

# GODALMING TOWN COUNCIL

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Municipal Buildings  
Bridge Street  
Godalming  
Surrey GU7 1HT

24 December 2015

I HEREBY SUMMON YOU to attend the **PLANNING & ENVIRONMENT COMMITTEE** Meeting to be held in the Council Chamber, Municipal Buildings, Bridge Street, Godalming on THURSDAY, 7 JANUARY 2016 at 7.00 pm.

Louise P Goodfellow  
Town Clerk

Committee Members: Councillor Poulter – Chairman  
Councillor Bolton – Vice Chairman

Councillor P Martin  
Councillor Cosser  
Councillor T Martin  
Councillor S Bott  
Councillor Noyce  
Councillor Welland  
Councillor Pinches  
Councillor Walden

Councillor Gordon-Smith  
Councillor Wheatley  
Councillor Reynolds  
Councillor Hunter  
Councillor Thornton  
Councillor Williams  
Councillor Gray  
Councillor Young

## AGENDA

### 1. MINUTES

To approve as a correct record the minutes of the meeting of the Committee held on the 17 December 2015, a copy of which has been circulated previously.

### 2. APOLOGIES FOR ABSENCE

### 3. PETITIONS/STATEMENTS/QUESTIONS FROM MEMBERS OF THE PUBLIC

The Chairman to allow members of the public to ask the Council questions, make a statement or present a petition. This forum to be conducted in accordance with Standing Order 4.

### 4. DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

To receive from Members any declarations of interests in relation to any items included on the Agenda for this meeting required to be disclosed by the Localism Act 2011 and the Godalming Members' Code of Conduct.

The Comments and observations from the following Waverley Borough Councillors are preliminary ones prior to consideration at Borough Council level and are based on the evidence and representations to the Town Council.

Members of the Public have the right to attend all meetings of the Town Council and its Committees and are welcome.

Cllr P Martin  
Cllr T Martin  
Cllr Welland  
Cllr Thornton  
Cllr Bolton

Cllr RA Gordon-Smith  
Cllr Reynolds  
Cllr Wheatley  
Cllr Williams  
Cllr Hunter

5. PLANNING APPLICATIONS - CONSULTATION

To consider a schedule of planning application attached at Appendix A.

6. CONSULTATION – GREEN BELT REVIEW

At a meeting with the Chairman and Vice Chairman of this Committee and the Town Clerk, Waverley Borough Council planners asked this Committee formally to respond to Waverley's Green Belt Review. Details of the Green Belt Review maybe found on Waverley's website at [http://www.waverley.gov.uk/downloads/download/1781/waverley\\_green\\_belt\\_review-august\\_2014](http://www.waverley.gov.uk/downloads/download/1781/waverley_green_belt_review-august_2014) and the conclusions and recommendations are attached as an annex to this agenda for the information of Members.

7. TEMPORARY ROAD CLOSURE – BRIDGE STREET, HIGH STREET AND WHARF STREET, GODALMING

A letter has been received from Surrey County Council Traffic Management and Parking Team giving notification of a temporary road closure of certain lengths of Bridge Street (D5438), High Street (D5438) and Wharf Street (D5438), Godalming to all vehicles and reversal and/or suspension of certain of the existing one-way systems for vehicular traffic in certain lengths of Bridge Street (D5438), Church Street (D5438), Great George Street (D5420), High Street (D5438) and Mint Street (D5421), Godalming (letter attached for the information of Members).

8. UPDATE ON THE NEIGHBOURHOOD PLAN

Members to receive an update from the Town Clerk.

9. ITEMS FOR THE INFORMATION OF MEMBERS

Members are asked to note the items which are tabled for their information.

10. DATE OF NEXT MEETING

The next meeting of the Planning & Environment Committee is scheduled to take place on Thursday, 28 January 2016 at 7.00 pm in the Council Chamber.

11. ANNOUNCEMENTS

Brought forward by permission of the Chairman. Requests to be submitted prior to commencement of the meeting.

SCHEDULE OF PLANS SUBMITTED FOR  
 COMMENTS OF GODALMING TOWN COUNCIL'S PLANNING & ENVIRONMENT COMMITTEE

<u>APPLICATION</u>	<u>PROPOSED DEVELOPMENT &amp; NAME OF APPLICANT</u>	<u>OBSERVATIONS</u>
1. WA/2015/2301	Erection of a single storey rear extension. 19 Streeters Close, Godalming T Nieveen	
2. WA/2015/2325	Erection of a garage/store room following demolition of existing garage. 93 Farncombe Street, Godalming R Slot	
3. WA/2015/2331	Application under Section 73 to vary Condition 4 of WA/2007/2218 (boundary treatment) to allow removal of boundary trees. 3A May Close, Godalming I Landsborough	
4. WA/2015/2337	Construction of roof to replace original fire damaged roof. 1, The Godalming Arms, Meadow, Godalming S Proctor	
5. WA/2015/2339	Certificate of lawfulness under Section 192 for the construction of a rear dormer window and insertion of roof light to front elevation and alterations to provide a loft conversion. 20 North Street, Godalming J Gallagher	
6. WA/2015/2342	Certificate of Lawfulness under Section 192 for the erection of an extension. Waterbeach, Catteshall lane, Godalming K Woodward	
CA/2015/0133	Godalming Centre Conservation Area. Works to a tree. 1 The priory, 35 Church Street, Godalming A Borrill – Godalming Tree Surgeons	

## 5. Conclusions and Recommendations

### 5.1 Summary

Table 6.1 summarises the overall results of the assessment by the three categories of land: that which could be removed from the Green Belt, villages which could be in-set (thereby amending their current development envelope) and areas which could be added to the Green Belt and thereby help to strengthen its strategic role. The Green Belt character and role of areas of search is summarised, alongside key constraints and sustainability issues (which would have to be investigated separately), and an overall recommendation.

