

Waverley Local Plan – Stakeholder Engagement Workshops June 2025

Workshop report

2 September 2025

Client: Waverley Borough Council
Report: Local Plan engagement workshops

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1 Summary of findings

1.1 Introduction

In June 2025, Waverley Borough Council ran four workshops relating to the preparation of their Local Plan. CAG Consultants were engaged to design and facilitate the workshops.

The purpose of the workshops was to:

- Engage local communities early in the Local Plan process to gather input on local issues, ambitions, and development pressures.
- Use community feedback to inform the draft vision, objectives, and Issues and Options consultation which is scheduled to take place in October/November 2025.
- Raise awareness of challenges that will be faced preparing the Local Plan process, like meeting the increased Local Housing Need as required by government methods.
- Understand stakeholders' views on what makes Waverley special, desired changes, and concerns.
- Shape the Local Plan's priorities and vision with local distinctiveness in mind.

Four workshops were held:

- An online workshop with Waverley Borough Council Members (with breakout groups split by location: Farnham, Haslemere, Cranleigh and Godalming);
- Two in person workshops with community representatives:
 - One in Farnham (covering Farnham, Haslemere and surrounding villages - with breakout groups split into Farnham and Haslemere; and
 - One in Cranleigh (covering Cranleigh, Godalming and surrounding villages, with breakout groups split into Cranleigh and Godalming groups) (as shown in Figures 1 and 2).
- A final online workshop for community representatives unable to attend either in-person session (with breakout groups split by location as above).

Workshops involved a mixture of presentations and activities, including sessions with participants working in groups relating to the area they represent. The format of all four workshops was similar, but with minor tweaks based on feedback from earlier sessions and to accommodate either online or in person sessions. A runsheet for one of the in-person workshops is provided in Appendix 1.



Figure 1 - Farnham workshop



Figure 2 – Cranleigh workshop

1.2 Participants

Representatives from town and parish councils, residents' associations, community groups and other local organisations were invited to take part in the workshops. A total of 110 people took part:

- 18 Waverley Borough Council Members at an initial online workshop

- 64 participants at the in-person workshops (Figure 1 shows the areas they represented)
- 28 participants at the final online workshop



Figure 3 - In-person workshops: dots show the area participants came from or represented

1.3 What people love about Waverley and their area

Participants were invited to write a post-it note (or respond to a Mentimeter question) about what they love about the borough and their area. Responses highlighted a strong appreciation for the blend of natural beauty, vibrant communities, historic charm, and good connectivity to London. A summary of the comments (across all groups/areas) is provided below:

Green spaces & natural environment

- Abundant green spaces, trees, and woodlands
- Unspoilt countryside and open landscapes
- Walking paths, riverside walks, and nature reserves
- Rural or semi-rural feel, blending countryside with town life
- Clean air, peace, and quiet

Community & people

- Strong, engaged, and passionate communities
- Community spirit and effective local groups (e.g. Lions, youth clubs, voluntary organisations)
- Longstanding history of community involvement
- Community events: carnivals, bonfires, Christmas lights, local fairs

Heritage & character

- Historic town centres and heritage buildings
- Market town character, distinctive architecture
- Conservation areas
- Historic landmarks like castles, churches, and listed buildings

Shops & local economy

- Vibrant retail and independent shops
- Thriving local economy, including cafés, arts centres, and high streets
- Lively town centres with plenty going on

Accessibility & connectivity

- Good transport links: rail access to London, the coast, and airports
- Easy access to countryside from towns
- Towns that are well connected to London/big centres, despite rural settings

Culture & recreation

- Arts and culture: museums, art galleries, theatres
- Local events and venues: showgrounds, concerts, sports centres

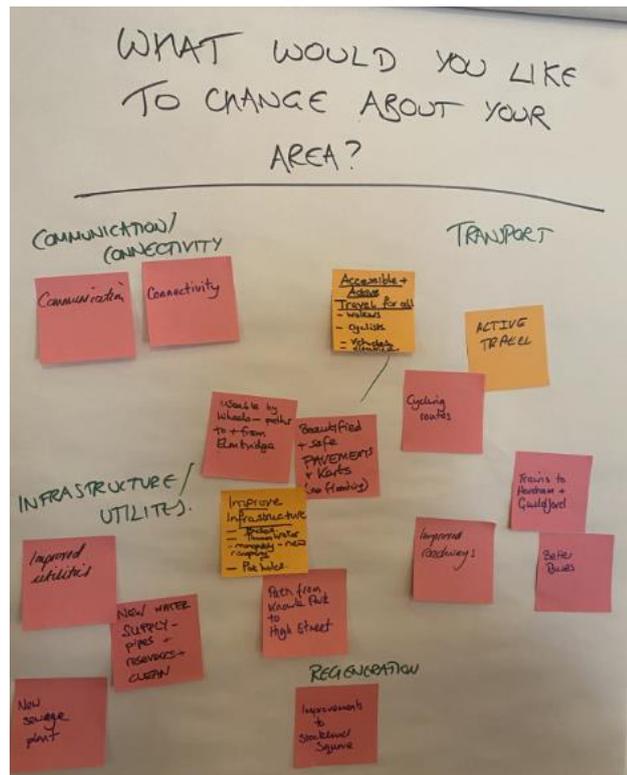


Figure 4 – Post-it notes on ‘What would you like to change about your area’ from one of the Farnham workshop break-out groups

- Spaces for recreation: parks, fields, and community grounds

1.4 What people would like to improve about Waverley/their area

When asked what they would like to improve about their area, participants said they want carefully managed growth, stronger infrastructure, sustainable transport, and more responsive governance, with a clear emphasis on protecting community character and the natural environment. Comments are summarised below; it should be noted that some comments were specific to particular areas, as shown in the detailed findings presented later in this report.

Transport & traffic

- Congestion in town centres and at key bottlenecks – through traffic should be reduced
- Road conditions: potholes, narrow roads, road layout problems
- Need for bypasses to west of Farnham
- Improved public transport: better bus services, more frequent and faster trains (especially to London), improved integration between modes (including though multi-modal hubs)
- Lack of cycling/walking infrastructure and active travel options – improve provision, such as through improved walkways
- Parking issues: expensive, limited, or poorly managed
- Calls for 20mph speed limits in some areas
- Better connectivity between towns and to rural areas

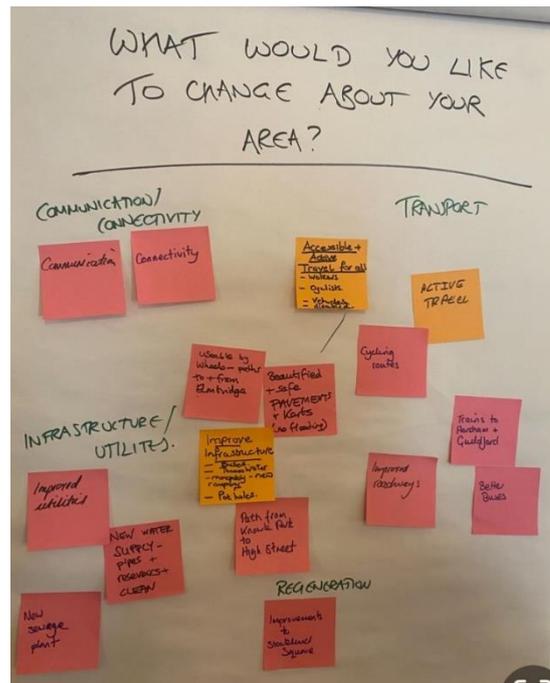


Figure 5 – Post-it notes about ‘What would you like to change about your area’ created by one of the break-out groups at the Cranleigh workshop

Housing & development

- Need for genuinely affordable housing, particularly for young people and those looking to downsize
- Overdevelopment concerns, especially high-density or tall buildings in sensitive areas
- Non-compliance with local plans (e.g. Farnham Neighbourhood Plan) by developers
- Lack of local say in planning decisions
- Pressure on green spaces and building on flood plains
- Better planning enforcement and more joined-up development strategy

- Better parking solutions

Infrastructure & services

- Under-resourced health services (GP access, medical centres etc)
- Insufficient school places, especially secondary and sixth form
- Need for new sports facilities and recreation spaces
- Shortage of youth facilities and cultural activities
- Utility infrastructure: water supply, sewage systems, telecoms, and electricity all need upgrades

Environment

- Loss of biodiversity, overuse of pesticides, and removal of mature trees
- More bins and better street cleanliness
- Cleaner air and less pollution
- Better maintenance: grass cutting, drainage, pavements, and footpaths

Governance & local authority

- Poor communication from councils (including regarding local plans and LCWIP)
- Lack of joined-up service delivery
- Slow delivery of plans and infrastructure upgrades
- Need for more responsive and transparent local authorities

Other issues

- Flooding concerns – especially development on flood plains
- Calls for equity in leisure and access to sports
- Desire for thriving local shops and cultural activity
- Address anti-social behaviour

1.5 Postcards from the future

Participants were invited to imagine their area in 20 years' time; what would they like it to look like; how is it different from today. And then to write themselves a postcard from that future describing what it's like. Postcards covered the following themes:

- **Vibrant, walkable communities:** Streets prioritise pedestrians and cyclists, with improved connectivity, safer crossings, fewer cars, and slower traffic, yet required car parking is provided; village centres are redesigned for community activity and social life.
- **Strong sense of place:** Villages and communities retain their unique character and green setting, blending heritage with modest, well-integrated growth—especially smaller and affordable homes and through regeneration of key sites.
- **Good services:** Easily accessible GP services and good school provision.
- **Green and biodiverse:** Tree-lined streets, thriving wildlife, and community-managed green spaces like commons are central; climate resilience is built into

design (e.g. shade, flood mitigation); green spaces and surroundings have been preserved.

- **Revitalised public transport:** Frequent, accessible, integrated services (including trams or light rail) reduce car use and connect rural areas, helping reclaim streets for people.
- **Affordable, inclusive housing:** Homes for all life stages - young people, downsizers, shared living - delivered within existing towns at densities/heights appropriate for the area, or as well-designed new settlements, not car-dependent sprawl.
- **Community-led sustainability:** Local volunteering drives biodiversity, resilience, and commons care; “everything is viewed through the lens of climate” with shared assets and circular economy principles.
- **Vibrant, functional town centres:** Redeveloped empty commercial buildings into housing, thriving local shops and cafés supported by increased footfall, and car-free high streets. Can meet all needs without the need to travel.
- **Future-focused yet grounded:** Desire for modernisation without losing identity—places remain clean, safe, and active, with upgraded infrastructure, services and housing adapted to climate change.
- **Critique of current systems:** Frustration at developer inaction, lack of infrastructure delivery, and poor planning oversight—calls for stronger government action and better governance.
- **Creative, ambitious ideas:** From pump tracks (purpose-built cycle tracks) and community food growing to light trams and ‘garden towns or villages’ bold changes are imaged to ensure sustainable, connected, fulfilling futures.

