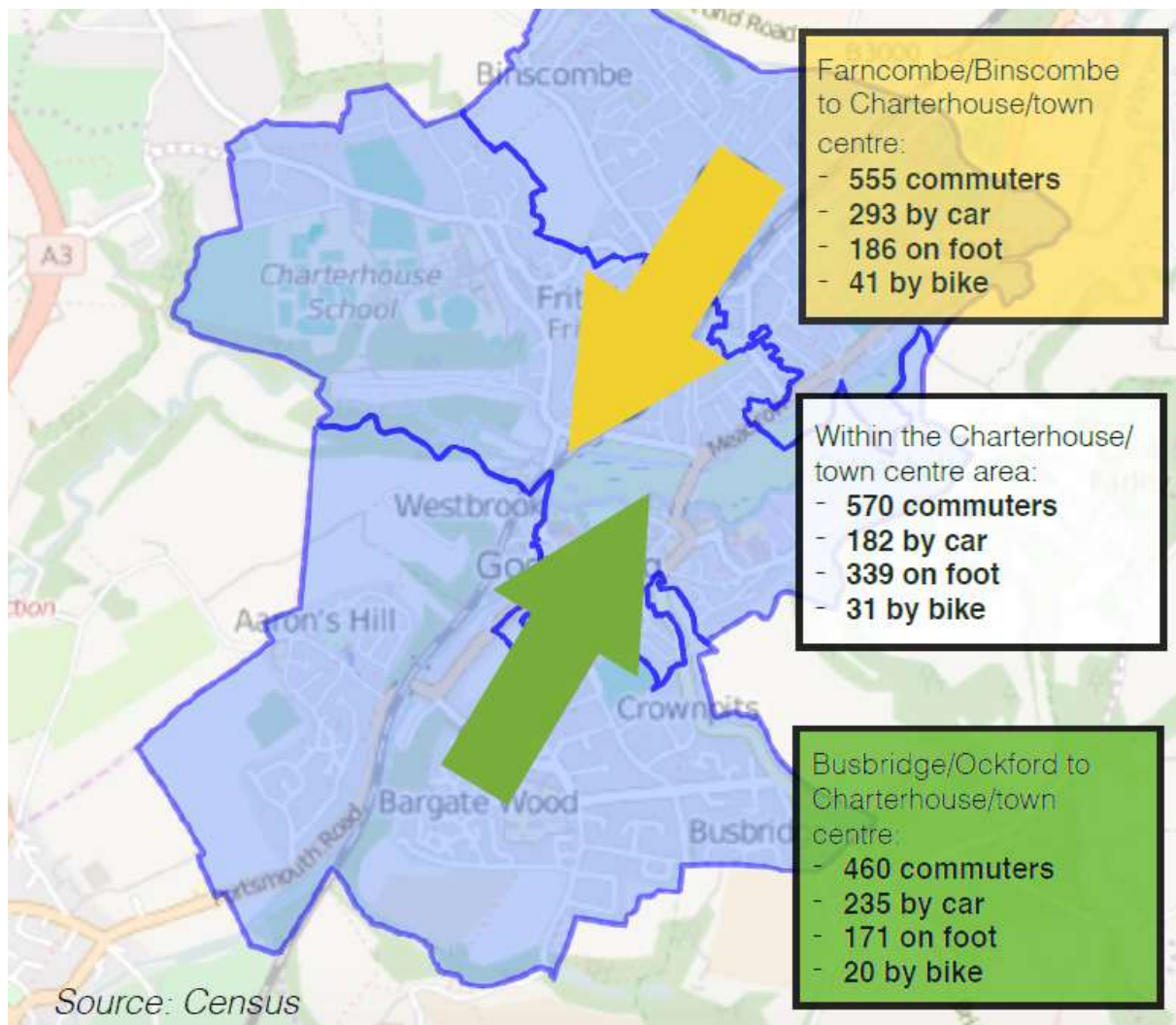
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**Appendix A**      Building for Life 12 criteria

## 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 Godalming and Farncombe Neighbourhood Plan 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 Godalming and Farncombe Neighbourhood Plan 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 Godalming and Farncombe Neighbourhood Plan 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>1</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 such as Broadwater Lanes and pedestrian alleyways should be improved and maintained
- Bridge Road is the main connecting link between Farncombe and Godalming, not only for motorised traffic, but also cyclists and pedestrians. This road should be re-engineered so as

<sup>1</sup> Godalming & Farncombe Neighbourhood Plan (Spring 2016) *Report of the Footways Working Group*

not only provide pedestrian footpaths that allow for pushchairs and wheelchairs to pass at all points without having to encroach on the roadway, but also for a safe cycle route along its length.



***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 both pedestrian and cycle access through new developments as well as movement along public routes which development adjoins. New development should demonstrate that desire lines for walking and cycling in relation to key destinations and existing routes have been considered.
- 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 Godalming and Farncombe Neighbourhood Plan 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 Godalming and Farncombe Neighbourhood Plan.
- 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 Godalming and Farncombe Neighbourhood Plan 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>2</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.
- 7.16 The adopted Waverley Local Plan identified two priority schemes for Godalming in Policy M7:
- i. widening the public footpath between Marshall Road and Chalk Road to form a shared footpath and cycle route; and
  - ii. 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 Godalming and Farncombe Neighbourhood Plan 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.