**Table 6.1 Summary of Green Belt character and role, constraints and sustainability issues, and recommendations**

Area of search	Green Belt character and role	Key constraints and sustainability issues	Recommendation and justification
Land considered for removal from the Green Belt			
Land at Aaron's Hill (segment C18) (Land between Aaron's Hill and Halfway Lane)	Open countryside, forming the western fringes of Godalming. Hard urban edge. Green Belt protects the countryside from encroachment.	Local landscape designations Proximity to Godalming	Potential to remove land from the Green Belt in co-ordination with Guildford Borough. Contained development site with appropriate boundary treatment.
Land around Charterhouse School (segment C19)	Predominantly playing fields and a golf course.	Recreational uses	Given the domination of sports and educational uses, it is recommended that Green Belt designation should remain, as further built development would compromise the sense of openness.
Land at Binscombe (segment C20) (Parcel to the south east of Binscombe (road))	Predominantly in agricultural use, this segment helps to define the western edge of Godalming, but does not contain it. Green Belt protects the countryside from encroachment.	Local landscape designations Conservation Area at Binscombe Proximity to Godalming	Potential to remove land from the Green Belt (small parcel of land to the south east of Binscombe (road)). This would effectively round-off the settlement and not affect the openness of the countryside.
Land at Farncombe (segment C21) (Parcels to the north of Green Lane)	Of mixed land use, forming part of the northern edge of Farncombe. Effectively part of Guildford Green Belt. Green Belt maintains separation and protects the countryside from encroachment.	Local landscape designations Proximity to Godalming Flood risk	Potential to remove land from the Green Belt, if co-ordinated with Guildford Borough Contained development sites with appropriate boundary treatment.
Land at Busbridge (segments C26 & C27)	Forms the southern fringe of Godalming, but visually contained by woodland at Busbridge Lakes. Green Belt protects the countryside from encroachment.	Local landscape designations Historic Parkland Proximity to Godalming	Notwithstanding the visual containment of the segments, release is not recommended given the relative sensitivity of the area and the difficulties in defining long term boundaries for smaller development parcels within these segments.
The eastern fringes of Haslemere (segments C46, C46, C50)	Contains Haslemere. Complex topography and structure, with graduation into open countryside. Green Belt limits sprawl and protects the countryside from encroachment.	AONB Proximity to Haslemere	No opportunities to remove land from the Green Belt identified without significant intrusion into open countryside.
Villages considered for inseting within the Green Belt			
Land around Milford and Witley (segments C1 – C4, C6, C13 – C17)	Semi-urbanised locality with clearer Green Belt purposes for land to east, west, north and south. Green Belt maintains separation and limits sprawl.	AONB to north, west and south Nature conservation designations to west Conservation Areas Flood risk to east Proximity to Godalming	Potential to in-set villages with an amended development boundary. Potential for release of land at various locations around the villages and setting of long-term village development boundary.
Land around Bramley, Wonersh and Shamley Green (segments E1 – E8, C33, C34)	Varying land use, topography and visual enclosure, with Green Belt role stronger to north in maintaining gap between Bramley and Shalford. Dangers of local coalescence between Bramley, Wonersh and Shamley Green. Green Belt maintains separation, limits sprawl and protects countryside from encroachment.	AONB to west and east Flood risk Local services plus access to Guildford	No clear case to in-set villages, but amend village development boundary to accommodate selected infill. No clear opportunities for development land unless more ambitious change is sought.
Land around Chiddingfold (segments C41, C42, C47, C48, C51, C52)	Open countryside with varying land use, topography and visual enclosure. Green Belt protects the countryside from encroachment.	AONB Conservation Area Limited service provision	Potential to in-set village with an amended development boundary. Potential for release of land at various locations around the major developed part of the village and setting of long-term village development boundary.

Area of search	Green Belt character and role	Key constraints and sustainability issues	Recommendation and justification
Land around Elstead (segments W5, W11, W18, W19)	Green Belt protects the countryside from encroachment.	AONB Flood Risk to north and west Nature conservation to south and west Limited service provision	Potential to in-set village with an amended development boundary. Potential for release of land to the north east of the village and setting of long-term village development boundary.
Land around Churt (segments W23 – W25, W27, W28)	Open countryside of varying topography and land use. Strong woodland cover. Green Belt protects the countryside from encroachment.	AONB Limited service provision	No clear case to in-set village, but amend village development boundary to accommodate selected infill. Topography and landscape structure create few opportunities for significant release.
Areas considered for adding to the Green Belt			
Land to the north of Cranleigh (segments S, T, U)	Open countryside of varying land uses. Weak structure. Green Belt could protect the countryside from encroachment.		Potential to designate land containing Cranleigh School and to the west of the B2128 This would prevent potential urbanisation of the land between Rowly and Cranleigh.
Land to the south west of Farnham around Rowledge (segments G, H, I)	Open countryside with strong woodland/hedgerow structure. Green Belt could protect the countryside from encroachment.		Potential to designate land south of The Long Road. This would leave room for the longer term growth of Farnham whilst protecting open countryside to the south.
Land to the north east of Farnham around Compton (segment A)	Variable land use, from open countryside to quarry workings. Green Belt could help limit sprawl.		Potential to designate land to the west of Compton, from Moor Park Way and an un-named track westward towards Runfold to abut the Guildford Green Belt, using the A31 as northerly boundary. This reflects pressure for development around Moor Park and the complementary role the land could play in reinforcing the Green Belt to the south of the A31. Land on the fringes of Compton could be developed without significant visual intrusion.
Land to the north east of Farnham around Badshot Lea (segment B)	Highly variable, typical urban fringe land uses with poor landscape structure and condition. Relatively limited openness. Green Belt could help maintain separation between Aldershot and Farnham and limit sprawl.		Given the character of the landscape, limited openness, and isolation from the Green Belt south of the A31, the case for designation is weak. Other protection policies might have to (continue to) be used.

## 5.2 Land with potential to be removed from the Green Belt

The following areas of search have been identified as having potential for removal from the Green Belt without significant damage occurring:

- Land to the north east of Binscombe off Binscombe (road)
- Land to the north of Farncombe (in conjunction with land within Guildford Borough)
- Land at Aaron's Hill (in conjunction with land within Guildford Borough)

It is recommended that these areas are subjected to more detailed scrutiny in respect of sustainable development issues and landscape capacity and sensitivity testing. Removal of land from the Green Belt in these areas could be also be defined as safeguarded land (i.e. for use beyond the Plan period) to meet longer term development needs.

## 5.3 Villages and land with potential to be removed from the Green Belt

The following areas of search have been identified as having potential for removal from the Green Belt without significant damage to the strategic function of the Green Belt occurring:

- Land at Milford and Witley
- Land at Elstead
- Land at Chiddingfold

It is recommended that these areas are subjected to more detailed scrutiny in respect of sustainable development issues and landscape capacity and sensitivity testing with a view to in-setting villages within the Green Belt with an amended village boundary. This is in line with the NPPF which requires that settlements which are identified as holding potential to accommodate development should be inset within the Green Belt as part of the

amendment of their boundaries. In addition, a potential development area was identified at Wonersh, although there is no case for wider in-setting of the village given the absence of broader development potential. Here, alongside Bramley and Churt, there could be potential for limited rounding off and in-filling whilst remaining within the Green Belt.

Table 6.2 provides an overall summary of the recommendations for the villages which have been subject to review in this study.

**Table 6.2 Summary recommendations for approaches to village status within the Green Belt**

Approach	Villages
Inset village and change boundary	Milford, Witley, Chiddingfold, Elstead
Inset village, no change to boundary	None
Remain washed over and change boundary (i.e. for selected infill)	Bramley, Wonersh, Churt
Remain washed over and no change to boundary	Shamley Green, Rowly, Frensham, Grayswood, Thursley, Tilford

#### 5.4 Land with potential to be added to the Green Belt

The following areas were surveyed for their potential to be added to the Green Belt, which could help resist undesirable change and strengthen existing Green Belt.

