Annex 1 to Appendix E

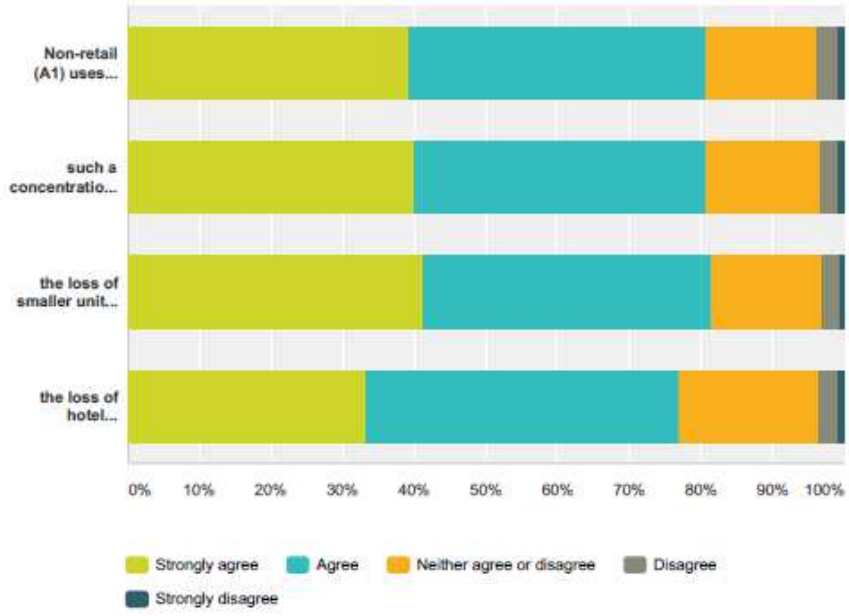
Report to the Strategy and Finance Working Group in relation to the responses to the Farnham Neighbourhood Plan

Regulation 14 Consultation

Town Centre and Local Centres

Q37 Within the Town Centre boundary, proposals for Classes A1, A2, A3, A4, A5, B1, C1 and D1 (retail, offices, banks, hotels, libraries, clinics, galleries, public halls, etc.) should be permitted where the proposal would not result in:

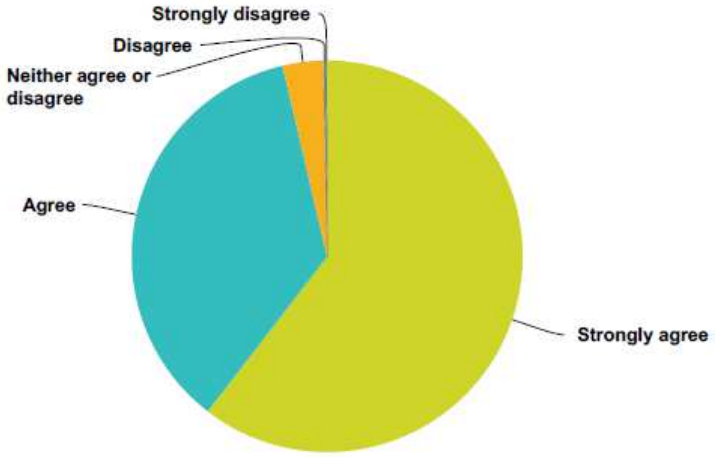
Answered: 923 Skipped: 339



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
Non-retail (A1) uses becoming the dominant uses within West Street and Downing Street;	39.06% 359	41.57% 382	15.56% 143	2.94% 27	0.87% 8	919
such a concentration of non-retail (A1) uses as to lead to a significant interruption of the shopping frontage;	39.98% 365	40.74% 372	15.88% 145	2.63% 24	0.77% 7	913
the loss of smaller units (150sqm); or	41.25% 375	40.04% 364	15.73% 143	2.42% 22	0.55% 5	909
the loss of hotel accommodation unless sufficient evidence is provided to the Council to demonstrate that the continued operation is no longer economically viable.	33.19% 303	43.70% 399	19.50% 178	2.74% 25	0.88% 8	913

Q38 Within local centres, as defined, a range of shops and services should be maintained.

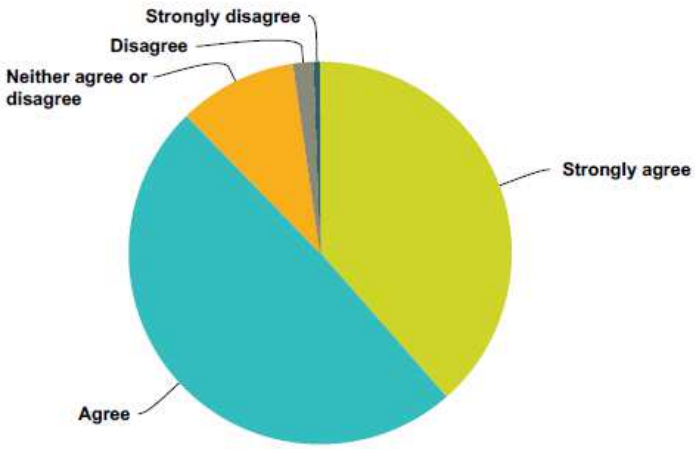
Answered: 931 Skipped: 331



Answer Choices	Responses	
Strongly agree	60.47%	563
Agree	35.88%	334
Neither agree or disagree	3.33%	31
Disagree	0.21%	2
Strongly disagree	0.11%	1
Total		931

Q39 Within local centres, appropriately located additional retail or service floorspace will be permitted where the proposal is of a scale appropriate to the centre and would not materially undermine the existing balance of uses.

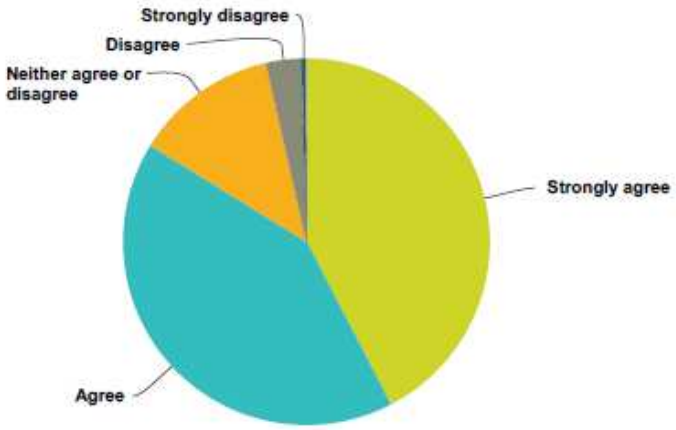
Answered: 921 Skipped: 341



Answer Choices	Responses	
Strongly agree	38.55%	355
Agree	49.19%	453
Neither agree or disagree	9.99%	92
Disagree	1.74%	16
Strongly disagree	0.54%	5
Total		921

Q40 Within local centres, change of use between shop use (A1) and non-retail uses should not be permitted where this would lead to the loss of a retail unit able to serve the day to day needs of the community.

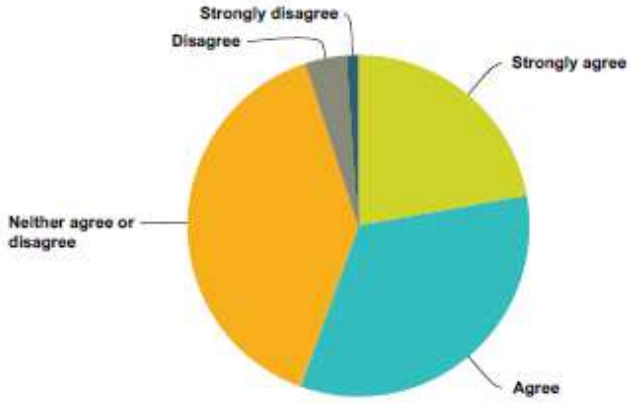
Answered: 927 Skipped: 335



Answer Choices	Responses	
Strongly agree	42.39%	393
Agree	41.42%	384
Neither agree or disagree	12.62%	117
Disagree	3.13%	29
Strongly disagree	0.43%	4
Total		927

Q41 The distance between facilities in a local centre should be 50m, to include:• Heath End• Farnborough Road• The Street, Wrecclesham (not inc pub)• Frensham Road• Ridgway Parade• Station Hill• Firgrove Hill

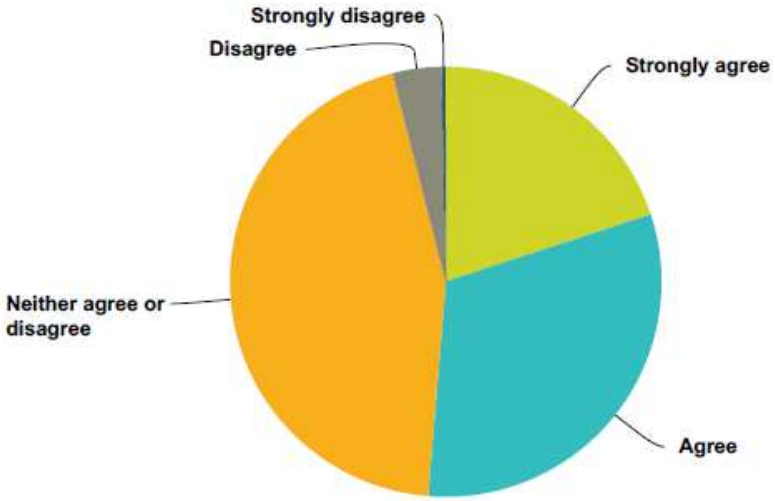
Answered: 897 Skipped: 365



Answer Choices	Responses	
Strongly agree	22.19%	199
Agree	33.33%	299
Neither agree or disagree	39.46%	354
Disagree	3.90%	35
Strongly disagree	1.11%	10
Total		897

Q42 The distance between facilities in a local centre should be 100m, in order to include:• St Mark's Place, Sandy Hill• Upper Hale Road• Willow Way• Cumpsteys Corner, The Long Road, Rowledge• The Street, Wrecclesham

Answered: 908 Skipped: 357



Answer Choices	Responses	
Strongly agree	19.93%	181
Agree	31.39%	285
Neither agree or disagree	44.71%	406
Disagree	3.63%	33
Strongly disagree	0.33%	3
Total		908

Town Centre and Local Centres	
Respondent	**Representation**
[redacted]	How do you sort out traffic problem is a town not built to take cars?
[redacted]	to set the land barriers is inappropriate if we wish to maintain local character and environment.
[redacted]	- All new developments will add to the town centre congestion and add poor air pollution quality in the narrow streets. - The new development in Woolmead and Brightwells should make provision for minimum impact from delivery vehicles and give EASY access for ambulances etc.
[redacted]	Brightwells and the old theatre/ CAB buildings land are ideal for house building/.
[redacted]	No more coffee shops!
[redacted]	Post Office gone in Heath End.
[redacted]	Bearing in mind the changes in shopping method by the public and reduction in need for large offices it will be difficult to make any firm guidelines for the future keep ideas flexible.
[redacted]	For the continuing prosperity of Farnham a range of shops is required to serve the community and avoid inconvenience/traffic/pollution aspects of needing to get to Guildford or further afield. No superstores (Sainsburys Big Heads) or mall-type developments are needed. Internet shopping means that shops are frequently showrooms for purchases to frequent before buying.
[redacted]	Priority should be given to pedestrians in West Street, Downing Street and Castle Street and not to vehicles as at present.
[redacted]	See previous comment box
[redacted]	Item 37 seems to be a trick question. My answers are intended to convey I would like to see more and better shop provision in West Street. This will only happen by attracting better and including larger shops by more reasonable rates and parking facilities.
[redacted]	May need a local Post Office in S. Farnham
[redacted]	Why not build new shops at Badshot Lea near garden centre and the new housing?
[redacted]	Any development must allow for agree or managed parking facilities
[redacted]	Get rid of current East Street plan and start again, to INCLUDE Woolmead, a Go's disaster
[redacted]	The Woolmead should be redeveloped as part of a re-thought East Street scheme
[redacted]	Think of the needs of local indigenous people and not those of any new developments
[redacted]	Question 37 asks about retail and non-retail balance in West St and Downing Street; my response was neutral because I do not believe the streets of Farnham can be considered in isolation. This question could equally be asked of the other shopping streets in the centre of town. I am unclear on the proposal to have distances between facilities of 50m in some areas and 100m in others; it seems an arbitrary choice of location. For example, Rowledge is a village and thus one would think the distance between facilities should be short to keep the centre the hub, not the 100m proposed; The Street in Wrecclesham is a ribbon development along a main road, so 100m might be more appropriate there?
[redacted]	The town centre should not have too many residential dwellings unless there is a park and ride as the town cannot take any other cars and traffic It is important that the Retail spaces are used to be in keeping with Farnham's character. This has been managed well in Haslemere where the retail stores are very unique and distinctive and not really chains - its more independent stores. What is needed is another Lion and Lamb walk but where east street was. Having stores like Poundland are useful and viable but it is also important to retain the higher end shops to keep the town's identity and beauty . An example of the best design is the Mark stores down Castle street for the Flowers etc - these add character and make Farnham a nice place to shop as its different and has something that you cant get from the large Supermarkets. Whilst the East street development needs to happen and the wooldmead needs to change - it is possible to build something new, that looks old and in character. The development like a cinema etc is Ok if its in keeping but having too many chains, would just make it like the development that has happened in Aldershot. Instead it needs to be more like Lion and Lamb walk where it is

Town Centre and Local Centres	
Respondent	**Representation**
	distinctive and in character. Farnham has been triving with some nice shops coming to the town and it is a good place to shop, with stores like elphicks continuing to change with the times, so the affluent shoppers need to be retained in the town and drawn to it by the stores that are chosen - not going down the route of stores/restaurants that you could go to Aldershot or Guildford for but some more unique ones, like the new Bills restaurant that draws families but still keeps I the market town of affluence that it is - like Haslemere and Goldalming, that makes them Surrey towns
[redacted]	Keep Brightwells House and garden/ tennis court for local community
[redacted]	Insufficient services in the 'Weybourne and Badshot Lea New Town' that is envisaged by the developments proposed and heavily weighted in volume in this area, which is both distinct as between it's own boundaries and as part of the essential strategic gap. Infrastructure does not exist presently, and certainly will not with the substantial development proposed. Further it is understood that all schools in Weybourne and Badshot Lea are oversubscribed already.
[redacted]	There should be a presumption against change of use from public houses to other uses - unless very thorough proof that the facility is genuinely redundant. Included in such a policy should be arrangements to offer premises for local community bids before changes are made.
[redacted]	There should be a presumption against change of use from public houses to other uses, unless very thorough proof that the facility is genuinely redundant (and that it should be offered to local community bids before changes are made)
[redacted]	Need to provide improved car parking at local facilities - not just on street parking
[redacted]	not sure what you mean by this or what you are getting at. If there is a hidden agenda for the east street development-I think this development should not go ahead. the theatre,tennis club and pub should be retained,the bowling green reinstate,. the green protected.
[redacted]	No more estate agents! Also need to encourage walking and cycling for use of local and town centres.
[redacted]	50m is too large. Most people (especially the elderly) cannot walk large distances.
[redacted]	Logic thought and proper planning must be the imperative. Talk to people who live and work in the Farnham Town to see how buildings can be made to work for them - it is Farnham people that predominantly use these buildings. Waverley BC has set its sights on pushing into the future by acting blind and stupid they are not learning from Farnham's history or are just being ignorant by disregarding what Farnham and its people have created over more than a hundred years. If you sweep away the past, the sense of where we are, what we are and how our community fits together it will be that much weaker and begin to fail. Shops will close faster... Invest in our heritage and you invest in our future.
[redacted]	Farnham should never become another bland and faceless town. A proper theatre is required to bring vitality to all generations and demographic sectors – a well-managed theatre will give all Farnham tenants a place to see 'live' entertainment. A proper theatre is not what happens at The Maltings. The Arts Council Award given to The Maltings provided Theatre outside of Farnham - this is of no use for Farnham. The Local Plan should provide Farnham with joined-up planning. We need a scheme of proper scale and density for East Street. The Redgrave and Brightwells House must remain at the heart of this new development or a replacement theatre must be funded by Waverley Borough Council. Farnham is just used as a cash cow by Waverley BC and the ratepayers are continually ignored. Waverley does not act in a democratic way - it does not listen to local Farnham people. This has to stop and stop now.
[redacted]	No more estate agencies! reduce parking charges so that the town centre becomes an affordable place to spend a few hours.
[redacted]	There should be a presumption against change of use from public houses to other uses, unless very thorough proof that the facility is genuinely redundant (and that it should be offered to local community bids before changes are made)
[redacted]	Planning needs to take into account changes in distribution and delivery of retail products. For example click and collect and delivery to door will become more important than walk to retail outlets of the past.

Town Centre and Local Centres	
Respondent	**Representation**
[redacted]	Q40 Neither agree or disagree because Retail units will only continue if they are economically viable, not because the Plan will not permit a non-retail use.
[redacted]	Given the increasing use of the internet for shopping the balance between retail and housing will have to change. I would prefer non viable shops to become housing which may result in a more vibrant town centre .
[redacted]	I really don't know what these two previous questions mean.
[redacted]	The Town Council needs to look at how to support and encourage businesses, whether retail or other, in local centres. without such support, businesses may become unsustainable - eg the Community Cafe at Bourne crossroads.
[redacted]	Q41 and 42 are not very clear
[redacted]	Where former business unit have been converted to residential use, if a viable business exists the building could revert to business use.
[redacted]	The traffic and pedestrian problems should be sorted out in the town centre. The town centre and local centres should be kept in good order both from a buildings upkeep and tidiness point of view, this particularly applies to Station Hill which is a gateway to the town and not a very inspiring one at that. Shop/restaurant premises should be required to ensure that all obnoxious smells are eliminated e.g the chip shop in Station Hill and the Indian takeaway at the Railway station premises. Businesses should not be allowed to make noises that can be heard outside the building in which they are being performed e.g.loud music on pub premises. The immediate and nearby local inhabitants should be the priority consideration when allowing businesses to undertake noisey and smelly operations/processes.
[redacted]	Any further development / changes in these areas should also seek to minimise traffic disruption (such as the chaos outside the shops in The Bourne).
[redacted]	I am not able to give an opinion on the above as it is not plain to me what it all means
[redacted]	Badshot Lea is not listed as a local centre as it lacks the required facilities. This highlights the fact that any development in Badshot Lea, by definition, cannot be seen as sustainable and that areas with these facilities should be the more favoured sites for development.
[redacted]	There should be adequate provision in the town centre for theatre and cinema to suit local needs.
[redacted]	I strongly object to the wording of the questions regarding the defining of 'local centres'. I am unable to fathom what these questions mean on a practical level. I cannot imagine that the public's responses to these questions will be meaningful.
[redacted]	Business rates are too high and internet competition is unfair. Tax the internet.
[redacted]	A reduction in business rates in the town centre will help businesses to thrive.
[redacted]	It is difficult to specify who will occupy retail premises as this is really down to market forces.
[redacted]	At the current time the town has a great deal of restaurants. Do we need more? The small businesses often don't stay in Farnham town centre for long because of the high rents payable. The town is not Guildford, Farnborough or Camberley, it is not big enough. But it seems that that is what the aim is and this would destroy the heritage and history of the town. I do think we need a cinema and a small theatre in Farnham.
[redacted]	Rowledge Village centre is spread out but is still a thriving and vibrant community facility. It should be designated as a "Local Centre"
[redacted]	The importance of preserving local centres cannot be underestimated. Not only do they help to sustain a community spirit but they provide key services to those who do not have easy access to transport (own or public) and in the recent harsh winters have provided access to key provisions to a wider population who had no or difficult access to the main shopping facilities.
[redacted]	The over dominance of Restaurants could have a long term consequences to the retail mix in the town. They produce high rental returns for landlords so will not be change back easily.
[redacted]	Extensions to natural areas should be allowed if there is housing there already and it is screened. Why prevent an area expanding if it is not going to join up the towns? It doesn't make sense.
[redacted]	This is a plan for the future. It correctly identifies the importance of the small local centres - vital in my view, especially to old people and in bad weather. But parking is an enormous problem and lack of it leads to the loss of business in these centres eg, the Café premises in

Town Centre and Local Centres	
Respondent	**Representation**
	The Bourne in which no business has survived for more than a couple of years. Also at the Ridgeway the parking combined with much delivery traffic leads to continuous traffic congestion. Efforts need to be made to create small car parks for the benefit of the businesses and the customers eg, acquiring adjacent properties and converting to car parks.
[redacted]	Rowledge village centre is spread out but is still a thriving and vibrant community facility. It should be designated as a "local centre"
[redacted]	I don't know what you mean by distance between facilities means.....
[redacted]	It is unrealistic to prohibit changing a retail unit to residential. Each case should be considered by the local community - if there is no support for a shop or local business surely it is better to consider residential use than leave it empty.
[redacted]	The centre must not be too built up. This is not New York. Let the local shops and houses work as they do already. Allow a little more housing there but also allow the town to grow. Ensure that the extensions provide valuably needed doctors and things for the outskirts of the town. Don't cram it all in the centre.
[redacted]	Try and retain the character of the local town. I am against housing that is right in Farnham town as it shall destroy the character of the existing town, the only exception is if it is modest and in keeping. I liked the Lower Hale site as it is near the town so that one can get the bus in. It adds to the church congregation and they are leaving a buffer around the park which has tall trees so it is ideal.
[redacted]	Retail should be grouped to represent "a centre" feeling. Non-conforming uses (a single small business in a residential area) should be corrected as funding allows.
[redacted]	Ensure alternative transport access is provided...Bikes and Walking infrastructure..Dual Use..Section 101 or equivalent
[redacted]	Try and keep traffic in the town centre to a minimum.
[redacted]	Do not build on coxbridge farm fields
[redacted]	See previous re loss of shop retail premises to estate agents
[redacted]	The High Street as a retail environment needs to be preserved and encouraged. I suggest business rate reduction would hugely boost the retailers in the town and encourage new tenants. The high street needs to be supported.
[redacted]	As a person who is reliant on public transport and not good with walking I would welcome shops and facilities not to be too far apart. For instance at the moment there is no bus service all the way to the library. Might I even suggest a place in Farnham to hire a mobility scooter.
[redacted]	The places listed in 42 above provide local flavour to the area they are located in. Also given the hilly nature of Upper Hale, Weybourne etc it is not always possible for the old or infirm to walk uphill & therefore local shops become even more essential to people who have no other helpers.
[redacted]	I am in favour of more residential development in the town centre. A greater residential population means more people will use the facilities and shops in the town centre because they can walk there
[redacted]	Try and limit housing in the built up town centre.
[redacted]	Enter your city here
[redacted]	There should be a presumption against change of use from public houses to other uses, unless there is very strong proof that the facility is genuinely redundant. It should be offered for local community bids before changes are made.
[redacted]	We need to retain the character and heritage of the area, while stimulating local growth
[redacted]	Question 39: given the restrictions of ground space within Town Centre and Local Centres does this mean the main option for development is upwards? i.e. potentially 10-storey shopping malls? The question, as so frequently in they Questionnaire, is either ambiguous or leaves open a possibility which the average council tax payer might not be aware of. Clever drafting by FC but dishonest, in my opinion.
[redacted]	Why is The Borough not mentioned on p.61 as one of Farnham's principal shopping streets? (There is a 'principle' on p.60 which should be changed.) Some careful interpretation as to what will count as appropriate new retail provision etc in local centres required, so that

Town Centre and Local Centres	
Respondent	**Representation**
	they do not consist entirely of Tesco Express or similar. Community facilities, e.g. those delivered through CIC should sometimes be permitted under change of use where commercial ones would not be. Presumably the NP cannot influence the spread of charity shops, unfortunately.
[redacted]	Council should have better control over rental charged and even more importantly over the type of businesses allowed and their relevant percentages within the town as a whole. By example I would use the quantity and necessity of estate agents and charity shops over the presence of a viable business providing a wide local consumer need resulting in providing paid jobs and business rate income for Farnham.
[redacted]	Please would you add the Wellington pub as a Local Centre for the Hoghatch area
[redacted]	Walking through the Lion and Lamb Yard is difficult for elderly and a teeth rattling experience for children and babies in push-chair. A smooth strip would not detract from the overall appearance.
[redacted]	Repeating 2) in 36, you have no questions about whether road access or lack of it should be criterion in business locations, 'lack of it' here means obstructions such as occur daily in The borough outside the Heart Foundation charity shop.
[redacted]	Farnham town centre is a nightmare to walk around - from a traffic point of view it is very unpleasant. Urgently need a cheap regular bus service so not everyone drives into town.
[redacted]	New building results often in new road adaptations like the mini roundabout (West St & Babs Mead). This may seem like a good idea at the time - with understandable rationale vis a vis traffic calming. But can have unforeseen effects. The traffic noise in the area of this roundabout, and the vibrations caused by braking and accelerating vehicles (especially HGVs), is far worse than previously when traffic clowed smoothly along West Street without having to brake for and accelerate through the gears to depart from this mini (and I am sure others are the same.). The vibrations resulting have actually caused damage to my 100 year old property.
[redacted]	Stop the Brightwells development in its current form.
[redacted]	37. Should be "Within the Town Centre boundary, proposals for Classes A1, A2, A3, A4, A5, B1, C1 and D1 (retail, offices, banks, hotels, libraries, clinics, galleries, public halls, etc.) should not be permitted where the proposal would result in: 39. Should be "Within local centres, appropriately located additional retail or service floorspace will not be permitted unless the proposal is of a scale appropriate to the centre and would not materially undermine the existing balance of uses".
[redacted]	I am really concerned that I am being blinded by town planning science here ..
[redacted]	The traffic speed along the Long Road to Rowledge village should be controlled, so that local people can safely walk to the shops etc.
[redacted]	Should The Bourne not be included as a local centre?
[redacted]	Q.40 unless it is the Post Office Q.43 There are not enough local facilities in Wrecclesham. the areas earmarked for housing would be better served with a community space and somewhere to buy bread and milk.
[redacted]	Q.40 The brochure states "Post office" at Heath End. There has not been one for several years and I believe the site has been sold.
[redacted]	The maintenance of Post Office services at the local centres is important at the present time, and will become even more important as all these new developments are built.
[redacted]	Using alternative distances assumes people walk to facilities. In an area of high car ownership there is not much walking, especially if it is a dangerous main road. More likely drive to one facility, e.g. newsagent or fish and chip shop. More likely to walk to pub or restaurant because of drink driving restriction but that would be mainly in the evening when everything else is closed.
[redacted]	Again I don't know so have ticked the middle option
[redacted]	My 2 cents: I think that Retail will change dramatically in the next decade. People will want to have some local services but going to Farnham will, in the future, be "for the experience": cafes, small businesses and services.
[redacted]	Town centre is ruined by traffic. A bold solution is required, though this will be politically a "hot potato", will not please all of the people all of the time, etc.

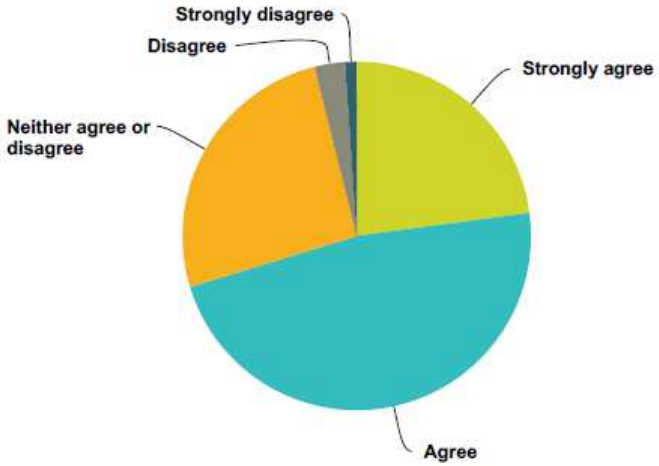
Town Centre and Local Centres	
Respondent	**Representation**
[redacted]	See earlier comments about likelihood of collapse of Sainsbury scheme
[redacted]	Developments of business in local centre should consider the impact on existing business ie a mini supermarket chain that kills trade for a local baker or butchers as poor planning in Upper Hale created.
[redacted]	Farnham is a very attractive town its ambiance should be protected from WBC
[redacted]	Additional development subject to calculation of pressures on traffic
[redacted]	Once again, I don't think it is possible to generalise on these - different criteria apply in each location
[redacted]	See previous comments about the mix of building use.
[redacted]	Both distances seem short to me. Why not 250m?
[redacted]	Try to avoid too much high density development
[redacted]	Farnham should be urban clearway during the rush hours. Cars should be encouraged to use car parks not the high street.
[redacted]	Policy FNP19 – Local Centres Most cycle insurance policies will not cover theft if the cycle is not attached to a fixed structure. Many of Farnham's local centres lack public cycle parking, deterring their use as cycle destinations. We suggest adding: "Proposals involving development of additional retail space will provide public cycle parking where cycle parking does not already exist elsewhere in the local centre."
[redacted]	Page 59 - The draft FNP proposes to amend the adopted Town Centre boundary to exclude the northern end of Castle Street and the western end of West Street in Map L (page 59), as 'these areas are occupied almost exclusively by residential properties.' We consider that Castle Street does form part of the town centre from a character point of view. It is a wide, impressive road acting as a gateway to the shopping area; you have the feeling of being 'in the town' driving down it. It should not be confused with the shopping centre, which is a different boundary. We also do not consider that the boundary should be amended to remove the western part of West Street, as this area includes the library, the museum and their grounds, which are appropriate town centre uses, fulfilling the NPPF definition of cultural uses. As stated earlier, the NPPF states Local Plans should define town centre boundaries and the extent of town centres and primary shopping areas. Page 60 – We note that the FNP does not specifically mention the issue of primary and secondary shopping frontages within the town centre. In line with the NPPF, WBC intends to identify these in Local Plan Part 2. However, we would be happy to work with you to seek to reach an agreement on the appropriate town centre boundary and shopping frontages in the town. Whilst the Woolmead is close to the CA boundary, the plan explains that it is within the setting of the CA and therefore Policies FNP2-4 apply. Please refer to the point above about these policies and how far reaching 'setting' is. Page 61 - FNP17 – this is a generic policy for the Woolmead. A development brief for the site has been developed which gives some guiding principles for future development. This can be seen on the WBC website. You may wish to consider expanding the policy include some key principles and/or aims for its future development. On page 61, it states that there is a strong demand for town centre office uses, which is another reason why it may not be appropriate to reduce the designated town centre area. Page 63 - The draft Core Strategy defined a hierarchy of Town, Local, and then Neighbourhood/ village centres. I would not anticipate this approach changing in the new Local Plan. In that draft, Farncombe, Milford and Bramley were defined as Local Centres, as they had more of a range of facilities and in particular a larger number of shops and facilities. Centres such as those suggested in the draft FNP were

Town Centre and Local Centres	
Respondent	**Representation**
	categorised under Neighbourhood centres. This approach was also supported in the Town Centre Retail Study. This difference in terminology could lead to confusion. Page 64 - Similarly, the further centres identified could possibly be added after some investigation, but again they might be better categorised as Neighbourhood centres. Please note that The Street, Wrecclesham has already been included in the current list.
[redacted]	Page 74: Farnham is referred to as a 'Historic Market Town', but no where in the document are there any details of its history. It is very important that it is recognised that Farnham is a tourist destination for the history or its architecture, Castle and Park, Waverley Abbey, University of creative Arts, Maltings, Wrecclesham Pottery as well as the history of its two theatres which made such a strong contribution to the ecology of theatre nationally for so many years.

Leisure and Wellbeing

Q44 The site as identified, Sita, former tip site in Runfold, is suitable for consideration as a site for sports pitches.

Answered: 926 Skipped: 339

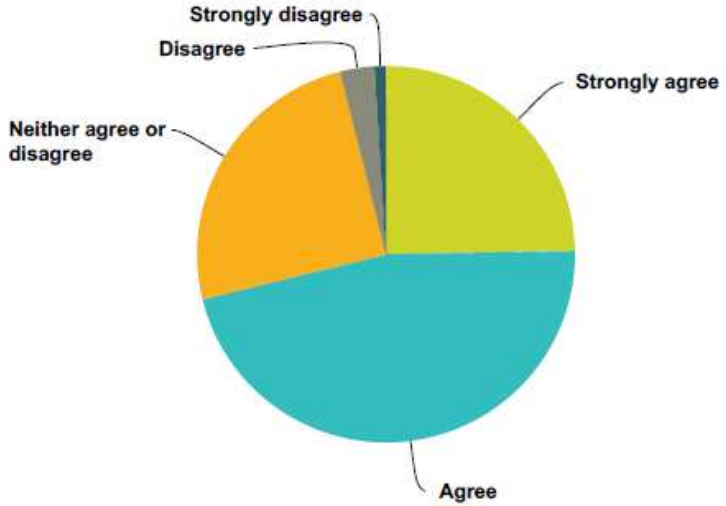


Answer Choices	Responses	
Strongly agree	22.89%	212
Agree	47.41%	439
Neither agree or disagree	25.81%	239
Disagree	2.81%	26
Strongly disagree	1.08%	10
Total		926

Leisure and Wellbeing

Q45 The site as identified, former tip site, Brambleton Park, Weydon Lane, is suitable for consideration as a site for sports pitches.

Answered: 922 Skipped: 343

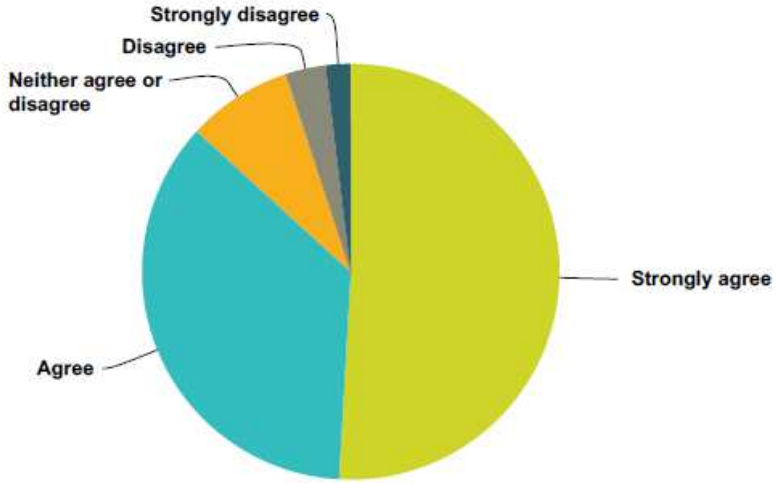


Answer Choices	Responses	
Strongly agree	24.73%	228
Agree	46.42%	428
Neither agree or disagree	24.95%	230
Disagree	2.93%	27
Strongly disagree	0.98%	9
Total		922

Leisure and Wellbeing

Q46 Public open space, as defined, should be retained and, where appropriate, be enhanced. Development may exceptionally be allowed where replacement provision of at least equivalent value to the local community is provided.

Answered: 933 Skipped: 332

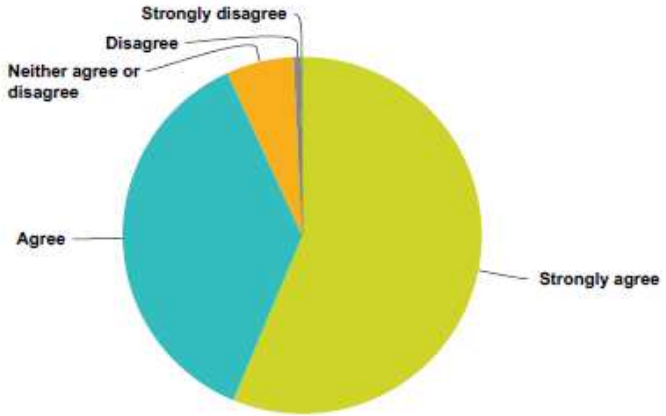


Answer Choices	Responses	
Strongly agree	50.91%	475
Agree	35.91%	335
Neither agree or disagree	8.15%	76
Disagree	3.11%	29
Strongly disagree	1.93%	18
Total		933

Leisure and Wellbeing

Q48 Residential development proposals should be expected to provide for new public open space either through on site provision or a financial contribution to off site provision.• On larger sites, amenity greenspace and children's and young people's equipped space will be provided on site. • Provision should include arrangements for maintenance of the open space.

Answered: 938 Skipped: 327

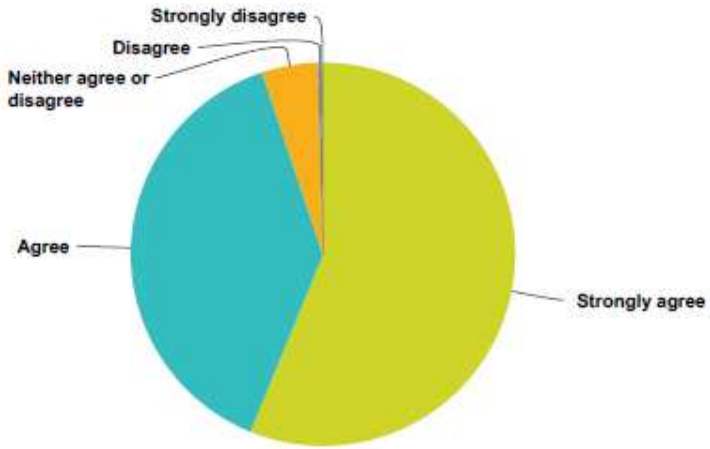


Answer Choices	Responses	
Strongly agree	56.29%	528
Agree	36.89%	346
Neither agree or disagree	6.08%	57
Disagree	0.64%	6
Strongly disagree	0.11%	1
Total		938

Leisure and Wellbeing

Q49 Buildings which provide indoor sports facilities, including community halls and schools, will be retained and, where appropriate, enhanced to provide a high standard.

Answered: 938 Skipped: 327

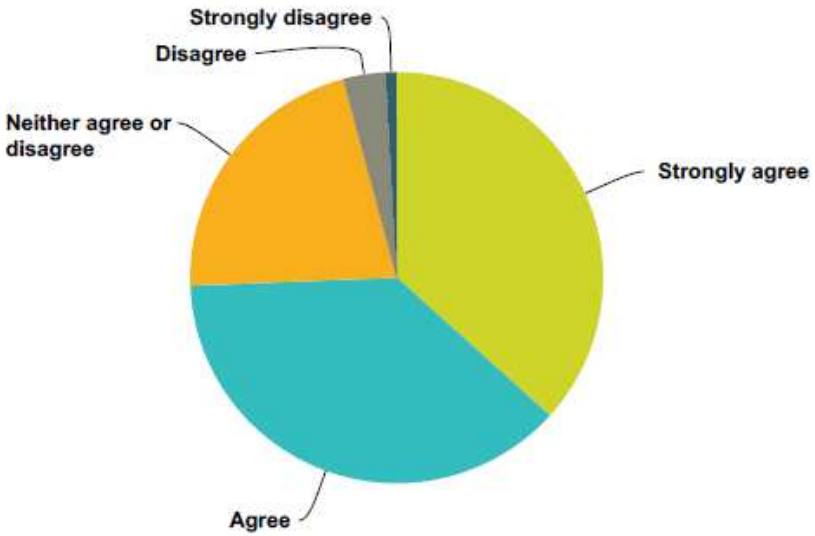


Answer Choices	Responses	
Strongly agree	56.18%	527
Agree	38.70%	363
Neither agree or disagree	4.69%	44
Disagree	0.32%	3
Strongly disagree	0.11%	1
Total		938

Leisure and Wellbeing

Q50 New development should contribute to increased indoor sports facilities.

Answered: 929 Skipped: 336

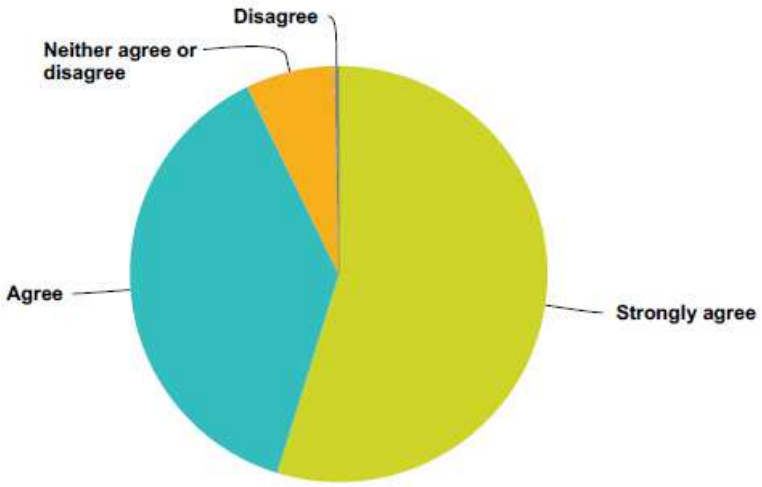


Answer Choices	Responses	
Strongly agree	36.71%	341
Agree	37.67%	350
Neither agree or disagree	21.42%	199
Disagree	3.34%	31
Strongly disagree	0.86%	8
Total		929

Leisure and Wellbeing

Q51 Buildings which provide cultural attractions or facilities including community halls should be retained and, where appropriate, enhanced.

Answered: 931 Skipped: 334



Answer Choices	Responses	
Strongly agree	54.78%	510
Agree	38.02%	354
Neither agree or disagree	6.87%	64
Disagree	0.32%	3
Strongly disagree	0.00%	0
Total		931

Leisure and Wellbeing	
Respondent	**Representation**
[redacted]	Any contribution (53 above) must be used for that purpose and should not go into "general expenditure".
[redacted]	OUTDOOR swimming/sports generally. The NOISE and atmosphere in indoor facilities is unpleasant; and not so healthy.
[redacted]	Air quality in Farnham is already below acceptable. Increasing the risk is TOTALLY UNACCEPTABLE
[redacted]	To retain and improve the Farnham environment the Town Council needs to attach the complacency of W.U.D.C and Surrey Council to pollution and road networks. Bothe W.U.D.C and Surrey Council have marginalised these issues and have shown a lack of care and little duty to Farnhams inhabitants and its history.
[redacted]	Mental health has always been low on Council and government provision lists - "Creative Response" Art groups provide a daily lifeline for hundreds of long-term health uses and learning disability clients, yet funding is threatened and it should be seriously consider that a PERMANENT VENUE could be provided and also a drop in venue for long term MH users - There is NOTHING for us in Farnham, which is unforgivable.
[redacted]	Will they be accessible by public transport?
[redacted]	Farnham Park including the children's play area is well maintained and a pleasure to walk over.
[redacted]	Would like to see initiation encouraged people not to use their cars so much, and for there to be more places/provisions where people could mingle that were not just shopping areas.
[redacted]	When may we have the Redgrave Theatre Back?
[redacted]	The more we can promote sport and fitness of all Farnham residents
[redacted]	The Waverley backed Brightwells/East Street development will remove several town centre leisure/cultural and other amenities. This is another reason why it should not proceed. Quality of life in Farnham is already adversely affected by air pollution/traffic noise/ road traffic congestion. What are the plans to deal with additional traffic/pollution arising from Farnham bearing the brunt of most of the additional housing in Waverley and who will pay for the infrastructure?
[redacted]	The Maltings was purchased by the people of Farnham as a Community Centre. It now functions as a Community Centre and an Arts Centre but the Community function is very important to many people in Farnham and it should not be shown as just an Arts Centre
[redacted]	see 52 third item - but infrastructure should be put in place before a development is provided
[redacted]	Improved air quality is lowermost impossible with existing car use. Walk more for better health. FAT CHANCE!
[redacted]	Developments must not be regarded as a quid pro quo for provision of money or facilities which they may bring.
[redacted]	It's the turn of the arts to be supported, particularly the Redgrave or its department
[redacted]	None
[redacted]	Q. 52 MORE TRANSPORT
[redacted]	Very worried about infrastructure causing worse pollution. children never had asthma till moved here when they were 11 years old and developed within one year. Road rage getting worse. Train/station area dangerous and not good for wellbeing.

Leisure and Wellbeing	
Respondent	**Representation**
[redacted]	The main problem in Farnham is traffic and potholes. All developers should find a new bypass and better road system which addresses the pollution problem
[redacted]	More emphasis on provision for cyclists. Farnham is a dangerous place for them because of traffic, pollution, narrow roads
[redacted]	Tourism business ie B & B's should be able to return to residential/flat conversions
[redacted]	The proposals should not be considered unless they fit an environment where infrastructure already exists; question 52 (paragraphs 2 & 3) suggests that a development could be proposed anywhere provided transport infrastructure was developed with it and that may not always be appropriate. The infrastructure should be assessed before the development is considered suitable. Question 53 is another that should be split into 2 questions; the first part up to "proposed development" I agree with, the second half of the sentence, beginning "or the additional infrastructure" I do not agree with.
[redacted]	The point about whether a development is allowed or not, should not just be based on whether the developer can afford to make a financial contribution to those things. Its a bigger picuture that that - that should be based on the number of people living in an area overall (not just new development) and what they need to serve the,. Waverley should be calculating how many people are served by schools, local recreation etc. If its based on developments - then the risk is that large developments would be promoted more as they give more financial contribution and therefore its more attractive for the council as they get more funds for facilities. It should be based on smaller developments being made possible but the facilities still being added when the capacity is reached anyway, regardless of whether it is new developments or not. I am not really in favour of large developments of also New Sub areas within Farnham and then new facilities to serve that area - eg a new school, health centre etc. Those things are already needed in Farnham already and should be being provided for Farnham. based on the Large population it has as a % of the total in Waverley (40%) - yet it hasn't had the new schools, the new sports facilities etc. These things are needed and contributions need to be made for them per person - not by the size of development - otherwise it just favours big developments and that isn't the right things for Farnham
[redacted]	over all impact of seperate developments close to each other need to be assessed so best out comes for local community is made; ie joining up paths/ green spaces and connecting roads to aviod traffic congestion.
[redacted]	There is very poor provision for cycling in Farnham. I once commuted to Guildford by cycle, which is extremely hazardous. We should consult on key commuting routes and locations, and add improved cycling provision,
[redacted]	Q48 For larger sites should include open space, not just play areas – this matches the provision of SANGS on larger sites Q49, 51 Though if genuinely unviable some flexibility needed Q52 Question should be 'proposals should NOT be permitted UNLESS they provide the following': Q53 Viability assessments are sometimes misused to avoid responsibilities and maximise profit.
[redacted]	As well as leisure related physical activity and access to open spaces, wellbeing depends on physical activity being incorporated into people's day-to-day routine. There should be an overarching objective to link up open spaces, leisure and sports facilities as the Scholars Greenway does.
[redacted]	Adequate car parking at the facilities
[redacted]	not on any greenfield sites
[redacted]	new developments should have their own local gp and school provision. It is not enough to add buses or transport links in S Farnham where the roads are crowded. Local walkable infant school provision should be included. There is little or no parking and congested roads around most local schools which will be made worse by 'transport links'.
[redacted]	There is NO local cycling network - we should have one to remove cars from roads
[redacted]	Mitigation of adverse impact on air quality not to include schemes for charging diesel car owners, who won'[t bother going to Farnham at all buildings containing cultural facilities should have provision for continued maintenance in the future. Not be allowed to deteriorate - Redgrave Theatre???
[redacted]	safe cycle/pedestrian routes to railway station must be found
[redacted]	Restore the Redgrave Theatre or build a proper theatre as a replacement. Reduce the pollution levels in and around Farnham.

Leisure and Wellbeing	
Respondent	**Representation**
	Stop the Forestry Commission from issuing random felling licences. When the FC do issue them, make certain they are adhered to in all respects.
[redacted]	Restore the Redgrave Theatre or build a proper theatre as a replacement. Reduce the pollution levels in and around Farnham. Stop the Forestry Commission from issuing random felling licences. When the do issue them make certain they are adhered to in all respects.
[redacted]	Leisure facilities should be retained in areas which are accessible by walking rather than driving
[redacted]	.."new development fits well with the character of the town". Farnham is characterised by unique and traditional buildings as well as, crucially and importantly, open spaces with mature trees for amenity close to the centre of our town.
[redacted]	Q48 For larger sites should include open space, not just play areas – this matches the provision of SANGS on larger sitesQ49, 51 should recognize that if genuinely unviable some flexibility needed Q52 badly worded...should be ' proposals should NOT be permitted UNLESS they provide the following':
[redacted]	As above, flood lighting should be kept tightly under control when outside sports activities are not taking place. Buildings should not be large square boxes but pleasing to the eye with pitched roofs, like large village halls etc.
[redacted]	Developer contributions are inherently short term in effect.They are risky in that they influence immediate decision making and yet cannot provide long term security of the maintenance of good standing of the sports facilities that are being funded by the developer contribution.
[redacted]	None
[redacted]	We should not be seeking to increase the charge over the existing infrastructure charge on developers, but open discussions for them to make such suggestions.
[redacted]	We need a proper theatre (not just the Maltings)
[redacted]	I am concerned that companies that cease to function could leave developments without necessary support. Possible mitigating steps should be put in ;place
[redacted]	I think the neighbourhood plan should include reference to: A, increased provision of pedestrian and cycle routes (irrespective of new developmemts) B. Increased provision of allotments. C increased provision of community buildings
[redacted]	All developments will add considerably to Farnham's already congested traffic situation, with Town centre and nearby rural roads unable to cope with increased volume. The solution to town centre congestion has consistantly not been able to be addressed and will only get worse particularly with development inside the town boundary.
[redacted]	No area of Farnham should be overlooked as regards leisure fascilities.
[redacted]	Farnham suffers from a surfeit of noise from planes,helicopters,roads and the local pubs and sometimes clubs.All businesses/clubs should undestand that noise they generate should be kept within their premises.
[redacted]	Sites such as Brambleton Park should only be converted to sports pitches if adequate off-road parking is provided to cater both for the traffic generated by training sessions / matches or other events held in associated buildings / pavilions. It would be unreasonable to expect the local residents to put up with significant additional disruption that would be created by on-street parking.
[redacted]	SANGS requires new land - not just pretending that signboards in Farnham Park count as meeting SANGS requirements.
[redacted]	I refer to my earlier comments regarding the need to preserve and protect open land - this should be available to all within a short distance of one's home.
[redacted]	I am wary of financial contributions made by developers who are effectively buying their way into development or the Council's best use of such funds, or on the promise of sustainable transport which could at a future date be withdrawn. There is also the position where, if the development is unsuitable yet ticks all the above boxes it would be allowed even though it is inappropriate. I am therefore finding these questions rather double edged.

Leisure and Wellbeing	
Respondent	**Representation**
[redacted]	Air pollution is over the limits and will be more so with new developments
[redacted]	More leisure facilities will be needed as the population expands and should be protected against redevelopment.
[redacted]	Any development that increases air pollution or decreases air quality should be prevented. Farnham town centre is congested and polluted and the air quality is having adverse effects on the residents particularly the children and the elderly. Farnham is one of the few towns that does not have a pedestrianised town centre at least in part. The road infrastructure cannot cope with the existing level of traffic. Green space in Darnham should be preserved and enhanced, due to the poor air quality preservation of green spaces such as the Hopfields is imperative.
[redacted]	Developers should contribute towards public rights of way close by their developments to improve the walking provisions. Example: Crest (East Street development) could have been asked to provide a footbridge over the A31 for public footpath 83 from petrol station area to Hatch Mill which has been obstructed by central barrier and the fact the road has become too busy.
[redacted]	I like that you are focussing on sports in this as it keeps the kids busy and healthy.
[redacted]	Need to consider school place, doctors surgeries, car park capacity.
[redacted]	Question 52 is confusing as it follows questions about sports/community facilities and does not explain that the question refers to housing development. Responses are likely to be confused and therefore meaningless. The question should (also) say 'include' rather than 'meet', as no one in their right mind would agree to the individual criteria (in isolation) being sufficient. Mt responses all assume that the Habitats Directive and all other legal and policy are satisfied. These are poor questions as (ii) and (iii) assume that infrastructure levies (s106 CIL) are not necessarily (indeed rarely) spent solving the problem that the development creates or adds to ; so in reality the criteria are false promises. Legal constraints apply to (iv) and (v), overriding the matters questioned; the questions ignore cumulative impact. The problem is that neither the draft NP nor WBC's draft Local Plan propose compliance with the overriding environmental law.
[redacted]	We should always leverage planning gain to benefit the community
[redacted]	Considerations must be made on the increased size of our local schools in terms of increased traffic particularly at school opening and closing times
[redacted]	We desperately need a theatre back. The Maltings is not a theatre, though it provides limited number of live theatre performances.
[redacted]	None
[redacted]	Once again the phrasing of the questions makes it impossible to answer: Not deteriorating the status quo is no kind of positive argument for a development. 'proposals should be permitted if' must be 'unless the following are met, no proposal could be accepted'.
[redacted]	Indoor Tennis courts please
[redacted]	Improve and increase provision of and facilities for local travel by cycle.
[redacted]	Mitigation measures for poor air quality must be proved without doubt to be effective, by reliable and thorough analysis and research and wherever possible tested by running a pilot of the proposed measures.
[redacted]	A review of current provisions can these be adapted rather than all new facilities. Sport and Leisure has changed and continues to. Lack of investment on current facilities sees local teams look elsewhere for training. WHY?
[redacted]	Sports are vital for the kids. If it wasn't for Farnham rugby club then my son would not have started Rugby and now he plays professionally for Scotland. His picture is on the wall of the club and he is a celebrity. He owes that to Farnham Rugby club.
[redacted]	Developers should be legally pinned down to adhere to a time scale of providing infrastructure and contributions as said in Question 53.
[redacted]	Badshot Lea needs to have increased sporting/leisure facilities
[redacted]	Question 48 is a good one and leisure is important but another doctors or nursery or blood donor area etc is equally as important.

Leisure and Wellbeing	
Respondent	**Representation**
[redacted]	Air quality is important. Some move from London to here for clean air.
[redacted]	Make this mandatory within any planning submission..A section 101 type element
[redacted]	It is important to keep the young and old content.
[redacted]	The Maltings is NOT a theatre -
[redacted]	Try and retain the sports pitches. Johnnie Wilkinson trained at Farnham and its good for the kids to do sport and not cause any trouble.
[redacted]	More time effort and money needs to be invested in providing safe, clearly marked and cohesive cycle links into and around Farnham.
[redacted]	The Redgrave Theatre should be rescued
[redacted]	Often two statements are combined leading to me answer to be middling, e.g. "Development proposals would not significantly add to traffic congestion in the town or inappropriate traffic on rural lanes". I see these as two distinct items, and while one is clear cut "congestion", "inappropriate" traffic is vague.
[redacted]	When public space is developed, it is rarely replaced with anything similar or adequate. The bottom line is that it existed for this purpose for a reason, and can not be replaced by moving it somewhere else (which incidently doesn't exist in the Surrey built-up areas, as unused land would have been developed already!) Also, any developments of reasonable size (50 dwellings plus) should contribute towards improvement of the currently poor cycle network. Generally, Farnham has a topology suited towards high quality cycle links, but poor motor traffic flow, thus it would benefit from investing in dedicated paths to improve safety and traffic generally.
[redacted]	52 The question should state that proposals should NOT be permitted UNLESS they provide the following: 52b) This could block sites which are preferable to others, except that they do not have existing transport links. 52c) The developer should HAVE to provide measures to address the identified inadequacy as just allowing them to contribute would probably lead to inadequate/unimplemented improvements. 52d) All developments are going to significantly add to traffic congestion. Lots of smaller developments would be as bad as fewer larger ones. It takes very little to bring traffic in Farnham in a standstill, and not always in the rush hour - a delivery vehicle in the town, road works in the centre or outside of it. Farnham's roads cannot cope with any increase in traffic and neither can the roads which lead into it, such as Crondall Lane, which is used to travel to the A287 and then to the M3. 52e) This would also block ALL developments which are near to, or affect the town centre. 53) Viability assessments are sometimes misused to avoid responsibilities and maximise profits.
[redacted]	The question should state that development proposals should not be permitted UNLESS THEY PROVIDE THE FOLLOWING: 52b) This could block sites which are preferable in other respects to those which have sustainable transport links. 52c) The developer should have to take appropriate measures to address the inadequacy, as if allowed "to contribute towards addressing it" will probably never help sufficiently to solve the problem. 52d) All development proposals are going to significantly add to traffic congestion and inappropriate traffic, many small developments are probably just as bad as a few larger ones, they all result in more traffic which the roads in Farnham town centre and surrounding it cannot take. There are already serious traffic problems, which are not confined just to the rush hour. One delivery vehicle in the town centre or road works just about anywhere result in long delays. 53 Viability assessments are sometimes misused to avoid responsibilities and maximise profit.
[redacted]	Farnham town centre needs wider footpaths in some locations.
[redacted]	Again, it's down to the traffic and additional parking that all of these facilities require.
[redacted]	Capacity in local schools needs to be built into any local developments.
[redacted]	Question 51: if I agreed to this, would that condone the destruction of the Redgrave Theatre in favour of a multi-screen cinema complex? Again, the question is too vague and too loaded to merit a response.
[redacted]	Infrastructure contributions must be earmarked for Farnham rather than spread around WBC. Traffic congestion in the semi-rural lanes within the town boundary needs to be considered. We need both a decent live performance space and a replacement

Leisure and Wellbeing	
Respondent	**Representation**
	Gostrey Centre that is conveniently located for those with limited mobility or reliant on public transport.
[redacted]	It should be a pre-requisite that all required infrastructure is either already in place or guaranteed to be in place at the conclusion of the development.
[redacted]	How can these high standards be enforced in perpetuity - the under car park and lifts and South Street Sainsbury's are disgusting now
[redacted]	Forget this. We have gyms, a lovely park and many community halls. We need schools and roads!
[redacted]	NO
[redacted]	Existing sports facilities should be maintained.
[redacted]	Tennis courts at Farnham college should be retained.
[redacted]	Q.52 Development proposals.....dream on!!
[redacted]	Any new development must ensure traffic doesn't get worse in Farnham - this congestion leads to stress, bad air quality and ia also dangerous particularly for children and elderly residents
[redacted]	Regarding Q52. If there is not adequate transport infrastructure, development should not be permitted. End of...
[redacted]	52. Should be "Proposals should not be permitted unless they meet the following criteria:" Comments on points within No 52 2 Developers cannot do this as they have no control over transport links. This is a Surrey CC issue as the transport authority 3 Developers cannot do this as they have no control over transport infrastructure. This is a Surrey CC issue as the transport authority 4 All developments will add to traffic congestion and any large development significantly so, unless the road network is improved. Again this is a Surrey CC issue as the transport authority 5 Worthwhile objective, but what mitigation measures are possible as air pollution is caused by traffic and the road network, over which developers have no control.
[redacted]	trongly support the vision for a performing arts centre as included in the FNP - see also reply to question 9
[redacted]	It is CRUCIAL that what remains of our green open space/fields is protected!
[redacted]	Q. 52 Station? More cycle paths and easier access into the town centre by public transport
[redacted]	74 sports pitches at present. No more land should be used. Wildlife should be considered.
[redacted]	developments should ensure that access around the site is wheelchair friendly in all areas.
[redacted]	Air pollution on Station Hill is at least as bad as in The Borough & yet the AQMA does not extend to cover it. Problem is caused by high volume of traffic in & around the station & level crossing being closed regularly which means congestion. No solutions are offered to level crossing "blockage", so all efforts should be made not to worsen the traffic situation.
[redacted]	An emphasis should be placed on walking and cycling in the Town centre
[redacted]	The peace and quiet provided by the green fields off Waverley Lane should be preserved. Additional traffic on the overcrowded B 3001 will add to congestion nearer the station and consequent pollution caused by idling car engines.
[redacted]	There must be diversity of facilities so that as wide a range of leisure activities is enabled for all ages.
[redacted]	I am running out of time for all this detailed feedback.
[redacted]	Provision must be made for the disabled

Leisure and Wellbeing	
Respondent	**Representation**
[redacted]	Much more parking will be required in the town so residents can visit the shops, but in does not necessarily have to be in the very centre of town. Should parking provision be included in the plan?
[redacted]	The new facilities should be visually and spatially integrated into the local vista, unlike the David Lloyd centre and the latest development at All Hallows School.
[redacted]	More cycle routes needed
[redacted]	The pricing of leisure facilities is biassed against young people who have to commute to work offering daytime lower rates to wealthy older residents. There could be special offers to evening users' under 25'
[redacted]	None
[redacted]	not increasing the traffic and the problem of Farnham town center grid locking needs to be taken very seriously. traffic is already at its maximum
[redacted]	New developments should include a budget for public art and to support the status of Farnham as the craft town.
[redacted]	Q52 would be clearer if it read: "Proposals will not be permitted where they fail to meet the following criteria:" My responses assume this is what you meant.
[redacted]	More cycle paths into Farnham would be helpful and reduce congestion.
[redacted]	My major concern with any new development is the impact on the road network. Robust travel plans should be required and they must be implement to promote a reduced use of the car to travel into the town centre. Bus fares need to be reduced to make this work!
[redacted]	Ways to satisfy the needs of the pedestrian in the whole of Farnham should be considered. For example South Farnham has many excellent paths but the links between them are roads without paths.
[redacted]	I doubt that the proposal to "contribute towards measures to address the identified inadequacy" would in fact properly compensate for the inadequacy identified. Too much wriggle room; developers will find ways to wriggle out of their obligations.
[redacted]	all to be taken with a large dose of common sense
[redacted]	creation of cycle parking at community facilities (shops, community halls etc). Provision for evening cross town buses (see Q55)
[redacted]	Car parking must be provided if needed at these facilities.
[redacted]	Q52 - provided other criteria in the survey are satisfied.
[redacted]	none
[redacted]	no comment
[redacted]	Any new large development must provide adequate green space within close distance of development. The use of a SANG miles away is not acceptable
[redacted]	Ignoring atmospheric pollution in Farnham since 2005 is hostile to wellbeing.

Leisure and Wellbeing	
Respondent	**Representation**
[redacted]	Existing Leisure and wellbeing facilities, including Green Space should NOT be lost
[redacted]	Focus should not be on 'greenspace' at expense of biodiversity, natural habitats more important than sports pitches and play structures
[redacted]	All development must provide for adequate off road parking for up to 2 cars to avoid addition on road parking and congestion.
[redacted]	When can we expect natural screening as promised from the new rugby ground. In Badshot lea we are putting up with shout for shout commentary
[redacted]	The semi-rural character of the area should not be damaged by the unnecessary building of footpaths along rural roads as this adds to the urbanisation of the area.
[redacted]	A big element of wellbeing is adequate road capacity to allow a proper flow of traffic. This is not just about local origin or destined traffic. It must be able to cope with the masses of extra traffic transiting Farnham
[redacted]	Improved cycling infrastructure is needed if the area is to be successful in encouraging cycling. The journey into Farnham from the South is not pleasant (due mainly to the presence of the need to follow (busy) roads). The same is to a certain extent true of walking (although there are some better cut throughs and footpaths in places). Better non-road infrastructure for pedestrians and cyclists? Also important is improving/reducing traffic flow.
[redacted]	Please pedestrianise the centre of Farnham
[redacted]	An all weather pitch for hockey would be appreciated
[redacted]	The infrastructure must be adequet!
[redacted]	All developers should contribute financially to the provision of increased and enhanced local infrastructure. No development should be allowed unless this is agreed.
[redacted]	Accessible sport & leisure factilies for all - not just pricey exclusive clubs
[redacted]	Surrey, Waverley and Farnham Authorities are hostile to pedestrians, this policy should be reviewed
[redacted]	Ways to satisfy the needs of the pedestrian in the whole of Farnham should be considered. For example South Farnham has many excellent paths but the links between them are roads without paths.
[redacted]	I doubt that the proposal to "contribute towards measures to address the identified inadequacy" would in fact properly compensate for the inadequacy identified. Too much wriggle room; developers will find ways to wriggle out of their obligations.
[redacted]	all to be taken with a large dose of common sense
[redacted]	creation of cycle parking at community facilities (shops, community halls etc). Provision for evening cross town buses (see Q55)
[redacted]	Car parking must be provided if needed at these facilities.

Leisure and Wellbeing	
Respondent	**Representation**
[redacted]	Q52 - provided other criteria in the survey are satisfied.
[redacted]	Any new large development must provide adequate green space within close distance of development. The use of a SANG miles away is not acceptable
[redacted]	Ignoring atmospheric pollution in Farnham since 2005 is hostile to wellbeing.
[redacted]	Existing Leisure and wellbeing facilities, including Green Space should NOT be lost
[redacted]	Focus should not be on 'greenspace' at expense of biodiversity, natural habitats more important than sports pitches and play structures
[redacted]	All development must provide for adequate off road parking for up to 2 cars to avoid addition on road parking and congestion.
[redacted]	When can we expect natural screening as promised from the new rugby ground. In Badshot lea we are putting up with shout for shout commentary
[redacted]	The semi-rural character of the area should not be damaged by the unnecessary building of footpaths along rural roads as this adds to the urbanisation of the area.
[redacted]	A big element of wellbeing is adequate road capacity to allow a proper flow of traffic. This is not just about local origin or destined traffic. It must be able to cope with the masses of extra traffic transiting Farnham
[redacted]	Improved cycling infrastructure is needed if the area is to be successful in encouraging cycling. The journey into Farnham from the South is not pleasant (due mainly to the presence of the need to follow (busy) roads). The same is to a certain extent true of walking (although there are some better cut throughs and footpaths in places). Better non-road infrastructure for pedestrians and cyclists? Also important is improving/reducing traffic flow.
[redacted]	Please pedestrianise the centre of Farnham
[redacted]	An all weather pitch for hockey would be appreciated
[redacted]	The infrastructure must be adequet!
[redacted]	All developers should contribute financially to the provision of increased and enhanced local infrastructure. No development should be allowed unless this is agreed.
[redacted]	Accessible sport & leisure factilies for all - not just pricey exclusive clubs
[redacted]	Surrey, Waverley and Farnham Authorities are hostile to pedestrians, this policy should be reviewed

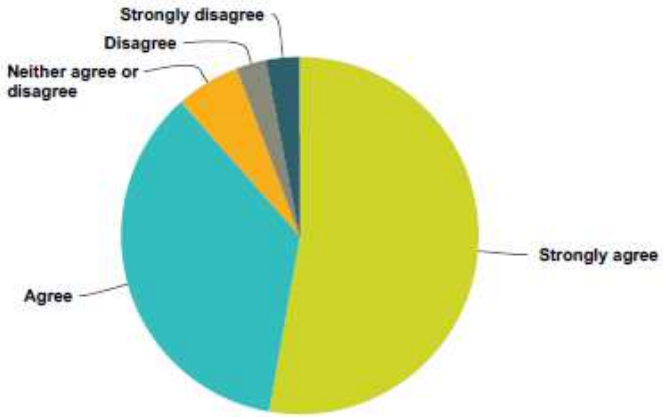
Leisure and Wellbeing	
Respondent	**Representation**
[redacted]	The listed objectives for this policy area cover leisure and recreational use but medical evidence and advice (e.g. https://www.rcplondon.ac.uk/sites/default/files/documents/exercise- for-life-final_0.pdf) points to the need to integrate physical exercise and access to open spaces into the daily routine of the populous. One way that the plan could address this need for daily, utility (as opposed to leisure) exercise would be to have an objective to link up open spaces, health and leisure facilities. For instance: "To create corridors, free from motor traffic, connecting up the open spaces, health and leisure facilities of the town"
[redacted]	Sita Site - Wouldn't be happy to see this being offered as a recreation ground for Badshot Lea Wouldn't want to see the recreation ground in Badshot Lea being moved to a location outside of the Built area as this provides a very important and central location as a breathing space within the community and accessible to all. I suggest the land at South East Badshot Lea off St George's road (Site Area 209 ha) which is currently the subject of planning application WA/2014/2113 and is also on the FNP list of new housing areas over the next 20 years should be considered as an extension to the existing sports I recreation field. As mentioned in Question 19 Badshot Lea currently has inadequate sports and recreational areas and that field should be considered as an extension to the current area as this would give the room required by the cricket club and football teams, extend the scope for children's recreation and allow for community events. This area would be accessible to all, be able to support adequate parking for the sports clubs and affords beautiful views towards the Hog's Back making it a lovely spot for a recreation ground. Owner not known. Any offsite provision should be within and accessible to the local settlement / village.
[redacted]	Page 9: This section omits any mention of cultural and entertainment facilities which play a significant role in the well-being of residents and focuses only on sport and the countryside. FTA would recommend the inclusion of cultural and entertainment facilities as they are referred to on page 65 under Objectives. Page74: Please include the words "to protect and provide cultural attractions to meet the needs of the town". Page 76: There has been no adequate replacement for the Redgrave Theatre, as noted by the statutory consultee, The Theatres Trust, in its objection to its demolition and there is an expectation that there should be an adequate replacement for the theatre by many local performing arts groups, and therefor this section should state that "adequate facilities for the performing arts should me provided". Page 76: This policy must include the words "Buildings which provide cultural attractions of facilities including community halls will be retained and, where appropriate enhanced, replace or newly provided to match the needs of the community".

Leisure and Wellbeing	
Respondent	**Representation**
[redacted]	General - The section dealing with public open space, recreation and culture covers matters where Waverley BC provides or funds services. I understand that to date you have not liaised with the relevant officers at Waverley in drawing up these policies and I suggest, therefore, that you contact Matt Lank, the Land Asset Manager in Community Services to discuss this further. Page 68 - It is critical that the provision for Children and Young People is later updated in line with the draft Play Space Strategy which is still being produced by WBC. This is expected to be adopted early next year. More detailed information could then be included, such as local standards specific to Farnham. Currently we use FIT standards for provision, which has been incorporated. Page 72 - Maps P and Q show the same site. The Draft FNP identifies the former tip at Weydon Lane (Brambleton Park) as a site for sports pitches. This land is owned by Waverley BC, and in view of its former use there are issues around what it could be used for in the future. Again I suggest an early discussion with relevant Waverley officers. Page 75 - The museum is within the town centre, as is the library. In the section on culture, should UCA Farnham be mentioned with its galleries?
[redacted]	First of all, on behalf of Farnham Sports Council, thanks for your team support for sport in the draft Plan for Farnham. Having just re-read the draft Plan, prior to the consultation period ending, I noticed a couple of things that you might want to consider. 1. Leisure and Well Being p9. I suggest the word after swimming pool is 'facilities' rather than 'space' 2. Outdoor sports facilities p70. PLEASE, please change the word United to UNION in respect of the rugby club! 3. Policy FNP21 p74. We should be 'encouraging schools to open up their facilities for community use wherever possible and also advocating sharing facilities as part of developing school-club sporting links' 4. Health Facilities p74. The BIG drive from government and public agencies in the coming years will be for the promotion of active and healthy lifestyles....including local government and sports organisations playing their part. The strain on the NHS is a massive issue. Under this section I'd propose you consider saying something like 'Sports and Fitness facilities in Farnham have a major role to play in the health and well being of the local community. Wherever appropriate, GP's should be encouraged to prescribe exercise at suitable facilities in Farnham.'

Vision

Q8 The vision is for Farnham to continue to thrive, meeting the changing needs of the community by ensuring new development fits well with the character of the distinctive areas of the town and is supported by improved infrastructure.

Answered: 1,152 Skipped: 106



Answer Choices	Responses	
Strongly agree	52.78%	608
Agree	35.68%	411
Neither agree or disagree	5.82%	67
Disagree	2.69%	31
Strongly disagree	3.04%	35
Total		1,152

Vision	
Respondent	**Representation**
[redacted]	Provided that this does not destroy the historic importance of Farnham and that area of visual inordinate are protected
[redacted]	We don't want anything like the proposed last SK development, which is so out of keeping with Farnham
[redacted]	Farnham is a ancient market town with its own particular character. NOTHING should detract from that. Too many pretty, ancient towns are losing their character because of drive to comfort with "PC" development!!
[redacted]	Infrastructure at the moment is not sufficient to take the increase population wanted in Farnham. Road, Schools, doctors hospitals now full to capacity and there are other issues such as pollution, sewage and flooding to be considered.
[redacted]	Development MUST be supported by improved infrastructure AND especially road capacity, school capacity and health capacity.
[redacted]	Having lived in Farnham for over 50 years I took a keen interest in this survey. I have visited your website several times and studied the proposals. After a lot of consideration I have come to the following conclusion. It is my firm opinion that it is a waste of time and effort and our money to consider any further developments until the transport problems are addressed. Traffic congestion in the town frequently reaches gridlock, the bypass is overloaded and difficulty of parking in the town has forces several of our acquaintances to stop shopping in Farnham. The long awaited Northern section of the Farnham bypass would significantly help by reducing through traffic, as would a Wrecclesham bypass leading onto the Western end of the new Northern section. This should be a major priority. It is almost impossible to see a solution to the town centre traffic congestion and the air pollution unless measures such as those above are taken to significantly reduce through traffic. The Town's geographic situation and existing buildings give very little scope for expansion. 100 new dwelling in the Woolmead as well as similar numbers in the East Street development would make reaching acceptable air pollution level impossible. Rather than the "government dictate" to build 470 more homes across Waverley I believe that our councils should say NO until some real movement is made towards solving the traffic and air pollution problems. Some of the smaller development proposal is the plan (10 to 15 dwellings) could just be acceptable, but the larger schemes such as 200 households at the Coxbridge site disgorging up to 400 cars into the town or onto the roundabout would be a nightmare. This and other proposals such as that at Three Stiles Road involve the sacrifice of green land and should be rejected for this reason.
[redacted]	New housing is vital, but only where proper infrastructure is available. Waverley Lane is a classic example. 3 schools, hospice and care home on a country lane and a proposed extra 190 homes, how can the road cope?
[redacted]	Unique features and history of Farnham could be lost forever if we don't get this right. Evidence from the development that has been permitted over the past 20 years is NOT encouraging.
[redacted]	Install footbridge/wide walkway from station across to South Street. It should include a cycle lane. More parking at station. Better information about events in Farnham ie electronic signs at station and by roads.
[redacted]	Improved infrastructure is key - roads need to be able to cope with increase traffic in an area already blighted regularly by significant queues, as well as schools and health services.
[redacted]	the present proposal do not do this.
[redacted]	The key point is improved infrastructure. It almost always takes 15 minutes to 1/4 mile down Castle Hill/ Street. More houses in Farnham will only worsen the traffic gridlock. Fix the traffic problem FIRST before building more houses.
[redacted]	Sufficient infrastructure is most important
[redacted]	Would like to see more provision for young people's creative and recreational needs (running/ cycling tracks etc. Art centres, studio for musicians to practice). I hope having lost the Redgrave Theatre, that the ambitions of "performers together" will materialise.