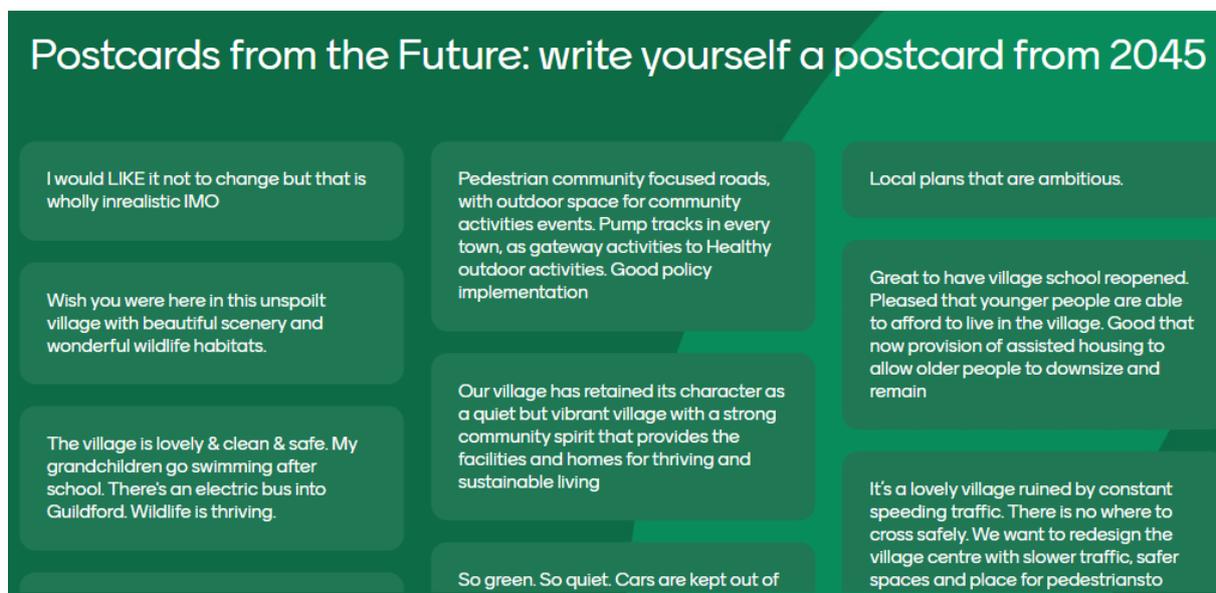


Figure 6 - Some postcards from the general online workshop

1.6 Options for growth

Participants were invited to vote on four different options for growth. The average findings across the four workshops are shown below, indicating a preference for creating new communities and accommodating growth within the main settlements.

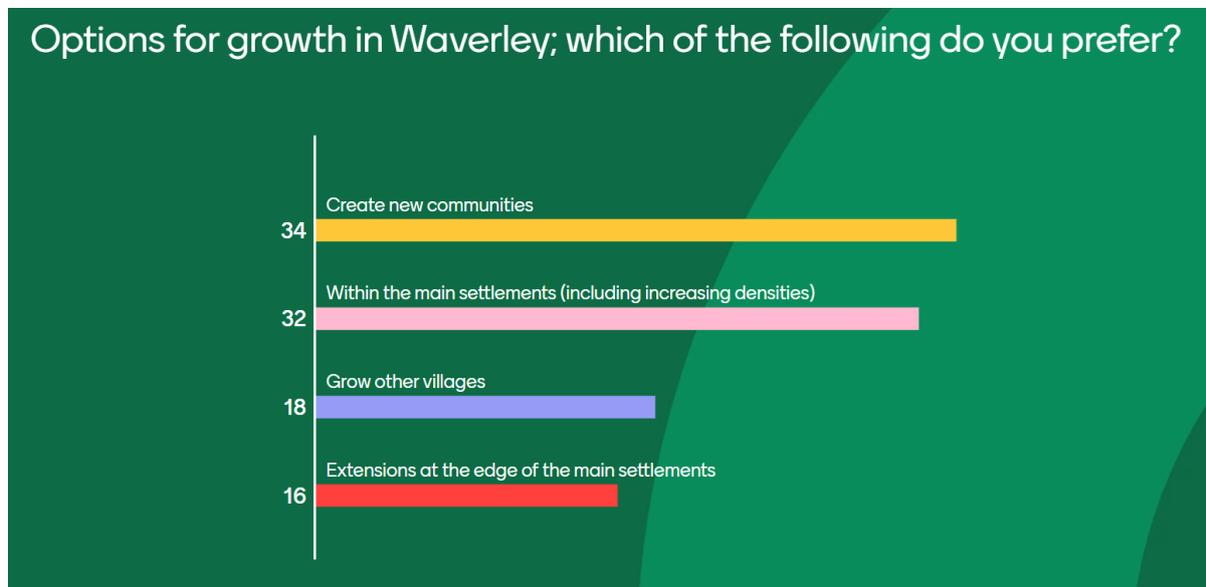


Figure 7 - Options for growth, voting results

There were some differences between the groups, as shown below (with votes for the in-person workshops converted to % to provide parity between groups). For example, participants at the Cranleigh workshop were substantially more in favour of extensions at the edges of existing settlements than participants at the Farnham workshop.

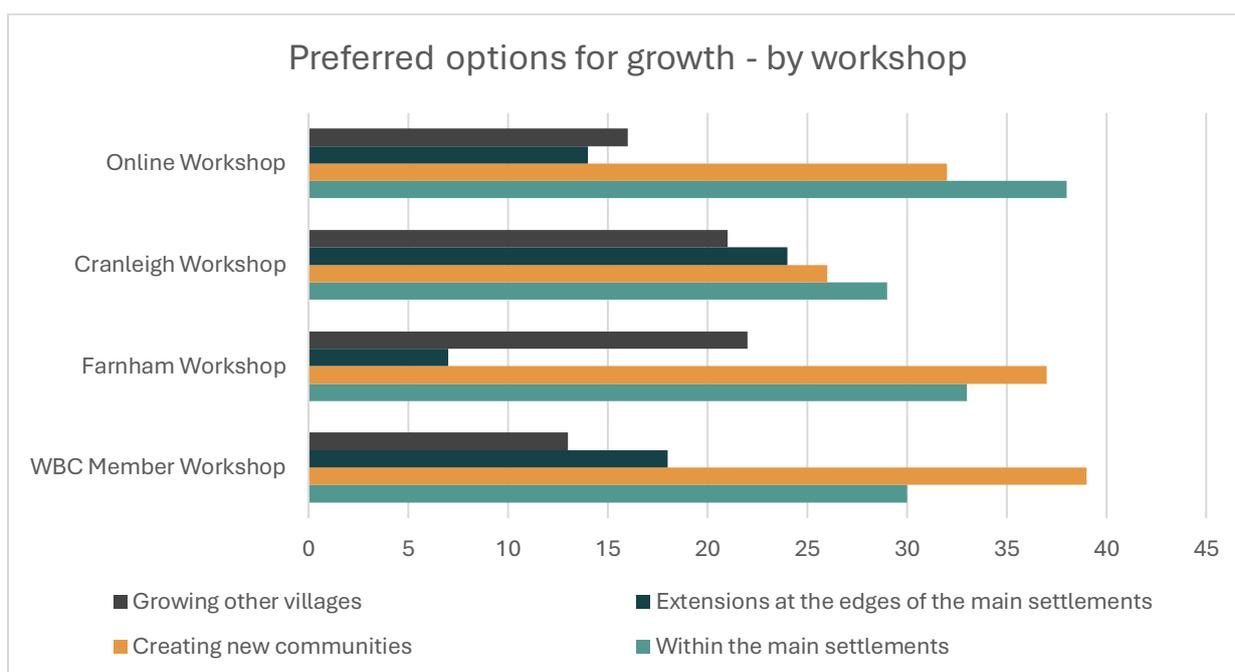


Figure 8 - Preferred options for growth by workshop

Table 1 - Preferred options for growth by workshop

	WBC Member Workshop	Farnham Workshop	Cranleigh Workshop	Online Workshop
Within the main settlements	30	33	29	38
Creating new communities	39	37	26	32
Extensions at the edges of the main settlements	18	7	24	14
Growing other villages	13	22	21	16

1.7 Issues and opportunities

In area-themed breakouts, participants were asked to identify particular issues and opportunities relating to their area.

1.7.1 Farnham and Surrounding Areas

Key Issues & Constraints

- Environmental limitations (SPAs, flood risk, geology, greenbelt¹) restrict further development in Farnham.
- Infrastructure is lagging behind growth – including schools/sixth form, healthcare, transport, and utilities like sewage and energy.
- Farnham is over-allocated housing relative to its capacity; growth is placing strain on services and character.
- Lack of coordinated planning leads to car-dependent developments and loss of green space.
- Youth and younger demographics are underrepresented in consultation and planning processes.

Key Opportunities

- Develop a comprehensive plan for Farnham – integrating housing, infrastructure, and services.
- Prioritise brownfield redevelopment and town centre densification (e.g. housing above shops, townhouses for downsizers).
- Consider a new settlement to the west of Farnham (possible cross-border with Hampshire) or elsewhere in Waverley or Hampshire as a long-term solution to housing need.
- Improve transport and active travel – bypasses, better rail, cycle and walking infrastructure, park & ride schemes.
- Enhance community infrastructure – youth facilities, sports pitches, healthcare access, and green corridors.

¹ Farnham is in fact relatively unconstrained by greenbelt

- Spread growth fairly across the borough – increase delivery at Dunsfold and other suitable locations.

1.7.2 Haslemere and Surrounding Areas

Key Issues & Constraints

- Geographical and physical constraints: Haslemere is hilly, bisected by a railway, and surrounded by protected landscapes – limiting development and sustainable transport options.
- Infrastructure is overstretched: Schools, healthcare, and water supply are at or beyond capacity.
- Lack of affordable and appropriate housing: Developers favour large executive homes; smaller, accessible homes for older/younger residents are in short supply.
- Poor transport connectivity other than north-south: Weak bus and rail links, particularly between Haslemere, Farnham, and Chiddingfold; limited active travel options due to terrain and safety; high levels of traffic congestion.
- Town centre challenges: Retail offer is limited; there is little brownfield land; housing development often poor in design and quality. Need to find balance of housing provision and preserving character and environment. Local Plan needs to improve certainty/confidence to encourage investment in high streets.
- Social and demographic pressure: Single occupancy of large homes; lack of housing for younger families and downsizers.
- Environmental design concerns: Need stronger biodiversity protections and enforcement of BNG (biodiversity net gain).
- Workforce & economy: Lack of green skills training; threats from automation/AI; insufficient support for care and education sectors.
- Limited suitable locations for a new community in the area.