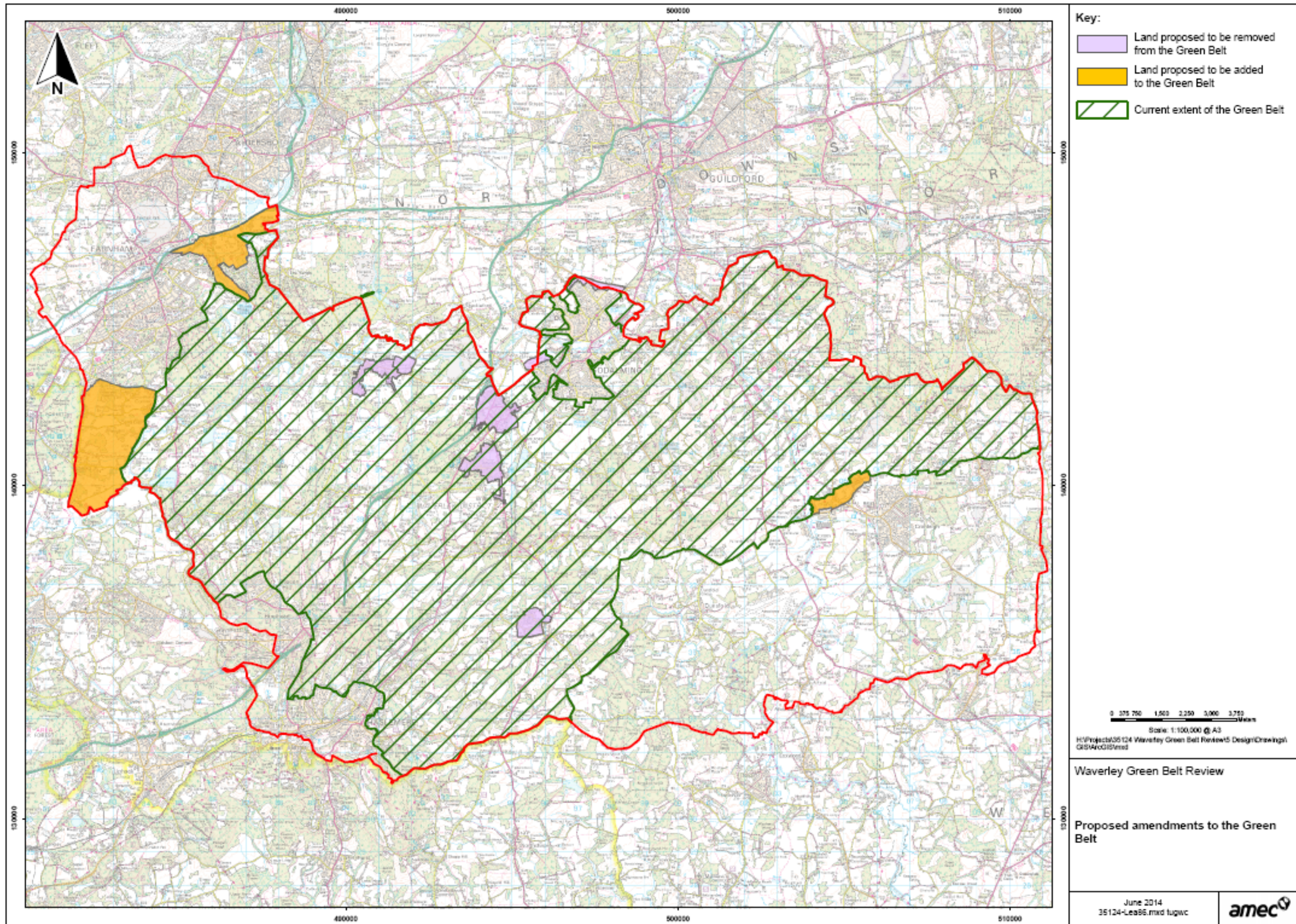
- Land to the north east of Farnham around Compton and Badshot Lea
- Land to the north of Cranleigh
- Land to the south of Farnham east of Rowledge

It is recommended that the land to the west of the River Wey and south of the A31 is designated as Green Belt, protecting the land from further intrusion and reinforcing existing Green Belt to the west. This would give opportunity for a modest extension of the eastern edge of Farnham, providing a long term boundary for its long-term containment. Whilst the land around Badshot Lea is clearly under significant development pressure, the case for designation is not strong given its current urbanised character and isolation from the Green Belt (in Waverley and Guildford Boroughs) to the south of the A31. The land could be protected by other means, principally by designation as a strategic gap to prevent the merger of Aldershot and Farnham.

Land to the north of Cranleigh is potentially at risk of further urbanisation which would extend the footprint of Cranleigh northwards to meet the current Green Belt boundary.

Land south of Farnham could be justified for inclusion in the Green Belt should development pressure between the current urban edge and The Long Road be considered to be significant and therefore begin to change the character of the land to the south of The Long Road. There is the opportunity to create clear, long term development boundaries in this area, using Green Belt to assist this.

The recommended changes to the boundaries of the Green Belt across Waverley are illustrated in the following figure.



Based upon the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. 100001776

## 5.5 Sustainable development issues

As part of the evaluation, a range of sustainable development issues have been identified which need to be taken into account as part of appraising suitability for development. These largely centre on various environmental constraints such as flood risk and nature conservation designations, along with service provision and accessibility. The Waverley Settlement Hierarchy (2012) identifies the following survey settlements with the following functions:

### **Communities with Key Services**

Godalming

### **Communities with Local Services**

Bramley, Milford, Elstead, Witley, Chiddingfold

### **Rural Communities with Limited Services**

Churt, Shamley Green

### **Rural Communities with Very Limited Services**

Wonersh

Where potential for development without significant harm to the Green Belt has been identified, further detailed work on the form and function of these settlements in respect of their potential to accommodate development is recommended. This would examine in detail service capacity, for example, and the detail of how new residents would access existing or potential new services.

## 5.6 Next steps

In light of the recommendations set out in this report, Waverley Borough Council will use this evidence as part of the plan preparation process to review the case for the revision of Green Belt boundaries and in-setting of villages weighed against other aspects of the evidence base, including:

- Housing need for the plan period and beyond;
- The identification of sites submitted through the SHLAA process;
- Sustainability Appraisal findings;
- Environmental and landscape constraints; and
- The wider development strategy of the Borough in respect of the settlement hierarchy and an appropriate distribution of growth.

Identification of an area as holding potential for release from the Green Belt does not imply that all the identified area should or could be developed. For example, Green Infrastructure could form significant parts of some areas, complementing and enhancing existing landscape and environmental features. In addition, as with any other potential development site, detailed work on site capacity, character and viability would be required.

Any review of Green Belt boundaries (their prime characteristic being their ability to endure), demands the application of stringent tests of exceptional circumstances, both in terms of removal of land from, or its addition to, the Green Belt. These tests would need to be applied as part of plan preparation.