Vision	
Respondent	**Representation**
[redacted]	Well designed modern buildings (No more mock Georgian with bad proportions)
[redacted]	Vast improvements will be required with all aspects of infrastructure i.e./ roads, school,shops,traffic management, water and sewage handling etc. Badshot Lea struggles to cope with all of these at present.
[redacted]	Vision is fine. Improved infrastructure difficult to achieve. Too many Councils and authorities. Thank goodness for the Farnham Society, as long as it doesn't choke off any sensible development.
[redacted]	As a vision statement this is so bland as to be almost without meaning. The point of any vision statement must be to understand the challenges and address them. This does nothing of the sort.
[redacted]	Please don't destroy the character of Farnham - we don't want to be a clone of every other town. Make us unique
[redacted]	Infrastructure definitely needs to be addresses, particularly roads and sewage.
[redacted]	No more building of houses in Farnham please
[redacted]	was a little disappointed the land for tennis courts was sold to DC leisure but do expect it. But do have concerns if they will make money.
[redacted]	There is no published development plan for SW Surrey/NE Hants to take account of the economic growth of the area in a holistic sense. Private property developer pay amounts towards infrastructure improvements. Farnham is overloaded with traffic and sewage for the size of its population!
[redacted]	The infrastructure for any new development must be able to cope with all the extras, sewage, drainage, schools, roads and SPACE
[redacted]	I am not too au fait with council politics, so would like to ask "Is Waverley BC able to put pressure on Farnham to take more of its fair share of housing? Farnham is the southern end of the fairly urbanised, Blackwater Valley area but has the (unique in the Guildford/Godalming/Farnham area of a very busy major A road & railway running parallel & not far apart. Would it be fair to think that WBC who do not have such a complication are inclined to push in unfair proportion of the housing burden onto Farnham? If so, this should be suitably addressed by FTC
[redacted]	I find it abhorrent that we allow mass immigration into this (our) country, and then concrete it over in order to house them, I'm one was onetime other!!
[redacted]	Infrastructure is a must to improve! The sewers around Weydon are literally bursting. The Farnham bypass reduces to a crawl every rush hour.
[redacted]	We do not want development foisted upon us. An example of this is the East Street development. No more of these please.
[redacted]	Current infrastructure, (roads, schools, health services, sewage) will be inadequate to cope with proposed extra housing: maximum political pressure will be needed to alleviate the problems likely to arise. Wherever possible footpaths should be linked together to encourage walking, not car use.
[redacted]	The infrastructure bit is vital
[redacted]	Building on brownfield sites should be a priority before any building on greenfield sites. Once built on greenfield sites will be lost forever to Farnham. I have to say that this form has been really time consuming and difficult to fill in. How many people actually managed to finish filling it in? Please can you simplify it next time. I haven't answered all the questions because they are not all relevant to me or I don't have the technical knowledge to answer them
[redacted]	Nothing should be set in 'train' till it is irrevocably established suitable and appropriate infrastructure .
[redacted]	Preferably not on greenfields
[redacted]	East Street development is now out of date and should be revised

Vision	
Respondent	**Representation**
[redacted]	East Street MUST be revised it's now totally out of date and unsuitable. The 3 Green shops built in the street side of Castle Street should be removed and weekly markets introduced.
[redacted]	Hinkley Corner gets worse every year. Road traffic across railway and into Station Hill badly organised. More development will create worse traffic and air pollution. Whole school, doctor etc cannot cope with development
[redacted]	The main issue for me is that the infrastructure cannot cope with current population levels!
[redacted]	Who wouldn't agree with such an overwhelmingly positive statement!
[redacted]	Farnham also needs to differentiate from other towns, be a tourist destination and thrive through character and thoughtful considerate development. Any development should be an improvement and NOT be detrimental. Development should be future proofed for generations to come and not just a generation of profits for builders. Farnham should preserve its character and richness and all development should strive to achieve this. No tick box development.
[redacted]	Farnham is a lovely town and too important not to be developed sympathetically. My family has lived here since May 1969 and has mostly done so continuously, with children and grandchildren growing up and going to schools here and having families of their own. We have seen the population expand beyond the capacity of the infrastructure to cope and that is a real concern.
[redacted]	I think the important part here is whether Farnham should actually be accepting any more development. The Waverley plan seems to state that Farnham should take it all, when 40% of the Waverley residents already reside in Farnham. It is already too busy, the infrastructure cannot cope. We are talking about more than just the schools (that are a massive issue and concern as the same schools serve Farnham, as served it over 30 years ago and they are pretty much the same size), the massive concern is the road infrastructure, How many more people can live in Fanrham before it grinds to a holt. The roads are gridlocked in the mornings and evenings, there are not enough routes out and the one way system in the town is unworkable if further people move to Farnham. It is a beautiful and exclusive place to live and should remain so - or its character and distinctiveness will go. It risks being made into a 'New Town' what what is needed is for it to remain a Market Town with unique villages. So I say I agree with the statement above - but I already feel Farnham has taken its growth. it doesn't need lots of new family homes, it needs smaller homes for the elderly people of Farnham who rattle around in 4-5 bedroom homes to be able to move to free up those homes. But the Smaller town houses/cottages are too expensive. What is needed is more of those and then the cars are lower in the town as its older people living there and then the families can live in the villages and outskirts. Some of the plans that developers are trying to get through at the moment risk ruining Farnham and its character for future generations beyond anything that is quantifiable.
[redacted]	chance to improve by providing new footpaths, cycle ways, link roads, green areas, landscaping, schools.
[redacted]	Over-reliance on proposed housing in Weybourne and Badshot Lea, where schools are full and roads, particularly Badshot Lea Road and Lower Weybourne Lane, are already burdened by heavy traffic at peak times such tat it is not always possible for residents to drive from their properties during this period, owing to congestion where they would join those roads. This will tail back further and clearly effect a greater number of residents.
[redacted]	I strongly agree with the statement above. I feel that when taking into account the changing needs of the community, the Farnham Neighbourhood Plan should seek to provide good quality residential development to meet the needs of first time buyers. Central Government are implementing policy to alleviate Stamp Duty for first time buyers as a reflection of the difficulty faced by young / first time buyers. This ideology should be reflected within the Farnham Neighbourhood Plan so that young people renting or living with family in Farnham can have a realistic hope of one day owning their own property within the area. The lack of current policy such as this can be seen when considering the amount of young people, often originally from the area, forced to move away due to the ever increasing market price of small residential units. In

Vision	
Respondent	**Representation**
	addition to the above, I believe the Farnham Neighbourhood Plan should seek to promote the appropriate investment from developers, by way of legal obligations, in order to ensure the infrastructure within Farnham does not suffer as a result of the population growth within the immediate area and the South East. Developers should be encouraged to develop on Brown field/ contaminated land, where possible and financially viable.
	Whilst agreeing that new development is essential it must not lead to overdevelopment in villages such as Badshot Lea. So many applications have been seen for Badshot Lea recently which shows that if granted the infrastucture currently in place would collapse. Small development yes, overdevelopment NO.
	Infrastructure needs addressing, irrespective of whether or how much new development occurs.
	Farnham is an affluent town of character, providing a good quality of life, typically to long-standing residents who support, respect and maintain the environment.
	As long as there isn't so much new development that the infrastructure has to be improved beyond what is fitting for the area.
	Mistakes like Woolmead should not be repeated
	New developments must be to high design standards to enhance the look and quality of the area
	T00 much development will spoil Farnham as there is no room for any more traffic.
	The 'objectives' of the Neighbourhood Plan gives a specific priority to the protection of aspects of Wrecclesham, Rowledge and South Farnham whilst omitting protection of a key aspect of NW Farnham.
	There is not sufficient infra-structure for increasing housing. At present the congestion of traffic, hospitals, schools, dentists, parking etc has lowered our quality of life in Farnham and turned it into suburbia!
	If the community enlarges distance from the centre (say The Borough) could become further extended, beyond walking distance with shopping, this will lead to further car use, or new LA transport provision. So even without extra supplies to the shops vehicle use will increase, congestion will worsen so destroying the centre we seek to preserve.
	I agree providing that this doe snot involve too much development thereby spoiling the thing we are trying to preserve
	I feel that the infrastructure should be 'appropriate' rather than improved.
	I agree with ensuring new developments fits well with the character of the town and to improve infrastructure but not if building more roads means destroying the very thing we're trying to preserve.
	Lack of infrastructure is a critical point given that many local services are already overstretched.
	It has to thrive but there need to be a limit to population otherwise what makes farnham a special place will be ruined
	Need to pedestrianize town centre - Weston Bypass needed in order to close Castle Street to through traffic
	I think there should be absolutely no building of any houses or anything else on greenfield sites,green belt,garden grabbing
	Depends on how densely new developments are built
	In particular its really important if new homes are built to ensure the infrastructure is there to support them.
	Any changes need to meet the needs of the LOCAL community
	The vision should also be to maintain the small town community feel that makes farnham a desirable place to live. Large scale commercial changes which attract chain retailers and potentially alter the focus of the town centre from the historical area should be avoided.
	Rural and semi-rural areas need to be protected and their character maintained. Large developmenst should be built close to main roads and where there is enough capacity for a higher population in terms of support services (schools,

Vision	
Respondent	**Representation**
	doctors etc) and infrastructure (roads, drainage, parking etc)
[redacted]	Should add, "whilst protecting the attractive and sensitive landscape around the town"
[redacted]	Farnham has a distinct character and it is imperative that any future development seeks to retain this character and not allow it to just become like so many other anonymous towns.
[redacted]	Further development can only go ahead once the infrastructure issues facing the town have been addressed:- 1) Traffic congestion/pollution - you have to build a western by-pass to resolve this problem and to allow our MP to proceed with his pedestrianizing of the Borough and other roads 2) Insufficient number of Schools - Build at least one more school in Farnham 3) Sewerage/Water Supply - Enlarge and modernise the Victorian plant at Waterlane
[redacted]	Should include what is desirable (and undesirable) by way of architectural design of buildings.
[redacted]	Infra structure should come before any further development. We need better traffic management so less congestion and pollution in our Town centre, new/improved sewerage treatment plant which is already over capacity and more schools.
[redacted]	Infrastructure is not adequate now - crumbling roads, water leaks, sewage farm overloaded - have to hold your breath in Sainsbury's Water Lane car park sometimes.
[redacted]	Agree - if infrastructure is in place prior to development or is constructed in tandem with any "new build" programme.
[redacted]	One can agree with the proposition as put above but disagree with many of the components of the draft plan. This comment is not an endorsement of the design vision as set out in the draft plan.
[redacted]	The proposed development of green fields in Waverley Lane to the East and South of Abbots Ride is not acceptable. Frequent long hold-ups occur at the junction of Waverley Lane (a narrow busy 'B' road) and Tilford road at the level crossing. The No 46 bus service (the only one serving this area which I and a number of residents in the area frequently use) is often delayed at this point. Several schools in the area add to the problem. These fields with their old hedgerows are an important feature of the country town of Farnham balancing those on Folly Hill (for example)
[redacted]	Key area of Transport infrastructure is poorly covered. In particular no serious hard proposals (only general non-measureable statements) on provision for cyclists and pedestrians. Not even safe routes to the station (or schools?)
[redacted]	Farnham is under great strain. It is essential that new infrastructure is in place BEFORE major development. All services are at breaking point. Schools are full, dental and doctor surgeries are full, utilities cannot cope and the roads are full to capacity, especially over the level crossing.
[redacted]	Any increase in residential numbers will destroy the unique character of the town for ever. The proposed initial developments are only the 'Tip of the Iceberg' and leading to the irrevocable rape of the town. Developers are only interested in the profit from their building work and will do little to improve the many aspects of the local infrastructure. The cost of this will fall upon Surrey County Council, the NHS, WBC and the Town Council. Our Council Tax will rise by a sum which nobody can predict. The disruption to the town throughout development will be unbearable.
[redacted]	Current infrastructure, roads and schools are now at over capacity so more needs to be done on this before further developments
[redacted]	.."new development fits well with the character of the town". Farnham is characterised by unique and traditional buildings as well as, crucially and importantly, open spaces with mature trees for amenity close to the centre of our town.
[redacted]	Improved infrastructure is needed for existing population: to ensure this is provided for new development as well seems unlikely
[redacted]	I feel Farnham area should only take a fair proportion of new developments within WBC. Over development in one area is not practically sustainable and developments should be evenly distributed throughout the Borough, making sure that each community takes on a proportion of development which can be honestly sustained, with evidence supporting this.

Vision	
Respondent	**Representation**
[redacted]	As community ,we have a key opportunity to maximise the efficiency of development of the Farnham area. We need to enhance the use of existing brown field sites, being brave enough to build multi- storey but low rise blocks that specifically suit the demographic changes to come rather than the historical assumptions that all household groups want and need individual outdoor garden areas .
[redacted]	I have viewed your proposals and agree with your plans for the future of Farnham.
[redacted]	Existing infrastructure does not meet current needs.
[redacted]	I agree so long as new development is focused on brownfield sites
[redacted]	Meeting the needs of the community rather than the profits of the developers is the point.Infra structure needs to be adequate at the start as 'promised' improvements do not always materialise.
[redacted]	We are in general agreement with the aims for Farnham in terms of how best to plan for an increasing population, but we do not believe that the town can absorb the proposed number of new dwellings without very major infrastructure improvements. We are concerned that the additional housing will be driven by developers IN ADVANCE of the essential infrastructure improvements which would be a disaster. The delays in the East Street development have been unacceptable, but again the concern is that the developers will want to carry out the easy, and financially advantageous parts, with the danger of the whole project not being completed. Where can we find the evidence that 1085 houses are essential? Once they are built they would of course be occupied!
[redacted]	Improved infrastructure is essential to support any new development in Farnham, new schools, roads, etc.
[redacted]	Development needs to be controlled to suit the infrastructure of Farnham. Not to respond to developers reckless desires
[redacted]	The infrastructure will not cope with new development as it stands, adding new development first would be foolish and have dire conequences.
[redacted]	We need to build more housing, and it needs to fit in with the environment of each development, to retain the character of our different areas. Green space is important, as is the infrastructure needed to support the increasing population.
[redacted]	I have no faith that the local council will support or improve local infrastructure, their commitments to local infrastructure will be token gestures, Farnham already has major issues with its infrastructure without a single further development. Nothing has been done.
[redacted]	improved infrastructure must improve Farnham, not just struggle to keep up with development
[redacted]	Developments to suit Farnham's character and improved infrastructure are both very important.
[redacted]	The infrastructure should be in place before the developments take place.
[redacted]	I don't believe that Question 8 should presume that development always has to happen.
[redacted]	However the premises above need to be met in a timely fashion i.e.: 1. 'ensuring new development fits well' 2. 'supported by improved infrastructure notwithstanding 'improved' can be interpreted in so many ways as to be meaningless
[redacted]	However, brownfield spaces should be developed primarily with greenfield as a last resort
[redacted]	For new development to fit with the towns character requires more emphasis on the existing infrastructure that is already overloaded
[redacted]	It will be very difficult for Farnham to grow and "thrive" if more infrastructure is not put in place.
[redacted]	It is of concern to us that this plan offers less development thatn the draft Waverley Local Plan which may render Farnhams plan non compliant with legislation.
[redacted]	I don't see much evidence of improved infrastructure. The hop field development will have an impact on the local schools and roads, both of which are at full capacity, and certainly not able to cope with the proposed increase in population an

Vision	
Respondent	**Representation**
	traffic.
[redacted]	A very bland statement.
[redacted]	Proper infrastructure is key to any proposals including improved parking new railway station for increased commuter population and adequate parking to new properties to prevent all the permanent on street parking by residents that has resulted for the over developed sites of the Farnham Cloisters etc
[redacted]	So long as there is no green field sites used for housing.
[redacted]	Presumably "new development fits well with the character" means architecture way above the standard envisaged by CN for the East St development.
[redacted]	The definition of the "vision" is irrelevant. The question is whether or not the "vision" itself is appropriate.
[redacted]	It is vital that the town develops but this must be achieved in a sensitive manner and be supported by improved infrastructure.
[redacted]	Existing infrastructure totally inadequate, countryside under pressure. More houses mean more people.....
[redacted]	Improvement of the infrastructure must divert traffic away from the town centre. Construction of an A31 flyover at Hickleys Corner and a western bypass from Coxbridge to the A287 junction with the B3013 have to be considered important components as they would complement the A331 route.
[redacted]	This is surely the fundamental aim of any plan for our town. Farnham is recognised by many as having buildings of interest and style, a town full of historical houses, each contributing to a true sense of community. The physical appearance of the streets, shops and any new buildings must enhance this. A proper standard of infrastructure will be essential.
[redacted]	I would like to see residential properties built that are full of character. Poundbury in Dorset is a great example of where heritage and development is in keeping with an old market town. Please build properties that are individual and not a clinical housing development that will look grubby and dated within a few years. Use mix of old style brick, flint, stone and render within an estate to ensure each house is individual. Also ensure there is car parking on drive ways and not a 'parking lot' for cars that negatively the look and style of a residential area.
[redacted]	Any significant proposed development must be made subject to the condition precedent of investment in infrastructure. If the investment in infrastructure is not forthcoming or cannot be accommodated within the constraints of the Plan then the development should be refused.
[redacted]	The infrastructure certainly needs careful consideration first, it is difficult enough to travel in and around the town as it is especially during rush hour.
[redacted]	We do not want empty shops or wasted spaces as there have been for the last 20 years!
[redacted]	Any development in Farnham must take account of traffic and infrastructure in particular sewage system, schools other necessary facilities and above all must take into account the appalling state of traffic congestion in the town centre.
[redacted]	Improved infrastructure is very necessary
[redacted]	Building on greenfield destroys the character of the town
[redacted]	The sewage works cannot cope at the moment, it is vastly overworked. Too much development would put too great a strain on it. The area of Badshot Lea and Weybourne serves five schools, all of which are over subscribed. The amount of traffic is already horrendous. The infrastructure needs to be greatly improved before adding anymore problems to the area.
[redacted]	New development should first be all on brownfield sites as Government policy and only when all brownfield sites development has taken place should planning applications on greenfield sites be considered. The public require new houses built in style and character of the town.

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~~Julie - test please ignore~~	~~Julie - test please ignore~~
[redacted]	Particularly on an improved infrastructure prior to any significant increase in residential development and further adverse impact on the traffic ,school places,flooding and sewerage systems.
[redacted]	Improved Infrastructure must be put in place first to support any new development planned
[redacted]	Improved infrastructure is key
[redacted]	Statement 8 is false. All responses to the question are uninformed and invalid. The draft NP does not support the claimed 'vision' as it allows over-development, without compliance with para 113 &FN24 of the NPPF (Habitats/Waddenzee), and without ensuring provision of improved infrastructure. The draft NP (cf p16) proposes delivery of widespread unlawful development (a "pragmatic approach") and as such, the vision is also unlawful - however unthreatening the wording of the 'vision' may sound.
[redacted]	This vision sounds great but it disguises a number of initiatives that will spoil Farnham's unique character.
[redacted]	Who would reasonably disagree. The question is who decides what type of development " fits well with the character of the distinctive areas of the town" and secondly what criteria as used to determine what would constitutes "improved" infrastructure.
[redacted]	Infrastructure is heavily loaded at present, and will need to be enhanced to support new development adn additional population.
[redacted]	Clearly, Farnham must change and grow as time passes. This does not mean growth at any price. New houses can be constructed in such a manner and with careful placing that existing residents do not feel betrayed by the Local Authority.
[redacted]	Infrastructure at present inadequate for hundreds more houses i.e. hospital facilities, schools, extra traffic etc. cannot take extra load
[redacted]	The infrastructure needs improving as already at bursting point. More homes to the north on the Hop Fields will seriously add to the air pollution in town, leaving the council open to being sued for its own citizens poor health.
[redacted]	The important part of this sentence is improved infrastructure
[redacted]	Infrastructure is vital if the town is to develop. This should be a condition imposed on any developer wishing to build here and not limited to a new zebra crossing and the like but to provision of new schools, improved roads.Alternatively, new builds for over 55 year old people only who won't need schools but will need to have medical facilities additional to those already in Farnham.
[redacted]	There has not been sufficient thought put towards managing the heavy traffic congestion that these new dwellings will bring to an already overloaded transport system. Also residents parking is already strained with us finding it increasingly difficult to find free parking bays in area A.
[redacted]	Improved infrastructure does not just mean roads it means rail and bus networks. Fitting well with the character also needs to be enforced - it does not appear to be at the moment.
[redacted]	Recent plans for development, such as the East Street site, and the opening of a Poundland on the High Street, seem to have ignored the character of the town
[redacted]	Rowledge Village has its own distinct character and is surrounded by green spaces, giving it a rural feel. We need to preserve this individual character while still maintaining a sustainable community.
[redacted]	W E MUST AVOID BECOMING A CLONE OF BASINGSTOKE, CAMBERLEY, WOKING ETC.
[redacted]	The Plan looks forward to 2031. Over that period the demands on infrastructure will be considerable and the track record of infrastructure providers over the past 20 years is not encouraging. It is obviously important to cover all the key

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	providers. It may well be appropriate to look at some "what if" scenarios. ie If an infrastructure need is not met what impact does it have on the plan?
[redacted]	Over housing would not fit well with the character of Farnham Town.
[redacted]	The key to the above statement is the need for adequate infrastructure. In an over polluted town (The Borough) congested roads (West Street, Hale Road) oversubscribed schools, doctors surgeries. These must be put in place before any further housing is considered.
[redacted]	how could a resident not agree with this?
[redacted]	Clearly the Town needs to develop to accommodate housing, schools, healthcare, retail and business. But this needs very careful consideration and not overdevelopment. If the balance is incorrect the development will not be sustainable in the long term. I think the town has too many of the same type of development and I believe this is stopping the town thrive.
[redacted]	Infrastructure being key
[redacted]	The character of Farnham must be preserved. Some of the Waverley plans do not do this.
[redacted]	Farnham already has a serious shortfall in provision of public bus services and these are due to be cut further. We would be very optimistic to expect future developers to pick up the failings of the past. Improvements to bus services are urgent. New and better provision is needed now.
[redacted]	Key phrases in the 'vision' are "fits well with the character of the distinctive areas of the town and is supported by improved infrastructure"
[redacted]	I would in addition prefer that the community of Farnham encourage communities in other residential areas Surrey to have a similar local vision for themselves.
[redacted]	County Town images to be retained East Street needs sorting out Traffic will only get worse (plans) Diesel/petrol fumes in centre of town
[redacted]	Who can argue with this vision statement. It's the implementation that's important. The lack of a clear growth cap (say, as a percentage of current housing stock) in the vision is worrying though.
[redacted]	A vital element too is to preserve the Green Infrastructure and wildlife of the town as building development increases.
[redacted]	A long term integrated plan is key to future, involving housing, business, infrastructure. We must avoid piecemeal solutions to short term issues
[redacted]	Brownfield sites only to be used
[redacted]	Retaining character and improving infrastructure are key issues to be addressed in any new development in Farnham.
[redacted]	"supported by improved infrastructure" is imperative. This means roads, schools, sewage.
[redacted]	Not forgetting Farnham also houses people with less money and the elderly who wish to downsize
[redacted]	However, More effort needed on infrastructure to remove the dependance on cars all of the time. Car clubs and Bike clubs needed. Move traffic from the town centre.
[redacted]	Have seen no signs to date that any of our views will be taken into account
[redacted]	No more apartment blocks in place of lovely perfectly good houses being demolished
[redacted]	Low density housing with green space should be the priority for Farnham
[redacted]	Supporting infrastructure will be a key element of the plan
[redacted]	From the plans I just cannot see how the roads, schools, doctors surgeries, railway station can possibly cope - it will be a nightmare for everyone unless basic amenities are taken into consideration and not just housing and additional business premises

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[redacted]	Farnham can continue tp thrive with less development
[redacted]	We should ensure that empty buildings and spaces within the current footprint of the town are used before we consider increasing the footprint of the town out into surrounding countryside.
[redacted]	Farnham is lovely town and I feel fewer houses of better quality should be built in Farnham and also smaller houses to house 2 children families and older people some of who live on their own. Green areas should be kept to help with Global Warming and with the planet already over populated plans for houses should in turn encourage people to have smaller families. They have already started building opposite me in Tongham and the speed they have put one house up with its roof on already shows the footings have not had chance to settle not to mention what will happen to the unseasoned wood used. Even worse built on areas known to be water logged. I hope Farnham does better justice to its town.
[redacted]	Any extra housing before being built MUST be accompanied with details of how the local infrastructure- roads, school, public transport, emergency services - will be added to so that existing & new people are catered for especially in terms of the daily commuting hours.
[redacted]	Farnham does not have the road structure in place to take any more housing with its added traffic. it is already has massive congesation with its fumes everywhere, including all the country lanes, which are now just as busy as the main roads as cars try to find easier routes. when will it stop. The people who have lived here their entire life, have paid into the council coffers for years and years cannot any anymore.
[redacted]	Protect green belt, use brownfield sites, pedestrianise to reduce pollution
[redacted]	The current infrastructure is, in several areas well known to the residents if not the Council, less than satisfactory now. I do not see any viable specifications for the so-called 'improved' infrastructure to meet proposed new developments. Why not?
[redacted]	I don't like the term thrive it implies strong growth if that is what you mean then please say so
[redacted]	Infrastructure should be well in place BEFORE any housing built!
[redacted]	This is very important.
[redacted]	Caracter and infrastructure are vital
[redacted]	Any proposed growth must be sustainable . It is a scandal that a lack of infrastructure is not taken as a valid planning ground on which to contest a planning application . Before ANY new housing development of any size is approved in the Farnham area funded proposals must be in place for the extra school,medical,sewage and road facilities that will be inevitably required. The existing road system in Farnham is severely under strain before any extra housing is proposed.Early provision of the Hickleys Corner underpass must be a prerequisite.Maintenance of the strategic Farnham-Aldershot gap is important and the amount of future development in the area East of the town [Badshot Lea etc] must be limited to the extent that there is already transport delay on the eastern approach to the town [Guildford Rd,Hale Rd] even before any building of the dreaded East Street monolith .
P	~~X~~
[redacted]	Necessary additional investment in infrastructure should be a condition precedent to any new development and its approval should only be sanctioned when the additional investment in infrastructure has been agreed and committed.
[redacted]	Improved infrastructure should be provided for both existing and new developments with priority for former
[redacted]	The road infrastructure cannot cope with existing traffic and I see no solution to this situation and the worsening effects on the roads of building more housing. The air quality in farnham is proven as being very poor and this will be worsened by increasing traffic due to more homes. The traffic from the development at monkton lane will bottleneck at the station. The traffic from the houses behind three stiles road will bottleneck in the town.

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[redacted]	Only agreed if the character is that of a market town surrounded by countryside and woodland and that those are protected at all cost.
[redacted]	Infrastructure is key. We need another new Primary School and road changes if we are increasing the population by 6.5% (1,000 out of 15,340). We'd also need ideally train connections direct to Guildford and/or another peak time London service on the 15m/45m of the hour. Building more houses, however gorgeous, and sensibly placed wont work without the room for that growth to bloom.
[redacted]	A theatre is not mentioned and the re-opening of the Redgrave Theatre, or provision of a new theatre in the East Street development, should be part of the vision. It is stated that the importance of green infrastructure has been fully recognised. This will not be true if the proposed development of the Hopfields is allowed to proceed as they are a very important part of the green infrastructure of Farnham, heavily used by dog walkers and for recreation such as walking and running. This is an essential green space close to the heart of Farnham and it has been grossly under-rated. Improved infrastructure is already needed for the existing population and it will be very difficult to ensure that it will be sufficiently improved for an even larger population,.
[redacted]	Farnham is already swamped by traffic - any new development with significant housing will make this worse - Farnham does not have the infrastructure or services to cope with the present population without adding additional stress to the system. The town is losing its character and there is nit the community spirit there should be - this will make it even more of a dormitory commuter town.
[redacted]	All permitted housing developments to be low density
[redacted]	In addition to my previous comments I would add the following: Some of the industrial/trading estate is very inefficiently used. I have the areas opposite the hospital/Bourne Mill and south of the Guilford Road in mind. Where car parks are not built over (see previous comments) their appearance would be much improved with planting large trees at random within the parking area albeit that some space would be lost. It is, in my view, a pity that the proposed redevelopment of the site at the Woolmead is not incorporated into the larger development of Brightwell. It would help to give a proper perspective if the areas included in the Plan for housing development and industry/trading were to be superimposed on a large scale map of the area. In agreeing/accepting development in the Farnham area what trade-off can be made in relation to investment in/improvement of the local infrastructure and who will pay for it ? Bearing in mind the fact that the 'Plan' covers a period of in excess of fifteen years is it envisaged that developments will staggered over this period and that large scale house building on any one site will be treated in a similar manner ? Do all 'dwellings' necessarily have to be faced with brick ? Is wood not a suitable alternative ? To relieve us from the monotony of many similarly designed and finished buildings in large scale developments why can consideration not be given to selling off some plots for people to build their own houses ?
[redacted]	A theatre is not mentioned and the re-opening of the Redgrave Theatre, or provision of a new theatre in the East Street development, should be part of the vision. It is stated that the importance of green infrastructure has been fully recognised. This will not be true if the proposed development of the Hopfields is allowed to proceed as they are a very important part of the green infrastructure of Farnham, heavily used by dog walkers and for recreation such as walking and running. This is an essential green space close to the heart of Farnham and it has been grossly under-rated. Improved infrastructure is already needed for the existing population and it will be very difficult to ensure that it will be sufficiently improved for an even larger population,.
[redacted]	I am unclear why the Bourne shops have not been secured as a local centre.
[redacted]	Infrastructure needs to be provided before or during development. It needs to consider pollution levels, traffic congestion

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	and availability of school places.
[redacted]	A relief Road is needed to reduce volume of Town traffic.
[redacted]	You can't ask such loaded and combined questions. I may well like Farnham to "Thrive", but I don't necessarily agree that this comes hand in hand with your definition of "Improved Infrastructure" or even that it necessarily "Fits in well with the character"
[redacted]	"Character of the distinctive area" is developed by the style and essential requirements of previous generations. The world today needs a very different set of priorities, dominated by the urgent need for improved environmental sustainability. The changes you make today in these developments to the accepted/expected old-world model will be appreciated by our children. I would like them to inherit a world they can live in, not one dominated by the kitsch of previous generations. Every style has it's day.
[redacted]	There are several developments proposed for Wrecclesham and the traffic is a major problem here. All the traffic inc HGVs take a shortcut through Echo Barn Lane where I live. My cats have been injured and killed due to traffic and me and my neighbours are abused when we ask people to slow. This should be a 20 zone and instead cars speed and overtake, and I see no proposals to divert traffic at least off the A325. The proposals will add at least 2 cars per household.
[redacted]	On close inspection this can be seen as a disingenuous, misleading and illogical statement wrapped up in a lot of 'motherhood' that on first inspection none can disagree with. Shame on you. The problem is 'meeting the changing needs of the community'. If this means the existing community then logically not much new development is needed. It would be much more honest to say that the vision is to attract new residents in order to a) increase the local economy b) increase Council revenues from local taxation c) respond to the national need for mixed housing including affordable housing.
[redacted]	We must preserve the character of Farnham
[redacted]	This is a loaded question. Thrive - yes, but what are the changing needs of the community? Changes in the community's needs will be fuelled by new development - not the other way round as the question implies. For new development to fit well with the character of the distinctive areas of the town, it would be necessary to build 17th & 18th century style dwellings which is not, as far as I can see, part of the plan. Regarding improved infrastructure, The Draft Neighbourhood plan says that "the shortage of school places at all levels has been addressed" (p.13) but fails to say how.
[redacted]	Very concerned that excessive house building, particularly if any of WBC Scenarios 1-3 were adopted, and the developments planned in Hampshire would result in loss of the character of the town and that the required infrastructure improvement will not be forthcoming
[redacted]	Infrastructure comes first. Who defines the changing needs of the community? I fear that elected councillors can not be trusted to get this right.
[redacted]	It must ensure that all environmental and infrastructure requirements are provided before or at same time as development is completed. Farnham town centre must become a pedestrian only area and better traffic/public transport arrangements must be made to limit car use as much as possible. On street car parking should be very severely restricted especially where garages/driveways are or could be available.
[redacted]	Improved infrastructure must address traffic issues, pollution levels and provision for increased demand for school places; all are already a breaking point! This must be addressed before additional houses are built.
[redacted]	Infrastructure must be in place before development is completed
[redacted]	Please drive around farnham at 8am or 4.30pm as I do. Sorry, when I say drive I mean QUEUE! Traffic is awful in hale/heathend/town

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[redacted]	The draft plan seems to have thoroughly researched, identified and justified areas for future development which will not detract from the character of the town.
[redacted]	Farnham is an important historic town and its heritage makes it a strong attraction for visitors. It is vital for the continuing prosperity of the town that sites for new development are very carefully chosen. Brownfield sites should take priority over greenfield sites. The town's essential semi-rural character, with green fields all round it, close to the centre, must be preserved and any greenfield development must be extremely carefully scrutinised with this in mind. Development must be accompanied with suitable infrastructure improvements: schools, roads, water supply, power supply, medical facilities and recreational facilities.
[redacted]	The community's needs are not being met, merely swamped by more building of homes without thought of impact on those already resident. Necessary facilities do not fulfill the requirements of local residencts even now, therefore GP surgeries and schools face even greater demands which cannot be met. Further, traffic in and around Farnham is already detrimental to the area and those trying to get around by motorised and NON motorised vehicles!!
[redacted]	Particularly agree about need to improve infrastructure
[redacted]	Note it should be supported by 'improved infrastructure, , there is already a massive problem with the level crossing, are you proposing to build an underpass?
[redacted]	This has to be for the whole of Farnham not just one group
[redacted]	Infrastructure is the most important thing to be decided before any new build should take place.
[redacted]	We have no objection to the proposed developments per se. However - We would ask whether or not there is any associated intention to build or establish new primary schools, doctors and dentists surgeries and so on. Existing facilities are already overstretched and the significant extra numbers will make this situation intolerable. THERE SHOULD BE NO FURTHER HOUSING DEVELOPMENT WITHOUT EXTRA SERVICES OF THIS NATURE BEING ESTABLISHED TO SERVE THEM. Furthermore -this plan will significantly increase traffic on Crondall Lane. The junction at the bottom of this road with West Street is already problematic at busy time of day and extra traffic will cause long tail backs with or without traffic lights being installed.
[redacted]	Infrastructure is sorely lacking for any major development. Sewerage; roads; health care; telephones are all overloaded. Surely they must be in place or at least paid for, before developers start building
[redacted]	There needs to be a balance in every development. large developments can upset and disrupt the exisitng community. Many small developments are better than one large one as the smaller developments can be better absorbed. If too much change is made then the nature of the thing you wanted to preserve is destroyed.
[redacted]	Farnham does not need further development, it is already bursting at the seams
[redacted]	Nobody is going to disagree with this statement !
[redacted]	Good vision statement
[redacted]	The main problem is the traffic congestion especially during school term time.
[redacted]	Farnham being such a beautiful town, it is important to balance the increase in housing and leisure facilities, with the town's appearance and overall feel, being a Georgian market town. Clearly the road infrastructure is struggling as it is, so significant new housing developments too close to the centre of town would add to this chaos. Schools in surrounding villages are also hugely oversubscribed so additioanal funding could allow schools to increase in size?
[redacted]	Completely support the vision and the neighbourhood p\an. Unfortunately too many factors to achieve the vision are not under the control of Farnham people or Farnham Town Council.
[redacted]	The above is a loaded question - I have witnessed "new development" and seen the appalling architecture left behind. You

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	have not defined "changing needs". I thought someone somewhere might have got the message that Farnham is happy as it is after local polls (that were ignored) and does not need to be trashed by developers who are only interested in making money - However I think polls like this are doing a great job in encouraging people to move away from voting for the same old political parties.
[redacted]	Uprating the infrastructure, particularly the sweage system to cope with incfreased demand is particularly important. Unfettered and overwhelming development of a small town should be avoided. Building on greenfield sites should be avoided.
[redacted]	Need to develop a thriving evening economy. Improvements to all levels of infrastructure is crucial.
[redacted]	Where are the developments in south Farnham? Sands area, Waverley abbey, Tilford, Rushmoor. No it's the same old area's that get further over development! I've seen it over the past 50 years.
[redacted]	Development before the adoption of the Neighbourhood Plan and the Waverley Plan should be restricted - any development of more than 3 houses approved should have proper planning rigour and should count towards our Waverley targets. It should have adequate infrastructure provision and should have a material amount of affordable housing (40% an absolute minimum). Roads should be wide enough and well lit and pathways provided as standard.
[redacted]	Increased development of any sort increases traffic, congestion and pollution whether in Farnham itself or its outlying areas. Destruction of "character" is inevitable eg: Why is "Brightwells" earmarked for further restaurants? Why not develop that into housing (flats eg) Is the Marlborough Head building to be pulled down or incorporated into the 'vision? The'Seven Stars' development at least is to be recommended. The number of units of housing in the areas mentioned does not include those ongoing (Heath Lane) and present applications (Upper Hale Rd Lobster Pot/Bethel Lane Prospect House) So the brochure gives a false impression. Why is more land needed for sport pitches when there are already 74? Empty shop/business premises should be fully utilised before more land taken. The increase in population should also include increase in visible policing (given them their station back) and public transport. Certain roads are used by HGV vehicles where there are no speed cameras/checks and very long stretches with no pedestrian crossing (Upper Hale Road) The brochure is vague (especially if you don't have a computer) and really is a mine of non-information there is no emphasis placed on protection of wild life.
[redacted]	Farnham has retained a strong sense of identity, based on a rare blend of urban and rural environments. Of course we must move with the times, but we must strive to maintain our identity.
[redacted]	I have read through this informative and intelligently produced plan and value it's approach to seeking a way forward to be able to develop Farnham in a sustainable way while protecting and enhancing the character of the town. I appreciate the plan has recognised that the current and future infrastructure shortfall needs to be addressed. However, the shortfall with regard to traffic planning and sewerage needs to be expressed in stronger terms in order to raise it's profile with the stakeholders i.e Thames Water who have no plan for sewerage treatment improvements up to 2020. With regard to traffic planning, changes will be required ahead with regard to the locally supported part pedestrianisation of the town centre which may affect the neighbourhood plan - no mention has been made of this.
[redacted]	And to continue to retain its individuality by not over developing commercially to look like every other town in the UK.
[redacted]	I am responsible for working on the restoration of mineral sites, including the sandpits at Runfold, Badshot Lea and Wrecclesham. These could/contribute to helping deliver this vision.
[redacted]	From what I've seen over the last 10 years, Farnham appears to have been stuck in procrastination / unable to reach a common view on how the town should thrive. I live in hope that this initiative pushes forward with respectful and in-keeping development to progress the town. So far I am yet to be convinced.

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[redacted]	vision's mean nothing if they are just words
[redacted]	The infrastructure is critical
[redacted]	All the talk seems to be asking where new housing developments should be situated without questioning if the infrastructure can accommodate the developments without ensuring the infrastructure is adequate. No substantial developments should be permitted. Jeremy Hunt's proposals for raising the traffic problems are likely to cause more problems rather than solve existing one.
[redacted]	While new development is necessary we must seek to provide requisite infrastructure along with this so that we don't collapse under the weight of it. We must also strive to retain some of the most beautiful and charming aspects of Farnham.
[redacted]	The key here is that any development must be supported by suitable infrastructure which in its current state is simply impossible.
[redacted]	The Town of Farnham and the surrounding area are indeed both beautiful and historic. Clearly therefore all development has to be very sensitive to this heritage as well as taking into account the requirements of the long established local community. However, that said, to survive, Farnham needs to provide a progressive business, retail and leisure environment. Therefore those tasked with planning the town's future must also have a vision that encourages and fully supports economic growth. Not only that, it is the views of younger people - especially those just starting a family that are perhaps the most important. Development around Farnham must cater for their needs in terms of infrastructure and environment as a priority so that in 30 years time when they are my age, they are as fond of living in the area as I am! Change is inevitable and it is time to embrace it - carefully!
[redacted]	We must also ensure that the current socio economic balance is maintained
[redacted]	Whilst I agree that we need more housing nationally, I believe Farnham already has a good deal of development (and more planned) and the infrastructure cannot cope with any more major developments.
[redacted]	But not to the detriment of our green spaces. Farnham is what it is because of its balance of green space and development. Build too much on green belt and I think there will be regret in generations to come.
[redacted]	Agree with principles but with the proviso that any new housing developments are minimal and that these DO NOT occur on green field sites or from garden grabbing.
[redacted]	In my opinion, the plan focuses on building new houses in two particular areas, BadshotLea/Weybourne and Wreclesham and appears to give no indication on how infrastructure is to be improved. I disagree with the idea of "keeping the nice areas nice" and dumping housing on places that aren't deemed pretty.
[redacted]	It is important that the plan is supported by significant improvements in the Town's infrastructure - roads, education, sewage treatment, if the developments are to be sustainable.
[redacted]	I support the new town centre plan for development and pedestrianisation
[redacted]	All must be done to ensure Farnham's character does not change by over development. The infrastructure does not support this and the charm of Farnham is that it is not a large town.
[redacted]	Unless the infrastructure improves further building will cause problems for generations.
[redacted]	While respecting the important existing features of space, traffic and infrastructure
[redacted]	The town cannot thrive as wished for by existing older residents unless there are suitable homes at suitable prices for young people and first time buyers. In this report developers are encouraged to build even more family homes and provide for older downsizing households who are usually fairly affluent, thus driving out most young single people. It is vital for the town to also retain economically active young people to run the services needed, including the requirements of

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	the care sector which is mentioned a number of times.
[redacted]	By improved infrastructure, I presume you mean better roads, better circulation around the town and access between north and south Farnham.
[redacted]	Fully understand the need for more affordable housing, but it needs to be affordable and not encroaching on greenfield land.
[redacted]	Farnham must move forward with the times and make every possible effort to be an attractive place for people and their families to live or visit. Development obviously cannot be insensitive to the history and heritage of the area or the needs of the existing residents but that said the Town will not survive if it caters only for the more traditional views of a particular section of the current population. The future of Farnham is critically dependent on achieving the right balance between social, economic, leisure and cultural considerations. Particularly important are the needs of younger professional people just starting on the path of bringing up a family. They will after all be my age in 2031 and at that stage want them to be as fond of living in Farnham as I am!
[redacted]	The infrastructure can't support the current number of residents and needs to be improved before we add any more dwellings
[redacted]	The vision for Farnham is well conceived.....as long as it is adhered to.
[redacted]	I agree as long as new housing is well designed and built. Not bland housing that has been built on the old Farnham hospital site,or the houses built adjacent to the new Farnham hospital site or the houses built in Crosby way
[redacted]	Infrastructure including quality of roads, sewerage, traffic, schools and environment are vital to support any new developments suggested.
[redacted]	Too much nostalgia for the past and very little consideration for changing times
[redacted]	It is imperative that the road system round Farnham is improved. Through traffic must be stopped from using Castle Street. A west bypass should be built from the Fleet Road roundabout to the Coxbridge roundabout. There should also be an underpass for the A31 below the station.
[redacted]	Infrastructure must come first. Roads, sewage and schools in particular.
[redacted]	New development needs to be in keeping with the existing style and extra building work must be reflected in enlarged services. Eg. Roads, sewerage etc.
[redacted]	I find it difficult to fully agree with a statement which is vague. The statement appears to say the right things, but on closer inspection I find it difficult to know what it really means, for example in what sense should "Farnham continue to thrive"? What does "fits in well with the character..." mean? Both of these statement can be interpreted in different ways; politicians often use such phrases, they appear to say something which people agree with, but they are vague and can be interpreted in different ways. The statement appears to have been drafted by a committee.
[redacted]	We must learn from the mistakes of the past and not destroy our beautiful town for future generations
[redacted]	I can't "strongly agree" because you don't specify which community. I hope you mean the existing Farnham community, rather than some wider definition involving Waverley, Surrey, London & the Southeast, etc. Final statement needs to clarify this.
[redacted]	Essential not to destroy the unique character of this old market town and turn it into just another dot on the map
[redacted]	Consideration for wildlife and the environment is essential
[redacted]	Any changes must include solving traffic density through the town. A fly over of the Shep/Flock roundabout would have been a much better solution to the present method, bearing in mind the high cost of such a proposal.
[redacted]	How are the needs of the community expected to change over the next 30+ years?

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[redacted]	Suggest that the vision for Farnham be put into words. What are the 5 key development aims for the next 30 years?
[redacted]	Farnham does not currently have the infrastructure to support large new developments. There is already a strain on schools, GP surgeries, dentists and traffic.
[redacted]	Development must be controlled
[redacted]	The proposed East Street development does not fit with the character of the town. None of the suggestions made to Waverley Borough Council by Farnham representatives have been acted upon. Waverly seems intent on doing what it wants with no account taken of the views of a great number of Farnham residents. It is no wonder that a large number of Farnham residents wish to break away from Waverley.
[redacted]	This means improving the quality of services and the infrastructure without increasing the available infrastructure.
[redacted]	The need for development is unquestionable but it must be carried out without spoiling the character of the different parts of Fanham-this we owe to future generations.
[redacted]	a very open statement
[redacted]	The development of the town centre is critical as it is becoming further run down, such as around the old theatre and health centre
[redacted]	The key is for investment to be made to infrastructure and services BEFORE and new housing is built.
[redacted]	I feel it is very important to maintain the character and appearance of Farnham and villages by designing appropriate buildings/ open spaces to complement the existing surroundings. To not crowd too much into new developments either vertically or horizontally and totake account of narrow road access, current infrastructure- drainage for flood water and schools
[redacted]	Any new development MUST have the neccessary supporting infrastructure to go with it, extra doctors, hospital places, schools, etc.
[redacted]	New development is needed, BUT we must ensure that, not only will it suit the character of our picturesque town, but also maintain the quality of life of the residents
[redacted]	ensuring new development has the infrastructure it needs to work properly
[redacted]	I agree development is important but I see little or no infrastructure improvement in the planning
[redacted]	This statement is so bland as to be almost meaningless. It should at minimum address the challenges that the plan seeks to address.
[redacted]	Any requirements for improved infrastructure must be in place and established in advance of future developments.
[redacted]	Farnham Town Council should have an equal approval/non-approval status with anything Waverley wishes to impose upon the town.
[redacted]	The infrastructure and roads cannot cope with any more houses.
[redacted]	Impossible to disagree with but so bland as to be almost meaningless. It should address the issues that face the town, not just present platitudes.
[redacted]	The key is that any development must be supported by infrastructure
[redacted]	Existing infrastructure around Farnham cannot cope with existing traffic loads, let alone extra!
[redacted]	Infrastructure such as effect of new resident and potential new motorists needs to be taken into effect, when approving new developments care must be taken that existitng transport infrastructure is suitable for increase in traffic level and where possible their is laison with local transport authority and transport providers to reroute bus services and increase service levels to cater for new population growth without impacting greatly on traffic levels.

Vision	
Respondent	**Representation**
[redacted]	This vision statement is far too bland. It says nothing about what development can be sustained nor what hard choices need to be made. Motherhood and apple pie, as they say.
[redacted]	Over development would spoil the character of the town
[redacted]	The infrastructure in the area often struggles at peak times and any increase in housing is only going to make the current situation worse without any improvements being made
[redacted]	the infrastructure is the primary task to be addressed ie roads/schools
[redacted]	Farnham is already too congested.There is no case for any more Private Residential Development. The only development permissable should be 'Affordable Housing' for local residents on the Housing Waiting List. If there was to be further residential building in the area it is essential that the infrastructure be improved beforehand and not afterwards (including roads,drainage,schools,medical facilities).
[redacted]	a) First I find it impossible to understand what level of housing this report seeks to address and to reconcile the various numbers given in different parts of it. b) To what, for example, does 'existing provision of 1100 anticipated dwellings' (P7) refer ? c) Does 'Scenario 3 Around 1,000 homes' (also P7) tie up with the 1035 Housing Site Options listed on pages 47 and 48 ? d) The table given on P 38 is understood to relate to SANG's but it is not clear how this relates to the numbers on P7. e) On pages 44 and 45 there are further figures for housing completions and planning approvals. Of particular relevance to the overall impact would seem to be reference to the approval for 412 dwellings on large sites about which I can find no further information. How and where do these relate to the Housing Site Options given on pages 47 and 48 ? f) How many dwellings are projected for the (Brightwell ?) development referred to on P60 ?
[redacted]	Farnham is full
[redacted]	Retaining the character of the town, and improving infrastructure are critical
[redacted]	New development must not be allowed to overpower the existing town in size and density
[redacted]	I partially agree, however I had hoped to see it in my lifetime and it feels like that won't be the case.
[redacted]	8 above says it all
[redacted]	This statement is pure motherhood and apple pie; it makes no tangible observations that one could agree or disagree with.
[redacted]	Farnham is already over populated. How can you allow further housing development?
[redacted]	The key to development is whether local services,I.e. water etc and community services I.e. schools, transport, traffic problems can sustain further development and increased population
[redacted]	At present infrastructure, such as the lower Bourne, Waverley Road area only just sufficient today.
[redacted]	This sentence contains so many unknowns that it is difficult to agree to any. Farnham needs to maintain its infrastructure. The main thing about new buildings is that the character of the town must be preserved, that traffic should not be increased and the infrastructure should not be overloaded.
[redacted]	The infrastructure around the whole of Farnham is at breaking point already and without tackling this matter now, the situation will only become worse
[redacted]	It is essential that necessary infrastructure is put in place and the green areas/countryside is preserved for future generations
[redacted]	Well researched
[redacted]	What we need is more schools, and relief roads. Not more homes.
[redacted]	But not to the detriment of surrounding green areas
[redacted]	Farnham's character is very much at stake and the historic market town will become lost in the onslaught of development

Vision	
Respondent	**Representation**
	as a result of the influx of more people. Buying a house in Farnham is quite pricey so any additional housing would be welcome but the scales that this plan menmtions are too big and will adversely affect Farnham town, it's culture, it's people and it's sought after status.
[redacted]	If we don't have an overview like this we are open to piecemeal and uncoordinated development, driven probably by purely commercial interests.
[redacted]	Unfortunately, the track record is poor, so this may be a pipe dream e.g East Street plan and lack of school places, water treatment, transport links etc.
[redacted]	The whole concept of what is being proposed is unbelievable with no improvement at all to the infrastructure to support this massive increase in houses and families. What has happened to other sites in Waverly. This is a shambles and a disgrace to the planning authorities if these proposal are allowed to progress
[redacted]	But keeping the character.
[redacted]	Improved Infrastructure is vital. The traffic problems in Farnham are particularly bad and no new additional developments should go ahead until the traffic issue has been appropriately addressed. I am thinking in particular of the prosal for building 120 houses off Crondall Lane which is currently a particularly bad traffic bottle neck.
[redacted]	Farnham needs homes for young people, rather than sheltered accommodation for older generation
[redacted]	Whilst I understand the need for more housing, frequently the roads & services are incapable of coping with the situation & this does not seem to have been taken into account with land that appears to have already been given the go ahead for development & building on
[redacted]	Good planning means a good Town.
[redacted]	Farnham doesn't really have a "character" it's a hotchpotch of designs added over the years, and modernised as taste changes. Look at Castle Street, which is not a Georgian as it appears.
[redacted]	Farnham needs better infrastructure before major development takes place. The roads are congested and the shopping centre paln needs to be delivered.
[redacted]	More houses help bring Farnham on the map for families who wish to live in the country but also need to be close enough to commute to the city. This in itself will continue to help Farnham thrive and meet the changing needs of the community.
[redacted]	Very important to retain character of town.
[redacted]	existing needs of current community should also be address such as reduction in pollution, traffic, etc
[redacted]	The Question is NOT how many but how do we integrate them successfully. The largest risk with meeting the proposed housing targets in Waverley is the lack of quality and co-ordination in a reactive process. It should be more about Promoting Design Excellence, Building Communities, dealing with Heritage Assets and Placemaking and how we can put Design Excellence at the heart of the Local and the Neighbourhood Plans in Waverley to promote Placemaking and the Sustainable & Healthy communities. Consideration for Highways, Schools, Hospitals, Community centres, Communal play spaces, green spaces, and High Quality Houses with adequate sized rooms to enrich people's lives. The problem is that we are potentially saddling our children's generation with poor quality houses which are not fit for purpose. I feel Waverley should lead the way in its new Local Plan supported by the various Neighbourhood Plans with demanding high quality developments which contribute and enrich our towns and villages by imbuing a sense of placemaking and a community, places for kids to play and flourish. Places which people truly live and thrive rather than merely exist. The problem also is one of style. Stylistically, what is this generations contribution to the Built Environment? Poor facsimiles of Arts and Crafts or Georgian house. Banal and insipid copyist architecture leads to poor and uninspired places. I would like to see intelligent designs which respect the local but do not slavish copy it. I also like to champion variety and counterpoint

Vision	
Respondent	**Representation**
	architecture in our built environment which is a celebration of the best designed spaces irrespective of style.
[redacted]	It is difficult to comment on some of the proposals and identified sites for building without understanding the infrastructure implications. In particular, proposals that might be supported with an improved traffic system (including a by-pass) might be detrimental without this. Assuming there is no investment available for improved roads, sewage, water, schools and other infrastructure, the Council should advocate for placing as much new housing as possible in a purpose designed settlement at Dunsfold
[redacted]	The vision must be realised, not just an aspiration
[redacted]	Infrastructure should be addressed and agreed before any new development is allowed. Much of recent 'new development' in Farnham is not individual and in keeping with surrounding properties.
[redacted]	retaining Character and providing infrastructure is key. Development per se isnt an issue if done well
[redacted]	The keys to Farnham development are to maintain the 'feel' and 'look' of the town by avoiding chicken coop housing estates. If modern style houses are to be built they should not be in the southern area of the town which must maintain its semi rural aspect. Blocks of flats should also be avoided except in specific urban settings such as Woolmead or East St.
[redacted]	Providing the right infrastructure will be crucial. The congestion in Farnham town centre and the railway crossing and the bad air quality in both areas really must be addressed too.
[redacted]	The normal box's (rabbit hutches) will be completely out of place in and around Farnham. Anybody that has a hand in such developments is a traitor to the community.
[redacted]	It is the infrastructure that is the main concern. The roads are already too congested and the schools over-crowded.
[redacted]	But not to the detriment of the surrounding area.
[redacted]	New houses need to be built but not huge numbers in a concentrated area.
[redacted]	Farnham infrastructure has been neglected by Waverley BC for the past 20 years.
[redacted]	Infrastructure needs to be in place before wholesale development. Development of Green Space MUST be restricted. The Strategic Gaps between areas MUST be retained.
[redacted]	I do no believe Farnham has the infrastructure in place to handle further building of housing i.e. appalling one way system unable to cope with further traffic, train service that is already at it's peak capacity at rush hour (only 2 trains per hour) and so forth, I agree that more housing needs to be built but the latter needs to be addressed.
[redacted]	A historical town very rarely has the infrastructure or indeed the potential to embed a 21st Century infrastructure that is adequate to support expansion
[redacted]	However Farnham is not a large town and in my opinion should not become so as that is one of the reasons for living here.
[redacted]	The key element of this that has never been addressed is the infrastructure.
[redacted]	Need to keep the existing atmosphere of a small town.
[redacted]	The vision is strong and appropriate but the infrastucture seems to have no strategy apart from acknowledging it has to improve
[redacted]	the surrounding villages must feature in this, not just the town
[redacted]	The vision should be supported by ensuring that the character of areas of the town is properly protected according to the wishes of existing residents, and not just in the interests of future residents. This includes maintaining the low-density semi-rural nature of the southern areas of the town which are much-valued by existing residents.
[redacted]	new developements should be put all around the area and not just in one place

Vision	
Respondent	**Representation**
[redacted]	Doubling the size of a village like Badshot Lea wouldn't fit well with the character of the distinctive areas of the town
[redacted]	I note in the draft plan that the vision includes 'slower traffic between the Coxbridge and S&F rndbt'. I would like this to say 'more efficient' or 'safer'; traffic is getting slower all the time simply because of the bottleneck at the lights; a more efficient flow with lower top speeds is what is needed - 'slower' is misleading.
[redacted]	East street should be taken down and replaced with same style of Lamb & Lion Yard with underground car park - Have a nice park area where the old cinema used to be. Refurbished the theatre.
[redacted]	But this should not mean preserving sites simply because they are deemed to represent "the character of the distinctive areas of the town". This is, after all, subjective and who makes the decision?
[redacted]	I don't agree however that Badshot Lea is often a target for a lot of new development.
[redacted]	[redacted]
[redacted]	Agree
[redacted]	Farnham is already by far the biggest settlement in Waverley - might new development be appropriate elsewhere in the borough e.g. Dunsfold aerodrome ?
[redacted]	The small town of Farnham is no longer a really pleasant place to live. Its infrastructure cannot cope
[redacted]	Farnham CANNOT ALLOW MORE HOUSES TO BE BUILT. Reason, the council already know that FARNHAM IS FULL. Traffic/pollution, schools. sewerage, water, hospitals, dentists, GPs, flooding, etc etc FARNHAM IS FULL
[redacted]	Although I have agreed each of the sites listed to ensure Farnham has a contingency of sites to comply with the Waverley Local Plan, I am opposed to all planning applications on individual `green field` sites until I am convinced that development on `green field` is absolutely necessary`.
[redacted]	The character of Farnham is mixed. There are dreadful buildings such as Woolmead, the old telephone exchange, post office and Sainsbury's. Some quite nice buildings and one or two very nice. The town is choked with traffic. High quality planning and architecture is needed
[redacted]	Whilst strongly agreeing, I believe this aim should not be used to obstruct the urgent need to build more dwellings, particularly for first time buyers
[redacted]	not cheap housing that looks unsightly and results in too much traffic!
[redacted]	to be creative with architecture and design when building. Develope friendly communities. Affordable homes.
[redacted]	Improved infrastructure is needed BEFORE increased housing stock, or at the very least concurrently.
[redacted]	Farnham town center is already degraded and further development will further damage the town
[redacted]	Farnham needs to develop its brown field sites first before building on other sites
[redacted]	I would have a vision where in this context the future development is evolving into areas where there is medium sized placements of small developments interspersed within already urbanised areas on immediately outlying crops of land near to or within already inhabited areas together with individually integrated living spaces on a higher density basis.
[redacted]	Although I am not happy about the sheer scale of new development proposed I agree that any new development in Farnham or the surrounding areas should stay within the character of the existing buildings.
[redacted]	I'm looking forward to the building and completion of the Brightwell shopping and entertainment bit of Farnham. That seems to be in keeping with the character of that part of town.
[redacted]	Do not agree with placing houses on coxbridge farm would be un appealing to look at and the diversity of wildlife is starting to expand
[redacted]	need to take traffic and environment issues SERIOUSLY .. Farnham has deteriorated as a place to live in last decade as

Vision	
Respondent	**Representation**
	these are not being addressed
[redacted]	in keeping with existing
[redacted]	Yes, as stated, ... "supported by improved infrastructure" which is paramount.
[redacted]	Draft Neighbourhood Plan well written.
[redacted]	We must preserve Farnham as a market town and not let it become a sprawling continuation of other towns merged together
[redacted]	Improved infra structure is not just a Wish, it is an Essential pre-requisite. The 5 important areas must be thoroughly agreed BEFORE proceeding with any major developments
[redacted]	And use of brownfield sites only, for development
[redacted]	The emphasis should be on 'fitting in' not on compromising and making the best ofunsuitable locations.
[redacted]	Infrastructure expansion to cope with increased housing provision is critical. Brownfield sites MUST take priority over greenfield sites: some of the green field development needs to be scaled right back before it is acceptable (but regrettable) development.
[redacted]	we carry the concern that many areas being considered for housing are unsuitable because the infrastructure is not there.
[redacted]	But please urge Waverley to prioritise development in Dunsfold rather than Farnham. Without major improvements in infrastructure, Farnham cannot sustain major new development.
[redacted]	The roads cannot cope with any more traffic
[redacted]	The key importance of improving the existing infrastructure cannot be overstressed. Roads are clogged, the station crossing causes tailbacks constantly, good schools are oversubscribed and there are insufficient junior school places within the town.
[redacted]	But in agreeing with this I disagree strongly with the view expressed that the "West of Switchback Lane" site (FNP ref Q) is "capable of accommodating limited development without have adverse impact on the character of the area or the residentiual amenity of surrounding properties"
[redacted]	This SHOULD be the vision
[redacted]	The location maps show number and density of proposed dwellings, but give no indication of infrastructure to cope with the changes. Badshot Lee area is proposed to have several big developments which will create a lot of pressure on transport and other infrastructure, such as sewerage. The sewerage plant at Monkton Lane appears to be already at maximum capacity.
[redacted]	Farnham needs to evolve in order that it may continue to thrive in a rapidly changing world
[redacted]	What happened to east street then ??
[redacted]	There needs to be a good supply of some cheaper shops as well as the more expensive - say a poundland, 99p shop, QS, Savers etc
[redacted]	It strikes me that this process is to minimise damage to an area of great value whilst satisfying the needs of central government which are being imposed onto our local Council.
[redacted]	The flow of traffic must bhe improved & the air quality in the Borough likewise. Parking must be affordable & public transport improved especially in hte evenings.
[redacted]	The distinctive areas all should have an equal say, and development should not be dependent on those with more money or the loudest voice
[redacted]	Farnham already stretched to the limit. Development would need more classroom spaces causing yet more chaos

Vision	
Respondent	**Representation**
	around the schools, the railway is already under pressure, sewage works would need serious upgrading etc
[redacted]	Farnham is being destroyed by Waverley's insistence on putting something like half the new builds for the BC in Farnham. The present plan will pretty much eliminate the few remaining green areas in Lower Weybourne, Monkton Lane and Badshot Lea. All of the proposed building is being concentrated in the aforementioned plus Wreccelsham and Coxford. Virtually nothing is being proposed for South Farnham. Why?
[redacted]	However the infrastructure is key and must be at an appropriate level and fully planned
[redacted]	All Green Belt areas be preserved. It is absolutely essential that existing flood plains be protected.
[redacted]	The traffic must be addressed,before any new homes are built.The delays and pollution are appalling
[redacted]	Traffic congestion impact needs to be very well thought out in any future development
[redacted]	Worried that the road system won't cope with so many relatively large developments planned for the outskirts of the town centre on the north side of Farnham.
[redacted]	As a young family in farnham I feel it is an important balance to retain farnham's character and charm but also develop the facilities and opportunities in the town. Farnham must compete with surrounding towns.
[redacted]	Town Planning appears to have been absent for the past 20 years, as property extensions have included the public highway as private car parks.
[redacted]	I think Farnham is fine how it is, cannot imagine how much more infrastructure could happen.
[redacted]	This vision must also take into account the quality of life in Farnham giving priority to reducing pollution and traffic congestion
[redacted]	It must truely fit into the character of the area and not distroy it with large housing estates with inadequate infrastructure.
[redacted]	The Neighbourhood Plan sets out a vision for what the town will look and feel like in the year. Bearing in mind the high cost of housing in the area, this is one aspect which could weigh on the town's aspirations. Housing (and low cost affordable housing) is badly needed and this is recognised within the emerging Waverley Council Local Plan where Farnham, as the biggest town in the administrative area, is the logical choice for a high proportion of this housing to be situated. For the existing settlement to maintain is charm and character then new development should where possible respect this and where this is not possible seek high quality new development on locations surrounding the town (i.e. currently land outwith settlement boundary). One paragraph deals with this and states: *"New development has merged in well with the existing character of Farnham and its distinctive areas and, where located at the edge of the town, is well integrated into the countryside."* We **<u>agree and support</u>** this part of the vision.
[redacted]	Page 12 – it is not clear if the vision is the text in the blue box or that below it, or both parts.
[redacted]	These sections launch the plan and it is most important in our view that they properly introduce the main themes (and perhaps problems) that are going to be explored in much greater detail later on.

Vision	
Respondent	**Representation**
	We are pleased to see that Environment now takes pride of place because that has determined the sort of place Farnham is. Most people who live here think it is a rather special place and it is relevant to try to answer why that is the case. Fundamentally it is down to the Natural Environment which underpins the Built Environment with its attractive assemblage of buildings and streets that make up Central Farnham. We think making the distinction between the Natural and Built Environments aids clarity. It is also important at an early stage to make the connection between geology, landscape and heritage, and the health and well-being of the present population. These all provide hooks to use later in the plan. "Farnham Now" as it is written at present, and even more so if our suggested draft is accepted, needs a simple sketch map to illustrate the specific features mentioned to help ease the reader into the document. Redraft suggested (attached at Annex 1) Farnham Future. We have also made suggestions about some minor changes to the "Farnham Future" section (attached at Annex 2).

Bourne Conservation Group Suggested Redraft:

Section 2: Farnham Now
First paragraph STET

The Natural Environment
The history, heritage and present day attractiveness of Farnham as a place to live all owe much to its unique position at a point where the underlying geology of the Weald of Kent, Sussex and Surrey is exposed in a very small area. This and the subsequent erosion gives rise to a varied hilly terrain including the extension of the Hogs Back feature in the north, the river Wey corridor and its tributary streams in the centre and part of Alice Holt Forest in the south. The river Blackwater also rises within the town boundary.
The result is an exceptionally diverse landscape comprising chalk grassland, flood meadows, sandy heathland and woodland, some of it ancient in origin. These varied habitats support a wide range of flora and fauna of conservation interest including several UK Biological Action Plan (BAP) species protected in law. As a result there are many areas within and around the town which are afforded international, national and local protected status.
These include the Surrey Hills Area of Outstanding Natural Beauty which extends into the south and east of the town, and for which Natural England is considering further extensions into the town area. The town is also within the buffer zones of the Thames Basin Heaths and Wealden Heaths Special Protection Areas. These sites are complemented by other open areas of great significance locally for walking and other recreational pursuits. The largest of these is Farnham Park, a Grade 2 Listed Historic Park and Garden. Of note along the Wey are the Bishop's Meadows in the west, the linked areas of Gostrey Meadow and Borelli Walk closer to the town centre, and in the east the peaceful Waverley Abbey site and lake. Further south lies Bourne Wood which adjoins the large RSPB reserve known as Farnham Heath just outside the town boundary. While the approach to the town from the north affords sweeping views across the Surrey Hills, the southern approach is well wooded and provides an attractive transition into the town. Overall, trees are a vital and significant part of the landscape of the town.
All these sites, together with many other public open spaces including smaller patches of woodland, playing fields, cemeteries and some farmland combine to give the town a spacious setting. This is enhanced by private estates and gardens which make up about a quarter of the area. Altogether this patchwork of natural sites contributes to a Green Infrastructure bound together by the river corridors and the extensive network of footpaths throughout the town. This not only supports the resident urban wildlife but allows the passage of plants and animals through the built-up area. It is also much valued by the human population.
In the past the resources arising from this natural environment have supported employment including a pottery industry that commenced in Roman times, once thriving leather and hop growing industries, quarrying and gravel extraction. Today only vestiges of these past industries remain although farming continues all around the periphery, and gravel extraction is still important. To these and other newer industries, many with a creative flavour, the exciting landscape forms a backdrop contributing to the attraction of Farnham as a place to live and work, and playing a vital role in maintaining the health and well-being of the population.
The Built Environment
The built environment is no less varied than the natural landscape. The core of the town has one of the best concentrations of Georgian architecture in the country, bearing testimony to the prosperity generated by former local industries, a case in point being the extensive hop growing industry in the eighteenth and nineteenth centuries.

In later times the town has greatly expanded, an important factor initially being the arrival of the railway in 1849 which started the age of commuting to London. The availability of clean piped water in the early twentieth century also facilitated a sharp increase in population. Gradually many of the surrounding villages and hamlets came under the administrative jurisdiction of Farnham and are still recognisable today as settlements with their own distinctive architecture and character within the town boundary. These are described in detail in the Farnham Design Statement.

The historic town centre is designated as a Conservation Area and there are three smaller such areas within the town at Great Austins, Wrecclesham and Old Church Lane. Throughout there is a high incidence of heritage assets: English Heritage's register has some 360 listed buildings within Farnham. There are many other buildings of local significance all listed in a local assets register.

Today, as a town with a steadily growing population now approaching 40,000, Farnham is not without its problems. Traffic congestion in streets laid out in the days of horses and carts is a constant source of frustration. It also leads to the periodic build-up of unacceptably high concentrations of atmospheric pollutants such as nitrogen dioxide at busy junctions especially in the town centre. An Air Quality Management Area has therefore been designated in Farnham extending either side of the A325 road through the town.

Fluvial flooding has been experienced in the past. A major scheme along the river Wey and along its tributaries implemented in the early 1970s has prevented major incidents since that time. There are minor incursions at times of exceptionally high rainfall, the most recent being at Christmas 2013. These events pose risks to traffic as well as property and are expected to occur at increasing frequency as the climate changes. High rainfall also results in overloading of the sewage system and discharge into the river.

In recent years the amount of building development has been steadily increasing, much of it consisting of in-filling in a haphazard way, and this is causing problems in local communities. It is therefore clear for the future that, without very careful planning, the distinctive character of the town and its open spaces will be under threat from inappropriately located or designed development.

Bourne Conservation Group Suggested Redraft:

Section 3: Farnham Future
The Vision for Farnham

(Suggested changes in blue)

Our vision is for Farnham to continue to thrive, meeting the changing needs of the community by ensuring new development fits well with the character of the distinctive areas of the town and supported by improved infrastructure.

The following is a portrait of how we hope Farnham will feel in 2031. Not all of the aspects of this portrait will rely on the Neighbourhood Plan, but represent a wider vision for the future of the whole town of Farnham:

Farnham remains a most attractive place to live. The distinctive areas of the town have retained their individual characteristics and the town continues to enjoy a green and spacious setting.

The town centre and shops and businesses are flourishing. The cinema remains popular and the Maltings retains its reputation as one of the finest Arts Centres in the south-east. Shop fronts have been refurbished to a very high standard and hanging signs have been replaced or refurbished along the town centre's streets and have become such a feature of the town that they are included in the list of visitor attractions. The Conservation Area enhancement measures set out in the Management Plan and an enhanced pedestrian environment are being implemented with support from all local stakeholders. More innovative traffic controls in the town and the removal of Heavy Goods Vehicles have improved traffic flows and air quality.

There is a thriving evening economy with a good range of successful pubs and restaurants, both in the town centre and throughout the whole town.

Farnham remains rich in cultural activities. The museum, pottery, amateur dramatic groups, opera societies and musical groups of all kinds continue to thrive. The new performance building is well supported.

Farnham Castle remains one of the main features in the town and the character of Castle Street has been protected and enhanced.

The essential features of the town's setting and landscape remain unchanged. Key sites such as Farnham Park, Bishop's Meadow and Bourne Wood have been protected from inappropriate change and remain natural green spaces for all to enjoy. Their importance to the integrity of the connected network of Green Infrastructure is fully recognised and steps have been taken to reinforce this in a number of ways. Trees have been protected especially where they form part of the character of an area and fresh wildlife habitats have been created by the efforts of the Surrey Nature Partnership. Integral green spaces have been included in new developments. Observations have shown increased migration of species between the Biodiversity Opportunity Areas surrounding the town. Drawing upon these measures and

records the Surrey Wildlife Trust has launched a pilot project in Farnham to better understand the detailed mechanisms for establishing and managing wildlife corridors through urban areas which it is hoped will be of assistance in other towns.
An essential part of this network is the river Wey corridor and this has seen significant biodiversity improvements resulting from the work of the Environment Agency in implementing the EU Water Framework Directive and by the catchment-wide approach taken by the Wey Landscape Partnership. This work, welcomed and supported by the town, has led to an improvement in water quality and to other enhancements affecting the natural functioning of the river, its tributaries and associated wetland habitats. Specific projects have included improved fish passage at Waverley Abbey and in Bishop's Meadow, and a fresh wetland habitat at Snailslynch. The river is now fully monitored by volunteer River Searchers under the direction of the Surrey Wildlife Trust.
The extensive network of footpaths and bridleways has been preserved and enhanced by the provision of fresh paths and cycleways in new developments. Access to long-distance walks converging on the town has been improved by a safe route across the A31 near the BP petrol station.
New development has been supported by some improvements in infrastructure. The A31 town centre by-pass has been extensively planted and improvements made at Hickley's Corner resulting in improved connectivity between the two parts of the town located either side of the bypass.