Key Opportunities

- Targeted town centre densification: Redevelop brownfield sites at the back of Haslemere station like Jewsons for well-designed, high-density housing (especially 2-bed flats for downsizers and younger people).
- Strengthen local housing mix: Deliver more smaller homes, supported housing for elderly/disabled, housing for key workers, and affordable low-rise apartments.
- Improve connectivity: Invest in better bus links and safe pedestrian and cycle infrastructure (particularly between the two town centres); promote non-car movement; explore park & ride and better regional transport integration.
- Economy: facilities needed to support career-oriented jobs.
- Support green economy: Expand local training for green skills and care jobs; promote sustainable food production and green roofs.
- Promote high-quality development: Ensure new builds reflect local character and use better materials.

- Encourage inclusive communities: Design developments in places like Chiddingfold to support community integration.
- Utilise limited brownfield land smartly: Embrace gentle densification while respecting landscape constraints.
- Consider underground parking and railway line solutions.

1.7.3 Cranleigh and Surrounding Areas

Key Issues & Constraints

- Severe infrastructure gaps: Healthcare, schools (including SEN), roads, sewage, and water systems are overstretched or failing. Thames Water's capacity is a major concern.
- "Infrastructure first" repeatedly promised but not delivered: Many feel let down by a pattern of development preceding critical infrastructure, particularly at Dunsfold and Alfold.
- Poor connectivity and transport: B roads dominate access; no rail link; bus routes are infrequent and impractical; cycling infrastructure unsafe or non-existent.
- Mobile signal and broadband issues: Even Cranleigh High Street lacks reliable connectivity, hampering businesses and services.
- Unrealistic housing pressures: Villages like Alfold face developments that could triple their size, with no accompanying support. Developers often exploit weak local plan protections via appeal routes.
- Environmental concerns: Cranleigh has the least landscape protection in the borough. Flooding and water pollution are worsening.
- Car dominance and lack of alternatives: Private car use is essential due to lack of safe or viable alternatives.
- Design quality and social provision lacking: New housing often misses the mark in terms of quality, affordability, and community benefit.

Key Opportunities & Ambitions

- 'Infrastructure-led' planning: Shift to evidence-based planning where water, transport, schools, and healthcare are delivered *before* or *alongside* development.
- Reopening public transport corridors: Explore innovative options like a light rail or tram system along the Downs Link to Guildford; invest in safer, more usable active travel routes.
- Key worker and affordable housing: Prioritise council-owned, social and key worker housing (e.g., sites like Rufford Farm); ensure homes are well-designed, efficient, and located near services.
- Green transport focus: Improve bus routes, cycleways, and pedestrian access. Electrify travel options, and connect rural areas more effectively.
- Improve local health and policing: Secure GP provision closer to residents, reduce dependency on overstretched practices, and improve police presence.

- Flood resilience and nature protection: Upgrade sewage and drainage systems; avoid development on flood-prone land; respect landscape and environmental constraints.
- Revitalize Cranleigh centre: Address congestion and space conflicts (shops, pedestrians, traffic); consider bypass to ease pressure.
- Smart land use: Identify more suitable development locations (e.g. land between Rowley and Cranleigh Rd) to unlock infrastructure upgrades

1.7.4 Godalming and Surrounding Areas

Area 3: Godalming & surroundings

What are the issues and opportunities for your area?

Key outcomes you'd like from the Local Plan?



Figure 9 – Post-it notes relating to Godalming and surroundings looking at issues and opportunities for the local area (from the Councillor workshop breakout)

Key Issues & Constraints

- Lack of smaller and affordable homes, especially 1–2 beds and accessible options for older or disabled residents; bungalows are being lost to redevelopment.
- Affordable housing delivery is inconsistent, with developers often not building permitted homes
- Loss of properties suitable for small households as a result of extensions
- Green Belt and countryside constraints limit development opportunities, particularly around Milford and Witley.
- Town centre development potential is largely exhausted, with limited remaining infill or brownfield sites.
- Infrastructure often lags behind new development, including roads, drainage, schools, crossings, and public transport.
- Road safety is a concern, especially around stations (e.g. Milford), with narrow, poorly lit roads and HGV traffic.
- Cuts to public transport services (e.g. Womersley–Godalming) reduce accessibility, poor integration between bus and rail.

- Milford Station is a key hub under strain, with inadequate access and concerns over traffic impact from Dunsfold Park.
- Congestion and parking pressures are significant in town centres, especially Godalming and Milford.
- High car dependency due to weak public transport and poor active travel options.
- Fragmented service provision (e.g. separate water authorities) and unclear infrastructure responsibility.
- Frustration with the planning system, including unimplemented permissions and lack of trust in developer delivery.

Key Opportunities:

- Regenerate town centres by reusing vacant retail spaces for housing (e.g. flats over shops); revitalise Godalming and consider sites like the Homebase site.
- Deliver smaller, accessible and genuinely affordable homes, especially for older people and first-time buyers; consider restricting extensions of smaller homes.
- Support small-scale affordable housing in rural settlements like Wonersh and Hambledon, where some infrastructure already exists.
- Improve walkability and active travel through better crossings, lighting, and safer pedestrian/cycle routes to services and stations.
- Develop strategic cycling routes, including the proposed “greenway” between Godalming and Guildford.
- Explore light rail or tram on the Downs Link, improving village connectivity and offering sustainable travel options.
- Create an integrated transport strategy, aligning bus and rail timetables and fixing connectivity gaps (e.g. access to Milford Station).
- Introduce new shuttle or regional bus services to better connect rural communities and settlements.
- Protect the Green Belt and rural character, allowing only sensitive development that respects landscape and heritage.
- Support environmental projects like the Heathland Connections Project to enhance biodiversity and access to nature.
- Shift to infrastructure-led planning, ensuring roads, schools, and healthcare are in place before development.
- Focus growth around transport hubs, where infrastructure already exists or can be provided sustainably. Explore potential around Milford Station.
- Ensure developer contributions (CIL/S106) are used transparently and promptly to deliver needed local infrastructure.

1.8 Key outcomes people would like to see from the Local Plan

Breakout participants were invited to identify key outcomes they would like to see delivered from the Local Plan. As not all groups captured these separately to the issues

and opportunities; where they were clearly identified, we have collated these findings across the different groups.

Environment & Climate

- Protection of green spaces & nature: Retain open spaces, conserve biodiversity (e.g. hedgerows, swift bricks), and protect designated countryside.
- Sustainable development: All new homes to be environmentally friendly and include passive design; integrate climate resilience early (e.g. flood prevention, soil conditions).
- Climate action: Ensure the Local Plan addresses climate change impacts (e.g. water, energy use), promotes nature recovery, and encourages renewable/self-sufficient energy.
- Speculative development: Resist speculative or inappropriate development and explore bold, planned alternatives like new villages.

Transport & Active Travel

- Better active travel infrastructure: Safer, more extensive walking and cycling routes, including electric/cargo bike support.
- Traffic management: Reduce congestion, enforce speed limits and parking restrictions, and provide bypasses (e.g. Western bypass).
- Multi-modal transport: Integrated options with better station parking, walkways, and cycleways (e.g. Haslemere connection via Jewsons site).

Housing & Built Environment

- A balanced borough-wide approach to housing delivery: fairer distribution across Waverley.
- Affordable & social housing: Genuinely affordable homes, including in villages, to support local communities. Plus affordable homes in the towns to reduce commuting.
- Smaller housing units: Downsizing opportunities, smaller homes near transport hubs, and possible redevelopment of larger homes.
- Character preservation: Maintain the unique identity of towns and villages; ensure building heights and styles align with local character.

Infrastructure

- Integrated planning: A bold, coordinated Local Plan that accounts for infrastructure from the start, addressing both current deficits and future pressures.
- Essential services: Better mobile connectivity, local facilities for home workers, expanded recycling centres (e.g. Farnham tip).
- Schools: Support village schools with appropriate housing; consider strategic site use (e.g. Milford, Witley); new school needed at Alfold.

Social & Community Wellbeing

- Youth consideration: Planning must account for young people's needs.
- Accessible Public Spaces: Green areas usable by all, including those with mobility issues.
- Gardens & open space: New developments should include adequate gardens and tree retention.

Economy

- Support for independent retailers: Encourage and retain independent shops, manage retail mix, fill empty units, and support diverse uses (e.g. crafts, small farms).
- Small business growth: More industrial/start-up spaces and local economic hubs.

1.9 Prioritisation

Participants were invited to vote on a number of priorities for ‘good’ development. Councillors were invited to vote on 10 options, with the results shown below.



Figure 10 - Prioritisation results - councillors

The other three workshops were given only 7 options to prioritise (since it was felt that 10 was too many, particularly in an online workshop); their collated results have been used to create a Mentimeter graph, shown below:

For Waverley's new Local Plan - what are your priorities?



Figure 11 - Prioritisation results - all other participants

1.10 Q&A

At each session, participants were invited to ask questions following the council's introductory presentation. A summary of the themes arising and the responses provided is given below.

Local Plan & unitary transition

- Councils are required to have an up-to-date Local Plan, getting a new Local Plan is the only way a 5-year housing land supply the Local Plan will have full planning weight once adopted. Work is continuing in the new unitary to get the Plan Adopted, the following Local Plan will cover the whole of the administrative area of the new Unitary.

Housing affordability and delivery

- A borough-wide viability study will guide the Council on the level of affordable housing it can set in policies.
- The approach to 'Affordable housing' will be defined through a needs assessment, covering various tenures for different groups, including first-time buyers and downsizers.
- The Council is engaging directly with landowners to identify deliverable sites to meet housing targets.

Green belt and grey belt

- A Green Belt review will assess "Grey Belt" areas for potential release, based on performance and need.
- Different development distribution options will be consulted on to consider options including expanding existing settlements.

Infrastructure & services

- The Infrastructure Delivery Plan is being reviewed and will be kept updated alongside the plan.
- Utilities and service constraints (e.g. water, transport, health) are being reviewed with providers to ensure infrastructure matches growth.