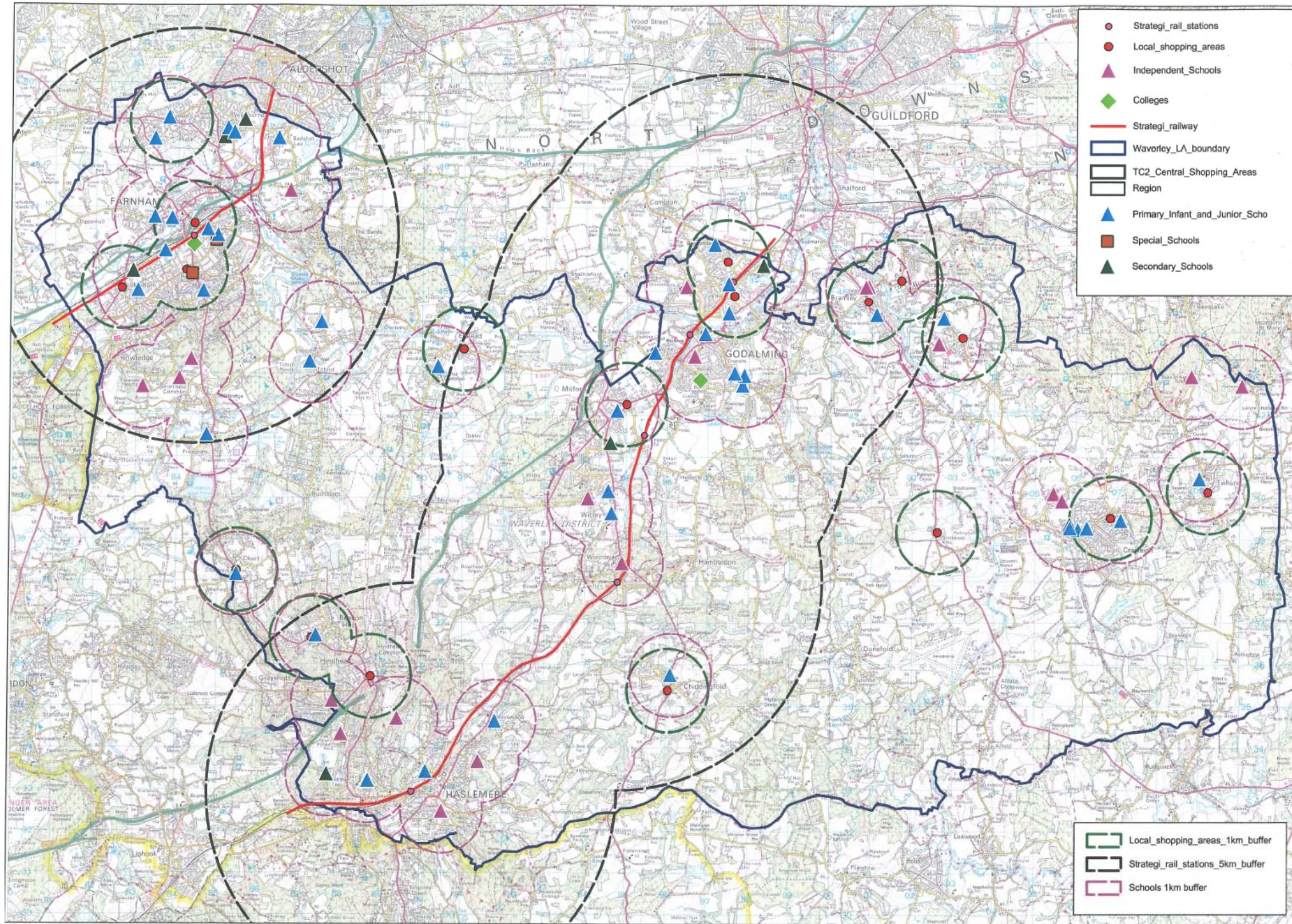


## Appendix A

### Assessment Criteria for Green Belt Form and Function

Green Belt Character and Purposes	Assessment Criteria	Potential Impact of Development
Openness	Open character	<ul style="list-style-type: none"> <li>• Would development in this area affect the openness of the Green Belt?</li> <li>• Would development in this area impact negatively on the visual amenity of the Green Belt?</li> </ul>
Permanence	Recognizable physical features	<ul style="list-style-type: none"> <li>• Is this area of Green Belt associated with recognisable permanent physical features?</li> <li>• Are there any threats which may weaken the ability of the Green Belt to endure beyond the plan period?</li> </ul>
To check the unrestricted sprawl of large built-up areas	Role in preventing ribbon development and non-compact development	<ul style="list-style-type: none"> <li>• Would the loss of this Green Belt parcel lead to or constitute ribbon development?</li> <li>• Would the loss of this Green Belt parcel result in an isolated development site not connected to existing boundaries?</li> <li>• Would the loss of this Green Belt parcel effectively 'round off' the settlement pattern?</li> <li>• Do natural features and other infrastructure provide a good existing barrier between the existing urban area and undeveloped land, which if breached may set a precedent for unrestricted sprawl?</li> <li>• Would the loss of this Green Belt parcel reduce the open land contiguous to or with close proximity to the large built up area?</li> </ul>
To prevent neighbouring towns from merging into one another	Role in preventing urban areas from merging or narrowing the gap between them Width of the gap between towns	<ul style="list-style-type: none"> <li>• Would development increase the potential joining or blending of towns?</li> <li>• Would development contribute to an overall loss of openness in the gap between towns?</li> <li>• Would the loss of this Green Belt parcel lead to a relatively significant reduction in the distance between towns?</li> <li>• Would the loss of this Green Belt parcel lead to or constitute ribbon development between towns?</li> </ul>
To assist in safeguarding the countryside from encroachment	Existence of clear, strong and robust boundaries to contain development and prevent encroachment in the long term Presence of significant urbanising influences Encroachment by built development	<ul style="list-style-type: none"> <li>• Would the loss of this Green Belt parcel reduce the defensible boundary between the existing urban area and open countryside?</li> <li>• Would the loss of this Green Belt parcel lead to encroachment due to a loss of an appropriate use?</li> <li>• Does the Green Belt parcel contain buildings that are not in agricultural use and development on part of the site would be classed as brownfield rather than greenfield development?</li> </ul>
To preserve the setting and special character of historic towns	Views and links to historic centres and contribution of the land to the special character of the town	<ul style="list-style-type: none"> <li>• Would the loss of this Green Belt parcel reduce the quality of the landscape setting and/or key gateway for this historic town?</li> </ul>
Plan positively to enhance the beneficial use of Green Belt, such as improved access, outdoor sport and recreation; enhancement and retention of landscape; visual amenity and biodiversity, and improvements to damaged and derelict land (NPPF para 81)	Potential contribution of development to enhancement of the Green Belt	<ul style="list-style-type: none"> <li>• What opportunities exist to: improve public access, sport and recreation, landscape enhancement, visual amenity and biodiversity?</li> </ul>