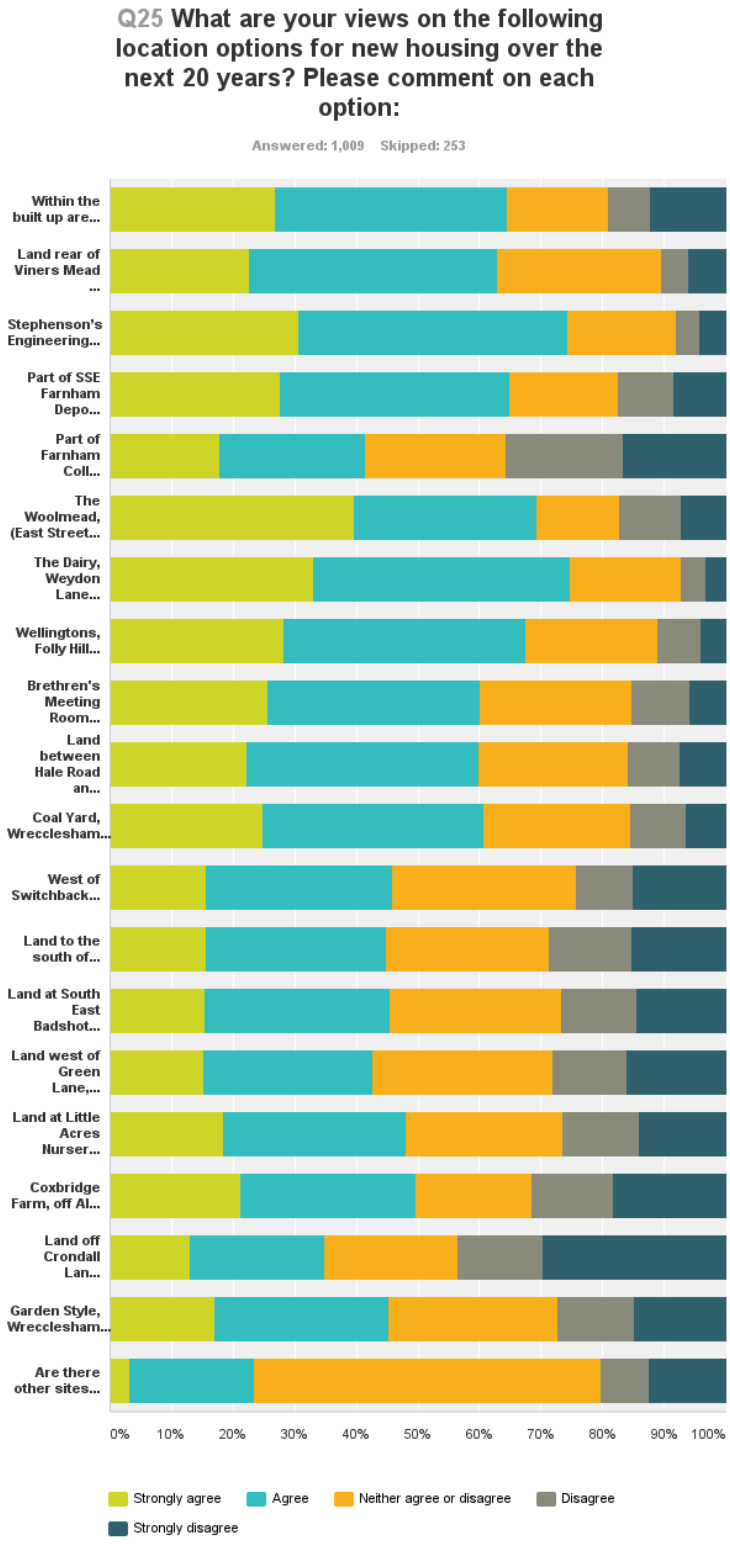
The new sewage plant is complete, reducing the problem of smells across parts of north Farnham and improving the water quality in the river.

There are more sports facilities for young and old and enhanced green spaces across the town for recreational use.

The shortage of school places at all levels has been addressed.
The new recycling centre with improved facilities better supports the needs of the growing population.

DRAFT FARNHAM NEIGHBOURHOOD PLAN
(REGULATION 14)
RESPONSE TO CONSULTATION

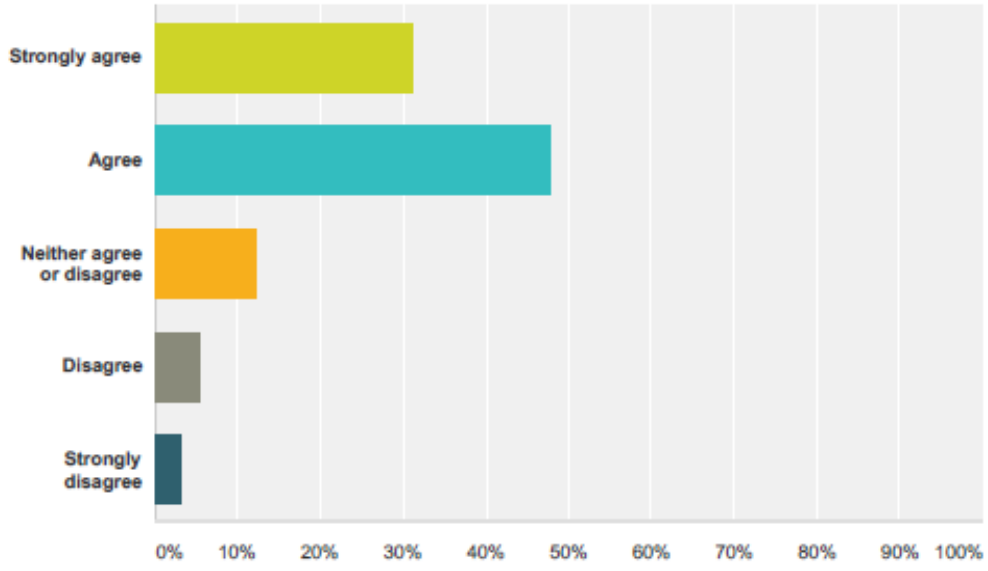
Housing



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
Within the built up area boundary of Farnham	26.93% 244	37.53% 340	16.45% 149	6.84% 62	12.25% 111	906
Land rear of Viners Mead and Colemans, Wrecclesham Road (Site Area: 0.42ha; Approximate Density 35 dwellings per hectare; approximate capacity 15 dwellings)	22.55% 212	40.32% 379	26.70% 251	4.47% 42	5.96% 56	940
Stephenson's Engineering site, 66 Wrecclesham Hill (Site Area: 0.32ha; Approximate Density 25 dwellings per hectare; approximate capacity 10 dwellings)	30.56% 294	43.76% 421	17.67% 170	3.74% 36	4.26% 41	962
Part of SSE Farnham Depot, Lower Weybourne Lane and adjoining land (Site Area: 3.3ha; Approximate Density 30 dwellings per hectare; approximate capacity 90 dwellings)	27.56% 261	37.28% 353	17.74% 168	8.98% 85	8.45% 80	947
Part of Farnham College (Tennis Courts), east of Firgrove Hill (Site Area: 0.45ha; Approximate Density 30 dwellings per hectare; approximate capacity 15 dwellings)	17.76% 171	23.78% 229	22.74% 219	19.11% 184	16.61% 160	963
The Woolmead, (East Street) – see Policy FNP17 – The Woolmead (Site Area: 0.8ha; Approximate Density 125 dwellings per hectare; approximate capacity 100 dwellings)	39.61% 383	29.78% 288	13.34% 129	10.03% 97	7.24% 70	967
The Dairy, Weydon Lane (Site Area: 0.44ha; Approximate Density 30 dwellings per hectare; approximate capacity 15 dwellings)	33.02% 316	41.80% 400	17.97% 172	4.08% 39	3.13% 30	957
Wellingtons, Folly Hill (Site Area: 0.22ha; Approximate Density 30 dwellings per hectare; approximate capacity 5 dwellings)	28.29% 269	39.22% 373	21.56% 205	6.83% 65	4.10% 39	951
Brethren's Meeting Room, West Street (Site Area: 0.46ha; Approximate Density 20 dwellings per hectare; approximate capacity 10 dwellings)	25.61% 243	34.56% 328	24.55% 233	9.38% 89	5.90% 56	949
Land between Hale Road and Guildford Road (Site Area: 0.2ha; Approximate Density 50 dwellings per hectare; approximate capacity 10 dwellings)	22.29% 212	37.54% 357	24.29% 231	8.52% 81	7.36% 70	951
Coal Yard, Wrecclesham Hill (Site Area: 0.46ha; Approximate Density 50 dwellings per hectare; approximate capacity 25 dwellings)	24.87% 236	35.93% 341	23.81% 226	9.06% 86	6.32% 60	949
West of Switchback Lane, Rowledge (Site Area: 2.3ha (reduced for on-site landscape retention) Density 10 dwellings per hectare; approximate capacity 10 dwellings)	15.60% 144	30.23% 279	30.01% 277	9.10% 84	15.06% 139	923
Land to the south of Monkton Lane (Site Area: 3.06ha; Approximate Density 20 dwellings per hectare; approximate capacity 60 dwellings)	15.61% 143	29.26% 268	26.42% 242	13.43% 123	15.28% 140	916
Land at South East Badshot Lea off Georges Road (Site Area: 2.9ha; Approximate Density 30 dwellings per hectare; approximate capacity 80 dwellings)	15.51% 143	29.93% 276	27.98% 258	12.15% 112	14.43% 133	922
Land west of Green Lane, Badshot Lea (Site Area: 7.9ha (reduced for on-site SANG and as only northern part of the site suitable for development); Approximate Density 30 dwellings per hectare; approximate capacity 80 dwellings)	15.25% 140	27.34% 251	29.30% 269	12.09% 111	16.01% 147	918
Land at Little Acres Nursery and south of Badshot Lea (Site Area: 4.45ha; Approximate Density 30 dwellings per hectare; approximate capacity 130 dwellings) SANG to be provided immediately to the south of the site on land within the control of the promoter of this site.	18.53% 171	29.58% 273	25.46% 235	12.35% 114	14.08% 130	923
Coxbridge Farm, off Alton Road (Site Area: 14.2 ha (reduced for on-site landscaping, open space and SANG); Approximate Density 20 dwellings per hectare; approximate capacity 200 dwellings)	21.24% 199	28.50% 267	18.89% 177	13.13% 123	18.25% 171	937
Land off Crondall Lane and rear of Three Stiles Road (Site Area:11.24ha (reduced for on-site SANG); Approximate Density 20 dwellings per hectare; approximate capacity 160 dwellings)	13.11% 126	21.85% 210	21.64% 208	13.74% 132	29.66% 285	961
Garden Style, Wrecclesham Hill (Site Area: 4.9ha (reduced for on-site landscape retention and provision of SANG); Approximate Density 25 dwellings per hectare; approximate capacity 70 dwellings)	16.97% 156	28.29% 260	27.42% 252	12.51% 115	14.80% 136	919
Are there other sites which should be considered for housing development? If so please complete the proforma available at www.farnham.gov.uk/shapefarnham	3.13% 2	20.31% 13	56.25% 36	7.81% 5	12.50% 8	64

Q26 Proposals for 1 or 2 bedroom dwellings on smaller sites within the built up area should be encouraged where they would fit well with the character of the area.

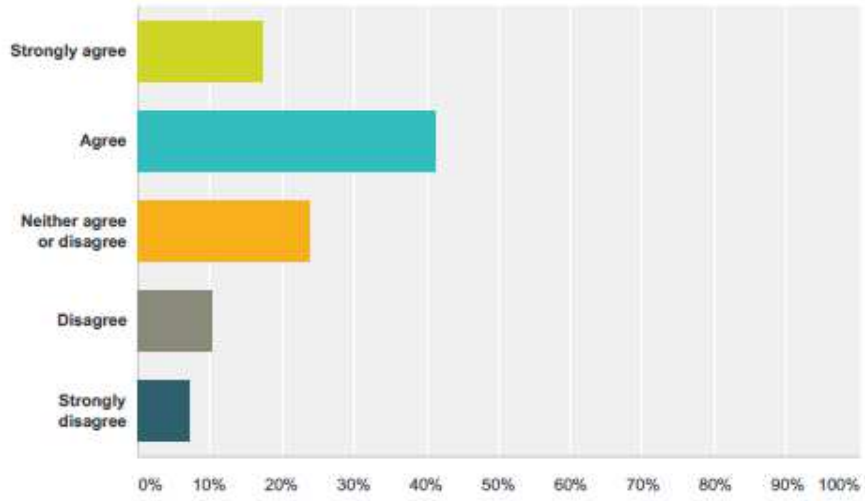
Answered: 975 Skipped: 287



Answer Choices	Responses	
Strongly agree	31.18%	304
Agree	47.90%	467
Neither agree or disagree	12.31%	120
Disagree	5.33%	52
Strongly disagree	3.28%	32
Total		975

Q27 Proposals for residential development on larger sites should be permitted if they incorporate an element of 1 or 2 bedroom dwellings, subject to other policies in the Plan.

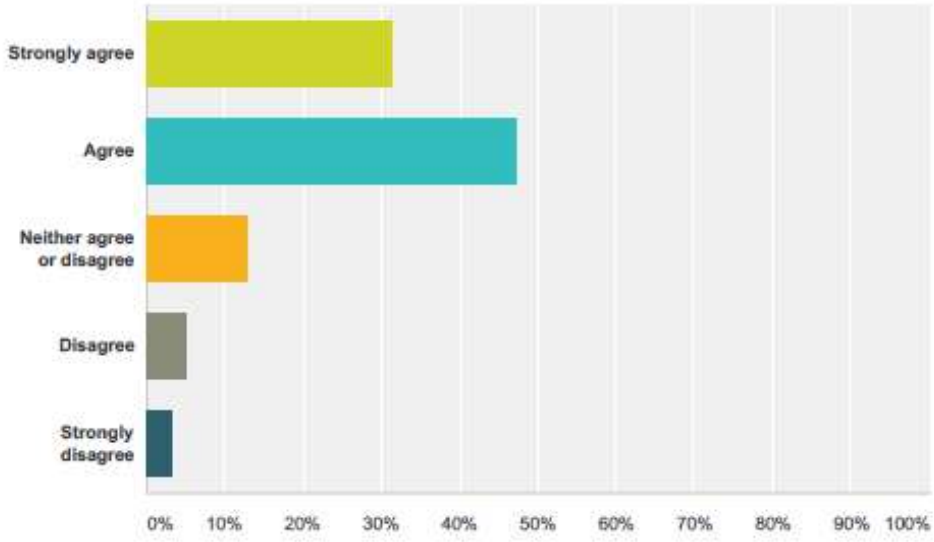
Answered: 971 Skipped: 291



Answer Choices	Responses	
Strongly agree	17.40%	169
Agree	41.40%	402
Neither agree or disagree	23.89%	232
Disagree	10.20%	99
Strongly disagree	7.11%	69
Total		971

Q28 Proposals for sheltered housing, extra care housing and nursing homes for older people should be encouraged on suitable sites in areas close to a range of services that provide for the needs of occupants.

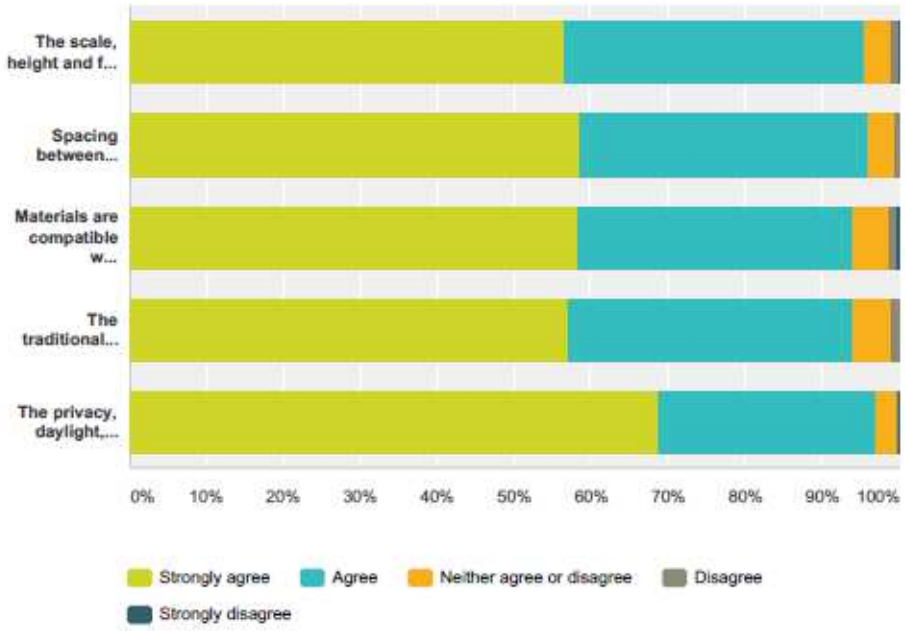
Answered: 972 Skipped: 290



Answer Choices	Responses	
Strongly agree	31.48%	306
Agree	47.22%	459
Neither agree or disagree	12.86%	125
Disagree	5.14%	50
Strongly disagree	3.29%	32
Total		972

Q29 Building extensions should be permitted where they meet the following criteria:

Answered: 975 Skipped: 287



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
The scale, height and form fit unobtrusively with the existing building and the character of the street scene;	**56.40%** 546	**38.95%** 377	**3.51%** 34	**1.03%** 10	**0.10%** 1	968
Spacing between buildings would respect the character of the street scene;	**58.31%** 565	**37.46%** 363	**3.72%** 36	**0.52%** 5	**0.00%** 0	969
Materials are compatible with the materials of the existing building;	**58.20%** 564	**35.81%** 347	**4.64%** 45	**0.93%** 9	**0.41%** 4	969
The traditional boundary treatment of an area is retained and, where feasible, reinforced; and	**56.89%** 549	**37.10%** 358	**4.87%** 47	**1.14%** 11	**0.00%** 0	965
The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.	**68.53%** 662	**28.47%** 275	**2.59%** 25	**0.31%** 3	**0.10%** 1	966

Comments in relation to Housing	
Respondent	**Representation**
[redacted]	AS No. 19
[redacted]	Other sites should have been listed
[redacted]	Garden Style/ Stephenson Engineering / Coxbridge are all reasonable sites as development. West of Switchback lane would increase traffic flow and decrease the character of the area and does not benefit the community only individuals. The NRST in now is an opportunity for development where any process of the sale would go to development of village hall benefiting the community.
[redacted]	There are other possible site which should have been listed - particularly brownfield sites
[redacted]	Ideal as Weydon School and Bourne (South Farnham) infants can house children. Also site can be developed to accompany safe highway and doctor's surgery. A new co-op store is now in process of being built to supply food.
[redacted]	Land n/west of Upper Hale school which way belong to the military.
[redacted]	Rowledge is a through road village used heavily for school traffic, short cuts, cricketers etc. already so not suitable for more development
[redacted]	Many of the sites listed are going to increase loads on roads that are already at capacity and a further two vehicles per dwelling and delivery and health access, fire etc makes the sites unsuitable. What makes sense on a map needs visual reference with video showing access and local highway usage.
[redacted]	However: **Coxbridge Farm etc. and Garden Style etc. Qs** both these sites will impose unacceptable traffic increases on adjacent roads A31/A325 and therefore additional cross country pressure through Farnham. ALSO NOTE: Based on figures accompanying this document in relation to housing need by 2031, yr suggested figures for Farnham's share if Waverley housing need only amounts to 68 HOUSES A YEAR being required from us.
[redacted]	I might change my opinion on some of these is a solution to the traffic problem were proposed.
[redacted]	The Woolmead: 100 dwellings seems rather excessive.
[redacted]	Must reserve SANG for brownfield sties
[redacted]	The major problem with the high number of houses around the 6 Bells and Sheppard and Flock roundabout will be traffic - gridlock ALREADY occurs in rush hour and it would become IMPOSSIBLE to negotiate with 100's of extra cars (often 2 per house). This would also go against the councils recommendations, as Weybourne/ Aldershot and Farnham WOULD then become one urban mass.
[redacted]	More consideration for housing at Waverley Lane - Compton Fields even if only for a proportion of the site to assist in providing needed housing.
[redacted]	Farnham is a small market town and is simply not meant to keep expanding! why are we not building homes on the derelict army sites in Aldershot; North Camp and Bordon?
[redacted]	So long as these don't overcrowd existing amenities
[redacted]	The Town Council must resist attempts by central government to increase the population in this area as a means of stimulating growth in the economy. The proposal for Farnham would be disastrous. The Town is already facing fines for pollution levels. The present proposal will only aggravate the situation. There appears to be only one exit/entrance to and from the Hopfields sight, which implies yet greater volumes of traffic trying to squeeze unto Crondall Lane. For these reasons I would strongly

Comments in relation to Housing	
Respondent	**Representation**
	disagree and ask the Council to alter their present proposal.
[redacted]	See input from Rowledge Residents' Association The Trustees of Rowledge Village Hall which is owned by the community are responsible for a 0.95 hectare site on The Long Road at Rowledge that was left to the Village in 1984. If this site could be sold for development the Trust deed dictates the money must be used for a new hall. In fact a new hall is badly needed and the income could purchase a village centre site (eg Cherryfields) whilst the sale of the existing hall site for housing would generate sufficient money to construct a new hall.
[redacted]	General concern over the larger sites.
[redacted]	The last 5, Green Lane to Garden style, envisage large number of houses, they represent too great an intrusion on the areas. The effect on the infrastructure would be significant and to the detriment of the areas concerned. While they would contribute significantly to our required housing needs, smaller developments would be preferable, with room for more organic growth.
[redacted]	I am not in favour of much more development in the Farnham area. Roads, schools and GP surgeries are all full/busy. A new mini town at Dunsfold with it's own infrastructure would be the best solution.
[redacted]	We need more housing in town centre, over shops, up yards, re-using brownfield sites rather than encroaching on green space.
[redacted]	Compton Fields are excluded. Why are wastes continuing with their "assessment" activities
[redacted]	Housing should be permitted only on brownfield sites but subject tot he same criteria as the Neighbourhood Plan that is: - adequate public transport and access town centre/bus/rail links to reduce car usage - not build on a flood-plain/flood-prone area - includes infrastructure payments to cover cost of expanding sewage treatment facilities, road maintenance - adequate provision of primary/secondary school places within walking distance
[redacted]	New housing has to go somewhere, Badshot Lea and Weybourne ? I doubt it.
[redacted]	1. As to items 25, second item, as no sketch/map has been provided with this form I am not certain as to location. 2. Warehouse site Wrecclehsam Hill/The Street, opposite end of Echo Barn Lane. This has been an empty eyesore for a very long time. Perhaps this could come within parameter of item 26.
[redacted]	Woolmead - 125 is TOO many (100) - some new houses have yes, but shops needed too as it is still centre of the town. See Q.35
[redacted]	The fields next to Waverley Lane are not suitable for housing development - poor access, Waverley Lane already very busy, poor air quality at level crossing, no schools or doctors surgery nearby
[redacted]	Priority should be given to developments that have easy access to Bypass.
[redacted]	The land next to Green Lane is part of the Weybourne/Badshot Lea gap
[redacted]	Landfill adjacent to Princes Royal pub, Runfold
[redacted]	Necessary infrastructure in schools, doctors, transport must be in place before developments, together with traffic management.
[redacted]	For most boxes I have ticked 'agree'. This is because a number of developments have been pushed forward recently, because of Waverley's planning inadequacies, and then protests never allow for the reality of housing being needed somewhere and

Comments in relation to Housing	
Respondent	**Representation**
	sound very nimbyish to me. I think everyone should be prepared to offer something; while Dunsfold should take over 5000 houses. I don't find people willing enough to share.
[redacted]	I'm pleased to see that Waverley Lane fields have been excluded from the previous list. Not only do they fall within the 5km protection zone of 2 SPAs, but they also contain parcels of ancient woodland and veteran trees. Waverley's Landscape report (2014) notes that the area is of high landscape value and sensitivity and states that there is limited capacity for development. The Farnham Design Statement also says that the southern entrance tot eh town (the green corridor) should be protected. Waverley Lane, where the fields are located, is hilly, narrow and winding with poor visibility. There ase continued after question 30
[redacted]	It is encouraging that land at Waverley Lane Compton has NOT been included due to the strong evidence that has been provided Waverley BC have also identified that this land is NOT suitable for development due to its high scenic value and sensitivity.
[redacted]	Should the development of East Street as so far planned be carried out it would destroy the ambiance of Farnham, as a small historic town. This is valued by the residents of Farnham as the reason why visitors come to Farnham
[redacted]	All land between Guildford Road and the river. Therefore remove employment land as it is in the wrong place
[redacted]	In all cases the infrastructure must be improved to cope with increased capacity, especially roads.
[redacted]	There is a site of 0.9HA in The Long Road, Rowledge labelled "The Nest". It is already virtually completely enclosed by existing domestic dwellings. It is within walking distance of the village. "|The Nest" is owned by the community by means of the Rowledge village hall Trust". If it is developed, capital will be released tot he community for the building of a new village hall within the village.
[redacted]	Capacity number of dwellings seems to be about targets and builder profits.....forget density ratings and build similar to surrounding properties and in keeping with character of local areas...e.g. Stephenson Engineering in keeping with Wrecclesham existing average densities and style. No large estates. Central Farnham sites should not be about ticking boxes for houses.....create a tourist destination that will sustain Farnham for generations but creating a boutique retail shopping culture - like Lion and Lamb. I am shocked at these proposed locations.....build in keeping with ALL these sites - not maximum density. The 4000 house should be in a single site and preserve exiting locations.
[redacted]	I strongly disagree with all of these until the need for housing has been calculated properly and in line with a recognition that the Farnham infrastructure is not currently able to accommodate this expansion. The proposal refers to the growth in Farnham's population of c25,000 over the past century with the total now about 40,000 (2011), who live in 16050 households; the proposal indicates a "need" for 9400 more households (470 p.a. which over 18/19 years from 2013 to 2031 does not add up to 9400). The proposed increase is 58.56%; a similar increase in the population would make it c63,500 or nearly the same growth over a century in just 18/19 years - do we really expect that level of growth? A major concern is the pressure on the infrastructure, on schools, on GP surgeries, on roads/transport, on water/sewage supplies, all of which have been listed as a concern and cannot be overlooked. As a simple example, in the years we have lived in the same location, the drive to Farnham station has increased from 7 to 15 minutes, due to sheer weight of traffic. I have to travel from Farnham to Aldershot for work; I choose to travel through the centre of town before and after the shops are open when the roads are

Comments in relation to Housing	
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	quieter, in preference to the by-pass - which makes something of a nonsense of the purpose of a "by-pass"! The pressure on roads, the lack of regular public transport, and the shortage of safe cycling lanes has been well documented.
[redacted]	The size of some of these developments are too big and therefore the impact of them would be huge -by impact I mean the result in terms of the need for school places, the need for road infrastructure, the increase in traffic and ability to move in Fanrham would be seriously effected. Its not possible to suddenly add so many development arounds Wrecclesham when the only senior school that serves the whole of the south of Farnham and all the villages is already creaking at the seems nad has had to incase to about 13-15 classes at Senior level (weydon). Its just oo big and has had to split year groups to be able to manage them and cope with the increase in umbers. How is the area going to cope with so many more houses. Yet there is Heath end and also Woolmer hill out towards Haslemere that are only Half of their capacity, surely the housing considerations should be based on these facts. On trying to get more people in the areas that are under-populated, rather than populating the areas that are already over populated. It is almost impossible to get through Farnham at the moment, so the development needs to be at the other side of Farnham, it needs to be more towards Alton (so that the Alton schools and town is used, or out towards Weybourne/Bagshot lea so that Heath end is used more as a school. The funding should go there. The schools can be good schools but pile more and more people and pressure onto it and the system is going to break. Despite my husband going to weydon senior school and us living a 5 minute walk away, we are choosing against it for our Children already as its TOO big and the problem is about to blow up in one years time from now, when it has to deal with all the infants and juniors that cant fit there already - the problem is already going to be bad - without further development in these areas. What is needed is the Numbers and figures to be looked at of those already that have moved to the area from London for the schools, into existing housing and the schools cant cope - let along adding more houses. They need to be where there is another senior school or another senior school needs to be built. Also if you pile in large developments of houses along those busy roads, you will just get people moving form low cost areas into Farnham and it will risk loosing its exclusive image and identity. it will just become another Woking/Affordable housing New town. SO if this type of development is desired it needs to be on the Both side where typically the housing is already cheaper, otherwise the identity of North and South Farnham will be lost aswell
[redacted]	land at Little Acres - needs larger area to provide good balanced scheme and road linkage - land available to south. Coxbridge Farm - good site for provision of Secondary School - more important than sangs or affordable housing
[redacted]	There is a suitable site within Rowledge at "The Nest" on the Long Road, between Fernbrae Close and Summerfield Lane. This is of a size that could accommodate up to 10+ new homes. The site is owned by the Community, via the Trustees of the Village Hall. Higher priority should be given to this and other similar sites for building because the wider community will benefit from a realisation of value from sale of the site.
[redacted]	Over-reliance on proposed housing in Weybourne and Badshot Lea, where schools are full and roads, particularly Badshot Lea Road and Lower Weybourne Lane, are already burdened by heavy traffic at peak times such tat it is not always possible for residents to drive from their properties during this period, owing to congestion where they would join those roads. This will tail back further and clearly effect a greater number of residents. Strategic Gap preservation and avoiding building on areas prone to flooding essential. Services and infrastructure of area insufficient for community already.
[redacted]	All building should take place on brown field sites with green field sites being left as open spaces

Comments in relation to Housing	
Respondent	**Representation**
[redacted]	Until improved infrastructure including schools, roads, trains are in place none of these developments should be considered as the current infrastructure is unable to cope at the moment.
[redacted]	Completely disagree with the last three options in particular. There is no possibility that a scheme putting such a large number of new dwellings in close proximity so close to such a beautiful historic market town centre like Farnham would be good for the town. It would completely change the entry into the town and should not be considered. If this was to go ahead, I believe future historians would look back at our time and decide we did not look after the town during our time here.
[redacted]	Support use of all brownfield sites in the above list with the exception of the loss of Farnham College land. For greenfield sites support any continuing attempts to have Waverley's responsibilities to meet housing demand met by a larger development at Dunsfold Park rather than on greenfield sites in Farnham.
[redacted]	First sub question is ambiguous: I do NOT support all development in NEW proposed Built Up Area. ALL other sites offered to the Council for housing are potential sites – especially those scored Green or Amber in Waverley's RAG ranking. In particular the following sites – which were assessed 'green' or 'amber' by Waverley's 'RAG' assessment – should be assessed, including the additional criteria proposed by the North West Farnham Residents' Association: 10 Acre Walk Rowledge (amber) 30 – 50 (Waverley Numbers) Waverley Lane (amber) 190 Baker and Oates (amber) 50 Cedar House (Byworth Close) (amber) 32 Lavender Lane, Boundstone (amber) 72 Upper Old Park Lane (amber) 84 There are also a number of green and amber sites in Badshot Lea and in the present Strategic Gap * - which could be considered, although we accept that some reduction is needed in selecting these sites because of the need for some continuing Strategic Gap protection. In particular both the Land West of Badshot Lea and that South of Badshot Lea are NOT in the proposed Aldershot Badshot Lea Green Belt. (*Land West of Badshot Lea (green) 140 (Waverley numbers); Stockwood Way (green) 60 – 80; East of Badshot Lea (amber) 30 – 40; South of Badshot Lea (500-850); Low Lane Badshot Lea (amber) (26-62)) Additionally Land at Frensham Vale (RAG red) should also be reassessed in view of its relative accessibility and its relatively low landscape assessment.
[redacted]	First sub question answered disagree because it is an ambiguous question: we do NOT support development in NEW proposed Built Up Area. Re Crondall Lane site (and other green field sites) - see the NWFRA Residents' Association separate written submission in which we include various criteria against which ALL candidate sites should have been assessed and have not been. ALL other proposed sites are potential sites – especially those scored Green or Amber in Waverley's RAG ranking. The pro forma was not on the web site - and in any case the sites have all been assessed in the Draft Neighbourhood Plan, albeit without the additional criteria. We strongly object to the Question 25 of the questionnaire which requests opinions of only the sites which have been selected for development in the draft Neighbourhood Plan. The way this question has been asked cannot fairly draw out opinion on possible sites which are not on the list. To make matters worse, as the likely situation when Waverley finalise their local plan is for 700 houses to be required on green field sites in Farnham and this list proposes 790, to assess whether to remove any one of the larger single sites from the list offered it will be necessary to have opinions on other sites not on the list. In particular the following sites – which were assessed 'green' or 'amber' by Waverley's 'RAG' assessment – should be assessed: 10 Acre Walk Rowledge (amber) 30 – 50 (Waverley Numbers) Waverley Lane (amber) 190 Baker and Oates (amber) 50 Cedar House (Byworth Close) (amber) 32 Lavender Lane, Boundstone (amber) 72 Upper Old Park Lane (amber) 84 There are also a number of green and amber sites in Badshot Lea and in the present

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	Strategic Gap * - which could be considered, although we accept that some reduction is needed in selecting these sites because of the need for some continuing Strategic Gap protection. In particular both the Land West of Badshot Lea and that South of Badshot Lea are NOT in the proposed Aldershot Badshot Lea Green Belt. (*Land West of Badshot Lea (green) 140 (Waverley numbers); Stockwood Way (green) 60 – 80; East of Badshot Lea (amber) 30 – 40; South of Badshot Lea (500-850); Low Lane Badshot Lea (amber) (26-62)
	I am concerned that building in Wecclesham will increase traffic on A325 which is already over-used and would bring more pressure for a new relief road which is a bad idea There is no mention of the old landfill site in Weydon Lane which has had 30 years to settle and would be ideal for development, if a new railway bridge was funded by the builder
	Generally development in the flood plain should not be allowed (for its own sake) because of risk of flooding and loss of existing amenities.
	Dunsfold airfield
	Site adjacent to Farnham Park at Hale Road should be given due consideration.
	A suitable area would be Dunsfold Airfield
	Proposal for building on Waverley Lane fields is totally inappropriate given the lack of amenities such as shops, schools, pavements and will further aggravate the traffic congestion and pollution at the level crossing.
	Scotland
	I feel that the new housing should spread around Farnham and not concentrated so highly in Badshot Lea as is proposed at present. A small cluster of houses would fit into a 'village' better than a large estate. The traffic/school would still be impacted at the traffic lights in Badshot Lea, but rat runs would not appear through other developments in order to avoid them if the houses were placed outside the main village with direct access to the Hogs Back. Traffic would then not have to come back into the village.
	Wrecclesham needs a bypass if more development near Wrecclesham Hill
	no building on any green field site. Land is a finite resource . Housing need is a moving target that can never be met.
	I do not know many of these sites. However the principle that the infrastructure has to be provided BEFORE the houses applies overall
	The school and sewage works in Badshot Lea are already overloaded, development MUST be limited until the infrastructure has the capacity to cope. The sites identified in Badshot Lea have all been subject to recent flooding. A recent developer openday suggested that they were planning for a once per hundred year event, and as the site had just flooded, they were safe for another 99 years!
	These should all have higher densities of affordable housing. If they attract downsizers from London then local community has no benefit but gives up open space.
	No large developments. Smaller developments such as the one on the corner of burnt hill rd and Frensham rd are better for lower impact on existing services and residents. Also discourage formation of satellite communities which don't add to community feel of town as a whole.
	I feel strongly that we shouldn't relinquish the college playing fields at a time when schools need to expand and sports

Comments in relation to Housing	
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	participation should be encouraged.
[redacted]	It is difficult to comment on each individual comment. However my earlier comment is critical here that no further development should take place until the infrastructure issues have been addressed; Traffic, Schools and Water Supply/Sewerage
[redacted]	I have a general worry about increased road congestion as a result of these new developments
[redacted]	I would consider this list as biased since it does not contain all the possible sites put up for development and implies that the sites have been pre-filtered without a site of the criteria used for such choices.
[redacted]	Encourage use of brown field sites and prioritize any green field development to those areas most sustainable ie. nearest to all the amenities in the town centre.
[redacted]	Car parking provision needs to be made - 25 dwellings at 50 dwellings/hectare should be at least 35 + spaces or acre. these for single people - most couples have two cars - Wrecclesham Hill is not easy walking distance from Town centre/station and carrying shopping home on a bus is quite difficult and not reliable. Little Acres Nursery - will road be suitable for 130 + extra cars using Badshot Lea cross-roads? Preferable to brownfield sites
[redacted]	I am opposed to any "Greenfield Site" development until all other avenues have been explored. Building in these areas should be an absolute last resort rather than the first option. The Farnham area is a semi rural community and any building programme should reflect this by protecting Greenfield Sites for as long as possible. Once they are gone they are gone for ever.
[redacted]	Provision must be made to reduce traffic through central Farnham. What about a Wrecclesham by-pass?
[redacted]	Sort out the ridiculous comparison between Farnham, Guildford and Woking. Farnham is a Georgian Town doesn't Waverley Council know this fact?
[redacted]	Brownfield sites should be considered before greenfield
[redacted]	.."new development fits well with the character of the town". Farnham is characterised by unique and traditional buildings as well as, crucially and importantly, open spaces with mature trees for amenity close to the centre of our town.
[redacted]	I cannot find a pro forma. However I strongly object to the Question 25 of the questionnaire which requests opinions of only the sites which have been selected for development in the draft Neighbourhood Plan. The way this question has been asked cannot fairly draw out opinion on possible sites which are not on the list. The following sites (green or amber in Waverley's RAG study) should be reconsidered. 10 Acre Walk Rowledge (amber) 30 – 50 (Waverley Numbers) Waverley Lane (amber) 190 Baker and Oates (amber) 50 Cedar House (Byworth Close) (amber) 32 Lavender Lane, Boundstone (amber) 72 Upper Old Park Lane (amber) 84 Land West of Badshot Lea and that South of Badshot Lea (not in proposed new green belt) Also land at Frensham Vale - red in RAG assessment, but not high landscape value / sensitivity and not as inaccessible as the assessment made in the 'excluded sites' list has indicated.
[redacted]	Access to proposed site is poor through an unmade, narrow road and would increase traffic on Long Road. Pear Tree Lane would have to be widened for access by construction traffic to the detriment of the area, Permission to build previously at this site for fewer houses was not allowed. Footpath at Switchback Lane is pleasant walk at the moment. As my property borders the proposed development I feel it will be detrimental to its value. I have large oaks which have TPOs at the bottom

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	of my garden next to the area proposed for building. It is not just the houses but access roads and increased noise. People on the Mayfield Estate have to pay for road upkeep and lighting and various services, which could be affected by this proposed development
[redacted]	The location of these sites in the main will increase the flow of traffic in the vicinity and in some cases close up the gaps between the villages . small scale development is ok but large scale is not. we have large ongoing developments ongoing over the border in Hampshire in church Crookham and in Aldershot
[redacted]	Too much additional pressure on local services eg schools must be avoided. Traffic through Rowledge on the Long Road is already too heavy particularly when I walk my children to school. Adding more housing so that traffic increases is not acceptable.
[redacted]	I understand the need for some developments and I also understand that Farnham have tried to reduce the number of sites in the Weybourne and Badshot Lea area but I do not feel it is enough. a) The density is the highest and I don't know why? They are all 30 per hectare. Between Badshot Lea and Weybourne/Monkton Lane there are six sites amounting to 450 houses with almost 300 of these in Badshot Lea alone. Badshot Lea predominantly appears on all the WBC Flood maps on their website and for a good reason, it regularly suffers from surface flooding where roads and gardens are flooded. It is low lying and has a high water table and surrounding fields do help to reduce this by acting as soakaways. The current surface drainage is not adequate and probably never will be as this is a natural occurrence and difficult to manage as Badshot Lea lies in a dip at the bottom of a large hill starting at Upper Hale, it is also surrounded by water in three large gravel lakes and the Blackwater river. I have a letter from the Environment secretary Office saying that the Government do not support developments in areas affected by flooding, especially when there are other more suitable sites. b) The two main sites suggested in Badshot Lea of 210 houses, I believe, will open onto St. Georges Road, which is a fairly narrow road and is only passable in one direction towards the traffic lights in Badshot Lea, because of residents parking along one side. There is constant traffic congestion at the hairpin bend,(close to site entrance) where the parked cars begin and it is also close to the Low Lane junction, cars have to wait all the time for passing traffic and weave in and out of parked cars, it is very dangerous. Also the traffic around here leading to Shepherd & Flock roundabout is at a standstill at peak times and weekends! I want to support the Farnham Plan as I feel it is fairer than WBC but I feel it can be fairer still, I cannot support all the sites in Badshot Lea because they are just not workable for the reasons given above and it is not because I do not want any developments at all but I feel Badshot Lea could only support one site of approx 50-70, Weybourne probably same & the Monkton Lane site which is only 60 (which is a much more realistic density anyway). The other larger sites at Coxbridge and Crondall Lane are also, I feel, too dense, I don't think it is a realistic figure in two areas which are very close together, apart from other sustainability problems, the traffic congestion caused by these two high density sites would be catastrophic. Although I have said yes to sites in your list I would like to also say that I am fundamentally against indiscriminate building on greefield sites, unless proven that it is absolutely necessary and there are no other brownfield sites available. Any developments which are given planning permission, the developers must work with local communities in designing any sites.
[redacted]	Focus of development should be on existing brown field sites, particularly important that sites north of the A31 are the priority to avoid further pressure on the road configuration of the main line station.
[redacted]	Tennis courts at Farnham College should be retained and renovated to provide sporting facilities for community

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[redacted]	This question is very misleading and should be rephrased to include other areas classified as AMBER in particular the locations in Badshot Lea that could provide some 700 dwellings
[redacted]	I am concerned about the overall level of new housing proposed for Farnham specifically I am concerned about a disproportionate level of housing highlighted for Wrecclesham. Wrecclesham has already seen considerable development in recent years. In addition there doesn't seem to have been any consideration of the massive Whitehill / Bordon eco town development with some 4,000 houses being proposed.
[redacted]	The site in Rowledge has poor accessibility via Pear Tree Lane and will force even more traffic through Rowledge which is already suffering from speeding through traffic. Larger site developments should get the appropriate schools and other amenities to ensure pressure on existing services is reduced.
[redacted]	The "Farnham Built Up Area Boundary" map on page 15 of the current (October 2014) Draft Neighbourhood Plan is misleading, in that it includes large areas of land that are not and have never been built up. One such are is Coxbridge Farm and land opposite it to the south of West Street, but there are many others. The theoretical nature of this map is alluded to (on a different page from the map) in the statement: "The Built Up Area Boundary is proposed to be extended around the new housing and business site options to indicate the acceptance of development of these areas". And within one sentence it moves from a proposal to a "new Farnham Built Up Area Boundary". There is no such "acceptance" - this portrayal pre-judges the issue and prejudices the outcome of this consultation. This point is significant because of the different priority given to countryside protection outside the area. The definition of green field sites as "built up" alters the perception of such sites in the eyes of readers of this proposal. In fact, it alters the interpretation of some of the questions in this survey. Because in the first point of Q25 I "strongly agree" that new housing should be "Within the built up area boundary of Farnham", because of the redefinition of what constitutes built up, you might interpret my answer as supporting development of such areas, whereas the opposite is true. The map in the previous version of the Draft Neighbourhood plan was a more accurate reflection of the Farnham built up area. I strongly suggest that you revert to it, and adjust the proposed building options accordingly.
[redacted]	Yes: There are sites that are not considered in this question that makes it very misleading , Attention should be given to the so categorised Amber sites for example in Badshot Lea
[redacted]	These are better options than many more inappropriate sites.
[redacted]	I am concerned as to whether enough houses are being planned for in order to be in line with need as identified in the SHMA. I understand the 863 on page 45 but not the 790 or the 1100. I am told by a colleague that the plans are the equivalent of 100pa. To be compatible with the 470pa in the SHMA and take our share we would need say 140pa, which after mitigation could be say 120pa.
[redacted]	I have concerns about the total level of housing that is being outlined for Farnham in any of the options by Waverley Borough Council. Specifically with regard to Wrecclesham , I am very concerned about the housing numbers being mooted for this area. Some areas could benefit from development such as the old Stephensons engineering site which is run down and a bit of an eye sore. But one of the other areas (Viners Mead) is in a conservation area and it would seem to contravene many of the planning statements. But the overall level of housing from the sites identified seems completely unrealistic because the current roads and infrastructure will just not support it. The marketing literature often fails to mention the 4,000 homes that are planned for Whitehill / Bordon - just a few miles down the road and indeed many people are blissfully unaware of the

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	impact this will have.
[redacted]	I am aligned with the areas classified as "green" in the plan. Development should however be prioritized to brown-field sites.
[redacted]	I am not familiar with all these sites but my pref is for brown-field(habitats already affected) and town centre sites(can access most services by walking so reducing dep on cars).Smaller units(1-2 bed flats) would be particularly suited to town centre. The young and the old may prefer to live closer to amenities. We do not need more 5 bed 3 bathroom houses.
[redacted]	The housing should be based around where there is least congestion, best access to the main roads (A31) and access to local facilities, therefore I have mainly agreed with the areas that this applies to.
[redacted]	We cannot see in the draft plan the effect that each of the above developments could have on the town as a whole. Clearly there will be objections to each and all of the above, depending on the views of people living nearby, and so to rank the above without detailed supporting evidence is pointless.
[redacted]	all brownfield sites should be used before greenfield
[redacted]	VINERS MEAD. Conditional on adequate access - direct access onto roundabout would be hazardous in the extreme. FARNHAM COLLEGE. The area should be retained for sports facilities. Existing application represents gross over-development. If development were to be allowed, target capacity should be no more than ten. WELLINGTONS. Loss of public house. SWITCHBACK LANE. Drainage and access problems. COXBRIDGE FARM. Greenfield site. CRONDALL LANE. Greenfield site with very constrained access. Greenfield sites should not be used until all brownfield sites have been developed.
[redacted]	Infrastructure must be reviewed with each development
[redacted]	Building should not take place on greenfield land, and the gaps between Badshot Lea and Weybourne should be preserved. Also, due to current congestion at the traffic light junctions in both Badshot Lea and Weybourne, there should be no further building between these two spots, as this add to the existing traffic problems. When there is a problem on the A31 Badshot Lea village becomes snarled up very quickly, with long tail backs at the crossroads. Additionally, flooding has been a problem both along Lower Weybourne Lane and to some extent at the crossroads. Further significant building would exacerbate this.
[redacted]	All developments should be conditional upon suitable improvements and adjustments to the road system, drainage and sewage treatment
[redacted]	Some of these sites will erode the open space between towns/villages, which should be avoided. Some sites will add to already very congested roads and increase pressure on oversubscribed schools and other services. I have checked "agree" on the assumption that these problems will be addressed BEFORE the new homes are completed
[redacted]	Comments + or - are for sites where I have some knowledge - sites I do not know are in the "neither" category
[redacted]	Proposals for a number of sites at Badshot Lea would more than double the size of the village if all take up. This would be very bad for the character of the village and the effect on schools and traffic in the area. Large developments in the centre of Farnham would add to existing overstretched traffic and air pollution management. Even if studies show that the increase in traffic or air pollution is not significant over and above expect 'do nothing' growth, this is still an excess that cannot be accommodated. It is already too bad. Adding more traffic to Crondall Lane means more traffic in the town centre. Similarly for any development at the Woolmead (although it would be very advantageous to see an improved development of that site).

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	Please provide alternatives for traffic first, before allowing any additional town centre development.
[redacted]	With reference to a previous section I have no idea what Farnham Design Statement and the Surrey Hills AONB Management Plans are so I cannot give a sensible answer.
[redacted]	Until Dunsfold airfield has been developed to its full housing potential . 5000 plus dwellings and associated infrastructure including schools, only brownfield sites should be developed in the Farnham area. Waverley should take into account the large scale housing schemes being proposed in the Aldershot area.
[redacted]	Question 25 is again biased and misleading in that it only allows the option to provide opinion on sites selected within the 'draft' Neighbourhood Plan'. For example the following sites assessed as green or amber by Waverley's RAG assessment should have been assessed and included as part of question 25 (accounting for an extra potential 478 dwellings which are currently ignored in the Plan!) ... .10 Acre Walk Rowledge .Baker and Oates .Upper Old Park Lane .Cedar House (Byworth Close) .Waverley Lane .Lavender Lane, Boundstone There are also areas which should be considered in the Badshot Lea area which classify as green and amber sites and are also not within the proposed Aldershot Badshot Lea Green Belt and could therefore be viable.
[redacted]	Question 25 requests opinions of only sites which have been selected for development in the draft Neighbourhood Plan. This appears to be a pre-selected list as there are number of sites which are included in Waverley's draft new local plan which have not been included in the Neighbourhood plan. i.e 10 Acre Walk Rowledge (amber) 30 - 50 (Waverley Numbers) Waverley Lane (amber) 190 Baker and Oates (amber) 50 Cedar House (Byworth Close) (amber) 32 Lavender Lane, Bounstone (amber) 72 Upper Old Park Lane (amber) 84 There are also anumber of green and amber sites in Badshot Lea and in the present Strategic Gap which should be considered: Land West of Badshot Lea (green) 140,; Stockwood Way (green) 60-80; East of Badshot Lea (amber) 30-40; South of Badshot Lea (500-800); Low Lane Badshot Lea (amber) 26-62
[redacted]	the last 8 of the above are greenfield sites & should have been listed as such.
[redacted]	Although I have agreed each of the sites listed to ensure Farnham has a contingency of sites to comply with the Waverley Local Plan I am opposed to all planning applications on individual 'green field' sites until I am convinced that development on 'green field' is absolutely necessary.
[redacted]	While I am strongly in favour of redeveloping the Woolmead and have no architectural or social objections to building houses there, I think that the residents' cars will accentuate traffic problems in the area. I imagine the traffic pollution levels in the Woolmead will be high; I would not want to live there. This underlines the need to improve the traffic infrastructure in Farnham.
[redacted]	Number of developments on Wrecclesham Hill may result in a traffic issue in that area with access onto a busy road.
[redacted]	If there must be development, brownfield sites within the town should be used first. The remaining SANG in Farnham Park must be reserved for brownfield site development. The density proposed for Farnham College site is much too high, especially if the dwellings are large. The loss of the pub at the Folly Hill site would be most regrettable. Development on greenfield sites should be resisted. If any have to be used, they MUST provide their own SANGS on site.
[redacted]	So much depends on type of housing built. Need for " Council Houses" but builders only interested in larger properties.
[redacted]	I do not necessarily agree with the quantity of houses per hectare. Developments must assume that every dwelling has off

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	street parking for at least one car. Larger dwellings (3bed +) must have off street parking for at least two cars. More use of both basement and attic accommodation should be encouraged.
[redacted]	it is all very well to plan all this additional housing but in the words of greater men than I, "Farnham is full-up". A spokesman for Thames water said recently that the Monkton Lane treatment works were built in 1902 with a population capacity of 38,000. Haven't we exceeded that figure already? When is Surrey going to co-operate with Hampshire and build the eastern by-pass? When is Surrey going to complete the A31 at Hickleys corner and the Shepherd & Flock? What provision are South East Water making to deal with the increased surface water caused by climate change as wellas new housing? There is a need for massive infrastructure investment to accompany all this developement and has anyone addressed what type of housing is required.? For Farnham to thrive we need to attract younger families. That will require a different type of affordable homes.
[redacted]	The protection of Farnham's green field 'lung' around the town must be the highest priority. All efforts must be made to defend Farnham from building too many levels unsustainable. Greater pressure must be made to force WBC to make full use of Dunsfold and reduce the housing numbers laid on Farnham.
[redacted]	3 bedroom plus buildings should be of detached nature as far as possible rather than semi detached.1and 2 bedroom housing should be attractive semi detached or terraced housing with solid dividing walls and well sound proofed.All flats should have a high degree of sound proofing with solid dividing walls.
[redacted]	Farnham is already overcrowded as a result of policies pursued over the last 20 years in particular. In my opinion, the quality of life has deteriorated significantly in that time, largely because the transport network is unable to cope with the demands being placed upon it. Apart from the air quality issues that our local councillors perpetually harp on about, the resulting traffic jams result in much wasted time and considerable frustration. The additional 1,000+ houses referred to above will result in the town's population increasing to significantly more than 40,000. Especially in conjunction with new the large-scale new housing proposed in Rushmoor and Hart, it will be impossible to expand the roads network adequately to cope with this and issues such as parking at Farnham station will only become increasingly acute. Furthermore, it will accelerate the erosion of Farnham's endearing character as a relatively small market town. Frankly, we need and deserve local politicians willing to stand-up for the wishes and views of the people that elected them against an unsustainable, unimaginative, Westminster-inspired policy of over-developing the south-east of the country.
[redacted]	The vehicular access to any development in the site proposed off Crondall Lane and to the rear of Three Stiles Road would be so dangerous that this proposal should be ruled out on that ground alone.
[redacted]	Increased development in Farnham would ruin the town - I feel any increased development in Waverley should be at the proposed Dunsfold airport site
[redacted]	Land off Crondall Lane and rear of Three Stiles Road - Use of this land appears out of character with the need to reduce the impact on infostructure.
[redacted]	It is a concern to me where proposals are for such high numbers of houses - eg 200 at Coxbridge Farm, 160 at Three Stiles Road. I feel such developments would change the character of Farnham, albeit they are on the outskirts. They would surely begin to look like the suburbs of a much larger town.
[redacted]	I am against the extension of development in areas which would have a significant adverse impact of the area.

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[redacted]	I have agreed the majority of sites listed so that the areas to be considered should be as wide spread as possible so as not to have all the housing situated in one location, to suddenly land 350 houses in Badshot Lea and 200 houses at Coxbridge seems irrational as the road network around these areas will not accommodate the burden of the extra traffic, and will cause complete grid lock. I am not opposed to some additional housing in any of these areas as long as careful consideration is given to the quantities in any given area and building work does not unnecessarily expand onto Green field and protected sites.
[redacted]	Land to west of Green Lane is not suitable for housing development, is prone to flooding, and Badshot Lea does not have adequate infrastructure for the proposed number of homes (e.g. roads, drainage). Green field development here would have an adverse environmental impact on local wildlife and be strongly opposed by the community.
[redacted]	I feel most strongly that every area except the North West- (if the proposed building on the Hop Fields takes place) - have green spaces available - however if this area is lost it will never be replaced. It has historical and agricultural significance and it would be a disgrace if this building was to take place. There are other brownfield areas - such as Dunsfold - which could take virtually all the proposed housing - and should be big enough to have all the necessary facilities provided by the developer.
[redacted]	Any building in the fields or woods around Rowledge would greatly reduce the beauty and charm of the area. `IT IS USED BY ALL OF THE POP OF FARNHAM AS AN OPEN SPACE..ALICE HOLT ETC.
[redacted]	I MY OPINION THERE ARE A NUMBER OF OTHER SITES WHICH SHOULD BE CONSIDERED FOR HOUSING DEVELOPMENT
[redacted]	Land off Crondall Lane rear of Three Styles Road. I particularly object to this proposal. At present this area of fields and trees is particularly valuable as it brings the countryside almost to the heart of the town, and provides a source of fresh air to the heavily polluted town centre. Also the problems of getting traffic into and out of Crondall lane during the day would be horrible with long tail-backs down to West Street.
[redacted]	Strongly disagree to Hopfields development
[redacted]	Development cannot be decided on all these sites until it can be demonstrated that SANGS work in protecting SPAs. Why not challenge the Government to prove that SANGS work?
[redacted]	Just the same as above, add that land on.
[redacted]	add on the www.haleroadhomes site at the Hale Road Farnham, next to the hotel.
[redacted]	www.haleroadhomes.co.uk It is a very good site and not on your list. I can't see why it is not on there.
[redacted]	The land by the Church at Hale Road, Farnham is not on here and should be we think.
[redacted]	All brownfield sites
[redacted]	Add on the land next to me at Hale Road, Farnham. It is ideal.
[redacted]	Of course it should be outside of the built up boundary of Farnham. This is where the site we like is too. The Land at Hale Road, Farnham, their web site is very informative and they have done a lot in the community. It is a natural choice as it ticks all the boxes.
[redacted]	Can you add on the Hale Road Land, Farnham that is next to the hotel.
[redacted]	The Land at Hale Road, Farnham is great and not on here. It is outside of the boundary at Farnham which is superb.
[redacted]	The land I suggested at Hale Road, Farnham by Hotel Danielle is not on here and is one of the best sites. Their plan that we

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	attended was great.
[redacted]	Roads through Badshot Lea cannot cope with a significant increase in traffic associated with the housing proposed. Building on the land west of Green Lane would allow means of egress that would not impinge on the cross roads of Badshot Lea. The other proposals would.
[redacted]	In the absence of an Appropriate Assessment of the draft NP, none of these proposals can be considered unless accompanied by 'Habitats' Article 6(4) justification (i.e. of 'no alternative solution' and 'IROPI', Imperative Reasons of Overriding Public Interest. No one should be asked to support unlawful development. My responses indicate how I would respond if the survey were asking whether I considered that the outlined development might qualify under IROPI, if a genuine (but uncertain) TBHSPA mitigation strategy were adopted. I have responded 'Disagree' to those developments that may be acceptable (but at present I have insufficient information to respond positively, because no outline plans, no AA, no genuine mitigation and no Art.6(4) justification exists). I have responded 'Strongly Disagree' to those developments that are unlikely to be lawful until the required "convincing" evidence of the efficacy of the TBHSPA and WHSPA 'Avoidance' strategies is provided in an Article 6(3) Appropriate Assessment, and which (in the meantime) are unlikely to qualify for the Art.6(4) exemption (in accordance with the principles and established interpretations of the Habitats Directive and ECJ Case Law). I have responded 'Neither Agree Nor Disagree' to those questions where the situation is more complicated. In the circumstances (i.e. in the absence of an AA) all the questions are inappropriate, as the public have no right to support unlawful actions by the LPA.
[redacted]	All major development should be directed to Dunsfold airfield with only minor infilling permitted within Farnham, together with the East Development.
[redacted]	All of these sites have merit. The most controversial is behind the Art College - but this is the most ideal - short walk to town centre and station, less car use and life to the town. Of course if you back onto a field, you'll be upset - perhaps developer should compensate in some way. Regardless, let's build well designed and high spec houses in the town centre
[redacted]	Greenfield land should not be used. There is not sufficient infrastructure to allow for that many extra dwellings, not enough schools either.
[redacted]	There should be no development in the Wrecclesham. The level of traffic congestion is already too high and the local infrastructure would be unable to cope with additional housing
[redacted]	Further development in Wrecclesham will add to the already unacceptable level of traffic congestion on the A325 Wrecclesham Hill. This congestion will become MUCH WORSE if the proposed eco town at Bordon goes ahead. Development should not proceed without the construction of a Wrecclesham bypass.
[redacted]	Brown field sites are according to the governments own advice and the therefore to be followed by the council, to be developed before greenfield sites, and greenfield according to the the value of the agricultural land, Hop fields are high value specialised sites.
[redacted]	I left comment above > if we to are continue overlooking our heritage and destroying that which is dear to so many then there appears little hope. Development and improvement is essential but in order to keep Farnham as a special historical place then real thought and intelligence is needed with input for those who are honest and true, most all with experience. Do we have it ??

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[redacted]	The Three Stiles Lane/Crondal Lane option has been a protected site for many years, it is of historic value as a part of the castle surrounds and has a high agricultural value which is not being utilised as a matter of political expediency by the owner. The Governments advice is that brown field sites should be utilised first, of which there are many in Waverley. Finally why have not all available sites been included in the list? Could it be that certain councillors have vested interests in the Bourne area and so have conived to have these sites removed from the list.
[redacted]	The aim is to maintain the green areas between the villages here and I have been stronger in my opposition to development in areas that I know well.
[redacted]	The areas in Wrecclesham - Viners Mead & Colemans, Coal Yard and Garden Style: More housing in these areas will cause considerably more traffic congestion on the A325. Viners Mead sits to close to the mini roundabout (A325 & School Hill). It is already difficult to exit onto the A325 from School Hill, this would make it almost impossible.
[redacted]	These proposals unacceptably impinge on the character of the whole town as well as impacting several green spaces that are close to or part of the town.This contributes to the further urbanisation of the area and strain the existing already inadequate road network.
[redacted]	brownfield sites should be used before any consideration is given to greenfield sites
[redacted]	A major problem as I see it is that traffic congestion is far worse to the north of the town compared to the south side of the town. This is exacerbated by the fact that access to car parks in the centre of the town is far more difficult from the north side of the town. Wherever large housing developments occur, the impact on ease of movement for residents needs to be taken into account.
[redacted]	Rowledge submitted a site known as "The Nest" in The Long Road. This was assessed and rejected because it is less than 0.2 hectares in area. This is an error as the site is some 0.9 hectares (2.3 acres). Please reassess the site and include it in the "Sites Included" list.The site is owned by the community and its development will provide essential funds for maintenance and replacement of community facilities.
[redacted]	Brethren's Meeting Room, West Street (Site Area: 0.46ha; Approximate Density 20 dwellings per hectare; approximate capacity 10 dwellings) This site is under offer to a care home operator who will no doubt be submitting a planning application shortly.
[redacted]	Without personal local knowledge it is difficult to comment. Where there is knowledge, the prime complaint is the density of the proposed development.. Brrownfield sites should receive priority.
[redacted]	Instinctively I have some concerns on proposed housing densities. No doubt these come from national recommendations as to what is possible but there is quite a lot of concern that we have got density and "room size" out of kilter with other European locations. Perhaps more justification needs to be given on the density proposals and in each location the amount of green space / recreation space to be provided by the developer or available close by.
[redacted]	We cannot afford to build any more housing within the town centre. In what is already a polluted town even the Government are suggesting that Nursing homes, Schools and Hospitals are not built on main roads. We have all of these currently in Farnham and we shouldn't be building any more that would increase traffic and thus pollution into our beautiful town.
[redacted]	Have you ever looked at Farnham from the air? It is primarily car park. This is valuable land that should be developed to great

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	effect for housing and to some extent businesses and not to put in a few restaurants as has been proposed at the theatre / day-centre site. Farnham should have outlying carparks possibly with park and ride and a strategy to reduce traffic through the centre.
[redacted]	The crondall lane site appears to have only one exit onto a very busy cut through lane. The number of additional cars from coxbridge development, crondall lane, East and South Farnham developments is a great concern, considering the high pollution levels that already exist in Farnham Town Basin. The Town will not be able to function with the increase demand, waitrose already struggles at peak times, delivery trucks frequently block lanes at critically busy bottlenecks, pedestrians are at higher risk. Without alternative road networks, I am struggling to see how this will enhance and let the town thrive?
[redacted]	I strongly object to the Question 25 of the questionnaire which requests opinions of only the sites which have been selected for development in the draft Neighbourhood Plan. The way this question has been formulated it cannot fairly draw out any opinion on possible sites which are not on the list. To make matters worse, as the likely situation when Waverley finalise their local plan is for 700 houses to be required on green field sites in Farnham and this list proposes 790, to assess whether to remove any one of the larger single sites from the list offered it will be necessary to have opinions on other sites not on the list. In particular the following sites – which were assessed 'AMBER' by Waverley's 'RAG' assessment – should be assessed: There are also a number of green and amber sites in Badshot Lea and in the present Strategic Gap * which could be considered, although we accept that some reduction is needed in selecting these sites because of the need for some continuing Strategic Gap protection. In particular both the Land West of Badshot Lea and that South of Badshot Lea are NOT in the proposed Aldershot Badshot Lea Green Belt. (*Land West of Badshot Lea (green) 140 (Waverley numbers); Stockwood Way (green) 60–80; East of Badshot Lea (amber) 30–40; South of Badshot Lea (500-850); Low Lane Badshot Lea(amber) (26-62))
[redacted]	Strongly believe brownfield sites should be developed before greenfield
[redacted]	Waverley Lane Fields should NOT be included in the 'suitable sites' list for the following reasons:- It is too far from the town to walk - even if this was possible. The Waverley Lane access road is narrow with poor visability. There are no footpaths. Over capacity road, (closed 20% of the day by the level crossing). Illegal levels of air pollution at level crossing. Presence of ancient woodland on site. Flood zone at the bottom of the fields. Insufficient infrastructure, including doctors and dentists. Pressure on school places. No more parking space at Farnham station for commutors. It is on the wrong side of Farnham - most employment is to the north of Farnham - an area that is already impossible to drive to during the rush hours because of the level crossing and Hickleys crossing traffic lights. Development would ruin the pleasant rural approach to Farnham from the south. The increased volumes of sewage would make the summer stink even worse. The water supply is already inadequate during the summer months.
[redacted]	The development of the majority of these sites would not, in my opinion, impinge greatly on existing residents as long as it was done thoughtfully. I believe we should take care re the land off Crondall Lane so that we ensure the Hop Fields are maintained.
[redacted]	Why is this list not more comprehensive? What about Waverley Lane? There are other potential sites.
[redacted]	Other sites for potential development should have been listed in addition to those above.
[redacted]	The Land at Hale Road, Farnham is deliverable and fits a natural continuation of the housing. They will also take down the

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	pylon.
[redacted]	Yes, Land at Lower Hale Farnham. I live near this site and there is already housing there so it makes sense. They are also going to bury that pylon. I looked into that and it costs over 3 million so if they are going to do it then it shall enhance the park and local area enormously. It will open up the sky line and make it a lot prettier. MY neighbours all want the pylon buried. This site MUST be on the neighbourhood plan and I cant understand why it is not. Everyone who drinks in the six bells pub wants the housing there and say it is going to make the area better as they will also provide a doctors or nursery. It is only a failing cemetery at the moment. Houses here will do a lot for the local businesses too and the hotel and restaurant is in danger of closing even though it is number 1 on trip advisor. It needs more people visiting it.
[redacted]	When I spoke to the developers when they came to speak to us and advertised for the site a while ago they said that they have their own SANG. This is very important.
[redacted]	The Land at Hale Road is one to consider. The one with the pylon over it.
[redacted]	The lower density quotas should be applied to all new large developments.
[redacted]	Rowledge submitted a plot (Land Registry SY134623) known as "The Nest" in The Long Road, Rowledge to the Neighbourhood Plan Team. The plot comprises 0.9 hectares (2.3 acres) with approximately 70m of frontage on to The Long Road. For some reason the plot was erroneously rejected from the list of acceptable sites on the basis of its size being less than 0.2 hectares. Please include this in the "included" list as it is owned by he community and its development will contribute to replacement of community facilities.
[redacted]	I am sure that there are other brownfield sites that haven't been included here. Greenfield sites are paramount to the character of Farnham and should NOT be built on, when there are other sites available.
[redacted]	Any large-scale development using either Wrecclesham Road or Crondall Lane for access would exacerbate the existing traffic problems experienced on these relatively narrow and heavily-used roads. Pavements are narrow, often blocked by parked vehicles and yet used regularly by school children. I cannot see how Wrecclesham Road in particular could be improved to cope with an increase in access traffic since all plans for a by-pass have been shelved.
[redacted]	As I just said. You cant just keep building up within the center. Let the town grow and develop. I am not commenting on the other sites as you have clearly focussed them towards the center and we all disagree. If you look at history then towns naturally grow and it works that way as it keeps the density at a fair level. The land with the burial permission at Lower Hale and the pylon over it showed an excellent solution and my friends and I thought that their presentation on site was excellent. You haven't even put it on here and it is the best site.
[redacted]	I feel the need for more housing is paramount - especially if they are lower cost properties.
[redacted]	There are other possible sites which should have been listed
[redacted]	I cant see the Lower Hale Burial Land on this list. They have done a lot in the community to show us how their building shall work and we approve of this. It should be on the neighbourhood plan.
[redacted]	Manley Bridge Road??
[redacted]	Ensure alternative access is provided...Biles and Walking infrastructure..Dual Use..SEtion 101 or equivalent
[redacted]	Land at Hale Road, Farnham is deliverable. It should be on there as it is a natural extension of housing but well screened.

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[redacted]	Do not build on Coxbridge farm fields
[redacted]	We need housing for the young people or they will have to leave Farnham. It's not good that those that live in large properties with space around them have such and prevent others from having reasonable housing.
[redacted]	If there are other sites available these should be shown. I am totally opposed to the development of the hop fields. Farnham is traditionally a Market town and the hops were an essential part of our history. the fields are part of our history and this lovely space should be retained to balance the inevitable need for more housing.
[redacted]	They can build on the Lower Hale burial ground so why not there. Why is the best one not included?
[redacted]	Why is the Lower Hale Burial ground not on this one. It is the site that makes the most sense.
[redacted]	Development on Coxbridge Farm, Alton Road would cause further flooding. Last years floods the water meadows did their job by keeping the flood water contained, if this land is built on we will end up with further homes and businesses being flooded. We should not put financial gain before peoples homes.
[redacted]	Badshot Lea has inadequate roads and infrastructure to support this level of development. The provision of public transport is poor and the land under threat of development is prone to flooding.
[redacted]	I really don't see how more housing can be beneficial to the Badshot Lea/Weybourne area? The traffic is awful/dangerous at school run times now, parents park dangerously and carelessly. I honestly can't see how we could cope with yet more traffic, parents picking up, let alone the schools having places to accommodate potential new residents.
[redacted]	Other sites outside the proposed boundary of Farnham should also be considered. For example the Village of Runfold. (a proforma has been completed and submitted)
[redacted]	Crondall Lane is busy enough already - it has not got the capacity for more houses, it would all grind to a stand still especially if the development by the Coxbridge Round about goes ahead - schools, doctors, the railway station, lack of buses, parking - will all become a nightmare.
[redacted]	Badshot lea could not cope with any building in this area. Increased traffic, little parking, loss of recreational areas, oversubscribed schooling & services.
[redacted]	Build within current footprint of town or between current residential areas and main roads e.g. Area between Badshot Lea and A31 or Coxbridge and A31.
[redacted]	How the additional traffic will be dealt with should be decided/planned for at the same time as any planning permission for a site is granted. Especially when bearing in mind pedestrians who have to cross the busy roads during peak rush hours.
[redacted]	Farnham cannot take new houses!
[redacted]	There are other possible sites which you should have listed
[redacted]	West of Switchback Lane, Rowledge, does provide a welcome island of open land, and enhances the amenity value of this rural lane. However, I believe that all areas within Farnham that can make a contribution without too much loss of character should do so. This area is well hidden, and relatively few will mourn its loss to development. Access will be a problem and will itself require some development effort.
[redacted]	I consider that the questions posed above have been selected so as to offer choices biased in favour of what the Council has already decided should be on offer. This is the question of most significance in the survey and there is no option to consider

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	all of the options available. The remaining questions are, largely, window dressing. This is a whitewash worthy of Soviet Russia or, more recently, Hongkong. You have a vote but only for what Big Brother chooses to offer you. As a consequence, I say, stuff your tick boxes.
[redacted]	This list seems biased towards building on North Farnham green field sites. Why are they not spread around Farnham? Could it be that the option in South Farnham have been eliminated because they are too close to the councillors homes that are responsible for this exercise
[redacted]	Land at Hale Road, east of Farm Park - this site should be included in the Neighbourhood Plan The recent exhibition showed an application for this site which appeared to be well thought through and sustainable, and could deliver much-needed homes in Farnham (I can not afford to buy here, and so have to commute from Northants and stay in hotels/with a friend during the working week)
[redacted]	It should not be within the built up area (or as little as possible should be in this area) there are better sites that fall outside the area for traffic etc. The land at Lower Hale, Farnham is a perfect site.
[redacted]	But wherever they are built we do need to sort out schools and Infrastructure FIRST
[redacted]	I was not going to take part in the survey as I am of the view that new houses are needed and the plans put forward by Farnham DC are probably a foregone conclusion. However, I live in Bullers Road, Weybourne and walk my dogs on the Weybourne recreation ground and the fields to the west of Green Lane each day. This morning was a particularly lovely one being frosty with a pink sky and I felt very sad about the proposed development of the land either side of Green Lane. I am of the view that such development would detract hugely from the rural character of Weybourne and would contradict the aim of avoiding a coalescence of Weybourne and Badshot Lea. It would also lead to Aldershot and Farnham becoming joined together as Badshot Lea is in fact now joined to Aldershot. I am of the view that development should take place on a small scale over a larger number of brown field sites or infilling. The land either side of Green Lane (save for the SSE site) has historically always been farm land and the proposal is for a total of 170 houses to be built on land which has never ever been built on before. I have no objection to the proposed development of the land next to Monkton Lane as it is not used recreationally and the allotment and school fields either side would still continue to contribute to the rural character of Weybourne.
[redacted]	Well considered and well designed schemes should be the norm not the exception. The onus should be on the developer/land owner to produce schemes that add value (in all its variations) to the local area. They should be site specific and suit the local vernacular - not just generic housing schemes that bear no relation to their surroundings. Where will the displaced sites relocate to eg. Garden Style - is there a plan in place?
[redacted]	I have to preface any comments regarding individual sites by objecting strongly to the imposition by central government of the requirement of Waverley to increase its housing stock by a massive one fifth , some 8,500 units , in a mere 17 years . I have commented on some of the smaller sites listed above . Of the larger sites I would regard development on the Crondall Lane r/o Three Stiles Road Hop Fields site as very regrettable for the reasons well set out by the North West Farnham Residents Association . It is a green lung for Farnham . At worst any development should be limited to the southern half of the site , leaving the northern part untouched . I am surprised by the proposal for the Coxbridge Farm site . Would this render a future western bypass impossible ? Whilst I could see some scope for some development of part of the site provison must be allowed

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	for a future possible western bypass .
[redacted]	NO MORE GRABBING EVERY AVAILABLE PIECE OF LAND FOR MORE HOUSES. WE HAVE ENOUGH IN THIS AREA AND THE INFRASTRUCTURE CANNOT COPE. RECENT HOUSING DEVELOPEMENTS WHICH HAVE BEEN APPROVED CLOSE TO MY LOCATION, HAVE DISREGARDED THE LOCAL RESIDENTS COMMENTS AND CONCERNS AND THE DEVELOPERS HAVE BROKEN MANY OF THE RESTRICTIONS PLACED ON THEM ANYWAY, WHEN THEY GET CAUGHT THEY JUST PAY A PENALLTY AND CARRY ON REGARDLESS
[redacted]	The land to the rear of Three stiles road is an important green space around a heavily polluted town centre. Building here will exacerbate the fumes in the centre and provide locals with less green areas for escaping to clean air and countryside which is in walking distance to the town. The view of the countryside from the south of farnham looking to the north will be affected too. The amount of houses proposed far exceeds the road capacity of the town.
[redacted]	There are plenty of other options in South Farnham but they have not been put forward and when did the hop fields become part of the Farnham built up area? You have changed designated areas of visual importance without discussion and make no reference to these changes. I started to answer the questionary and it soon became apparent that without that vital information my answers were the opposite of what I wanted to say. The process is inherently flawed and dishonest, you should be ashamed of your self's.
[redacted]	Allow Farnham College to build on will mean it will sell the remainder of its land so really I see the decision as all or none. Some of the other sites I've disagreed with seem to have no road infrastructure to support them or appear as isolated appendages not continuous to their community.
[redacted]	Other possible sites should have been listed. To resolve development issues Dunfolds is only option, a brown field site! Which will meet all housing short falls in all areas.
[redacted]	Although I am a resident of Weybourne, I do not have an issue with development within the local area. In fact, I believe that the land around Monkton Lane (David Lloyd leisure and treatment works) would be perfect as it has easy access and supermarkets/facilities nearby, without impacting on existing residents. However, this would be on the following provisos: 1. Expansion or additional infant/junior schools. The current Weybourne and Badshot infant schools do not have much spare capacity. This would need to be addressed before any development could go ahead. 2. Access would need to be via Water Lane rather than Weybourne Road or through Badshot Lea. In the case of the proposed development at Little Acres Nursery, a new access road would need to be built around the back of the village and Squires garden centre. The current roads are already a significant bottleneck around the traffic lights, and additional traffic would be unsustainable. 3. Improvement of local playground/park facilities.
[redacted]	Without detailed local know it is difficult to comment on each application. Attention should be focused on local reactions. On a broader issue, brownfield sites should receive priority and SANG capacity reserved for brownfield sites rather than dissipating SANG reserves in support of greenfield development.
[redacted]	No green spaces should be used anywhere under any circumstances until every last brownfield site is exhausted. There are plenty of small brownfield sites in the area. Better to develop 100 of these with 2 houses each than destroy a green space with 200.