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<sup>2</sup> Godalming & Farncombe Neighbourhood Plan (2015) *Godalming: Cycling Issues and Proposals*



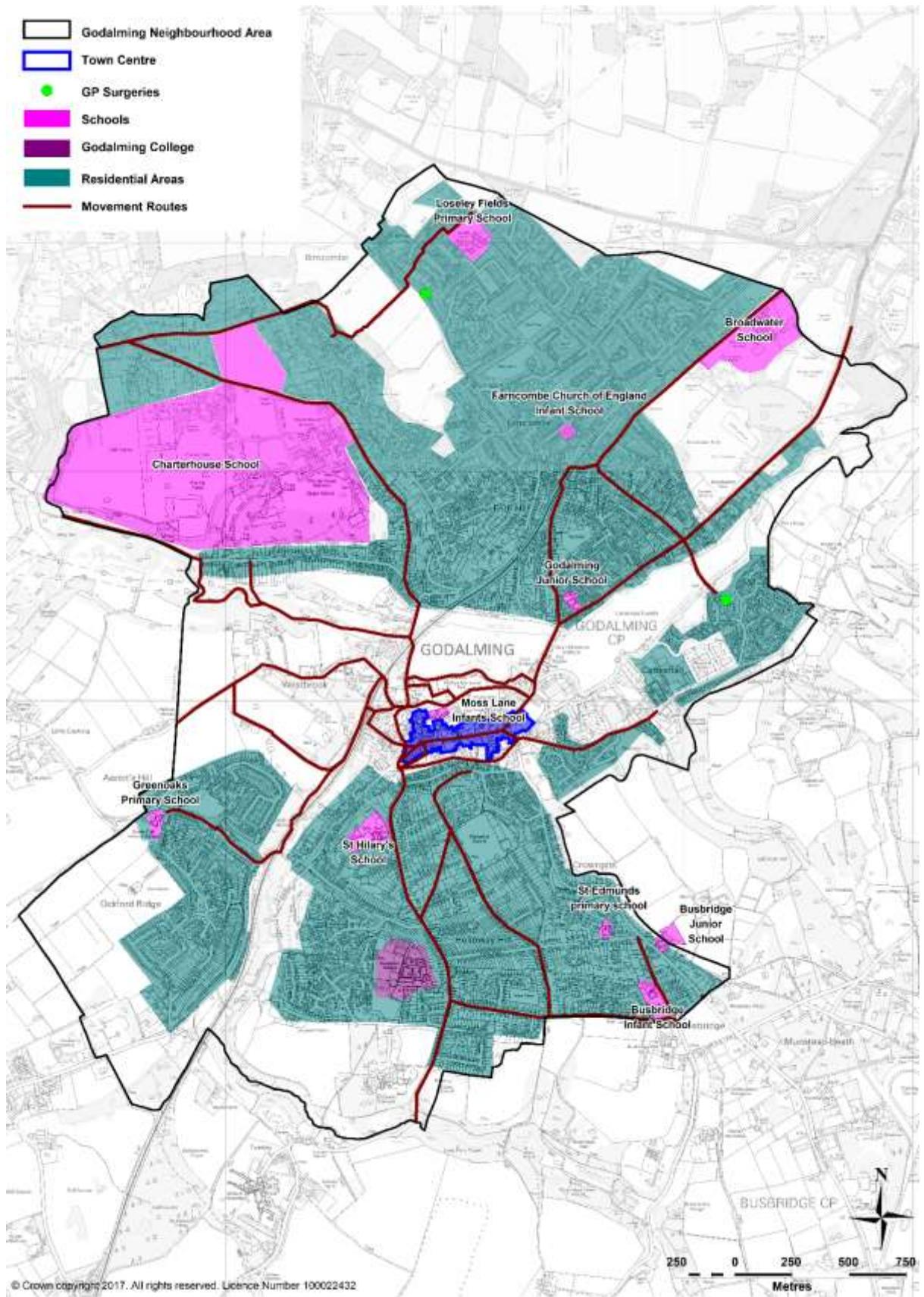
**Figure 7.2: Priority Schemes for Improving Cycle Access in Godalming**



## Movement Routes

- 7.19 In terms of trying to positively influence future patterns of movement into and around the town, the Godalming and Farncombe Neighbourhood Plan 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 Godalming and Farncombe Neighbourhood Plan 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 provide 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.**

- 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.**

## **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 Godalming and Farncombe Neighbourhood Plan to bring about a lifestyle change so that all residents, workers and visitors become much less reliant upon fossil fuel vehicles. The Godalming and Farncombe Neighbourhood Plan 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, where practicable, the associated provision of charging points for electric vehicles (both on-street and off-street).**

**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 outside 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, some of which is found nowhere else in Surrey. 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.

**Godalming Hillsides**

- 8.8 The Godalming Hillsides have been identified and specifically protected by Waverley Local Plan policy. The Wey Valley runs through the heart of the town and the valley sides, rising steeply on either side, are prominent and highly visible across the town. Waverley Local Plan Part 1, Policy RE3, retained policy BE5 from the Local Plan 2002, 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. Local Plan Part 1 Policy RE3 retains the policy with the boundaries reviewed as part of the development of the Local Plan Part 2.
- 8.9 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 Godalming and Farncombe Neighbourhood Plan 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 GOD12: GODALMING AND FARNCOMBE SKYLINE**

**In addition to the requirements of Waverley Local Plan Policy RE3 (Landscape Character, section v. Godalming Hillsides) which provides protection for Godalming's tree-lined hillsides and recognises their importance to the character and setting of Godalming and Farncombe, development is expected to preserve the profile of the skyline and ensure that any new buildings along the skyline are not unduly prominent.**

**Water**

- 8.10 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.
- 8.11 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 GOD13: WATER RECYCLING**

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

## **Air**

- 8.12 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.
- 8.13 Air pollution in parts of the Godalming and Farncombe Neighbourhood Plan Area is significant and potentially worsening. There is an existing Air Quality Management Area (AQMA) along Flambard Way and part of Ockford Road.