# Appendix B Indicative Service catchments



Tel: (01483) 51 7548  
Fax: (020) 8541 9575  
Contact: Mr A Kazantzis

RECEIVED  
21 DEC 2015



Traffic Management and  
Parking Team

Rowan House  
Merrow Lane  
Merrow  
Guildford  
Surrey  
GU4 7BQ

Louise P Goodfellow  
Clerk to the Godalming Town Council  
Municipal Buildings  
Bridge Street  
Godalming  
Surrey  
GU7 1HT

Your ref:  
Our ref: BF/T/WAV/40171/AK

16 December 2015

Dear Ms Goodfellow

**TEMPORARY CLOSURE OF CERTAIN LENGTHS OF BRIDGE STREET (D5438), HIGH STREET (D5438) AND WHARF STREET (D5438), GODALMING TO ALL VEHICLES AND REVERSAL AND/OR SUSPENSION OF CERTAIN OF THE EXISTING ONE-WAY SYSTEMS FOR VEHICULAR TRAFFIC IN CERTAIN LENGTHS OF BRIDGE STREET (D5438), CHURCH STREET (D5438), GREAT GEORGE STREET (D5420), HIGH STREET (D5438) AND MINT STREET (D5421), GODALMING**

I attach, for your information, a copy of the "propose to make" Notice and the three Plans relating to the above-mentioned temporary closures and reversal and/or suspension of existing one-way systems. It is anticipated that the temporary closures and reversal and/or suspensions of the existing one-way systems will be in operation for a period of nine weeks within the within the eighteen month period of operation of the Temporary Traffic Order, which will commence on Saturday 11 January 2016, all as described in detail in the Notice and shown on the plans attached to this letter. The Temporary Traffic Order is required to enable further repairs to be undertaken to the setts and small element block paving forming the surface of Bridge Street, Church Street, High Street and Wharf Street, Godalming by Associated Asphalt Contracting Ltd of 182a High Street, Beckenham, Kent, BR3 1EN.

The "propose to make" Notice appears in the Surrey Advertiser on Friday 25 December 2015, the second ("have made") Notice will appear in the same newspaper on Friday 8 January 2016 and the Temporary Traffic Order will become operational, as stated above, on Monday 11 January 2016.

Yours sincerely

A. Kazantzis  
Traffic Orders Officer

Encls



## NOTICE

### TEMPORARY TRAFFIC MANAGEMENT MEASURES IN CERTAIN LENGTHS OF BRIDGE STREET (D5438), CHURCH STREET (D5438), GREAT GEORGE STREET (D5420), HIGH STREET (D5438), MINT STREET (D5421) AND WHARF STREET (D5438) IN GODALMING TOWN CENTRE

SURREY COUNTY COUNCIL PROPOSE TO MAKE The Surrey County Council (Various Roads in Godalming) (No. 1) Temporary Traffic Management Measures Order 2016 under Section 14(1) and (7) of the Road Traffic Regulation Act 1984, the general purpose and effect of which will be to introduce certain temporary traffic management measures whilst works in connection with repairs to the setts and small element block paving forming the surface of Bridge Street, Church Street, High Street and Wharf Street, Godalming by Associated Asphalt Contracting Ltd of 182a, High Street, Beckenham, Kent, BR3 1EN in the Godalming town centre area are taking place. The measures to be introduced will take place in three phases as described in detail below.

During Phase 1 of the works the following measures will be in operation -

- (i) prohibit vehicles from entering or proceeding in -
  - (a) that length of High Street, Godalming which extends from the western kerb-line of Moss Lane, Godalming westwards and then south-westwards to the eastern kerb-line of Station Road, Godalming;
  - (b) the entire length of Wharf Street, Godalming which lies between its junction with Flambard Way and its junction with Bridge Street/High Street or any part and/or parts thereof;
- (ii) reverse the existing one-way system for vehicular traffic in -
  - (a) that length of Great George Street, Godalming which lies between its junction with The Burys and its junction with High Street, Godalming so that it would apply towards its junction with High Street, Godalming (i.e., from north to south);
  - (b) the entire length of Mint Street, Godalming so that it would apply towards its junction with Station Road, Godalming (i.e., from east to west);
  - (c) that length of High Street, Godalming which lies between the eastern kerb-line of Great George Street and the western kerb-line of Queen Street so that it would apply towards its junction with Queen Street (i.e., from west to east);
- (iii) suspend the existing one-way system for vehicular traffic in -
  - (a) that length of High Street, Godalming which lies between the eastern kerb-line of Great George Street and the eastern kerb-line of Station Road, Godalming;
  - (b) that length of Church Street, Godalming which lies between the southern kerb-line of Mint Street, Godalming southwards to its junction with High Street, Godalming.

During Phase 2 of the works the following measures will be in operation -

- (iv) prohibit vehicles from entering or proceeding in that length of High Street, Godalming which extends from the western kerb-line of Queen Street, Godalming westwards to the eastern kerb-line of Moss Lane, Godalming;

- (v) suspend the existing one-way system for vehicular traffic in that length of High Street, Godalming which extends from the western side of The Pepperpot Island Site eastwards to the western kerb-line of Queen Street, Godalming;
- (vi) suspend the existing one-way system for vehicular traffic in that length of Great George Street, Godalming which lies between its junction with The Burys and its junction with High Street, Godalming.

During Phase 3 of the works the following measures will be in operation -

- (vii) prohibit vehicles from entering or proceeding in that length of Bridge Street, Godalming which lies between its junction with High Street/Wharf Street and its junction with The Burys or any part and/or parts thereof;
- (viii) suspend the existing one-way system for vehicular traffic in the length of Bridge Street, Godalming referred to in sub-paragraph (vii) above.

Access for -

- (a) pedestrians, equestrians, emergency vehicles and works vehicles will be maintained at all times from the temporary closures referred to in sub-paragraphs (i) (a) and (b), (iv), and (vii) above, as will access to any residential properties situated within the affected lengths of roads;
- (b) business premises situated within the lengths of roads described in sub-paragraphs (i) (a) and (b), (iv) and (vii) above will also be maintained at all times, however at certain times when the works are being carried out it may be necessary to use pedestrian controlled trolleys to deliver or collect goods from certain or all of those business premises.

Additionally, anything done with the permission or at the direction of a police constable in uniform or in accordance with any restriction or requirement indicated by traffic signs placed on the highway by or on behalf of the Police will also be exempted from any of the temporary traffic management measures referred to in sub-paragraphs (i) (a) and (b), (ii) (a), (b) and (c), (iv) and (vii) above.