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[redacted]	I strongly object to the Question 25 of the questionnaire which requests opinions of only the sites which have been selected for development in the draft Neighbourhood Plan. The way this question has been asked cannot fairly obtain opinion on possible sites which are included in Waverley's draft new local plan and thus in the consultation, but which are not in the Neighbourhood Plan list. To make matters worse, as the likely requirement for building on green field sites in Farnham when Waverley finalise their local plan is for 700 houses and this list proposes 790, to assess whether to remove any one of the larger single sites from the list offered it will be necessary to have opinions on other sites not on the list. In particular the following sites – which were assessed 'green' or 'amber' by Waverley's 'RAG' assessment – should be assessed: 10 Acre Walk Rowledge (amber) 30 – 50 (Waverley Numbers) Waverley Lane (amber) 190 Baker and Oates (amber) 50 Cedar House (Byworth Close) (amber) 32 Lavender Lane, Boundstone (amber) 72 Upper Old Park Lane (amber) 84 There are also a number of green and amber sites in Badshot Lea and in the present Strategic Gap which could be considered: Land West of Badshot Lea (green) 140 (Waverley numbers); Stockwood Way (green) 60 – 80; East of Badshot Lea (amber) 30 – 40; South of Badshot Lea (500-850); Low Lane Badshot Lea (amber) (26-62) Some reduction may be needed in selecting these sites because of the need for some continuing Strategic Gap protection but both the Land West of Badshot Lea and that South of Badshot Lea are NOT in the proposed Aldershot/Badshot Lea Green Belt.
[redacted]	Opposed to all development on most greenfield sites when capacity for 5000+ dwellings available at Dunsfold Park, a brownfield site Developing and improving the Woolmead is long overdue Access to/from the Farnham College site is not suitable
[redacted]	Other sites outside the proposed boundary of Farnham should also be considered. For example the village of Runfold. A separate proforma has been completed and submitted.
[redacted]	There are other sites which should have been listed.
[redacted]	a) is an ambiguous question. I do not support building within the NEW proposed built up area of Farnham. How did this NEW proposed built up area come about? I am not aware that Farnham residents have been consulted about it. I do not support the inclusion of the Hopfields within the built up area. I strongly object to this question as it requests opinions on only the sites which have been selected for development in the draft Neighbourhood Plan and does not include all the sites which were included in the consultation on the new Waverley Local Plan. The question is therefore biased since it cannot obtain opinion on possible sites which are not on the list. To make matters worse, as the likely requirement when Waverley finalise their local plan is for 700 houses to be built on greenfield sites in Farnham and this list proposes 790, to assess whether to remove any one of the larger single sites from the list offered it will be necessary to have opinions on other sites not on the list. In particular the following sites – which were assessed 'green' or 'amber' by Waverley's 'RAG' assessment – should be assessed: 10 Acre Walk Rowledge (amber) 30 – 50 (Waverley Numbers) Waverley Lane (amber) 190 Baker and Oates (amber) 50 Cedar House (Byworth Close) (amber) 32 Lavender Lane, Boundstone (amber) 72 Upper Old Park Lane (amber) 84 There are also a number of green and amber sites in Badshot Lea and in the present Strategic Gap * - which could be considered, although it is recognised that some reduction is needed in selecting these sites because of the need for some continuing Strategic Gap protection. In particular, both the Land West of Badshot Lea and that South of Badshot Lea are NOT in the proposed Aldershot/Badshot Lea Green Belt. (*Land West of Badshot Lea (green) 140 (Waverley numbers); Stockwood Way (green) 60 – 80; East of Badshot Lea (amber) 30 – 40; South of Badshot Lea (500-850); Low Lane Badshot

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	Lea (amber) (26-62) In answer to the question below: ALL other proposed sites are potential sites – especially those scored Green or Amber in Waverley's RAG ranking.
[redacted]	Land off Crondall Lane ("The Hop Fields") - part of this should be reserved for a new purpose built primary school - releasing the Potters Gate site for residential development.
[redacted]	There are other possible sites and these should have been listed.
[redacted]	The acceptance of numerous dwellings should be kept to an absolute minimum.
[redacted]	Crondall Lane is already a busy and dangerous road with too many cars driving too quickly. Adding to this via a long construction period and a site only accessible by causing a significant amount of disruption in the town would be unacceptable and would be a great risk to the health and safety of locals and children in the area, who walk to school at Potters Gate.
[redacted]	Strongly agree with brown field sites but do not agree with any green field sites. Why have you not clearly identified which is which. Yes there are many other sites in South Farnham which for whatever reason have not been included. The word on the street is that they are too close to councillors houses.
[redacted]	Some of the smaller developments of Wrecclesham Hill, such as Stevenson's Engineering would actually enhance the area. I've marked as strongly disagree due to the traffic nightmare that we have. But why Garden Style, Coxbridge, Three Styles? TOO MUCH!!
[redacted]	I understand there are a number of other possible sites why have they not been listed?
[redacted]	Yes, there are other possible sites for development - these should be listed and submitted for discussion
[redacted]	c) SSE Development potential would be too dense d) Farnham College. 15 dwellings on this site only acceptable if all units are small (1-2 bedrooms) e) Woolmead. Concern about Air Quality on this town centre site and adding to traffic congestion. Would need to be primarily small units i) Hale/Guildford Road. Concern about traffic congestion, given current problems with onstreet parking etc in the areal l) Demands for SANG offsite would be excessive. Would encroach on strategic gap. m & n) To develop all these houses on both sites would be excessive: much better have lower density on both,or to retain most or all of one site for SANG if feasible Remaining sites would all extend the effective built-up area of Farnham, and at Coxbridge and Garden Style would change the visual character of the approach to the town from the west and south. Traffic congestion generated from development at Three Stiles Road would be a problem. If all the brownfield sites in Wrecclesham and Weydon Lane were developed, the amount of extra traffic generated on the A287, given the impact of Whitehill/Bordon, then to build 70 more dwellings on the Garden Style site on top of the 80 on brownfield sites would be madness.
[redacted]	The Hopfields site should be protected and development refused to protect the future for the residents of Farnham.
[redacted]	West of Switchback Lane, Rowledge. I understand that planning permission for housing on this land has been rejected on previous occasion(s)? Presumably previous objections accepted by the Authorities in the past will still be considered in respect of the current planning request? Access to this site is from the main road (The Long Road) into Rowledge village centre. This main access road as a long straight stretch of road poses a propensity for vehicles/drivers tending to travel quickly. Further development on this land could lead to greater probability of accidents at the Long Road entrance to the village due to more traffic and pedestrian use,.to access the village centre. There is a significant stretch of road (the Long Road) with no pedestrian pavements that increases the risk of Road Traffic Accidents likely to involve pedestrians walking in the road to access the

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	village centre. Entrance from the Boundstone road may require changing the current public footpath use at Switchback Lane which would remove a walk facility from the village. The use of this land for housing would erode green open space that very likely adds to the well-being of walkers and householders overlooking the site.
[redacted]	Whilst I accept that housing needs to be provided some of these proposals are very large and do not seem to have any extra roads planned for them. Any large scale development close to or within the town will lead to even higher pollution levels (already illegal) and gridlocked traffic congestion. A large scale traffic management plan is required to get congestion out of the built up areas BEFORE mass development begins. A ring road or bypass north to south is needed now. If several hundred more households live within close proximity of the town centre how will the towns roads cope with the added congestion?
[redacted]	Any larger developments must have all infrastructure in place before completion, including provision for education and health care. The most appropriate way of increasing housing on a large scale is to create one larger development so that completely new infrastructure is laid on instead of overloading schools, surgeries, road and rail travel and all other services so that the plans for one large development in the Dunsfold area would be more appropriate . Smaller developments must also make provision for the extra loading on services.
[redacted]	There seems to be a proposal for 290 houses in Badshot Lea - which seems excessive for this area; what about schools and other infrastructure. Is the proposal to remove the shops from the Woolmead and replace with housing - do not agree if so. Having lost the Post Office and Shop from Folly Hill - I do not agree that the only Community meeting place in this area should be replaced by further housing. This is a prime site for a Public House and restaurant - nice and close to the Park and important to this area.
[redacted]	Traffic is terrible. Schools already at max. I have lived here for 20+ years and it's never been so bad as now. If building in the hale/upper hale area goes ahead I may be forced with regret to move away from a town I love. Please don't become another Woking
[redacted]	The sites have been identified with sensible principles applied. Land at Waverley Lane has clearly not been included because it is unsustainable for so many reasons.....overused B3001, congestion at station, schools all full, narrow lane with no pavement, too far from the town or any local shops. It makes sense to allow any development where there is access to the town and all the other amenities.
[redacted]	I would prefer much less development but if sites have to be found, the ones listed are well chosen. All sites should be preceded by a proactive survey and carefully considered design plan. Major developments should be planned with an organic road pattern rather than a series of cramped closes. There should be space between buildings and homes should have pleasant views. Good landscaping with grassed areas and tree planting must be incorporated to create a natural feeling environment. Scale and density should be kept in proportion to the surrounding area. There should be a variety of designs and building sizes, to create a feeling of natural organic development. The design of houses should be individual, avoiding the all too common 'developer's off the peg' range. Well designed terraced housing should be included, with a rhythmic pattern to each terrace (ie a symmetrical pattern with a central feature (look at Victorian terraces in Farnham south of the park). There should be a good variety of materials. Bricks and tiles should be carefully chosen to suit the Farnham colour palette. Yellow bricks and tiles, introduced to Farnham in the Victorian period) can be included. Sections of render on buildings create a sense of lightness and variety.

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[redacted]	Any buildings in the Wrecclesham Hill area will need DRASTIC improvements to the road
[redacted]	NO. Greenfield sites in the strategic gap area a 'NO-GO'
[redacted]	The Woolmead should remain commercial, no sites in what was the strategic gap. WBC LP 2002
[redacted]	Switchback Lane, on condition low density of 1 house per half acre.
[redacted]	NO
[redacted]	Badshot Lea should remain a VILLAGE and not merge into Weybourne, Aldershot or Farnham.
[redacted]	NOT the fields along Waverley Lane for reasons in answer to Q30 later below.
[redacted]	Q.25 Stephenson's Engineering Site - poor exit and entry position Land between Hale Road and Guildford Road - Too much in a busy area Coal Yard - Too much in poor area Land to the south of Monkton Lane - Another busy area
[redacted]	Why are the other possible sites not listed
[redacted]	Much of this is unlikely to be obtrusive in itself and will eventually blend into the built environment. Of much greater concern is the resulting extra traffic and lack of services such as schools, doctors, dentists and local shops for which there are no apparent proposals.
[redacted]	Most of the proposals are for modest developments, many without being in general public view. The proposal for Coxbridge Farm is vast. This is one of the finest approaches into the town with a strong visual impact. The WBC documents suggest that the proposal includes the farm buildings. Whilst I've been told they'd be retained I have my doubts. This field already has a significant run off onto the street near the farm when heavy rain falls, but nonetheless the land must soak up a great deal of it. If the fields are built over that water will all have to be piped away to the river, compounding the flooding already experienced just upstream of the town. This must raise the risk in the town. At this end of West Street there is no mains sewerage connection. The traffic on the street is already stationary for long periods morning and evening. There is no suggestion of any highways improvements to alleviate this. The development will have an adverse effect upon wildlife. We listened to the owls on that field only last night. They will be lost if over 200 houses are built there. I am currently looking out of the fields we've loved for over thirty years and cannot see them built over without complaint. I believe the Waverley Lane sites should have been included for comment and believe that there are others worthy of consideration in the WBC SLA
[redacted]	I favour the samller developments that will be better integrated.
[redacted]	Access problems to site and
[redacted]	...with the proviso of extra school places, general infrastructure and adequate parking at each development.
[redacted]	In relation to land off Crondall I disagree with this proposal as it will damage the setting of Farnham One of the unique characteristics of the town is the way the countryside sweeps down from the north (The Old Park) almost to the Town Centre and the views of historic Farnham, nestling in the valley of the Wey, makes its history clearly visible from the well-used public footpaths. The area is highly valued by local residents. It was for this landscape reason that the 2002 Local plan designated the area as one of Strategic Visual Importance (policy C5).. I would strongly object the inclusion of the whole of sites 573 and 727 in the Strategic Housing Land Availability Assessment (SHLAA) within the proposed town development boundary. The current application (WA/2014/1565) shows development on the flatter parts of this northern fringe of the Town Centre. Should a decision be made to allow development here, it should not include the more steeply rising parts of the

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	site north of the line of Black Poplars extended westward (including that to the rear of Three Styles Road). Should these unfortunate circumstances come to pass, I would strongly agree that SANGS should be adjacent to the developed area and argue that any SANGS should be outside the proposed development boundary.
[redacted]	The Society supports development on brownfield land, other than the Farnham College site proposal, which we believe is over development of the site. The Society opposes all development on greenfield land in Farnham, as Dunsfold Park should be used for this purpose. If greenfield land has to be used in order to comply with the Waverley Local Plan, it would not be appropriate for The Society to take a position on which sites should be used. We will leave it to our members to express their individual views.
[redacted]	There are other possible sites and these should have been listed
[redacted]	If houses need to be built they should be outside of the town due to congestion. A park and ride system should be in place. More parking is required at the station. How will the extra population be catered for with regard to schooling etc.
[redacted]	I support development on the brownfield sites listed, apart from the Farnham College site. This particular scheme represents over development of the site. I do not support any development on greenfield land in Farnham, as Dunsfold Park should be used to avoid the need for any development on greenfield land in Waverley. However I do understand why the neighbourhood plan may have to make provision for some greenfield development in Farnham in order to comply with the final outcome of the Waverley Local Plan. I strongly support the omission of "Land off Waverley Lane (Compton Fields)" from the list of sites included for housing development. This site is unsustainable and completely unsuitable for development.
[redacted]	This is an excellent plan. It fits the need for additional housing with sympathy for the town and its surrounds
[redacted]	How on earth can I make a comment about the above sites - I just do not have the time to evaluate each site - hence my blanket response - however any brownfield site above should be considered
[redacted]	Are the current housing applications, and new builds, counted towards the Government's demands for increased housing. Farnham's roads already are overcrowded, as are other services, eg hospitals, doctors' surgeries and schools.
[redacted]	I cannot comment on most of these sites as although I am aware of the general location, I am unfamiliar with specific locations. I'm sure a great deal of people filling in this questionnaire will be in the same position! However, as a resident of North West Farnham I STRONGLY oppose any development on the Land off Crondall Lane and behind Three Stiles Road. I have spent HOURS writing letters regarding these sites, so the Council is well aware of the reasons for objection by now! Also Farnham as a whole is full to bursting already!
[redacted]	Although I have agreed each of the sites listed (bar two) to ensure Farnham has a contingency of sites to comply with the Waverley Local Plan, I am opposed to all planning applications on individual `green field` sites until I am convinced that development on `green field` is absolutely necessary.
[redacted]	Land off Hale Road, Hale (east of Farnham Park) should be included in the Neighbourhood Plan as a site for housing. There is a proposal for around 220 homes, which looks to be well-thought through. For a green field site it is a good option as it's already very well-screened - currently you cannot see into it from the roads. Furthermore it is in a sustainable location - walking distance of the hospital/town/station and there are local shops at Willow Way and Heath End. As I understand it provides the required SANG, which many of the sites in the draft Neighbourhood Plan do not/cannot. It would have minimal

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	impact, but still provide a good number of the homes needed in Farnham.
[redacted]	not appropriate for me to comment
[redacted]	Brownfield sites are far more preferable to Greenfield sites albeit more expensive to develope, the extra cost is worth it.
[redacted]	There is land bounded by Weydon Lane, Talbot Road, Upper Way and Pilgrims Close that could be developed for housing - 20 to 30 houses?
[redacted]	Dunsfold Aerodrome
[redacted]	Within the constraints agreed there seems very few options available so all these potential sites should considered to meet the housing need.
[redacted]	This section of the survey sadly does not provide an adequate basis on which to make a properly educated judgement in my opinion. I am in favour of development wherever possible for reasons I have already stated elsewhere in this survey. However, on the assumption that 50% - 60% of the proposed developments listed above eventually go ahead (if not more), what is the impact on local schools, healthcare, roads, drainage, water supplies, rubbish collection, traffic patterns etc. etc? Surely these issues cannot be avoided and apologies in advance if this issue is dealt with at a later stage of the survey.
[redacted]	Qs 25, 26 and 27 - All house building should stop around Farnham until it can be proved that SANGS work
[redacted]	See comments to Q30 relating to Waverley Lane fields.
[redacted]	We strongly object to any development around Switchback Lane. The proposed land is a greenfield site and any development would have a large impact on traffic where the roads are already unsuitable for any increase in traffic. This is also an area which could be considered as part of the Surrey Hills AONB (close to 10 acre wood). Any development in the Switchback Lane area would extend Rowledge further and increase pressure on Rowledge Primary School and road traffic - both of which are already at capacity levels.
[redacted]	The concentration of sites in the Weybourne/Badshot Lea area takes no account of existing planning applications in the area and it's impact on the currently oversubscribed infrastructure, such as water supply, sewage, groundwater run off, schools, dentists, doctors or open space for recreation.
[redacted]	I do not believe that alongside other traffic proposals that the land off Crondall Lane should be used whatever spin Wimpey Lawyers put on it.
[redacted]	My agreement is provisional for all these sites that the Town's infrastructure can accommodate the increase in the local population.
[redacted]	You need to be careful that the sum total of all these developments does not push the town further towards the creeping urbanisation we see in much of the rest of Surrey and the nearby parts of Hampshire. I wouldn't want the town to end up like Woking or Camberley, nor Aldershot/Farnborough. Keeping some large green areas close to the centre of town seems to me to be one way of maintaining the distinctive character of the town, which is why I do not support housing in the area off Crondall Lane and behind Three Styles Road and am ambivalent about the Coxbridge Farm proposal.
[redacted]	I strongly support the fact that the Waverley Lane Fields development is NOT on the included list for permitted developments. The proposed development there is a significant distance from the centre of town and will result in a huge increase in traffic. At present Waverly lane cannot support the amount of traffic the local schools and housing generates.

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	Tilford Road is constantly blocked every day . Abbotts Ride is used as a 'rat run' by school traffic to avoid Waverley Lane congestion and there is simply no way it could support an increase of more traffic. South Farnham school has no parking on site so for local houses the end of school time means cars everywhere and traffic jams in all directions. There are also no pavements at that end of Waverley Lane making it very dangerous to walk along the narrow country road.
[redacted]	Whilst I know this is a 20 year proposal, I find the numbers really frightening and dread to imagine the effect these extra homes will have on our roads, trains and other infrastructure.
[redacted]	Too many houses planned for the present roads. Fewer houses may be a possibility at Garden Style.
[redacted]	Generally I feel that too many houses are planned for the possible sites because of the infrastructure and with roads already trying to use the existing roads. Not only will the area become too crowded but it will no longer be a pleasant place to live, both for existing and new homeowners.
[redacted]	All new developments should be expected to finance all their impacts on local infrastructure - all roads, schools, amenities. Where land already has a closed use for industry or housing, then development should be more likely. A change from open use, or open aspect, should only be allowed if it gains for the surrounding residents. Development for gain for individual's should be lessened by expecting the development to pay for increased infrastucture
[redacted]	Houses at Coxbridge farm should only be built when the road network has been improved to cope with the extra traffic
[redacted]	Page 46 draft report and Appendix I (j) reference to Coal Yard, Wrecclesham Hill. This is inaccurate and conflicts with the map as Coal Yard site off the Street, 6 The Street, Wrecclesham. It is therefore misleading as it might be interpreted as outside the Conservation area and should be corrected. (see the Local Plan reference ELR ID 145) However, Garden Style above is in Wrecclesham Hill. The Town Council should not support smaller than 10 units unless there is a strong reason e.g. an eyesore on the approach to Farnham which would be better developed . I therefore support Stephenson's Engineering Site, Wrecclesham Hill (10 dwellings). Similarly the Dairy, Weydon Lane close to houses and boarded up for years (15-21 dwellings). The higher figure was in Farnham Herald 28 November 2014.
[redacted]	Farnham roads cannot cope with the traffic now, so what will be done to cope with all the extra traffic from the houses you intend to build?
[redacted]	Any potential development around Wrecclesham area would require major road improvements.
[redacted]	My main suggestion would be to bulldoze the Woolmead and develop a sympathetically styled but modern environment on that land. Any Bagshot Lea development would need to consider a) flooding and b) the poor road system in that area.
[redacted]	The infrastructure could not support development of that magnitude off Crondall Lane. Too big.
[redacted]	Please see previous comment about houses being well designed and something that people will still want to live in in 200 years time
[redacted]	I am pleased to see that no mention is made of the Compton fields on Waverley lane to the South East of Farnham. They are totally unsustainable as land for houses. The road is inadequate and the bottle neck of the level crossing will lead to traffic jams and increased pollution.
[redacted]	The transport infrastructure in Farnham and the surrounding area is already overloaded, there are frequent queues of traffic in the town, along the A31, around the station. Building more houses will only make this situation worse. No more building

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	should be contemplated in Farnham or the surrounding area until solutions have been identified to remove the traffic issues, such as placing the railway in a cutting to remove the level crossing, putting the A31 in an underpass at the junction with Station Hill, providing an underpass/flyover for the A31 at the Shepherd and Flock roundabout.
[redacted]	Any developments which would increase traffic along Wrecclesham Nill should be avoided.
[redacted]	Run out of space so continued at 55.
[redacted]	Garden Style,
[redacted]	25. 1 2
[redacted]	We must not destroy the green belt or areas of landscape value
[redacted]	See q55
[redacted]	I do not have a detailed knowledge of all the area mentioned so cannot comment.
[redacted]	see Question 55
[redacted]	Could not comment on most of these as I do not recognise the locations
[redacted]	Coxbridge farm best option: see section 30 for comments
[redacted]	attention to traffic access to all these sites would have to be addressed.
[redacted]	No more house in or around Farnham
[redacted]	St George's Road even without any of the proposed dwellings at peak times is at capacity.
[redacted]	More affordable housing needed for first time buyers plus elderly residence.
[redacted]	No comments
[redacted]	.
[redacted]	I have concerns over traffic implications of the Garden Style and Three Stiles Road developments.
[redacted]	I am not in favour of building on the edge of Farnham and extending its spread in that way.
[redacted]	Had to delete comment to continue this comment section not working properly!
[redacted]	Unfortunately I am not familiar with all areas.
[redacted]	Moor park / South Farnahm (Waverley) / Compton Way & Rowledge
[redacted]	N
[redacted]	None
[redacted]	Badshot Lea does not have the infrastructure in place for such developments
[redacted]	See below
[redacted]	A 325 Wrecclesham road is already overloaded and cannot absorb further traffic
[redacted]	Already too many houses in North Farnham
[redacted]	I have said I agree to all areas being used as the need for additional dwellings is high and urgent
[redacted]	Wrecclesham bypass is only answer. 4 developments in wrecclesham?????????
[redacted]	Cannot comment without knowing WHAT type of dwellings proposed.
[redacted]	Any application for development off Waverley Lane should be turned down.
[redacted]	Dunsfold aerodrome, other brownfield sites

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[redacted]	The Switchback Lane site has similar issues to the Gardeners Hill Road site.
[redacted]	These would be more favourably viewed if there were fewer proposed dwellings per site
[redacted]	This will not work long term
[redacted]	South Farnham, Old Compton Lane, The Bourne, Frensham, Tilford Road, Waverley Lane
[redacted]	None to our knowledge
[redacted]	Langham Court, Ridgeway Road.
[redacted]	coxbridge farm and crondall lane-- too many hoses proposed
[redacted]	In general far too many dwellings per hectare
[redacted]	Any Badshot Lea development has the problem of insufficient local school places and other facilities
[redacted]	None
[redacted]	No development on flood plains
[redacted]	Small houses 1 and 2 bedrooms NOT 3 to 5
[redacted]	Land SE Badshot Lea off St George's Road. Building on this land is ridiculous because: A) this land is on the verge of a flood plain floods in wet weather and it had a lake completed with ducks last winter. It would need expensive filing before houses could be built upon it. B) This land is adjacent to a very narrow busy road and is on a bend. The footpath is already dangerously narrow as cars are park near Low Lane, there is little access on to St George's Road from this land. Again expense is involved as the development must contribute towards appropriate measure to assist walking, cycling, public transport and highway improvements. Before building plans begin traffic wold need to be counter as people journey to and from work. Access could also cause problems to emergency services such as doctors ambulances, police and fire engines. Lack of parking would also be a serious issue. C) Service: 70 houses would mean density of buildings and would need to be either adarter homes or new homes for young families. The local school at Badshot Lea is at full capacity and Heath End School will be full next year. This would mean adding buildings on school playing fields which is most popular with our government, also Ofsted praised Badshot Lea outdoor classroom. Hopefully the children will not lose this valuable teaching area. There isn't much room for building extra buildings at Heath End School as it shares land with William Corbetts and Weybourne Schools. D) Overshadowing and loss of light to homes in St George's close. E) Land almost facing this field had archaeological finds a few years ago. could this also be true with this land? F)This land is bordered by beautiful oak trees and is home to deers, foxes etc. we even had arctic terms in the winter of 2011 and 2013 preceding snowfall.
[redacted]	SAFETY on the roads is all important where roads are already congested and at risk, increase density of housing WILL cause a problem. Services - water, sewage, access etc. MUST be taken into account as well as national drainage of rainfall.
[redacted]	Waverley Lane fields are not included in the "suitable sites" list. There are very good planning reasons- such as distance from the town, and distance from shops, road is very narrow, poor viability, flood zone at bottom of fields, insufficient infrastructure, level of air pollution at level crossing are illegal, presence of ancient woodland on site, pressure on school places, not footpath along road, over capacity.
[redacted]	OVER "development" of existing houses thus changing the look and crowding other existing properties should be stopped. It devalues others properties and look most unsightly when extension affect the neighboring detached houses - building up to the

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	boundaries, encroaches others views from windows etc. However in Farnham town centre developing existing buildings in an interesting and creative manner could enhance the town and add one of 2 bed properties to the landscape of existing buildings. I would like brownfield sites to be re developed in Farnham to add to a infant, young and exciting heart to the town generating energy from the local University of Creative Arts. It would be very sad if Farnham became "a hub" for care homes and warden assisted residents and developments - we have enough already - and flats. Attractive housing for the older population would be preferable and keep the appearance of a smart and attractive town. The arts and especially crafts should be incorporated into all areas where ever possible with interesting statues and wall plaques and any opportunities taken to make the town visually smart and beautiful. Farnham is an exceptional lovely place to visit and live in - Please cherish and take care and respect and enhance what we already have.
[redacted]	Ref. fields at top of Waverley Lane. There is a part of me that wants to believe that good snes will prevail but another part that thinks it may all be rain. Whilst accepting the real need for new homes especially for these embanking onto the housing ladder, if it is a a price that will negativity impact on all concerned, there appears to be no benefit for anyone other that the profiteers, who, like politicians will promise the earth in order to get what they want and then move on. Those left behind will be left feeling frustrated let down and in some/ most caes angry that their voice wasn't seriously considered. Contemplating building large quantities of houses uin areas that can in no way support or sustain them seems ludacris. Farnham is going to become smewhere that people will want to leave always supposing they can get onto our already congested road system, which can gridlock at the slightest hiccough. If the area around the station can come to a grinding halt now, how will building in excess of 190 new homes (?380 cars +) be a benefit?
[redacted]	All new housing should have a south facing roof to accommodate solar panels, this or ground source heating to be a requirement of granting planning permission. Developers should be required to conform.
[redacted]	The fields in Waverley Lane are NOT suitable for development. The B3001 is already far too busy cars and lorries drive too fast, and the road is narrow and winding in places. Three schools in the area mean congestion morning and evening, and the level crossing at the Farnham end of Waverley Lane means that the road is CLOSED for 20% of the day. Schools are full, with no spaces for more children from new homes.
[redacted]	Realistic number of car parking spaces for both occupants and visitors should be provided on any new development - even if volume of accommodation is reduces as a result. No more garden grabbing - Farnham suburbs biggest problem.
[redacted]	From what stats does WBC calculate predictions of housing requierments for the borough and especially the large number of houses allocated to Farnham? The economy of numbers quoted needs examining before decisions on housing developments are made. Infrastructure must be taken into account. Farnham Town cannot take a huge increase in traffic and children generated by the numberof proposed "dwellings".
[redacted]	I'am please to note that the Draft Neighbourhood Plan does not include the fields on Waverley Lane. I ojected to the proposal when it was included in the last survey consultation in 2012; my Comment form were submitted with drafted names for my objection which, if anything last become most profoundly ant over the intervening years for the record my summary of new commercial Environmental issues: air quality lost of ancient too modern and include growth, water diversity. Infrastructure: The danger of pedestrian on a very busy road. The density of traffic on Waverley Lane due to 3 schools the hospice and retiring homes plus morning and evening commuter traffic to and from Farnham town council and the railway station the level

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	crossing is difficult now. Overloaded schools: South Farnham and St. Polycarps are full! and the secondary school - Weydon and All Hallows are crowded. Pat Run: The contribution of the c.150 houses with the density traffic line rat-run to the station settlement and the approached to the survey and form rest with this result in even more danger to the residents but also increase air pollution.
[redacted]	The recent introduction of 3 storey town houses in new developments is particularly inappropriate. These buildings are often used and face existing 2 storey dwelling giving an imposing and loss of privacy. Why are there no proposal for bungalow developments? As [people get older and couples are living in large 3/4 bedroom houses many would gladly switch to a 2/3 bedroom bungalow thereby yielding the existing dwelling to the next generation of growing families.
[redacted]	See my comment overleaf. Too many extensions increase the size of houses beyond their plot's intentions and too many front gardens destroyed to house unnecessary "Jeeps" !
[redacted]	No development greater than 10-15 houses should be permitted in Farnham. All larger development and all social housing should be situated in Dunsfold or Bordon.
[redacted]	Proposal need to ensure adequate and realistic parking for both residents and visitors i.e. more than 1 parking space for a 2 bedroom house etc.
[redacted]	Farnham town council has put a lot of effort into preserving the character of the built environment by writing Design Guidance. However, FTC does not have the authority/remit to oversee construction following planning permission. So, no matter what is approved on paper, WBC then allows the property developers to amend/change the development during construction. FTC should become the planning authority for development in Farnham, not WBC
[redacted]	Housing development should not exceed the capabilities of the existing services. Good parking and access for vehicles is important.
[redacted]	1. Why has WBC attracted such a reputation of being obstructive in handling planning applications? I have personally experienced this, being forced to incorporate a dangerous alternative to a very reasonable application submitted. 2. I totally approve of exclusion of Waverley Lane fields from 'suitable sites'. Infrastructure is totally inadequate, pedestrian facilities are non-existent beyond Abbots Ride, at Farnham Station road is closed sometimes 20% to 25% in an hour. this combined with chaotic Station Hill and in part irrational control of the bypass traffic lights prohibits any development that would increase Waverley Lane traffic. 3. Pollution at level crossing is illegal. The PH there does not appear to be vibrant - what about compulsory purchase to facilitate a roundabout which would improve flow and give the A road priority?
[redacted]	1. All large development should have monition and affordable housing. alternatively payment "in lieu"by developers should be "earmarked" in development and affordable housing in Farnham. There should be a requirement in WBC to report how developers contributions are being used. 2. Priority should be given to developing sites with easy access to bypass without needing to go through town or station crossing, e.g. West Street, Wrecclesham.
[redacted]	Urgent need for cheap/rented housing
[redacted]	Please consider the occupancy of flats, premises above shops in Farnham as possible residential property. Has a survey been carried out on the vacany: dereliction: occupancy ratio of such properties>?
[redacted]	continued from question 30. No footpaths or street lighting it is a country lane at this point. The southern field is prone to

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	flooding, due to the presence of the Bourne Stream and has the sewage pumping station on its boundary with Monks Walk. These sewage works are already at capacity. At the north-eastern end of Waverley Lane the traffic and air quality problems, associated witht he level crossing and Station Hill, are well known and documented.
[redacted]	Many examples of recent building (Lion & Lamb, Upper Church Lane etc) sows what can be achieved.
[redacted]	See the comment above.
[redacted]	What is needed is more suitable housing at affordable prices for Older people to move to free up family homes. Once people live in Farnham they don't want to leave - and so many are in large family houses when they retire. This is because there are not many bungalows, smaller hues at a good price. This is what is needed to free up existing family homes for families. We don't want large developments of sustainable housing as Farnham is an exclusive area - not a new town. We don't want to change the make up of the place. To be honest all that will happen is that illegal immigrants will move in and expect free housing and that is not what the identity of Farnham is about. It should be retained as a English market town and not a place with subsidised housing - other than for hard working, tax paying people that want to get onto the property ladder, families and for the older generations of Farnham that have lived here for many years and want to stay here. Someone said to me the other day, there are plenty of places in the country where people can live, it isn't about ensuring that everyone wants to suddenly move to Farnham - we have that demand already, its about managing that and using the housing we already have in the right way by enabling the younger generations of existing residents and older residents to have the right houses so families can buy there houses. Its not about building New towns on the edges of Farnham as it currently exists
[redacted]	Need starter homes of good design and build
[redacted]	The waverley lane fields should not be included in the "suitable sites" list. This is for very good planning reasons, such as the distance from the town; distance from shops; narrowness of the road; poor visibility; no footpaths; over capacity on the road (closed 20% of the day due to the train crossing); illegal levels of air polution at the train crossing; presence of ancient woodland on site; flood zone at the bottom of the fields; insufficient infrastructure;pressure on school places.
[redacted]	We reall yneed to try to protect our lovely town whilst also offerign housing for the future people of Farnham but not at the expense of Farnham.
[redacted]	Don't block out modern extensions as they can be quite different from the criteria above but still be very appropriate
[redacted]	Over-reliance on proposed housing in Weybourne and Badshot Lea, where schools are full and roads, particularly Badshot Lea Road and Lower Weybourne Lane, are already burdened by heavy traffic at peak times such tat it is not always possible for residents to drive from their properties during this period, owing to congestion where they would join those roads. This will tail back further and clearly effect a greater number of residents. Strategic Gap preservation and avoiding building on areas prone to flooding essential. Services and infrastructure of area insufficient for community already.
[redacted]	I am pleased to see that the fields on Waverley Lane have been excluded from the sites that are considered suitable for development, as it is so clear that that are entirely unsuitable, especially due to insufficient road for additional traffic of this scale , and the detrimental effect it would have on the queues at the level crossing
[redacted]	I SUPPORT THE FACT THAT THE WAVERLEY LANE FIELDS ARE NOT INCLUDED IN THE "SUITABLE SITES" LIST . WALKING SHOULD BE ENCOURAGED ABOUT THE TOWN AND IT IS A LONG WALK FROM THE SITE TO THE

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	TOWN AND IT'S SHOPS AND SCHOOLS. THE ROAD TO FARNHAM IS NARROW,HAS POOR VISIBILITY AND HAS NO FOOTPATHS AT THE LEVEL CROSSING THE ROAD IS CLOSED FOR ABOUT 20% OF THE DAY TO ALLOW FOR TRAINS TO CROSS FROM/TO THE RAILWAY STATION. DUE TO TRAFFIC QUEUES THERE ARE ILLEGAL LEVELS OF AIR POLLUTION AT THE LEVEL CROSSING THERE IS THE PRESENCE OF ANCIENT WOODLAND ON SITE; THERE IS A FLOOD FLOOD ZONE AT THE BOTTOM OF THE FIELDS.
[redacted]	Farnham is not typically an area with affordable housing. For better or worse, this is part of the character of Farnham and makes it a special and pleasant place to live. Affordable housing is readily available in Aldershot and Farnborough, and public transport is available between these. It is not necessary to try and redefine the economics of the local housing market by cramming small, cheap houses in a beautiful area (as was allowed to happen on the old Toyota Garage site in Lower Bourne).
[redacted]	Staggering to think of the process you have to go through to get one small new window or extension on a property (although I do believe strongly that each alteration should be looked at and approved by not just the property owner!) yet the 'feel' of the town centre can be drastically changed by a new shop appearing which is not in keeping with the character of the town ... in case you haven't worked it out its Poundland ! and in such a prominent place. How was that allowed to happen?
[redacted]	There is no mention in the Neighbourhood Plan of meeting the needs of those who cannot afford very high prices by ensuring the provision of affordable housing. (Whilst this is strictly Waverley's responsibility the draft plan does include some other areas where Waverley do have the primary responsibility). The plan should aim to ensure that sufficient of the affordable provision is for 'social housing' (council or housing association or similar) rather than just part-own part rent schemes.
[redacted]	There should be something on affordable housing
[redacted]	Nothing on the need for affordable housing has been included
[redacted]	FARNHAM AND THE SURROUNDING AREAS CANNOT SUPPORT ADDITIONAL DEVELOPMENT WITHOUT SUBSTANTIAL IMPROVEMENTS TO THE BASIC INFRASTRUCTURE. Traffic congestion, air pollution from traffic, overstretched sewerage facilities, low water pressure, insufficient school places within a reasonable distance and full local schools all attest to the fact that the infrastructure has to be substantially improved and extended BEFORE any significant development takes place. The Waverley Lane fields are not suitable for development. The fields are too far from the shops for people to walk and carry back their shopping. They will use their cars which will further exacerbate the traffic congestion and pollution at the level crossing which is ALREADY at intolerable and illegal levels. The Waverley lane is too narrow to carry additional traffic and the school traffic renders the road impassable already. The fields contain ancient woodland which we need to preserve, the Waverley lane floods regularly at the level of Waverley Abbey, cutting off access to the fields from one direction and the Wey floods at the bottom limit of the fields. Altogether a thoroughly unsuitable site for development.
[redacted]	Why does planning discourage one-off builds in gardens which are less intrusive and result in better designed houses than the future slums erected by developers such as Charles Church and others
[redacted]	To be considered on individual merits
[redacted]	More development for the younger generation

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[redacted]	No more five bedroom housing but more homes for young people
[redacted]	Social housing and nursing homes should be in or on the immediate outskirts of the town to facilitate access to the town for residents, visitors, medical staff, bus routes.
[redacted]	Get on and build East Street development - difficult to assess impact of other possible sites until impact of East Sreet development can be seen
[redacted]	Farnham and the surrounding areas are already unreasonably congested, resulting in traffic congestion, air pollution, pressure on school places, and pressure on sewerage facilities and water supply (inadequate pressure). I am not against new development "per se", but an increased population requires that prior to new housing the basic infrastructure be substantially improved. I refer to roads, water supple, and sewerage. Once these matters are dealt with we can consider additional housing and where it should be located. Specifically, the Waverley Lane fields are an unsatisfactory site due to EXISTING UNACCEPTABLE LEVELS OF TRAFFIC CONGESTION AND DELAYS, AND ILLEGAL LEVELS OF AIR POLUTION AT THE LEVEL CROSSING. The fields are too far away from the town for new residents to walk into the town centre, they will therefore add very significantly to the already existing problems. Added to the fact that the area contains ancient woodlands, and the river Wey floods at the bottom of the site and across the Farnham to Elstead road at Waverley Abbey, it is clear that this site in particular is quite unsuitable for new development. There is also extreme pressure on school places with children living in the area unable to get a place in their local school. We must deal with basic infrastructure FIRST.
[redacted]	The insistence on a given proportion of affordable housing distorts the planning process, it distorts the makeup of a development by creating an unnatural mixture of properties, and it distorts the social cohesion of the community. Any property built is affordable - Developers will not build anything that is unaffordable!
[redacted]	Smaller affordable units should be maximised, not a token amount. And should be spread throughout area. Larger posh homes in the Bourne do not do anyone any good.
[redacted]	Adequate car parking must be provided so that even more cars are not parked outside on the existing roads, which would only add to the existing traffic flow problems in the town
[redacted]	I support the fact that the Waverley Lane Fields are not included in the suitable sites list for the following reasons: A development on this site would significantly increase traffic congestion on Waverley Lane and Tilford Road, particularly at the level crossing. The road is relatively narrow and already closed by the level crossing for 20% of the day and there is no obvious way of mitigating this bottleneck. Levels of air pollution there are already high and would increase. There is insufficient infrastructure to support a large development, especially re school places. The site includes ancient woodland and there is a flood zone at the bottom of the fields.
[redacted]	The answer to the questions and too many other in this questionnaire seem to be obvious and designed to support a desired conclusion but answered in the affirmative lead to a staightjacket being imposed on design and the evolution of Farnham.
[redacted]	Spacing between buildings very important. I have noticed recently two examples of space between buildings being too tight - one is an extension, the other a rebuild. Both look crowded and are not in harmony with the area - it should be avoided in future. We should not be afraid to include a few very well designed modern buildings in the right place in Farnham - for example the UCA (in particular the James Hockey & Foyer Galleries) sit well in that part of Farnham.

Comments in relation to Housing	
Respondent	**Representation**
[redacted]	Very pleased that Waverley Lane fields are not in the 'suitable sites' list for very good planning reason as I have mentioned in previous surveys. The road is very narrow at the fields and already carries a large volume of traffic into Farnham and then struggles to get over the level crossing. High pollution levels at the station and in Farnham. The infrastructure is already overloaded, no school places, doctor surgeries full as dentists and utilities also at full capacity. Wildlife will be destroyed as will hedges and woodland. Flooding is also an issue. No footpath and quite some distance from local shops.
[redacted]	Housing = Cars = Pollution = ?
[redacted]	The fields in Waverley Lane should continue to be protected as these are ancient woodland and contain veteran trees which are protected by planning law. There is also insufficient road and footways to deal with additional housing and the area would be affected by illegal levels of air pollution at the level crossing. The general infrastructure in the immediate area is very overstretched. Traffic and parking for existing residents and schools are already at critical levels and cannot cope with any higher volumes.
[redacted]	N/A
[redacted]	Nothing on the need for affordable housing has been included.. I am aware that Farnham may have to follow Waverley's 'rules' on this - but this is also the case for some other items included in the Draft Plan and so I would expect the Neighbourhood Plan to cover the issue.
[redacted]	I support the fact that the fields in Waverley Lane, bordering open countryside is not included in the suitable sites list. It should not be built on because the road is very narrow, will lead to traffic holdups at the level crossing - currently 20% closed already, cause light pollution to the antient woodland, near a flood zone, no infrastructure - the sewer pumping station in the area has reached its capacity, high pollution levels at the level crossing, no places at the local schools. A big blot on the landscape approaching an area of outstanding natural beauty. Farnham Urban Council promised that no further development would occur in the adjacent fields when permission was given for the construction of Abbots Ride in 1957.
[redacted]	I have spoken to local elderly residents and some would like to be able to downsize into either sheltered or smaller flats, but remain living in the village they were born in and I feel that it would be commendable if they had this option. It would be unfair that strangers would be given the priority to move into new developments, before the local residents. Could they be offered first refusal on new developments? I strongly believe that any new developments on greenfield sites should retain the nature of their surroundings and not just become another housing estate. Hedgerows and trees should be kept and trees be added throughout the estate to maintain a country feel and to sustain the current wildlife, with natural borders to the developments, together with footpaths and cycle paths. Roads should be wide enough to park, turn and to allow for the easy access of the Emergency services and Council Disposal vehicles. Houses to be only up to first floor level, so not to dominate the landscape. There should be enough parking on site to cope with at least two cars per household plus extra for visitors parking, so as not to encroach onto the streets of the village which are already busy with parked cars. Properties on the edges of a new estate should not encroach onto the privacy of the current surrounding properties and vice versa. It would be preferable if the design of the new housing is in keeping with the design of the older, original properties of the local community rather than a completely new design which bears no relation to its surroundings. Close communication between Developer and local community.
[redacted]	In fill in existing build up areas should not rule out innovation in use of height and structure to increase density.

Comments in relation to Housing	
Respondent	**Representation**
[redacted]	Waverley Lane Fields - I support the fact that these are not included in the 'suitable sites' list for many reasons including: Illegal levels of air pollution at the level crossing Traffic levels are already excessive in Waverley Lane and adjoining roads Insufficient infrastructure Pressure on school places Narrow road Etc, etc
[redacted]	None
[redacted]	I SUPPORT THE FACT THAT THE WAVERLEY LANE FIELDS ARE NOT INCLUDED IN THE "SUITABLE SITES" LIST. It would not be suitable for development as the access to main roads and the town is poor. Waverley Lane has a huge problem with congestion especially at school run and rush hour times. The road is narrow, with no footpath for a large distance, and there is already unacceptably high levels of pollution at the level crossing. It regularly takes 20 minutes to get from Waverley Lane to the a31 because of the level crossing and at school times takes even longer. There is also insufficient infrastructure, especially on schooling in the area. There is a presence of ancient woodland, which must be protected and some of the site is a flood zone.
[redacted]	see comments in 25 above
[redacted]	The Waverley Lane Fields should not be included in the "Suitable Sites" list for very good planning reasons, including the over capacity of Waverley Lane, it is closed for 20% of tye day due to the level crossing at Farnham Station, the already illegal levels of air polution near the level crossing, the ditance from the town and shops, the narrowness of the road, poor visibility and no footpaths, the presence of ancient woodland on the site, the flood zone at the bottom of the fields, the lack of suuicient school places and the lack of infrastucture.
[redacted]	Question 26 Not if they involve garden-grabbing. Housing mix should be driven by local need, not developer preference.
[redacted]	We all have a right to privacy and any development should respect that.
[redacted]	Of the list of potential sites for development I am pleased to see that the fields either side of Waverley Lane, South Farnham have not been included as they are clearly not suitable for the development that Waites are trying to push for. This site is not suitable for development as it would overload the infrastructure of the existing nearby houses which have antiquated overhead power cables, which fail often during extreme weather, no mains sewage and the level crossing junction at the Farnham end is already backing up at peak times.
[redacted]	The fields at Waverley Lane should not be included in the suitable sites list. This site is in an area where there is already pressure on the roads, which are frequently gridlocked into the town. The site is too far from the town for the residents to walk to the shops and schools, and would increase the traffic, causing additional pressure on the roads leading into the town. The schools in this area are also over subscribed. The site is located on a narrow road, with poor visibility.
[redacted]	Privacy at the cost of light and space is not an appropriate option. Hdeges that are likely to grow to great height should be disallowed.
[redacted]	I welcome the fact that the fields on either side of Waverley Lane, beyond Abbots' Ride, are not included as an option for further development, given the inadequate transport infrastructure and the extreme pressure on schools in the area.
[redacted]	Many older Farnham residents are looking to downsize, thus freeing up their larger homes for families. They should be encouraged by building smaller homes (with some garden space) in the town centre. Also many bungalows are given permission to extend upward, and there is now a shortage of single story homes in the area.

Comments in relation to Housing	
Respondent	**Representation**
[redacted]	Do not allow extensions just because lots of the neighbouring properties have extensions. It just makes the street scene even worse and does not give proper attention to los of light and spacing between properties etc.
[redacted]	The fields either side of Waverley Lane should not be included for development as they are naturally part of the rural area surrounding Farnham and should be included within the Green Belt. They are completely unsuitable for development for reasons of existing traffic congestion and poor air quality, lack of school spaces amongst many other reasons.
[redacted]	Why do we ignore co-operation between Waverley/Farnham and East Hampshire when considering how to meet central government inspired demands for new housing. This is wrong. Farnham and Bordon have a common interest in improvement and development of the A325 corridor between Greatham and Wrecclesham, including a Wrecclesham Relief Road - first proposed in the 70s. There seems to be no single place where this wrong thing can be properly called wrong. Much of the relevant land is owned by central government.
[redacted]	More emphasis on affordable homes for younger people and first time buyers should be a high priority as many young people have to leave the area as they have no hope of renting or owning their own homes.
[redacted]	The criteria in 29 are not the only requirements for extensions. We do not wish to see bungalows turned into larger houses for instance.
[redacted]	I support the fact that the Waverley Lane fields are not included in the suitable sites list for the following planning reasons: - Distance from town - Distance from shops - Narrowness of road - Poor visibility - No footpaths - Over capacity road - Illegal levels of air pollution at level crossing - Presence of ancient woodland on site - Flood zone at bottom of fields - Insufficient Infrastructure - Pressure on school places
[redacted]	Under 27, above: The mere inclusions of 1 or 2 bedroom dwellings should not, in itself, constitute a reason for permitting a development, but should only be a consideration if the proposal is otherwise acceptable. Proposals must be considered on a case-by-case basis.
[redacted]	Basements and attic accommodation should be encouraged. Terraced and linked housing should be discouraged.
[redacted]	Several other towns insist on retail units sharing the individual character of the town centre, this enhances the wellbeing of vistors residents alike.
[redacted]	I feel there is already too many areas where building extensions have been permitted to the detriment of surrounding houses
[redacted]	I strongly support the exclusion of Waverley Fields from the list of suitable sites for building. The infrastructure in and around Waverley Lane is simply not capable of supporting the level of development that was being previously considered here. In reality, the infrastructure is not capable of supporting the level of current development in the area. (This statement is also true of other proposed developments) Specific examples of this are: 1. Congestion at the level crossing at all times of the day but particularly from 8:00 to 8:30 in the morning and 4:30 to 6:30 in the late afternoon. 2. Congestion in Waverley Lane and Menin Way at school times. 3. Lack of school places
[redacted]	All sites listed (Q25 for the Badshot Lea area are shown as high density i.e 30 per ha. The current settlement has a variety of styles and densities and this should be reflected in any proposed expansion of the village.
[redacted]	There should be variety in designs of house/apartments on any one sight. WAVERLEY LANE FIELDS - I do not agree with housing on these sights as Waverley Lane is TOO NARROW, no pavements or room to make them. The railway crossing

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	causes Waverley Lane to be closed 20% of the day and there is insufficient infrastructure and the addressing of this problem is long overdue. Air pollution at level crossing is way above loegal levels.
	Make sure some is affordable and in a similar style from the housing that it should add to.
	Remove the pylons if possible and also prioritise sites with SANG.
	Make it have SANG Land with it that they bring themselves. It helps a lot.
	All development should take place on brownfield sites before greenfield sites are considered
	Build in the same style as the houses that are already there. The proposal also has its own SANG. It could not be better.
	If it is outside the current settlement lines then make it bring more SANG.
	SANG has been mentioned. There was a crisis regarding SANG years ago and it caused big problems. Sites should have their own SANG is possible and not buy it externally unless they have to.
	I am pleased with your decision NOT to include the Waverley Lane fields in any plans for development. The reasons for preserving this site are clearly set out in the Residents' Association (SOFRA) Constraints document and now seem to be widely accepted.
	The Question on SANG land is very important too. A site should provide their iwn if it is in an area that is impacted by the SPA.
	Questions 26 and 27 fail to ensure 'Habitats' compliance ; the draft NP states that a pragmatic (i.e. unlawful) approach is proposed, so whilst I would agree (generally) to the proposals in those questions, have to respect the law and must therefore indicate strong disagreement. Care homes and extensions should also be subject to AA. My responses to Questions 28 and 29 assume that a satisfactory AA can be provided.
	We should try and avoid identikit wimpy/Barratt style homes that have no imagination and no architectural merit. We are stuck with these characterless boxes for hundreds of years. Let Farham host innovative, modern housing design. Have houses designed for 21st century living, let's not recreate front room/back room Victorian housing beloved by the developers looking to roll out the same identikit housing they are providing a cross the country. Our town is known for its wonderful attractive Georgian housing - lets develop housing that will be as admired in 200 years.
	Question 27: Larger developments should all incorporate a significant number of 1 &2 bedroom dwellings which are affordable. All developments shout include at least 50% affordable housing All developments should include a infrastructure support which is agreed at a neighborhood level
	Reference question 28, we already have age related housing in the town and careful consideration should be given to the demographics to assess the requirement for more such accomodation. It would not be helpful to create an oversupply, to the point where existing units become unsaleable following the death of the occupants.
	Additional housing close to the town centre without a reduction in air pollution is inappropriate and likely to lead to an increase in poor health. The Hop Fields are unsuitable as the current road system cannot be altered to reduce pollution. A change in the traffic use and improved bypass could enable these fields to be developed.
	Relieved to read proposed development of Waverley Lane site has been excluded. This would be unacceptable on many grounds - environment there should be protected, traffic/air pollution impossible round level crossing, plus pressure on

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	schooling, hospitals, water, sewerage.
[redacted]	If you build more houses then there are more people and more vehicules. Farnham is already over populated and there is insufficient infrastructure with out dated roads and railways. There are so many other areas nearby to Farnham which need completely demolishing and rebuilding. Aldershot and Bordon are prime examples of real opportunity to create new living space for the people and employment, with careful attention to detail of all amenities all at an affordable cost
[redacted]	Farnhams infrastructure is creaking. The old part of the town should not be overloaded with additional housing at the expense of the existing residents.
[redacted]	Neighbours amenities should not be prejudiced when others build extensions
[redacted]	I SUPPORT THE FACT THAT THE WAVERLEY LANE FIELDS ARE NOT INCLUDED IN THE "SUITABLE SITES" LIST FOR VERY GOOD PLANNING REASONS……. SUCH AS THE DISTANCE FROM THE TOWN; DISTANCE FROM SHOPS; NARROWNESS OF THE ROAD; POOR VISIBILITY; NO FOOTPATHS; OVER CAPACITY ROAD(CLOSED 20% OF THE DAY); ILLEGAL LEVELS OF AIR POLUTION AT THE LEVEL CROSSING; PRESENCE OF ANCIENT WOODLAND ON SITE; FLOOD ZONE AT THE BOTTOM OF THE FIELDS; INSUFFICIENT INFRASTRUCTURE;PRESSURE ON SCHOOL PLACES.
[redacted]	We desperately need more affordable housing as many ordinary people are being priced out of the market. We also need more social housing.
[redacted]	With regards to nursing homes, etc, we already have so many in Farnham why are we looking to incorporate more. The same applies to all the empty office space within the town. Can the council be trusted to preserve the older buildings in the town and surrounding area when they allowed The Nelson Pub in Castle to be ruined by letting the owners who took it over some years ago to destroy the original wooden ceilings by painting them white. This can never be put right.
[redacted]	All very well, but this approach seems to imply that an area of low density housing should be protected from infill. An approach involving the use of a figure for a fixed maximum housing density, seems more in keeping with modern attitudes. This would allow infill in areas which currently enjoy low housing densities.
[redacted]	The growing trend of buying existing houses to demolish them and build a completely new dwelling should not be permitted where it has significant impact on the character of the neighbourhood or changes the visual amenity of the area.
[redacted]	See comments at 25 above.
[redacted]	Already we have a queue of traffic outside our house in West street twice a day (morning and evening). This has considerably worsened during the 30 years we have lived here. More houses within the town would only exacerbate the situation.
[redacted]	It seems there is already quite a preponderance of sheltered / nursing homes around the centre with anew one going in now. Probably the balance is about right. Affordable housing should be a part of all developments: the question should not be phrased as '...should be permitted if'...' rather 'should not be permitted unless'
[redacted]	Clearly their is a need for smaller affordable dwellings for singles, divorces, retired, disabled etc. But the weighting of these developments against the need for family houses should be carefully analysised. An over supply could cause vacancies that in turn cause situations scene in other EU countries like Ireland. Demand could change.
[redacted]	There is no mention relating to affordable housing. Or even that any buildings have full sized rooms. Not 75% sized rooms

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	compared to earlier buildings (which where created for the same requirements). In allowing undersized rooms you enable developers to maximize their profits whilst producing substandard living spaces, for those people occupying them.
[redacted]	I do not see any mention of affordable housing. Why not?
[redacted]	Any sizeable developments in Conservation Areas should be subject to full planning consent, not just permitted development rules.
[redacted]	I note that Waverley Lane fields are not included in the 'suitable sites list' and strongly agree with their omission not least because I know from experience just how narrow is the road there and how poor the visibility. Waverley Lane and surrounding roads suffer from serious congestion daily at school drop-off and pick-up times and each time the level crossing gates are closed. I cannot believe that this would not be exacerbated by increased residential development.
[redacted]	How many of these proposed sites have SANG already included in them? Farnham must not run out of SANG again. My boyfriends job is to build houses and he lost his job before because there was no SANG available and that must not be allowed to happen again. It caused problems before as people couldn't build even thought it was allowed as there was no SANG. Please consider sites that do not take up 'communal' SANG.
[redacted]	Housing that sits outside of the existing settlement area should have its own SANG rather than get it from the park if it is close to a restriction area because of the SPA.
[redacted]	I note that the fields in Waverley Lane are NOT included in the list of suitable sites - which I fully support - they are not a suitable site for development, now or in the future.
[redacted]	SANG SANG SANG is VITAL. Sites with their own SANG where they do not need to buy it are a priority.
[redacted]	Get rid of pylons and make them provide their own SANG land please.
[redacted]	WAVERLEY LANE FIELDS SHOULD NOT BE INCLUDED IN THE LIST OF SUITABLE SITES. I HAVE ALREADY ASKED A NUMBER OF QUESTIONS ON THIS TO THE POTENTIAL DEVELOPER. THIS IS FOR A NUMBER OF REASONS, THE MAIN ONE BEING ALL OF SOUTH FARHAM BECOMING TOTALLY GRIDLOCKED DUE TO THE LEVEL CROSSING AND THE IMPACT IT HAS ON TRAFFIC. THIS IS MADE FAR WORSE WHEN IT IS SCHOOL DROP OFF AND COLLECTION TIME. OTHER REASONS ARE DISTANCE FROM SHOPS; NARROWNESS OF THE ROAD; POOR VISIBILITY; NO FOOTPATHS; OVER CAPACITY ROAD(CLOSED 20% OF THE DAY); ILLEGAL LEVELS OF AIR POLUTION AT THE LEVEL CROSSING; PRESENCE OF ANCIENT WOODLAND ON SITE; FLOOD ZONE AT THE BOTTOM OF THE FIELDS; INSUFFICIENT INFRASTRUCTURE;PRESSURE ON SCHOOL PLACES, MY CHILDREN WILL NOT BE AFFECTED BY THIS AS THEY WILL BE GONE FROM SOUTH FARNHAM SCHOOL BY THEN. IF SUCH A DEVELOPMENT WENT AHEAD A NEW SCHOOL WOULD BE NEEDED.
[redacted]	There is a growing trend of purchasers buying existing houses to demolish them and build a completely new house. This should not be permitted where it has a significant impact on the character of the neighbourhood or changes the visual amenity of the area.
[redacted]	Waverley seemed to have assumed that Farnham can take an almost unlimited amount of housing - strange that they are not promoting the areas near to where their offices are in Godalming..... The obvious choice would be to use the maximum amount of housing Dunsfold in Waverley's Plan, thereby relieving the pressure on the other areas. The opinion of people in

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	the Dunsfold area would appear to show that they would welcome the infrastructure upgrade with additional services that would go along with the large development. However the developers seem to favour utilising existing built up areas as they wouldn't have to invest in infrastructure upgrades. Farnham's creaking sewage and traffic are but two of the major problems that will be exacerbated with additional housing. BUILD IN DUNSFOLD AND LEAVE FARNHAM ALONE!!
[redacted]	That Hale site allows easy access to the park, the church and a short trip into town. They are providing SANG land and don't need to buy any in. We liked them and they listened to what we said. Their meeting was very informative and their web site is great. Not many other people have been as good with the locals and obtained our feedback and listened to it. This makes a huge impact on us as locals and makes us comfortable.
[redacted]	It should be as harmless as possible. It should provide recreational ground and extend from current housing. SANG land ran out in the borough and it was all over the local press so providing SANG land is vital.
[redacted]	To predict housing needs, WBC uses models (ESPEC "CHELMER") under contract from Cambridge Econometrics. Basically, this assumes population grows 0.635% per year, a fair figure. WBC appears to base its stats on an "inflated" housing stock; Farnham actually satisfies the modelling by building 300 dwellings a year. This needs checking by independent experts, visibly and publicly contracted to Farnham Council. Many people I speak to are firmly persuaded Godalming officers do what they can to "dump on" Farnham.
[redacted]	Ensure alternative access is provided...Bikes and Walking infrastructure..Dual Use..Section 101 or equivalent
[redacted]	The locals approve of sites that are accessible but just outside of the existing settlement boundary but we all agree that they should provide their own SANG land if it is restricted due to the location of the SPA. We have been discussing this as a residents group and feel very strongly about it.
[redacted]	Do not build on Coxbridge farm fields it will ruin my families life
[redacted]	Again, thought should be enforcing alternative transport as part of all planning proposals. Bike storage accomodated and enforced.
[redacted]	Yes, as I say, The pros of it should outweigh the cons. Remove that pylon and build on the burial ground. They have their own SANG too. Someone said that they have too much SANG so others can use it too.
[redacted]	I liked the burial site as they don't need to buy any special additional land to build. Farnham had no development for a while as nobody could build because they ran out of this special land that has been appointed for recreational land etc. The burial ground has its own so it will not use up land for other sites.
[redacted]	Farnham is already struggling with our infrastructure i.e. road traffic density,air pollution,school capacity and choice for existing parents, surgeries etc. To build on green sites must be the last option. For any housing developer to suggest if they build what they want in any quantity they WISH then improved infrastructure would follow automatically is absolute bovine excrement . Such nonsense is a severe departure from the world of reality.
[redacted]	Major lack of "mid sized" houses in surrounding areas of farnham eh 3 and 4 bed detached and semi detached.
[redacted]	Whilst the proposed sites included in the draft neighbourhood plan are acceptable to provide the area with additional housing the density of the majority of these sites is extremely high. Special attention, if not a priority, should be given to providing additional green space within each site. Adequate parking for each household to include additional visitors parking has not

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	been addressed. It is essential that traffic surveys should be undertaken for each development and made available to the public so if necessary, traffic lights can be installed or similar highway improvements made in conjunction with any permitted development. Our own local experience of our road junction onto the Weybourne Road with an impending permitted development in Monkton Lane is a prime example as at the moment the current road access and layout cannot cope with the proposed additional housing.
[redacted]	More affordable housing for first time buyers should be made available and also housing for police, nurses, firemen and other essential professions in the area
[redacted]	Must have a mixture of housing stock with decent character and adequate parking provision, not just stuffed in to maximise earnings for developers
[redacted]	As yet with all these extra housing proposals and increase in people in the area there so far is no mention of extra surgeries and medical facilities especially at a time when the Government are cutting back so who provided money for extra medical facilities and surgeries but Doctors and staff required.
[redacted]	We need lower cost housing to help people get on the housing ladder. But we need communities that have access to communal gardens and good transport links so that people do not require cars. A development of cycle routes and cycle storage would be helpful.
[redacted]	I have copied the attached note which a neighbour has produced since it reflects very closely my views on this exercise Farnham Development Questionnaire 05.12.14 I strongly object to the style of the questions in this Questionnaire. Almost every question is weighted in favour of the developer. To 'Strongly Agree' or 'Strongly Disagree' with a question that is written from the point of view that 'this new development is going to take place' does not leave open any possibility that the development will NOT take place. You are not asking us whether development should take place or not: you are asking us to agree or disagree with the nature of that development. That is deceiving the public. This is the type of high-minded arrogant behaviour from Farnham Council that makes people cynical about local politics and about whether individual voices can truly be heard. Despite the extensive (and expensive) length and depth of the Draft Neighbourhood Questionnaire, there is an underlying assumption that such development must and will happen. You are failing to ask the electorate and council tax payers whether they want these developments AT ALL. This is why I have not answered most of the questions: they do not address the crucial and fundamental issues and until you do this, you will simply generate anger and hostility from the people who pay your wages. This Questionnaire was cleverly drafted by a legal mind with clear instructions on how to phrase the questions in favour of the Council's decisions. It is a cynical exercise in 'going through the motions' in a charade of public accountability and alleged transparency of local government. I challenge you to address your electorate in more honest and fair discussion and stand up to the profit-minded demands of the developers banging at your door. I call for a public forum where these issues can be properly debated and where FC, the developers and the public can engage in a frank and open discussion of what Farnham needs, what Farnham wants, and what Farnham can sustain as a unique town in West Surrey. Sincerely, David EdwardsQuestion 8: This is a loaded question. Thrive - yes, but what are the changing needs of the community? Changes in the community's needs will be fuelled by new development - not the other way round as the question implies. For new development to fit well with the character of the distinctive areas of the town, it would be necessary to build 17th & 18th century style dwellings which is not, as far as I can see, part of the plan. Regarding improved infrastructure, The

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	Draft Neighbourhood plan says that "the shortage of school places at all levels has been addressed" (p.13) but fails to say how. New Build: The questions make the unsubstantiated assumption that new development WILL take place. Call me cynical but such development benefits Farnham Council in at least two ways: income from developers and increased Council Tax revenue from new residents. What FC is currently failing to do is consult with existing residents and Council tax payers on the necessity and desire (or not) for development. Question 34: I object to the inclusion of the word 'adversely'. What does this mean? If you were being honest with your tax payers, you would have phrased this question as follows: The scale and form of any proposal for rural buildings should not affect the character and appearance of the countryside...etc Question 39: given the restrictions of ground space within Town Centre and Local Centres does this mean the main option for development is upwards? i.e. potentially 10-storey shopping malls? The question, as so frequently in they Questionnaire, is either ambiguous or leaves open a possibility which the average council tax payer might not be aware of. Clever drafting by FC but dishonest, in my opinion. Questions 44 & 45: I might agree to these subject to assurance that toxicity testing and suitability studies had been carried out. But you can't ask the public to answer these questions without providing us with the necessary information. Question 46: define 'enhanced'. A developer will always argue that a skyscraper will enhance a cricket pitch. OK - extreme example but it's all a matter of opinion and questions of this nature are too vague and generalised. Each proposal must be considered on its individual merits. But here you are asking the public for a blanket approval of just about ANYTHING. This is lazy, biased questioning by FC, done presumably in the hope that peop
[redacted]	I really believe that new development outside of the existing settlement boundary must be able to provide its own SANG if it is within an area of restriction due to the proximity of the SPA.
[redacted]	We shouldn't be allowing a single house to be built on countryside C2 or greenfield until ALL brownfield sites are exhausted.
[redacted]	I wonder whether we are providing enough high quality 2 bedroomed apartments (small sites, low rise, communal gardens/on site parking, good security but not on big developments) to suit a growing older but maybe still quite active population who do not necessarily wish to move into 'retirement' accommodation yet but wish to remain in their current locality and certainly not move away from Farnham. I have had conversations with at least five couples recently who would wish to downsize from their current homes (all 3 and 4 bedroom plus which could become available) but have no wish to leave the area. They are unable to find anything suitable with so many larger houses around so it is easier for them to stay where they are.
[redacted]	The focus should be on building on brownfield sites. No building on greenfield sites should be accepted around Farnham (or elsewhere in the Borough) unless and until at Borough (not Farnham) level brownfield sites cannot provide the five year supply of housing sites required by the planning system. The scope for converting existing or planned redundant retail space (due to the rise in internet shopping) to housing should also be considered in the plan.
[redacted]	Again, lots of smaller developments, not a small number of big ones
[redacted]	The need for affordable homes is not mentioned and yet this is a very pressing issue. Many young people cannot afford a home of their own.
[redacted]	1 or 2 bedroom dwellings on smaller or larger sites acceptable if not greenfield
[redacted]	I have real concern of the density of most of the included housing development sites. Special attention as a priority should be given to the inclusion of green space within each site. A lower density of properties within each site should be considered as

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	the majority of the larger proposed developments have too many dwellings. Attention needs to be given to parking for each household and visitor parking. It is essential that a traffic survey is undertaken for each development and separate public reports produced. At the the moment the road network around Farnham cannot cope with the existing housing and the through traffic.
[redacted]	There is nothing in the Plan concerning the need for affordable homes.
[redacted]	More attention to the type of properties in village areas should reflect village style and not such properties as those recently built built in Lower Bourne.
[redacted]	Materials for extensions must reflect the most ecologically advantageous possibilities that are available, and must not be stuck in the concept of necessarily being visually "compatible" with the existing building.
[redacted]	We should value the 'gaps' between houses and not make everything high density. This infringes on everyone's privacy.
[redacted]	It is important to build on brownfield sites where possible and on sites well served by major roads eg the A31 and where additional development would not result in aggravating congestion on minor roads. I support the exclusion of Waverley fields from the list of sites suitable for development - the existing infrastructure is already under strain - schools, water and sewage - and the roads leading to the A 31 are overcrowded with the additional complication of the pinchpoint at the station level crossing/traffic light at Hickley's Corner. Air pollution is also very high at the level crossing.
[redacted]	The questions above require answers which are entirely subjective. It's all in the eye of the beholder. I suspect that the opinions of the Planning Officer and the Buildings Inspector invariably overrule those of residents and members of the public. Can you provide evidence of otherwise?
[redacted]	Farnham does not need lots of 5-bedroom houses for incoming Londoners. It needs smaller houses for first time buyers, and for downsizers which would free up some of the existing larger houses. (Changes to stamp duty just announced might affect the currently inexorable process of extending smaller houses rather than moving.) A policy of incorporating 1-2 bedroom dwellings on all larger sites (whatever a larger site is defined as) could have some disadvantages. As these sites are likely to be further from facilities, they may not suit older people or those who are not concerned with garden size. It might be better to have a flexible policy- while insisting that developments close to the town centre are primarily made up of small units. The relationship between policies for housing size mix need to be considered carefully in relation to policies for affordable housing.
[redacted]	The downsizing of older couples in larger houses by demolishing and building 2 or more properties on same plot should be encouraged as long as main planning criteria are met. Council should set up opportunity workshops with developers and groups of householders over how better use may be made of existing housing layout and potential profits fairly distributed.
[redacted]	I strongly agree that the fields north of Waverley Lane are not in the 'suitable sites' list. For a number of reasons these are not suitable for development: Insufficient infrastructure - school places/doctors/sewage The roads are too narrow and without footpaths and therefore dangerous Bottleneck at the level crossing which causes the road to be closed for 20% of the day Illegal levels of pollution at the level crossing The roads are lined by ancient woodland Floodzone at the bottom of the fields Some distance to town and shops
[redacted]	There is no truly affordable housing in Farnham. Could a decent proportion of these new homes be provided by Housing Trust /not for profit or Key Worker accommodation - other councils in England are developing schemes which provide HOUSING

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	not investment opportunities.
[redacted]	NO
[redacted]	Housing density must take account of accommodating 1 car per adult. Typically provision of parking/garaging is inadequate as is access for emergency services due to high levels of on-street parking. There is nothing in this wish list which considers where supporting infrastructure is going to go/be developed. EG An extension to the sewage works Space for additional school capacity Car parking/park-and-ride Some of the identified sites should be used for this rather than just housing.
[redacted]	All new houses require new infrastructure
[redacted]	I hope you will maintain your position that fields along Waverley Lane are UNSUITABLE for development for reasons of road access (narrow, busy) schools etc, infrastructure, density of traffic at railway crossing etc. - SOFRA have explained this to you in great detail!
[redacted]	The fields in Waverley Lane have been excluded from the sites which are deemed to be suitable for development. Because of the landscape quality, ancient woodland, old trees, proximity to special protection areas and THE LEVEL CROSSING would get even more congested
[redacted]	A number of sites are at very busy areas.
[redacted]	There are times that Wrecclesham & central Farnham are over run by traffic. [Less so during school holidays]. Building houses will produce more cars. These cars will join the overloaded local roads making conditions worse. Therefor building houses needs to go hand in hand with solving the trafic problems. Other associated problems that need solving with an influx of people are schools, hospitals, water supply, gas, electric etc. All that seems to be talked about is 'build more houses' - there is no talk about how the current infrastructure is to cope.
[redacted]	Waverley Lane Fields should not be included in ANY development proposals
[redacted]	A lot of these questions seem to be a matter of applying common sense !!
[redacted]	These statement is badly phrased.. There will be other criteria that need to meet. 27.Should be "Proposals for residential development on larger sites should not be permitted unless they incorporate an element of 1 or 2 bedroom dwellings and comply with other policies in the Plan." 29. Should be "Building extensions should not be permitted unless they meet the following criteria:"
[redacted]	There should not be any building on the Waverly Lane fields for a number of reasons. The railway level crossing and Hickley Corner already cause huge traffic queues backing up Waverley lane and Tilford Rd at many times during the day especially at train arrival times, School pick up and rush hour times. The road is effectively closed already 1/5 of the time. There is already a major air pollution problem in Farnham near the station with the pollution being greater than International safety levels. Extra housing off Waverley lane would significantly worsen both traffic congestion and air pollution around the station.The houses would be a distance from shops and the town requiring car useage for residents. There is ancient woodland on the site which would be lost forever. The roads at the access point are narrow with a slope and a dangerous bend nearby.
[redacted]	Building on fields at the top of Waverley Lane should be considered carefully. With two school, Farnham College, the level crossing and the traffic lights at Hickleys corner, it is already difficult to travel anywhere by car, even with careful timing to miss the schools and trains times. The extra houses will increase the traffic making travel in this part of Farnham almost impossible.