The most recent Waverley Updating and Screening Assessment<sup>3</sup> report determined NO<sub>2</sub> concentrations monitored at the Godalming AQMA has generally been steadily increasing since 2011, with 2014 results being an exception. It also found that, although this local monitoring location is outside the AQMA, the annual national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) at Holloway Hill, Godalming, in proximity to the junction with Flambard Way, was exceeded and that the monthly levels were exceeded in 7 out of 12 months. Additionally exceedances were recorded a total of 25 times at non-automatic monitoring points in Godalming, with four locations having exceeded air quality objectives for NO<sub>2</sub> on three occasions and one monitoring point location having an exceedance on four occasions.

- 8.14 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 pinch point 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.
- 8.15 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 Neighbourhood Plans.
- 8.16 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

<sup>3</sup> Waverley Borough Council 2016 Air Quality Annual Status Report (ASR) – 2018 Reissued In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management February 2018.

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.

- 8.17 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.

**POLICY GOD14: HEALTHY AIR**

- A. Development should not cause unacceptable risks to air quality.**
- B. Proposals will be expected to assess the impact of the development on air quality via an Air Quality Assessment and propose appropriate mitigation measures having regard to existing local policies, strategies or Air Quality Action Plans, where:**
- a. The development has the potential to impact on air quality within an AQMA either on its own or having regard to the cumulative impact of proposed developments or,**
  - b. The development has the potential to impact on air quality, where there is the possibility that an air quality objective may be exceeded, either on its own or having regard to cumulative planned developments**
  - c. The development introduces new residents or employees within an AQMA.**
- C. All major developments, as defined by the Town and Country Planning (Development Management Procedures) Order 2015 will be required to include the provision of Electric Vehicle Charging points.**

## 9 COMMUNITY AND INFRASTRUCTURE

- 9.1 A number of key issues were raised relating to community and infrastructure provision within the Godalming and Farncombe Neighbourhood Plan 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 Godalming and Farncombe Neighbourhood Plan 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>4</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 Godalming and Farncombe Neighbourhood Plan 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>4</sup> The number 72 route was introduced after the survey was undertaken

**POLICY GOD15: 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 Godalming and Farncombe Neighbourhood Plan 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>5</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>6</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.

<sup>5</sup> Office of the Deputy Prime Minister (2004) *Safer Places - The Planning System and Crime Prevention*

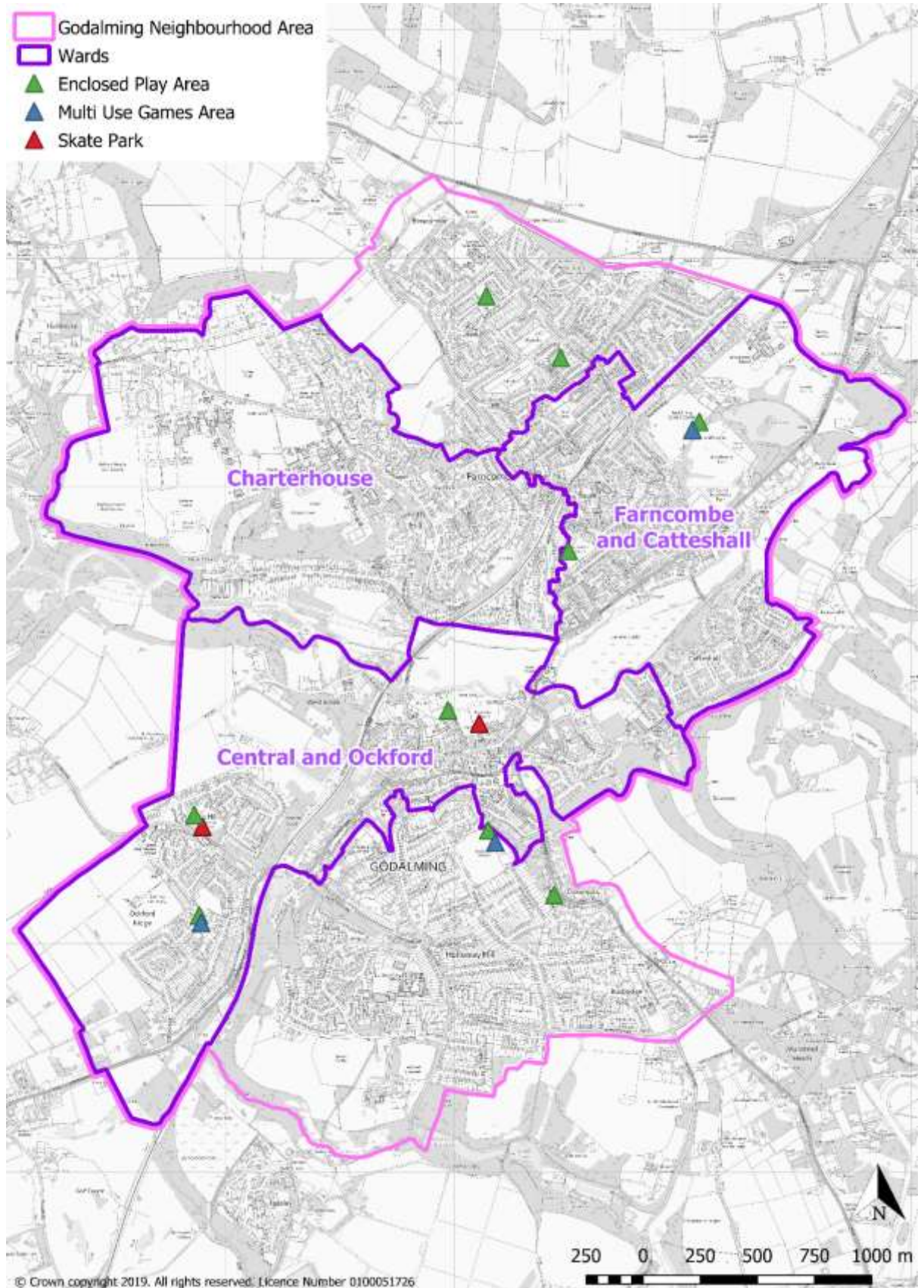
<sup>6</sup> Surrey Community Youth Work Services (2015) *Waverley Youth Work Needs Assessment*