Local engagement & transparency

- Parish and Town Councils should register site proposals that have the potential for development early to be included in the main plan.
- The Plan will define key terms and track delivery through measurable indicators to improve transparency and accountability.

1.11 Bike park

Participants were invited to note issues/questions that they wanted to raise but that didn't form part of the workshop structure. Points included:

- **Infrastructure gaps:** Towns (e.g. Farnham) have seen significant housing growth without matching infrastructure. Concerns include schools, healthcare, sports, and green corridors. A mapped infrastructure plan is requested.
- **Housing:** Calls for more affordable, smaller homes (e.g. 1–2 bed apartments) instead of large luxury houses. Support for cohousing, self-build, and higher-density developments with sustainable features.
- **Environmental & design standards:** Proposals include Passivhaus standards, renewable energy, better green space management, and penalties for developers harming habitats.
- **Community & services:** Requests for more cultural venues, youth provision, and shared community facilities. Suggestion to involve parish councils more in planning.
- **Transport & delivery:** Need for smaller local bus services, revival of cycle forums, and fairer funding distribution (e.g. Cranleigh vs. Farnham/Godalming). Concern over slow delivery of past plans and need for consistent, transparent processes.

1.12 Workshop feedback

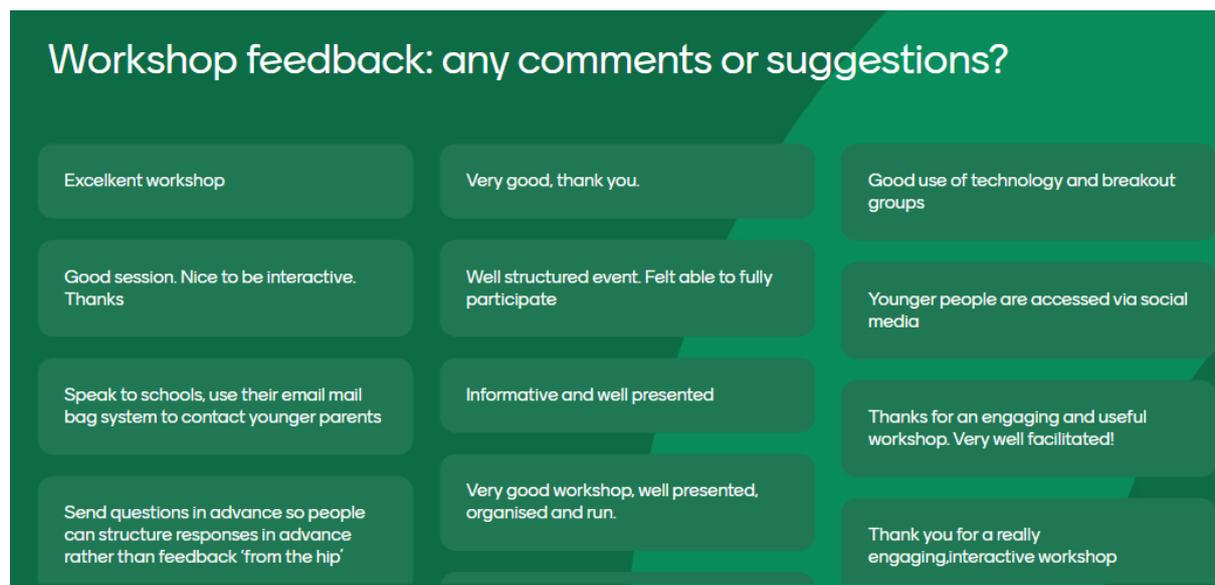


Figure 12 - Feedback from the final online workshop

Feedback about the workshops was predominantly very positive. Participants felt that the workshops were well-run, engaging, and informative, with effective technology and good opportunities for participant interaction. Comments included:

- Good session. Nice to be interactive. Thanks
- Well-structured event. Felt able to fully participate
- Very good workshop, well presented, organised and run

There were a number of suggestions for improvements. A couple of participants at the councillor workshop struggled to access the participative technology. We simplified this for the subsequent workshop. Other suggestions included:

- Send questions in advance
- Manage expectations about outcomes
- Enhance outreach to younger people via social media and schools.

2 Workshop participants

- Councillors – 18
- Online workshop – 28
- In person workshops – 64

2.1.1 Councillor online

Registrations and attendance

Attendee	Organisation	Attended?
Councillor Andrew Laughton	Farnham Weybourne	
Councillor Andy MacLeod	Farnham Moor Park	Y
Councillor Carole Cockburn BEM	Farnham Bourne	Y
Councillor David Beaman	Farnham North West	Y
Councillor David Munro	Western Commons	Y
Councillor Gemma Long	Elstead and Peper Harrow	Y
Councillor George Murray	Farnham Bourne	Y
Councillor Graham White	Farnham North West	Y
Councillor Jerry Hyman	Farnham Firgrove	Y
Councillor Michaela Wicks	Farnham Heath	
Councillor Peter Clark	Farnham Rowledge	Y
Councillor Richard Steijger	Farnham Weybourne	
Councillor Tony Fairclough	Farnham Heath	
Councillor Dave Busby	Chiddingfold	Y
Councillor John Robini	Haslemere West	Y
Councillor Julian Spence	Hindhead and Beacon Hill	Y
Councillor Terry Weldon	Haslemere East	
Councillor Janet Crowe	Godalming Farncombe and Catteshall	
Councillor Lauren Atkins	Bramley and Wonersh	
Councillor Michael Goodridge MBE	Bramley and Wonersh	Y
Councillor Paul Follows	Godalming Central and Ockford	Y
Councillor Paul Rivers	Godalming Biscombe and Charterhouse	
Councillor Steve Williams	Godalming Biscombe and Charterhouse	
Councillor Victoria Kiehl	Godalming Central and Ockford	
Councillor Laura Cavaliere	Witley and Milford	Y
Councillor Maxine Gale	Witley and Milford	Y
Councillor Phoebe Sullivan	Witley and Milford	
Councillor Ken Reed	Cranleigh East	
Councillor Kevin Deanus	Alfold, Dunsfold and Hascombe	
Councillor Liz Townsend BEM	Cranleigh West	Y
Councillor Michael Higgins	Ewhurst and Ellens	
Councillor Philip Townsend	Cranleigh East	Y
Councillor Ruth Reed	Cranleigh East	

2.1.2 General online

Attendee	Organisation	Attended
Alex Page	Chair of Waverley Active Travel & Local rep for cycling UK	Y
Ian Ross	Voluntary Action South West Surrey	Y
Kevin Travers	Surrey Hants Borders CAMRA	
Marcus Cadell	Waverley Active Travel	
Nicola Davidson (Rural Housing Enable)	Surrey Community Action	
Simon Griffin	Business Surrey (SCC - Head of Economy and Growth)	
Susan Ryland	Community Orchard Project South East	
Chris Britton	Alfold Parish Council	Y
Councillor Liz Townsend BEM (observer)	Cranleigh West	Y
Martin Richardson	Alfold Parish Council	Y
Jennifer Nagy	Dunsfold Parish Council	Y
Michael Lord	Alfold Parish Council	Y
Richard Dyer	Alfold Parish Council	Y
Unknown	Dunsfold Parish Council	
Cllr Myra Johnson	Churt Parish Council/St John's School, Churt	Y
Guy (Committee Co-Chair)	Castle Street Residents Association	
John Willacy	Old Park Lane Residents' Association	Y
Logan (Committee Co-Chair)	Castle Street Residents Association	Y
Mark Overd - Representative for Jane Truin	PVRA Farnham	Y
Mike Andrea	Waverley Abbey Trust	
Jac Slim (Chairman)	Rowledge Residents Association	Y
Andy Jeffery	Town Clerk, Godalming Town Council	
Barbara Kinnes	Witley & Milford Parish Councillor	Y
Brian Ko	Warehouse Christian Trust (Cellar Comino Café)	
Chris Howard	Vice chair of Wonersh Parish Council, as well as chair for Visit Surrey	Y
Hilary Westwood	Munstead & Tuesley Parish Council	Y
Joan Heagin	Duty Chair of Planning Committee, Godalming Town Council	Y
Kathy Smyth	Chairman of Neighbourhood Plan Steering group (Witley and Milford)	Y
Tom Kiehl	Chair of Planning Committee, Godalming Town Council	

Cllr Alison Scott-Bishop	Hambledon Parish Council	Y
Cllr Robin McKeith	Hambledon Parish Council	
Cllr Stephen Lavendar	Wonersh Parish Council	Y
Kate Horne	Broadwater Parkrun	Y
Lisa Davison	Wonersh Parish Council	Y
Mr Clive Bond (Chairman)	Munstead & Tuesley Parish Council	Y
Ms Rachel Taylor (Vice Chair)	Munstead & Tuesley Parish Council	
Elaine Felton	Thursley Parish Council	
Lesley Banfield	Chair of Haslemere Vision	
Lisa O'Fee	Chiddingfold Parish Council	Y
Paul Bagshaw	Haslemere Community Land Trust	Y
Charlie Carr	Linkside Residents Association	Y
Liz Burton	Haslemere Active Travel	Y
Pippa Auger	Haslemere Town Council	Y

2.1.3 Farnham (and Haslemere and surrounding areas) in person

Attendee	Organisation	Attended?
Registered		
Alex Page	Chair of Waverley Active Travel & Local rep for cycling UK	Y
Alwyn Welch	Farnham Bunch Lane Triangle Residents Association	Y
Anne Cooper	Farnham Theatre Association	
Annabel Grindy	Moor Park Residents Association	Y
Bussell Cllr	Elstead Parish Council	Y
Carole Cockburn	WBC Cllr but attending on behalf of SFRA	Y
Catherine Powell	North Farnham Voice	Y
Chris Harrison	The Haslemere Society	Y
Cliff Watts	Badshot Lea Community Association	Y
Colin Hall on behalf of Jennet Eyre	CPRE	Y
Dave Maddams	Waverley Tenants Panel	Y
David Edward	The Farnham Theatre Association	Y
David Everitt	Rowhills Residents Association	Y
David King	Chair of the North West Farnham Residents Association	Y
Diane Moses	Haslemere Vision/Haslemere Biodiversity	Y
Gilian Devine	Churt Heritage	Y
Glen Plant	Chairman of the East Millbridge Sustainable Development Association (Frensham)	Y
Halbyn Rich	Waverley Abbey Trust	Y
Howard Brown	Haslemere South Residents Association	Y
Jane Devlin	Haslemere Vision	
Janette Gallini	Weybourne Resident	Y
Jennet Eyre	The Farnham Society	Y
Jenny de Quervain	Farnham Town Council	Y