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[redacted]	The title of the leaflet concerning this survey is called " Farnham's future is in your hand ". No it is not. It is the hands of developers who with the cooperation of government want to make lots of money churning up and building on more land bequeathed by a generation who gave everything to win 2 World Wars - who gave us the Green Belt,the NHS, Welfare State and an education system. Shame on the people intent on destroying this . People are fed up with being ignored - they are fed up of having to fight to stop their town and the surrounding countryside being trashed while our politicians remain silent.
[redacted]	It is essential that the proposed development on fields either side of Waverley Lane Farnham should NOT be included in any future 'Suitable Sites' list for the following reasons: (i) the roads and footpaths in the are are too narrow to accommodate more vehicular and pedestrian traffic (ii) The level crossing at Farnham Station and the traffic signals on the adjacent A.31 road already cause massive delays for Waverley Lane traffic. travelling to and from the town. (iii) there are two schools near to the proposed sites which are already unable to take further large intakes of pupils which would arise if these developments are permitted. (iv) there is only an hourly bus service on this road to the town which would result in more car usage and considerable difficulty for non-car owners. (v) the proposed sites contain ancient woodlands which would probably be destroyed if any developments were permitted.
[redacted]	If housing is built in proximity to Farnham, there must be an improvement in public transport, especially to the station and evening services so that new and existing residents can make the most of the town without pollution and reducing parking.
[redacted]	Comments on front page
[redacted]	I support the fact that Waverley Lane Fields are not involved in the suitable sites for development list. - narrow roads - too far from town -ancient woodlands should not be harmed
[redacted]	I support the 30% proposals for affordable housing, however, many developers are able to avoid Section 106 obligations to provide it by submitting a Financial Viability Assessment (many firms offer a service to contractors to do this). Bearing in mind that most of the sites indicated in the Neighbourhood Plan are small it is likely that the contractors will in these cases manage to prove non-viability and avoid affordable housing provision.
[redacted]	I do not think that the fields in Waverley Lane should be built on. The road is narrow and very busy. The level crossing is a nightmare with illegal levels of air pollution. It is too far away from the town to be able to walk there and back with shopping, so people would have to drive - more clogged-up roads. There is also no pavement past Abbots Ride. The local schools are over subscribed. I believe that the fields at the bottom are a flood zone. There is ancient woodland on the site. The fields are a "green lung" for South Farnham and also provide a lovely approach to the town. I also do not think that the Hop Fields should be built on for many of the same reasons.
[redacted]	I strongly support that Waverley fields are not included in this list as suitable for development. It's a beautiful area and the road would not be able to cope with additional traffic. The woodland area is historic.
[redacted]	It is important that Waverley fields are not included in sites for development as the roads are not suitale and the area itself contains woodland which must be retained.
[redacted]	I strongly support the fact that the fields in Waverley Lane have been excluded from the sites deemed suitable for development. Good planning reasons have prevailed i.e. preservation of irreplaceable quality landscape ; the protection of ancient woodland and veteran trees (protected by planning law); proximity to the Special Protection Areas; insufficient road

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	and railways to support a development; the prospect of illegal air pollution at the level crossing; and overstretched general infrastructure (schools, mains water, sewage treatment).
[redacted]	Pleased to see Waverley Lane fields are excluded from list of suitable sites - they are not sustainable, have narrow roads, no footpaths and provide a suitable "green lung" entry to Farnham from the south.
[redacted]	I strongly support that Waverley Lane fields are NOT included in the locations for new housing. It is an entirely inappropriate site for development. It is beautiful countryside containing ancient woodland. Local infrastructure is grossly inadequate - waverley lane is a narrow country road with no footpath, there is already a dearth of school places, traffic is impossible at the level crossing where air pollution levels are illegal etc
[redacted]	I am delighted that the fields in Waverley Lane have quite properly been excluded from the sites deemed suitable for development. Good planning reasons have prevailed i.e. landscape quality; ancient woodland and veteran trees (protected by planning law); proximity to the Special Protection Areas; insufficient road and railways to support a development; the prospect of illegal air pollution at the level crossing; and overstretched general infrastructure (schools, mains water, sewage treatment).
[redacted]	I strongly support the fact that Waverley Lane fields are not on the list of suitable sites. This decision is based on planning evidence - proximity to 2 SPAs; ancient woodland & veteran trees on site; flooding area; ancient hedgerow; no foot ways or street lighting; narrow winding lane with poor visibility; overloaded road (over 9500 vehicles per day); road closed 20% of the day (level crossing); illegal levels of air pollution; distance from shops; distance from town; poor accessibility for disabled/pedestrians/cyclists; area of high archaeological value; historical connections (Waverley Abbey); setting for AONB; high landscape value & sensitivity (see Waverley evidence), next to SNC1
[redacted]	Building at the top of Waverley lane will increase the traffic jams and increase the air pollution at the level crossing at Farnham Station. It must be remembered when planning is considered here that the level crossing is already closed to traffic for 20% of the day which already causes undue delay.
[redacted]	Good to see fields adjoining Waverley Lane excluded from consideration for housing development. Apart from being a key element of the arcadian nature of this part of Farnham development here would be inappropriate for many reasons: distance from the town; distance from shops; narrowness of the road; poor visibility; no footpaths; over capacity road(closed 20% of the day); illegal levels of air polution at the level crossing; presence of ancient woodland on site; flood zone at the bottom of the fields; insufficient infrastructure;pressure on school places etc.
[redacted]	It is very important that the Waverley Lane fields are not included in the list of suitable sites for development. Farnham should not be allowed to sprawl out across the countryside in this direction and anyway the traffic problems in Waverley Lane are bad enough already but most importantly the resulting change in character of the area would be unacceptable to local residents,
[redacted]	Congratulations on withdrawing the proposal for waverley lane. My particular concerns remain the inappropriate nature of a single lane road with a blind corner leading immediately to a hospice a nursing home and a school all of which attract visitors not able to cross a road without help any further increase in the traffic using the level crossing would only raise congestion and in the other direction lead to further collisions with the wall over the river at old Compton lane
[redacted]	It is good to see that the fields on Waverley Lane betweeen Abbots Ride and Monks Walk are are not included in the built up

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	area and are considered unsuitable for development. They are integral to the arcadian nature of this part of Farnham and must be retained. Other reasons for not allowing developments on these fields are: the distance from the town and local shops would encourage car us; the road is narrow here and there are no footpaths; the road is already over capacity and is closed 20% of the day at the level crossing; there are illegal levels of air polution at the level crossing; ancient woodland would be at risk; there is a flood zone at the bottom of the fields; there is insufficient local infrastructure: schools, health services, public transport etc.
[redacted]	The infrastructure of the area is not sufficient to allow for more mass house-building. A purpose built village at Dunsfold aerodrome could incorporate a health centre, business units and recreational facilities without building over greenfield sites. Why has this not been proposed as one of the options in the questionnaire?
[redacted]	The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.
[redacted]	Building should not be permitted on the Waverley Lane Fields - The road is classed as a "B" road and is narrow with no footpath there is also poor visibility regarding oncoming traffic. There is the presence of ancient woodland on the site which should be preserved. Pressure on the infrastructure would be enormous ie schools, doctors surgeries, which are already stretched. The road is closed 20 percent of the day due to the level crossing which incidentally already has an illegal level of air pollution further traffic generated by more houses would increase that
[redacted]	What is the plan for affordable housing? I see no specific mention of it here and surely this plan must cater for those in the community in need of it for whatever reason?
[redacted]	Building should not be permitted on the Waverley Lane Fields because of the narrowness of the road which has no footpaths - the road is closed 20 per cent of the day - already illegal levels of air pollution at the level crossing - pressure on school places which are already full to busting
[redacted]	WAVERELY FIELDS SHOULD NOT INCLUDED IN THE "SUITABLE SITES" LIST because:- Too far from town & shops Roads are too narrow & dark with poor visibility and with no paths (The presence of ancient woodlands prevent alteration to address the above points) Flooding already exists in this area Air pollution already exceeds legal levels at railway crossing Infrastructure could not cope with increased housing Even more pressure on school places .
[redacted]	Although land at Waverley Lane fields is not included in the above, I strongly disagree with any plans to build on this land which are much needed green fields. The traffic problems associated with the level crossing and at Hickleys Corner are already unacceptable with resultant impacts on levels of air pollution. The flood plains at the bottom of the site make it particularly inappropriate for development. Local infrastructure is inadequate for any development in this area, particularly local schools. In

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	the event of any development in this area and the problems of congestion at the level crossing, Longley Road would become even more busy than today since it would become a "rat run" between Waverley Lane and Tilford Road. This would make it particularly hazardous in view of the two schools in the immediate area.
[redacted]	I do not believe that exisiting infrastructure would support building close to central Farnham
[redacted]	Planting of new hedges of laurel and leylandii should not be tolerated
[redacted]	I believe that the Waverley Lane Fields should NOT be included in the suitable site list. This is due to it being such a distance from the town, the fact that Waverley lane is quite a narrow road - there are no footpaths and poor visibility on the road near the development site. There is ancient woodland on the site and a flood zone at the bottom of the fields. In addition, development on this site will put huge strain on the infrastructure and pressure on the school places.
[redacted]	I haven't seen a question yet on infill development in large gardens. This does seem to be progressively giving the outskirts of the town a crowded and sometimes urban feel. I don't think your question on "spacing" covers this. We need to be very careful to ensure that this type of development is only allowed by exception.
[redacted]	The fields south of Farnham in Waverley Lane SHOULD NOT BE developed UNDER ANY CIRCUMSTANCES. There are very good planning reasons why these MUST BE EXCLUDED from the plan: 1. Presence of ancient woodland and veteran trees (protected by planning law) 2. Proximity to these Special Protection Areas 3. Poor access, narrow road, poor visibility and no footways 4.Over capacity of the road which is closed 20% of the day - congestion is already a nightmare 4. Illegal air pollution at the level crossing 5. General infrustructure already overstretched and can cope with any further development. ie roads schools, water, sewage treatment etc 6. Flood zone at the bottom of the fields
[redacted]	THE WAVERLEY LANE FIELDS ARE NOT A "SUITABLE SITE" UNLESS THE ROAD IS IMPROVED AND AT LEAST 100 FURTHER SCHOOL PLACES ARE CREATED.
[redacted]	Again, development to accommodate new people should be accepted, but development for individual financial gain should be expected to finance all additional aspects of local infrastructure. This should include local traffic improvements, roundabouts and road widening, schools, recreation areas and all other amenities such as schools, hospitals etc.
[redacted]	Re extensions It is policy to set any side extensions back from the original property. Extensions should be considered on how this will look and be in line with original building line if this suits the property. Often this policy is detrimental to design.
[redacted]	The report seems to suggest that we do not want to be a dormitory town but we are in fact a 'commuter' town and have been ever since the railway was built. The lack of well paid jobs in Farnham means that residents have to travel long distances to work by rail, bus or car. The absence of a Travel to Work Study to support the neighbourhood plan mean that many comments about work opportunities in the town are not evidenced. New shops open and others close for long periods even in the centre of Farnham. Banks and building societies are still closing branches. The fact that there are vacant brownfield sites suggests loss of jobs not job opportunities. Instead there are many low paid office and retail jobs and factory work. Even the recycling centres are under threat by Surrey CC (BBC News 26 November 2014) to save money. In fact the more houses being built half of them will be sold to Londoners and wealthy investors commuting to the City, Portsmouth, and Heathrow and Gatwick airports and places beyond (Financial Times 20 June 2014 Farnham in Surrey: market town's appeal for high-end buyers). If more affordable housing is built then the local councils might be able to give first preference to local people.

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[redacted]	there is no option for "don't know" so I have entered the middle option. What about the option to use the Dunsfold brownfill site? Would that mean building less in your list for Farnham? I hope so.
[redacted]	I disagree with Materials being the same as host house. If the house is ugly already then all you are doing is making the house a bigger ugly house. We specialise in changing ugly houses into aesthetically pleasing houses which always involves not using the materials of the host house. Also the idea of subordinating extensions I disagree with. I was originally brought in to help material match as a guidance. If we take off the materials e.g. roof covering then the subordinating of the ridge can make an extension look badly designed.
[redacted]	I strongly support the fact that the fields in Waverley Lane have been excluded from the list of possible developments. This site would be unsuitable for the following reasons. 1 There is ancient woodland on and near the site. 2. The level crossing could not cope with the additional traffic. Air quality here is already bad. 3. The schools would not take the additional children. 4.Over stretched general.infrastructure.
[redacted]	I'm glad to see an absence of the fields off Waverley lane in the list of acceptable locations for houses. These Compton Fields are unsustainable for development into housing estates. The road is too narrow, not enough school places are available and the sewerage system is incapable of the development.
[redacted]	The fields at Waverley Lane are not included in the above list, and I fully agree with this. To build on these fields would be a massive mistake and cause a nightmare on local roads and at the railway crossing.
[redacted]	Agree that the fields in Waverley Lane should not be included in these proposed locations. The impact on the local infrastructure would be disastrous
[redacted]	Support the non inclusion of fields adjacent to Waverley Lane as this site is completely unsuitable for development
[redacted]	Strongly support the fact that the fields in Waverley Lane have been excluded from the list of location options for new housing. Many associated problems with developing these fields, not least the persistent traffic problems crossing the railway line.
[redacted]	II haven't seen a question yet on infill development in large gardens. This does seem to be progressively giving the outskirts of the town a crowded and sometimes urban feel. I don't think your question on "spacing" covers this. We need to be very careful to ensure that this type of development is only allowed by exception.
[redacted]	Garden Style, Wrecclesham Hill (Site Area: 4.9ha (reduced for on-site landscape retention and provision of SANG); Approximate Density 25 dwellings per hectare; approximate capacity 70 dwellings)
[redacted]	None
[redacted]	you must also matching the current socioeconomic status of each area of new development
[redacted]	No
[redacted]	Making the developments smaller will increase the number of cars further.
[redacted]	don't let the Farnham Society have the final say over development of private residences
[redacted]	The fields in Waverley Lane should be excluded from the sites which are deemed suitable for development because of sensible planning reasons - landscape quality; ancient woodland and veteran trees (protected by planning law); proximity to the Special Protection Areas; insufficient road and footways; illegal air pollution at the level crossing; overstretched general infrastructure

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	(school, water, sewage treatment).
[redacted]	See Question 55
[redacted]	(Your coments boz above would not accept my 20 lines of text!).. Coxbridge farm is the best option: .Construction traffic can avoid the town center: It will not be necessary for construction vehicles to go through the center of town and restrictions can be place on construciton vehicles through the town/ signage for construction traffice can be utilised and divert traffic around the town and onto main trunk roads.2.Enable the highest number of houses to be built at one time, limiting disruption over the next few years as demand for housing ineveitably increases thus avoiding several smaller individually planned developments and the resulting extended disruptions they would bring about. creating a happier Farnham! 3.Construction on the larger scale should therefore reduce carbon footprints re transport of goods in bulk per house built etc and co ordination can be more efficient so hopefully Farnham's Roads will not need to be dug up several times in order to install amenities as would occur with for several smaller 'scattered' developments '. 4.Daily commutes from the new residents would probably affect the town less as they can link directly top the main roads and not need to first by pass out through the town center. 5.Farnham town will remain in keeping with tradition and not be crowded by the introduction of a new buildings in every nook an cranny, adding to protection of existing buildings by perhaps reducing risks re construction etc and probably be safer as a result (fire/over crowding etc). 6.Sites near Badshot Lee will cause snarl ups in many residential areas for people trying to get out of those areas and onto the main roads, these should be avoided. 7.This site will clearly provide a lot of onsite Space for the new residents (probably the most out of all sites - which could probably be utilised by neighbouring developments too) and therefore reducing impact on the Thames Basin SPA. 8.As it is so large perhaps farnham can hold a welcomming event there, creating good feeling rather than existing residents subjected to crowding resulting in reduced community spirit.
[redacted]	I don't understand Q27, development should be sympathetic to the local area.
[redacted]	xxx
[redacted]	The style of development is important. Terraced houses off Beavers Road took a very long time to sell - is there actually the demand? Developments need to be spacious and not cramped together to make as much money from each site.
[redacted]	Land off Crondall Lane and rear of Three Stiles Road: The road infrastructure of Crondall Lane WILL NOT COPE with the extra traffic a development in those fields would create. It's not possible. The traffic is already excessive every morning and evening.
[redacted]	none
[redacted]	Character is too loosely defined and should not dictate style at the expense of good design. People should be allowed the ability to have modern extensions if they positively contribute to the house.
[redacted]	One of the problems is people's different interpretations of what is and is not acceptable. Many large extension are now allowed to fill most of the plot they are sitting in thus destroying the character and openess of an area.
[redacted]	The key with the development of housing is that it should be driven by an approved plan and NOT by the profit driven demands of developers. It is of great concern that there are currently several planning applications either made or being drafted which in no way meet the requirements of the draft Neighbourhood plan - eg Frensham Vale and Compton Fields. These must be stopped.

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[redacted]	Although I have agreed each of the sites listed to ensure Farnham has a contingency of sites to comply with the Waverley Local Plan, I am opposed to all planning applications on individual `green field` sites until I am convinced that development on `green field` is absolutely necessary
[redacted]	WBC allows trespass for construction, for maintenance a 2 metre maintenance envelope should be provided.
[redacted]	Garden Grabbing should NOT be permitted
[redacted]	All development need to account for impact on local infrastructure. Specifically roads with in village areas that are already overloaded at peak time; and schools, given that all local schools are already over subscribed.
[redacted]	It is preferential that the environment is protected as far as possible by promoting development of areas well within settled boundaries that are already surrounded by other development. Development of brownfield sites is much preferred over destruction of greenfield sites.
[redacted]	N
[redacted]	None
[redacted]	None
[redacted]	Although I have agreed each of the sites listed to ensure Farnham has a contingency of sites to comply with the Waverley Local Plan, I am opposed to all planning applications on individual `green field` sites until I am convinced that development on `green field` is absolutely necessary.
[redacted]	Having considered generically sites around Farnham that I thought May be suitable for housing, I was pleased to see several of these reflected in the housing plan sites
[redacted]	We need more housing as soon as possible
[redacted]	There is more a shortage of housing for first/second time buyers (2 bed houses) rather than flats. A large development is already taking place in the centre of farnham for older members of the community. In addition, a very large care home has opened in church crookham.
[redacted]	there should be a limit on the number of extensions agreed
[redacted]	More conversions to flats above shops.
[redacted]	See earlier comments. Very high quality design and materials to match Farnham's existing vernacular trophies would be welcomed as visual area enhancements for all stakeholders.
[redacted]	The scale and height of proposed extensions should fit with the existing building however by including "Form" it dictates a design style which goes against the NPPF which will lead to loss of planning appeals. Design innovation was as fundamental to the Georgian period as it is now - we do not live in the 1830s nor indeed the 1920s and so it is important that 21st Century high quality contemporary design is recognised as a valid and natural progression in the history of the town.
[redacted]	The "West of Switchback Lane site seems to have all the same problems as the Baker & Oates, Gardners Hill Road site that has rightly been rejected. In addition to this the access to Switchback Lane is extremely narrow and Pear tree Lane no better. The footpaths and lanes around that area have very low vehicle traffic and are safe for children walking to school. Increased traffic would seriously damage the character of the area.
[redacted]	I don't feel that Farnham needs any more housing at all as I think the influx of people will make the town, roads, countryside in

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	Farnham a lot busier, making it noisier and a less pleasant place to live. A strong appeal of Farnham is its unspoilt, traditional, quaint environment and the fact it is quieter than Guildford for example.I think the extra housing and plans will be damaging rather than beneficial to current residents.I have only said I 'agree' to some of the areas above because we don't appear to have a choice as ultimately the extra housing will be forced upon the area whether current residents want it or not, it appears to be just a case of where it will be located.
[redacted]	reduce the overly harsh enforcement of planning permission application by WBC at the mo
[redacted]	Extensions should not be allowed, housing estates were originally designed as a whole and peacemeal building totally destroys the original concept and it is possible to wind up with rows of terraced housing.
[redacted]	a
[redacted]	Development should end 2 metres from the plot boundary to prevent trespass and construction risk. A practice common in Europe where planning is taken seriously.
[redacted]	Any building extension should not be permitted where the immediate neighbours can demonstrate that it would negatively effect them.
[redacted]	We act on behalf of Sentinel Housing Association, who together with Mr and Mrs Kenward and Surrey County Council control land at Coxbridge Farm, Farnham which is identified as Site P under Policy FNP11 which examines housing site options. We wholeheartedly support the proposal to include the site within the proposed settlement policy boundary and we can confirm that the site is available and deliverable. We note that the Town Council are proposing to reduce the site capacity to take account of the need to provide on-site Suitable Alternative Natural Greenspace, open space and landscape. The resultant capacity of the site is therefore identified as 250 dwellings, having removed 6 hectares of land from the developable area. As the background documents accompanying the Neighbourhood Plan correctly identify, there is additional land available immediately adjacent to the site which can be utilised for SANG mitigation is association with the development proposals. This land is within the control of the same landowner. As such there is no reason to reduce the site capacity to take account of this. With respect to the need for on site on open space, we support this and can confirm that the site is capable of delivering this in association with the proposed housing. Using the Town Council's own proposed open space standards, as detailed in Policy FNP20, the proposed development of the site for 350 units would generate a requirement for 2.18ha of on- site open space. This assumes an average occupancy of 2.4 persons per dwelling. As such there is no reason to reduce the site capacity by such a significant amount to take account of this.

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	With respect to the need to accommodate on-site landscaping this is supported, however we do not consider this will amount to such a significant amount (even taking account of the need to provide on-site open space) as to warrant a reduction in the developable area by 6 hectares. With respect to the proposed blanket density of 20 dwellings per hectare being applied to the site we do not support this and we consider the site is capable of being developed at approximately 30 dwellings per hectare without an adverse impact on the character of the area or the local landscape. In summary we fully support the identification of the site for development within the Draft Neighbourhood Plan, but for the reasons outlined above consider that the site is capable of accommodating up to 350 units. The site is the most sustainable and least constrained of all the greenfield sites being promoted on the edge of Farnham and therefore we consider it can make an important contribution to meeting the Town's identified housing needs. If you believe it would be useful we would be happy to come and meet the Neighbourhood Planning team in order to discuss the site in more detail.
[redacted]	On behalf of PLOT (Farnham) LLP, please find enclosed representations in respect of the Draft Farnham Neighbourhood Plan – Options Consultation 2014 in respect of land in their ownership. PLOT (Farnham) LLP (the Owner) is a company that was formed by Palmer Capital and Danescroft Land Limited to acquire the site. They have considerable combined experience of residential development within the UK and have been successfully working together for the last 15 years. They currently own a number of sites throughout the UK at different stages of the development process from land planning promotion through to construction. Together Palmer and Danescroft specialise in applying a wealth of practical experience and professional expertise to deliver sensitive solutions to a range of complex planning situations. Their approach is always to consult fully with local stakeholders and to work with them where possible. Dependant on the type, location and scale of the development, they will often joint venture with national house builders to ensure timely delivery of the consented scheme. In the last 18 months examples of developments where residential planning permission was negotiated are in locations such as Kenavon Drive, Reading (192 dwellings) and Terlings Park, Hertfordshire (200 dwellings) and Southam Road in Banbury (510 dwellings). Construction is underway or about to commence in all of these locations. These representations seek the extension of the Built Up Area Boundary and the inclusion of "Land at Hale Road" (the Site) as a potential housing site in the draft Neighbourhood Plan. Submissions were made to the Town Council prior to the draft documents being considered that highlighted some errors in the draft document in relation to this site and this document is attached again. The subject site is deliverable and achievable as housing land and will deliver wider benefits that justify its

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	inclusion. A site location plan for this strategic site is enclosed. To place the site in context it is shown on the plan entitled 'Greenspaces' within the Farnham Design Statement 2010 as part of the urban area. In this respect the extract below shows the site as 'grey' developed area, rather than 'green' undeveloped area. The Town Council therefore considered that the site in 2010 was part of the urban area, rather than part of a greenspace. The northern part of the site has the benefit of an extant planning permission for a burial ground (see application site boundary below). This has been implemented through the discharge of conditions and works of implementation. The submission site does not however include two parcels of land that are located behind and to the east of St Johns Church. These parcels of land are retained for burials by Regent Memorial and are shown on the second plan extract that follows. The extract immediately above shows the two burial areas that will be retained. The site owner is in the process of preparing a hybrid planning application for the development of this submission site. The proposal has been the subject of pre-application meetings with the Council, a three day public exhibition on the site in October 2014 and pre submission consultation with statutory bodies. The application whilst in outline will only reserve for later approval external appearance. Therefore 'means of access', 'landscaping', 'layout' and 'scale' will all be for determination as part of the application. It will be supported by an Environmental Impact Assessment (EIA) and relevant technical reports. This will concern the quality and deliverability of the subject site for housing and associated benefits. In addressing the proposal to include the site as a housing site we are mindful as we indicate below that in the Councils SEA the site was considered to have only "minor negative impact on landscape", but in light of the report by AMEC for the Council in connection with the local plan, the landscape impact was changed to a "harmful impact on landscape of high value and sensitivity". Further the site that the Town Council have assessed based upon the plan included in the 'site assessments – sites not included in housing options' document is different from that in the ownership of the site promoter. The area hatched in red on the extract below is not in the same ownership as the company that owns the rest of the subject site and not being promoted by them for housing. Before addressing our site specific submissions we need to make some wider comments on aspects of the Neighbourhood Plan (NP).

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	The NPPG advises that an NP must meet a set of basic conditions and where it does it can be put to a referendum. Condition (e) is "general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area)". This is for the moment the 2002 saved plan policies, however there is a question as to whether that plan contains any strategic policies, given these were historically in the now withdrawn Surrey Structure Plan. Indeed at paragraph 1.30 the local plan states "The Structure Plan applies the principles of the Regional Planning Guidance to the Surrey situation and establishes strategic planning policies into the next century". This raises the question as to whether the NP can meet this condition referred to in the NPPG. On page 7 under the heading of Housing there is a table of four scenarios. It is however unclear whether for example under scenario 3 whether the number of dwellings being suggested is 1100 plus 1000 dwellings. The SEA on page 20 states "The draft Plan includes 18 housing site options which together could provide approximately 1025 new homes within and adjoining the built up area". This information needs to be clearly set out as to what is the housing objective of the draft NP and the figures provided are not clearly set out at this time. We also comment upon the boundary of the built up area as shown on page 15 of the NP. It is proposed to amend the boundary of the built up area to include the proposed greenfield housing sites. The built up area boundary for the purposes of the NP therefore needs to be amended to include the subject site within the built up area of Farnham. Our recommendation is: 'Include the land off Hale Road within the Farnham Built Up Boundary'. Grounds for the inclusion of Land at Hale Road as a potential housing Site 1.1 The Council's Farnham Land Availability Assessment (FLAA) identified sites which may be suitable for housing in the period up to 2031. These sites have been put forward as options for housing development, subject to future suitability and deliverability testing. Whilst the FLAA is a background paper rather than a statement of Town Council policy, it does form part of the evidence base for the Farnham Neighbourhood Plan and would be used to help inform judgements on the future allocation of housing land. 1.2 The subject site, with Waverley Borough Council Reference (WBC) 693, was not included as a housing option in the FLAA. It is listed in Appendix 3 (sites not included as Housing Options), with supporting text which provides a reasoning as to why it was not included. In

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	this reasoning, there are a number of errors and incorrect assumptions that are made. 1.2.1 The current use is listed as "Agricultural". This is incorrect. The southern most field is used for horses and the majority of the Site has an extant and implemented planning permission for use as a cemetery and woodland burial ground (planning permission WA/2010/0166). Submissions to the Town Council were made for this use to be amended prior to commencement of the consultation, but such amendments were not undertaken. 1.2.2 In considering the Site inappropriate, the FLAA references the conclusions reached in WBC's Landscape Study – Part 1 (2014), which assessed the landscape quality of the belt of greenfield land around the towns of Farnham and Cranleigh. As part of the Study's methodology for assessment, this belt of land was subdivided into segments, using existing roads, lines of development and vegetation. 1.2.3 The Site is included in Segment FN8 of this study. However, due to the methods of segmentation, the Site, which is lower quality land with an extant permission for a Green Burial Site, has been grouped with the adjacent Farnham Park (see extract below). 1.2.4 The opening sentence for this Segment states "This is Farnham Park between Farnham and Hale". Whilst at first glance on a plan this might appear to be the case a combination of physical inspection and a review of historic maps would inform the author otherwise. Our historical research shows that this land has never been part of the Deer Park. 1.2.5 There is a clearly defined boundary formed by a significant tree belt and footpath between the two that is the historic eastern boundary to Farnham Park. Farnham Park is a Grade II listed Historic Park and Garden; a Site of Nature Conservation Importance; an Area of Historic Landscape Value; and further serves a strategic function as a Suitable Alternative Natural Greenspace (SANG) due to its proximity to the Thames Basin Special Protection Area (SPA). The subject site does not form part of the Park and therefore so far as we are aware has never done. 1.2.6 As indicated in the FLAA, the local landscape designations of Areas of Great Landscape Value (AGLV) and Countryside Beyond Greenbelt (CBG) were becoming superseded pending up to date evidence. The AGLV is an historic local landscape designation. Paragraph 113 of the NPPF states that "Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks". 1.2.7 The Site has no landscape designations or features of historic value. However, as it was incorrectly grouped alongside Farnham Park in the original segmentation of land, it was considered by the Landscape Study (and therefore by the FLAA) to be of "high landscape value", "high landscape sensitivity" and to provide an "important contribution to settlement setting". This is an inaccurate and extremely damaging assessment of the site that unduly prejudices its development. Representations were

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	made to the Council at the committee stage in respect of the incorrect conclusions drawn in the Landscape Study though these were not taken into account. Further work has been undertaken since then. 1.2.8 We comment below on the inaccuracy of the assessment undertaken by AMEC for the Borough Council. 1.2.9 In terms of SANG; the FLAA suggests that there is none to support the future delivery of housing on the site and it is therefore "unsuitable" and "not achievable" as a potential housing option. As we demonstrate this is far from the correct approach to this site that in this respect performs better than other 'designated' sites. Indeed, the site has previously been considered as an option for additional SANG within the Waverley Borough. 1.2.10 In order for a landscape to qualify as potential SANG, Natural England states that it should comply with a number of key criteria so as to attract visitors. This criteria falls within the parameters of visitor capacity and landscape quality. With regards to Farnham Park, 85ha have been considered by Natural England to be suitable SANG. However, visitor surveys carried out in 2007 and 2009 indicated that the park was already at 75% capacity. As such, the maximum eligible SANG capacity of Farnham Park was set at 21.25ha. 1.2.11 Recent car park, access and layout improvements saw Natural England release the full 21.25ha of SANG in March 2013. As such, and as noted in the draft Neighbourhood Plan, SANG capacity in Farnham Park and therefore, in the Borough as a whole is now limited. New housing on greenfield sites would have to provide an on-site SANG provision as an integral part of the development in order to be considered deliverable. 1.2.12 The Thames Basin Heath Avoidance Strategy (AS), amended in 2013, states that, in light of the Borough wide SANG shortage, the Council is now looking for SANG capacity on additional sites. Three sites have been preliminarily identified by Natural England as being of a quality that could provide an element of on-site SANG provision in the future – one of those sites, as noted in the draft Neighbourhood Plan and the updated AS, and contrary to the FLAA's consideration, is the land to the east of Farnham Park – part of the subject Site. The Plan notes that "discussions have taken place with the owner about the possibility of using the southern part of the land as SANG", though "further detailed discussions would be needed" to finalise such matters. These discussions have not been pursued. It should also be noted that in the AS the Councils Leisure Services estimated that the Park was being used at 50% capacity (AS clause 8.1). 1.2.13 It must be noted again that land allocated for housing on greenfield sites in the FLAA is not deliverable unless there is a sufficient capacity for on-site SANG. Out of those sites identified in Appendix 2 of the FLAA (Assessed sites included as Housing Site Options), only a small number have been highlighted as potentially being able to support SANG, and even this, at this early stage in the process, is a relative uncertainty.

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	1.2.14 With regards to the subject Site, should it be allocated for housing, SANG will form an integral part of the development of at least sufficient size to support the proposed development. It would be located along the sites western boundary, adjacent to and therefore serving as a bolt on extension of the existing Farnham Park SANG. 1.2.15 Detailed discussions have taken place with Natural England. As noted in the SA the minimum requirement for a SANG is a size of c.2ha. Natural England have further detailed criteria which are required to be achieved in order that they are able to support SANG allocation. The new SANG would be designed in accordance with those criteria set out by Natural England in order to maximise its biodiversity and visitor usage, and to further compliment the adjacent Farnham Park SANG. The existing ecological features on the Site, such as the hedgerows, mature trees and the pond, would be retained and fundamentally integrated into any housing development proposed. Natural England have been engaged in assessing the suitability of the Site in the context of the proposed housing allocation. 1.2.16 Without the need to provide on- site SANG the Site would have capacity for over 200 dwellings. But to enable the site to be 'self sufficient' in the provision of SANG a lower number is promoted. It is proposed that the site is allocated for up to 200 residential dwellings (incorporating c.40% affordable housing in the mix currently advised by Waverley BC's housing officers). Provision of 200 residential dwellings (at a rate of 2.4 occupants per dwellings, this equates to an approximate population of 480 new residents). Given that 1ha of SANG should be provided for every 125 people, these dwellings would require an approximate minimum on-site SANG provision of 3.84ha. It is proposed to provide at least 3.93ha of SANG on-site. This will exceed the minimum requirements, the surplus 0.09ha of SANG would be able to support the provision of new dwellings elsewhere in the Farnham area. A lower level of development will enable a greater residual to support other sites, such as the brownfield site I and/or the greenfield site K. 1.2.17 Therefore should the Town Council be supportive of a lower level of affordable housing than 40% this will see the site generate less housing units and more residual SANG. For example a reduction to 30% affordable would result in approximately 185 dwellings as there is a slightly reduced proportion of 1 and 2 bedroom properties. The WBC affordable mix is heavily biased towards these smaller dwelling types). Of course this reduction in proportion of affordable housing, allowing a larger surplus SANG may permit the release of an otherwise stalled allocated development. Thereby the overall net increase in affordable development for the local area is larger. 1.2.18 Given the Site's identified capability to provide SANG, its development for much needed market and affordable housing is therefore deliverable, whereas the majority of those identified by the FLAA currently are not. This is a significant

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	benefit of the site, over other sites that are proposed to be designated. Its over-provision of on-site SANG would assist in supporting new dwellings elsewhere. It is also important to note that no major housing application that has been submitted since January 2014 is able to provide the appropriate degree of SANG. 1.2.19 The allocation of the "Land at Hale Road" for housing in the Neighbourhood Plan would therefore carry greater weight than any of the existing allocated sites, given that it has already been identified by Natural England as being suitable, secure its provision for SANG in perpetuity and therefore its delivery for housing. The FLAA states "The Town Council is not aware that this site currently has SANG available to support delivery of housing. The site is unsuitable and currently not achievable as a potential housing option". It is clear from the above that the site does have SANG and is therefore deliverable both in itself and as a 'bolt on' SANG to that existing in Farnham Park. Implementation can be dealt with through planning conditions and an appropriate legal agreement. 1.3 The FLAA's incorrect assessment aside, the Site itself is well suited for use as housing recognising that there are some sensitivities and would have a significant positive impact on its provision in the Borough. This is illustrated in Appendix 1 of the draft Neighbourhood Plan's Sustainability Appraisal/Strategic Environmental Assessment, that summarises in relation to the subject site; "Land at Hale Road" as follows: "Residential development would be likely to have a significant positive impact on housing and a minor negative impact on landscape, character, water resources, energy efficiency and climate change." 1.4 This is the correct view to take but appears inconsistent with the statement in the FLAA that "Development of this significant site would have a harmful impact on landscape of high value and sensitivity". This is similar wording that was drawn about the site in WBC's Landscape Study – Part 1 (2014). This conclusion however has already been deemed inaccurate and skewed due to the Landscape Study's incorrect assessment of the Site within the same segment as the adjacent Historic Farnham Park. As such, it should be considered that, in accordance with the Site Summary in the Sustainability Appraisal, the Site's development for housing would not have a major negative impact on landscape quality. 1.5 We understand that the original view on landscape in the SEA was changed after the AMEC report was published, resulting in the revised summary in the housing assessment. Although this is inconsistent with the date of the published SEA of October 2014. Our client's landscape consultant has undertaken an assessment of the site in its own right. Having considered the criteria applied under the WBC Landscape Study and the criteria set out under Topic Paper 6 and in the GLVIA3, the table below reflects the assessment had the site been correctly assessed on its own right.

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	Author Tyler Grange 1.6 Some of the sites in the housing options schedule that have been included have medium landscape value/high landscape sensitivity (sites O, P and R) and one has medium landscape value/medium landscape sensitivity (site Q). On the basis of the correct assessment above the demonstrates this has similar landscape characteristics to site Q and housing development here will have less impact on the landscape than sites O, P and R. Accordingly landscape sensitivity and value are not impediments to bringing the site forward. 1.7 Also contrary to the FLAA, the review of the Land at Hale Road illustrated in the Sustainability Appraisal notes that on-site SANG here is a possibility as a way of helping to control disturbance to the SPA. It is stipulated earlier in these representations that any redevelopment of this Site for housing will provide the maximum SANG provision, not just to serve the respective development but to also support new houses built elsewhere in Farnham. In all, given that the FLAA and the Sustainability Appraisal are both intended to serve as evidence bases to support the Neighbourhood Plan, there appear to be a significant number of discrepancies and variances which we feel must be regularised if the resulting Plan is to be sound and robust. 1.8 The Site has a north-south slope and is largely obscured from surrounding roads and viewpoints by the presence of thick vegetation on site. Any housing development here would be sensitively designed, in accordance with the Farnham Design Statement 2010, to respect the heritage of the listed properties to the north east and east of the site and to be in keeping, in terms of density and scale, with the architectural vernacular of the existing wider settlements of Hale and Farnham depending upon the location on the site. 1.9 Any development of the site for housing would be implemented in accordance with policies in the Neighbourhood Plan, with a particular regard to sustainable transport. Cycling and footpaths would serve a key role in this location, particularly given its proximity to the existing Farnham Park SANG and its proposed provision of new SANG; and further due to the fact that the site is otherwise located on a key "desire line" between Hale and Farnham, which would reduce the need for pedestrians and cyclists travelling between the two settlements to use the A325 and the Six Bells Roundabout. 1.10 Overall this is limited intervisibility between the proposed development and Farnham Park given the proposed SANG location to the west of the site; the existing boundary screening to the west site boundary; and the topography of the land. 1.11 As part of the landscape and visual impact assessment prepared for the EIA to accompany the planning application we have considered various views of the site from near and far locations. The consultant's interim summary is that Views of the site are limited to the immediate vicinity, for example from along the permissive footpath within Farnham Park to the west and

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	from the Six Bells Roundabout to the south east and from properties overlooking the site. 1.12 Development on the northern part of the site will be visible from the properties located along the northern and north eastern boundary, as they have intervisibility with this part of the site. 1.13 Due to the topography and the general wooded character around the site, it is however difficult to identify the site within the wider landscape. Therefore development here will have limited impact on the wider landscape. Summary 1.14 The Site is partially greenfield land, located on Land off Hale Road. It has no landscape designations, serves no historic value and is generally of poor quality. Whilst separated by a dense line of vegetation, it sits adjacent to the historic landscape Farnham Park. 1.15 Waverley's Landscape Study carried out in 2014 assessed the quality of existing greenfield sites surrounding the town of Farnham. In accordance with the method of analysis, it segmented the existing greenfield sites into smaller review areas. Farnham Park and Land at Hale Road were grouped together despite their obvious differences in landscape value. By association, Land at Hale Road was therefore incorrectly designated alongside Farnham Park as a sensitive landscape of high quality, unsuitable for housing. This appears to be the key reason why the Site was omitted as a viable Housing Option in the FLAA. Whilst this consideration of the Site's "high landscape quality" was noted in the review of its "Landscape/Open Space" in the Sustainability Appraisal, the Appraisal's overall summary of the Site stipulates that housing here would not have a major negative impact on the landscape. This is supported by our own assessment above. 1.16 Farnham Park's SANG provision of 21.25ha has been fully released. There is therefore a Borough wide shortage of suitable SANG, with housing developments on greenfield land only now being considered deliverable if they are able to provide an integral on-site SANG provision. The majority of those sites identified as Housing Options are not yet able to demonstrate this so cannot be considered deliverable. On the contrary the subject site can make a positive contribution to housing delivery, meets its own SANG needs and can provide for others. 1.17 Despite the FLAA's consideration, the Site has been identified both by Natural England and by the Sustainability Appraisal as being suitable and able to provide on-site SANG. As such, housing is deliverable on the Site and, if allocated in the Neighbourhood Plan, an element of SANG would be secured in perpetuity. This SANG would not only compliment and support the adjacent Farnham Park SANG but, given that it is proposed to actually exceed the minimum on-site SANG provision required for the proposed 185/200 dwellings, it will also directly support the SANG requirements additional new dwellings elsewhere in the Farnham area. 1.18 In all, the discrepancies between the 2014 Landscape Study, the FLAA and the Sustainability Appraisal have significantly

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	prejudiced the development of the Land at Hale Road, resulting in an otherwise suitable and deliverable site not being identified as a Housing Option. It is our consideration that this is therefore not based upon a sound evidence base. 1.19 Any housing development on the Site would be designed to respect the existing historic and residential character of the area, maximising and enhancing existing sustainable transport routes and local biodiversity. We welcome further discussion with Farnham Town Council on the progression of the strategic site allocation and look forward to working with you in due course.
[redacted]	Farnham currently has some 16,700 dwellings and 39,000 residents, roughly 33% of the Waverley total. Their democratic voice must be heard, loud and clear. Residents have been crystal-clear that they prefer Scenario 4 to the other three, voting for that scenario by 81%. What this really means is that Farnham residents are voting for maximum houses on Brownfield Dunsfold and minimum on Greenfield sites in Farnham and Cranleigh. This response is not unique to Farnham; it is Borough-wide. Waverley residents are making it clear that they support the use of Brownfield sites before any green fields are built upon. They are not voting explicitly for Scenario 4 per se but for Brownfield sites to be used first. Scenario 4 has the most houses at Dunsfold, 3,400, with 1,800 at Farnham of which 700 are above the anticipated provision of 1,100. Much of those 700 would have to be on local Greenfield sites. In Waverley overall, Scenario 4, there would be some 1,200 homes on Greenfield sites at the 4 main settlements. I find this unacceptable when there are other alternatives, and much better alternatives, at Dunsfold, a Brownfield site. If (regrettably) agreed, those Scenario 4 numbers would pose a severe challenge in terms of deliverability, sustainability and infrastructure. In the time available I have not so far been able to discuss with Waverley those matters that are within their control. I therefore log them here for your information. Specifically:- a. The numbers of houses required in Waverley between 2013 and 2031 is the major foundation stone on which all the other options depend. That number is 8,450, or 470 each year and is rumoured to rise. b. There is no up-to-date justification that I can find so far as to how that overall number of houses required has been arrived at. This needs to be in the public domain, highly visible, and in full detail, for searching scrutiny. Nor does it seem that the methodology, calculation, and result, have been subjected to an independent expert rigorous stress-test. c. I see from Iain Lynch's letter to Waverley that "At the Town's and Parishes meeting on 29th September 2014, Farnham Town Council was pleased to hear that the Borough Council was not accepting the 470 dwellings per annum, currently reported housing need for Waverley, from the 2013 SHMA". Excellent. d. In assessing the density of housing on sites there needs to be explicit allowance for the appropriate SANGS requirement, quantified by site. The area needed to provide the required SANGS on potential sites is substantial. This significantly reduces the dph for the sites overall. It is not clear to me that Waverley has done this. e. As argued below, we now need a new Scenario 5 with 5,000 homes at Dunsfold. The logic for this is impeccable but we need Waverley to agree formally.

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	I am copying Waverley Planners on this letter. I invite them to respond to these issues. Returning now to Farnham Town Council's position: I have read in detail all of the many planning documents relating to Dunsfold that are on the Waverley website. This includes their 2009 Appeal papers and their latest submissions. These papers make an overwhelmingly strong case for a new Eco-Village at Dunsfold. The quality of Dunsfold's documents is superb. I note in particular:- 1. This is a residential-led mixed housing and business development. There is a substantial proportion of affordable housing. 2. In 2009 Dunsfold was awarded the "Francis Tibbaulds Award for the Best Potential New Development in the UK" 3. In correspondence with me this week, Dunsfold Airport Ltd, the owners of Dunsfold, expressed a desire to work with WBC to assist the Borough with its housing needs and said that their very latest plans "....will refer to what can be provided at Dunsfold, namely, suitable infrastructure, transport, renewable energy, schools, public open spaces, medical facilities etc. In other words, all that a sustainable community would require in order to make it a pleasant place to live. It is Dunsfold's ambition to create an exemplar village for the way in which we will all need to live in the future: to take the best from the past, blend it with the best from the present and make something worthwhile for future generations" 4. Even the Inspector in 2009, when he turned down an appeal against a Waverley residential planning refusal for Dunsfold, largely based on traffic issues, did not only consider the traffic impact on the A281. He pointed out the self-evident, common- sense, fact that adding so many houses in Waverley would cause traffic problems somewhere!! The Secretary of State also agreed saying "5,000 new houses [now 8500 or more] to be built in Waverley over the twenty year period of the SEP (now LDF) are likely to have a major impact on traffic wherever they are placed (IR377)" Well, surprise, surprise! The challenge that WBC missed was not to take a pan- Waverley view of the impacts, particularly on the already-stressed Farnham roads. 5. The Secretary of State did not miss this point, though; he said in his letter that in dealing with Waverley's Local Plan: "that a decision to allow the Eco-Village to proceed at this stage, prior to the formulation of the Local Development Framework, would be premature and would effectively pre-empt the proper consideration of alternatives as part of the development planning process" In WBC's case, it would now appear that they have now completed the "proper consideration of alternatives" through their Consultation process and some 89% of the respondents have elected to have Dunsfold as their preferred choice. 6. In a letter to the Farnham Herald of 14 November (attached) the vice-Chair of the Farnham Society, Andy Macleod,

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	systematically and factually demolished the argument that the most serious traffic problems were on the A281. 7. Dunsfold Park's appointed Traffic Planning Specialist Consultant, Vectos, has a most compelling map of existing traffic hot-spots at Executive Summary page (ii) of their "Dunsfold Park Preliminary Transport Assessment, Volume 1, Text" (Waverley website). This map is copied at the end of this letter and makes it very clear that Andy Macleod's letter was remarkably accurate. It is no surprise to anyone that Farnham has the most severe problem in Waverley. The contrast between Farnham and Dunsfold on that map is stark. Vectos's detailed and authoritative reports merit careful study. 8. The following organisations are supporting the concept of a significant Garden Village at Dunsfold:- a. The Cranleigh Civic Society b. Cranleigh Parish Council c. Chair of the Cranleigh Chamber of Trade and Commerce who speaks on behalf of local businesses d. For the first time ever Friends of the Earth (UK) appeared and spoke in support of a commercial development e. The University Environmental Engineering Departments (Cambridge, Surrey and East Anglia) f. The Local Environmental Forums g. The Town and Country Planning Association (who have endorsed the scheme's low carbon measures). h. Lord Taylor of Goss Moor, the Government adviser on Rural Housing i. Local residents of all ages have voiced their support alongside others who spoke of their desperate need for an affordable home. In my view, impressive. I doubt that many other similar sized developments have this wide-ranging array of support, including from Friends of the Earth. 8. In 7.h above I refer to Lord Taylor. In September 2012 he published his 94 page Report "The Future for Dunsfold Aerodrome". This is a powerfully argued overview of the options for Dunsfold's owners. I imagine that recipients of this letter are fully familiar with the Report's conclusions, but I wish to highlight here an extract from the Report Summary Clause 29:- "Therefore the best option for DPL as a business, if mixed use is ruled out, (which is what WBC's draft Core Strategy proposes) is to grow the aviation business upgrading the other business offers. What that means however is:- a. No improvement, and very likely a worsening of, the 'nuisance' issues to local communities of the Aerodrome uses (air traffic and automotive). WBC's own environmental appraisal doubts WBC can control this. b. Substantial [greenfield] development in Waverley Borough (notably at Cranleigh and Farnham) that could instead be better accommodated on this brownfield site". c. Cranleigh faces the worst of both worlds – increased aviation impacts and Greenfield development - sufficient to

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	increase congestion on the narrow link roads from Cranleigh to the A281, particularly on those alternative routes such as Shamley Green, Wonersh, Shalford etc" A sobering thought for Cranleigh residents – as Lord Taylor puts it a lose-lose situation, whereas he describes the Dunsfold garden-village concept as a win-win-win. (See his conclusions on page 12, copied at the end of this letter) I live in Farnham but I doubt that the residents of Cranleigh wish to be subjected to a sharp increase in noisy aviation movements as well as the development of local Greenfield sites as well as increased traffic congestion. All this if substantial, and badly needed, housing at Dunsfold is again refused. 9. I also note that in his October 2014 letter to Waverley, Iain Lynch, Farnham Town Clerk, argues strongly for 5,000 houses at Dunsfold. I support him in that argument. In the next draft of the Plan I request that you include much of these benefits. Without that, Farnham could be accused of NIMBYism in voting for the scenario with the maximum number of houses at Dunsfold!! The reality is that there is a compelling case for Dunsfold, entirely on its own merits. That case needs to be put, to make clear our logic for choosing Scenario 5. I should add that I have no connection in any way with Dunsfold. It is only in the last two weeks that I have had contact with them and then only on matters pertaining to the Farnham Neighbourhood Plan. So, where now? In the local press, and within the local residents associations, there has been discussion of "Scenario 5", with around 5,000 new dwellings at Dunsfold. I know that this is the remit of Waverley to decide, not you, but ask that you continue vigorously to press that case with them, as you have done in Iain Lynch's letter referred to above. Once agreed there will obviously have to be a detailed assessment of that new Scenario 5, to be compatible with all the other work to date. Given all of the above I will be asking in a separate letter that Jeremy Hunt enthusiastically backs Scenario 5 as being the most appealing way to go forward, for the balanced and sustainable benefit of Waverley residents overall.
[redacted]	Policy FNP11 – Housing Site Options We were surprised to see that the Hale Road development is an excluded site given the scope for: • a well screened, low density development in keeping with the surrounding housing; • enhancement of the landscape by the burial of the overhead electric power lines; • opening up a significant proportion of the site to public access from the adjacent Farnham Park land;

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	• strengthening of the Farnham Greenway network at the junction of the Scholars and Hale Trail Greenways. We would like to see a review of the status of this site in the light of the developer proposals and landscape impact assessment / photo-montage evidence.
[redacted]	4.8 Pages 43 to 49 of the Draft Neighbourhood Plan consider the Housing Requirement, Housing Supply and Housing Site Options. This part of the plan does not adequately identify the housing needs of the Neighbourhood Plan area and does not clearly state how much housing will be provided across the plan period. The second paragraph on page 49 suggests it provides for about 1,890 dwellings (with 790 dwellings on predominately greenfield sites with 1,100 dwellings arising from completions, existing planning permissions, windfall sites and mainly brownfield sites). It is noted that this level of housing provision generally accords with Scenario 4 of WBC's "Consultation on Potential Housing Scenarios and Other Issues for the Waverley Local Plan". The dwelling requirement in the draft NP is, however, inconsistent with the housing provision for Farnham as set out in Scenarios 1, 2 and 3 of the recent Local Plan Consultation which all propose higher figures (see paragraph 2.17 above). 4.9 As previously mentioned WBC will be testing the four scenario options set out in the recent Local Plan Consultation document before deciding which of these (if any) should form the basis of the new Local Plan Strategy in the next stage which is the Draft Local Plan. Until this process has been completed and the submission Local Plan has been tested at Examination there is huge uncertainty as to what the dwelling requirement for the Borough will be; how this will inform the strategic policies of the Plan; and how the new homes will be distributed throughout the Borough. As such there is no certainty that Scenario 4 will form part of the adopted Local Plan. As set out in the WD representations to the recent Local Plan Consultation only Scenario 1 which provides for 3,800 homes at Farnham (of which 2,700 homes will be on new greenfield sites) will meet the affordable and economic needs of Farnham. On this basis WD contends that the Draft Neighbourhood Plan and Policy FNP 11 should aim to provide for significantly in excess of Scenario 1 meaning that it will be necessary to allocate additional greenfield sites within the Neighbourhood Plan in accordance with para 47 of the NPPF. 4.10 As part of the draft Neighbourhood Plan, the Town Council prepared the Farnham Housing Land Availability Assessment (FHLAA). Appendix 3 of the FHLAA lists a total of 31 sites which were assessed but not included as housing options. One of these is (WBC Ref 332) - Land off Waverley Lane. The Summary of the Assessment (Site suitability/availability and achievability) for this site states: "The sites have high landscape value and high landscape sensitivity in their own right and would form part of the setting of the Candidate AONB currently under review. The treed boundaries to Waverley Lane provide a verdant entrance to the town and are likely to be adversely affected by development. The site has no footpath connection. The Town Council is not aware of any SANG provision to serve the site. This site is not suitable or achievable as a potential housing option. 4.11 The background evidence base for the Neighbourhood Plan also includes a Sustainability Appraisal/Strategic Environmental Appraisal (SA/SAE). Appendix 2 is a Sustainability Appraisal of the Sites not included the Draft Plan. The

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	summary for Land off Waverley Lane on page 124 states that: "Residential development on this site would have a significant positive impact on homes but significant negative impact would be anticipated on landscape and minor impacts on transport, biodiversity, water resources, flooding, energy efficiency and climate change". 4.11. As part of the promotion for this site WD appointed a number of consultants to advise on various technical aspects including landscape, ecology, transport, drainage, utilities and SANGs the outcomes of which will inform a planning application for up to 160 dwellings on this site. The application will also be supported by an Environmental Statement which will also address a number of other technical aspects including all those referred to in the SA/SAE entry for the site. In terms of the FHLAA observations for not including the Land off Waverley Lane as a Housing Site Options in Policy FNP11 we make the following comments: 4.12 Landscape Considerations: As part of these representations Allen Pyke Associates have prepared a rebuttal of the landscape reasons cited in the Appendix 3 of the FHLAA and other background documents for not including Land off Waverley Lane as a Housing Site Option. This is contained in full in Appendix 2 of these representations and is summarised below. It confirms that the site forms the eastern edge of Farnham and is not subject to any landscape designation and fulfils the other landscape criteria for inclusion:- • It is not in, or adjacent to, an area of Strategic Visual Importance; • It was not recommended for inclusion in the Green Belt in the Green Belt Review (Amec August 2014) nor for exclusion in the AONB or AGLV in the Local Landscape Designation Review (Amec August 2014); • It avoids the Green Belt; the AONB; areas of high landscape value and sensitivity; Arcadian areas; public open space; areas of wildlife importance; Biodiversity Opportunity Areas; areas at high risk of flooding and the Air Quality Management Area. 4.13 Development of the site would not result in 'extensive degradation of character and value' and there are mitigation measures which could be taken to address potential landscape issues. Long and middle distance views are limited and create a sense of enclosure. The northern and central fields are not judged to have high sensitivity and value. The southern field is judged to be of high sensitivity and value, and is therefore appropriate for SANG. In short the site could be developed in a way that provides for new buildings on the less sensitive areas i.e. the northern and central fields and open space/SANG on the more sensitive southern field. In addition to this the development would provide Natural and Semi Natural Green Space, extended and enhanced public footpath links. 4.14 It should also be noted that some of the Housing Site Options included within Policy FNP11 fall within sensitive landscape and other environmental designations. These include:

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	l) Land South of Monkton Lane which falls within an Area of Strategic Visual Importance (ASVI) and a Site of Nature Conservation Importance (SNCI) m) Land at South East Badshot Lea off Georges Road which is within the strategic gap. n) Land west of Green Lane, Badshot Lea – part strategic gap q) Land off Crondall Lane – ASVI r) Garden Style, Wrecclesham Hill – Area of Great Landscape Value (AGLV) and Ancient Woodland 4.15 This indicates that there are significant inconsistencies in how the draft NP has approached the significance that should be given to landscape and environmental designations. It is also important to note that Land at Waverley Lane is not affected by any of the above designations. 4.16 Transport: As part of the site promotion and future planning application WD's Highway Consultants, i-Transport, have been in discussions with Surrey County Council (SCC) Highways Department and have advised WD concerning various highway matters. The traffic impact assessment carried out by i-Transport has considered the potential impacts of a development of up to 180 residential dwellings on the site and the effect on the following junctions and corridors: • Waverley Lane corridor (including junctions at the proposed site accesses, Abbot's Ride and Menin Way); • Station Hill corridor (including its junctions at Tilford Road/Waverley Lane; • A31 corridor (including the Hinckley's Corner Junction). 4.17 The Assessment concludes that all the Waverley Lane junctions assessed will operate within capacity and that the two site accesses perform well within capacity with no queuing or delay anticipated. The impact of development traffic on the Waverley Lane junctions with Abbot's Ride and Menin Way is small, and results in a maximum increase in queuing of one vehicle on the minor arm of each junction. Overall the impact of the development is not considered to be 'severe' in the context of the NPPF. 4.18 In relation to the Corridor Assessments and changes in journey times on the local network the appraisal demonstrates that there is a very small impact on the journey times both eastbound and westbound on the A31 corridor; and there are only small impacts on the South Street - Station Hill corridor and the Waverley Lane corridors too. An assessment of junction delay changes resulting from the development are consistent with the results of the journey time assessment, and identify only very marginal impacts arising from the development. Overall the development is unlikely to result in any 'severe' impact on the traffic conditions on the Waverley Lane, Station Hill or A31 corridors. The total network statistics identify that the development will add less than 1% impact in delays across the network and average journey times across the network would increase by a mere 4 seconds.

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	4.19 In addition to the above traffic impact assessment the proposed development can be connected to the existing footpath network to the north-west by creating a pedestrian link from the southern site across Waverley Lane into the northern site with the link running parallel to the southern boundary (and behind the hedge fronting Waverley Lane) and joining into the existing footpath network running along the northern side of Waverley Lane. The development could also provide a pedestrian link from the northern site onto Compton Lane and the wider public footpath network part of which is within the site. 4.20 SANG: As part of the pre-application process WD appointed EPR (Ecological Planning & Research) to advise on the provision of on-site SANG. This has involved meetings and correspondence with Natural England which has confirmed that mitigation will be required because the site falls within the 5km Thames Basin Heaths Special Protection Area (TBHSPA) zone as well as within 5km of the Wealden Heaths SPA (WHSPA). Natural England have agreed that suitable mitigation includes the provision of 5.5 hectares of on-site SANG within which there is a circular walk. Provided this advice is followed any impact on the TBHSPA would be satisfactorily mitigated. 4.21 It is noted on page 39 of the draft NP that the residual capacity of the existing Farnham Park SANG or a marginal increase in its capacity can support approximately 325 new dwellings and that this is earmarked for brownfield sites (up to 295 dwellings) that cannot provide SANG. As such the residual SANG capacity is not sufficient to accommodate the potential housing on the sites identified by criteria l) Land south of Monkton Lane (60 dwellings), and m) Land at South East of Badshot Lea off St Georges Road (80 dwellings) because they are too small to provide suitable on-site SANG. This is important as these two sites are located in the northern part of NP plan area and closer to the TBHSPA where the need for additional SANG is greatest. In comparison, Land off Waverley Lane is further away from the TBHSPA and can provide suitable on-site SANG for use by the residents of the proposed development. Site Capacity of Housing Site Options 4.22 In addition to the requirement to provide on-site SANG for the larger greenfield sites identified as potential housing sites in Policy FNP11 there will also be a need to provide on-site open space, drainage, new landscaping, retention of existing trees and hedgerows etc. This will reduce the developable area of a site by allowing for natural features to be retained and enhanced. In addition the draft NP acknowledges that there will also be a need to ensure that new housing developments respect/ safeguard residential amenities such as privacy, daylight and sunlight through careful site layout, property orientation, landscaping and detailed design. These aspects will further erode the developable area and the potential yields of some of the Housing Site Options.

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	4.23 The table below considers this point and questions whether the approximate capacities of some of the Housing Site Options are achievable as many of the sites capacities are based on 97- 98% net to gross. 4.24 Suitability/Achievability: Based upon the work carried out to date the site is in a suitable and sustainable location; it is within single ownership and can deliver new homes quickly and in a location where the need and demand for new homes is high. 4.25 As a result of the above comments, WD objects to the Neighbourhood Plan assessment of the Land off Waverley Lane which is not supported by the detailed technical work carried out to date. The uncertainty surrounding the capacity of some of the Housing Site Options, the need to provide more housing at Farnham than is currently proposed by the Neighbourhood Plan to meet the settlements own affordable and market needs as well as the requirement to plan for economic growth, and reduce the amount of in-commuting indicates that additional housing sites should be allocated by the NP. For the reasons set out above and in the next section of these representations the Land off Waverley Lane should be included as part of Policy FNP11- Housing Sites Options for up to 160 homes with the provision of 5.5 hectares of on-site SANG. This will provide much needed affordable and market homes where the need is greatest; it will help support the local economy; reduce in-commuting and secure sustainable development as required by the NPPF. 4.26 As a consequence of the comments made on Policy FNP11 above the built up area boundary shown on Map A (page 15) should be amended so that it includes the northern and central southern sites of the Land off Waverley Lane within the built up area. The southern field which would be used to provide on-site SANG area should be excluded from the built area boundary. 5.1 SUITABILITY OF LAND AT WAVERLEY LANE FOR HOUSING 5.2 Since WD acquired an interest in Land at Waverley Lane the site has been promoted at various stages of WBC's replacement Local Plan. This included 'call for sites' submissions; representations to the Strategic Housing Land Availability Assessments, all stages of the now withdrawn draft Core Strategy between 2010 and 2013, attendance at the Core Strategy Examination and more recently the "Consultation on Potential Housing Scenarios and other Issues for the Waverley Local Plan" in October 2014. In addition to this WD has sought pre- application advice in relation to the submission of an outline planning application for up to 190 dwellings and an Environmental Impact Assessment Screening and Scoping Request. As a result a considerable amount of detailed technical work has been completed with the intention of submitting an outline planning application. Based upon this work it is evident that the site is very well suited for residential development for the following reasons: • The site is relatively self-contained in the landscape and those parts of the site which are considered suitable for built development (the northern and central fields) are not within high sensitivity landscape areas. Appropriate landscape mitigation

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	can be incorporated into the development. • The site does not fall within the existing Green Belt, nor AONB (or potential extensions to these designations), nor the AGLV, Strategic Gaps or any other environmental designations. • Following agreement with Natural England 5.5ha of on-site SANG including a circular walk can be provided on the southern field and part of the central field as SPA mitigation. • The part of the site that falls within Flood Zones 2 and 3 would be kept free of built development with this area forming part of the SANG provision. • Suitable amounts of on-site public open space would be provided. • The development would provide on-site Sustainable Drainage systems. • The development would provide affordable housing for which there is an acknowledged local need – the highest in the Borough - plus market homes. • It would create homes close to employment opportunities reducing the amount of in- commuting and strengthen the local economy. • Traffic impact as assessed by the i-Transport Technical Note would be acceptable. • It is within walking distance of the town centre, the railway station, schools, medical facilities and other community and recreational facilities. Some of these facilities can also be reached via public bus (Route No's.46/535) as there is a bus stop within 200m of the site. • New pedestrian links would be provided within the site. These would connect into the existing footpath network along Waverley Lane and the public footpath network within the site and further afield. • It is well related to the existing pattern of settlement with established residential development located to the north and west • The site is in one ownership. It is available, suitable and deliverable for residential development in an area where there is high demand for new affordable and market homes. 5.3 Overall the site can be developed for residential development in accordance with the three dimensions of sustainable development; economic, social and environmental as set out in paragraph 7 of the NPPF. As such Land at Waverley Lane should be allocated for up to about 160 homes including 5.5ha of on-site SANG as part of Policy FNP11 of the Farnham Neighbourhood Plan.
[redacted]	The road system, in my view will not support the suggested central designation areas with the level of development being proposed. One of the aims of The Farnham Design Statement is that it is designed to ensure a sustainable and attractive environment for

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	future generations. It is my view that a number of the proposed areas will impact on this to its detriment. The statement acknowledges that already "it is widely recognised…that it is blighted by the volume of traffic". Many of the proposed areas are only going to add to this to this problem. Whilst I am aware of the call for housing in the country, this has to be achieved in areas which have the infrastructure to support such development. The historical way in which Farnham has developed does not support this and we need to ensure that the integrity of the town is maintained.
[redacted]	The housing requirement in terms of total number will be set through the Local Plan and that will ultimately be informed mostly though the Strategic Housing Market Assessment. The basic current numbers are set out in this draft plan. However this objectively assessed needs requirement will be subject to environmental constraints and as noted there are some in the Waverley area (mostly AONB and Green belt). Where they are to be located has been subject to consultation as part of the emerging Local Plan consultation. I have attached our comment in regard to the 4 options proposed by Waverley Council – this will inform this Neighbourhood Plan response. Policy FNP11 – Housing Site Options We note this and support site o) at page 48 and page 89. It should be noted that we only speak for around 2/3 of this land to the west of the land holding (land at Little Acres Nursery and the land to the west). Off-site SANG can be discussed with the Council and will need to be dealt with in any event to meet environmental regulations. The reasons for this land being identified is due to a number of positive factors: • It was identified by the Badshot Lea Community Association's consultation exercise • It is located adjacent to the settlement boundary • It is already developed across some of the land • It has existing access • It is identified in the SHLAA and the recent Landscape Review as being both sustainable and as having low impact • It is available with no known environmental constraints In summary we endorse the Farnham Neighbourhood Plan when taken as a whole however have restricted comment to the most pertinent parts. In addition we have attached comments we made to the Local Plan consultation in relation to housing numbers and how these may affect Farnham.
[redacted]	This email is to confirm that Surrey County Council has instructed Waverley Borough Council to pull the above site from their SHLAA promotion. The Borough Council has confirmed that it will duly remove this site at the time of their next round of SHLAA consultation - this will then rectify the error when it was mistakenly loaded up by the Borough Council as a candidate site for SHLAA.

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	We are currently awaiting confirmation from County Education colleagues that this land is not needed for future strategic purposes and as such will keep you advised.
[redacted]	Page 43 – The quoted figure of 9400 homes for the net need in Waverley Borough does not correspond to any figure set out in the recent Local Plan consultation. It would be more accurate to state that the estimated need of 470 homes per year equates to around 8450 over the plan period (2013-2031). The phrase "residents are keen that this is absorbed within the environmental constraints" is vague and unclear. Page 43 - The approach in the NPPF is for Local Planning Authorities is to objectively assess its housing needs and then to test if those needs can realistically be delivered. The Borough Council has assessed its needs through the draft (Waverley & West Surrey) SHMA (2013) and will shortly be publishing its final (Guildford, Woking and Waverley) SHMA. It follows that the testing process for delivering those needs, in terms of both numbers and distribution, has yet to be completed. The key issue here is that neighbourhood plans should facilitate delivery of the amount of housing and other uses set out in the Local Plan. In the absence of this, it is not clear what the justification is for the housing number identified in the FNP. It just states that the number of sites is approximately 790 dwellings over the 1100 dwellings stated in the Housing Scenarios consultation that could be potentially built from existing permissions, windfall sites and mainly brownfield sites. Page 44 - Housing completions - The figures used are up to 31st March 2014. To be consistent with the other components of supply 30 dwelling completed since then and 1st October 2014 should be added. Windfalls – As the Waverley SHLAA is based on 01/04/14 the table will need to take off half a year's worth of small and large windfalls which will give an overall total of 311 up to 31/03/31. Page 45 - Summary - The changes to the components of supply above means that the summary table should be changed and gives a total of 874 dwellings (see below) Source Net Dwellings Completions 83 Large site permissions (01/10/14) 412 Small site permissions (01/10/14) 68 Large Windfall 127 Small Windfall 184 Total 874 The 1100 referred to in Waverley's consultation comprises 835 commitments within settlements (completions, outstanding permission and windfalls) and 260 from sites identified within the settlements in the SHLAA as of 1st April 2014. It does not include any sites outside the settlement boundary and therefore does not include brownfield sites in this location. Page 45 - The site size threshold for the FHLAA sites at over 0.2 ha is inconsistent with Waverley's SHLAA which has a

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	threshold of 5 dwellings or more (for sites within the settlement area). Waverley's estimate of small windfalls is also based on sites of fewer than 5 dwellings. The FNP assessment of capacity therefore underestimates the number of potential dwellings from within the built up area compared to Waverley's SHLAA as it will exclude those sites below the site area threshold that could achieve more than 5 and they can not be included as part of the small windfalls estimate. This is particularly so for sites in town centres where higher densities are more appropriate. The number of dwellings from sites not currently allocated is put forward as 245 on largely brownfield sites from FNP11(a) – (f). However: • Does site c) Part of SSE Depot also include the greenfield element, i.e. the part outside the settlement boundary? • The number does not include those sites g) to j) which are also within the settlement except for h) the Brethren's meeting room which is not. This site was granted consent as an exception to policy on the grounds it was providing a community use. Page 46 – Where is the evidence that the five sites listed all have the capacity to provide on-site SANG? See previous comments about the need to satisfy the site quality checklist, not just meeting a minimum site size requirement. Pages 47- 48 – FNP11 - As a general comment, it is noted that all of the included sites k) to r) have been given a RAG score of Green or Amber in the Waverley SHLAA 2014, which shows a good degree of agreement between the authorities on the suitability of sites. The estimated yields do differ between the SHLAA and the FHLAA on some sites, especially those where on site SANG is required, e.g. (n) to (r). We have also spotted that sites k) to q) in this policy are shown in a different order in Appendix 2 of the FHLAA. This is confusing. Site j) Coal Yard, The Street, Wrecclesham – Waverley did include this site in its SHLAA published in 2011 but rejected it from subsequent updates on the grounds of availability. It is appreciated that the FLHAA may entice the owner to promote the site but the NPPF says that the SHLAA needs to establish realistic assumptions about delivery. Therefore, it should not be included as a deliverable site until there is evidence to support this assessment. We note that one of the supporting evidence documents for the FNP provides details of 31 sites that were considered but not included as site options. Two of these sites were rated Green in the latest version of the Waverley SHLAA and 11 were rated as Amber. We note that in several instances, one of the reasons given for not including the site is a lack of SANG provision. However, many of the sites that this applies to are very small, and we query whether it is appropriate or reasonable to reject these sites on this ground. I would suggest that you reconsider whether any of these sites have potential for development, in particular those rated in the recent WBC SHLAA as Green or Amber, even if this is subject to the caveat that SANG provision will also be required. Following the recent Local Plan consultation, we will be reviewing the SHLAA. We will be reviewing this to take account of comments made to the consultation on the Local Plan and we will also take into account the information in the FHLAA. Page 49 - It would be helpful to refer to the 2013 Waverley and West Surrey SHMA.

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	Page 50 - FNP12 encourages proposals for 1 and 2 bedrooms on smaller sites in the built up area but the evidence is for 3 bedrooms as well, particularly in the market housing sector. What justification is there for the policy requirement? Is it to take account of the suppression of household type in the past or is it to ensure that the development maximises the number of homes on the site? What does the FNP define as a smaller site in the built up area?
[redacted]	The area is shown in the context of acceptable sites in the Farnham Neighbourhood plan area [yellowed]. The area does not flood: maps.environment-agency.gov.uk The area has no major environmental constraints to inhibit development: magic.gov.uk/MagicMap On the basis of the above baseline position looking at environmental matters we have been asked to make this area known to the LPA and the local Neighbourhood team at Farnham TC. The site is about 3.5ha in extent [blue line] and abuts the Leonard Cheshire Home [Bell's Place], the 6 Bells PH car park [all

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	circled in red] and various roads and the Farnham Park. We have only just been asked to deal with this and feel there is no statutory reason why the area cannot be taken into consideration in the preparation of the local plan and the Neighbourhood plan. It does not appear to have been assessed before under SHLAA or FHLAA processes and therefore it should now. The use of the site for a number of proposals to assist the local area would be sensible and suitable for the following reasons: • It can further the aims of linkages to/from the Farnham Park with other parts of Farnham and the Monkton Lane developments • It can be accessed easily from existing roads • It is very self-contained with mature boundaries to serve into the long term • Part of the site is brownfield development • It can provide a useful addition to housing locally • The Leonard Cheshire home and its parking and general arrangements could be assisted greatly in a compatible development • The PH is close and its parking and arrangements for access and footpath links can be improved [the Scholars Way] • It is well related to some day to day facilities and to the town centre and employment and leisure areas • The potential impact locally is considerably less than nearby sites assessed as acceptable and to be considered further in the local [Neighbourhood] plan. • There are no technical or physical constraints to the use of the site.