- 9.13 In developing its play area strategy<sup>7</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 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 Bowings 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.

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<sup>7</sup> Waverley Borough Council (2015) *Waverley Play Area Strategy 2014-2024*

**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 skateboard park in Aaron’s Hill and the smaller facility by the Wilfrid Noyce Centre in central Godalming. Generally, there is strong support for centrally-located youth facilities such as a new skateboard park located within the Farncombe locality.
- 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 GOD16: PROVISION FOR CHILDREN’S PLAY AND YOUNG PEOPLE**

**A. Residential development in the Charterhouse, Farncombe and Ockford Ridge areas that is above the size thresholds identified in Local Plan Part 1, 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.

**B. Where appropriate provision can be made by refurbishing or improving existing facilities, the use of developer contributions will be encouraged.**

**C. 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 Godalming and Farncombe Neighbourhood Plan 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>8</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 Godalming and Farncombe Neighbourhood Plan 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 Godalming and Farncombe Neighbourhood Plan area.

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<sup>8</sup> Surrey County Council, *School Organisation Plan (January 2018) School Places in Surrey 2018 - 2017*



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

- 10.1 There are a number of issues that have been raised through the process of preparing the Godalming and Farncombe Neighbourhood Plan 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 Godalming and Farncombe Neighbourhood Plan 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 Godalming and Farncombe Neighbourhood Plan.
- 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 Godalming and Farncombe Neighbourhood Plan Working Groups.

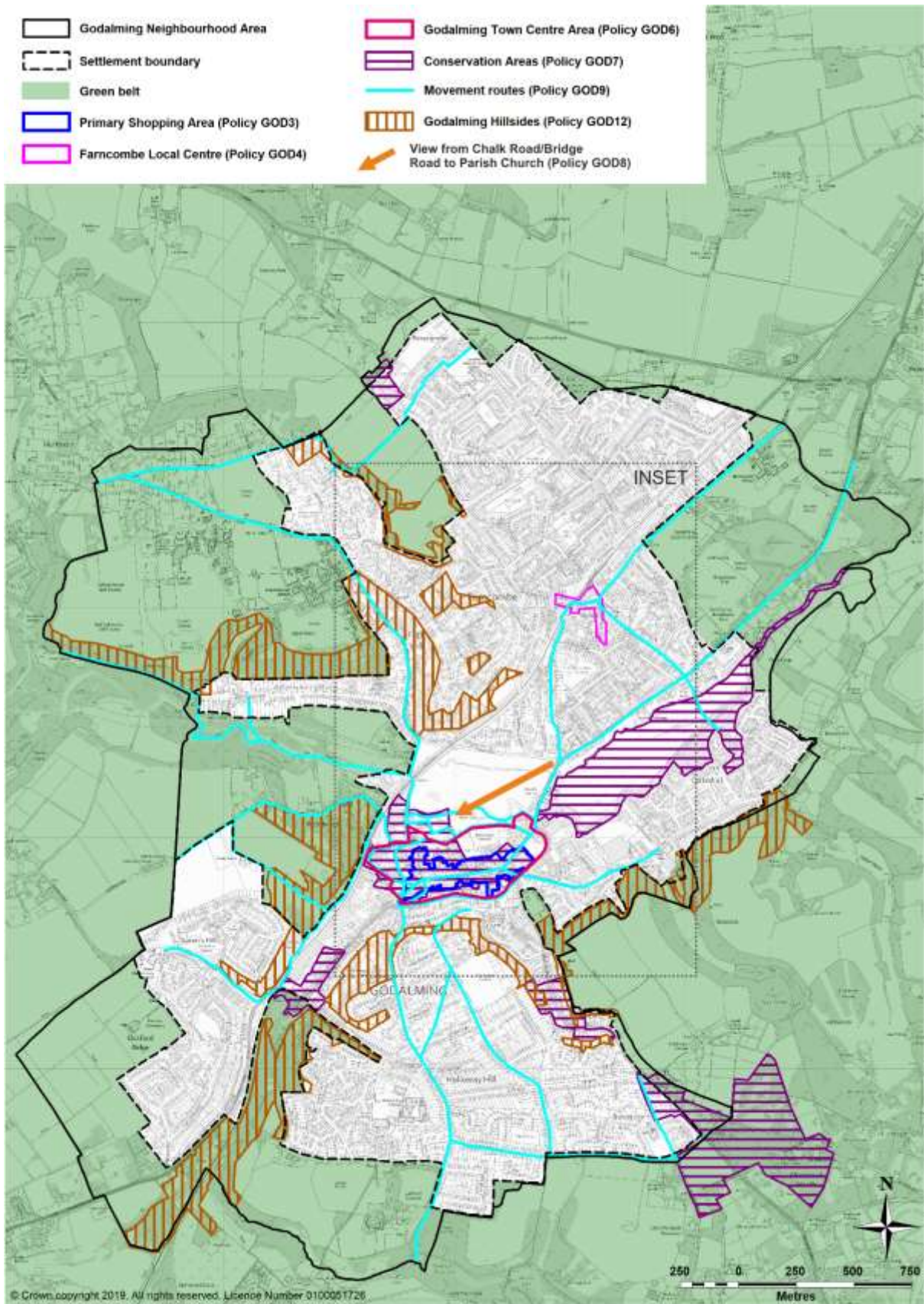
**Table 10.1: Non-land Use Issues to be Addressed**