Jerome Davidson	Haslemere Town Council	
Julie Flude	Badshot Lea Community Association	
Kali Maddams	Waverley - Independent Tenant Advisors	Y
Keith Harris	Trafalgar Court Residents Association and Trustee of the Dempster Trust	Y
Libby Ralph	Chair, Farnham Biodiversity Partnership	Y
Michael Chapman	Secretary, Rowhills Residents Association	Y
Mark Baines	Headteacher of All Hallows Catholic School	Y
Norma Corkish	Farnham Rotary Club	Y
Pamela Powell	South Farnham Residents Association	Y
Pat Murphy Cllr	Elstead Parish Council	Y
Paul Bagshaw	Haslemere Community Land Trust	
Peter Schnabel	Farnham Cycle Campaign	Y
Phil Miller Cllr	Haslemere Town Council	Y
Richard Skehens	Crooksbury Residents Association	Y
Sarah Benton	The Chantry's Community Association	Y
Terry Daubney	Chair Waverley Tenants Panel	Y
Tim House	Resident	
Trevor Free	Abbey View Residents association	
Not registered		
Tony Fairclough	Farnham Town Council	Y
Jillian Twite	Churt Heritage	Y
Brian Thomas	Churt Heritage	Y
David Gray	Churt Heritage	Y
Cllr Michaela Martin	Surrey County Council	Y
Alison Steele	Trafalgar Court Residents Association	Y
Christopher Reeks		Y
Cllr Terry Wheldon	Waverley Borough Council	Y
Cllr Mark Merryweather	Waverley Borough Council	Y
Cllr George Hesse	Waverley Borough Council	Y
Graham Middleton	Crooksbury Resident	Y
Graham White	Resident	Y
Cllr Liz Townsend (observer)	Waverley Borough Council	Y

2.1.4 Cranleigh (and Godalming and surrounding areas) in person

Attendee	Organisation	Attended?
Registered		
Alan Morrison Cllr	Cranleigh Parish Council	Y
Alex Page	Chair of Waverley Active Travel & Local rep for cycling UK	Y
Beverley Bell	Cranleigh Parish Council	Y
Bob Crooks Cllr	Mayor of Godalming	Y
Cathy Gould	Cranleigh Civic Society	Y
Christine Martin	Cranleigh BID manager	Y
Clare Weightman Cllr	GTC Deputy Leader	Y
Clive Walker Cllr	Cranleigh Parish Council	Y

Cllr Jim Pettitt	Witley & Milford Parish Council	Y
Giles Eyre	Wey & Arun Canal Trust	Y
Lynda MacDermott	Chair of Cranleigh Climate Action (CCA)	Y
Margaret Darvill	Wey & Arun Canal Trust	N
Martin Archer	Godalming Cycle Campaign (Chair of Directors)	apols
Martyn Sandford	Godalming Cycle Campaign	Y
Rod Blackmore	Waverley Tenants Panel	Y
Rowena Taylor Cllr	Cranleigh Parish Council	Y
Sarah Nash (Clerk)	Witley & Milford Parish Council	Y
Sue Dale	Cranleigh Civic Society	Y
Tanya Colgate	Miller Housing development residents association in Cranleigh, Rowleys Community Centre in Cranleigh, Surrey FA as part of their Inclusion Advisory Board	Y
Tim House	Representing Milford residents	Y
Not registered		
Dick Lane	Cranleigh Chamber of Commerce –	Y
Harry Noyes	Alford Parish Council	Y

3 Icebreaker exercise

3.1 What do you love about Waverley?

3.1.1 Councillor online

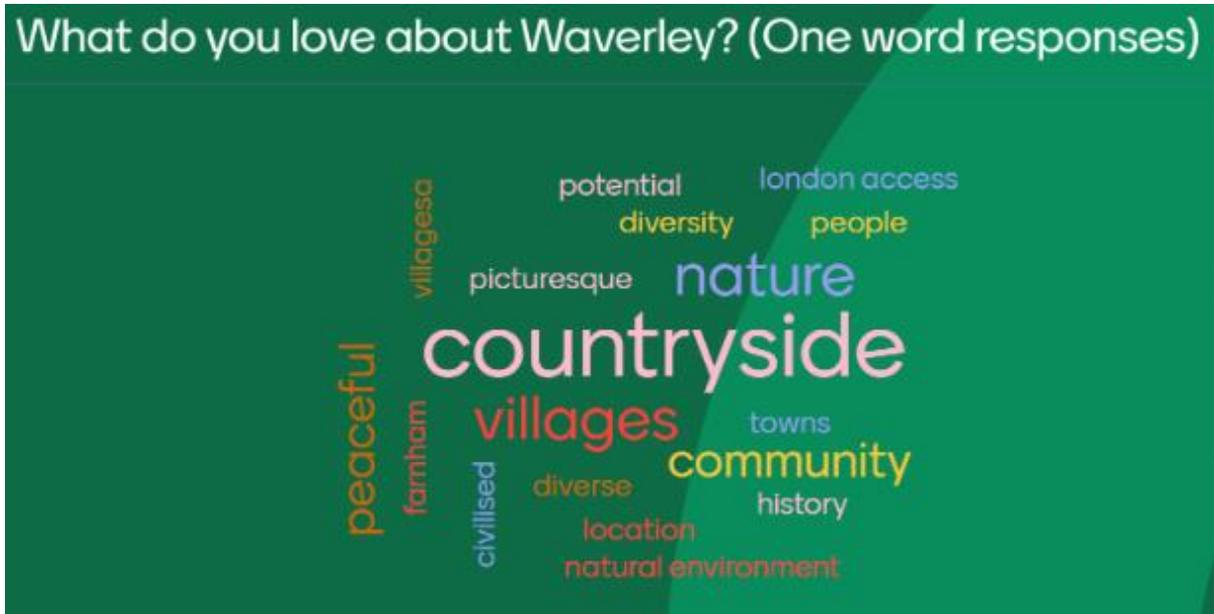


Figure 13 - Icebreaker - What do you love about Waverley (councillor online workshop)

3.1.2 General online

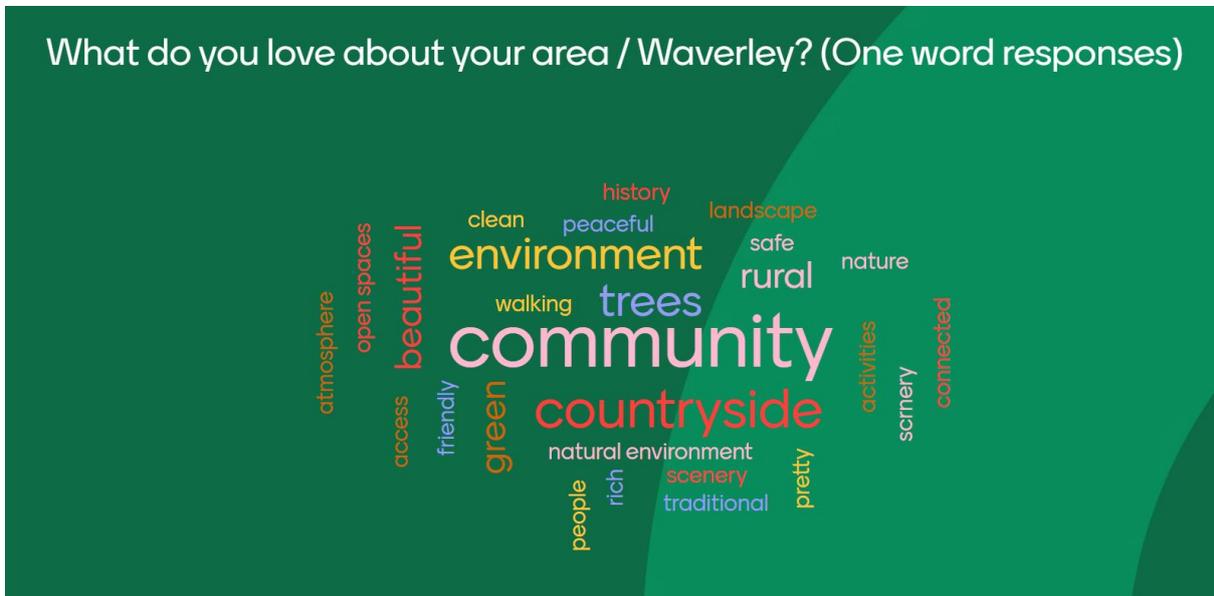


Figure 14 - What do you love about your area (general online workshop)

3.1.3 Farnham (and surroundings) in person

3.1.3.1 Table 1

Green:

- Green space and natural environment

- Green spaces nearby: lots of trees
- Countryside

Lively/economy:

- Lively towns – lots going on
- Thriving retail sector
- Lots of options on shops

Community:

- Community spirit
- Strong community
- Effective parish council

3.1.3.2 Table 2

- Location, Green spaces, community
- Individual access to open areas
- Green and biodiverse connected to its wider surroundings
- Rural (semi) character
- Still a market town with a real centre, not a conurbation
- Greenness, hub of activity (Maltings/university/sports centre; river/riverside walks; footpaths in residential areas) local shops
- Greenery – trees and grass verges; Engaged community varied architecture; open spaces; open country to south
- Green semi-rural market town; conservation area
- Badshot Lea: Rural green area; community; local shops; local school; nature reserve
- Engaged community
- Passionate citizens – active communities
- Heritage – castle; listed buildings
- Verdant across all areas

3.1.3.3 Table 3

Environment/Character:

- Open spaces e.g. Gostrey Meadows
- Quality and beauty of countryside
- Historic buildings and environment e.g. Farnham Park
- Character of market towns and villages
- Close proximity to open countryside
- Heritage

Community:

- The people
- Recreation ground used by youth clubs

3.1.3.4 Table 4

Historic town centre

- Heritage town centre – historic features
- The range of independent shops

Green:

- Farnham Park and other green spaces
- Woodlands
- Unspoilt natural environment
- Walking paths
- Surrounding countryside
- The relationship between rural/greenspaces and the built environment

Connectivity:

- Town well connected - access to London etc.

