



## **COUNCIL'S GUIDE TO GOFAR NEIGHBOURHOOD PLAN POLICIES**

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

- A. All new residential developments (Use Class 3) of at least 10 dwellings should provide at least the required percentage of one, two and three-bedroom properties as indicated for the Godalming area in the most up to date area Strategic Housing Market Assessment
- B. Proposals to deliver extra care facilities (Use Class C2) in Godalming and Farncombe will be strongly encouraged.

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

Development proposals to provide small-scale accommodation, falling within Use Class B1 of the Town and Country Planning (Use Classes) Order 1987 as amended, including as part of residential led, mixed use site allocations in the Waverley Local Plan Part Two, will be encouraged. This could either be through:

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

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

- A. In the Primary Shopping Area of Godalming shown on the Policies Map, the use of Class A retail and service premises for temporary uses will be encouraged. Such uses include cultural, creative and leisure uses introduced on a temporary basis or for specific events.
- B. Such non-retail uses must demonstrate that they will not have a detrimental impact on the amenity of neighbouring uses, particularly residential through excessive noise and pollution.

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

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

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

- A. All development shall not significantly adversely impact on the amenity of neighbours, and be sympathetic to the scale, mass, height and form of neighbouring properties. Development proposals must demonstrate how they contribute positively to the features of the respective character areas, as described in the Godalming and Farncombe Character Area Assessments
- B. In particular, development proposals shall:
  - a. Retain historic buildings that contribute to the distinctive character and historic architectural interest of the Character Area;
  - b. Avoid the appearance of cramming by reflecting with the established plots widths within the street;
  - c. Be in keeping with the form of development of properties in the immediate surrounding area, particularly with respect to the prevailing roofline;
  - d. Provide sufficient off-street storage for refuse and recycling bins associated with each new property;
  - e. New developments are to respond to the existing street scene, reflect the prevailing boundary treatments where such features are important to the character and appearance of the area, and in particular whether existing developments are setback from the road.
- C. In order to ensure that delivery of demonstrably sustainable development, proposals that directly address the following will be strongly encouraged:
  - a. Design that meets the 'Building for Life 12' criteria. Developers are encouraged to demonstrate how their proposals specifically meet these criteria, as shown in Appendix A.

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

- A. Development proposals that generate an increased need for residential parking should provide adequate and suitable off-street parking in order to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians and cyclists.
- B. In the case of residential development, the following minimum off-street parking provision will be sought:
  - a. 1-bed units:
    - i. Within the Godalming Town Centre Area, 1 space per unit
    - ii. Outside the Godalming Town Centre Area, 1 space per unit
  - b. 2-bed units:
    - i. Within the Godalming Town Centre Area, 1 space per unit.
    - ii. Outside the Godalming Town Centre Area, 2 spaces per unit.
  - c. 3+ bed units:
    - i. Within the Godalming Town Centre Area, 1.5 space per unit.
    - ii. Outside the Godalming Town Area, 2.5 spaces per unit.
  - d. Where space permits additional parking provision is to be encouraged.

Note: The Town Centre Area is shown on the Policies Map.

- C. The parking spaces required by Policy GOD6.B for the areas outside the Town Centre Area

are considered to be the minimum required to support sustainable development within these parts of the Neighbourhood Plan area.

- D. Parking spaces that take the form of open spaces or car port facilities, rather than garages, will be encouraged.
- E. Development proposals that would reduce the existing level of off-street parking provision will be resisted unless it can be satisfactorily demonstrated that the amount of overall provision is adequate.
- F. The design of new residential streets must demonstrate how on-street parking in excess of that required for residents and visitors will be minimised. Use of environmental and other visually attractive features including street furniture to manage on-street parking arrangements will be strongly encouraged, particularly in the Godalming Town Centre Area and along the identified Movement Routes (Policy GOD9).

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

- A. Development proposals for shopfronts and/or signage are expected to demonstrate a high quality of design that is in keeping with the character of the area and keep the 'rhythm' of the street scene. This particularly applies to Godalming High Street and other frontages that are within a conservation area.
- B. In particular, a high quality of design will be expected to address the following:
  - a. Use of high quality materials in muted and traditional colours. Materials such as plastic, aluminium, marble and granite as well as reflective materials are generally not considered to be appropriate.
  - b. Signage should not be overbearing in terms of size.
  - c. Original features, such as recessed doorways, stall risers, mullions, transoms and pilasters, should, where possible, be restored rather than replaced.
  - d. Care should be taken to ensure the size, shape and position of awnings and canopies are in keeping with the street scene and building and are of an appropriate height. Retractable awnings and canopies are preferred.
  - e. Fascias should:
    - i. be proportionate to the building;
    - ii. not hide architectural detailing of the building; and
    - iii. not obscure first-floor window sills.
  - f. Projecting and hanging signs should be simple, proportionate and hung either at fascia level or between the first-floor window sill and fascia.
  - g. Illumination of shopfronts and signs should be in keeping with the character of the area, using small spot lights, halo lighting or a compact strip light.

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

Development should preserve the historic setting of the panoramic view from Chalk Road/Bridge Road towards the Parish Church of St Peter and St Paul, across the Lammas Lands as indicated on the policy map for Policy GOD8. Any development which has a detrimental impact on the setting of this panoramic view will be refused.

### **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.

#### **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.

#### **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).

#### **POLICY GOD12: GODALMING AND FARNCOMBE SKYLINE**

In addition to the requirements of Waverley Local Plan Policy RE3 (Landscape Character, section v. Godalming Hill-sides) 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.

#### **POLICY GOD13: WATER RECYCLING**

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

#### **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.

#### **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.

#### **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.