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.
	Where improvements are necessary these should be sought from either sought through Section 106 agreements or via CIL funding as appropriate.
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.

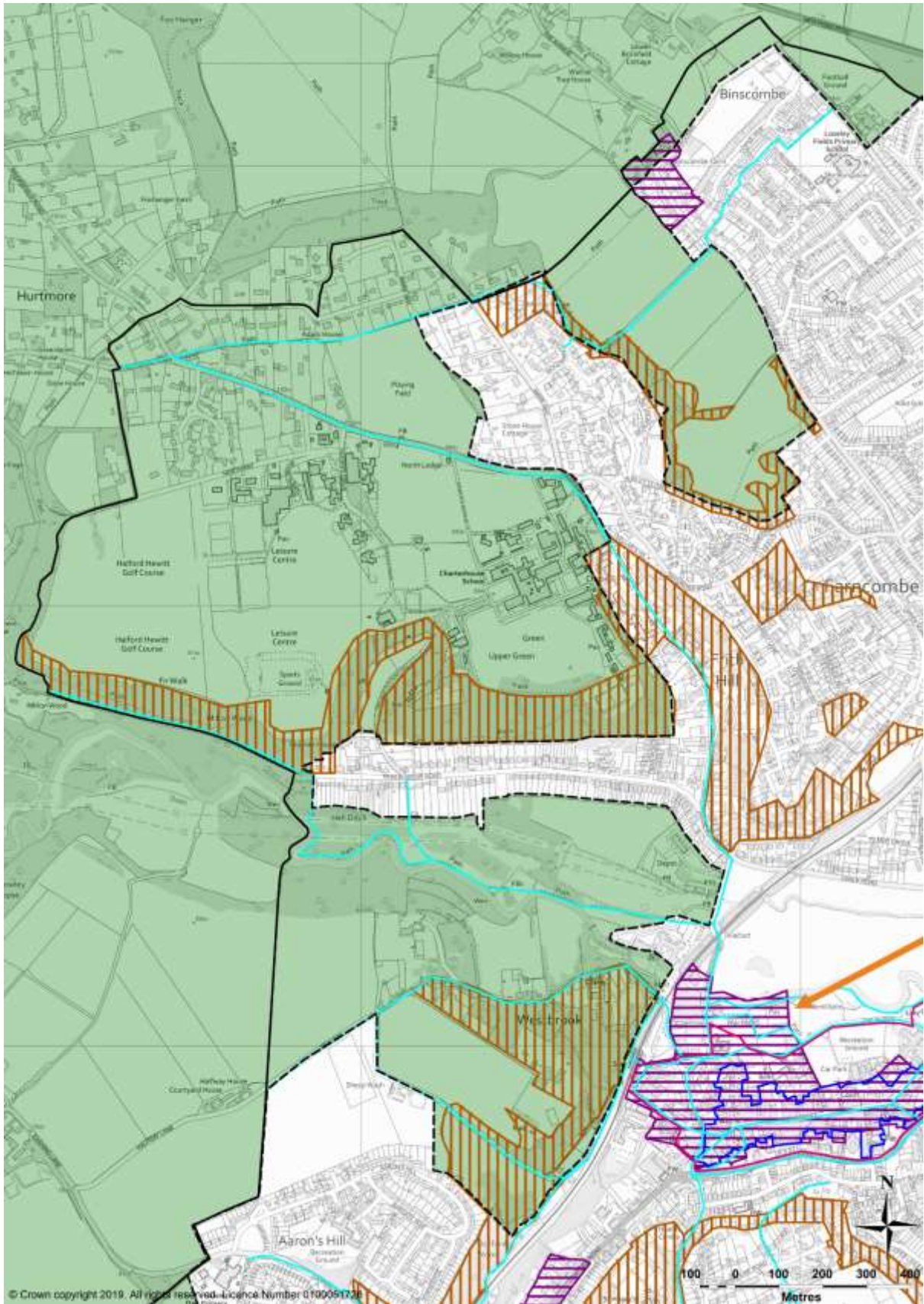
Issue	Possible actions
Habitat management	Adopt ' <i>The Lammas lands vision and management objectives</i> ' by Dr. Day as the basis for a ten-year management plan for the Lammas Lands flood meadows
Water management	Work closely with potable water suppliers to identify and repair leaks
Water management	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 Waverley Borough Council in the development of its play area strategy to help develop the provision of suitable play facilities in all localities
Skate park	Explore with Waverley Borough Council 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 Waverley Borough Council 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