Community:

- Voluntary organisations supporting each other
- Great community involvement
- Passionate residents

3.1.3.5 Table 5

Environment/nature:

- Environment
- Environment (rural)
- Access to natural beauty
- Parks
- Gostrey Meadow
- Farnham in Bloom

Community:

- People
- Feeling of being part of village community
- High social behaviour
- Community spirit
- Self-help

Connectivity

- Transport
- Hoppa Bus

Character

- Tradition
- Peacefulness
- Space
- Tranquillity
- Farnham in Bloom
- Village facilities (basic needs met)

3.1.4 Haslemere (and surroundings) in person

Environment/character:

- Surrounding countryside (including accessibility, openness, beauty, stretches into urban area)
- Trees
- Clean air
- Peace and quiet
- Historic character/buildings
- Style
- Layout of houses
- Overall environment

Lively/economy:

- Small towns with vibrant retail
- Culture – museum, Haslemere hall, concerts, art galleries

Transport:

- Excellent rail service
- Accessibility to London and the coast

Community:

- People (including community, organisation of groups)
- Events

3.1.5 Cranleigh (and surroundings) in person

3.1.5.1 Table 1

- Community: community groups
- Community field projects etc - Lions
- Old communities/communities and their history
- Countryside
- Environment
- People
- Access – hills, seaside, London and towns and airports
- Country location
- Knowle Park
- Open spaces
- Shops: art centre, coffee culture, and the selection of shops
- Accessible high street – flat!
- Heritage buildings – historic value church, cottage hospital, art centre, conservation area
- Events: bonfire, night and carnival and Christmas lights and classic cars
- Showground for events

3.1.5.2 Table 2

- High Street character
- Dark skies

- Good disability parking provision
- Love the friendly village especially the shops
- Sense of community
- Great High Street
- Fabulous network of paths
- Countryside
- Accessible countryside
- Large number of walks
- Recreation facilities e.g. Snoxhill

3.1.6 Godalming (and surroundings) in person

Natural environment

- Natural landscape
- Rural
- Quiet, off the beaten track, handy for walking
- Dog walking areas
- The countryside comes into town
- Green areas

Connectivity

- Connected
- Accessibility to the strategic roads (from a rural area)
- Easy to get anywhere – train
- Access to rail stations

Community

- The character of our town - Lots to do!
- Great place for kids
- Engaged local community
- A long history of community

3.2 What would you like to change?

3.2.1 Councillor online

Local authority:

- Lack of planning enforcement
- More effective local authority
- Joined up approach to service delivery

Traffic and transport:

- Transport to London – more frequent/quicker trains
- Nightmare getting over the level crossing
- Traffic congestion
- Can't turn right from A31 into Farnham
- Dislike traffic volume & speed
- Farnham parking costs too high
- Traffic – road structure
- Options to park for free short term
- Wrecclesham bypass
- Road condition

Other

- Anti social behaviour

3.2.3.2 *Table 2*

- Need more say in local development; more social and apartment housing; for young people
- Pressure of development; lack of infrastructure; lack of sports pitches
- Bikes; traffic; developers
- Managed change; repurposing of land must be planned
- Traffic; lack of parking; lacking public transport to Farnham; Bagshot Lea against TA
- Better connection from south Farnham to main town centre; sort the sewage works

3.2.3.3 *Table 3*

Transport:

- Lack of traffic control through village
- Lack of active travel
- Improve cycle connectivity

Housing:

- Lack of truly affordable housing
- Unrealistic housing targets – threats to Farnham and villages
- Restrict height of new developments
- Developers are non-compliant with Farnham Neighbourhood Plan
- Overdevelopment e.g. Brightwells

Community:

- Lack of cultural activity

Environment:

- A cleaner town

3.2.3.4 Table 4

Sports pitches:

- Shortage of sports pitches to support population
- Equity of leisure for all residents
- Support the growth of sports clubs

Flooding:

- Stop building on flood plains

Active travel:

- Lack of joined up walking and cycling

Infrastructure:

- Lack of school places and health facilities
- Improve water supply
- Upgrade the sewage works

Inappropriate new development:

- Building on green corridor
- 6 storey building in town centre
- Green space vs density
- Limit house building

Traffic and transport:

- Need a western bypass
- More speed control of traffic
- Traffic in town
- Wrecclesham bridges
- Pollution
- Balance public/private transport

3.2.3.5 Table 5

Connectivity and accessibility:

- 'Guildford effect'
- Accessibility challenges
- Buses in the evening
- Bus provision
- Traffic bypass

Planning:

- Gaming planning system

Housing:

- Housing for the ageing population

Governance:

- Transparency of Waverley Borough Council (Memorial Hall)

- Joined-up perspectives
- Communication

Infrastructure:

- Care of start point of North Downs Way (footpaths)
- Better wi-fi
- Access to GP

Young people:

- More young people stay in area
- Intensity of development – impact on youth

3.2.4 Haslemere (and surroundings) in person

Transport:

- Road layout
- Proper, multi-modal transport
- Better walking/cycling provision (i.e. improved walkways for pedestrians and cyclists where possible; sense of safety cycling in Haslemere; increased walking and cycling).
- Better bus service
- Lower speed limits (20mph) (one person suggested 20mph limits throughout)
- Wider roads
- Less thru traffic

Housing:

- More genuinely affordable housing (i.e. not 80% of £1m)
- Parking outside housing

Economy:

- More thriving local shops

Infrastructure upgrades:

- Water
- Telecoms
- Electricity
- Health service capacity

Policy/communication

- Local plans
- LCWIP
- Council communication style

3.2.5 Cranleigh (and surroundings) in person

3.2.5.1 Table 1

- Communication
- Connectivity

- Accessible travel and travel for all including walkers, cyclists, vehicles and disabled
- Active travel
- Cycling routes
- Beautiful and safe pavements with curbs and no flooding.
- Usable by wheels paths to and from Elmbridge
- Trains to Horsham and Guildford.
- Better buses
- Improved roadways
- Path from Knowle Park to High Street
- Improvements to Stockland square
- improved infrastructure for buses, Thames water which is a monopoly new company + potholes
- New water supply and pipes and reservoirs and clean
- Improved utilities
- New sewage plant

3.2.5.2 Table 2

- Mobile phone signal
- lorries on A281
- Flooding on highways can cut off Cranleigh
- Sewage flooding in Alfold
- Flooding on public highway
- Terrible public transport
- Poor cycle connectivity
- Transport is an issue
- the traffic needs to be changed and less cycleways that are never used
- Thames Water infrastructure
- No doctor's surgery
- Community spaces
- No school in Alfold
- Social activities for younger generations
- Mental health facilities

3.2.6 Godalming (and surroundings) in person

Infrastructure & services

- GP & school services – access
- Improved facilities/services for youth
- Better kept – regular grass cutting, drainage better kept

Transport

- Reliance on private cars
- Reduce traffic congestion in hot spots

- Improved bus routes
- Cycling infrastructure needed
- Big cars
- Road rental charge for all highway work

Biodiversity

- Decline in biodiversity – fragmentation of habitats, too much pesticide use, removal of trees (climate value of large mature trees)

More action needed

- Lack of joined up action to make much needed changes
- More responsive local authorities (highways) – highways schemes not being delivered
- Delays in making things happen

4 Q&A

4.1 Councillors online

Q. When will the proposed housing locations be made public for all to comment on?

A. An Issues & Options consultation is proposed for the autumn followed by preferred options for the draft local plan in the following year after the completion of the Green Belt review and call for sites.

Q. Will the weight of the local plan be the same under the new unitary authority, or will it only form part of the wider unitary territory?

A. Until the unitary authority adopts its own plan, Waverley's local plan will retain full statutory weight for decision-making. Once the new authority is in place, it may formally adopt Waverley's plan under its own banner, but policy weight remains unchanged in the interim.

Q. Has Natural England provided a Habitats Regulations Appropriate Assessment (POW-compliant) of SPA mitigation measures (SANG & SAMM) yet?

A. The council's Habitats Regulations Assessment will be prepared, and Natural England will be engaged for interim advice. A final Appropriate Assessment will accompany any draft plan consultation

Q. For Haslemere and other National Landscape areas, how can required sites be allocated when virtually no unprotected land exists?

A. This is a significant challenge. We will assess opportunities on a site-by-site basis—identifying small infill plots, potential Grey Belt exceptions or underutilised brownfield land—only releasing land where strong evidence of exceptional need demonstrates a genuine development case.

Q. By what point must a Parish or Town Council indicate its intention to make allocations through a Neighbourhood Plan update?

A. What is clear that numbers are so high that we will have to look at opportunities. Parish and Town Councils should register their interest during the Issues & Options consultation stage so their potential sites can be considered in the draft local plan. If they miss that window, they can still allocate sites in their Neighbourhood Plan independently, but those allocations will come forward outside the council's local plan.

Q. If Waverley Borough Council ceases to exist in 2027, who will continue and adopt the local plan?

A. Any local plan preparation started will be transferred to the new unitary authority to complete the local plan work. The unitary will then formally adopt the plan under its own authority, ensuring continuity of policy and delivery.

4.2 General online

Q. The old Infrastructure Delivery Plan was out of touch and ignored at appeals. How will you make sure the new local plan puts infrastructure first, and how can a 2016 IDP be relevant to a housing target of 29,000?

A. The Council is completely rewriting the Infrastructure Delivery Plan and will keep it as a live document, updated in parallel with the local plan and in continuous dialogue with infrastructure providers. This ensures that housing delivery is aligned with up-to-date transport, utilities, health and education programmes; the 2016 IDP will not be relied upon.

Q. You haven't mentioned the "Grey Belt," which is highly relevant here. Will assessment of Grey Belt be part of the Green Belt review, and has that work started?

A. Yes. Government guidance now recognises that not all Green Belt land performs the same function; the less-critical areas—often called Grey Belt—will be assessed within the forthcoming Green Belt Review. The Council is currently procuring consultants for this technical work and expects the work to start shortly.

Q. Allocations tied to settlement size are removing large-settlement green space and overstressing their infrastructure. Will Waverley keep this "unfair" approach?

A. The spatial strategy has not been fixed. Different distribution options—including alternatives to simple proportional growth—will be considered so that housing need can be balanced with green space, sport, active-travel provision and wider community infrastructure.

Q. Without the Borough or County actively identifying sites and talking to landowners, plans are a lottery. Are you pursuing a proactive development strategy?

A. Yes. Officers are already in direct discussions with landowners' agents and will run a further call-for-sites. This will provide the evidence that every reasonable development opportunity has been explored—particularly if the Council needs to argue that the Government housing figure is unachievable.

Q. How will the new local plan integrate with the forthcoming unitary authority, especially regarding housing targets—will they be merged? Will moving to a unitary authority affect delivery of Waverley's plan?

A. The current housing numbers are not pooled through local-government re-organisation. Waverley must press on and adopt its own local plan to manage its five-year land supply. The emerging evidence and draft policies will transfer to the unitary; the new authority may formally adopt the plan, but the groundwork is being laid now to avoid delay.

Q. Where can we see definitions of phrases such as "healthy, successful community"? Such wording has previously been used to dismiss public concerns—will definitions be published for transparency?

