








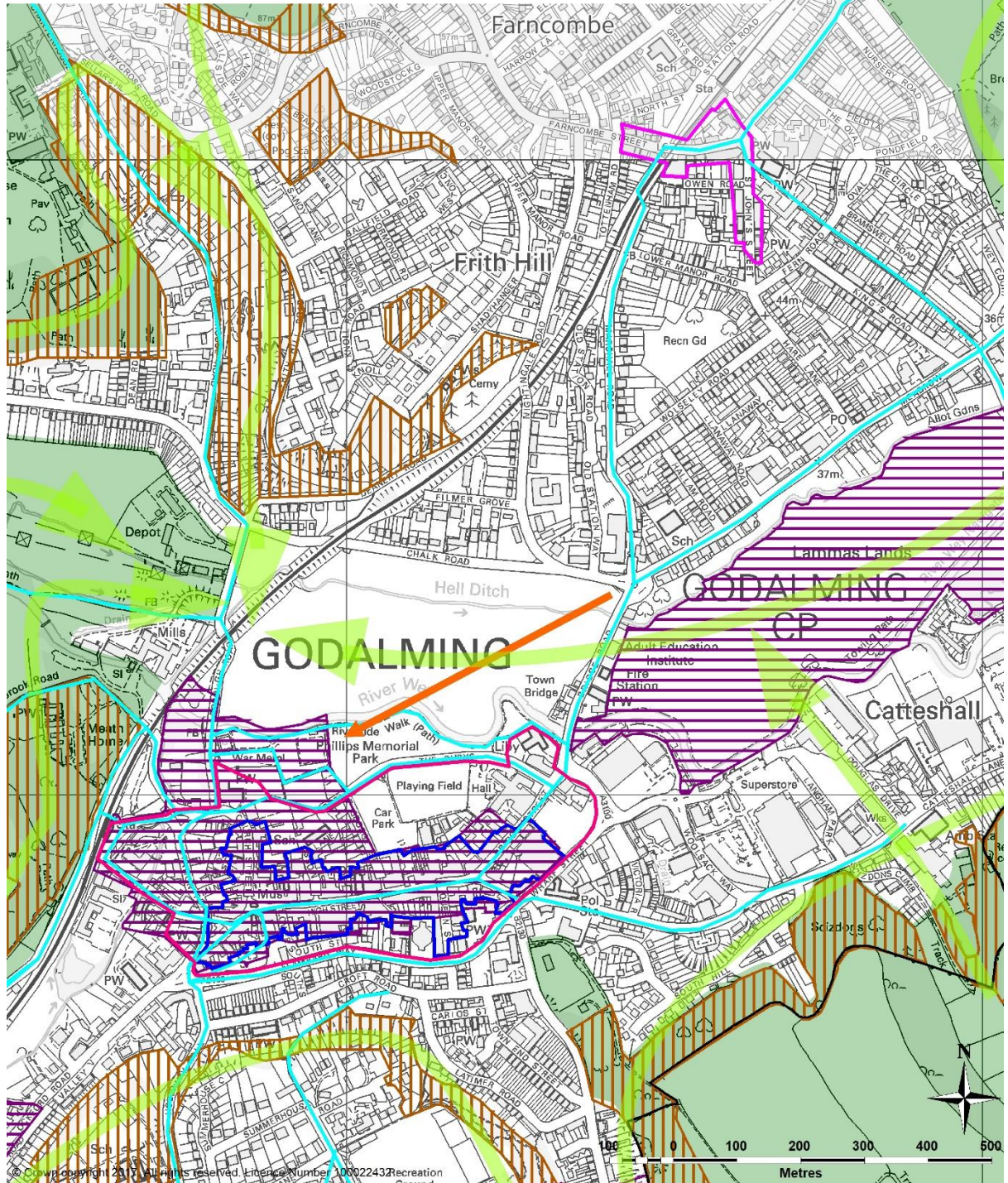


Inset Map

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



GLOSSARY

- **Affordable housing** - Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market
- **Article 4 direction** - An article 4 direction is made by the local planning authority. It restricts the scope of permitted development rights either in relation to a particular area or site, or a particular type of development anywhere in the authority's area.
- **Built form** – this refers to the man-made landscape and the various aspects of physical development within it.
- **Community Infrastructure Levy (CIL)** – a fixed, non-negotiable contribution that must be made by new development. It is chargeable on each net additional square metre of development built and is set by Waverley Borough Council.
- **Local Plan** – the planning policy document prepared by Waverley Borough Council, covering Godalming parish. This addresses strategic planning matters and the Godalming and Farncombe 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?