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	• The landscape impact is de minimus and this would constitute a rounding off to the Town boundary without harm to the open area between Farnham edge and Weybourne. Accordingly we would ask this area and the site in particular [edged blue] be taken into consideration in this plan making period. We are available to meet and discuss this site and the beneficial opportunities it could bring locally, with the Neighbourhood team and TC members if they would like to.
[redacted]	I understand fully why Waverley Lane fields are not included in the "suitable sites" questions. There are obviously very good planning reasons why this site has been omitted – amongst which will be the fact that a very large number of additional cars will cause even further delays on this road to the station. There is a very poor visibility along this road and it is too narrow. There are also no footpath's and the site is really too far from the shops for people to walk. Already there are illegal levels of air pollution at the level crossing additional traffic would be breaking the law I would think. There are ancient woodlands on site and there is a potential flood zone at the bottom of the fields. And finally there is insufficient in infrastructure and additional pressure on schools would be horrendous.
[redacted]	At this detailed level how national and local policies will be implemented needs to be expressed with regard to individual site allocations. Sites c) and n) - Given the potential for a cumulative impact arising from the development of these adjacent sites we would suggest that assessment of their suitability for allocation includes assessment of the cumulative impact of both sites being developed, including their impact on the historic landscape character of the area and any archaeological potential the area may have. Site e) The Woolmead – This site lies close to the medieval core of the town of Farnham and includes land within the Area of High Archaeological Potential defined within the Waverley Local Plan. Development proposals affecting this area need to consider the potential for impacts on the medieval and later archaeological remains of Farnham, including opportunities to better reveal the historic character of the area as an element of local distinctiveness. The policy requirements for this site should explain that archaeological assessment of this site will be required to inform development proposals, and that this may lead to the need to undertake a programme of archaeological investigation of the area to inform development proposals. Furthermore it should state that should this result in the identification of well preserved or stratified archaeological remains that can provide evidence of the origins and history of Farnham, the design of development may need to be carefully considered to preserve these in situ or allow interpretation of them in order to contribute to the historic character of the town centre and its distinctive sense of place. Site p) Coxbridge Farm - This site appears to present a high level of risk for the coalescence of the distinct settlements of Farnham and Wrecclesham, loss of distinctive rural historic rural character and impacts to the listed farm buildings and rural character farmstead at Coxbridge Farm, including their setting. In appraising the suitability of this site, these factors should be taken into consideration along with the potential benefits of the site coming forward. However, in conformance with the Planning (Listed Buildings and Conservation Areas) Act 1990, special consideration (that is separate and detailed consideration beyond that given to other factors) should be given to the desirability of preserving the special architectural and historic

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	interest of these buildings, including their setting. This consideration may suggest the entirety of the site, or part of it, is not suitable for development or that the design of development, including the provision of public open space, may need to include measures to sustain the significance of these designated heritage assets and their optimum viable use. Further consultation Given the large number of potential allocations that are presented as opportunities within the draft Neighbourhood Plan, English Heritage would be interested in further opportunities to comment on the methodology used to appraise these sites and their suitability, including the assessment of potential impacts on the historic environment and landscape character. Please do not hesitate to contact us if you would like further advice or guidance on how these matters may be taken into consideration. We hope that this advice will help you to move forward to presenting a robust neighbourhood plan to Waverley District Council. Should you wish to discuss any points within this letter, or if there are issues about the proposed Neighbourhood Plan where you require further assistance from English Heritage, please do not hesitate to contact me.
[redacted]	I have looked at the various constraints that relate to the town and the locations that are being suggested for new housing development. Amongst these issues are the conservation area, the castle in the park, the current gap between Farham and Aldershot to the east and increased pressure on local services. Many of t he sites that the Town Council suggest are suitable for housing development appear to be constrained by an absence of something referred to as SANG. I have looked at what this is and recognise that there is need for further green space. As a frequent user of the ark some of which we understand is counted as SANG in my view there is a logic in looking at land that can extend the facilities already here. There appears to be only one site that can fulfil this role that the docuemnts refer to as green burial site. This site appears to be well located to provide such benefits as well as a proximity to the town centre for future residents. Therefore this site, when compared to more remote sites to the west of the town or the east, appears to have much to commend it for inclusion.
[redacted]	My only comment on the neighbourhood plan is that the housing seems adequately thought out but the added pressure on the infrastructure, in particular schooling and traffic seems to have been skirted over with an acknowledgement that there will be. Need for improvement but no reall adequate suggestions as to how that can be acheived. Without a proper plan for improvement any further housing is going to reduce Farnham to gridlock - it is not far off now. Before any of us should support the development plan going forward there needs to be as many suggestions and details showing improvement in the infrastructure as there are for where to put the extra housing. The plan deals with the easy part but as far as I can make out, it's strategy for the infrastructure improvements hold as much detail as the rebuilding of Iraq after the invasion and look how well that went!!, I agree we should have more housing. I believe the suggestions for placement are by and large correct but it will make

Comments in relation to Housing	
Respondent	**Representation**
	Farnham a very unpleasant place to live if no one can get from north to South or east to west and vice versa in under 45 minutes. It is currently up to half an hour not just in rush hour but either side of it as well, which puts it akin to London traffic levels!! No wonder there are problems with air quality.
[redacted]	*Further representation attached.* Potential Housing Allocation at Land at Crondall Lane, Farnham Our clients have a controlling interest in this land extending to approximately Sha. The site is located adjacent to the Farnham settlement boundary and is within walking distance of the town centre, the university, hospital, primary schools and Farnham train station. In terms of the site itself, the site's northern boundary abuts countryside, whilst the southern boundary is formed by the rear gardens of properties fronting onto Beavers Road and Beavers Close. The University of Creative Arts is located to the east of the site, whilst the curtilages of residential dwellings lie to the west. The site benefits from an existing field access onto Crondall Lane located on its southwestern boundary. This would be used as the vehicular access to the site. The site comprises grassland presently used for agricultural purposes. The site is contained from the open countryside beyond by virtue of existing screening located on all of its boundaries, with the majority of this planting to be retained as part of any future scheme. Public footpaths run along the site's western and eastern boundaries. The southern part of the site is presently the subject of an outline planning application for up to 120 no. dwellings, together with associated access, parking, public open space and landscaping (LPA Ref. WA/2014/1565). At this stage in the master planning process it is envisaged that the full 9ha site could provide approximately 180 dwellings. Having assessed the development potential of the site it is evident that the site is deliverable within the forthcoming five year period, in so far as the site is: • available - there are no ownership, environmental, highway or other constraints to bringing the site forward for development the site is available now or is capable of being developed within five years. • suitable -the site offers a sustainable option for development and would contribute toward the creation of sustainable urban communities. • viable - housing development is economically viable on the site. It is recognised that development opportunities within Waverley and Farnham itself are heavily constrained by a variety of

Comments in relation to Housing	
Respondent	**Representation**
	designations including strategic gaps, green belt, AONB, sites of ecological value and areas liable to flood. Importantly and as acknowledged in the FHLAA our client's site is not constrained by any such designations. Further the site benefits from an existing access that can be used to serve the development, benefits from well treed boundaries that can naturally contain the housing scheme and is within walking distance of the Train Station, bus services, the town centre and schools. In addition, the site is of a sufficient size such that a genuine dwelling mix can be offered, enabling a sustainable mixed community to develop. In regard to the need for SPA mitigation, the land controlled by our client is not constrained by this designation and a deliverable Suitable Alternative Natural Greenspace (SANG) option exists by using capacity available at the completed SANG at Queen Elizabeth Barracks, Church Crookham that our client controls. This strategy has been proposed as part of the pending outline application on the southern part of the site and has been agreed by Natural England as an acceptable solution. The scheme can therefore meet the requirements of draft Policy FNP9 (Thames Basin Heaths SPA) for SPA mitigation without the need to provide SANG on site.
[redacted]	**New Housing Development** It is noted that additional sites for development will need to be identified to meet strategic housing needs. UCA supports the draft Plan requirement (Policy FNP11 Housing Site Options) for new developments to provide open space and landscape buffers as well as new housing. New development should ensure it is developed in a sustainable way, consistent with the three strands of sustainable development set out in the National Planning Policy Framework. In support of the proposed wording of the Policy, we refer to our consultation response to the current application (App Ref: WA/2014/1565) by Taylor Wimpey at Crondall Lane (Policy FNP11(q)). This application is currently pending determination by Waverley Borough Council and comprises a substantial development adjacent to UCA. Our representation requested, amongst other matters and a particular concern regarding highway impact, that the boundaries of the site are appropriately treated with landscape buffers and the open space proposed on the illustrative masterplan are secured and maintained in the detailed design. Draft Policy FNP11 also seeks to secure high quality development, whilst also delivering housing. **Student Housing** The draft Plan acknowledges the need to identify further sites to help meet the strategic housing target and help to meet local need particularly from new households, younger families, older downsizing households as well as the specialist needs of older people (page 45). UCA considers that there should be specific policy recognition of the need to provide further student residential accommodation in Farnham. UCA commissioned Jones Lang La Salle to undertake a Student Accommodation Review (February 2014). This identified that the Farnham Campus has the highest number of full-time students living in their own residence (either owned or rented) or with parents I guardians (49% of the total full-time student population), The chart below demonstrates that a large proportion of the University's students do not live in University accommodation. We consider that this requirement should be taken account of in the Neighbourhood Plan.

Comments in relation to Housing	
Respondent	**Representation**
[redacted]	I have read the information available in order to understand the purpose and the document and also the survey form. You are asking for our views on a number of matters, including housing. I have looked at the various schedules that relate to sites that you have considered and included, those considered and excluded and those rejected. The attractiveness of a site as a potential housing site appears to relate to a number of factors such as landscape value, its location in relation to the town centre and schools and also the availability of greenspace. There are a number of sites that are proposed to be allocated for housing that are considered to be of medium/high landscape value, whereas others are not. The availability or otherwise of greenspace or access to it does not seem to have influenced the intention to support many of the sites. However this seems an important factor in the delivery of many of these sites; that seem incapable of being delivered without it. It must make more sense to designate sites that are already broadly contiguous with the urban area for housing and that can add to the existing benefits of Farnham Park for greenspace. Looking at the sites considered and selected and those considered and rejected there appears to be only one that has the potential to meet these aspirations. Indeed we were hardly aware of its existence until now, despite being frequent users of the Hale Road. Its almost invisibility from the road presumably would also be an advantage. Therefore from what we have read and seen the land off Hale Road seems to have many advantages as a potential housing site.

DRAFT FARNHAM NEIGHBOURHOOD PLAN
(REGULATION 14)
RESPONSE TO CONSULTATION

Proposals for Suitable Alternative Natural Green Space

Are you aware of sites which could be brought forward as suitable alternative natural greenspace to prevent over usage of the Thames Heath Basin Special Protection Area? Please specify site location and ownership.

Respondent	Representation
[redacted]	Waverley Lane 0 about Abbots Ride both sides of road, Strongly feel no Development because closeness to 3 SCHOOL (TRAFFIC), HOSPICE, STATION. 200 HOUSES= 400 CARS in an already gridlocked area NO NO NO
[redacted]	Land of Hale road Presently agreed as "county burial site"
[redacted]	Land south east of Badshot Lea fields between Badshot Lea and the A31. Land registered should know who the owner is! Make this area SANG? Also greenfield between A31 and Badshot Lea and land off Lower Weybourne Road between Badshot Park and the railway line?
[redacted]	Dunsfold aerodrome
[redacted]	Dunsfold
[redacted]	1) Land at South East of Badshot Lea and 2) Fields between Badshot Lea and A31
[redacted]	Farnham Park WBC sadly
[redacted]	Believe tat residents is outlying villages (ie Seale) would like to see their villages expand slightly with more development, so they were less dependent on Farnham.
[redacted]	Use Dunsfold!
[redacted]	Dunsfold
[redacted]	Hopfields Farnham ECO town Bordon and Dunsfold
[redacted]	Woolmead development. This should be demolished NO
[redacted]	NB Q.10 NO degree of risk of flooding should be deemed acceptable
[redacted]	Reverting Princess Royal sandpit when SITA owners have finished extraction work
[redacted]	Worked out gravel pits along Blackwater at Badshot Lea
[redacted]	Dunsfold Aerodrome
[redacted]	Beavers and Hart Hopfields
[redacted]	Area between Weydon Lane and Upper Way (Brambleton Park)
[redacted]	In my view there are not enough green areas now. Development should be kept to a minimum unless it is a brownfield site as we are risking the SPA already
[redacted]	As a local person I would prefer not to get in my car to drive to greenspace. Please improve, extend and provide local footpaths/ green areas and link up existing footpaths to make long local and enjoyable walks locally that link up existing green areas. Once built on the chance to improve local areas will be lost.
[redacted]	Yes. There is a suitable site within Rowledge at “The Nest” on the Long Road, between Fernbrae Close and Summerfield Lane. This is of a size that could accommodate up to 10+ new homes. Approx 0.9 Ha. The site is owned by the

PROPOSED SANG SITES

Proposals for Suitable Alternative Natural Green Space

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Respondent	Representation
	Community, via the Trustees of the Village Hall. Higher priority should be given to this and other similar sites for building because the wider community will benefit from a realisation of value from sale of the site.
[redacted]	The proposed policy of requiring provision of on-site SANGS for larger greenfield development is supported. Farnham Park should not be used as SANGS for greenfield development as this would potentially leave no SANGS for brownfield sites
[redacted]	The complete Hopfields (Crondall Lane / 3 Stiles Road) site could be used for SANGS: this would ensure that there would be no major problem from a new development (in addition to any pressures from new development) through stopping the current use made of the site for dog walking and other recreational walking (which has been the case for many years).
[redacted]	Dunsfold airport owned by Trinity College Cambridge has integral plans which would integrate the infra-structure to support a large number of new dwellings.
[redacted]	We have Farnham Park and Frensham ponds area, as well as numerous small recs and parks so do we need more?
[redacted]	Developer (Keeble Brown) contributed SANG at Hale Road.
[redacted]	Wooded area at the top of Folly Hill behind the Shell Fuel Station on Upper Hale Road- not sure who owns this land
[redacted]	As part of a planned development to include housing, leisure and an improved highway infrastructure to the west of Farnham all the land in an arc to the west of Folly Hill Road from Hale down to the Castle and west to Three Styles Road. Seen in plan view this looks a logical extension to Farnham which would provide land for planned development rather than ad hoc infill, SANGS, and would allow for Farnham Park to be extended and become an absolutely central focus of the further development of the town.
[redacted]	No! Any contributions under this heading only adds to the acceptance of the plan!
[redacted]	No but, for example, development of "College Fields" is unacceptable for the interests of Farnham Town: principally for the reason of loss of amenity to the residents of NW Farnham, plus the effects of increased traffic density on Crondall Lane, pressure on local facilities, e.g. schools, sewerage, health cervices, etc.
[redacted]	The complete Hopfields site could be used for SANGS: this would ensure that there would be no major problem from a new development (in addition to any pressures from new development) through stopping the current use made of the site for dog walking and other recreational walking (which has been the case for many years).
[redacted]	Dunsfold Airfield
[redacted]	I believe that SANG should be provided for any greenfield sites which have been put forward for development
[redacted]	SANGS site proposed for the Hopfield site is not realistic in any way . In fact the Hopfields siet should be classified as a SANGS location.
[redacted]	I would like to strongly recommend that the Hopfields site is used for a SANGS location to support local recreational activities as it has been used for many generations .
[redacted]	The recreation ground and former playing fields at the NW corner of the junction of the Long Road and Summerfield Lane on the outskirts of Rowledge. Owned by Waverley Borough Council.
[redacted]	Question 18 The given responses must be qualified. The concept of SANG condoned by the Environment Agency and

Proposals for Suitable Alternative Natural Green Space

Are you aware of sites which could be brought forward as suitable alternative natural greenspace to prevent over usage of the Thames Heath Basin Special Protection Area? Please specify site location and ownership.

Respondent	Representation
	espoused by Waverley BC is unproven as a mechanism to provide mitigation against overuse of SPAs. There is no evidence whatsoever to support such a conclusion. Local evidence suggests that provision of SANG does nothing to reduce pressure on the TBHSPA, Use of the local TBHSPA appears to have risen despite provision of SANG in Farnham Park. Question 19 As there is no evidence that SANGs work, the question is academic.
[redacted]	Waverley fields off Waverley lane / old Compton lane. Owner Ward Waverley lane
[redacted]	yes, dunsfold aerodrome, massive brown filed site.
[redacted]	No. But proposing Farnham Park as an alternative area for residents south of the bypass is inadequate. People will not use it
[redacted]	Rowledge- ten acre wood and land to the west of switchback lane
[redacted]	Ten Acre Wood and land to the West of Switchback Lane, Rowledge, Farnham.
[redacted]	The whole of the Farnham Hop fields are large enough and contain enough walkways to qualify as a SANG and is already used as a place for dog walking, rambling and running. Maintaining this area as a SANG would relive pressure on the SPA as regional developments progress.
[redacted]	The whole of the Hopfields site should be used for SANGS which would reduce visitor pressure on the SPA and avoid displacing recreational users including the many dog walkers which use the area several times a day. This area has been used for many years by dog walkers providing the required circular walk to qualify as a SANG.
[redacted]	Proposed site at Dunsfold Surrey.
[redacted]	Squires Hill house estate currently owned by the Thomsons and can be found on zoopla. GU10 2AD. There is a fair bit of land up on hill above Tilford, surrounded by trees.
[redacted]	Land off Lavender Lane, Boundstone for say 6 houses
[redacted]	THE WHOLE OF FARNHAM HOPFIELDS SITE
[redacted]	I strongly object to the idea that a developer can in effect buy planning permission by making a financial contribution to the upkeep of Farnham park. I also object to the idea that Farnham Park should be made to accept overspill of walkers and dog owners from areas to the north which have been included in the SPA. Instead of Farnham Park these dog walkers would be better directed to Frensham common or any of the other areas near it, Thursley, Puttenham etc.
[redacted]	Q.17 This applies to the green fields between Farnham and Hale as they form a buffer between the town and the village. Q.18 No development should take place within 5 kms of the SPAs until it has been proved that SANGS work.
[redacted]	Land at Hale Road, behind my pub and near the restaurant. It has a web site and they put up a tent a few months ago and met us all.
[redacted]	Land at Hale Road, Farnham. http://haleroadhomes.co.uk/ I live near on the Hale Road and we really want the area to be developed and new housing will be a boost.
[redacted]	Land at Hale Road Farnham www.haleroadhomes.co.uk
[redacted]	The Land at Hale Road, Farnham. On the 6 bells. Next to the Church.
[redacted]	Yes, the land next to my hotel. On their web site it is the Land at Hale Road. I am on it.
[redacted]	The Land at Hale Road next to the park.

Proposals for Suitable Alternative Natural Green Space

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Respondent	Representation
[redacted]	Land at Hale Road, Farnham
[redacted]	The Land that is at Hale Road by the roundabout. Next to Hotel Danielle
[redacted]	Alice Holt Forest - managed by The Forestry Commission The Farnham Quarry Site
[redacted]	I object to questions 18 and 19 as they wrongly assume that SANGs are effective in ensuring no significant in-combination effect on the protected bird species and habitats of the TBH and WH SPAs. No AA has been provided. Question 18 misrepresents the legal constraints. It is inappropriate to ask uninformed members of the public whether they agree with an approach that does not comply with the law. The 400m zone is not supported by any evidence; the NE 2006 Draft Delivery Plan evidence base shows that the 'no build' zone should be 1km, as the SEP EiP (TBHSPA) Inspector Peter Burley recommended. Therefore a 400m zone does not seek to mitigate/avoid the known likely impact, and cannot be considered an appropriate feature of an 'avoidance' strategy. The 5km zone is not supported by any evidence; the 2005 NE/Footprint Ecology TBHSPA Visitor Survey found that the Zone of Influence of the TBHSPA is 10km. Therefore a 5km zone does not seek to mitigate/avoid the known likely impact, and cannot be considered an appropriate feature of an 'avoidance' strategy. Any responses to these questions must be considered misininformed and void.
[redacted]	The area around Runfold and Moor Park?
[redacted]	Three Stiles Rd/ Crondal lane Hop Fields.
[redacted]	Any new development which will have an effect on any resident in Farnham should be to 'will' of the majority of people and not decided by members of the local authority who were elected by only some of the people. If we are not to live under a democracy this ideology should never be forgotten. There are many sites locally suitable for housing development especially Dunsfold Air Field where up to 3000 homes could be built and a whole new village created with modern infrastructure to suit. There are other sites close the A31 at the Wreclesham roundabout where allbeit drainage is required but drainage here would be an all round benefit and there is space for over 300 new affordable homes .
[redacted]	The hop fields and field by Three Stiles Rd are highly suitable greenspace to help prevent overuse of the Thames Heath SPC
[redacted]	The site currently being put forward as a possible housing option in Monkton Lane could be developed as natural green space, it is close to Farnham Park and currently is in the green area separating Weybourne from Farnham. It is effectively in the countryside outside the green belt and has been part of the Strategic Gap between Farnham and Aldershot.
[redacted]	What about Alice Holt Forest (albeit it is in Hampshire), which is part of the South Downs National Park?
[redacted]	No. However when selecting SANG locations there must be a reasonable expectation that residents will use the SANG ahead of the areas subject to protection.
[redacted]	The areas I would suggest are being proposed as potential new housing eg Hop Fields site and Coxbridge Farm both areas of beautiful natural greenspace which provide the lungs of the town.
[redacted]	Yes. The whole of the Hopfields site could be used as a SANGS. In doing so it will ensure that there will be no major

Proposals for Suitable Alternative Natural Green Space

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Respondent	Representation
	problem from new development. Whilst also preventing an unnecessary pressure that reducing open space at this location would have on it current use (dog walking, recreational walking reduction, wildlife spotting (deer, bats and other animals has been seen here). Note that these access activities have been ongoing for many years.
[redacted]	The Hopfields.
[redacted]	Land at Hale Road, Farnham
[redacted]	Land at Hale, Farnham.
[redacted]	Land at Hale Road, Farnham.
[redacted]	The Lower Hale Land by Hotel Danielle and the Church in Farnham
[redacted]	Particularly land to south east of Badshot Lea off St Georges Road - ownership not known the current planning application for this land should be refused Refers: WA/2014/1957 Land to the west of Badshot Park and the railway line, ownership not known - the current planning application should be refused Refers: Bewley Homes Also all other fields around Badshot Lea with the exception of land at Little Acres Nursery
[redacted]	Many people use Alice Holt Forest for recreational and dog-walking purposes could this be identified as an alternative green space? (even though its in Hampshire it is closer to Farnham than some SANGS)
[redacted]	The Land at Lower Hale, Farnham
[redacted]	I live near the Lower Hale Burial Ground and think that it is an important site. Many people who live near development don't want it but it is an ideal location and tucked behind the existing houses.
[redacted]	Land at Hale Road, Farnham
[redacted]	The Land in Lower Hale, it is in Farnham and has the Pylon going over it near the six bells roundabout.
[redacted]	The burial land at Lower Hale.
[redacted]	Surely there must be a lot of brown field capacity in Aldershot with the massive reduction in the numbers of army personnel.?
[redacted]	The whole Hopfields site could be used as a SANGS which it, in effect, has been for many years.. The alternative SANG proposals, if this area were to be built on, are farcical.
[redacted]	Make a small green park in the area of East street in the town centre. This road does not contribute to the 'feel' of the town. It is scruffy and the buildings are largely modern and unattractive.
[redacted]	Land at Hale Road, Farnham. I visited them on their open day and was very impressed. It is the old cemetery.
[redacted]	Dunsfold Aerodrome, Wrecclesham, Badshot Lea,Coxbridge
[redacted]	Hop fields
[redacted]	The field at Farnham College. It occupies a site that was created by taxpayer. It is reasonably sized (~3 hectors). They have no sports focus. It is not used on any evening or weekends. It could be as much as a preserve as the local ecology/environment demanded as its so rarely used at present there would be no loss. It is surrounded by a large number of residents to visually enjoy. I know the college would disagree with most/all of the above but they will sell it all for residential development at some point. At least it if was SANG then until then there would be a benefit to the environment, as nice as looking as a large lawn is, and perhaps it would remain a SANG indefinitely.

Proposals for Suitable Alternative Natural Green Space

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Respondent	Representation
[redacted]	The complete Hopfields site could be used as a SANG which would not only relieve visitor pressure on the SPA from other development sites, but also avoid displacing dog walkers and recreational walkers from this site and increasing pressure still further. It has been used for dog walking and other recreational walking for many years and could provide the required circular walk to qualify as a SANG.
[redacted]	The land built on should be of no or the smallest use as farming or grazing land. The infill of all these areas would not allow for wildlife corridors. Flooding of roads within the area has been a problem - this needs to be taken into account as does the effect of water being able to sink through the ground to reach the water basin.
[redacted]	The complete Hopfields site could be used for SANG which would enable new development to take place elsewhere in Farnham without adding to recreational pressure on the Thames Basin Heaths SPA. The Hopfields has been used for dog walking and recreational walking for many years and is a suitable green space which has circular walks. If the current users of the site are displaced due to development upon it recreational pressure on the SPA will be increased, not only by the new residents, but also by these existing users.
[redacted]	Hop fields off Beavers lane already serve that purpose so why build on them?
[redacted]	Investigate areas adjacent to the A31 in the direction of Bentley
[redacted]	Land bordering train tracks between Wrecclesham and Farnham station - South west trains? Land opposite dairy on Weydon Lane that used to be overnight parking for milk floats - Milk & More Dairy?
[redacted]	Bordon
[redacted]	I think the concept of SANGS is flawed. We have a SANG near us, at Moor Park House. It is a little used, unappealing circular route around a field. People who bother to walk want to walk along interesting,linked footpaths and choose their own routes..not be directed in small circles around randomly sited fields.
[redacted]	no - we should be using brown field sites and NOT trashing the countryside preserved for us by our ancestors
[redacted]	Existing Green Belt areas should be preserved around Farnham
[redacted]	Dunsfold Aerodrome
[redacted]	Don't know?
[redacted]	Yes
[redacted]	Q.17 Apart from allowing small number of individual houses/buildings in the countryside, there should not be any development outside the BUA boundary - otherwise what is the point of a boundary at all? Q.18 These answers are given to ensure priority of usage of SANGS. (ie brownfield first). However, Waverley should be following the NPPF stipulations, NRM6 and the planning guidance regarding avoidance first, and any building within the 5km zone and providing mitigation when all other options have been exhausted.
[redacted]	Hanson's Farnham Quarry at Badshot lea has been suggested, but only a part of this - northern corridor linking to land in Guildford Borough is appropriate.
[redacted]	Along the banks of the River Wey and the adjacent flood plains
[redacted]	Yes, Moor Park Meadows on River Wey. In existence now, but upkeep obligation ignored by Wellington Developmemts, current owners of lease.

Proposals for Suitable Alternative Natural Green Space

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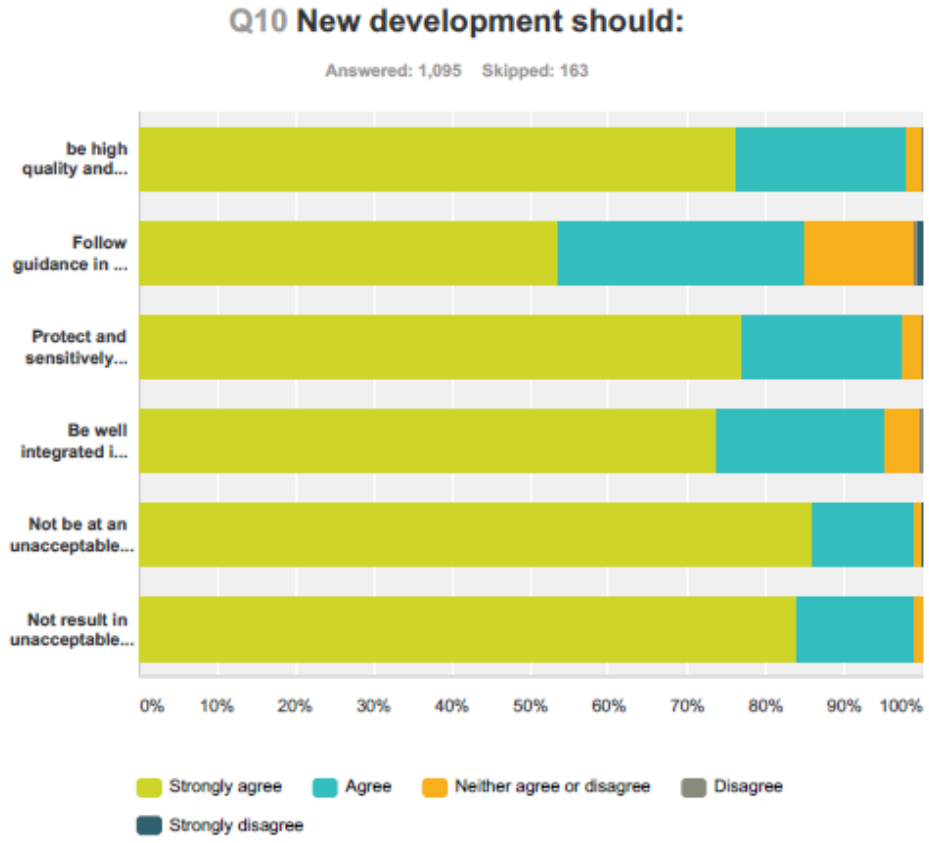
Respondent	Representation
[redacted]	The fields north of the art college (UCA) & Beavers Rd.
[redacted]	East Street should be residential housing and not any commercial buildings. Farnham has enough shops and offices.
[redacted]	Bourne Woods Tilford Runfold
[redacted]	Green space i.e. fields in ownership are often fenced or gated thus preventing their use. Is it the intention that the Council would purchase such land or just leave it to public fundraising as is the case of the Water Meadows in the centre of Farnham?
[redacted]	I think the special protection area is a nonsense. Building houses for human beings is much more important. Plato said that when the humans are subjugated by the animal kingdom, teachers by their students, Parents by their offspring. When everything is turned upside down then Tyranny is not far off.
[redacted]	Fields NW of Beaver's Road and the UCA.
[redacted]	Farnham Park. Waverly Council?
[redacted]	Waverley lane fields, waverley lane.
[redacted]	dunsfold
[redacted]	There are no alternative sites in the Farnham area.
[redacted]	Dunsfold Brownfield.
[redacted]	Fields on Waverley Lane currently under threat from a housing development
[redacted]	I would be possible to build affordable apartment style buildings over some existing car parks in Farnham [ie. Upper Hart, St. James' & Dogflud while keeping the car parks underneath the development and having a second tier of card accessable residents and visitor permit parking. - this style of stilt housing would need a bold and contemparary developer but has been built successfully in places like the Netherlands where building land is at a premium. - similarly speaking the Dutch overwater stilt housing could be used on ex gravel pits around Badshot Lea and elsewhere.
[redacted]	DUNSFOLD AERODROME
[redacted]	Yes Waverley lane
[redacted]	Assuming that one accepts the whole SANG logic (I certainly do not) then Farnham Park is being grossly overused for this purpose.
[redacted]	Coxbridge area Badshot Lee
[redacted]	Farnham should not permit building on any greenfield sites while there are alternative brown field sites
[redacted]	dunsfold AERODROME SITE
[redacted]	Dunsfold Aerodrome
[redacted]	Art college fields Cox ridge farm
[redacted]	Yes,Green Hills farm,The land to the North and south of Grange Rd Rushmoor/Tilford.The Land adjions Frensham Common and the RSPB reseve Tankford common.Most of the land has not been used asa nursery for many years.Also the land South of Frensham Vale anf East of Gardeners Hill (its close to some of the proposed Developments and largish populations so would allow people to walk there of take a short drive
[redacted]	Farnham Quarry, Alice Holt Forest, Land to east of Farnham Park, Blackwater Valley

Proposals for Suitable Alternative Natural Green Space

Are you aware of sites which could be brought forward as suitable alternative natural greenspace to prevent over usage of the Thames Heath Basin Special Protection Area? Please specify site location and ownership.

Respondent	Representation
[redacted]	South of Badshot Lea. If this area is developed, the local infrastructure will collapse.
[redacted]	Reclaim the shuttered accommodation at the end of Shortheath road.
[redacted]	There is no mitigation for building on greenfield sites that actually makes up for the loss of habitat etc so not answered 18b
[redacted]	No. The existing green spaces should be preserved and where possible increased. If not possible then alternative greenfield sites need to be protected in perpetuity to protect the rural/wilderness feel of the town and it's boundaries.
[redacted]	Fields at rear of Green lane, which have meadow flowers in summer, deer, butterflies and many birds, and also provides a natural extension to the Weybourne Nature reserve
[redacted]	Yes.
[redacted]	The old tip on Talbot Road
[redacted]	No, my preference would be to not allow any residential development which is likely to have a significant adverse effect (particularly ecological or landscape) on the Heaths Protection Area.
[redacted]	Site on Gardner's Hill Road currently being considered for building. (Stables)
[redacted]	Waverley Lane Fields linking South Farnham down to the Waverley Abbey
[redacted]	Rowhills Nature Reserve Hale Reeds Open Space Heath End Recreation area WEbourne Local Nature reserve (nr Nuffields)
[redacted]	Farnham Quarry • The land to the east of Farnham Park (total site area 5.2ha) • Alice Holt Forest
[redacted]	Farnham East Street public land should be converted into a Farnham green space to mitigate traffic atmospheric pollution.
[redacted]	Old Landfill Site tear the Princess Royal Pub, off the old A31 in Runfold
[redacted]	Farnham Park is the one I know of but I disagree with the idea that the park can adequately prevent deterioration of THBSP area

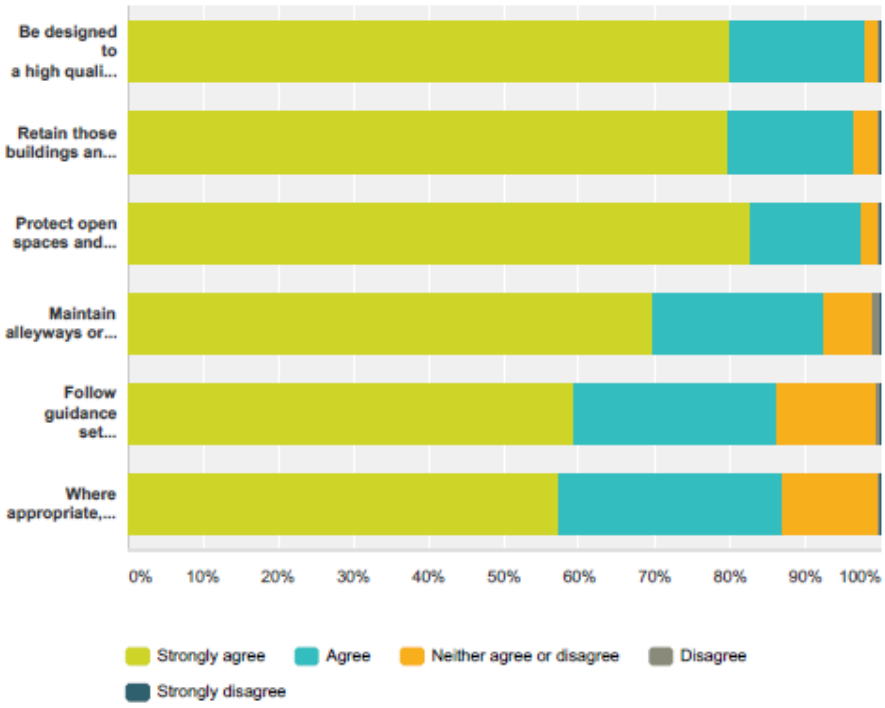
Environment



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
be high quality and respond to the distinctive heritage and character of the area in which it is located	76.13% 826	21.84% 237	1.84% 20	0.09% 1	0.09% 1	1,085
Follow guidance in the Farnham Design Statement and the Surrey Hills AONB Management Plan	53.51% 572	31.24% 334	14.13% 151	0.56% 6	0.56% 6	1,069
Protect and sensitively incorporate any natural features such as trees, hedges and ponds that are within a particular site	77.02% 838	20.31% 221	2.39% 26	0.18% 2	0.09% 1	1,088
Be well integrated into the existing landscape by existing and new landscape buffers	73.71% 799	21.49% 233	4.43% 48	0.28% 3	0.09% 1	1,084
Not be at an unacceptable risk of flooding itself, or result in an increased risk of flooding elsewhere	85.81% 931	13.18% 143	0.83% 9	0.00% 0	0.18% 2	1,085
Not result in unacceptable levels of light, noise, air or water pollution.	84.06% 912	14.93% 162	0.92% 10	0.00% 0	0.09% 1	1,085

Q11 New development within the Farnham Town Centre Conservation Area or its setting should:

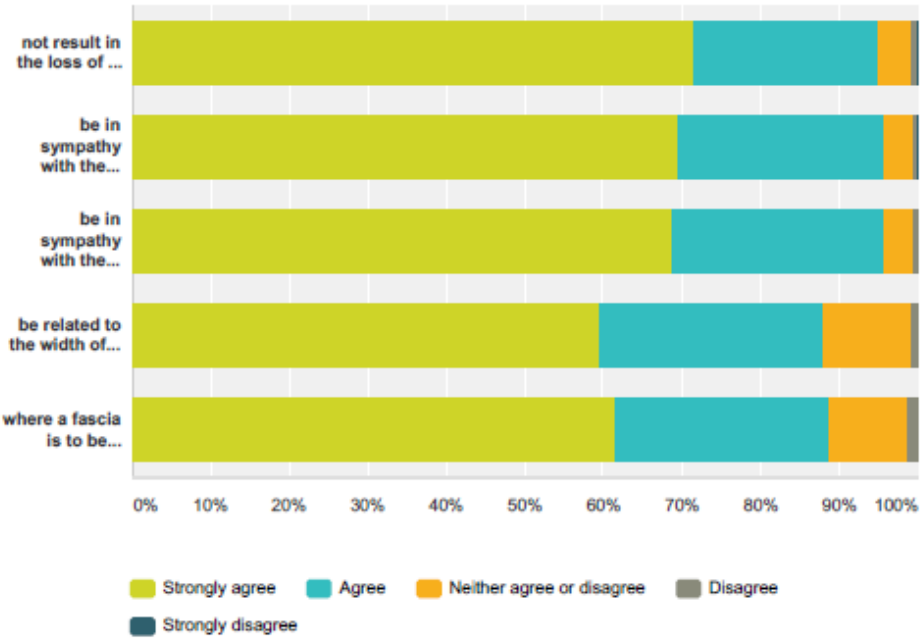
Answered: 1,085 Skipped: 173



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
Be designed to a high quality and preserve and enhance the character of the conservation area and its setting;	79.93% 860	17.94% 193	1.77% 19	0.19% 2	0.19% 2	1,076
Retain those buildings and other features, including trees, which make a significant contribution to the character of the conservation area;	79.85% 860	16.62% 179	3.06% 33	0.28% 3	0.19% 2	1,077
Protect open spaces and views important to the character and setting of the area;	82.76% 893	14.64% 158	2.22% 24	0.19% 2	0.19% 2	1,079
Maintain alleyways or passages and yards and incorporate them into new development;	69.45% 748	22.93% 247	6.50% 70	0.84% 9	0.28% 3	1,077
Follow guidance set out in the Farnham Town Centre Conservation Area Appraisal and Management Plan; and	59.17% 626	27.03% 286	13.14% 139	0.38% 4	0.28% 3	1,058
Where appropriate, make provision for the enhancement measures included within Farnham Town Centre Conservation Area Management Plan and the Farnham Design Statement.	57.09% 600	29.78% 313	12.75% 134	0.19% 2	0.19% 2	1,051

Q12 Within Farnham Conservation Area and its setting, proposals for new shop fronts, or alterations to existing shop fronts should:

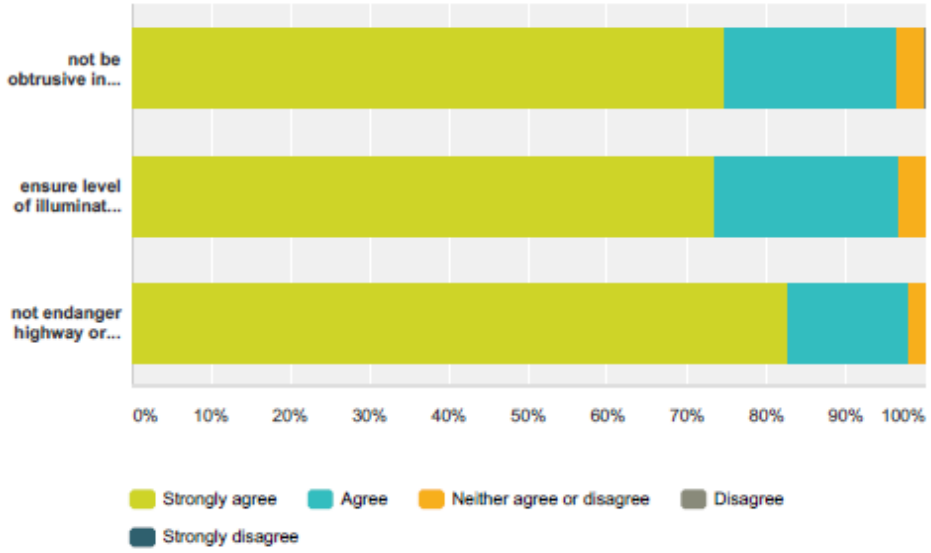
Answered: 1,073 Skipped: 185



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
not result in the loss of a traditional shop front or features and details of architectural or historic interest;	**71.43%** 765	**23.62%** 253	**4.11%** 44	**0.65%** 7	**0.19%** 2	1,071
be in sympathy with the architectural style, materials and form of the building(s) of which they would form part, except in cases where the building itself is architecturally incompatible with the character of the area;	**69.42%** 740	**26.08%** 278	**3.85%** 41	**0.38%** 4	**0.28%** 3	1,066
be in sympathy with the predominant architectural style and materials of the surrounding area;	**68.52%** 729	**27.07%** 288	**3.85%** 41	**0.47%** 5	**0.09%** 1	1,064
be related to the width of the property or a logical vertical sub-division created by the upper storey; and	**59.31%** 621	**28.65%** 300	**11.27%** 118	**0.67%** 7	**0.10%** 1	1,047
where a fascia is to be applied, not be internally illuminated and be of an appropriate height which would be in scale with the overall height of the shop front and other elements of the building and would not intrude over the first floor level.	**61.31%** 645	**27.19%** 286	**10.08%** 106	**1.33%** 14	**0.10%** 1	1,052

Q13 Within Farnham Conservation Area and its setting, proposals for an advertisement should:

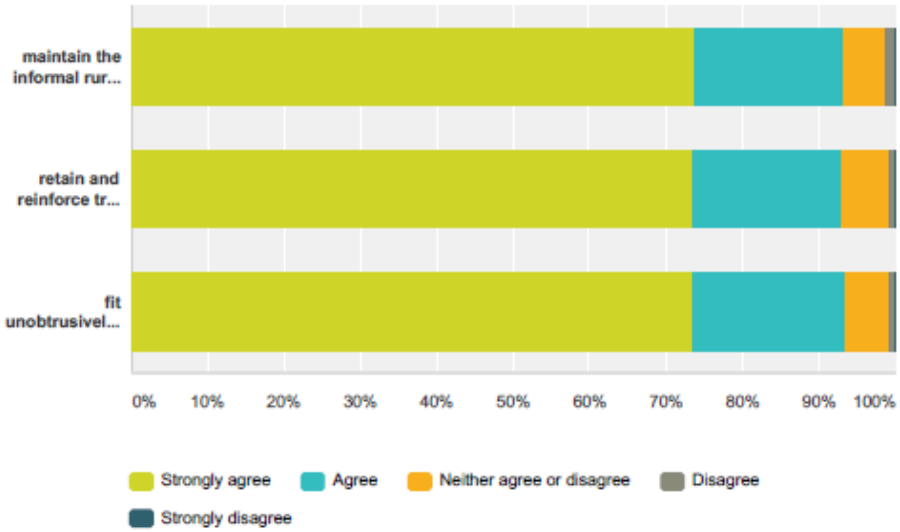
Answered: 1,067 Skipped: 191



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
not be obtrusive in appearance, cause visual clutter or lead to a proliferation of signs, appear dominant or overbearing in the street scene, or cause significant harm to the appearance of any building on which it would be displayed because of its siting, size, design, construction or materials;	**74.81%** 796	**21.52%** 229	**3.48%** 37	**0.19%** 2	**0.00%** 0	1,064
ensure level of illumination would cause no significant harm to residential amenity; and	**73.33%** 778	**23.19%** 246	**3.49%** 37	**0.00%** 0	**0.00%** 0	1,061
not endanger highway or public safety.	**82.58%** 872	**15.15%** 160	**2.27%** 24	**0.00%** 0	**0.00%** 0	1,056

Q14 New development in the South Farnham Arcadian Areas should:

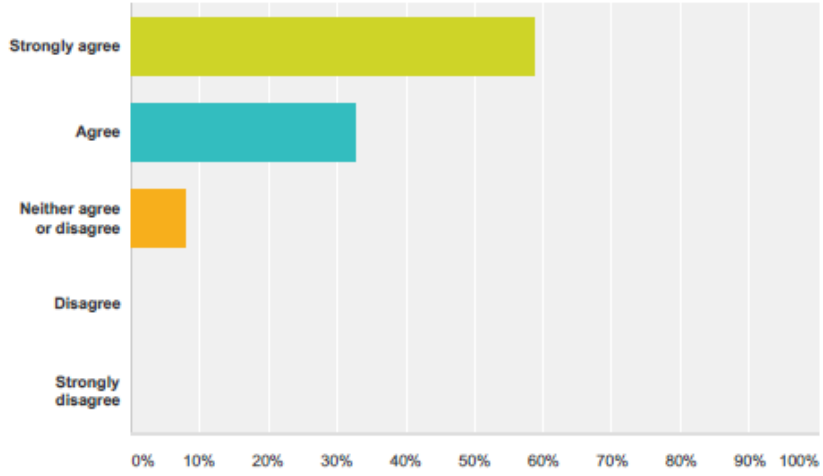
Answered: 1,067 Skipped: 191



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
maintain the informal rural character and the well wooded appearance of the area;	**73.52%** 783	**19.62%** 209	**5.54%** 59	**1.03%** 11	**0.28%** 3	1,065
retain and reinforce trees and hedged boundaries which are important to the character of the area; and	**73.38%** 780	**19.66%** 209	**6.21%** 66	**0.56%** 6	**0.19%** 2	1,063
fit unobtrusively with the house, surrounding garden and the street scene and not appear cramped on the site.	**73.25%** 775	**20.04%** 212	**5.95%** 63	**0.57%** 6	**0.19%** 2	1,058

Q15 The effect of a proposal on the significance of Buildings of Local Merit will be taken into account in order to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

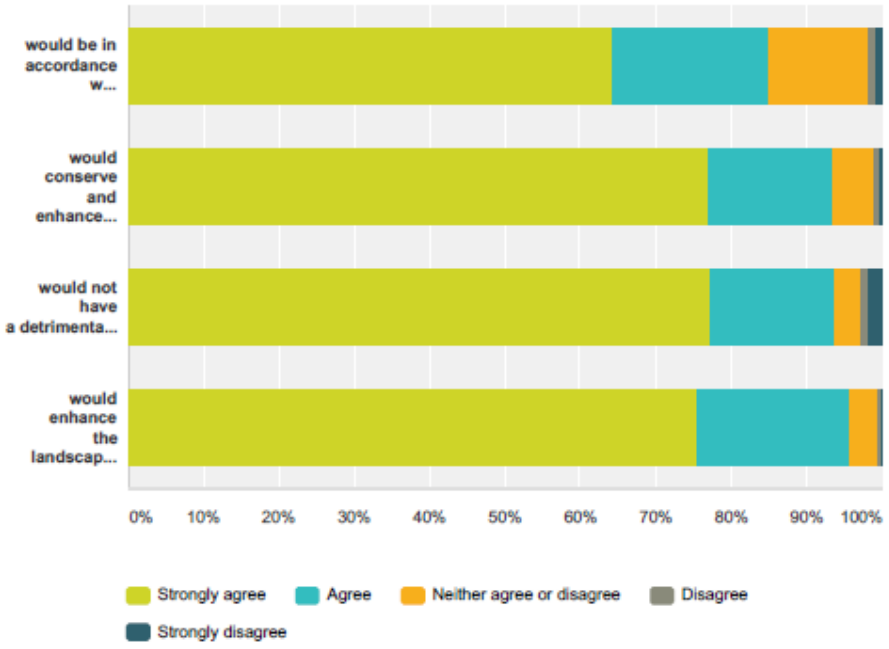
Answered: 1,033 Skipped: 229



Answer Choices	Responses	
Strongly agree	58.86%	608
Agree	32.82%	339
Neither agree or disagree	8.03%	83
Disagree	0.29%	3
Strongly disagree	0.00%	0
Total		1,033

Q16 Outside of the Built up Area Boundary, priority should be given to protecting the countryside from inappropriate development. A proposal for development should only be permitted where it:

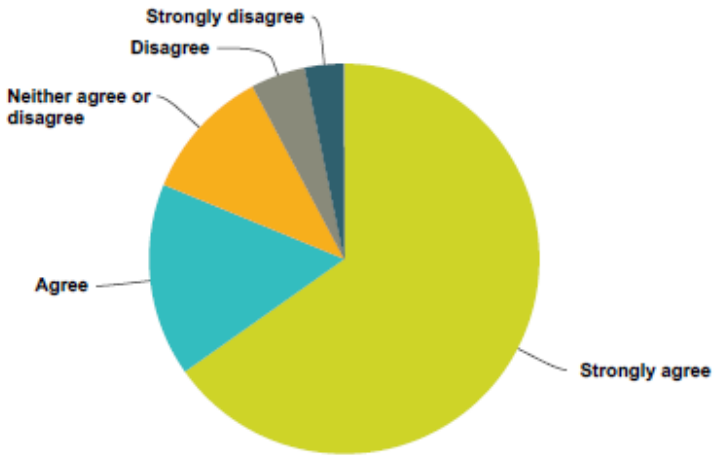
Answered: 1,047 Skipped: 211



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
would be in accordance with Policies FNP13, FNP14 and FNP16 in the Neighbourhood Plan or other relevant planning policies applying to the area.	**64.19%** 656	**20.65%** 211	**13.41%** 137	**0.88%** 9	**0.88%** 9	1,022
would conserve and enhance landscape and scenic beauty of the Surrey Hills Area of Outstanding Natural Beauty and its setting	**76.97%** 802	**16.51%** 172	**5.47%** 57	**0.67%** 7	**0.38%** 4	1,042
would not have a detrimental impact on areas shown as having high landscape value and sensitivity; and	**77.14%** 803	**16.52%** 172	**3.55%** 37	**1.06%** 11	**1.73%** 18	1,041
would enhance the landscape value of the countryside and, where new planting is involved, use appropriate native species.	**75.34%** 782	**20.23%** 210	**3.76%** 39	**0.39%** 4	**0.29%** 3	1,038

Q17 Development should not be permitted outside the Built Up Area Boundary, if it would result in increasing the coalescence between Farnham and Aldershot; Badshot Lea and Weybourne; Wrecclesham and Rowledge and Rowledge and Frensham or reducing their separate identity by reducing the gaps between them.

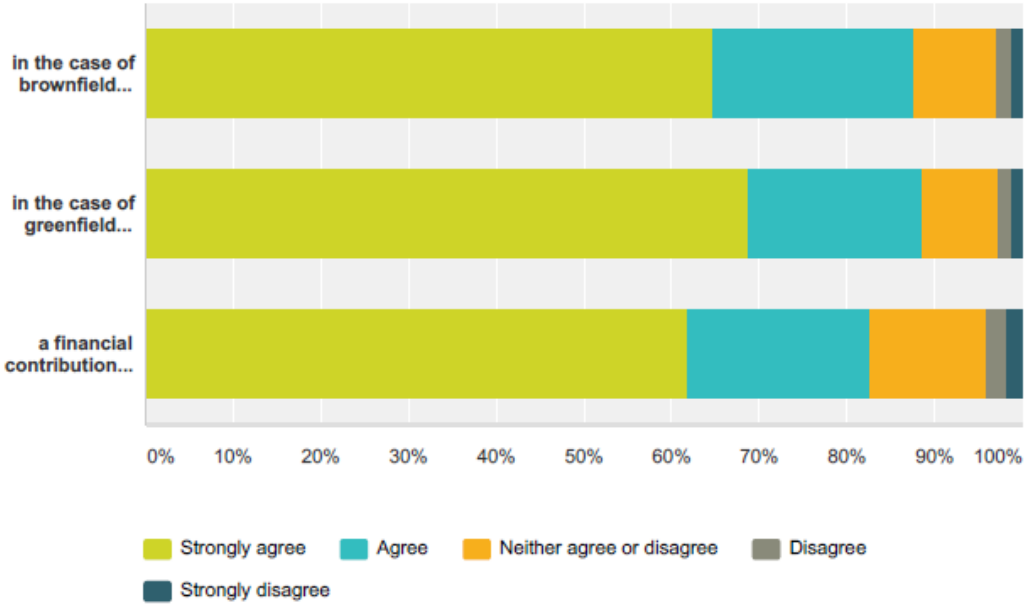
Answered: 1,043 Skipped: 215



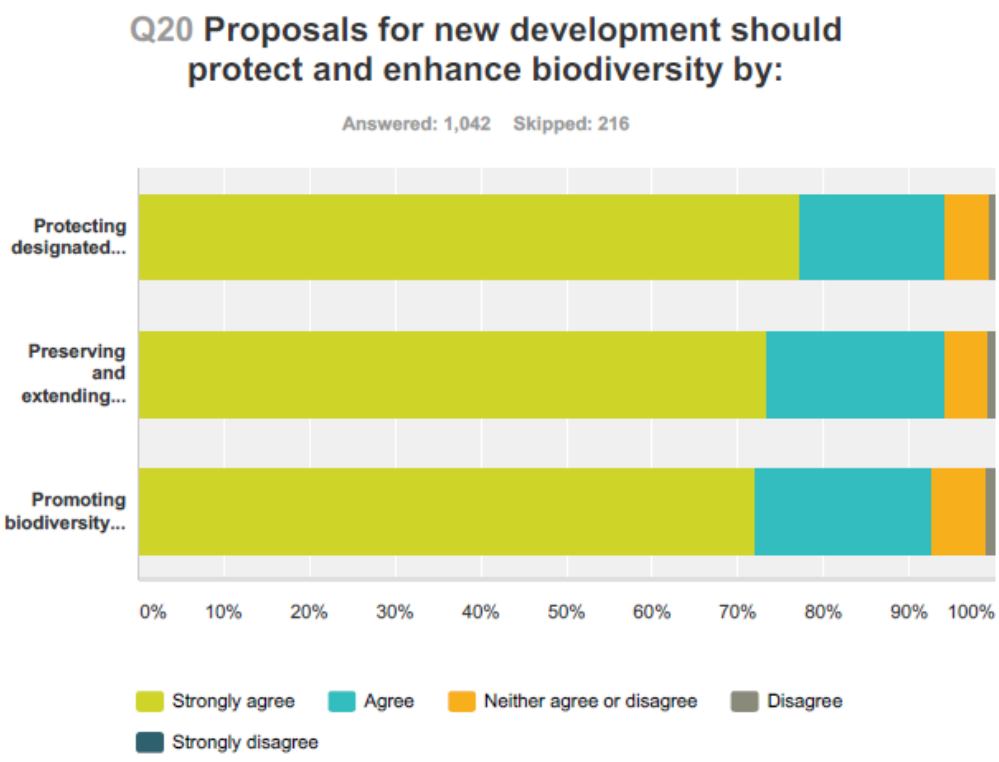
Answer Choices	Responses	
Strongly agree	65.20%	680
Agree	16.01%	167
Neither agree or disagree	11.03%	115
Disagree	4.51%	47
Strongly disagree	3.26%	34
Total		1,043

Q18 New residential development which is likely to have a significant adverse effect on the Thames Basin Heath Special Protection Area beyond 400m and within 5km of the SPA boundary (in a straight line) must provide:

Answered: 1,028 Skipped: 230



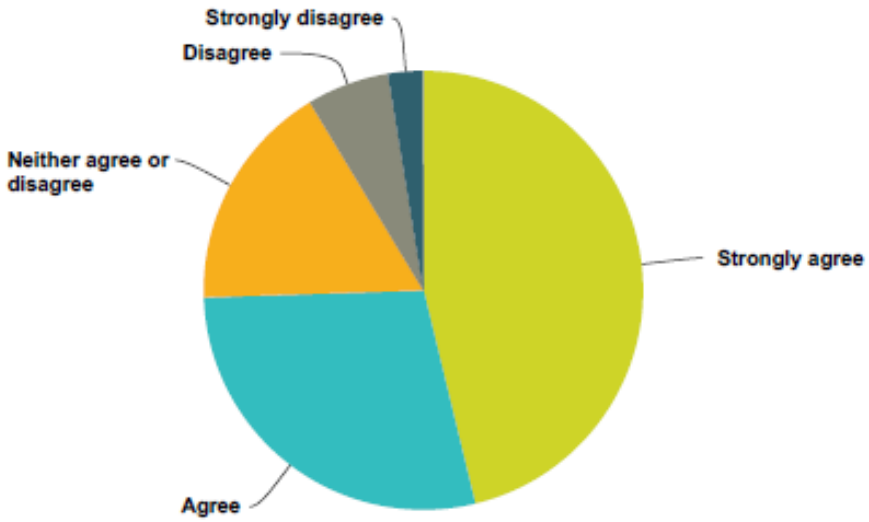
	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
in the case of brownfield sites, appropriate contributions towards the provision of Suitable Alternative Natural Greenspace (SANG) at Farnham Park (or other appropriate SANG); or	**64.81%** 663	**22.78%** 233	**9.48%** 97	**1.76%** 18	**1.17%** 12	1,023
in the case of greenfield sites, adequate mitigation measures on site or in a suitable off site location to avoid any potential adverse effects; and	**68.71%** 696	**19.84%** 201	**8.69%** 88	**1.48%** 15	**1.28%** 13	1,013
a financial contribution towards wider Strategic Access Management and Monitoring (SAMM).	**61.81%** 620	**20.84%** 209	**13.36%** 134	**2.19%** 22	**1.79%** 18	1,003



	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Total
Protecting designated sites, protected species, ancient woodland, veteran or aged trees, and species-rich hedgerows;	**77.07%** 800	**17.05%** 177	**5.30%** 55	**0.58%** 6	**0.00%** 0	1,038
Preserving and extending ecological networks, in particular those defined, to assist the migration and transit of flora and fauna, including within the built up area of Farnham; and	**73.29%** 763	**20.85%** 217	**5.00%** 52	**0.86%** 9	**0.00%** 0	1,041
Promoting biodiversity enhancements, including restoration and re-creation of wildlife habitats within the Biodiversity Opportunity Areas where appropriate.	**71.88%** 744	**20.77%** 215	**6.38%** 66	**0.97%** 10	**0.00%** 0	1,035

Q21 The Green Belt should be extended up through parts of Moor Park and Runfold, as identified by Waverley Borough Council (WBC Proposed extension)

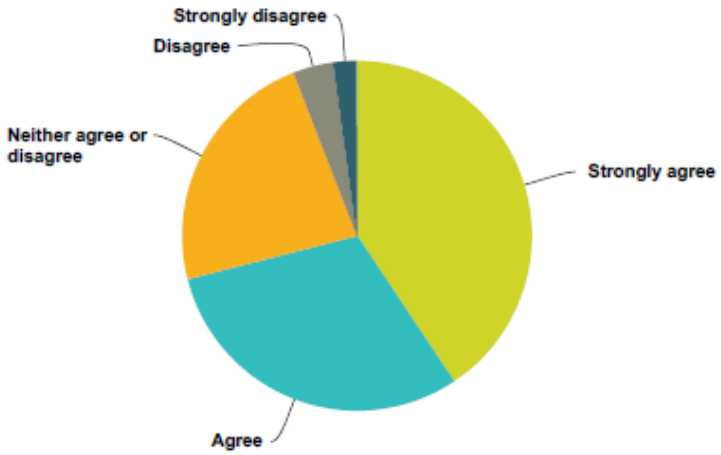
Answered: 1,043 Skipped: 215



Answer Choices	Responses	
Strongly agree	46.21%	482
Agree	28.28%	295
Neither agree or disagree	16.87%	176
Disagree	6.04%	63
Strongly disagree	2.59%	27
Total		1,043

Q22 If you agree with the above, do you also agree that the Green Belt should be extended around the east and north of Badshot Lea, as identified by the Farnham Neighbourhood Plan (NP Green Belt Extension Proposal).

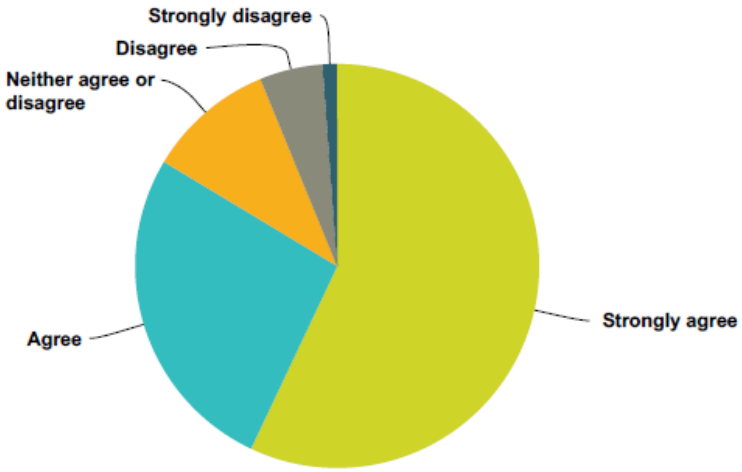
Answered: 997 Skipped: 261



Answer Choices	Responses	
Strongly agree	40.62%	405
Agree	30.39%	303
Neither agree or disagree	23.07%	230
Disagree	3.71%	37
Strongly disagree	2.21%	22
Total		997

Q23 The Surrey Hills Area of Outstanding Natural Beauty should be extended as proposed by Natural England.

Answered: 1,033 Skipped: 225



Answer Choices	Responses	
Strongly agree	57.02%	589
Agree	26.62%	275
Neither agree or disagree	10.16%	105
Disagree	5.03%	52
Strongly disagree	1.16%	12
Total		1,033

DRAFT FARNHAM NEIGHBOURHOOD PLAN
(REGULATION 14)
RESPONSE TO CONSULTATION

Comments in relation to Environment	
Respondent	**Representation**
[redacted]	THOU SHALT NOT TRESPASS...!
[redacted]	Green belt area should be retained and there should be wildlife corridors through new development.
[redacted]	Lighting for new built environments should not intervene on the natural environment.
[redacted]	I find it hard to imagine why anyone should not agree!
[redacted]	Should be land available where wild life could be planned in. All green belt land areas should be retained and there should be sensible wildlife corridors which are not restricted by fencing, buildings etc. through all new development
[redacted]	Respect ASVI and AGLV
[redacted]	Plenty of brownfield opportunities remain - these should ALWAYS be developed before greenfield.
[redacted]	I all depends how many houses for new development would be built. I am not against small numbers - say up to 20 on the edge of settlements.
[redacted]	Do not understand issues sufficiently
[redacted]	I support the no development on fields at the Waverley Lane/ Compton area.
[redacted]	Any hope of common sense rather than box-ticking?
[redacted]	I don't accept the concept of SANG affect, it will concentrate all green space in a single area (Farnham Park) when there should be multiple areas. the affect principle seems to me to simply get developers off the hook and should not be encouraged.
[redacted]	Once you build it's gone for ever.
[redacted]	Joined-up thinking is needed to accommodate not only sustainable development in Farnham but also the development of surrounding towns which impact Farnham daily (Bordon/Whitehill/Aldershot/Fleet/Farnborough) We need fewer retail parks/superstores - Internet shopping is making them redundant with time and more light industry and affordable housing so that Farnham can share in the in-tech (aerospace, biotechnology, energy, IT business) which might be attracted here.
[redacted]	Any area of Outstanding Natural Beauty should be extended wherever possible.
[redacted]	As to item 17 please add:- "or reducing the gaps between Farnham & Elstead and Farnham & Frensham." As to item 18 I do not agree that balancing contributions be added to Farnham Park which ius already very substantial. In order to balance the provision of park land North and South of the bypass may I suggest the field area between Abbots Ride and The Bourne stream be made into a park and the stream made an attractive feature? And link this up with Moor Park/Runfold Green Belt area

ENVIRONMENT

Comments in relation to Environment	
[redacted]	No further development increase please
[redacted]	Use brownfield sites, old sandpit workings. If necessary use old workings for housing rather than conservation? Wet wet land sites.
[redacted]	Our green spaces are of vital importance for future generations, to understand the importance of being eco-friendly and what we are trying to protect!
[redacted]	17. "The Gap" between Farnham and Aldershot is essential to protect but I'm less convinced of the need to totally protect the other areas mentioned. Farnham & Aldershot are distinct and separate towns, the others are villages that could accommodate appropriate development on their borders. 18. It is important to remember that 'avoidance' should be attempted (see NRM6) before mitigation measures are involved to allow development. This concept should be spelt out in the Neighbourhood Plan. 21. I don't understand why this is being proposed unless it is separating Guildford Borough from Waverley.
[redacted]	Areas that have not yet been identified should be included, particularly if the area already abuts AONB. e.g.: fields on Waverley Lane/Compton One side of Monks Walk is AONB The other side of what is a small country lane should be included. Ref Q.18 It is essential that the SPA is protected, as is the 5km zone. NRM6 states that if other sites are available they should be used as in "avoid OR mitigate". A brownfield site has been available for sometime in DUNSFOLD
[redacted]	Retain but not extended
[redacted]	Q.21 Not enough GB
[redacted]	BE3 should extended and respected and NOT overridden.
[redacted]	There are proposals for developments that are not included in this plan which I found surprising, such as that by Boyer Planning on the Baker Oates site, Gardener's Hill Road. This suggests that there might be other proposals for new development within the plan that have not been taken into consideration.
[redacted]	The fact that developers are currently trying to get Green filed sites used for development in the South of Farnham is crazy and unlawful. The important of green space, the areas between the villages, the wildlife is critical. It cannot be allowed to become concrete just to hit Waverley planning figures. All towns within Waverley need to absorb development, not just Farnham as it has already become far too over populated
[redacted]	extend green belt around the north/ north-east of Badshot lea
[redacted]	we should preserve the beauty of the area
[redacted]	Strongly agree that the Green Belt should be extended as much as possible. This is a part of the country that is heavily populated and there are many areas elsewhere that are much more suitable for large scale development.
[redacted]	Q23 answered as disagree because the AONB extension proposal is incomplete as it has ignored AGLV areas which should be candidate areas (such as the Hopfields) – as proposed by the Surrey AGLV review which categorised the NW Farnham AGLV as amber.

Comments in relation to Environment	
[redacted]	
[redacted]	Modernity is ruining the individual character of our towns and villages which have attracted tourists from all over the world for so long. If we do not stop then onecity and town will look like another wherever you go!!!
[redacted]	Farnham ought not to grow beyond the small market town which it is or was or it will become an outlying London suburb
[redacted]	Please do not allow development on our precious green fields where alternatives sites are available (ideally Brownfield). Any such development will adversely impact on the semi-rural and sylvan nature of many of the neighbourhoods around Farnham. I fully endorse the policy BE3, South Farnham Area of Special Environmental Quality, which states that 'new development' will not be allowed ….if the Council believes that the development would lead to an erosion of an areas semi-rural character.
[redacted]	In line with the National Planning Policy Framework the Farnham Plan should clearly reflect policies to mitigate against Climate Change by emission reductions (renewable energy, avoiding increased fossil fuel use, energy efficiency).
[redacted]	Q.22 Why can you only answer this if you agree with 21?
[redacted]	It seems perverse that the movement of birds and other wildlife is protected by law, and there must be provision within a few miles of SANG. However, school places can be anywhere within Surrey, and our children may be expected to migrate across the county for their education, with little thought for provision of schools and other infrastructure in developments.
[redacted]	This is not a black or white question. It depends on the nature of the development and how it answers the local need. Affordable housing yes - large houses for London financial downsizers no.
[redacted]	There should be no development on green field sites or conservation areas.
[redacted]	Wooded areas around Frensham, Frensham Vale, Gardeners Hill Road and The Bourne should be protected.
[redacted]	Green belt should also be extended south of Rowledge as identified by Waverley--it is not clear why you missed this out. THE AGLV should be retained for the duration of the Plan see comment at bottom below
[redacted]	Retain the semi rural feel of the town and not turn it into just any other town by further over development without any Soul or Individual Character
[redacted]	The questionnaire does not mention the area to the West of Farnham Castle some of which is ASVI designated and some of which is proposed as AGLV by SCC. Due to its proximity to the Castle it has considerable historical significance containing both the winter and summer routes of the Harrow way (6000 years old) and the pilgrims way from Winchester (approx. 1000 year old). It is one of the last remaining areas of hop field and also contains a possible Saxon Gate and pathway to the area of clay behind the Harrow way (Potters Gate). Part of the landscape was also once part of the Deer park for Farnham Castle. It has extremely high historical significance and

Comments in relation to Environment	
	should be preserved because once it has gone it cannot be replaced.
[redacted]	There are areas of Farnham, in particular to the East of the town centre where much of the built environment of is of poor design and of such a variety of design and use that it is difficult to devine the "distinctive character" so often mentioned in the draft plan. This area is worthy of overarching plan policies. Why reserve such as the "Arcadian" ambition for areas of South Farnham. Should the plan not have some ambition for areas such as the area to the west of Farnham? Could there not be some vision for re-development for such as the Stoke Hills estate to provide higher quality housing and better and denser land use. It is hard to see what benefit the design statement has had in much of recent development in this area. And should there not be specific reference to the East Street development? Should there be a specific policy? This should not be seen as a fait accompli. I do not agree with the inclusion of the land to the south of Monkton Lane as a housing site. This seems to be contrary to the plan policy FNP8 and would definitely diminish the impact of the strategic separation gap. I would wish to see more contemporary design and less reliance on the hackneyed design and pastiche of earlier years in development going forward for all areas. And yes I favour a contemporary approach to East Street.
[redacted]	While these changes are being made, access provision should be made for cyclists and pedestrians, by more footpaths/pavements and cycle ways
[redacted]	These issues are of international importance - they must be paramount to a healthy well functioning society.
[redacted]	.."new development fits well with the character of the town". Farnham is characterised by unique and traditional buildings as well as, crucially and importantly, open spaces with mature trees for amenity close to the centre of our town.
[redacted]	Reference question 23 - the AONB extension proposal is incomplete as it has ignored AGLV areas which should be candidate areas (such as the Hopfields) – as proposed by the Surrey AGLV review which categorised the NW Farnham AGLV as amber
[redacted]	As previously stated, I feel that any new development should be spread across the whole Borough, and if necessary, even areas which are in Green Belt. I noticed several sites in the Godalming area which are brownfield but in green belt, these were red lighted! As many brownfield sites as possible should be considered first before any greenfield sites. If greenfield sites have to be used, SANG should be provided and no more than 1 x large development (i.e. up to 80 dwellings) should be put forward in any one area. Proof must be offered by the Developers that there are enough school places, that there are adequate sewage works in place, that there is absolutely no risk of flooding and that there are adequate traffic controls in place to sustain their development. Developers should also work very closely with the community involved to ensure that their development meets the needs of the community and is sympathetically designed to blend in with the community and retain as much of the original natural boundaries to ensure the continuation of the present wildlife.
[redacted]	It is critical given the recent changes in weather patterns that the planning process needs to include a clear ban on removal of natural drainage capacity, eg forestry on sloping land or draining historic flood plains or the path of water courses identifies in land registry searches.
[redacted]	Any green field areas should be preserved and original farming characteristics maintained.
[redacted]	No

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[redacted]	
[redacted]	I don't believe it is necessary to extend the green belt or Surrey Hills but it is also not desirable to reduce them.
[redacted]	The AONB should be extended to include Gardeners Hill Road and the area between Boundstone Road and Millbridge/Shortfield Common.
[redacted]	I should like the same or more protection applied to small local green areas that are strategic gaps etc of local significance than to the fringes of large protected areas like green belt. It is London's green belt and we have more specific priorities.
[redacted]	It is difficult to imagine that anyone could disagree with the above aims!
[redacted]	Question 22 The Green Belt should be extended all round Farnham and include those areas currently designated AONB and the proposed extensions.
[redacted]	You can't invoke tight limits on development.. Otherwise no one will do the development. The terms and conditions become too onerous.
[redacted]	Such new buildings as are agreed should carry a significant number of smaller properties to allow for first time buyers to enter the market
[redacted]	Brown sites should be used where possible.
[redacted]	See later overall comment
[redacted]	There is a frensham SPA which is within 5k of Rowledge and possibly parts of the Bourne - this also needs to be taken account of (in the same way as the thames basin and heaths SPA).
[redacted]	Frensham SPA should be taken into account when considering further development in the Rowledge and Bourne areas.
[redacted]	Only agree to 21 and 22 if no other areas of Green Belt are declassified as Green Belt!
[redacted]	The Green Belt should be extended to include the fields off Waverley Lane. Currently the map shows an exclusion which is from the proposed extended Green Belt which is jarringly anomalous.
[redacted]	Why do we ignore co-operation between Waverley/Farnham and East Hampshire when considering how to meet central government inspired demands for new housing. This is wrong. Farnham and Bordon have a common interest in improvement and development of the A325 corridor between Greatham and Wrecclesham, including a Wrecclesham Relief Road - first proposed in the 70s. There seems to be no single place where this wrong thing can be properly called wrong. Much of the relevant land is owned by central government.
[redacted]	Existing Design Statement is perceived to support the NW Farnham Area of Strategic Visual Importance (no. ASV10) The AMEC Study which was provided for Waverley Borough Council (Part 1) regarding Farnham and Cranleigh states that North West Farnham has a "mainly rural character and setting, property pattern and designation and as such, the capacity for development as a whole is likely to be limited". Question 23 is misleading and inaccurate. Natural England have NOT yet proposed this, they have not started their study on

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	this yet. The AONB extension proposal is incomplete because it has ignored AGLV areas which are obvious candidate areas (e.g. Farnham Hop fields), as seen with the Surrey AGLV review which classifies the NW Farnham AGLV as amber (NOT green).
[redacted]	The AONB extension proposal is incomplete as it has ignored to date the AGLV areas which should be candidsate areas, such as the Hopfields, as proposed by the Surrey AGLV review which categorised the NW Farnham AGLV as amber.
[redacted]	I consider that the green belt is already adequate.
[redacted]	Any moves to protect natural areas within and around the town must be encouraged. We need green spaces, areas of open land, trees, rivers, streams and as little interference with all these as possible. The current Green Belt should be protected and where ever possible, extended.
[redacted]	I think that AONB areas should be incorporated into the Green Belt. It doesn't seem logical to dispense with some existing Green Belt in order to move them somewhere else. WHY???
[redacted]	All available brown sites MUST be used first. Likewise empty houses must be used.
[redacted]	Increasing the land protected by special designation should not encouraged (Q23) if it results in additional pressure on the remaining unprotected areas.
[redacted]	We all need trees and green spaces to breathe. Although I do agree that new homes need to be built, it must be understood that extra concrete means less drainage and more flooding. Farnham and the surrounding villages need to be protected in a sensitive way from avaricious property developers. This is our town and we love it. We need to look after our green spaces for future generations, but at the same time giving them somewhere to live. It is a very fine balancing act.
[redacted]	Build around the pub, it is good for our business and the community.
[redacted]	Make the housing have as smaller impact as possible by having it of similar style to the existing housing from which it should extend from.
[redacted]	Extend existing housing.
[redacted]	Pros and cons should be weighed up. I want this land at Hale Road to be developed as in the meeting on the land they said they would do some car parking for the church.
[redacted]	We need more housing next to the hotel. It is good for local businesses and good for the church. There is housing there already so it can be added to.
[redacted]	Please make sure that the housing that we should have is not in main view of the road etc and is next to existing housing.
[redacted]	Housing is urgently needed in this area and I like the Hale site that I mentioned because it is tucked out of major view. This is key.
[redacted]	Re: Q.17: You cannot apply the same criteria to all of the examples you gave. For example it is very important to maintain a buffer between the TOWNS ofm Farnham and Aldershot, but NOT between little villages ie Wrecclesham and Rowledge and Frensham. Re: Q.18: THERE SHOULD BE NO DEVELOPMENT ON ANY GREENFIELD SITES in Farnham. All requirements could be met by developing DUNSFOLD Aerodrome and other brownfield sites within the borough.