A. The plan will spell out the intended outcomes behind headline terms and, wherever possible, attach measurable indicators (for example, access to green space or active-travel uptake). While some long-term health benefits are generational, the monitoring framework will track interim proxies so that policies can be adjusted if objectives are not being met.

Q. With so much surrounding protected landscape, intensifying development inside existing suburban areas is vital—but difficult with many small landowners. How can regeneration within settlement boundaries be triggered?

A. A borough-wide capacity study of the main urban areas is being commissioned to map sites suitable for higher densities (and, where character allows, taller buildings). The Council can then steer the market towards those opportunities, use its own land holdings, and—where necessary—consider compulsory purchase to assemble sites.

Q. If the plan is to provide sports facilities, why has Waverley granted permission to build on Milford Golf Course?

A. Milford Golf Course was allocated for development following the examination of the previous local plan and follows a long, complex planning history. The examining inspector said “Having regard to the characteristics of the site opposite Milford Golf Course, the pressing need to provide for additional housing, the ability of the site to help towards meeting the housing needs of both Godalming and Milford, the sustainable location of the site, the fact that it is well enclosed and would enable a strong new Green Belt boundary to be established, and the limited impact that the site’s release would have on the important characteristics of Green Belt function, it is evident that this is a very well-chosen site and its release from the Green Belt is justified by exceptional circumstances”.

4.3 Farnham (and Haslemere and surroundings) in person

Q. How can we stop developers using late viability reports to remove affordable housing from their schemes?

A. Council explained that the new local plan will be underpinned by a robust borough-wide viability assessment prepared by independent specialists. This evidence base will set clear, tested affordable-housing percentages and cost assumptions so that applicants cannot reopen viability at application stage except in genuinely abnormal circumstances.

Q. Could the plan define “affordable” as, say, homes costing no more than 10–13 times local income?

A. Affordability cannot be set as a single price cap; instead, the viability study will model a full range of affordable products against local incomes and development costs. The resulting policy will then be tested through each planning application. External consultants will carry out the modelling to ensure it is defensible at appeal.

Q. What population growth is the plan assuming over the 20-year period?

A. If the Government’s standard-method figure were accepted, Waverley’s dwelling stock would need to rise by roughly 50% over 20 years. The council believes that figure is unrealistic and is preparing alternative demographic forecasts to justify a lower—but still ambitious—target.

Q. What exactly do you mean by “low-cost housing” and who is it for—first-time buyers, downsizers, older households?

A. The forthcoming Housing & Economic Needs Assessment (HENA) will break demand down by age, household type and income. Affordable housing is an umbrella term covering social rent, affordable rent, shared ownership and discounted market sale; the HENA will recommend the right mix, including smaller, high-quality homes suitable for older owner-occupiers who wish to downsize locally.

Q. Will land be valued at existing-use value rather than hope value when calculating viability?

A. The emerging Levelling-Up and Regeneration Bill introduces reforms to how benchmark land value is set, aiming to curb excessive hope value. The council will reflect any new national guidance in its viability appraisal. In addition, national planning policy introduces “Grey-Belt” policy: specific Green-Belt sites must be released provided at least 50 % of the homes are affordable.

Q. We already have shortages in sports clubs and community facilities. Will the plan tackle the current backlog as well as future demand?

A. Yes. The Infrastructure Delivery Plan (IDP) is being completely updated. The first step is to audit existing provision and pinch-points; only then will future needs be layered on. The work is borough-wide and undertaken with infrastructure providers - Surrey County Council, health bodies, utilities and sport governing bodies - not just Farnham-specific.

Q. Why did the Council decide in 2023 to start a full local-plan review only five years after adoption?

A. The principal driver was a sharp increase in the housing-need figure, which has more than doubled from the adopted local plan because of the Government’s standard method of calculating it. Updating the plan is the only way to regain control over housing delivery and avoid speculative development.

4.4 Cranleigh (and Godalming and surroundings) in person

Q. Waverley will be abolished in the next few years - how does that affect our local plan and the planning process?

A. The local plan remains critical because we currently lack a five-year housing land supply. Without it, development happens unplanned, often to the council’s disadvantage. We’ve set an ambitious timetable to adopt our plan before the new unitary authority takes over. Although the unitary will formally adopt the plan under its own banner, we’re laying the groundwork proactively now - other councils (e.g., Guildford) face a similar timing challenge.

Q. When the authorities merge, will Waverley’s housing targets simply be pooled with the others?

A. Currently national policy is that Waverley retains its own housing need and targets. We still have a duty to cooperate with neighbouring authorities when preparing our local plan, but our figures remain ours. The emerging evidence and draft policies will transfer to the unitary without automatically merging numerical targets.

Q. The previous call for sites was based on a lower housing target - how did it perform, and what will the next one look like?

A. The earlier call for sites was undertaken when the government’s standard method for calculating local housing need at the time was the lower figure and didn’t yield enough deliverable sites. We’re now conducting a fresh “call for sites” against the higher, government-derived number to see what additional opportunities exist, casting the net wider and encouraging more landowners to come forward.

Q. You're reviewing Green Belt areas—will the extent of Green Belt land increase or decrease?

A. Government guidance now distinguishes “Grey Belt” (lower-value Green Belt parcels) that may be released in exceptional cases if they meet strict criteria. Our review will test each parcel’s performance of Green Belt purposes; most land will remain protected, but we must evidence whether any sites could legitimately be re-designated.

Q. Can you give examples of what might qualify as Grey Belt in Waverley?

A. We haven’t completed the detailed Green Belt review analysis yet. Potential candidates for Grey Belt land might include some parcels on the Guildford boundary near Godalming, but no definitive list exists until the technical review concludes.

Q. Is there any way to make landowners sell or develop their land if sites remain idle?

A. We can grant planning permission but cannot force development to take place. In extreme circumstances, the council has compulsory purchase powers, but they’re a last resort. For example, Dunsfold’s delay is due to complex legal and remediation issues, not lack of planning consent—work is ongoing to resolve those matters.

Q. Do we have a vision for the area, rather than simply reacting to site proposals?

A. Yes. The local plan process itself sets the strategic vision and objectives for growth and place-making. Workshops like this one help shape that vision before specific sites are allocated.

Q. How will growth funding and infrastructure delivery work once the councils merge—will Waverley’s Section 106 and CIL funds be retained locally?

A. We’re still at an early stage. To prepare, we’re updating the Infrastructure Delivery Plan with a borough-wide audit of existing provision and pinch points. That evidence will underpin discussions about how developer contributions are allocated post-merger, ensuring Waverley’s priorities remain clear and funded.

Q. What power does the council have over statutory bodies like Thames Water when constraints (e.g., water supply) threaten development?

A. We have no direct statutory control over utilities, but we’re commissioning a Water Cycle Study to identify capacity constraints. With that evidence, we can formally engage Thames Water and exclude sites that cannot be serviced, providing a clear rationale at examination.

Q. Residents complain about roads being dug up repeatedly by different utilities—can planning require coordinated works?

A. Planning can’t impose that directly, but there’s precedent: in Portsmouth, the authority convened all statutory providers to align their works, digging once rather than repeatedly. A unitary authority here could perform a similar coordinating role.

Q. It often feels like there’s no joined-up thinking on schools, GPs, highways when new homes are approved—how will this plan ensure integration?

A. The local plan is the forum for integrating technical evidence from highways, education, health and utilities. It’s an iterative process: infrastructure providers need clarity on where growth will occur to make investment cases. While it can be slow - and plans can get “unstuck” - this is the only way to secure a cohesive growth strategy with infrastructure delivered alongside housing.

5 Visioning: Postcards from the Future

5.1.1 Councillors online

- Safer, effective provision for active travel (cyclists, pedestrians, mobility scooter users)
- Not much different to now but everyone better off and more money kept locally.
- Efficient and affordable public transport
- Affordable Housing for all!
- Planning that results in proper infrastructure, good housing for people that need it and meeting climate goals.
- Great connectivity!
- Genuinely affordable housing (in terms local incomes) for young people and local workers
- Economic sustainability.
- Reliable water supply even in times of hot/dry weather.
- Improved transport and communication
- Adequate housing for elderly and disabled.
- better public transport
- Social connection and engagement.
- The character of existing communities has been protected and enhanced
- decision makers properly constrained by the duty of candour
- Sufficient infrastructure has been provided to meet the needs of residents and businesses
- We have implemented some really effective and pragmatic town planning to ensure that our heritage commercial buildings have been repurposed sensitively for residential use and in doing so, we saved our natural landscape from inappropriate development
- Good social infrastructure
- We have completed a green infrastructure with nature corridors to enable species to migrate, recover and thrive.



Figure 15 - Councillors' postcards

5.1.2 General online

- I would LIKE it not to change but that is wholly unrealistic IMO
- Pedestrian community focused roads, with outdoor space for community activities events.
Pump tracks in every town, as gateway activities to Healthy outdoor activities.
Good policy implementation
- Local plans that are ambitious.
- Wish you were here in this unspoilt village with beautiful scenery and wonderful wildlife habitats.

- Our village has retained its character as a quiet but vibrant village with a strong community spirit that provides the facilities and homes for thriving and sustainable living
- Great to have village school reopened. Pleased that younger people are able to afford to live in the village. Good that now provision of assisted housing to allow older people to downsize and remain
- The village is lovely & clean & safe. My grandchildren go swimming after school. There's an electric bus into Guildford. Wildlife is thriving.
- So green. So quiet. Cars are kept out of the town centre and speed is controlled on local roads. Safe to walk and cycle. Diverse style of houses and no high wooden fences spoiling vistas
- It's a lovely village ruined by constant speeding traffic. There is nowhere to cross safely. We want to redesign the village centre with slower traffic, safer spaces and place for pedestrians to cross
- Modern, clean, retains the heritage but doesn't crumble under the weight of it - updating for the younger generation, to give them a reason to be there.
- It's just as green, in fact greener than it was. Hardly anyone uses cars anymore, we have such a great public transport and cycle system. Houses are spread out not in estates. We can all walk to shops
- It's very hot (climate change), but we have prepared with tree lined streets, housing adapted for extremes and are making steps towards reversal
- Hambledon has grown a bit in the last 20 years, but not too much. It still retains its character as a village, but some smaller, affordable homes have been built in small groups.
- Pedestrians & cyclists have reclaimed the streets. Minimal cars as public transport has been heavily invested in. Our place has a one-way system to aid this, allowing a flourishing high street
- Green space has been saved. More transport for rural areas. More infrastructure for older people and young people.
- I love living here. The community is really proactive. Everyone volunteers to keep the village sustainable, look after our commons and improve biodiversity. Everything is viewed through the lens of climate
- I'd love the roads to be less congested, quieter vehicles, zero pollution. I'd love easy access to open spaces as now, never the need to drive to be able to walk. I dream of dark skies.
- People active and enjoying being together. Great public transport. Easier to walk and cycle. Sharing assets; people in big houses renting parts of properties, sharing garden. Mutual benefits
- Less car dominant, more walkable and cyclable, new developments built into the landscape emphasises the good. Slower more social lifestyles. More diversity in buildings and population.