The Order, which will come into operation on Monday 11 January 2016, is required to enable Associated Asphalt Contracting Ltd, or any contractor acting on behalf of the said Associated Asphalt Contracting Ltd, to carry out works in connection with repairs to the existing setts and small element block paving forming the surface of Bridge Street, Church Street, High Street and Wharf Street, Godalming. The works will take place only between the hours of 8 a.m. and 5 p.m. during the eighteen-month period of operation of the Order, which will commence on Monday 11 January 2016. However, each closure will apply at any time of the day or night. It is anticipated that the works will take nine weeks to complete during the eighteen month period of operation of the Temporary Order. At any time only the measures described in one Phase (each numbered 1 to 3 above) will be in operation at any one time. At no time during the period of operation of the works will the measures described in more than one Phase be in operation at the same time. In any event, the various traffic management measures referred to in Phases 1 to 3 inclusive above will only operate when the relevant traffic signs are displayed or covered up (as appropriate).

The alternative route for vehicular traffic from the eastern end of the closure of the section of High Street, Godalming referred to in sub-paragraph (i) (a) above will be:-

Follow the one-way system in Moss Lane, continuing into The Burys and Bridge Street, then turn right into Flambard Way and then left into Station Road to reach the south-western end of the closure of High Street.

There is no alternative route for vehicles from the south-western end of the closure as High Street, Godalming is normally one-way from east to west.

The alternative route for vehicular traffic from the south-eastern end of Wharf Street, Godalming referred to in sub-paragraph (i) (b) above will be:-

Proceed in a north-easterly direction on Flambard Way (from its junction with Wharf Street/Brighton Road), left into Bridge Street, right into The Burys, left into Great George Street and then left again into High Street to reach the north-western end of the closure of Wharf Street.

There is no alternative route for vehicles from the north-western end of the closure of Wharf Street, Godalming as Wharf Street is normally one-way from south-east to north-west.

NOTE - The reversal of the existing one-way system in Great George Street, Godalming will enable access to be maintained to properties situated in that road and in that length of High Street, Godalming lying between its junction with Moss Lane and Great George Street whenever the length of High Street, Godalming referred to in sub-paragraph (i) (a) above and/or that length of Wharf Street referred to in sub-paragraph (i) (b) above is/are closed to vehicles. Vehicles exiting the High Street having accessed the properties situated in Great George Street or High Street (between Great George Street and Moss Lane) will have to do so by following the one-way system in Moss Lane and then following the alternative route described above in relation to the closure of the section of the High Street referred to in sub-paragraph (i) (a) above.

The alternative route for vehicular traffic from the eastern end of the closure of the section of High Street, Godalming referred to in sub-paragraph (iv) above will be:-

Eastwards on High Street, continuing into Bridge Street, then turn right into Flambard Way, then left into Station Road and then following the one-way system in Church Street to its junction with High Street (at the Pepperpot island site) and then turn left into High Street to reach the western end of the closure.

There is no alternative route for vehicles from the western end of the closure as this section of High Street, Godalming is normally one-way from east to west between Queen Street and Station Road.

The alternative route for vehicular traffic from the south-western end of the closure of Bridge Street, Godalming referred to in sub-paragraph (vii) above will be -

Proceed in a westerly direction on High Street, Godalming, following the one-way system in that road and then Moss Lane, continuing into The Burys to its junction with the north-eastern end of Bridge Street OR proceed in a north-easterly direction on Flambard Way (from its junction with Wharf Street/Brighton Road) to its junction with Bridge Street and The Burys.

There is no alternative route for vehicles from the north-eastern end of the closure as Bridge Street, Godalming is normally one-way from south-west to north-east.

DATED 24 DECEMBER 2015

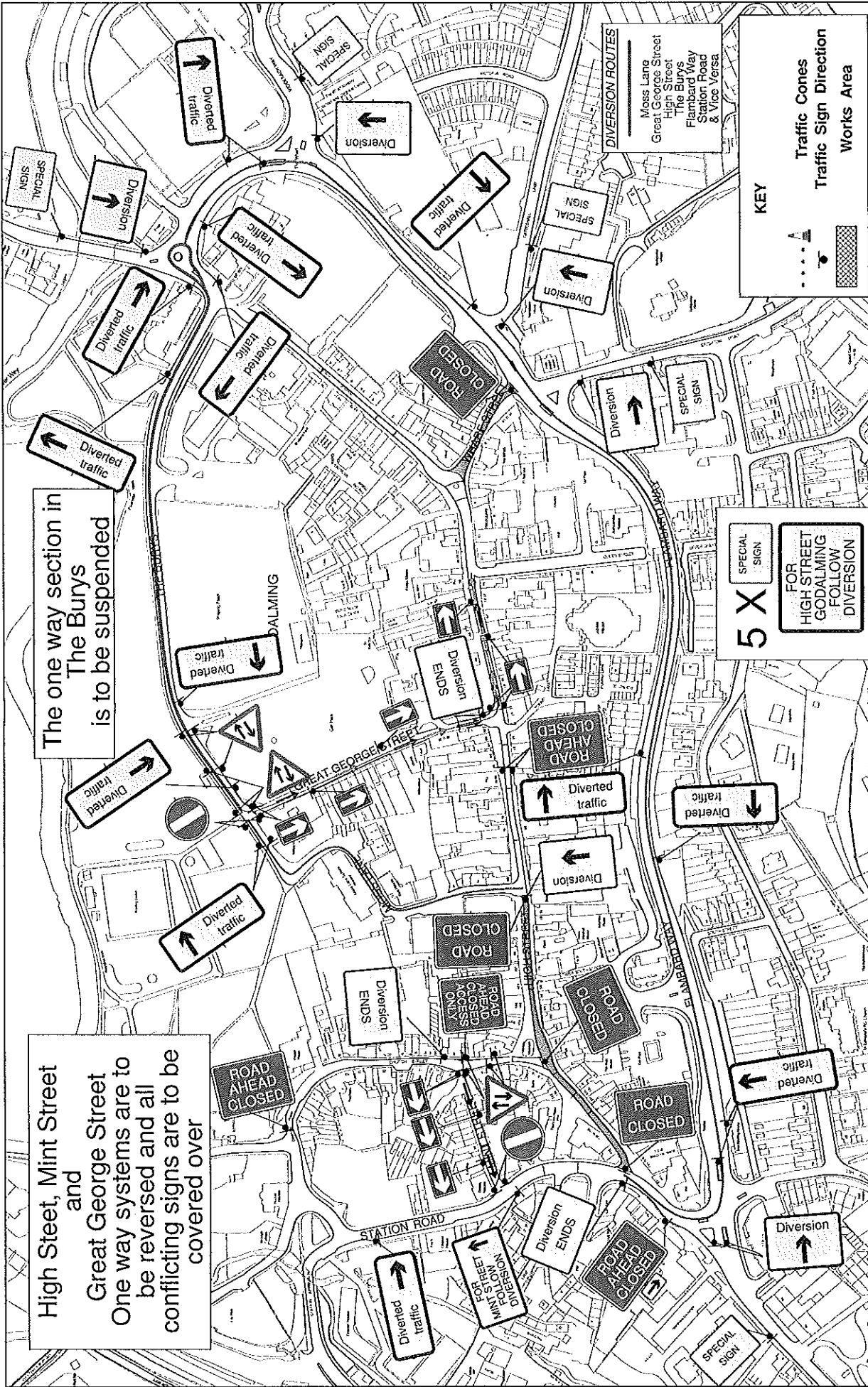
**AUTHORISING  
OFFICER -**

**RICHARD BOLTON**  
LOCAL HIGHWAYS  
SERVICES GROUP MANAGER,  
SURREY COUNTY COUNCIL

**ANY ENQUIRIES RELATING  
TO THIS NOTICE SHOULD BE DIRECTED TO -**

TRAFFIC REGULATION ORDERS TEAM,  
ROWAN HOUSE,  
MERROW LANE,  
GUILDFORD,  
SURREY,  
GU4 7BQ.