Issue	Possible actions
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
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

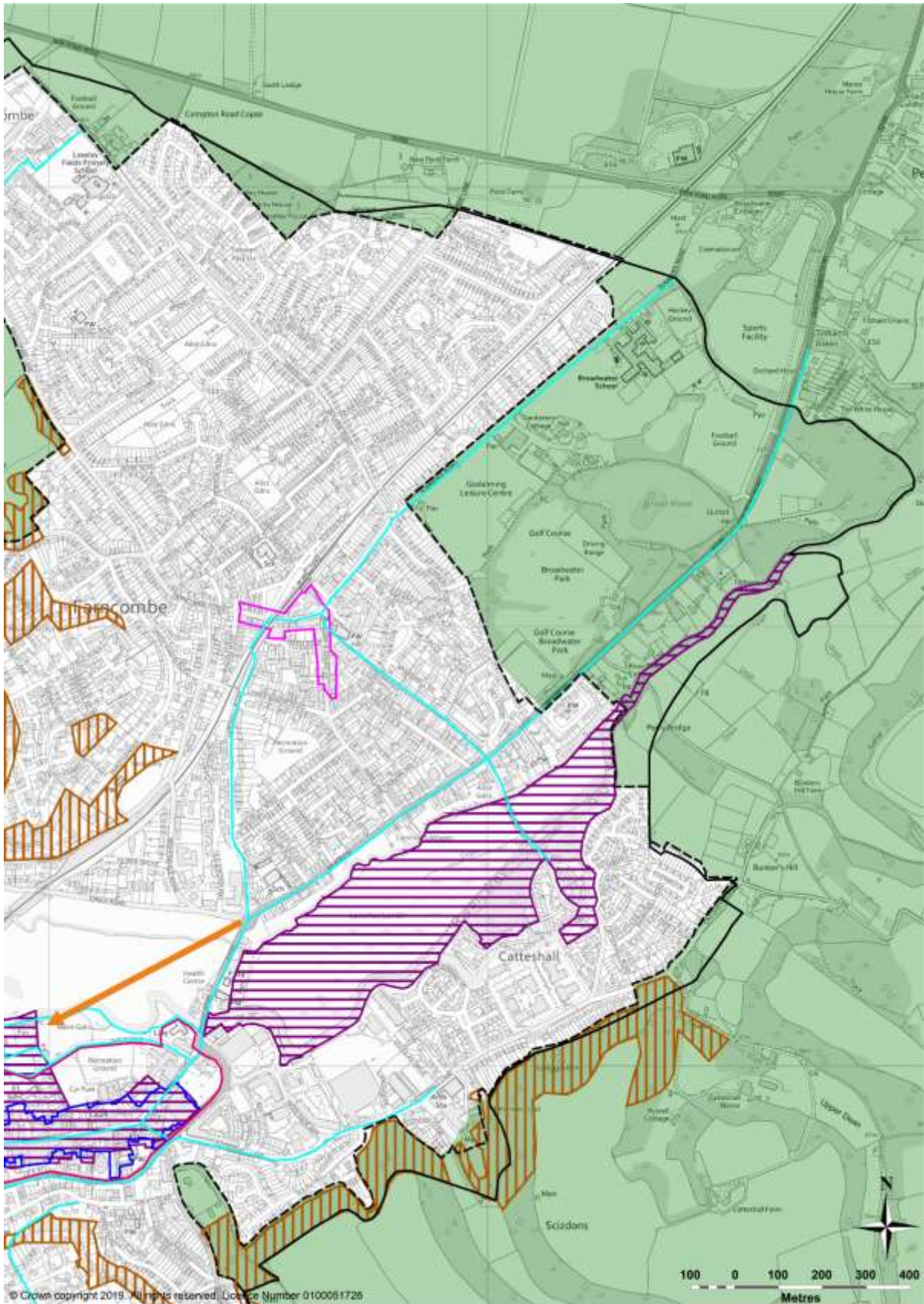
## POLICIES MAPS – NEIGHBOURHOOD PLAN AREA



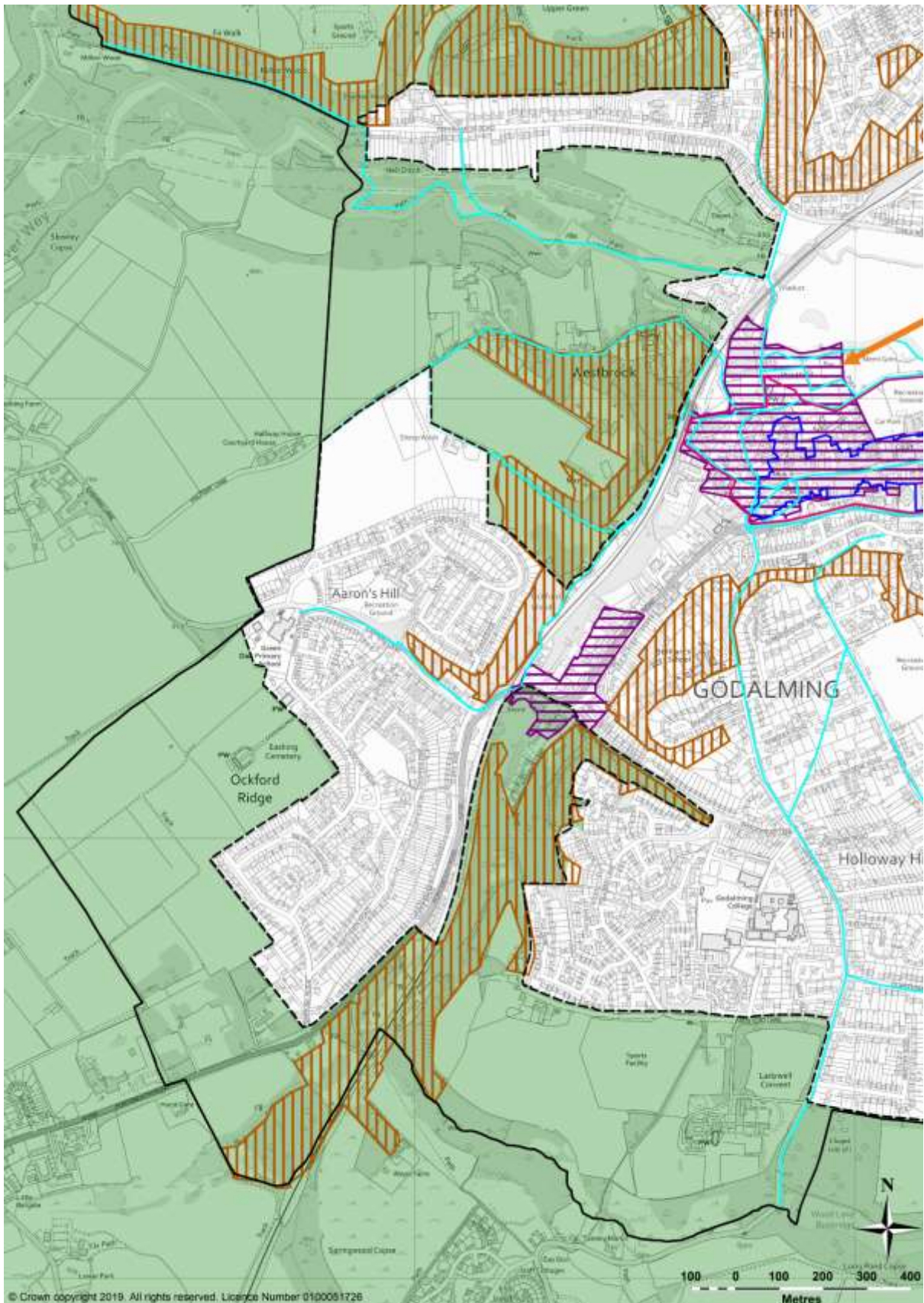