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[redacted]	Removal of pylons is something that should be taken into consideration. This is a big plus as it vastly improves the line of sight and impact of housing.
[redacted]	The residents' committee are concerned about the protection of natural wildlife corridors. By allowing more and more building in sem-rural areas habitat and foraging areas are being destroyed for many of our animals. Our natural pollinators the bees, are in decline partly due to the lack of bee friendly plants. Butterflies also are suffering.
[redacted]	Some of these questions and the answer choices seem to suggest that development which has an adverse environmental effect is ok if the developer makes financial contributions as mitigation. I don't think that this is ok.
[redacted]	The questions in this section are badly worded. Anyone (like myself) who agrees with the (proposed) WBC Green Belt extension (Q21) and/or the FTC NP Green Belt extension (Q22) and/or the NE AONB extension (Q23) but who wants other areas to be also be included in the proposals would have to 'disagree', even though they do want the proposed extensions. My 'disagreement' in response to these questions does not mean that I disagree with what is proposed; it indicates that I disagree with the scope, because I consider that the proposed new 'boundaries' are not those that I would choose myself, and that further extensions should be incorporated. However, the protection Farnham should receive by virtue of proximity to the TBHSPA and WHSPAs overrides most of these considerations. FTC's refusal to respect the Habitats constraints is an utter disgrace, because it is deliberate.
[redacted]	The fields to the west of the castle, running from Three Styles Road thought to the Castle should be preserved to give the Castle a setting appropriate to its character and history. The Castle, one of Farnham's most renowned buildings has been lost in overgrown trees. It is also threatened by surrounding development.
[redacted]	The Green Belt is a blunt instrument and should not be used as a blanket block on progress - we need houses. It is more about scale, sensitive and high quality design, etc
[redacted]	Please explain why the built up area boundary has been changed without notification to include the Hop Fields and Coxbridge Fields without any reference to or information for the residents?
[redacted]	Once there is encroachment into the green areas separating our villages successive planning applications for housing in these areas will be difficult to resist.
[redacted]	I am strongly against the principle of trading one space for another. In many cases it is simply not valid to create or designate an ecologically comparable site elsewhere to the site that is being developed. It also ignores the damage to the local environment and loss of habitat in that environment
[redacted]	The danger is that using such limited criteria might well mean that the parts of Farnham that have the poorest quality of environment become the areas that have to suffer the greatest housing development
[redacted]	The area between Boundstone and Rowledge should also be included in the areas where development should not be permitted. The area of open countryside is essential to maintain the separate identity of Rowledge and prevent coalescence of Boundstone and Rowledge.
[redacted]	Far more emphasis seems to be placed on the Thames Basin Heath SPA compared with the Wealden Heath SPA. This may reflect current pressure but it cannot be assumed that over the period under review that Wealden Heath will continue to be less of an issue than

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	Thames Basin. Both are equally protected by European Directives and in the overall context of Waverley's Local Plan recognition of this is vital. The Neighbourhood plan should reflect this.
[redacted]	Brownfield sites should be exhausted first before green belt is even considered
[redacted]	The AONB extension proposal is incomplete as it has ignored AGLV areas which should be candidate areas (such as the Hopfields) - as proposed by the Surrey AGLV review which categorise the NW Farnham AGLV as AMBER (NOT GREEN)
[redacted]	The valley between Rowledge and Wrecclesham should be protected against any development including the woods around Browns Walk.
[redacted]	What about AGLV areas?
[redacted]	Policies should not just aim to protect what we have already but provide for enhancements to the natural and built environment via specific provision relating to new development, e.g., areas of uncut grassland in any new recreational spaces.
[redacted]	As long as it is not very visible but blends in well then it should be considered. All housing must continue from existing housing.
[redacted]	Housing should have as limited visibility as possible and naturally progress from the development area that it is adding to.
[redacted]	In question 18 you mention SANG. I am in construction and it is essential that developers provide their own SANG to allow construction to continue in Farnham. If a site has its own SANG then it should be promoted. The Land at Hale Road, Farnham does I believe. It is also suitable as it is sympathetic to the area and development but is not too visible. I attended the meeting when the developers put up the tent and it is a great site.
[redacted]	The west end of The Bourne Valley is also of high landscape value. To the above extensions should be added the strip of land bounded 1. In the north by the Boreas Dene public footpath 2. In the east by Waverley Lane 3. In the south by Monks Walk and 4. In the west by Redhill House. This would take in part of the stream valley, ancient woodland, Compton Field (a lovely hilly meadow) and the Monks Walk Meadow which is already an SNCI because of rare wild flowers.
[redacted]	Why not extend the existing housing. People don't like it on a new area so keep it to extending and Hale is extending. It is also not in peoples face but it back there and screened with the big trees.
[redacted]	All existing green belt areas should be maintained. Q.21 Provided it does not have a negative effect on the other green belt areas.
[redacted]	The area of open countryside between Boundstone and Rowledge should also be included in the areas where development should not be permitted (refer point 17 above) This is essential to maintain the separate identity of Rowledge and prevent coalescence of Boundstone and Rowledge
[redacted]	I don't think that existing Green Belt areas should be withdrawn. These areas have been in existence for many years - why disband them now and bring others in to replace them/ I'm all for new Green Belt areas, but not to the detriment of existing ones.

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[redacted]	The Bourne Woods should be protected from development and access maintained for local residents and walkers generally.
[redacted]	I object strongly to question 17. How can you just keep piling housing in the center and think it is ok. Over time all settlements grow and it is better for the community, for the roads, it relieves pressure on doctors, schools etc as new surgeries are built. Many of us want the Lower Hale site as it is close but not too close and extends from the existing housing. It is not right to say that towns can not grow a little. I admit that one should not merge two towns unless it is necessary but there are many sites that naturally extend towns and areas but do not merge them. All towns were once small areas anyway and they have grown. Question 17 has an obvious answer and that is that they should be able to grow and develop. Otherwise one would build sky scrapers in Farnham!
[redacted]	I approve of housing but want it to be in keeping with the other houses around it.
[redacted]	When forestry commission allow tree thinning/felling they should be required to state and police a reliant/biodiversity condition. At the moment they just walk away, leaving a sand desert.
[redacted]	Ensure alternative access is provided...Biles and Walking infrastructure..Dual Use
[redacted]	Housing should be focussed around extending the current housing areas as long as it is not highly detrimental to the existing views. There will always be an impact on views but they should be limited.
[redacted]	Coxbridge Farm fields should not be built on. I live on Hazell road and not only will this affect the beautiful views we currently have the quality of my families life and the value of my property will be affected regards David Bell
[redacted]	Ensure easier access via careful infrastructure for bikes and walking - Dual use..
[redacted]	The pros of it should outweigh the cons. Remove that pylon and build on the burial ground. They haven't buried anyone there in years and they keep marketing it. There are spaces at the Church there left over so it shouldn't be a burial ground. There are houses there already and it is quite well hidden.
[redacted]	I don't agree with housing that is obviously seen. Why can't you add to the existing housing areas and keep it out of the view of the wider area. Of course you cant build a house and make it invisible, it will be seen by some people but an extension to existing housing in an area that is screened by trees would be best. I liked the burial site as it was out of the way but there are houses there anyway. There is also that pylon over it that they said they would remove. Build there.
[redacted]	Farnham is already densely populated and further houses could harm the character of the town. Also the road system, even with a bypass are unable to cope most of the day. Subsequently there is high pollution, which is not good for the environment.
[redacted]	Much thought should be given to the impact of Global Warming preserving areas to help combat it and for the provision of wildlife. What you cannot do is to continually build more and more to house more and more human beings, we need the wildlife too and the green open areas consisting of trees and Natural Beauty. Might I add that Human Beings are now becoming a pest on this planet.
[redacted]	Whilst it is important to preserve areas of outstanding natural beauty so that people, now and in future, can enjoy them it is important to bear in mind that less than 4% of this country has been built upon therefore it is relatively easy to get out into open space already

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	available. As human beings we spend more of our waking hours in urban environment compared to the time we spend in open countryside so it seems madness that we are being crammed in like battery chickens! Our quality of life would be greatly improved if we lived in less cramped conditions- this may mean rethinking the green belt.
[redacted]	We need to protect and increase green belt. This should be a 360 degree protection: below ground, on the ground and in the air above green belt. Only by doing this will we have effective protection in place to preserve green space for future generations, and to save everyone from effects of poor air quality that is inevitable if the green belt "lungs" are built upon.
[redacted]	The ANOB extension, as proposed, is inadequate because it has overlooked AGLV areas.
[redacted]	Why has the town boundary been changed without consultation? Why have areas of South Farnham been given the term of 'Arcadian areas' sounds like something an estate agent has come up with to increase the value of a property.
[redacted]	Try to build on spare plots already within the built up areas rather than in new parcels of land in the country
[redacted]	As I say, housing is very important and is needed but it should be designed to limit the visual impact and be in keeping with the immediate area of housing development. The site I visited shows a natural extension from the existing houses and is out of the way but still easy access to central Farnham.
[redacted]	The proposed extended Green Belt cannot be policed adequately in either Runfold or Badshot Lea due to the proliferation of small land ownerships. Its boundaries will be eroded overtime. It is totally unreasonable to expect some local land owners to be constrained by Green Belt policies which will almost certainly not apply to the Travelling community. Essentially you are consigning the area to future piecemeal development and encroachment without providing the tools for local people to act in the best interests of everyone who lives there.
[redacted]	I am concerned about the ramifications of "provision of SANG at Farnham Park". The encouragement of more access to Farnham Park should not be accompanied by any change to its existing character e.g.provision of "facilities" such as play areas , extra signboarding etc . Farnham Park is one of the unspoiled natural gems of Farnham that should be preserved as such .
[redacted]	serious money needs to be spent on removing traffic from the town centre and improving existing bottlenecks.
[redacted]	Is there mention of WBC Policies BE3 and BE6 in the draft Neighbourhood Plan that I missed? If not, should these be given explicit emphasis?
[redacted]	In the Bourne, the ASEQ should be extended, the gaps present today are an aberration and should be addressed. Possibly other designation should also be adressed in the bourne, AONB & AGLV
[redacted]	Extending green belt and AONB areas should be based on fact rather than subjective opinions of people determined to "protect" themselves from local development. I would like to understand the justification before providing a positive answer.
[redacted]	10b) The Design Statement is believed to support the NW Farnham Area of Strategic Visual Importance (ASVI0. 10d) The Coxbridge site would require new buffers for existing developed areas. 14) These protections should cover all existing residential areas, not just the "Arcadian Areas" of South Farnham. Every area has its own special character, eg, NW Farnham, surrounded as it is by agricultural

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	land, is essentially rural in character and this should be protected. The AMEC Study for Waverley Borough Council, Part 1, Farnham and Cranleigh states when referring to the segment which includes North West Farnham: "With its mainly rural character and setting, property pattern and designation, capacity for development in the segment as a whole is likely to be limited". The ASVI designation applies to the complete Hopfields Site in the Waverley Local Plan 2002 and this stands until such time as a new local plan changes it. The new local plan has not yet been approved and finalised. Moreover land immediately to the north and west of the Hopfields is classed as AGLV, yet neither of these designations is mentioned in the Neighbourhood Plan, 16c) Should state high landscape value OR sensitivity as this would include more areas, including North West Farnham. 17) I support the Farnham/Badshot Lea/Aldershot strategic gap but would question the new Wrecclesham/Rowledge/Frensham gaps. 18b) Policy FNP9 states that the only way potential housing sites can be shown to be deliverable in the short/medium term is for on-site SANG provision as an integral part of the development. However, for the Hopfields an offsite SANG in Church Crookham has been proposed which is further away than the SPA. Common sense suggests that this will NOT protect the SPA from increased visitor pressure and Waverley Borough Council will be failing in its duty to do so if the SANG is accepted. 21) The proposed area is mostly an area (area 'W2') of the previous AGLV which was categorised RED – as not meeting AONB criteria - in Waverley's 2008 study. It is NOT significant for prevention of the coalescence of Farnham and Aldershot and so cannot be justified on this basis. A small part alongside the A31, previously in the Strategic Gap, might be justified. 23) The question is misleading: Natural England have not proposed this as they have not yet started their study 24) The AONB extension proposal is incomplete as it has ignored AGLV areas which should be candidate areas (such as the Hopfields) – as proposed by the Surrey AGLV review which categorised the NW Farnham AGLV as amber.
[redacted]	There is a need for more local parks to avoid the use of cars.
[redacted]	14) The protections suggested for the "Arcadian Areas" of South Farnham should be afforded to ALL residential areas, not reserved exclusively for this area. Every area of Farnham has its own particular character which should be protected. For example, North West Farnham, surrounded as it is by agricultural land, is rural in character and this is acknowledged in the Neighbourhood Plan: "With its mainly rural character and setting, property pattern and designation, capacity for development in the segment as a whole is likely to be limited".The historical aspect of this area has been ignored in the Neighbourhood Plan, eg, the historic Hopfields, the Pilgrim's/Harrow Way. From no other area of Farnham is it possible to walk across fields into the town centre and enjoy a view of the town in which the parish church is prominent. The whole of the Hopfields is included in the ASVI in Waverley's Local Plan, 2002 which is current until the New Local Plan is finalised and approved. The area immediately to the north and west of the Hopfields is designated as AGLV, in the same plan, yet neither of these designations is afforded to this area in the Neighbourhood Plan. 21) The proposed area is mostly an area (area 'W2') of the previous AGLV which was categorised RED – as not meeting AONB criteria - in the Waverley 2008 study. It is NOT significant to prevention of the coalescence of Farnham and Aldershot and so cannot be justified on this basis. A small part alongside the A31, previously in the Strategic Gap, might be justifiable. Question 23 is misleading as Natural England have not proposed this and have not yet started their study. The AONB extension proposal is incomplete as it has ignored AGLV areas which should be

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	candidate areas (such as the Hopfields) as proposed by the Surrey AGLV review which categorised the NW Farnham AGLV as amber. I was not aware that the boundary of the built up area of Farnham had changed to include the Coxbridge and Hopfields (Land off of Crondall Lane) proposed development sites. There has been no consultation and I am not happy about this change as these sites should NOT be within the built up area boundary. Does the Town Council have the authority to move the boundary of the town? The Waverley Local Plan of 2002 has not yet been replaced as the new Local Plan has not been approved and adopted. The 2002 plan includes the whole of the Hopfields area in the Area of Strategic Visual Importance (ASVI),. Furthermore the land immediately adjacent to the fields, to the north and west is designated as AGLV (see Proposals Map for West Waverley). Since this plan still stands these designations apply, yet they are not mentioned in the Neighbourhood Plan. The area deserves its designations as it has unique views of Farnham with the parish church prominent. There is nowhere else in Farnham where it is possible to walk across fields into the town centre, enjoying such views on the way. This mistake or deliberate omission is not treating the North West of Farnham fairly as it deserves protection as much as any other area of Farnham, it is essentially rural in character, surrounded as it is by farm land, which contains ancient woodlands. Much has been made of the "arcadian" nature of South Farnham, but it is far more built up in character than North West Farnham, where the open countryside is all around us. This rural character is very important and should continue to be protected.
[redacted]	These questions(21,22 and 23 are so biased to obtain a pre determined result they will never pass any sort of rigorous inspection.
[redacted]	The town and surrounding countryside are desirable due to it's natural and built environments and these should be strongly protected.
[redacted]	The questions make the unsubstantiated assumption that new development WILL take place. Call me cynical but such development benefits Farnham Council in at least two ways: income from developers and increased Council Tax revenue from new residents. What FC is currently failing to do is consult with existing residents and Council tax payers on the necessity and desire (or not) for development.
[redacted]	Am very concerned that the result of the current SPA protection policy will, given the constraints on identified SANG space, could result in greenfield development being more deliverable than brownfield development within Farnham. The SPA/SANG policy would therefore conflict with recent guidance from DCLG about giving priority to development on brownfield sites rather than greenfield sites. The retention of all remaining SANG allocation in Farnham Park for brownfield development is an absolute priority as is the identification and purchase of additional suitable SANG space by WBC, using SANG contributions.
[redacted]	No
[redacted]	The areas of special scenic value such as fields above Art College and to west and east of crondall lane should be protected.
[redacted]	I don't think any greenfield sites should be built on until all brownfield sites have been used up.
[redacted]	NO
[redacted]	Q.17 I strongly agree that Farnham Town should not be allowed to coalesce with Compton. Q.18 Should only be allowed on Brownfield

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	sites Q,23 Should also include areas up to the town boundary to the south of the town.
[redacted]	17. Farnham should not be allowed to encroach on Compton 18. Brownfield sites only
[redacted]	Open Areas close to the town centre should be kept.
[redacted]	I think that mitigations, SANGs and financial contributions relating to the environment are a way of 'cheating' in terms of developing and managing these areas. I disagree in principle with these wriggle room manoeuvres with regard to the natural and built environment.
[redacted]	The Society strongly supports policies to ensure good design in the built environment
[redacted]	Protecting the natural and built environment by enforcing policies on high quality design of new developments is vitally important.
[redacted]	Brownfield sites should be used before any consideration is given to greenfield sites
[redacted]	It is shameful to even consider trashing our heritage - give the developers an inch - give them a mile.....
[redacted]	Future developments should only be permitted on existing or future Brown Field sites
[redacted]	It's important that access can be gained to green areas, often it's difficult to cross busy roads. If areas are protected, we should be able to enjoy them.
[redacted]	Q.21 & 22 If Green Belt is designed to prevent urban sprawl between towns, applying it to Moor Park Valley and Runfold is not appropriate. Moor Park valley should have protection for landscape reasons (see Q.23) Aldershot/Farnham separation by applying GB is logical use. Q.23 AONB should be extended to cover areas across south of Farnham outside the BUAB.
[redacted]	the restoration of the three mineral sites will contribute to this biodiversity, landscape and green space provision.
[redacted]	The Council must continue to protect against "garden grabbing" to avoid impact to street scene and avoid over development
[redacted]	No building on green field sites should be allowed as this necessarily reduces the amount of our countryside.
[redacted]	Fields in close proximity to Surrey Area of Outstanding Natural Beauty should be the last to be burdened by further development.
[redacted]	I am currently unable to understand how in the long term it will be possible to extend the Green Belt and at the same time cater for additional population and housing growth in the area. I am not for a minute advocating wholesale construction on all Green Belt land. However, as this country no longer grows enough food to sustain itself while the population continues to rise, we must find ways to address the reality of the situation - even in leafy Surrey. I am a private pilot and therefore spend a lot of time looking down on the area surrounding Farnham. It is inconceivable to me that all of the open space I see requires protection. Therefore as long as the risk of flooding is not substantially increased and all of the the supporting infrastructure is provided, some of the land should be given up to meet the inevitable expansion needs. We must be realistic and the challenge of course is to convince other through communication along with the application of sensible, practical AND architecturally appropriate development!

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[redacted]	Q. 17 - Hale should be included in this list. Q. 19 - All house building should stop until it can be proved that SANGS work.
[redacted]	The rich biodiversity of the Compton Fields, its bordering trees and ancient hedgerow should be protected
[redacted]	It is important to maintain the character of the area or it could turn into an area such as Woking which has been spoilt by too much building whilst the roads have remained the same resulting in massive traffic jams.
[redacted]	We should try and avoid making areas will little access to areas of natural (unbuilt) land. So that easy access can be got to open recreation areas.
[redacted]	Why is the existing environment not protected? Developers appear cutting down trees during the night without a licence for example. The penalties (like those imposed on the banks) need to be much more appropriate. Extending Green Belt in all directions leads to increasing management costs when budgets are being cut and removes some of the sites that could be developed eventually.
[redacted]	None
[redacted]	Brownfield sites should be used before greenfield sites.
[redacted]	Brownfield sites should be used for all development, the use of natural, unused or greenfield sites should only be contemplated when all brownfield sites have been used.
[redacted]	To preserve the character of the town and the ammenity value of its surroundings you also need to proect the fields NW of Beaver's Road and the UCA., possibly by extending the green belt here also (Note that I own one of these fields).
[redacted]	Approaches to Farnham must be protected
[redacted]	# 17. Development should not be permitted between towns (eg Farnham & Aldershot) but rules should be less stingent between villages, especially when they are all part of greater Farnham. #18. Avoidance of new development should be the first option in protecting the SPA as clause NRM6 states. #21. Why should green belt protection be used in this instance? It is used to stop the convergence of separate/identifable towns, not one part of a town from another.
[redacted]	I think that Farnham and Aldershot should remain clearly independent places since they are so different but if there should be a coalescence between areas such as Weybourne and Badshot Lea I don't see any problem/
[redacted]	Question 20 (like others) is too general and emotionally charged to answer. Which species; which habitats. Conservation is important and needs to be based on evidence; however some the regulations (eg SPAs) are too restrictive.
[redacted]	It is essential that we respect the areas of landscape value
[redacted]	Important to protect the green belt for future generations.
[redacted]	I do not accept the concept of SANG offset. First, it will concentrate all Farnham's green space in Farnham park rather than securing diverse green areas in the town. Secondly it provides scope for double counting and other abuse by developers.
[redacted]	I strongly believe that the concept of SANG offset is dangerous. It can only lead to concentration of green space while at the same time providing an easy out for developers.
[redacted]	Ideally Green field building should be kept to a minimum where able, and alternative browfield sites should be considered.

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[redacted]	The SANG offset concept is just plain wrong. It appears to be open to abuse and double counting acting as a developers charter. But most importantly we do not want all open green spaces concentrated, we need multiple such spaces.
[redacted]	Q 18 is difficult to answer. I don't want to have the Thames protection area degraded or overused by Developers paying towards some phoney mitigation scheme
[redacted]	Farnham needs to realise that keeping buildings such as the Redgrave are a waste of time as it will never be what it was as the younger population have no desire for it.
[redacted]	Maintaining open spaces is essential given the already high levels of pollution in Farnham.
[redacted]	Protection to the River Wey and tributaries must be given – pollution, phosphates etc must be reduced
[redacted]	The strategic gap between Badshot Lea and Weybourne/Aldershot should be retained
[redacted]	Farnham is a beautiful SMALL Georgian town that is thriving, adding more residents will not improve the situation.
[redacted]	BROWN SITES ONLY
[redacted]	none
[redacted]	It means that we end up with a beautiful area.
[redacted]	Not happy that Farnham Park is used to offset over usage of Thames Heath Basin special protection area
[redacted]	When considering building on the semi rural outskirts of towns far more consideration must be given to the sympathetic design and character of the houses. Common practice is just to build a mini estate of identical houses with no adequate internal storage, sound insulation or outside space. **SANG** (suitable alternative natural green space) is mentioned in the document and we are asked if we are aware of areas that are being considered by WBC as extra provision, these being Alice Holt Forest, the Old Farnham Quarry or indeed the Blackwater Valley. The purpose of a SANG is to mitigate against the potential adverse effects of any development on The Thames Basin Heath and the Wealden Heath SPA which both apply to Farnham. Looking at the proposed number of houses for Farnham it is very apparent that there are few if any suitable open green spaces that can be used in and close to Farnham for proposed sites that cannot provide SANGs of their own. At present developers are relying on the use of land released at Farnham Park. This allocation of land used as a SANG is approaching it maximum capacity. I have seen no real evidence that SANG actually works in protecting our rare species. From surveys done by local groups it has shown that walkers and dog walkers both which are a risk to ground nesting birds and reptiles live in fairly close proximity to Farnham Park. Using areas miles away from a proposed development as a SANG will surely defeat the whole objective. People do not want to have to

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	get into their cars and tranverse across Farnham in any direction to be able to access land to walk their dogs or excercise. They will go to the nearest open space which in Farnham are mostly all within 5km of the protected SPAs there increasing the harm and damage to protected species. **Retaining the character of Farnham**: Farnham consists of many styles of housing interspersed by narrow lanes and much tree coverage. The brief for today's developers is to build mini estates of identical houses on tiny plots with inadequate outside parking, therefore changing the character of the area in which they are built.
[redacted]	There are still a large number of brownfield sites that can be used for development of dwellings. Focus should be on these first.
[redacted]	What about land south of Badshot Lea, behind Beect Tree Drive?? Or are we to be ignored and have all the housing dumped here??
[redacted]	Arcadian areas' is an artificial and poor description of the South part of Farnham. The whole of South Farnham (Waverley), The Bourne and Moor Park should be covered by the policy FNP5 and care must be taken that this does not reduce the current protection given to parts of the Bourne by Policy BE3. The boundary of the Built up area should be altered to exclude the are south of Latchwood Lane (down to Gong Hill drive). The boundary of the AONB east of Old Frensham Road need to be checked, as it currently does not include all of Clumps Road which I believe to be AGLV but not AONB.
[redacted]	Why not extend the green belt to land south of Badshot Lea? IE south of Beech Tree Drive. OR is this area of Badshot Lea not considered worth fighting for? If this area is developed it will completely ruin the southern part of Badshot Lea.
[redacted]	Waverley has destroyed the ambiance of Wrecclesham by exploiting the absence of a strong Farnham town council, which would exist in a more efficient unitary authority. WBC's aim is to preserve the maximum number of councillors.
[redacted]	The area of Farnham Old Park should be protected as a green lung for the town, enhanced for biodiversity around existing Ancient Woodland pockets, and preserving the rural gap to the Hampshire border. Farnham Old Park The plan makes little or no mention of the area of Farnham Old Park, or of the countryside out towards Dippenhall, to the county boundary with Hampshire. This area has historic significance being the original Deer Park for the castle before the existing (new) Park. Clay Pit Wood, and the footpath to it from Potter's Gate, makes clear reference to Farnham's pottery heritage. St Swithun's Way follows the course of an ancient track way, which is bordered by a demonstrably historic hedgerow. Clay Pit Wood, and other copses around it, are designated Ancient Woodland and or Plantation on Ancient Woodland site*1. More copses and hedgerows help fill in the habitat matrix. The streams that rise in the Old Park and flow to the River Wey near Coxbridge are the extreme northern edge of the Wey catchment, contributing clean water and providing extremely precious fish- spawning habitat. This catchment bowl also provides a vital resource in

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	absorbing run-off from the surrounding hills that would otherwise add more quickly to flood water in the Wey valley. The agricultural land, together with the bridle paths and footpaths that cross it, have significant landscape, recreation and well-being value, as well as providing the rural backdrop that characterizes the town. It is vital that the Neighbourhood Plan recognizes the value of this area and puts down a marker for the preservation of this value. It should be made clear that any development in this area should only be of the nature of conversion of existing buildings etc., and the agricultural landscape should be maintained. If any parts of this become non-viable for agriculture, the Neighbourhood Plan should ensure that the land is managed for enhanced biodiversity and environmental quality, and to maintain its function as catchment, not for development. *1A Revision of the Ancient Woodland Inventory for Surrey, June 2011. North West Farnham and other character areas Map B(i) defines the ten character areas of the town beyond the conservation area, and then only addresses a few of them in detail, in particular 'South Farnham Arcadian Areas' which are singled out. It is important that the spirit of policy FNP5 is applied to each and every one of the character areas. For example, the character of North West Farnham includes mainly detached or semi-detached houses in self-contained gardens. Developments of blocks of flats or care homes would be inappropriate, both for character reasons, and because of the steep walk to town and lack of public transport. This area is also defined and characterized by its unique positioning within five minutes' walk of both town and open countryside. Because of this character, and the historic significance of the Old Park and its pathways, it is recommended that potential Housing Site q) be restricted to the bottom south-east section, by drawing a straight line from the existing rear boundary of the UCA Farnham site towards Crondall Lane. The remainder of the indicated area should only be eligible to be used as SANG, maintaining landscape in keeping with the Old Park.
[redacted]	No building or redesignation of land usage (other than green belt proposals) should be allowed where it would impact transition of wildlife and fauna, e.g. existing gaps between villages. Equally where there have been recent cases of flooding or waterlogging. There should be no abitory chances to flood plane designation and subsequent relaxation for study and flood mitigation by and development.
[redacted]	Green Belts need to be preserved.
[redacted]	The Built Up Area boundary (Map A) includes a number of green field sites for example land at Waverley Lane, Coxbridge Farm and adjacent to the art college. The implication is that the Town Council regards development of these areas as acceptable. In accordance with the NPPF development should be targetted at brownfield sites. More specifically the existing Waveley Local Plan (para 6.20) states that permission to build on greenfield sites will only be given if it is not possible to demonstrate a five supply of building land across the

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	Borough as a whole. The future of Dunsfold is thus a critical consideration. The starting point for the Farnham Local Plan should be the existing Built Up Area boundary and the objective should be to extend this as little as possible.
[redacted]	The more the better for the benefit of the future generations
[redacted]	The rural and biodiverse nature of large swathes of Farnham can never be repaired once it has been destroyed by over-development. Any potential development must be considered in these terms. It should not be assumed that any area outside designated protected areas (such as AONB) is of lesser importance or quality and therefore built upon. Many of our green sites in south farnham are unprotected by such policies yet are much-valued and create the feeling of space, allow habitat for wildlife and prevent unwanted urbanisation.
[redacted]	Whilst the unique architectural and green characteristics of Farnham should e maintained, sympathetic, high quality changes to buildings should be allowed; we should not attempt to freeze Farnham in a particular (Georgian?) era; it is the Grand Designs effect - I empathise with the frustrations of people who want to want to build a potentially iconic, state of the art building but are frustrated by bureaucracy.
[redacted]	Nome
[redacted]	Some of the questions are difficult to understand, as they are asking as if building will be carried out now and in the future. I can insure the councils/ planning officers and appeal officers, that THEY already know, or at least should look into the fact that Farnham CANNOT ACCEPT MORE HOUSING FARNHAM IS FULL.
[redacted]	I have not answered questions 18 and 20 because I believe green belt land should not be used for building in any circumstances.
[redacted]	There is no such thing as mitigation. A habitat takes generations to develop. Just setting aside a rubbishy piece of disused land to compensate is NO compensation for loss of habitat for flora and fauna
[redacted]	Any Green Belt land is there for a purpose and should not be allowed to be built upon otherwise a dangerous precedent is set.
[redacted]	As a resident near Coxbridge farm I see an array of wildlife that would be lost including kestrals and red kites these fields should not be used. The fields opposit Crondall lane are useful dog walking fields abd the community uses them these should not be touched
[redacted]	The survey options do not allow for any disagreement to further development.
[redacted]	Whilst in agreement with the aims of specially-protected zones such as green belt and AONB for instance, I feel it is a mistake to be too prescriptive against what might be perfectly acceptable development in some situations. There are countless examples of rural dwellings that are beautifully constructed with oak, brickwork, render, clay tiles, traditional windows, mature planting, etc,etc that massively contribute to the beauty of the area. My opinion is that more of this "heritage" style low-density housing spread thinly across Farnhams rural neighbourhood would be far preferred by the general populace than new housing estates built on green fields around the town settlement boundaries!
[redacted]	The Local Plan should make a distinction between High Quality Design and simple pastiche of historical styles. Good Design can be of any style and attempts to impose architectural styles were no overriding style exists not only leads to lowest common denominators in terms of design but goes against the NPPF and will inevitably lead to successful planning appeals costing the town unnecessary expense by trying to hold on to dogmatic ideas about what constitutes Good Design. Consideration could be given to setting up a Design Panel of properly

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	qualified design professionals to consider planning applications to help the council in their responses to Waverley Borough Council.
[redacted]	We need to protect our green areas and not allow further building on green sites.
[redacted]	The Farnham area includes many beautiful rural areas. These areas, once destroyed, will never be regained. Accordingly they should be protected as a high priority & rather than attempting to build on or near them in a sympathetic manner, effort should be made to find alternatives to avoid affecting them at all.
[redacted]	The The Green Belt was created to help keep us healthy & provide us with food. This is a rural community in Surrey & not an overflow for farnborough & aldershot.
[redacted]	Having green, natural spaces around built up areas is important for mental and physical health of residents. Over 35 years we have enjoyed walking the lanes around our area
[redacted]	Brownfield sites should always be built on in preference to greenfield sites.
[redacted]	It should remain as complete as possible during and after all works.
[redacted]	No encroachment whatsoever on our beautiful Green Belt land nor further erosion of current village environment. Never recoverable once covered in concrete, etc.!!
[redacted]	There is clearly a need for some development and therefore some areas will need to be identified for this. It is not possible to disagree with every development or area suggested for development and a balance must be found
[redacted]	Waverley BC planning approvals have destroyed hedges that once provided an excellent natural habitat for a diversity of birds.
[redacted]	Alternative rural/agricultural/horticultural use of sites should be sought to give land a real use rather than standing "idle" or semi derelict as owners simply sit on it in the hope of the expectation of gaining Planning Permission if they simply wait until people are fed up with a site thats looks a total mess. It may be a bit draconian but what about compulsory purchase or public subscription to buy threatened land?
[redacted]	Extend green belt across South Farnham to preserve green fields
[redacted]	I don't believe Farnham Park can adequately mitigate damage to Thames Heath basin
	I fully agree that strategic gaps to avoid coalescence of settlements are vital. There is one important gap missing though; the strategic gap between Rowledge and Lower Bourne. Specifically the wooded areas of Frensham Vale, Gardeners Hill Road including Frensham Forest, and the Long Road. In our phone call you mentioned that existing housing along the Long Road might be an issue here. However, that housing is very sparse as is clear from Map G on page 37. I do not think this should block' this becoming a strategic gap. Another important 'green lung'. You will be aware from the RAG assessments that land owners in this immediate area already have well developed ambitions to achieve planning permission for some 473 houses, and that is only so far.....
[redacted]	You will also be aware that there is vociferous strong local feeling against such large scale development here on this wooded area, as evidenced by the 270 objections lodged with Waverley against 46 houses at 35 Frensham Vale, just one component of that RAG list.

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	All of these aspirations by money-driven land owners fall outside the Built Up Area Boundary proposed in Map A on page 15. I support that proposed boundary in this area. You know how developers try to use precedent, and then the inevitable subsequent domino effect follows. Planning Inspectors are not democratically accountable as our Councillors are and they can, and do, overturn local decisions. Protection is needed in Policy FNP8.
[redacted]	As a general observation, the environment objectives (page 18) make no mention of climate change and we feel that a line item objective on climate change would be appropriate given the repeated emphasis as a key sustainability drive in the National Planning Policy Framework and Farnham's own Sustainability Appraisal Scoping Report. Suggested objective: "To mitigate against climate change, cutting Green-House Gas (GHG) emissions through reduced use of fossil fuels and energy efficiency." This objective would then be translated into specific policies. Policy FNP1 – Design of new Development and Conservation Suggest an additional item: "g) Will avoid, where it is compatible with conditions a-f, the introduction of additional fossil fuel infrastructure and usage." Policy FNP2 – Farnham Town Centre Conservation Area and its setting Suggest small modification (see italics) to condition a): "a) ….and enhances the character of the....." -> "a) ….and enhances the character and energy efficiency of the....." Policy FNP3 – Shop Front within Farnham Conservation Area and its setting Suggest an additional item: "f) Where an improvement in energy efficiency can be demonstrated." Policy FNP10 – Protect and Enhance Biodiversity We feel that this policy must reflect action to mitigate against the pervasive effects that climate change will have on biodiversity in Farnham. The RSPB is clear that climate change (http://www.rspb.org.uk/forprofessionals/science/research/climate-change.aspx) is already affecting biodiversity recommends that by both emission reductions and adaptation should be undertaken to minimise the effects. In the draft plan FNP10 has measures to improve resilience to change but makes no mention of mitigation in relation to the protection of biodiversity. This can be addressed by addition of a new item and a suggested text is provided below: "d) Mitigating against the effects of climate change on biodiversity by providing alternatives to the use of fossil fuels (energy efficiency / renewable energy / low carbon transport)."
[redacted]	In terms of the objectives then we **<u>support</u>** the seven environmental objectives set out on page 17. The setting of a new built up

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[redacted]	boundary around the land to the south east of Badshot Lea will help to protect the long term sustainability of the other undeveloped land in this area. For example, this land represents the land least likely to contribute to the 'strategic gap and to the local distinctiveness. This point is picked up on the various background documents (evidence base) to the emerging Local Plan produced specifically the SHLAA update and the Waverley Landscape Review where the land in question is acknowledged as being suitable for development as it more closely relates to the existing settlement than other land surrounding Badshot Lea i.e. to the east, the north and the west. In terms of Map B(i) then we would **agree** with the townscape character areas identified and note that the land to the south east of Badshot Lea would be included within the green area i.e. Weybourne and Badshot Lea. This approach was previously endorsed through the Farnham Design Statement which Waverley Council already use as a material consideration in planning applications. Policy FNP1 is **supported.** Policy FNP7 is **supported** We would support the proposed Green Belt additions as identified on Map F as these areas could benefit from being afforded this extra protection from development pressures although we would note that the land to the east of Badshot Lea is currently being planted as a nature reserve and so would consider that the current use, part of its remediation, would prohibit development in any event. Policy FNP8 is **supported**. It is noted that the land to be included within the built up area boundary includes my client land and we recognise the sound rationale for this inclusion as set out in the SHLAA and Landscape Review. The accompanying text also notes (page 37) that: *"Badshot Lea and Weybourne are separated by the railway line. There is also a single field gap on Lower Weybourne Lane which breaks up frontage of the two settlements. Whilst currently not of a high landscape value, this remaining gap has an important role in separating these two distinct areas of Farnham."* We would **endorse** this and also note that this is in danger of being lost due to either the Council approving applications for housing due to the very limited supply, or by a planning appeal where the Council lack of progress on their Local Plan may weigh in favour of housing. It would be a shame if timing i.e. a matter of months, meant this site and other land around were developed contrary to the well thought through proposals within the Neighbourhood Plan. The character of the settlements deserves better than such a fate. Policy FNP9 – We note the text and policy to this and also that as an issue involving European Protected Species then the approach taken

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	by Natural England (in line with Regulations) will be what defines what happens in this regard. SANG provision is a tried and tested route to mitigate against residential development in proximity to the Heaths (>400m) an we support the aspiration that Waverley Council should work to ensure that additional SANG is brought on stream as quickly as possible to accommodate the anticipated new housing requirements around Farnham.
[redacted]	Page 19 - top paragraph. We would suggest the link goes to the Waverley webpage www.waverley.gov.uk/conservationareas. This will link to the conservation homepage which will include all the conservation area appraisals including Wrecclesham and Farnham (and eventually including Great Austins and Old Church Lane). Alternatively, we are happy to create friendly URLs to each of the conservation area webpages, if that helps. Page 22 - final paragraph may need to be clearer, possibly to read, "The design and layout for specific sites (for residential development) and residential extensions…". I would also suggest to replace the "but Policy" with "and Policy". Page 23 - FNP1 – This seems like a reasonable and standard design policy, and making the links to the adopted Design Statement is both important and relevant. Page 24 - if not using the link above, there should be a link to the FCAMP document on the Waverley website (again I can get a friendly URL set up if needed). Page 25 - FNP2 – I would suggest that criteria (d) could be expanded to encourage new yards to be incorporated into new developments where appropriate. There is a typo in third line after the policy. "…all types of premises I the Conservation Area" should read: "all types of premises in the Conservation Area." Its important to note that there are shop fronts outside the CA – against which policies will these be assessed? Page 26: "…subtle method of illumination. Painted fascia boards…" It might clarify to insert an additional sentence between these two: "This might be acceptable for premises, such as pubs and restaurants, that trade late into the night." Page 27 - FNP3 – I suggest that the words "would be in sympathy" in criteria (b) and (c) be replaced with "should respect". Is criterion (e) acceptable because it, in essence, prevents internally illuminated signage? Page 28 - FNP4 – this seems fine, but should it not apply to all adverts, not just those within the CA? FNP2-4 – what is meant by 'setting' and how far reaching would these policies apply? Are these policies equally relevant to areas outside

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	the Town Centre CA (e.g. other shopping areas within Wrecclesham etc.)? Page 28 – I am not aware of the term Arcadian: other readers may also be unaware. I assume there will be a glossary of terms? Page 30 - FNP5 – Is this policy intended to replace policies BE3 (South Farnham Area of Special Environmental Quality) and BE6 (Low Density Residential Areas, which includes Great Austins) in the current Local Plan? In criterion (c), we are concerned about the use of the word "unobtrusively", which means not undesirably noticeable or blatant; inconspicuous. Most extensions or development would be noticeable (although not necessarily undesirable). Could this be defined more clearly (i.e. is this concerned with the use of materials? Height, scale, mass, location or a combination of all of these matters?) We are keen not to devalue the status of Buildings of Local Merit. Instead of saying: "… while not of sufficient special historic and/or architectural interest to warrant designation as listed buildings, have a distinct and valued local character and/or appearance that are worthy of retention ..", we suggest it says "…whilst they do not meet the criteria for listing for their national importance, have distinct and valued local character and/or appearance worthy of retention..." We cannot see the evidence base for Buildings of Local Merit on the FTC website. Page 31 - FNP6 – we suggest that this policy should be called Buildings of Local Merit (for consistency). Page 34 – The section on Preventing coalescence uses the words "propose" and "proposes" in relation to the Green Belt Review. However, it does not make any proposals, but instead makes recommendations. We suggest this word is used instead. The heading and key on the map on page 35 similarly should be amended. Page 33 Map E – the segment to the south of Odiham Road is only moderate in terms of Landscape Value and Sensitivity (FN9 page 44 of study) so for consistency, should be removed. European Special Protection Areas Page 38 – I note the reference to the South East Plan Policy NRM6 and the comment that "priority should be given to directing development to those areas where potential adverse effects can be avoided without the need for mitigation measures". This issue and how it affects the spatial distribution of new housing in Waverley Is a matter for the Local Plan and should not be pre-empted by the Farnham (or any other) Neighbourhood Plan. Page 39 - In order to perform as a SANG, the site quality checklist, as advised by Natural England is extensive and goes well beyond a

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	minimum 2 ha requirement. In particular, it requires the inclusion of a circular walk of 2.3 to 2.5 km around the SANG and appropriate levels of car parking. Reference should be made in the FNP to this checklist. Monitoring the implementation of the TBH SPA shows the latest estimate of SANG capacity at Farnham Park (November 2014) as 253 dwellings (4.9 ha; not including pending applications/appeals or outstanding payments). Page 40 - The draft policy should also refer to the site quality checklist as a whole, rather than the single (and not entirely accurate) reference to the 2 ha minimum size.
[redacted]	Policy FNP1 – Design of New Development and Conservation The approach set out in this policy is generally supported although criteria i) needs to be clarified in respect of height, scale, density, layout, orientation, design and materials. These aspects should be considered in the context of the character of the surrounding area and the need to make efficient use of land. Paragraph 58 of the NPPF confirms that design of new developments should respond to local character and its history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. Policy FNP 7 – Protect and Enhance the Countryside/Map E Appendix 2 of this submission contains a short rebuttal statement prepared by Allen Pyke Associates (Landscape Consultants appointed by WD) to the landscape reasons cited in the Appendix 3 of the Farnham Housing Land Availability Assessment for not including the Land off Waverley Lane as a Housing Options Site in Policy FNP11. A more detailed summary of this rebuttal statement is set out in paragraphs 4.13 to 4.14 of these representations. In short this confirms that the site is not subject to any landscape designations and:- • Is not in, or adjacent to, an Area of Strategic Visual Importance; • Was not recommended for inclusion in the Green Belt in the Green Belt Review nor for inclusion in the AONB or AGLV in the Local Landscape Designation Review • Avoids the Green Belt; the AONB; areas of high landscape value and sensitivity; Arcadian areas; public open space; areas of wildlife importance; Biodiversity Opportunity Areas; areas at high risk of flooding and the Air Quality Management Area. Allen Pyke Associates confirm that a residential development on the site can satisfactorily respond to its landscape setting by building on its least sensitive parts i.e. its northern and central fields; and providing SANG on the southern field which is judged to be of high

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	sensitivity and value. The provision of on-site SANG is an acceptable use for this part of the site. Most of the existing boundary vegetation and all of the nearby Ancient Woodland would be retained and safeguarded with a 15m buffer. In addition to this the development has the potential to provide extended natural and semi-natural green space together with enhanced public footpath links. Overall the development of the site would be well integrated into the landscape by existing and new landscape buffers and there is no justification for including the site within the "Areas of High Landscape Value and Sensitivity" designation shown on Map E on Page 33 of the Draft NP. As a result the site should be excluded from this proposed designation.
[redacted]	I am a Farnham Resident and have been so for well over twenty years. I am very aware of the particular Character of the town and am keen that this should be maintained. A number of the projects which are being put forward in my view will have a serious impact on the towns infrastructure.
[redacted]	In terms of the objectives then we **support** the seven environmental objectives set out on page 17. The setting of a new built up boundary around the land to the south east of Badshot Lea will help to protect the long term sustainability of the other undeveloped land in this area. For example, this land represents the land least likely to contribute to the 'strategic gap and to the local distinctiveness. This point is picked up on the various background documents (evidence base) to the emerging Local Plan produced specifically the SHLAA update and the Waverley Landscape Review where the land in question is acknowledged as being suitable for development as it more closely relates to the existing settlement than other land surrounding Badshot Lea i.e. to the east, the north and the west. In terms of Map B(i) then we would **agree** with the townscape character areas identified and note that the land to the south east of Badshot Lea would be included within the green area i.e. Weybourne and Badshot Lea. This approach was previously endorsed through the Farnham Design Statement which Waverley Council already use as a material consideration in planning applications. Policy FNP1 is **supported.** Policy FNP7 is **supported** We would support the proposed Green Belt additions as identified on Map F as these areas could benefit from being afforded this extra protection from development pressures although we would note that the land to the east of Badshot Lea is currently being planted as a nature reserve and so would consider that the current use, part of its remediation, would prohibit development in any event. Policy FNP8 is **supported**. It is noted that the land to be included within the built up area boundary includes my client land and we recognise the sound rationale for this inclusion as set out in the SHLAA and Landscape Review. The accompanying text also notes (page

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	37) that: *"Badshot Lea and Weybourne are separated by the railway line. There is also a single field gap on Lower Weybourne Lane which breaks up frontage of the two settlements. Whilst currently not of a high landscape value, this remaining gap has an important role in separating these two distinct areas of Farnham."* We would **endorse** this and also note that this is in danger of being lost due to either the Council approving applications for housing due to the very limited supply, or by a planning appeal where the Council lack of progress on their Local Plan may weigh in favour of housing. It would be a shame if timing i.e. a matter of months, meant this site and other land around were developed contrary to the well thought through proposals within the Neighbourhood Plan. The character of the settlements deserves better than such a fate. Policy FNP9 – We note the text and policy to this and also that as an issue involving European Protected Species then the approach taken by Natural England (in line with Regulations) will be what defines what happens in this regard. SANG provision is a tried and tested route to mitigate against residential development in proximity to the Heaths (>400m) an we support the aspiration that Waverley Council should work to ensure that additional SANG is brought on stream as quickly as possible to accommodate the anticipated new housing requirements around Farnham.
[redacted]	**3Conservation Areas.** The three conservation areas of the town are mentioned and described in some detail. However, the only specific policies are for the Town Centre. To the reader it seems that the Great Austins and Old Church Lane areas have been subsumed into Arcadia which does have a policy attaching to it. But this is not quite the same as the present adopted policies for these areas. The Wrecclesham Conservation Area is not mentioned further in the current draft. In response to a verbal question we have learned that the existing Conservation Area policies are intended to remain in place (subject perhaps to what eventually appears in the Waverley Local Plan). We believe a sentence or two needs to be added to explain how the NP applies to the Conservation Areas and their existing policies. Waverley Abbey is shown on the Conservation Area map but not described in the text or ascribed any particular policies. It needs to be mentioned in the text for the sake of completeness. These matters need to be clearly resolved. Recent experience has been that inappropriate developments have been allowed in the Conservation Areas. Our view is that more robust policies are needed for them to protect all aspects of their natural, heritage and built environments. **Arcadian Areas.** We wonder whether use of "Arcadian" is correct. Sylvan or wooded are possible alternatives.

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	Tributary Streams. The river Wey is quite correctly mentioned many times in the NP. Its tributary streams are hardly mentioned at all. This is an oversight because the valleys of The Bourne Stream and the Frensham Vale Stream (both classed as main rivers) have a significant effect on the landscape and built environment of South Farnham. As appropriate we believe the expression "the Wey and its tributaries" should be used throughout. The Bourne stream is marked as part of the Wey BOA on Map H. It is not clear because of the scale of the map whether the Frensham Vale stream is also marked in this way but we believe it should be. The Nadder Stream in Farnham Park is not mentioned or shown on maps. This should be rectified as it is an important part of this key green space. Similarly the tiny stream flowing into the Wey near Coxbridge Farm is not shown although it is important as a trout spawning area and it will be important to protect this should development take place in that area. **Trees.** Trees of all types are a most important element in the Farnham landscape. They also play a part in stabilising the many hillsides in the town, in absorbing pollution, providing screening and supporting all manner of wildlife. It is fully appreciated that trees need management but recent examples have shown how vulnerable they are to development if there is not close control. We therefore propose that there should be a specific policy for the conservation of trees in Farnham to protect them before, during and after development. We return to this point in paragraphs 35-36 below. What we have in mind in terms of implementing such a policy is the establishment of an inventory of all trees of importance to the town's landscape. Much of this information already exists either in WBC because of TPOs or in the Woodland Trust's database although a check would need to be made. **Green Infrastructure (GI).** We are pleased that reference is made in the Plan to the retention and enhancement of the town's GI. We can report that we have been in discussion with the Surrey Wildlife Trust about their views on Urban Wildlife Habitats and they have said they will make a start on a pilot scheme to look at how to identify corridors across urban areas using Farnham as an example. This could mean the identification of Farnham as An Urban Biodiversity Opportunity Area (BOA). We think this is worth a mention in the NP although there is no guarantee of the outcome. No definition of GI is given although various lists of possible elements are given at several points in the text. To rectify this we have suggested some changes to the wording of paragraph 2 on Page 38. Please see our paragraph 33-34 below on "Biodiversity".

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	Map H is a magnificent attempt to show the GI of the town – a hideously difficult task. When seen at enlarged scale it is very useful but at A3 or A4 scale, visibility is difficult. How this vital map information is best portrayed needs some careful thought by the mapping experts. There is at present some confusion on the colours used: for example, most of the gardens in the town are dark green but this is not consistent with the map key. It is important that gardens are shown prominently as they constitute a vital part of the town's GI. There is a possible error in the SNCI for Monks Walk which is shown on Map H along the hedgeline but we thought applied to the whole meadow north of the road. **Potential Extension of the Surrey Hills AONB.** We have noted the proposal now awaiting Natural England's attention to extend the AONB to the north of Waverley Lane. We believe there is a good case for a further extension (as a minimum) between Monks Walk and the Boreas Dene public footpath. This would embrace the Monks Walk meadow (already designated an SNCI), the strip of Ancient Woodland there and part of the lower Bourne Valley including Compton Field 3. This package does have high landscape merit. We request this is added as a proposal in the NP. Suggested changes to text attached at Annex 1.
[redacted]	Land off Crondall Lane and to the rear of Three Stiles Road in the built up area: I disagree with the inclusion of this land in the built up area boundary – my reasons for this are well represented by the views of the North West Farnham Residents Association and so I do not intend to duplicate these points here however I would add that you said to me that one of the reasons for inclusion was that you had to do this because the developer had put forward the land for development. This seems rather absurd – surely the built up area should be defined by your plan and land should not be included in the proposed built up area just because a developer has put it forward otherwise there is a risk that the neighbourhood plan will be misinterpreted by those viewing the map and the land assumed to be open for development. To avoid any ambiguity and false precedents being set, my suggestion would be to have two maps, one which shows "All land proposed by landowners and developers for development" (but just shown as blocks with no defined boundary) and the other being the "Farnham neighbourhood plan proposed built up area" (including the proposed boundary). Notwithstanding the above point, if the Crondall Lane / Three Stiles land is being proposed by the Neighbourhood Plan for inclusion in the built up area, then as per your suggestion of an on-site SANG to offset building on the lower portion of the site behind Beavers Road, then (as per your suggestion when I met you at the council offices) the built up area boundary should be changed so that it specifically

Comments in relation to Environment	
	excludes the area designated for on-site SANG provision. This would mean specifically excluding the upper portion of the site to the rear of Three Stiles road and would also support your aim to protect the upper portion of the site due to its visual importance. I would add that any development on the lower portion of the site should be dependent on the SANG being established in-perpetuity such that can never be built upon.
[redacted]	**Consideration of designated heritage assets, the quality of the historic town centre and historic shopfronts** We commend the Town Council on providing a clear vision for the future management of development within the Farnham Town Centre Conservation Area. Historic town centres have seen falling investment and success in the past decade, resulting in poor quality interventions, such as poorly designed shopfronts that cumulatively have a negative impact on the attractiveness of historic centres as commercial areas. As such we strongly support the policy approach to the protection of historic shopfronts and guidance to ensure new shopfronts are designed to be sympathetic to the historic character of the area. We also commend the use of the landscape character assessment as a means of considering the impact of development on areas outside designated conservation areas. In future this may provide some potential to provide design guidance for development that is specific to each character area in order to help conserve the positive features that characterise each area and that make them distinct. A further source of information that might be considered relevant is the Surrey Historic Landscape Characterisation, prepared by the County Council to document the types of historic landscapes that make up the county's rural and urban areas, with detailed information attached to mapped character areas covering the whole county. This provides information that can be used to develop understanding of the relative rarity of each type of character area, the level of threat that they face and the types of character area that are most distinctive of each district or parish. We would recommend using this source of information to appraise the larger housing allocation site in particular to consider how they will affect the overall presence and distribution of the different historic landscape character types across the plan area. We would recommend setting out a policy under the Landscape subheading to express a presumption in favour of the retention of particularly rare historic landscape character types or those that make a particularly important contribution to the area's distinctiveness either within the county or district. With regard to the supporting text we would express some caution to the approach adopted at page 22 of using landscape buffers to limit the impact of new development on existing landscape character. This may not always be the most appropriate means of integrating new areas of settlement with neighbouring open landscape. Providing a high quality of design of built development and landscaping can also provide a positive means of integrating new development with existing landscape. In some instances providing a 'fragmented built

Comments in relation to Environment	
	frontage', consisting of a mixture of outward looking development of a low scale and rural character, inter-mixed with public green open space, may provide a more positive interaction between different character areas. This may better reflect the character of historic rural settlement patterns (particularly in areas of dispersed settlement), than more enclosed suburban character developments. We commend the Town Council's policy identifying and seeking to avoid or minimise the impact of development on Buildings and Structures of Local Character, as a means of taking the value of these buildings into consideration when determining planning applications. **Consideration of archaeological remains** The absence of consideration of the plan area's archaeological interest was noted in our reading of the document and we consider this a need that should be addressed before progressing the document, in order to ensure it is in conformance with national and local policy. We would encourage the Town Council to consider whether there is opportunity to include policy requiring development proposals to be informed by an assessment of the potential presence and significance of archaeological remains and, where these are indicated by assessment, that further investigation to avoid or minimise negative impacts of proposals on archaeological remains will be required. In developing the strategy we would expect the Town Council to have considered available sources of information on the archaeological potential of the plan area, including the County Historic Environment Record. This is a database of archaeological sites and finds that provides evidence of where remains have been identified or are known to exist, which may also indicate where previously unidentified remains may be likely to be found. This should be supported by the District Council as the local planning authority as set out at paragraph 169 of the National Planning Policy Framework. A further source of information that should be considered when assessing the suitability of allocations within Farnham Town Centre is the County Council's Extensive Urban Survey of Farnham, which can be viewed at: http://archaeologydataservice.ac.uk/archives/view/surrey_eus_2006/downloads.cfm?REDSQUIDARCHIVES_7_799BB461-A0C4-488C-B90DF1259EFE2DA8&town=farnham . This provides an overview of the area's archaeological potential as well as helping to define an Area of High Archaeological Potential that overlaps with the conservation area but also includes some adjoining areas. In appraising the potential of each of the allocated sites within the document, these sources should be used to assess whether there is any potential indicated by records of remains within the proposed development sites or in their vicinity and whether the allocation policy should include any requirement to either protect particularly important remains or to require further investigation to inform proposals.

Comments in relation to Environment	
	Given the large number of opportunity sites identified in the Draft Neighbourhood Plan this may seem a daunting process. However by providing a systematic 'light-touch' assessment' this should be achievable with the support of the District and County Councils. English Heritage may also be able to provide some assistance depending on available priorities and resources.
[redacted]	Flooding is a serious concern - perhaps developers should remain liable for any flooding which occurs on their development, or impacts on the surrounding settlement or its roads. All green belt areas should be retained and there should be sensible wildlife corridors which are not restricted by fencing, buildings etc. through all new developments
[redacted]	• As the Neighbourhood Plan (NP) has come forward prior to a detailed Local Plan for Waverley Borough Council, this NP will need to be tested by a Habitats Regulations Assessment (HRA), in order to demonstrate the plan is consistent with the National Planning Policy Framework (Para 118) and is deliverable. At this stage Natural England has specific concerns regarding the following: Policy FNP9 is not consistent with South East Plan Policy NRM6 and Waverley's Avoidance Strategy and as such should be amended. All Thames Basin Heaths SPA mitigation proposals will be assessed (under the requirements of NRM6 and Waverley's Avoidance Strategy) by the Competent Authority, Waverley Borough Council and will also require the formal approval of Natural England. The NP will need to confirm that the proposed SANGs stated on page 46 meet the Thames Basin Heaths (TBH) Suitable Alternative Natural Greenspace (SANG) Guidelines, in particular the 2.3km circular walk. Natural England will also need to carry out a site visit to confirm the feasibility of these sites as SANGs. Further detail must be provided in the NP regarding avoiding impacts on the Wealden Heaths Special Protection Area (SPA). Although this designated site is under less recreational pressure than TBH (as stated in the NP), certain developments, depending on size and distance, may impact the Wealden Heaths SPA and therefore mitigation may be required. This will need to be assessed on a case by case basis. Where mitigation is deemed to be necessary, it will only be required for developments where mitigation hasn't already been provided for TBH.

Comments in relation to Environment	
	SANGs should comply with the approved Thames Basin Heaths "SANGs Guidelines", not ANGST as stated on page 40. The NP has not demonstrated that there will be sufficient and adequate SANG available for each allocation, therefore the ability to deliver these allocations is in question. For each housing allocation, where TBHSPA mitigation is required, we will require evidence of SANG hectarage, capacity and catchments. For larger allocations, we would expect bespoke SANGs to come forward and suitable SANG land allocated as part of the NP. • The approximate SANG area in Table 1 appears to be underestimated. I have calculated the following approximately areas assuming that all the development is located within 5km from TBH. o Scenario 1: 3290 x 2.4 x 0.008 = 63ha o Scenario 2: 2090 x 2.4 x 0.008 = 40ha o Scenario 3: 1590 x 2.4 x 0.008 = 31ha o Scenario 4: 1290 x 2.4 x 0.008 = 25ha • We support policy FNP10, however it could be clearer by specifically referring to Special Protection Areas, Sites of Special Scientific Interest, and Local Wildlife Sites. • Waverley BC will need to carry out an HRA of this NP. Consideration should be given to recreational disturbance (to TBH SPA, and Wealden Heaths SPA), air quality, and other impacts where non-C3 development is being proposed <400m from the SPA.

DRAFT FARNHAM NEIGHBOURHOOD PLAN
(REGULATION 14)
RESPONSE TO CONSULTATION

Other Comments	
Respondent	**Representation**
[redacted]	Neighbourhood Watch Farnham Enhanced motorbikes More Police on beat in cars one or two
[redacted]	I cannot see how the possible developments being considered in and around Badshot Lea will not significantly add to traffic congestion in the local area, town and our country lanes. Air pollution at the crossroads in Badshot Lea already exceeds European standards. Any funds paid by the developer need to be for the use of the affected settlement and not paid into sec funds for use elsewhere Road improvement - The Little Acres site potential of 130 dwellings should include provision for a new road to link St George's road to Badshot Lea road to reduce traffic congestion and air pollution in the crossroads area and help make the area around the school safer. Parking - Significant additional parking is required in Badshot Lea to address problems of parking on Badshot Lea road in particular around the school and to support sporting activities or other community activities at the recreation ground. Social housing - quotas need to be carefully considered for example Badshot Lea has few amenities and no reliable bus service which could support social housing so 30% or 40% social housing would not fit well in the community and would not be in keeping. General Comment - To accommodate a 10% increase in the population, Badshot Lea is looking at a potential increase of 30%. Are all the other settlements in the Farnham area making a similar contribution or in the case of some, Frensham for example, making any contribution? North of the A31 there are potential increases of 925 dwellings and south of the A31 160 dwellings, mostly in Wrecclesham. How is that fair?
[redacted]	Front page: Please note: Full details and statement to be provided by early 16th Dec 2014 GPrice 15/12/14
[redacted]	Thinking about medical and educational services in Farnham new homes should be scattered over all available sites in Farnham not just saturate one area.
[redacted]	"TICK BOXES" do you allow for the inbetween opinions. I know computers can only deal with +/- but that is not satisfacorty in examination (professional or otherwise) and is not so in this either. Still in modern place there is a alternative!!
[redacted]	Social housing quotes in Badshot Lea should be carefully considered. Bus services poor, long way to walk to Sainsbury's not doctor etc. 30% or 40% too many and would not fit in well with the community. Too much being put on Badshot Lea. North of Farnham 900

Other Comments	
Respondent	**Representation**
	plus dwellings. South of Farnham 150. Not acceptable. Mr Munroe responsible?
[redacted]	If so many new houses are to be built - we need the bus services to be increased as cuts have been appalling and there are very few buses to neighbouring - Guildford and Winchester already - The often ignored disabled and elderly bus users already struggle with reduced services.
[redacted]	We need a Western By-pass so taking the heavy lorries out of the town centre and decreasing the pollution in the borough.
[redacted]	We need more bridges (foot) across the A31 to encourage south Farnham residents to walk to town instead of using their cars. Also need more cycle racks in town.
[redacted]	Agree with proposal of Jeremy Hunt to reduce traffic in one-way system and remove pavements in roads in roads such as the Borough.
[redacted]	How was "Brightwells" allowed to happen
[redacted]	Farnham is at a tipping point in terms of quality of life as a result of overpopulation in SE England. Development should be limited to brownfield sites only and no net increase in retail development is required or should be permitted. Farnham needs to talk to Aldershot/Farnborough/Fleet and develop a joint traffic out of out towns. If funding for infrastructure renewal/expansion (sewage works, schools, hospitals, leisure spaces, road improvements etc) is not allocated at the same time as planning approvals are given, now developments should not proceed.
[redacted]	In all developments the contractors must provide adequate funding to ensure that the GDLs of integrating the new development into the local area to ensure these costs are not to fall on the local area/residents/council tax payers
[redacted]	I am grateful to the elected members who have given so much time to thsi matter (and those workings I have seen at Farnham Town council office). In general I support their conclusions - though I wish housing targets did not have to be imposed Soviet style by central government.
[redacted]	Station hill needs to be smartened. Very shabby. Multi storey car park built in area would lessen traffic into town for employees.
[redacted]	The NP is an excellent work which fully reflects the need to accommodate new development in the most sensitive way
[redacted]	Building Houses is a consequence of too many people the south of England. Building houses to accommodate does not solve the issue. Surrey is full, Farnham is full - roads, schools, public events, clubs are all over subscribed. If building targets need to be met, build a new town with all facilities catered for - Dunsfold for example. Develop Farnham for generations to come....think strategically NOT tactically to solve the issue. Farnham should protect is character and increase its tourist and resident value and avoid be coming a me-too town - if not then then become independent from Waverly Borough and control Farnham's destiny for generations.
[redacted]	I have mentioned elsewhere a concern about the numbers of households proposed and the fact that not all of the current planning proposals are included in this document. Furthermore, there are considerable developments proposed for the surrounding areas, notably Aldershot, and I wonder whether these have been taken into account when considering the growth of the local population across these two nearby towns and the overall housing requirement.
[redacted]	Farnham is a unique town and that needs to be retained It is hard to strike the balance of ensuring that some development is accepted whilst not ruining it for future generations. To date the Farnham councillors have been quite strong about what they want Farnham to look like and I feel these guidelines should be kept and retained. The low density areas of Farnham need to be maintained and Designated build areas need to be identified where the traffic and school and amenity issues are less of a concern. So

Other Comments	
Respondent	**Representation**
	where there are low numbers at the schools, or where there are Brown field sites, out of the way of the Traffic congested areas. The issue is ensuring that whilst the plan is put together, the character of Farnham can be retained and not ruined by developers that see a window of opportunity while the plan is still forming Perhaps one way of doing it is to have Low density areas made into Conservation areas, and to ensure that Policies are in place that protect the Green space that Farnham has left. There is a danger that it could expand too far with proposed developments on the edges, leading to the merging of the villages and towns. Perhaps a new town on the edge of Aldershot could be considered, where the traffic issues are reduced
[redacted]	School provision should take higher priority Affordable housing and sangs should not dictate a scheme if funds would be better spent on roads, schools and green space less than two hectares.
[redacted]	Insufficient services in the 'Weybourne and Badshot Lea New Town' that is envisaged by the developments proposed and heavily weighted in volume in this area, which is both distinct as between it's own boundaries and as part of the essential strategic gap. People in these areas obviously rely on Farnham as their centre as the infrastructure does not exist presently, and certainly will not with the substantial development proposed. Further it is understood that all schools in Weybourne and Badshot Lea are oversubscribed already. Traffic congestion on roads such as Lower Weybourne Lane and Badshot Lea Road is such that residents cannot drive away from their properties in the morning owing to congestion already. This will be unsustainable with the 100's of new houses earmarked disproportionately for this part of Farnham and the strategic gap. Farnham appears to be the housing 'dumping ground' for Waverley BC, where a new Dunsfold Town with infrastructure incorporated could address much of what is required for the borough, and Weybourne and Badshot Lea seem to be the preferred dumping ground for both Waverley BC and now Farnham Town Council, within Farnham's limits and without proper consideration of infrastructure, congestion, strategic gap, flooding or preservation of green space in the areas of Weybourne and of Badshot Lea.
[redacted]	Development needs to be kept to a minimum until the existing infrastructure is improved. The schools, roads, sewers, water treatment plants, trains are already at or over capacity and this needs to be addressed 1st. Along with the ongoing fiasco of the east st development.
[redacted]	The Farnham Station area is the main gateway to South Farnham. On Saturdays and at peak hours, this route is becoming unusable, and traffic dangerously takes to the lanes through Runfold. A simple widening of the road near the Mullberry, with two clearly marked lanes leading towards the lights, would greatly improve throughput. Another bypass exit near the BP Garage would be very useful.
[redacted]	We have commented above on some specific issues. Whilst not answering a number of detail questions, we are supportive of much of the rest of the draft plan.
[redacted]	"a) Note comments on the 'objectives' of the plan which have been made above under Q9 'comments on the vision' b)
[redacted]	I strongly support the Neighbourhood Plan.
[redacted]	Increase in population requires extra provision of schools, medical consultants and other consultants within acceptable distance (without need for private cars) housing provision may well need local small shops as part of the development
[redacted]	The forward (2031) vision, and policies, should reflect a town that has played its part in addressing climate change, reduced its dependence on imported energy and improved local air quality by: -supporting plug-in and low carbon vehicles; -reducing the need

Other Comments	
Respondent	**Representation**
	for natural gas; -actively supporting the deployment of renewable power and heat technologies. The neighbourhood plan should support developers by mapping out where Farnham's renewable resources (solar, anaerobic digestion, biomass and other renewable heat, and small hydro) can be utilised.
[redacted]	Another couple of points before this survey closes: I would like to see a covered market place where stallholders can trade their wares with reasonable charges for occupancy and an emphasis on locally produced goods and mainly foodstuffs. I would also like to have an independent review of the results of this survey. It should try to draw out the main points rather than responding to each and every item in the draft 'Plan'. Where there is strong support or strong objection, even if of a minority of opinion, would be of of particular interest. There will probably be opinion which falls outside the scope of the survey which is worth including. Thus we will have a measure of how far the authors of the final 'Plan' take account of the views expressed in this survey. A final comment: I think that the authors of the draft 'Plan' should be commended for their efforts.
[redacted]	It is important that roads - medical services - schools - emergency services - public utilities - etc all have sufficient spare capacity before any development is allowed. The plan as it stands does not appear to take these into consideration yet although these issues are not under local control they govern what is sustainable. Therefore the acceptance of any proposal must be conditional on the appropiate services being in place else we all will suffer. The Waverley plan is flawed for this vary reason and is in no way sustainable as things presently stand - please make sure that the Neightbourhood Plan is not similarly flawed. Its all very well getting contributions towards services - but there is no guarentee that they be used as intended that is why services must be in place first. I would also comment that requiring well spaced out developments will require more land.
[redacted]	2 bypasses linked and Wrecclesham and Western would divert through traffic away from population centres
[redacted]	we have been forced to have a water meter under the pretense that there may be a water shortage in the future.What about having no expansion of population in this area-or no area. I hate political correctness. what an earth have the following questions got to do with anything.For the past 20 odd years i have refused to fill this sort of nonsense in. What is this data and information used for?
[redacted]	I think that several overall principles should be established: - maximised affordable small unit housing - vast improvement of walking/cycling facilities at developer expense - minimal large housing which is bought only by financial downsizers from London who can then use the excellent rail links back to commute. - use of all feasible brownfield sites before greenfield and green belt sites are considered. - fast adoption of a consistent local plan. - fairness across the whole of Waverley - use Dunsfold. - sort out the East Street debacle. Lets build on that first. It is an eyesore and embarrassment.
[redacted]	School places must be considered. They are already over subscribed. The impact on traffic is going to be significant and does not seem to have been considered. Farnham roads are already gridlocked at peak times and traffic around schools is dangerous.
[redacted]	"The CPRE Surrey Waverley District Committee applauds the work of Farnham Town Council and the working groups in producing the revised draft Neighbourhood Plan for Farnham and supports the Objectives of the Plan set out in Section 5. CPRE welcomes the focus on well-designed development on brownfield sites and the efforts to identify brownfield sites suitable for housing in the town and agrees that the remaining Farnham Park SANG should be reserved for such sites. CPRE strongly approves the support given to the Green Belt and AONB in the Plan and the policies to avoid such areas in the search for greenfield sites and supports the proposals for the extension of the AONB (now before Natural England) and for the extension of the Green Belt. CPRE considers that the whole of the AGLV should be retained at least until the completion of the Natural England review, and preferably for the

Other Comments	
Respondent	**Representation**
	whole period of the new emerging Waverley Core Strategy but notes that the Plan does not accord any recognition to land so designated, (eg the land to the north west of the town). We think it should, in addition to the use of the Waverley landscape review findings. CPRE believes that urban or town sprawl is a considerable threat to Farnham and supports the drawing of a Farnham Built-up Area Boundary, which, together with the above policies, should help reduce the threat. CPRE welcomes the policy to protect the countryside outside the built up area from inappropriate development. CPRE supports the policies for the maintenance of the Farnham /Aldershot Strategic Gap and for preventing coalescence between Wrecclesham and Rowledge, Rowledge and Frensham and Badshot Lea and Weybourne. CPRE supports the policy to protect and enhance biodiversity and the SPAs. CPRE welcomes the importance given in the Plan to good design and the need to take into account the distinctive character and heritage of each area. CPRE is most concerned at the housing "need" numbers identified by GL Hearn in the Waverley SHMA (and the even higher numbers now emerging in the latest SHMA) in compliance with flawed Government methodology and believes that countryside constraints in Waverley should mean that housing need does not necessarily have to be met in full in the Core Strategy. CPRE regrets that a large number of greenfield sites have had to be identified in the Plan to meet the requirements of the NPPF. While we can support the reasons for the Town Council rejecting the even larger number of greenfield sites proposed in the Call for Sites, we believe it is premature to identify greenfield sites at this stage until Waverley's Core Strategy is settled. Infrastructure is clearly an issue in Farnham and Waverley generally. Farnham's traffic problems are highly likely to get worse during the Plan period, particularly along the A325 at Wrecclesham and the A31 towards the Shepherd and Flock, with the planned large development at Whitehill/Bordon. We note that the Sustainability Assessment ducks this problem and therefore challenges the statement on page 5 that the Plan has no negative impact. The draft plan is of necessity provisional at this stage; the plan would not appear to be consistent with either Scenario 1 or 2 in the Making Waves Consultation. Farnham remains under threat from inappropriate development. Detailed comments 1.
[redacted]	With further housing development in and around Farnham we need a commitment from Surrey Police that they will maintain an increased local police presence. You hardly ever see police in Farnham now and without a police station in Farnham the danger is that their lack of presence will result in increased levels of crime within the town and local areas as development takes place.
[redacted]	I support the fact that the fields on the south of Waverley Lane are omitted from the suitable sites list given the existing traffic congestion caused by the level crossing and schools.
[redacted]	The fact that all of Farnham is protected by it's proximity to the two nearby SPA's is not adequately brought to the attention of people filling in this form. It should have been first and foremost as a reason for little or no development in Farnham and a chance to mention that Dunsfold should be developed before green fields anywhere in Waverley.
[redacted]	What if any consideration has ben given for a planned development of the town centre car parks to provide covered car parking with accommodation above? If not and it is understood it is not in the gift of the Town Council to develop but could it not be a plan aspiration -- something to guide developers. With land in such short supply the car parks do seem to be a wasted opportunity.
[redacted]	The character of Farnham is very much related to its overall size, the architecture and the variety and proportion of its green spaces such as Farnham Park, with the various fields, meadows, and woodland making it a wonderful place to live.
[redacted]	Stop all development until this plan has been sorted out and agreed and focus on doing this as soon as possible.
[redacted]	This is a good start to the Local Plan and I am pleased FTC have asked for input from the community. There has been a significant