TEL: 0300 200 1003



The one way section in The Bury is to be suspended

High Street, Mint Street and Great George Street are to be reversed and all conflicting signs are to be covered over

5 X SPECIAL SIGN FOR HIGH STREET GODALMING FOLLOW DIVERSION

**KEY**

Traffic Sign Direction

Works Area

**DIVERSION ROUTES**

Moss Lane  
Great George Street  
High Street  
The Bury  
Flambard Way  
Station Road  
& Vice Versa

**TGL**  
TRAFFIC MANAGEMENT GROUP

**HIGH STREET GODALMING GUT ROAD CLOSURE & DIVERSION**

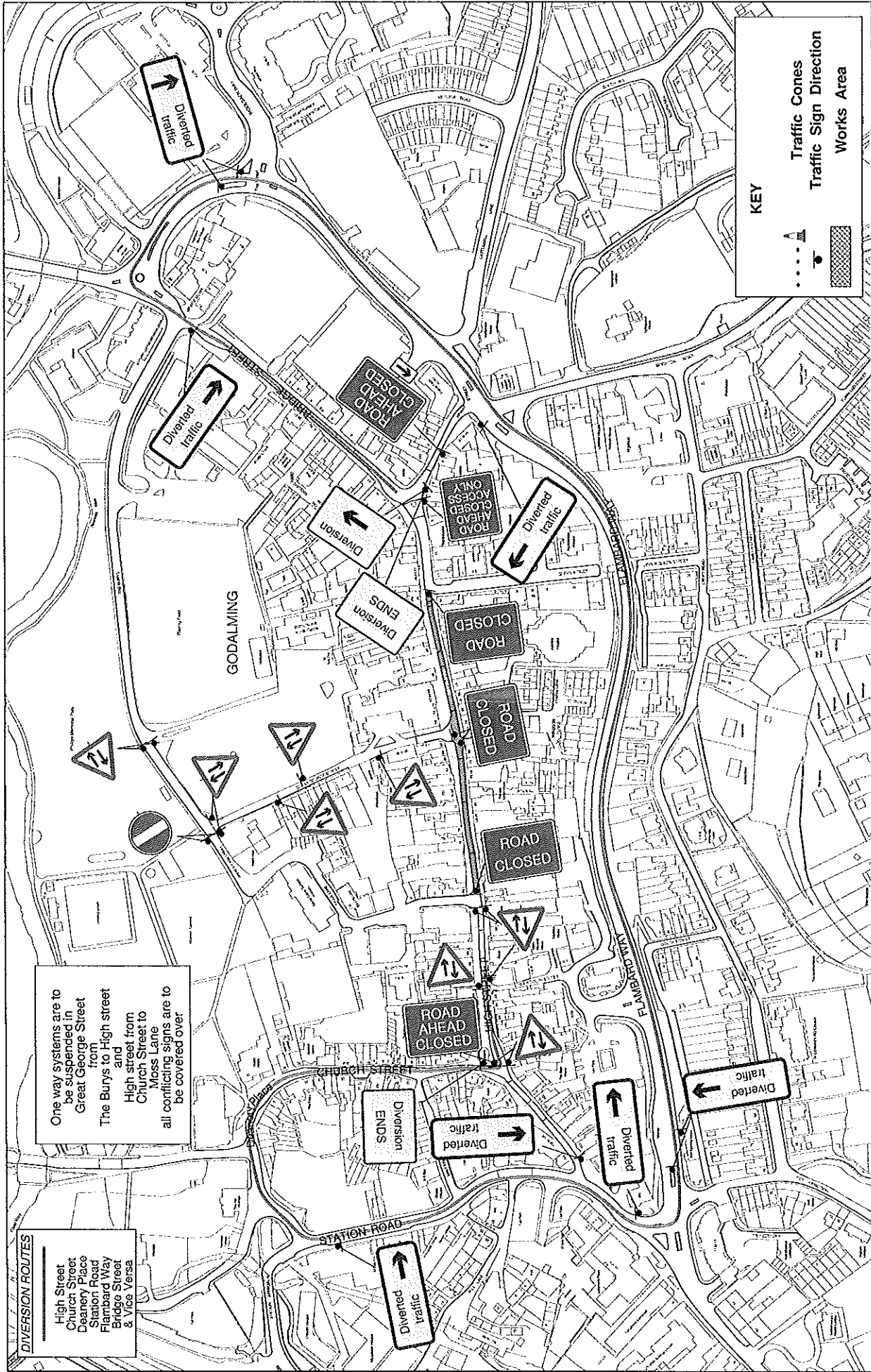
Managers House, Waylands Treatment Works  
Molesey Road, Horsham, Walton on Thames,  
Surrey KT12 3PB  
Tel: 0133220314  
Web: www.tglgroup.co.uk  
Email: info@tglgroup.co.uk

DATE DRAWN 23.11.15 Drawing No. 1048.54-1

DRAWN BY KTM KH  
CHECKED BY KTM AP  
SCALE N.T.S.

1) TEMPORARY TRAFFIC MANAGEMENT TO BE SET OUT IN ACCORDANCE WITH CHAPTER 8 AND SAFE WORKING PRACTICES.  
2) ALL BUS, PARKING AND LOADING BAYS SHOULD BE SUSPENDED WITH THE RELEVANT AUTHORITY PRIOR TO COMMENCEMENT OF WORK  
3) WORKS VEHICLES TO BE PARKED WITHIN WORKS AREA.





**KEY**

- Traffic Cones
- Traffic Sign Direction
- Works Area

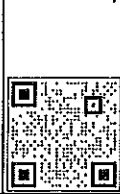
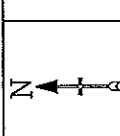
DATE DRAWN	23.11.15	Drawing No.	
DRAWN BY	KTM KH		
CHECKED BY	KTM AP		
SCALE	N.T.S.		
			1048.54-2

- TEMPORARY TRAFFIC MANAGEMENT TO BE SET OUT IN ACCORDANCE WITH CHAPTER 8 AND SAFE WORKING PRACTICES;
- ALL BUS, PARKING AND LOADING BAYS SHOULD BE SUSPENDED WITH THE RELEVANT AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
- WORKS VEHICLES TO BE PARKED WITHIN WORKS AREA.