## POLICIES MAPS – NORTH WESTERN AREA



## POLICIES MAPS – NORTH EASTERN AREA

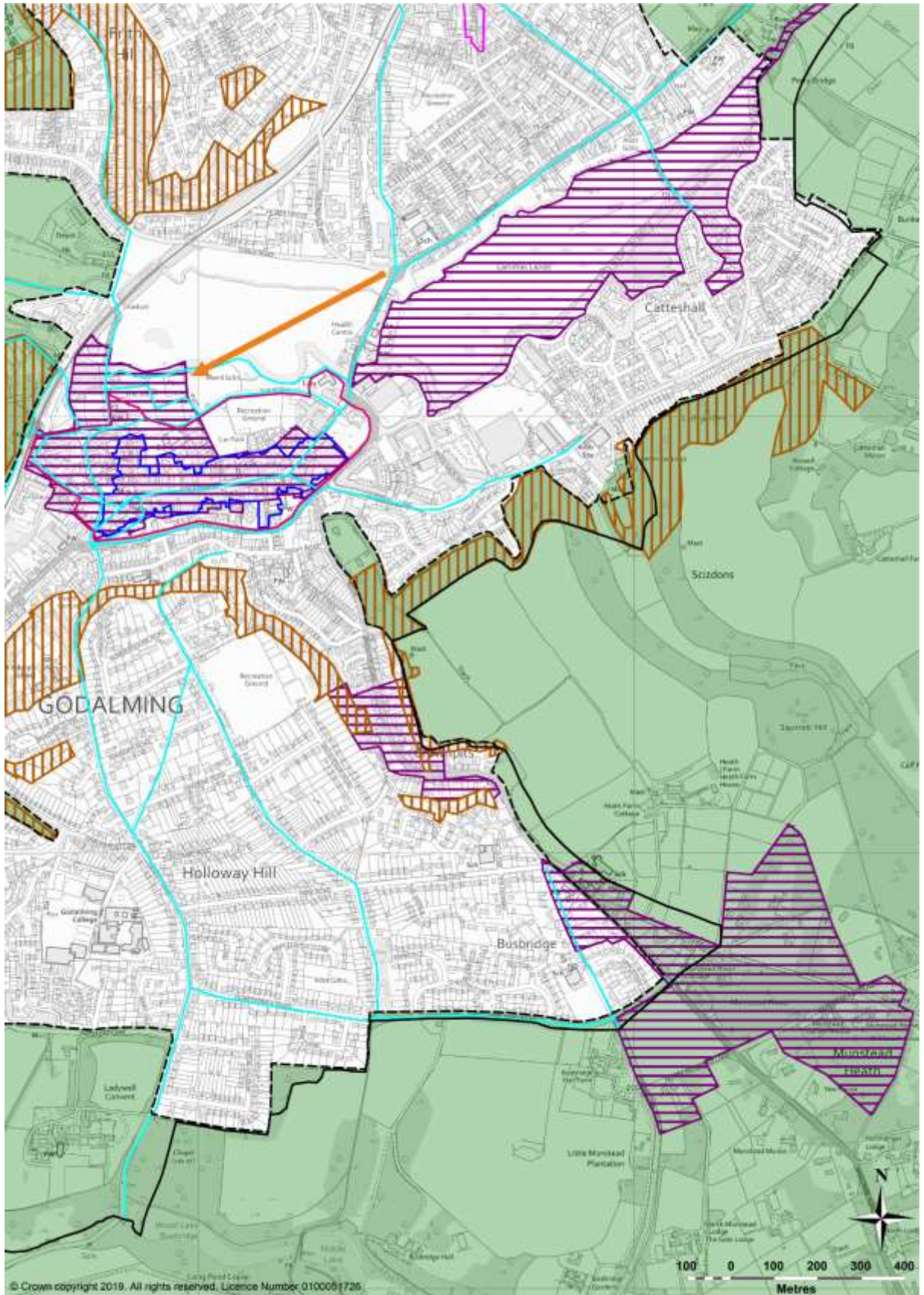


## POLICIES MAPS – SOUTH WESTERN AREA

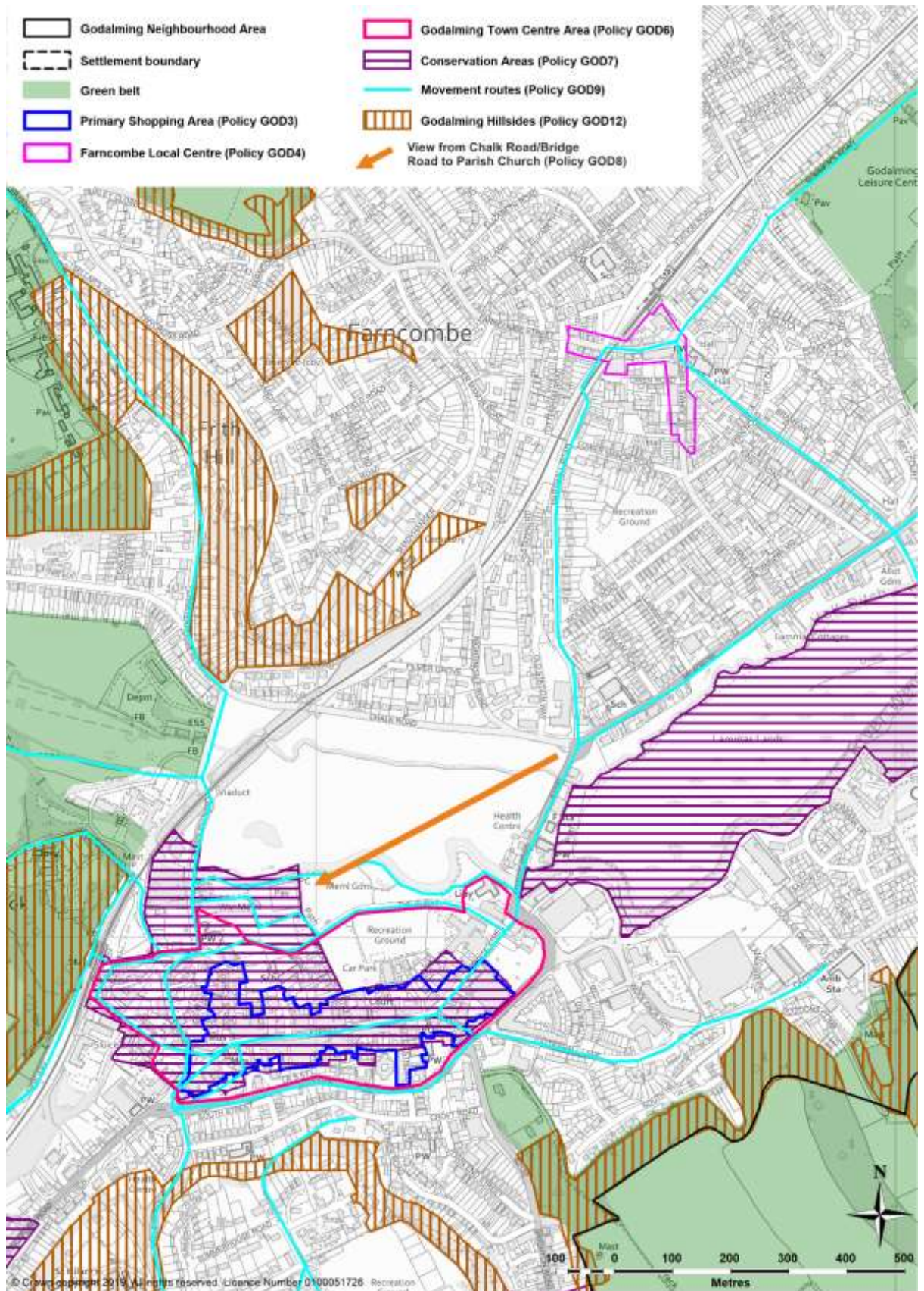




## POLICIES MAPS – SOUTH EASTERN AREA



## POLICIES MAPS – INSET MAP



## 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 Godalming and Farncombe Neighbourhood Plan, as required by the National Planning Policy Framework, must be in general conformity with the adopted Local Plan. This is the Local Plan Part 1 (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?