Other Comments	
Respondent	**Representation**
	amount of work put in to making this plan sensible. Please keep listening and drive this message into the heads of ALL Waverley Councillors.
[redacted]	All identified sites for housing development should be evaluated and considered, not just those selected in the draft Neibourhood Plan
[redacted]	Development is accepted as a requirement but this must not be at any cost. Brownfield and appropriate small scale development should be the primary choice for Farnham Town, with responsibility for the development of larger projects shared with our fellow towns in Waverley at appropriate sites: notably Dunsfold as a large scale brownfield site with reasonably good accessibility.
[redacted]	The aassessment of potential housing sites fails to include reference to the following: amenity (as distinct from environment) , AGLV status, current ASVI status; agricultural value; and traffic effects of developments. These aspects should be included and the assessment of ALL sites reassessed - so as to make the assessment of different sites complete.
[redacted]	I really appreciate the time and effort that Farnham has put into this neighbourhood plan and understand what a difficult task it has been and I commend you for trying to help preserve and enhance the local community, wherever possible. I hope that this plan will help to preserve Farnham and surrounding villages and protect it from over development. I cannot stress enough how frightened and invaded local people feel about over-development, we feel defenceless and don't really know how to stop it. I don't feel it is right that our own council (WBC) is not protecting it's communities. I sincerely hope that your Neighbourhood Plan will help to curb over-development. Thank you.
[redacted]	Houses in the larger developments should be occupied by a mixture of people ie : - Families, single persons young and old and pensioners to help create a mixed community.
[redacted]	Farnham is a commuter based town . Any new development must contribute to increasing the parking facility at Farnham station .which is already fully utilised . I accept that some development is necessary but would only support those which divert all traffic therefrom away from the town centre . The centre of town cannot support more traffic and if more is heaped upon it the viability of most of the smaller shops will be threatened. This must be the major consideration when considering any new development .
[redacted]	1. The vision for the future should include the building of the Wrecclesham by-pass to take the A325 to the West of Wrecclesham. This could in part be funded by allowing development of the adjoining fields. 2. I would have liked to see more emphasis and security for green areas such as the strategic gap between Wrecclesham and Rowledge and the green gap between the Long Road and Boundstone Road in Rowledge to Gardeners Hill Road. To local people these are more important than the fringe areas of large spaces of green belt. Perhaps some of these spaces could be bought or 'developed' as SANGs, thus protecting them as open space? I appreciate FNP8 addresses this but I should like to see a change of priority to making these areas more protected.
[redacted]	This is an exceedingly long and boring questionnnaire. If you wanted to put off people from partaking in the survey this was probably the best way of doing it. There are certain conventions for encouraging participation in surveys - having a survey that takes 20 to 25 minutes is NOT one of them!
[redacted]	It is my impression that Farnham lacks social housing and 1st time buyer options.Will the council consider building its own housing to meet the needs of people on housing waiting lists rather than be forced to agree to what developers want to build.
[redacted]	Farnham has infrastructure at breaking point. It must be a key part of developing the town. The level crossing and schools in South Farnham cannot be put under further stress. The traffic must not be increased to the south of the railway

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[redacted]	Farnham is a rich and diverse town supporting both wealthy and poor inhabitants. For it to continue to be viable all types of resident should be encouraged and accommodated
[redacted]	If not too late, the East St development should be reassessed and downsized. A cinema is essential, but more restaurants and M&S Food are not. We thought we were getting a normal M&S store! Car parking in Farnham is not always adequate. The Castle St Market coinciding with the closing of part of the Central Car Park for the Farmers' Market caused problems in finding a parking space in any Farnham car park, not helped by cars queing to leave.
[redacted]	First, I'd like to say how much I appreciate the work put into this project by all involved - it's becoming an excellent statement of Farnham's ideal future path, and will form a useful and (hopefully!) effective document. I am a member of the Bourne Conservation Group, and have been partly involved in producing our group submission, and will let that speak for me on ecological and conservation matters. I have a couple of suggestions re "nuts and bolts", already mentioned to Carole and Rachel, but noted again here. I'm aware that the current document is by no means the final version, but would suggest (for the electronic version) of the final document: 1) Higher resolution maps. I believe that inserted pdf maps of higher resolution will resize automatically as needed, but can be zoomed in to greater extent to show detail as needed. Alternatively, high resolution maps could be provided separately on the website - in the additional documents area. 2) Internal links, so that clicking on a heading or title near in one part of the document will go automatically to the section concerned. 3) An index - either conventional, or possibly of the type often shown on the left of pdf documents. Any or all of the above will make the final version easy to access and use, and with luck will impress the government inspector! Looking forward to the next version, Charles Fearnley
[redacted]	With reference to the area off Crondall Lane in Q25 - any thoughts of having another access at the pinch point of Waynefleet Lane, the pedestrian crossing, Beavers Close and Crondall Lane itself which by definition is a lane is madness.
[redacted]	There should not be an automatic assumption that development is always welcome.
[redacted]	Why do we ignore co-operation between Waverley/Farnham and East Hampshire when considering how to meet central government inspired demands for new housing. This is wrong. Farnham and Bordon have a common interest in improvement and development of the A325 corridor between Greatham and Wrecclesham, including a Wrecclesham Relief Road - first proposed in the 70s. There seems to be no single place where this wrong thing can be properly called wrong. Much of the relevant land is owned by central government.
[redacted]	The objectives of the Neighbourhood Plan specify the priority to protection of key aspects of Wrecclesham, South Farnham and Rowledge but unjustly omits protection of key aspects of NW Farnham. The North West Farnham Residents Association have written to the Council with comments about the housing site selection process and highlights failures in the assessment criteria, particularly failing to assess amenity, current ASVI status, AGLV status, agricultural value and traffic impacts from developments.
[redacted]	a) the 'objectives' of teh Neighbourhood Plan give specific priority to the protection pf aspects of Wrecclesham, Rowledge and South Farnham whilst omitting protection of a key aspect of NW Farnham. b) the NW Farnham Residents Assoc. has written separately with comments on the selection process for housing sites and in particular, failings in assessment criteria used, which fail to assess amenity, AGLV status, current ASVI status; agricultural value and traffic effects of developments.
[redacted]	This is a well-considered document. But it is regrettable that externally imposed pressures have made it so necessary.
[redacted]	The Neighbourhood Plan appears to be pro-active attempt by Farnham Town Council to dilute what is otherwise likely to be even

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	more aggressive development plan from Waverley Borough Council. In a sense, then, it is laudable but Farnham has an important choice to make and this plan simply continues with the current direction of travel but at a slower pace than Waverley (and, I suspect, Surrey) would like. A quick look at Google Earth reveals that Farnham is already close to becoming the southern end of a single, large conurbation that starts in Camberley and runs south through Farnborough and Aldershot. Furthermore, Rushmoor Borough Council has taken a conscious decision to close any gap between Farnborough and Aldershot with the Wellesley development and Waverley / Surrey councillor David Munro recently wrote in his blog that he thought the strategic gap between Farnham and Aldershot "needs another look". It wouldn't take much for the northern end of this morass to become Crowthorne / Bracknell or for Fleet to be subsumed by it. Anecdotally, additional development seems to be becoming a much bigger issue for Farnham residents generally. Campaigns against new housing seem to be more frequent, more vocal, and better organised while it also appears - to me, at least - that over-development has become a much more common topic of conversation. If we don't want to be part of the damage that is being inflicted on the whole of the south-east of England - and I don't think we do - now is the time to say so. Councillors at every level need to stand-up for their residents wishes and putting a speed bump in the way of a juggernaut just won't do.
[redacted]	I belive that the former tip at Weydon Lane should be considered for housing development.
[redacted]	I am a layman and do not have experience of planning issues - however, I found the neighbourhood plan very interesting and very comprehensive (107 pages). I feel additional planning / housing development in the Farnham area will ruin our community. I completed a previous questionnaire and I cannot see any areas in Farnham which can be developed without ruining the town. Sorry, if this sounds unhelpful. In the Waverley plan I understand a large development was suggested at Dunsfold aerodrome, Hart Council are looking at 5,000 houses at Winchfield, Aldershot is to build 4000 homes (less than 5 miles from Farnham) and I also understand there is to be a large development at Bordon. With these large developments, presumably will come the neccesary infrastucture, roads, water/sewerage supply, schools, hospitals, etc so that these developments can be planned and built efficiently. All these proposed developments are very close to Farnham and therefore, I cannot see the need to ruin the Farnham area as well with additional housing. Please remember once we build these houses, the green space will be gone forever and what sort of legacy will we leave our children and future generations Thank you for letting me comment on your nieghbourhood plan. Regards Chris Fisher
[redacted]	Please keep residential properties in keeping with castle, build interesting properties which in 20 years will still be attractive and sought after by families. Low maintenance front garden with lush laurel hedging.
[redacted]	The fundamental propositions set out in the plan are agreed. The problem comes from the presumption that there is an imperative to develop which, by so doing, then spoils the existing character of the town. The Plan makes reference to the need to stop coalescence between the villages but then puts forward development areas which do the opposite. I am against further development of the Wrecclesham village towards the Hampshire border. Wrecclesham has taken a number of substantial developments over the past years which have added to traffic density and the proposed Wrecclesham by-pass is but a pipe dream. Other developments schemes in Crondall Lane and Badshot are of a similar nature. I dislike the developer financing compensation or contribution amounts to the Council the investment of which in appropriate schemes is not assured. I do no consider at present that there is sufficient resolve to refuse development in the Town area which has great risk of destroying the nature and character of the town if permitted. I read with concern of a number of wholly inappropriate developments for the area, such as the 35 Frensham Vale site,

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	which fly against all that is set out in the vision of this Plan. Finally I find no relevance in the questions on ethnic origin, religion or sexual orientation to this questionnaire which, frankly, makes me wonder about the rest of the questions posed. It would be helpful, on a practical ground, if the whole of the questionniare was visible from the start so that one could study the relevant parts of the Plan before answering it.
[redacted]	With reference to question 25 regarding the area that is being considered - Crondall Lane - I feel very strongly that access onto Crondall Lane from the proposed site onto a hill and bend in the road and opposite Byworth Road, is a recipe for disaster.
[redacted]	THE NEIGHBOURHOOD PLAN SHOULD ALSO GIVE PRIORITY TO THE PROTECTION OF NORTH WEST FARNHAM
[redacted]	Infrastructure in Farnham cannot cope with the scale of development proposed. The Hopfields is not a suitable site for development due to the increased traffic and therefore air pollution that will be directed along Crondall Lane and West Street. Priority needs to be given to the health and well being and therefore amenity of existing residents and improvements to the infrastructure to divert traffic from the town centre and residential areas.
[redacted]	We all hope the final plan is better than the draft
[redacted]	The draft plan does not accurately balance the sites to show the best ones.
[redacted]	Need to consider expansion of car parking facilities at Farnham station and increased public transport to Farnham station
[redacted]	I attended the 11th December 2014 Meeting of Farnham Town Council in order to ask a Public Question and make an Item 4 Statement regarding the draft Neighbourhood Plan. It was disappointing that FTC would not agree to comply with the Habitats legislation ; in my opinion the Members of any public body that deliberately evades the highest-level planning law, sacrificing the endangered species, environment (and the interests of the townspeople they supposedly serve) should be jailed for Misconduct in Public Office. During the Council Meeting, Cllr John Ward made insulting, untruthful and entirely inappropriate criticisms of myself and Mr Alan Earwaker (who he deliberately called "Mr Earwig"); he questioned my integrity and indicated that I was not welcome at the meeting. From the support that Cllr Ward received from other Councillors it was clear that the Members of the Town Council have no respect for law-abiding members of the public who oppose Councillors' deliberate lawbreaking. Unless Cllr Ward can demonstrate that my words are untrue, I expect a public apology. . The text of my Question and Statement are as follows. (Unfortunately the formatting (underlining and emboldening etc) have been lost in copying it into this comment box) : Question regarding Minutes of 23rd Oct Council where Members agreed to consult upon draft NP Since the Cllr Briefing at WBC on 2 Dec there have been rumours that Waverley, in particular Cranleigh and Farnham, are being lined up to accept housing allocations from London, Woking and Guildford, such that WBC's Local Plan allocation may increase by 2 or three thousand homes above the 'scenarios' that have already been consulted upon (perhaps 11,000 in all, and that Farnham will be targeted to receive the thousands of extra homes. Farnham residents can expect FTC to apply the legal constraints upon development correctly, to ensure the town receives the protection by from being severely compromised by excessive greenfield housing development - protection that Farnham is afforded by law, but which the town is still being denied by local politicking. The draft NP pays lip service to the Habitats and Air Quality constraints that protect Farnham, but proposed a "pragmatic" approach, rather than a lawful approach. To quote from p16 of the draft NP, [NB: only emboldened wording read out] "New housing development at Farnham is currently severely restricted by Special Protection Areas (SPAs) at Thames Basin Heath and Wealden Heaths which are protected under the Birds and Habitats Directives. Adopted regional policy clearly states that priority should be given to directing development to those

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	areas where potential adverse effects can be avoided without the need for mitigation measures. In summary, this would mean that housing development should be directed away from Farnham. Nevertheless, the draft Plan has taken a pragmatic approach which recognises the broad regional policy but also seeks to meet some of the housing need locally." A recent ruling of the Supreme Court determined that public Consultations must include all the information necessary for the public to reach an informed view of the realistic options available; the Habitats Directive requires an Appropriate Assessment, and in the absence of such an assessment, the only option available to Farnham is strictly limited development in accordance with the Art 6(4) tests of 'no alternative solutions' and IROPI. The NP must conform with the NPPF which refers to the Statutory Constraints of Habitats/Waddenzee (para 113 FN24, Circ 06/05). It is plain fact that the draft NP fails to comply with those constraints as it merely assumes that SANG equals legality, without providing the required AA to support that dubious assumption, and without any Art 6(4) justification. Thus there can are no doubt whatsoever that the draft NP and the Consultation are unlawful. The draft NP tells us that the law applies, yet "nevertheless" an unlawful, 'pragmatic' approach is proposed. The Questionnaire seeks support for that approach, without outlining the alternative of a lawful, limited Art.6(4) solution. Does this Council accept that it has no authority to conduct a consultation that seeks residents' support for what is clearly an unlawful approach, and does FTC accept that the consultation must therefore be deemed null and void ? (Agenda Item 4) Statement regarding Minutes of 23rd Oct Council agreement to consult upon draft NP I went through the draft NP to inform my response, due by Mon 15th. I noticed that the 'timetable' on p3, in the last of the green green boxes, states, "Winter 2015 > Adoption - Plan given full weight by MSDC to determine planning applications if approved at referendum" MSDC? Not WBC ? I briefly wondered whether we've obtained independence from Waverley BC, but sadly not. I Googled the phrase used, and found it within the Cuckfied PC NP, Mid-Sussex, nr Tonbridge Wells. I found that the format of FTC's draft NP, and much of the text, had been cribbed from the Cuckfield NP ; Cuckfield is less than a tenth the size of Farnham, 1476 dwellings (3500 residents) and is planning for 30 new homes to be built over the next 16 years. That's very different to Farnham's situation, and hence the approach taken by FTC is in many ways quite inappropriate. Rather than use the constraints that are enshrined in planning law to defend Farnham robustly, it is clear that those constraints have been quite deliberately evaded in order to convince Farnham residents that they must prepare for and accept a substantial proportion of Waverley's increasing housing allocation. We defeated this in WBC's first draft CS in November 2006; its Groundhog Day. If Farnham residents knew how this Cuckfield rip-off draft NP is evading the legal constraints by being what the NP calls 'pragmatic', I expect there would be a great deal of anger vented. What this Council is doing is quite plainly unlawful. In view of this, and in view of the expectation of a far higher housing allocation being targeted at Farnham, the results of the current consultation will be meaningless. Farnham residents have already suffered eight years of WBC evading the high-level legal constraints that protect Farnham, and unless FTC acts decisively to scrap the unlawful 'pragmatic' approach, you will be guilty of deliberately allowing our enviable heritage to be wrecked. It is Christmas, and the most appropriate gift this Council could give to Farnham is a clear confirmation that you are scrapping the pragmatic NP in order to create a lawful one to protect the town. - which residents will happily help with. I simply ask that instead of wasting everyone's time in pursuit of stuffing Farnham by evading the law, I ask that this Council demonstrates an intention to instead stuff the turkeys at Waverley that are targetting Farnham, by sending a clear Christmas message that from now on you will be serving Farnham properly, through a New Year Resolution to fully respect the applicable planning law in a revised draft NP.
[redacted]	It is gratifying that proposals for extensive development either side of Waverley Lane do not feature in the plan and therefore should be strongly opposed.

Other Comments	
Respondent	**Representation**
[redacted]	Be brave! Farnham is a living town, not a museum - it must evolve - with integrity. Good luck in trying to deliver anything new.
[redacted]	This is not a good questionnaire - in many questions the statement contained conflicting statements, and it was not clear which bit we were meant to agree with.
[redacted]	The aims within this draft plan are excellent - I hope they will really carry weight in the decision making of the planning authorities.
[redacted]	It would be interesting to know how the quantum of "Heritage Assets" in Farnham compares with other towns in the vicinity and thus whether we make enough of the need for protection and improved infracstructure even on the status quo.
[redacted]	I fully recognise the area has to grow and change. The proposals look to come from one of two well-springs: Where it is thought there will be limited opposition; where there is a lot of money to be made. Neither of these considerations are helpful in designing an effective plan. The development of east street and, I would suggest, much of the central area now covered in car parks should be progressed along with other brown-field sites and perhaps some of the minor in-fill building identified in the plan before green-field sites are even considered for development. The idea of substitute amenities off in the distance somewhere or the idea that 'mitigation' for loss of open space, light / noise / air pollution from traffic intensification etc. is possible is a ludicrous notion. It damages the credibility of the proposals and those who put these documents together.
[redacted]	If money is going to spent on Farnham park, adequate provision should be considered for Litter and dog waste removal Cycle lanes and running tracks Dog and boot wash facilities at ends of park
[redacted]	We must ensure that Waverley do not go ahead with either options 1, 2 or 3. Even 4 does not seem to develop the areodrome at Dunsfold fully---ie if it is to bedevelopedat all it should be maximised even if roads and amenities need to be improved. The plans set out in the Twon Plan seem to have been thought out so to have as little impact as possible to the Farnham ambience. The council should be congratulated for this.
[redacted]	The proposed Neighbourhood Plan seems to be biased towards protecting the part of the town south of the River Wey whereas the retention of the historical character of Farnham itself seems to have been placed in jeopardy by the failure to protect our defining Hopfields in NW Farnham.
[redacted]	All new developments should be capable of providing facilities to enhance life for elderly, disabled, and income-poor residents.
[redacted]	The town centre needs more leisure facilities for the average person who doesn't want to eat out!! There is little to take you into the town of an evening if you have family.
[redacted]	People are saying that the neighbourhood plan was clearly done in a hurry as it omits details. Take some time to look over all the sites and select the best ones based on their core merits. Don't rush it as it can cause problems later.
[redacted]	Under the heading of Infrastructure, the town badly needs a new Recycling Centre. The present one has poor access once on the site, is inconvenient to use and dangerous. It has inadequate capacity for a town of this size. Maybe some smaller ones of modern design spread around the town would be a better solution.
[redacted]	We don't like the neighbourhood plan at the moment. Please listen to people who care locally and include sites that are not in your face.
[redacted]	The percentage of social housing quota should be spread appropriately according to the relevant local infrastructure and not automatically applied by using mathematical calculation based on the total number of dwellings in an application. Additionally in Badshot Lea there is no local centre and the current bus service is inadequate making it most unsuitable for a large increase in social

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	housing. There should be some provision made for the future off street parking in Badshot Lea before nay further development is authorised. There is already a parking problem for some current residents and frequently a need for additional parking facilities for public/sporting events in the village. The allocation of SANGS in Farnham Park should be totally reserved for any proposed future development on brownfield sites and not used up by greenfield site planning applications.
[redacted]	The Neighbourhood Plan must be finalized as soon as possible to prevent opportunist developers exploiting the current lack of a local plan
[redacted]	I believe this draft is very much along the right lines for Farnham. Well done and many thanks.
[redacted]	It should cover areas outside the immediate center.
[redacted]	It is not currently effective and does not cover what the residents want. We hope the final draft is better please.
[redacted]	Do not build on coxbridge farm fields please
[redacted]	I don't think the plan covers the right areas at the moment. I know it is just a draft but it is not good and people are talking about it. It needs to be redone.
[redacted]	TRAFFIC CONGESTION THROUGHOUT FARNHAM SHOULD BE IMPROVED BEFORE ANY FUTURE HOUSING DEVELOPMENTS ARE STARTED.
[redacted]	Having reached this stage I have still not seen any mention of the provision of extra medical provisions to accommodate the extra residents in the extra proposed developments. I feel this is crucial and should be put in place before problems arise on obtaining adequate health care.
[redacted]	If Woolmead development could be carried out along with East street development so that the shopping/retail centre than is around that area - Downing Street & West street could then be 'converted' to non-retail business which would help with traffic along West Street.
[redacted]	Just take care of this sensitive part of the country.
[redacted]	The importance of restricting the spread of Farnham cannot be over-emphasised, especially in the areas close to AONB and similar areas. The transport problems caused by the railway/river/bypass strip which effectively divides the town into two halves have not been given enough weight. Any development on the South side of the town must be closely examined in terms of the additional traffic around the station area which it would generate. Proposed developments on Waverley Lane should certainly be ruled out in view of existing traffic congestion.
[redacted]	I welcome the opportunity for consultation. The plan is based on clear planning principles. Farnham is a thriving town but to remain so it must protect the beautiful environment, especially outside the built up area, and improve essential infrastructure.
[redacted]	I still remain to be convinced, with actual empirical evidence, that SANGS are fit for purpose. Before greenfield is lost forever, "but it's OK there is a SANG", that actually doesn't materially improve matters. And again to iterate, No to greenfield countryside development., not while there are viable brown sites.
[redacted]	I still remain concerned that whilst there is a need for affordable housing, I am not sure I would wish to see so many greenfield sites removed from our landscapes with rural and semi rural environments changed forever. I would like to see affordable housing for the children of the future but I do not wish to see them deprived of their countryside. I also still cannot see that house prices locally will allow my children to buy their own property in due. It appears the Housing numbers and drive towards house building is being driven

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Respondent	**Representation**
	by Central Government policy regardless of whether there is suitable infrastructure in place. It is frightening to think that all these houses are built and then the infrastructure is not able to cope with the influx of people, houses and vehicles.
[redacted]	a) The 'objectives' of the Neighbourhood Plan give specific priority to the protection of aspects of Wrecclesham, Rowledge and South Farnham whilst omitting protection of a key aspect of NW Farnham. b) The North West Farnham Residents Association has written separately with comments on the selection process for housing sites and, in particular, failings in the assessment criteria used, which fail to assess amenity, AGLV status, current ASVI status; agricultural value and traffic effects of developments.
[redacted]	Infrastructure should be the first thing that is provided on the larger building plans. Build the roads, footpaths, schools, doctors surgeries before any housing is built. Farnham is becoming gridlocked on a daily basis in every direction and I'm not sure how much more expansion the town and surrounding areas can take without looking at roads and transport before anything else.
[redacted]	No mention of the East Street Development and its disastrous potential effect on infrastructure - school places, traffic, GP surgeries, sewerage etc. Re Leisure and Well-being - Retention of the Redgrave Theatre
[redacted]	TRAFFIC CONGESTION TO BE GIVEN THE HIGHEST PRIORITY
[redacted]	"a)
[redacted]	The National Planning Policy Framework section 10 "Meeting the challenge of climate change, flooding and coastal change " reads: "Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure". Furthermore, a local authority should adopt "Proactive strategies to mitigate and adapt to climate change." You should "Take account of climate change over the longer term, " You should "In preparing plans... to minimise pollution and other adverse effects on the local and natural environment. The existing "Environment" sections under the Draft include Heritage, AONB, Green spaces, Air pollution and Flooding. The existing "Infrastructure" sections include only, Schools, Water, Waste, Sang and Recreation. I think it's true to say that the biggest issue of all, and the Elephant in the room when it comes to Environment and Infrastructure is, according to the lessons of the National Planning Policy Framework, entirely missing form the Plan. Climate Change. So the aims in the Plan are worthy, but it's not enough simply to hand over the decisions on house building standards to National standards and to developers. It's well understood that there are political games being played with regard to housing efficiency. You only have to look at the watering-down of part L under the Conservative Government, and the so-called "Zero Carbon" level 4 developments to understand this. There is severe and immediate requirement to dramatically improve the efficiency of all our hosing stock, and to 100% phase out ALL use of fossil fuels. The timeline for this in line with the IPCC, signed up to by every government in the world, is by mid century. It's well understood that 80% of known fossil fuel reserves must be left in the ground. On this basis, what an enormous opportunity for Farnham Council to set a benchmark which others will soon look up to and follow (And follow they will, because damaging Climate Change is as certain as the next sunrise). As a starting point for these new developments, you should refuse the "Exemptions" from Code 4 for "small developments", and you should refuse the "Exemptions" introduced by Mr Cameron for code 4 under "affordable housing". Done properly, efficient housing meeting or exceeding Code 4 is only fractionally more expensive in the short term, and dramatically cheaper in the long term. Furthermore, to kick this off properly, I suggest NOT installing any gas mains at all to any of the new properties: Within 20 years mains gas will be the dinosaur it already is, the world must be reliant upon efficient design, heat pumps and locally generated green energy. You MUST

Other Comments	
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	allow/insist on local generation via solar PV and solar thermal (Beauty is in the eye of the beholder, so don;'t come out with "not in keeping".) You must also take the initiative to insist on electric car charge stations at every property.
[redacted]	TRAFFIC, TRAFFIC, TRAFFIC!!!! We can't even get the council to react to our pleas for traffic control.
[redacted]	I strongly object to the style of the questions in this Questionnaire. Almost every question is weighted in favour of the developer. To 'Strongly Agree' or 'Strongly Disagree' with a question that is written from the point of view that 'this new development is going to take place' does not leave open any possibility that the development will NOT take place. You are not asking us whether development should take place or not: you are asking us to agree or disagree with the nature of that development. That is deceiving the public. This is the type of high-minded arrogant behaviour from Farnham Council that makes people cynical about local politics and about whether individual voices can truly be heard. Despite the extensive (and expensive) length and depth of the Draft Neighbourhood Questionnaire, there is an underlying assumption that such development must and will happen. You are failing to ask the electorate and council tax payers whether they want these developments AT ALL. This is why I have not answered most of the questions: they do not address the crucial and fundamental issues and until you do this, you will simply generate anger and hostility from the people who pay your wages. This Questionnaire was cleverly drafted by a legal mind with clear instructions on how to phrase the questions in favour of the Council's decisions. It is a cynical exercise in 'going through the motions' in a charade of public accountability and alleged transparency of local government. I challenge you to address your electorate in more honest and fair discussion and stand up to the profit-minded demands of the developers banging at your door. I call for a public forum where these issues can be properly debated and where FC, the developers and the public can engage in a frank and open discussion of what Farnham needs, what Farnham wants, and what Farnham can sustain as a unique town in West Surrey. Sincerely, David Edwards
[redacted]	Apart from a minor error and an omission in the section on Retail, I noted that 1) the map of Farnham Character Areas is significantly different from that in the Farnham Design Statement (which had some errors in). The boundaries between the Bourne, Shortheath and Boundstone and Wrecclesham have been considerably altered. Please double check these are now correct. 2) There was no Map Q in the document 3) The letters identifying potential housing sites appended to the main document and in Appendix I are not exactly the same as those used in the Supplementary Document on Assessed Sites for Housing. Apart from these minor quibbles, this is an excellent document. There is clearly a need for FTC to press for infrastructure improvement and to adjust targets and possible locations if any of the large developments, some on rejected sites, now facing Farnham are approved
[redacted]	I think it is vital that Farnham takes this local plan as its modus operandi and uses the mandate obtained from the people of Farnham to fight our corner against Waverley Borough Council.
[redacted]	What are the plans for building new schools - the existing ones are full to bursting already. Is all this building IN ADDITION to the East Street development? I haven't totted it all up but it seems as if the Council is planning to massively increase the population of Farnham? And the number of cars in the Borough. I suppose if you are planning to 'spoil' our small town with over population, maybe house prices will come down and our children will be able to afford to stay here.
[redacted]	Completion time of 10 - 15 minutes was a GROSS exageration
[redacted]	Farnham LNP is a positive and joined-up way forward. Nice work.
[redacted]	Build a tunnel under Hickleys Corner and provide good, frequent, cheap and easy to use public transport
[redacted]	See all my comments above re impact and need for additional services.

Other Comments	
Respondent	**Representation**
[redacted]	There is already particularly bad congestion in Crandall lane and west st at peak time. Any additional traffic will exacerbate this issue
[redacted]	At the bottom of Page 3 on the draft plan it says Adoption - Plan given full weight by MSDC to determine planning applications if approved at referendum it should say Adoption - Plan given full weight by Waverley Borough Council to determine planning applications if approved at referendum
[redacted]	The form is far too long and complicated. By the end you lose the will to live
[redacted]	Farnham is a beautiful, historic town. Over the years parts of the town have been ruined due to poor planning (Woolmead, the old Crosby site) If redevelopment and extra housing is required and I have my doubts, sympathetic infra structure must be in place.
[redacted]	I find the this consultation divisive. The consultation also has a message that says were are going to build anyway.Not one main stream political party represents me my views on preserving our heritage. For a variety of reason this country is too over populated as indeed the whole world is. There are obvious signs the eco systems are straining under the burden of over population i.e. witness declining bee population, destruction of natural habitat, a 60% decline in wild life in this country, over the past ten years, extreme weather, yet still we are stupid enough to continue destroying our environment. It is utterly and completely mad that we are proposing to contribute to this. The bit of madness in my area is that someone somewhere wants build on Waverley Lane Fields despite the fact that 1. The loss of natural habitat for bees is defined as one of the reasons for their decline 2. The location is too far from Farnham 3. The roads around the site are too narrow 4. The are no foot paths near the site 5. The access to Farnham is limited by traffic queues from the level crossing 6. More cars providing more pollution in Farnham. Pollution levels in and around Farnham are already defined as illegal 7. Ancient woodland is on the site. 8. There is a flood zone at the bottom of the site 9. Roads are clogged enough as it is around this area 10. There is enough pressure already on school places already An environmental scientist/academic was once asked what is the best advice you can give someone concerned about protecting themselves from environmental changes - all he could say was " Don't be under forty"
[redacted]	Sewage systems need to be uprated to cope with increased demand. Water supply - measures need to be adopted to ensure adequate water supplies, without impacting on the river levels, and thus reducing impact on aquatic life. Maybe a reservoir needs to be built? Roads are already congested, and the vloume of traffic constantly increases in a small town which is easily gridlocked. Parking at the railway station is inadequate, and needs to be increased. Would there be increased capacity on the trains to cope with the increased population? The trains are already overcrowded in rush hours. Traffic during school run hours is already enormous, would the introduction of school buses reduce the amount of cars on the road, and reduce pollution?
[redacted]	Improve bus services to the station in the evening and on Sundays.
[redacted]	Farnham and surrounding area's in my opinion are not able to cope with more large scale housing estates. There is inadequate infastructure, and roads cannot be widened to accommodate the increases in traffic. You only have to look at some of the disasters of the past, especially in North Farnham! Check out the A287 in Hale, where some one had the bright idea to make the road an A class from B class road so they could save some money not having to build the Western By Pass. If you are really serious about stuffing more development into this area, get the roads and services sorted out first. Don't try to walk up the foot paths on the Upper Hale road as the paths aren't wide enough, you'll get your head taken off by a lorry wing mirror!
[redacted]	Presence of ancient woodland in Waverley Lane fields is omitted from your list of ancient woodland sites.

Other Comments	
Respondent	**Representation**
[redacted]	It is .essential that the character of Farnham and villages is not compromised. The number of dwellings suggested in this plan would seem very reasonable compared to the schedules submitted by Waverley.
[redacted]	The commercial centre of Farnham is spoilt by motor vechiles. 3 lanes of cars in the Borough, but narrow footpaths! Plans have to be put in place soon to prevent permanent gridlock and ever increasing air pollution in the centre of our town.
[redacted]	It is important not to let Farnham sprawl out across the surrounding countryside. All development should be on brown fields sites, never on green fields around the edge of the town.
[redacted]	No one wants development in their backyards. It becomes a comparison of the degree of harm done. I submit that development of the Waverley meadows is about the most harmful option in Farnham. They offer NO INFRASTRUCTURE, SPUNGY SOIL and would cause INTOLERABLE ADDITION TO EXISTING, SEVERE, CONGESTION NEAR STATION. SIGNED, dr. H. DuMoulin Ecologist
[redacted]	The existing rail service is struggling to cope with the current population and the traffic around the station and the level crossing is already bordering on untenable. If additional housing is built, this MUST be to serve those who work in Farnham as homes attractive to commuters will cause chaos on an already overcrowded rail service. As Farnham is surrounded by SPAs and SANGs it is astonishing that greenfield development is even being considered in this area - it makes a total mockery of the Government's own rules. Why don't we just tarmac over the whole of our beautiful island and then wonder why we suffer from increased flooding alternating with droughts... Money appears to be the driving force, as always, behind these proposals as according to respectable reports there is sufifcient unutilised and derelict housing in London and other major cities to cope with the immediate housing crisis. Despite the higher cost of renovation v building from scratch, this should be where the Govt. places their immediate focus, NOT on greenbelt!!!
[redacted]	I would not want planning regulations and local guidelines to restrict imaginative and innovative development and it worries me slightly that the plan has a lot of stipulations that will result in developments looking very similar to everything that is around them.
[redacted]	At the risk of banging on about it, there must be a vision of Farnham that includes what it will be like to live here over the next 5, 10, 15, 20-, 30 years. This should be used to augment any development plan and as yet, I see no evidence that one is being developed. Forgive me if I am mistaken but I would really like to see and additional survey that gives people the opportunity to address this issue so that the information gleaned can be used to better influence the development plan.
[redacted]	Is this plan designed in accordance with other local authorities, with this authorities also marking a directly proportional increase in development? Hs the connecting transport infrastructure with these authorities been considered? Has the water infrastructure been considered in this proposal? I see no indication of the work required to be completed in order to facilitate water and swage ingress/egress from the sites proposed.
[redacted]	I thought this questionnaire was about agreeing to Neighbourhood Plan not simply validating it which your previous question 53 appears to imply
[redacted]	It is important that all proposed developments of >10 units should be supported by an Environmental Impact Assessment conducted at a suitable time of year. Maintaining and even enhancing the biodiversity of the Town is very important. Consideration should be given to developing Farnham as an Urban Area of Biodiversity Opportunity.
[redacted]	The town centre is ruined by traffic. A bold solution is required, such as closing some of central Farnham such as Castle Street to

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	traffict hough this will be a politically a "hot potato" and will not please all of the people all of the time.
[redacted]	The age at which anyone can afford to buy for the first time is increasing rapidly, suggesting that some first time buyers may be age 40 years. Comparisons with the past when there was a high-percentage of owner-occupied housing is out of date, as private rented also increasing as well as housing for students. There needs to be current and future planning taking on this very different scenario, with owner-occupancy down to less than half. Figures for the past are only useful if they are likely to predict future requirements! Also school places are rapidly being exhausted and it cannot be assumed that the costs can be met indefinitely for expansion. More homes for single professionals and divorcees would not involve this demand e.g. work to live units, studio apartments. Neither can council tax payers be expected to pay for council land to be preserved for dog walkers when there are hundreds of people homeless, especially if it looks like an abandoned waste site (e.g. Upper Way).
[redacted]	No discussion on Theatre provision. No discussion on improving roads and car parking. I think there should be free car parking in the town (for an hour) and charge for supermarket parking to encourage use of the town. No discussion on the dreaded railway crossing. No discussion on the crossroads on the A31. Surely stopping right hand turns onto the A31 during the rush hour would solve many of the bottlenecks. Very little discussion on cycleways.
[redacted]	I am all for more houses in the middle of town. This cuts down car movements as people can walk.
[redacted]	No building in flood zones 2 and 3 or where access must pass over it or where flood plains would be reduced. No mass felling of trees in sensitive flood areas. Prevention of mass tree felling prior to submission of planning applications. (Frensham Vale & Gardener's Hill Road !) Infrastructure must be built before houses since the current infrastructure is insufficient for the current population.
[redacted]	This is a well thought out and researched plan and should be taken very seriously. It takes into account many serious concerns people in the local area have, but at the same time tries to be constructive.
[redacted]	It would have been good to have a save option to finish the questionaire at a later stage. This would have given me the opportunity to spend the time required. Like this I had to rush through some of the questions
[redacted]	Q25 (box would only accept a few words of free text): You need to be careful that the sum total of all these developments does not push the town further towards the creeping urbanisation we see in much of the rest of Surrey and the nearby parts of Hampshire. I wouldn't want the town to end up like Woking or Camberley, nor Aldershot/Farnborough. Keeping some large green areas close to the centre of town seems to me to be one way of maintaining the distinctive character of the town, which is why I do not support housing in the area off Crondall Lane and behind Three Styles Road and am ambivalent about the Coxbridge Farm proposal.
[redacted]	In my opinion, any developments in areas to the South of Farnham would be unacceptable. The infrastructure in this area is already challenged (e.g. schools full, road system not really suited to new development due to traffic congestion caused by the station crossing etc..). Some of the proposed developments are also very close to areas of beauty and could impact adversely on these areas. I am also not in favour of developments to the North of Farnham, but it is likely that there are more sites that would be suited to some smaller development in this area, if the plans are to go ahead (e.g. some brownfield sites) and road access is marginally better.
[redacted]	This on-line form has not permitted me to add any comments without crashing the system. I would like to say that Badshot Lea cannot sustain a huge development programme for additional housing because (1) the roads can't cope at the moment, (2) the schools are bursting at the seams (there are 40 children in the reception class of the infants' school), (3) the village floods. I know it

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	is supposedly above the 100 year flood-level, yet we have had many occasions during the last 22 years when flood has been a significant problem. I have photos of cars abandoned under the railway bridge on the Lower Weybourne Lane and with a day of rain, fountains appear at the end of Glorney Mead. (4) the sewage disposal plant still smells, it will need great improvement if more housing is permitted. However, with the right planning, I would like to share my village with more people and am not totally against more housing.
[redacted]	One of the most frustrating surveys in which I've participated. Apart from some technical difficulties where I have been unable to progress after filling in boxes like this; there are too many questions with 'common-sense answers', and others (notably the specific site suitability for housing /business development) where I can only respect your decisions!
[redacted]	I tried to leave the below comments in the box for Q25, but the online form would not let me. Land off Hale Road, Hale (east of Farnham Park) should be included in the Neighbourhood Plan as a site for housing. There is a proposal for around 220 homes, which looks to be well-thought through. For a green field site it is a good option as it's already very well-screened - currently you cannot see into it from the roads. Furthermore it is in a sustainable location - walking distance of the hospital/town/station and there are local shops at Willow Way and Heath End. As I understand it provides the required SANG, which many of the sites in the draft Neighbourhood Plan do not/cannot. It would have minimal impact, but still provide a good number of the homes needed in Farnham.
[redacted]	We must maintain the quality of our locality at all costs
[redacted]	I note that the councellors responsible for the local plan all live in south Farnham and that both the large scale green space developments they propose are in north west Farnham. Some of these people previously came to see the residents of north west Farnham at the church on Three Stiles Road and gave assurance that they would help to ensure that the Beavers Hop Fields would be protected. These people should be ashamed of themselves as it is clear that they have been self serving and corrupt, ensuring that their own areas would be protected first. They should look to their consciences and ensure that the proposed built up area is adjusted to exclude the Beaves Hop fields. Just because they have run a consultation and the vast number of South Farnham residents have outvoted those in the North West does not mean that development is right. It is their very great responsibility to future generations to consider the bigger picture. If they don't feel able to do this then they should resign from the committee or prepare for a very unpleasant fight with their North West Farnham residents. As yourself the question - can you live with your decision to build over thousands of years of Farnham heritage and millions of years of Natural Beauty? Can you?
[redacted]	I support the need to maintain the strategic gap between Farnham & Aldershot so am worried that many of the largest propsed developments are falling in and around Badshot Lea. The developments off Lower Weybourne Lane are out of keeping and will put significant pressure on local roads, traffic hotspots e.g. Badshot Lea cross roads and infrastructure. I recognise that Badshot Lea needs to accept housing (and has land) therefore would support the developments off St Georges and on the Little Acres/Poppies site - perhaps with a road joining from Garden Centre, alongside the Recreation ground and down to the village hall. A lot of work has gone into preparing this Plan and I hope it gets the support of the local community as we need a Plan to avoid lots of piecemeal development
[redacted]	Land either side of Waverley lane is greenspace very close to the protected area bordered by Tilford road and should not be built upon: local traffic, air quality and services can't cope as it is.
[redacted]	There are a number of potential developments in Badshot Lea. The traffic in Badshot Lea is already congested at peak times especially

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	at the traffic lights by the school and the traffic lights at the top of Lower Weybourne Lane. There is no capacity for further cars to be introduced on to these roads.
[redacted]	all ideas must have a large modicum of common sense
[redacted]	Badhot Lea: the road leading from Kiln to traffic lights at Badshot Lea usually single file only as only on-street parking for the residents. At peak times traffic going across A31 stacks back to Little Acres. Parking and road infrastructure needs addressing otherwise development unacceptable. No GP, dentist, post office, BLea school oversubscribed, play area for children tiny; very limited amenities in Badshot Lea. It cannot sustain large development and the size of the potential sites which are the subject of the consultation are disproportionate to the size of the village (and its dwellings) and will completely distort the size and nature of this rural village.
[redacted]	Q25 If developing Badshot Lea then some form of Park & Ride site at Water Lane or some form of new town commuter & shopper bus would be needed to reduce demand for private vehicle travel, - The is also similar for Wrecclesham a suburban village with a equally low level of village facilities and limited existing public transport alternative to the private car. Waverley and Farnham Town Council should exercise powers permitted under the Transport Act 2000 to own an operate their own bus services where such service provide additional service levels and do not directly compete with the existing private operators routes by providing a cross town figure of 8 service linking Wrecclesham and Shortheath developments and existing communities to service such as Farnham rail station, Town Centre, Centre for Health-Hospital, Guildford Road retail park, Water Lane Industrial Estate and Superstore, Badshot Lea, Weybourne & The Rugby Stadium. - if provided on a reliable frequency level from 0700- 2100 this would provide a suitable alternative to commuters, reduce town traffic and make Farnham a more desirable and attractive place to live. I would prefer more brownfield and fewer greenfield locations to preserve the natural environment locally, I would also like the bio-diversity of each development zone seriously considered prior to development. It needs to be ensured that there are enough smaller and affordable homes for local youth (under 55's) - in order to gain access to jobs and employment in Farnham area without having to commute long distances to assist with the economic sustainability of shops, services and business and prevent Farnham being a town with a high percentage of elderly and less agile residents with no population to service their economic and care needs. Q30 Locally sourced sustainable wood, tradional material like Flint & Brick and sustainably sourced local components should be used wherever is possible. Construction contracts should only be let to companies that can GUARANTEE a majority existing British Domiciled workforce and ideally to companies that subscribe to training and apprenticeship scheme that assist in reducing youth unemployment and creating real long term job skills and empowerment to our young adults. A reduction in planning rules to allow for small prefabricated single storey dwellings such as park homes, Mobile Homes and home office "Portakabin" style buildings to provide temporary accomodation for young Adults and Elderley downsizing in Gardens and grounds of larger premises providing that it has little or no impact on mature trees or neighbouring properties. No planning permissions for yurts, tipis and benders even if used as residential dwelling provided no impact on local environment and on private land with landowners permission.
[redacted]	I agree with the general thrust and principles outlined in the Plan document. My comments/observations, mainly relating to the area to the east/north east of Farnham, ARE very much related to the previous questions but I have chosen to respond to them in a different manner as follows: 1 The Plan Document - Housing Statistics a) First I find it impossible to understand what level of housing this report seeks to address and to reconcile the various numbers given in different parts of it. b) To what, for example,

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	does 'existing provision of 1100 anticipated dwellings' (page 7) refer ? c) Does 'Scenario 3 Around 1,000 homes' (also page 7) tie up with the 1035 Housing Site Options listed on pages 47 and 48 ? d) The table given on P 38 is understood to relate to SANG's but it is not clear how this relates to the numbers on page 7. e) On pages 44 and 45 there are further figures for housing completions and planning approvals. Of particular relevance to the overall impact would seem to be reference to the approval for 412 dwellings on large sites about which I can find no further information. How and where do these relate to the Housing Site Options given on pages 47 and 48 ? f) How many dwellings are projected for the (Brightwell ?) development referred to on P60 ? 2 Housing Developments a) Taking the proposals for Housing Site Options I note that nearly half of the number of dwellings proposed would fall on sites between Farnham and Aldershot (SSE Farnham Depot, Lower Weybourne Lane, Land between Hale Road and Guildford Road, Land to the south of Monkton Lane, Land at South East, Land west of Green Lane, Badshot Lea, Land at Little Acres Nursery and south of Badshot Lea). I suggest that the 'arcadian' fastnesses of south Farnham might take more of the load otherwise it might be thought that those who live there have undue privelege. b) A cursory examination of the map shows that the settlements at Folly Hill, Hale, Heath End and Weybourne are indistinguishable from each other and the only one that, in any way, stands apart is Badshot Lee. The stated objective of not allowing the first five of these not to 'coalesce' further is, I think, rather meaningless. For Badshot Lee it is more relevant. c) The gap with Aldershot should be maintained. d) Of the five villages (settlements) mentioned above only Hale and possibly Badshot Lee have recognizable and, to some extent, distinctive centres. For the remainder the original has been swamped by more recent development. e) A significant part of housing development over the last 50 years or more in this part of Farnham appears to have been on a medium to large scale (relatively), of poor architectural value and with little consideration of the surroundings in which they are set. Furthermore a number appear to have been dumped into whatever size or shape of land that happened to be svailable with concern as to the community to which they were supposed to be attached. f) In addition to housing it is observed that the south of this area already contains a significant retail/industrial park off Water Lane, the sewage works, the SSE installation and, if implemented, another industrial area off Monkton Lane. g) In short, therefore, I have considerable reservations about further large scale developments as quoted in 2a above. I would be more inclined to accept a scaled down plan where particular attention is paid to a much improved standard of architecture and otherwise to address the deficiencies outlined in para. e) above. h) Medium/large scale developments should be addressed with imagination, incorporate various types of building and materials with an emphasis on simplicity and proportion. The incorporation of gardens, greens, ponds and tree lined avenues are to be considered. I see no reason why design should not be put out to competition. i) It would be useful to understand where the 245 dwellings on largely brownfield sites within Farnham are to be located (page 45 of the Plan document). j) There are, to the east of Farnham and probably elsewhere, a number of smaller plots of land which have very limited agricultural use and are poorly maintained. Their alternative use should be given more attention and, if necessary, their purchase made compulsory. k) There is rather too much emphasis on 'conformity'. 3. Industrial a) In this I would include retail parks. I think the 'Plan' is right to recognise the importance of these sites in retaining and developing business in Farnham. In general I make the observation that much of the space could be better used and facilities improved. The new development at Farnborough sets a good example albeit that in Farnham it would be on a reduced scale. b) Large buildings and offices should be encouraged to fit solar panels. 4. Car Parks a) Whether in the town or on industrial sites/retail parks these are wasted open spaces when empty and useless above the ground floor when full. Consideration should be given to putting a floor over the whole or part of these spaces upon which could be provided more parking/offices/dwellings/gardens/bowling greens/tennis courts etc. b) In

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	the centre of the town the Post Office has a large parking area which is, presumably, primarily associated with mail sorting and delivery. Would it not be better used for houses and the sorting shifted to one of the industrial sites ? 5. Environmental a) I am much in favour of an extension of the Green Belt to the north of the A31 east and north of Badshot Lea which I understand to be contained in the WBC and NP green belt proposals. b) Why does SANG necessarily have to be 'on-site' ? c) There is an open field to the west of land at South East Badshot Lea off Georges Road (m). What is to become of this space ? d) Land to the west of Green Lane as far as the rugby grounds (in part of which 80 dwellings [plan 'n'] are proposed and land between Green Lane and the railway line (in part of which 90 dwellings [plan 'c'] are proposed is flat, open and dreary. It seems to have no evident agricultural uses and would, no doubt be under pressure for further housing or other development in the future. Apart from a substantial reduction in the proposed number of dwellings on the two sites I suggest that the remaining land is made open to the public and planted with trees, given ponds and other features and the remaining open areas are meadows with wild flowers. The boundary formed by Green Lane should be removed. 6. Local Centres Local centres at Folly Hill, Hale, Heath End, Weybourne and Badshot Lee would seem to me to offer a very limited range of services and goods and generally not enough to dissuade people from traveling further to meet their basic requirements. Against further local provision must now be set 'on-line' shopping I suppose. 7. Traffic a) At times of high volumes of traffic the restrictions placed on the Farnham by-pass by the crossing to the railway station almost negate the value of the by-pass. Resolving rthis issue should be a priority matter. I do not have any prescription for it but would suggest that even shifting the railway station should be contemplated if no other practical solution can be put forward. b) Another serious problem is the volume and type (weight) of vehicles going through Upper Hale, Weybourne and Badshot Lea. This, no doubt, needs further study but I would suggest that either these roads need widening, with the consequent demolition of buildings or traffic, particularly heavy vehicles, need to be diverted onto other roads e.g. Blackwater Valley. The comparatively large settlement developments in Aldershot and Church Crookham are likely to exacerbate the present conditions. c) Wrecclesham has long argued for a by-pass. Plans for Bordon/Whitehill will doubtless compound the problem here.
[redacted]	Traffic management is vital, traffic is already a nightmare. Town centre pedestrianisation is key.
[redacted]	I am glad to see the two fields in Waverley Lane are not included. The level crossing and two schools already create long traffic jams, so a large development there cause chaos in Waverley Lane and Tilford Road. East Street development should just be mixed types of dwellings. Farnham has enough shops, supermarkets, restaurants,cafe's and offices. There is a cinema in Aldershot and The Maltings show films, so a Cinema is not necessary. Just Dwellings in that area might help to rejuvenate the existing rather tired shops.
[redacted]	Seems strange that the boundaries for the built up area have changed. Where is the question about changing Farnham's boundaries.
[redacted]	I am in agreement with the majority view in the village of Badshot Lea than development be restricted to the Little Acres site. Other proposed sites have significant flaws to the plan, including maintaining the strategic gap between the village and weybourne, and flood risk and parking/highways issues. The village is under too much traffic pressure as it is with the crossing by the school particularly dangerous. These issues need to be addressed before the village is put under further pressure from an increase in dwellings.
[redacted]	In respect of development in St George's Road the road leading from Kiln to traffic lights at Badshot Lea usually single file only as only on-street parking for the residents. At peak times traffic going across A31 stacks back to Little Acres. Parking and road infrastructure needs addressing otherwise development in St George's road unacceptable. No GP, dentist, post office, BLea school oversubscribed, play area for children tiny; very limited amenities in Badshot Lea.

Other Comments	
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[redacted]	Until there is a definitive plan and process in place to address the schools, traffic and medical care I can't agree to any more development in or around Farnham. The proposed East street development and Woolmead sites are the biggest joke!
[redacted]	Always build on brown field sites first. Only build where there is adequate capacity on the existing roads and on the likely traffic routes on to the main arteries
[redacted]	Any additional development where possible should not extend Farnham's boundaries into Greenfield sites. Brownfield sites should be developed first and greenfield should not be considered until the latest possible time. The Farnham traffic problems should be resolved before developments of significant size (greater than 50 properties) are given the go ahead.
[redacted]	I genrerally agree with the proposed developments and the Density,but feel as a trade off the road infarstruture needs to be upgraded to take the additional traffice,An underpass at the Hinkley Lights, and as Wrecclesham is proposed to take a large number of the houses a bypass for the Village. Although the Developement of land of Crodall lane seems to much and should be considerd as a SANG instead.
[redacted]	My comments on the various proposed devekopment sites are qualified by lack of sufficient background information about infrastructure and impact In the case of town centre sites (particilarly the Woolmead) my view is conditioned by several factors: (1) I would like to see the Woolmead redeveloped, including residential units (2) The existing proposal for 125 dwellings seems excesive, and in the absence of additional traffic infrastructure would be likely to result in significant traffic and air quality problems, as well as being likely to require a design whose height would be out of character with the town centre (3) The Woolmead needs to be considered together with the East Street site in an integrated, sensitive and harmonious redevelopment of the whole are
[redacted]	Land to the South of Badshot Lea. Why is this not included as proposed Green Belt?? Also why is proposed housing density & dwelling quantity in this area mostly higher than in other similar size areas elsewhere?? Are we to have everything DUMPED in this area? Also i have heard that in this area will be mostly affordable housing. WHY?? Again are we to have this also DUMPED on us here. This amount of housing will make living in Badshot Lea a nightmare and akin to an urban sprawl from Farnham thro to Farnborough. Build higher numbers at Dunfold Park, this will lessen the load elsewhere in the borough. Infrastruture here will not be a problem as it will need a complete consrtuction.
[redacted]	I believe that the land south of Guildford road (currently light industrial and occupied by Homebase etc) should be rezoned to residential and the commercial properties (which already require customers to use cars to access), should be moved to one of the industrial sites on the edge of the town which if necessary could be increased in size without too much impact - eg Coxbridge. This would release residential land much closer to the centre of the town than many of the existing proposed sites - the houses around the hospital are a good example that this location could be successful. Direct access from the Shepherd and Flock roundabout would be an additional advantage. I am also concerned that two issues crucial to the continued health of Farnahm are not mentioned at all! First is the issue of the virtual roadblock caused by the Level Crossing at the station. Over a 20 year period, traffic there will become impossible without a solution being implemented - even though it will be very expensive. Second is the issue of either transport to the station or parking at the station. Without more provision, parking will contimue to be driven onto neighbouring roads, and NIMBYs will insist on a larger and larger no parking zone round the station. Either a multi storey car park must be built on the existing site or some form of park and drive needs to be instituted. The cost of parking is a further issue for many commuters.
[redacted]	At the moment living in Farnham is like living in a car park. Scant regard has been put in place to mitigate traffic and this needs

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	attention BEFORE more buildings are erected. Equally Wrecclesham needs a bypass like never before.
[redacted]	Do not sanitize all existing footpath's to be tarmac slabs. Kepp them as they are now.
[redacted]	Please make sure pavements are present in all types of development so people can walk safely around all areas.
[redacted]	Farnham is full no homes should be built until the congestion and atmospheric pollution is resolved. When interest rates ramp up after the next election the demand for homes will diminish.
[redacted]	Provisions, and support for the use of green roofs (decreasing rain water run off, well being, support for local species), solar panels etc.
[redacted]	Misses the mark on ensuring biodiversity, air quality, water quality. Must include SuDS in all developments
[redacted]	Maps should have been included as not everyone will know the area in sufficient detail
[redacted]	Flooding in Badshot Lea. If any build was to go ahead in Badshot Lea how would this problem be overcome? What are your plans?
[redacted]	I hope sufficient new school places and doctors surgeries will be planned for all the additional new proposed dwellings.
[redacted]	The plan should seek to enhance cohesive and sustainable development within the settled boundaries whilst maintaining the rural character of the outlying areas, protecting wildlife habitat and green spaces and avoiding further urbanisation. Development outside of the existing settled boundaries should be severely limited.
[redacted]	There are a lot of very good intentions implied in the draft plan - the real question is how are you going to ensure that they are not simply paving the road to hell, as good intentions proverbially do?
[redacted]	The draft Plan says that Waverley are considering a number of options for housing; it soes not mention how these different options may impact on Farnham; equally, the Borden development will have a potential huge impact on traffic congestion on Farnham's roads. I know these may be outwith the Plan's aim and remit, but I register the increase of traffic on Farnham's roads, caused by development both in Farnham and in adjacent areas, as my greatest concern. Farnham is a desirable place to live but if you cannot actually get anywhere because of the congestion then the central business district will suffer and so will the quality of life of all of us.
[redacted]	Although I have agreed each of the sites listed to ensure Farnham has a contingency of sites to comply with the local plan.I am opposed to all planning applications on individual Green field sites until I am convinced that development on Green field is absolutely necessary
[redacted]	Wrecclesham needs a by-pass as does Castle Street ideally connected to the Wrecclesham By-Pass west of Wrecclesham on the A31. This is a poor questionnaire which does not address roads and schools. Many of the questions are leading and contain conflicting for me statements. I guess you will get the answers that you desire to expand Farnham and not address many of the infrastructure issues present today let alone in the future
[redacted]	Difficult to answer some questions due to the way they are leaning to the fact that more buildings are needed. The answer is FARNHAM IS FULL, and new housing cannot be accepted.
[redacted]	There is a conflict between the wish here to preserve space between Aldershot and Farnham and the proposal to build so many, a large proportion of the whole, at Badshot Lea, surely this is not correct.
[redacted]	There should be little new development in Farnham. Too many houses are being suggested..
[redacted]	I thought it was generally well conceived. Well done.
[redacted]	Wrecclesham has too much traffic flowing thru it already. With the Bordon eco town and another 4 developments it will be carnage.

Other Comments	
Respondent	**Representation**
[redacted]	Any further development should be strongly resisted. The character of the town is in jeopardy.
[redacted]	There is a university in Farnham, the students of which contribute to the community through employment both during study and after study - however, most are unable to stay in Farnham as there are not enough starter homes of 1 and 2 bedrooms. Flats also do not assist as personal outdoor space is so important.
[redacted]	Don't forget more school places will be needed for the children in these new houses!
[redacted]	I like all the development options apart for coxbridge farm and the fields by crondal lane.
[redacted]	The strategic gap between Farnham and Aldershot is absolutely paramount to the longer term success of Farnham, it must not be encroached even minimally as there is a real danger there will become just one urban sprawl!!!!
[redacted]	Some of the green field sites that have been green-lighted under the SHLAA exercise are totally inappropriate for blanket housing development: from memory some examples are land off Frensham Vale, Waverley Lane, Coxbridge Farm and 3 Stiles Road; this is virgin countryside and completely incompatible with wholesale housing needs. Minor development at unobtrusive corners of these sites (and abutting existing dwellings) may be permissable, but otherwise it's just extremely provocative to local residents to allow these sites to gain any traction towards mass development.
[redacted]	Please retain and restore the Redgrave Theatre; and rethink the whole of the East Street Development.
[redacted]	These questions have been very badly composed. An example: 52. Proposals should be permitted where they meet the following criteria: Safely located vehicular and pedestrian access with adequate visibility exists or could be created; Strongly agree Agree Neither agree or disagree Disagree Strongly disagree Of course everyone will agree with this but the question implies that if this criteria is met then the Development should be allowed, what if you feel it should not be allowed even if it meets this criteria?
[redacted]	Density of developments should be lower rather than higher in the town centre. The denser the buildings and smaller the houses the more cars. Farnham is already blocked up at most times.
[redacted]	I would like to see us developing sites which are already residential/business use rather than digging up grass.
[redacted]	do not build in the rural areas around rowledge or frensham
[redacted]	We should use brown field sites only.
[redacted]	No one ever seeks to cultivate, facilitate or even consider the "spiritual" well being of residents
[redacted]	We have spent time going through the detail of this latest version of the NP, concentrating on Environmental matters. We do have some comments on both the content and the presentation but these should not in any way be taken as criticism of a fine piece of work and we thank and compliment all those involved in its production and on the enormous effort made to bring it to the attention of residents throughout the town. 18. Infrastructure – Recycling Centre. As frequent users of the SCC Recycling Centre at Bourne Mill we well know its severe limitations as a facility attempting to support a population of 40,000. We believe its replacement with a more user-friendly facility on an accessible site should be added to the list of essential Infrastructure enhancements. Presentation 19. We believe that the presentation of this complex plan is important. Everything needs to be clear with a consistent “flow” through the document. Ultimately this should help to get HM Inspectorate on-side and more likely to give their approval.

Other Comments	
Respondent	**Representation**
	Maps 20. There are some obvious presentational points such as the inclusion of paragraph numbers and including the formatting of the maps which are a vital part of the NP. We understand the difficulty there has been in creating them and commend the excellent effort that has gone into them. However, they do all need to be clear and with keys that are visible in the final version. Text 21. Initially we found this draft, the first in this particular format, difficult to follow. Although the overall framework of 5 Sections was good, the Environment section appeared disjointed. We think we now understand the reasons for this and submit the following proposals to improve the presentation. 22. We are also submitting a Review document with detailed comments side lined. Please see "Manuscript Comments on Farnham NP, December 2014." Section 4 on Draft Neighbourhood Plan Strategy 28. This is a really good section but would be greatly improved in presentation terms by punching home the excellent points made. Bullet points are probably not appropriate in this section but use of headings would be. We therefore suggest use of the following paragraph headings: Sustainable Development Brownfield and Greenfield Sites Selection of Greenfield Sites Definition of Built-up Area Development Within the Built up Area Development Outside the Built-up Area Biodiversity Special Protection Areas Infrastructure
[redacted]	The current draft of the Farnham Neighbourhood Plan, overall, is an excellent document. It analyses the facts, sets out criteria and comes to sensible, actionable, conclusions and recommendations across a very wide range of topics. As you say, once agreed in final form, this will give legal weight to ensuring that planning and other decisions are made against the content of this Plan. Good, we need that protection. I congratulate you, your team and your contributors in getting the Plan to this stage. The letter to Waverley from Iain Lynch, Farnham Town Clerk, entitled "Housing Scenarios Consultation: The New Waverley Local Plan (October 2014)" is another really first-class document. It sets out very clearly the imperatives for Farnham in your negotiations with Waverley. I strongly support those imperatives. Thank you. As below, and as in our phone and email discussions earlier this week, I have some reservations and questions for your consideration. Car Parking It seems strange that there is little focus on car parking in the plan. Car parking, and particularly the cost of that parking and now with

Other Comments	
Respondent	**Representation**
	paid hours extended into the evening, is in my view an important factor in how the town centre is used and develops, both commercially and socially. I know that this is outside your direct control. I would argue that car parking is putting a major brake on the town centre. Many now go to Farnham centre almost as a last resort. That does not help Farnham centre to develop as a "destination of choice" for residents in the way that we would wish. I would ask that in the next version of the plan there should be a much wider consideration of the issues and of what needs to be done here. Infrastructure It is an established fact that the infrastructure of Farnham is already under immense pressure to cope with the existing population and housing. This is true of roads/traffic, water & sewage, air quality, schools, SANGS, recreation, and services generally. Your draft Plan makes reference to ongoing discussions with the five main infrastructure providers. What jumps out of the pages is that:- 1. Those discussions have a long way to go to bring the existing capability up to standard, let alone provide for the 1,800 new dwellings that would come to Farnham under Scenario 4. 2. Not only that, but what "plans" there are remain a very long way away from being turned into concrete projects. We have no agreed scope, no agreed budget and no agreed deadlines. 3. At this stage there are of course additional uncertainties about the number and location of new houses to be served. Can I ask that, at the next stage, you are a lot more specific about what then has been firmly agreed and where there are shortcomings still to be addressed? I think Farnham residents are all too aware of just how long it takes to make progress on infrastructure; the western bypass, Wrecclesham bypass, Hickleys Corner and the level- crossing are just some examples of where delays are now running into decades! A situation where new homes are built but the creaking infrastructure remains "as now" is demonstrably not acceptable! I will be copying this letter to Jeremy Hunt and asking what weight he can bring to bear to assist you in making fast progress on these many outstanding infrastructure issues.
[redacted]	The best thing that Farnham Town Council can do first of all, is to stop the lunacy of the WBC 'Blightwells' plan to destroy Brightwells Gardens, the Redgrave Theatre, the Marlborough Head pub, and the Wey floodplain at Riverside (although I note that their 'temporary' car park / tennis courts at Riverside is already well advanced, despite being unlawfully proceeded with without an Environmental Impact Assessment being completed). WBC's treatment of Farnham is scandalous, and an afront to local democracy.
[redacted]	. Infrastructure: This must be addressed and put into place before a development is allowed. Farnham is aready struggling with an old sewage system with local pumping stations that overflow when there is heavy rainfall . Schools are oversubscribed and many of the local schools have already increased their intake and would be unable to do so further to

Other Comments	
Respondent	**Representation**
	accomodate yet more children. Our road systems cannot cope. We have known 'hotspots' such as The Farnham Bypass. The level crossing, the A325. One mishap in the one way system or on the bypass can bring gridlock around Farnham in minutes. School pick up time in Farnham causes extreme pressure on all the local roads and narrow lanes and parking has become impossible. All of this will increase significantly with the proposed number of new development planned in Farnham. 4. Flooding: Farnham has the River Wey and many small streams and underground springs. It has suffered severe flooding in the past and much remedial work has been done over the years which gives some protection. Our recent wet winters has proven that there is still a major problem when heavy rain falls. With all the proposed development around Farnham, the removal of so many trees and introduction of many new roads and hardstanding this is only going to add to this problem. Building on brownfield sites must be addressed by WBC before building on any areas of open green land is allowed. A reduced number of houses is acceptable but these must be built with appropriate infrastructure in place and be in line with the Design Statement for Farnham
[redacted]	We are very impressed with the Farnham Neighbourhood Plan as it progresses, but we are concerned to find that there no longer appears to be a specific Policy in the Draft Neighbourhood Plan which gives adequate protection of, or for the provision of new entertainment facilities in the town centre. I would like to draw your attention to the NPPF at the following passages: "17. Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: • not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives; • take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. 23. Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. In drawing up Local Plans, local planning authorities should: • recognise town centres as the heart of their communities and pursue policies to support their viability and vitality; • allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres. It is important that needs for retail, leisure, office and other main town centre

Other Comments	
Respondent	**Representation**
	uses are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites; 70 To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: • plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; • guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;" We believe that the NPPF should give you the confidence to re-instate a policy in the Neighbourhood Plan which would ensure the provision of entertainment facilities which match the needs of the growing numbers of residents which make up the community of Farnham and its visitors. Please will you let me know that this can be addressed.
[redacted]	Any more house building will be a disaster waiting to happen. Just drive around Farnham bypass station and town, the pollution is above limits because of stationary traffic NOW, without adding to it, the schools are full, and the parents taking the children to school will only add more problems. I went to Frimley Park hospital today, how long did it take to get there and back ? 3hours not counting waiting time at the hospital, and the traffic hold up when we were coming home was way way back to the A331 just trying to get in the car park, so how many appointments were missed ? Do I need to say more ? FARNHAM IS FULL.
[redacted]	There are three very important issues which are not even mentioned – and I believe need to be addressed if Farnham is to survive as a vibrant and prosperous town which is attractive to live in. 1. Traffic. 2. Parking. 3. The Redgrave theatre. And, of course, the East street development plans are just not good enough for the vast majority of Farnham residents.
[redacted]	Page 79 - FNP23 is a generic transport impact policy that (with the possible exception of the passing reference to air quality issues) is not specific to Farnham. In practice, it would do little more than repeat the equivalent strategic policy that will eventually feature in Local Plan Part 1. The same sentiment would apply to FNP24. The reference to consultation with infrastructure provides repeats (virtually word for word) the statement to that effect earlier in the draft document (page 9). No reference is made in this section to energy supply, telecommunications, health, public transport. Is this because you do not consider these to be an issue for Farnham or is it because you have not dealt with these providers yet?

Other Comments	
Respondent	**Representation**
	Consultation with infrastructure providers - Is it the role of the FNP to consider infrastructure capacity etc. or is it the role of the Local Plan? We are concerned about potential duplication and confusion. Our Local Plan, which should set out the level of growth in Farnham, will also be accompanied by detailed evidence on infrastructure capacity and the infrastructure required to support new development. Have you looked at the Infrastructure Delivery Plan (IDP) that accompanied the Core Strategy (which we will be updating)?
[redacted]	Comments on Sustainability Appraisal – attached at Annex 1.

Transition Town Farnham response to Farnham Town Council Sustainability Appraisal Scoping Report Plan (Sept. 2014 version) December 2014

Introduction

Transition Town Farnham understands that sustainability context for, and assessment of, the Farnham Neighbourhood Plan depends on the Sustainability Appraisal Scoping Report issued in September 2014. We welcome the breadth, detail and clarity of scoping report. We would like to take this opportunity to submit some suggestions for alterations related to policy details and corrections for minor factual inaccuracies.

These suggestions are based on our understanding of:

1. the National Planning Policy Framework issued by Department for Communities and Local Government on 27th March 2012;
2. an understanding of the potential for sustainable development in the local area.

Sustainability Objectives

- The Sustainability Objectives refer to 'the Parish' when Farnham encompasses several distinct parishes.
- Objective 2, to protect, enhance and make accessible for enjoyment, the town's open spaces, lists a sustainability criterion for footpaths but not for cycle access. We suggest that the length of the Farnham Greenway Network might be an appropriate indicator.
- Objective 4, reduction of need to travel by car, and improve air quality and promote non-motorised travel makes no mention of low carbon vehicles promotion. An indicator based on the number of public charging points could be considered. The indicator related to parking is unclear. Does it include cycle parking? Is the indicator positive or negative if the number of car parking spaces increases? We feel an indicator based on the number of local centres with public cycle parking , and the number of public cycle parking places, would be useful. Cycle theft insurance is voided if a cycle is not locked to a fixed feature.
- Objective 11, reduction of effect on climate change and preparatory adaptation. The traffic flows on major roads would not seem to be a good indicator. Current fossil fuelled vehicles contribute to climate change but the low carbon vehicles increasingly being deployed will break this relationship. We suggest an indicator based on the number of new developments connected to the gas grid would provide a more direct link to carbon emissions. Unlike the rapidly de-carbonising electricity grid (reducing CO2 emissions by ~80% from 2013 to 2031), the carbon intensity of natural gas is set to increase as the UK becomes almost completely dependent on imported LNG and unconventional (fracked) gas supplies.

Topic based assessments

Transport

The policy document reference to the National Planning Policy Framework (NPPF, 2012) paraphrases NPPF Para 35 but omits the final two bullet points:

- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

We feel that including this national guidance on plug-in and disabled support in the sustainability scoping report will both improve the context for the Farnham Neighbourhood Plan policies and improve the scoring of the future planning applications.

We have previously submitted our Farnham Active Sustainable Transport (FAST) initiative document to the transport evidence base as it provides material on the Farnham Greenway Network and regional/national walking and cycling routes missing from the current baseline information for transport. Additional observations on the Farnham Baseline information for transport:

- reference is made to an access route through Farnham Park but no mention is made

that this is just one section of the Scholars Greenway opened in 2012;

- the sentence describing cycle stands installed in the main shopping centres is at odds with the reality that Farnham has very poor cycle parking at shopping destinations with the Woolmead being the only exception in central Farnham, for instance;
- as well as missing out National Cycle Network Route 22, the Greensand Way and Christmas Pie Trails, the reference to long distance footpaths states that these run through the town. In fact one of the lost opportunities for local tourism is that only the St. Swithin's Way actually runs through the town centre.

In the transport section on 'What the Neighbourhood Plan can and cannot do', the role of the Plan in influencing Community Infrastructure Levy funds is highlighted. This indicates that the policies in the local plan should reflect the desire for improved disabled transport infrastructure (access) and plug-in infrastructure.

The final transport section on 'Key issues identified' notes the poor environment for pedestrians and cyclists but fails to mention that this is at least as bad for whose with disability scooters, wheelchair and pushchair users and should also be improved (as per Waverley Local Pan (2002) policy M9). Whilst there are challenges created by the narrow, historic roads, we feel it is worth balancing this with the observation that both central and outlying areas of Farnham are permeated by a network of passages and alleyways that offer opportunities for access free from motorised traffic. We suggest that the final item should be clarified to reflect the issues with secure cycle parking in the town centre (and at least some local centres).

Infrastructure

As a whole, this section fails to mention the energy infrastructure: both in terms of renewable energy and gas infrastructure. Expanding the gas infrastructure to new developments will both adversely affect economic sustainability and directly contradict the aims of the energy and climate change sustainability objectives and planning guidance. Conversely, the development of renewable power and heat infrastructure would retain more wealth in the local economy whilst going some way to addressing energy and climate change issues. We feel that the nature an location of the town's renewable resources should be covered under 'Farnham Baseline information'.

The likely evolution without the local plan will be:

- locking in more dependence on imported gas and, consequently, higher CO_2 emissions;
- missed or inappropriate deployment of renewable infrastructure (e.g. 'bolt-on' solar panels in heritage locations instead of solar tiles);
- an *ad hoc*, uncoordinated deployment of plug-in charging infrastructure, potentially at unsuitable sites, hindering dramatic improvements in air quality and energy efficiency.

As with the transport theme, we feel that the cycle parking problems should be clarified and the safe networks and crossing needs of disabled and pushchair users should be mentioned. We also feel that an additional key issue should cover support for sustainable tourism by joining up the long distance / national paths and trails, bringing them into the town centre.

Pollution

Under 'What the Neighbourhood Plan can and cannot do' we applaud the reference to encouraging developers to introduce exemplar standards. We feel that as well as specifically mentioning SUDS, plug-in charging should be mentioned given the noise, and especially for central Farnham, air quality implications.

Energy

Under 'Key Issues Identified', the item "Absence of information on the scope for non-renewable technologies in Farnham" needs to be clarified.

From the policy document implications for Farnham, it would seem that reducing dependence and use of natural gas and encouraging low carbon transport and defining the types of renewable technologies appropriate in different settings in the town are all key energy issues.

Climate Change

The policy framework clearly calls for radical reductions in greenhouse gas emissions with the adoption of proactive strategies, seeking to reduce air pollution and particularly carbon

emissions. This reinforces the Energy 'key issues' of transitioning away from natural gas, diesel and petrol consumption given that the domestic and motorised transport sectors in Farnham are disproportionate sources of greenhouse gas emissions.

Minor correction suggestions

Landscape and open space

- Typo on first word of the National Planning Policy Framework entry - "Rquires".
- First paragraph of the Farnham baseline information refers to Farnham as being situated on a plateau of Greensand when the geology of Farnham is a sequence ranging from Lower (Folkstone) Greensand through Gault Clay, Upper Greensand and then with extensive London Clay and Bagshot Sands in the north of the town. See also British Geological Survey England and Wales 1:50,000 Sheet 235.

Water

- Correction under 'Farnham Baseline information': the River Blackwater does not run near Greensand strata. It rises on the contact of the Bagshot sands and London Clay, subsequently running through more recent alluvial deposits.
- 'Farnham Baseline information' could be expanded to mention the renewable (and historic) resource potential of the River Wey and streams in Farnham. The Doomsday Book listed 6 water mills across Farnham: Willey Mill, Weydon Mill, (Farnham) Hatch Mill, Bourne Mill, High Mill and Waverley Mill (see also http://www.weyriver.co.uk/theriver/wey_north_b.htm).

Transport

Farnham Baseline information for transport we think that the description of roads in Upper Hale being "country roads" is correct.

Infrastructure

Under policy documents, we feel it is incorrect to refer to the Farnham Movement Package as 'ongoing' (implication of Waverley Local Plan, 2002).

Energy

Under ''What the Neighbourhood Plan can and cannot do', the term 'CCHP' needs to be clarified.