Managers House, Weylands Treatment Works  
 Millsey Road, Rusham, Wotton on Thames,  
 Surrey KT12 3PS  
 Tel: 01832220314  
 Website: www.tggroup.co.uk  
 Email: info@tggroup.co.uk

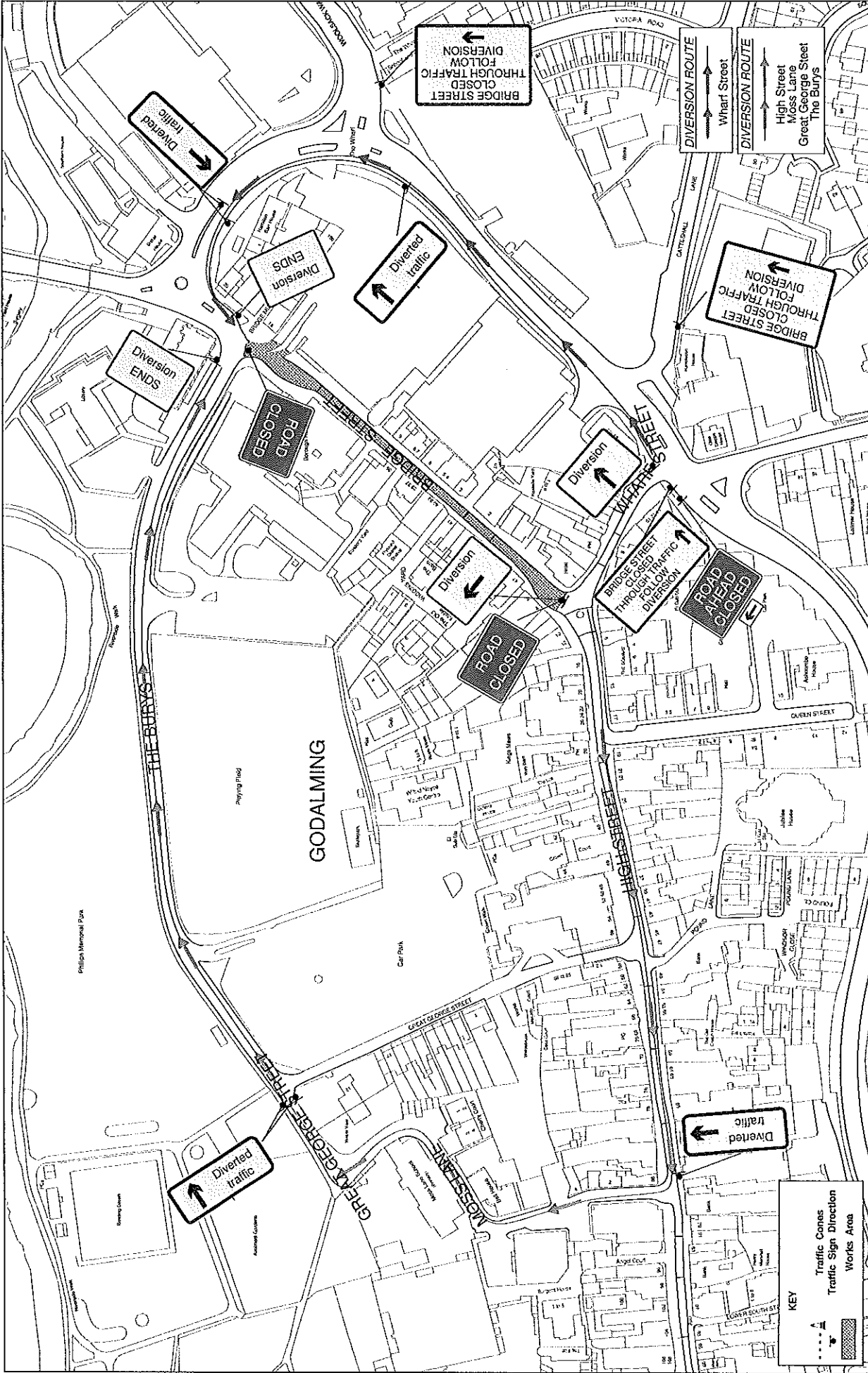






**HIGH STREET  
 GODALMING GU7  
 ROAD CLOSURE & DIVERSION**



One way systems are to be suspended in Great George Street from Church Street to High Street from Church Street to Moss Lane and all conflicting signs are to be covered over

**DIVERSION ROUTES**  
 High Street  
 Church Street  
 Deansy Place  
 Station Road  
 Flambaro Way  
 Bridges Street  
 & Vice Versa



DATE DRAWN 23.11.15 Drawing No. 1048.54-3	
DRAWN BY KTM KH	SCALE N.T.S.
CHECKED BY KTM AP	
<p>1) TEMPORARY TRAFFIC MANAGEMENT TO BE SET OUT IN ACCORDANCE WITH CHAPTER 8 AND SAFE WORKING PRACTICES</p> <p>2) ALL BUS, PARKING AND LOADING BAYS SHOULD BE SUSPENDED WITH THE RELEVANT AUTHORITY PRIOR TO COMMENCEMENT OF WORK.</p> <p>3) WORKS VEHICLES TO BE PARKED WITHIN WORKS AREA.</p>	
<p>Managers House, Waynes Treatment Works          Molosey Road, Hertham, Walton on Thames,          Surrey KT12 3PB          Tel: 01832230314          Web: www.wtgroup.co.uk          Email: info@wtgroup.co.uk</p>	
	
<p><b>HIGH STREET          GODALMING GU7          ROAD CLOSURE &amp; DIVERSION</b></p>	
	
	
	

## GODALMING TOWN COUNCIL

Disclosure by a Member<sup>1</sup> of a disclosable pecuniary interest or a non-pecuniary interest in a matter under consideration at a meeting (S.31 (4) Localism Act 2011 and the adopted Godalming Members' Code of Conduct).

As required by the Localism Act 2011 and the adopted Godalming Members' Code of Conduct, **I HEREBY DISCLOSE**, for the information of the authority that I have [a disclosable pecuniary interest]<sup>2</sup> [a non-pecuniary interest]<sup>3</sup> in the following matter:-

**COMMITTEE:**

**DATE:**

**NAME OF COUNCILLOR:** \_\_\_\_\_

Please use the form below to state in which agenda items you have an interest.

Agenda No.	Subject	Disclosable Pecuniary Interest	Non-Pecuniary Interest	Reason

**Signed** \_\_\_\_\_

**Dated** \_\_\_\_\_

<sup>1</sup> "Member" includes co-opted member, member of a committee, joint committee or sub-committee

<sup>2</sup> A disclosable pecuniary interest is defined by the Relevant Authorities (Disclosable Pecuniary Interests) regulations 2012/1464 and relate to employment, office, trade, profession or vocation, sponsorship, contracts, beneficial interests in land, licences to occupy land, corporate tenancies and securities

<sup>3</sup> A non-pecuniary interest is defined by Section 5 (4) of the Godalming Members' Code of Conduct.