- Farnham to have a similar look and feel to today with a vibrant town centre and protected green spaces. Better transportation within and connected to the town. More services such as doctor and schools
- Big Idea - create a light tram system on old railway line between Cranleigh and Guildford
- Area to look very similar, but people and community to have priority over vehicles and roads. I want to see new communities built on protected green belts - a new generation of "Garden Cities".
- There are enough healthy activities for everyone.
- Increased greenery brought into suburban landscape and connected. Housing integrated within the landscape to be less visible. Community food growing to mitigate hardships of unemployment due to AI
- Our locals take responsibility for local flooding issues, commons management, hall and playgrounds
- Shame the government didn't think of imposing taxes on developers who fail to build when applications are approved. A form of council tax should be imposed on them and we would all have benefited.
- Good public transport - no buildings over 4 stories - new settlements instead of doughnut development with increasing car travel from the perimeter to facilities
- The town centre here is vibrant with a fantastic choice of shops and cafes etc and there is a lot of community support
- More traffic free zones, e.g. Godalming High Street
- Sad view from 2045; County and Central Government failed to put in the necessary investment in infrastructure; what we now have is fields full of 'little boxes' with no community/quality of life
- Dear M, you were so lucky having only a journey time of 50 minutes to drive to Guildford. The A281 is now so congested that it takes over 2 hours to complete the same journey by road ...still no train service in parallel with this road which could have removed all commuter traffic!
- Dear M, You were so lucky having a journey time of 50 mins to drive to Guildford. The A281 is now so congested that it takes over 2 hours to do this now & still no train service in parallel!
- The amount of affordable housing was evidenced by the number of young people here
- More traffic free zones. New housing concentrated in existing towns to generate foot fall so that small shops can thrive.
All unused commercial buildings redeveloped into affordable apartments
- All communities have 'Community Hubs' where the voluntary sector can better support these communities.

5.1.3 Farnham (and surroundings) in person

5.1.3.1 Table 1

- Farnham is a town of the future with a joined-up vision and how to achieve it. The environment is nurtured and always considered and we are not driven by housing needs.
- We had a wonderful day today. The grandchildren came after attending their local school. We took them to the local sports centre and the children were able to take part in their individual sports. We were able to travel without long delays.
- I love my green spaces on my walk to drop my child at his football club. I feel safe in town and see a beautiful and well-maintained centre of town
- Not very different to today – but with better services (esp medical) and effective planning services (esp enforcement) and improved social housing provision for key workers and local families. Improved cycle routes
- Why did we let the population grow by 50%? Too many people, not enough resources.
- Respect of green spaces/nature. More schools with enough teachers.

5.1.3.2 Table 2

- North Farnham area all housing. Town centre traffic free and shops thriving. High rise flats in centre.
- Sports hub off Monkton Lane. Protected and impro
- Access to local and long-distance footpaths. Cleaner built environment. Wildlife corridors with re-introduced species and higher numbers of existing species.
- Brownfield and grey belt developed properly leaving the rest of the area green.
- A process that forces 'landbanked' development land to be used for social and affordable housing. Prioritise green spaces and working infrastructure before housing in already affordable area.
- Still green. Houses for our children. Proper infrastructure to mirror development.
- Active travel- cycle infrastructure – dedicated cycle tracks; cycle parking; in town and out of town cycle networks
- Cycling – more cycling and credible options (other than car). Up to date LCWiP considered in all planning applications: commercial and domestic
- Farnham unchanged. Conservation areas and tree cover enhanced. Sympathetic brownfield development. All character areas remain distinctive. Western by-pass started.
- Brownfield sites prioritised, local transport solved; surroundings remain rural; sports fields created; traffic free days in town centre on weekends.

5.1.3.3 Table 3

- You didn't listen!
- No dreaming, let's talk reality.

- Did we do everything possible to preserve the special character of the area? Or were we driven by development without regard for the environment and our people?
- I am writing from Dippenhall Village and about to leave on the Wrecclesham Bypass.
- I would like Farnham to be traffic free, except for public transport systems. More culture especially a theatre to rekindle Farnham rich theatrical heritage and more made of its history and young people given a voice.
- The town will be primarily 4 storeys max. Trendy modern building. More sustainable traditional building will be built.
- National landscapes extended and enhanced. Biodiversity increased and sites extended. More affordable housing in urban areas. Quality of towns and villages enhanced. Unachievable housing targets dropped, and the countryside remains of outstanding natural beauty, whilst providing lots of truly affordable homes.

5.1.3.4 Table 4

- Grandchildren are in local schools with great extra-curricular opportunities and youth provision. There are still many green spaces for dog walking and I can get a doctor's appointment easily.
- Flourishing sports clubs with high numbers of students. Vibrant town centre with no empty shops. My children can afford to live in the town. Equity of access to education, health and leisure.
- Farnham will have protected its heritage, its green fields and corridors, and created only new affordable and social housing to fill the gap in local supply, and created a town where everyone can enjoy the greenspaces and be active in the way they choose.
- I am so glad you had the foresight to build more schools and better water infrastructure. The sports pitches you rescued have helped to hight obesity and the western bypass has opened up areas for social housing and residential use.

5.1.3.5 Table 5

- Instead of basing all plans upon 'affordable housing' start at other end of need – i.e. plan for needs of ageing population, free up existing homes which have become too large for their owners. This would allow a natural flow through housing market.
- Farnham is just as visually beautiful as it ever was, the works have been done and green spaces are just beautiful. What has changed is accessibility and tolerance, we now have a true multi-cultural, accessible society for all, young and old and so wonderfully integrated – love me xx
- Open countryside with mix of pasture (not all fenced for horses) and healthy heathland and woodland, with copious footpaths (well-maintained by the council), real combined cycle and bridleways, integrated public transport with reliable and frequent bus services between centres, towns and rail stations, and

minimal expansion of villages with only 2-3 bedroom quality, green homes added.

- Where has the time gone? What happened to my home? I remember the peaceful, tranquillity of my oasis. Seeing the wildlife, listening to the birds, the sunsets. Where is it?
- Lovely day in Tilford. Worked at home using superfast broadband. Then walked down to The Barley Mow to watch the cricket played by all our young players living in their affordable homes.
- Open spaces locally for people to enjoy. Nicely landscaped areas. Plenty of wildlife and gardens. A lack of traffic (roads which are accessible to pedestrians). Homes for local essential workers.
- Equity of access and opportunity to enjoy and learn about the natural beauty and history (heritage) of the local environment. Local services more coordinated around valuing and respecting diversity and equity in the community, with clear purpose/values.

5.1.4 Haslemere (and surroundings) in person

- Haslemere 2045 – parking spaces, NHS dentists, green surroundings preserved, and no buildings over three storeys in height
- The Waitrose/BT site has been redeveloped, there are medium rise buildings with low-cost apartments, there are lower speed limits and provisions for pedestrians and cyclists, and there is a functional bus service.
- Use of Green space for housing and commercial (i.e. shops and businesses) has been minimised. The percentage increase in coverage of the grey areas on the map [i.e. settlement boundaries] is less than 50%, reflecting a population increase of 50% or less.
- So happy the BT site redevelopment has connected the town meadow to the town centre, increasing places to live, work and play.
- I can get around the town centre by bike or on foot easily – pedestrian areas. There are still green fingers and green spaces in the town. There are more outdoor, social and commercial areas. More housing has been achieved through high density building on brownfield sites. And you can do anything in the town without travelling, including medical, cultural, education and shopping.

5.1.5 Cranleigh (and surroundings) in person

5.1.5.1 Table 1

- Why did we let the population grow by 50%? Too many people & not enough resources
- We had a wonderful day today. The grandchildren came after attending their local school. We took them to the local sports centre and the children were able to take part in their individual sports. We were able to travel without long delays.

- Farnham is a town of the future with a joined-up vision and how to achieve it. The environment is nurtured; always considered and we are not driven by housing needs
- Not very different to today but with better services (esp medical) and effective planning services (esp enforcement) and improved social housing provision for key workers and local families. Improved cycle routes.
- I love the green spaces on my walk to drop off my child at his football club. I feel safe in town and see a beautiful and well maintained centre of town.

Discussion notes around the postcards exercise: We want what's good about Cranleigh preserved and a future that will fit nicely in our area

Housing:

- Enough provision of infrastructure for the housing supply
- More three-story houses – high density builds with smaller gardens
- Affordable housing
- Social housing/council housing, it's not affordable in Waverley

Environment:

- No more trees taken down more trees
- Environment – clean

Services:

- GP appointment easy to come by
- Good schools!
- Small class sizes
- Broad range of facilities (lea suite and tech)

Transport:

- Fluid and reliable transport
- Electric bus/bus routes?

Society:

- Safe and clean
- Family friendly
- Job opportunities

5.1.5.2 Table 2

- I get out to meet more people of my own age through social connection via community hubs that house information, social activities and connecting with others in one place. This place is accessible for my needs, where I feel safe, included, and enjoy attending due to its welcoming and friendly atmosphere
- I am able to get my children to the local secondary schools that they enjoy attending and is suitable for their emotional, social and educational growth. I am less isolated I can go out more as transport will take me further afield than just Cranleigh by local electric hoppla bus. I can access opportunities to reduce

loneliness by attending social groups for my age group- working age adult but unable to work

- All inclusive environment
- At least another secondary school
- More accessibility: accessible transport, accessible facilities/ community
- affordable housing
- social connections-intergenerational and social activities - reduced isolation, connected communities
- Green corridors for active travel, enjoyment, ecology
- Greener High Street. Resolve footpath ownership to make safer surface and add planting
- No traffic congestion-alternatives in active travel and public transport. New housing in communities with shop, doctors, schools
- Good active travel connections between Alfold, Dunsfold Park, Dunsfold village, Cranleigh
- Alfold has a school providing a thriving community hub
- Downs link resurfaced for cycle commuting to Guildford
- Well, Google cars never happened but we have a proper connected public transport system
- A new road from Alfold to A3 that stops some traffic coming through [word not readable].

5.1.6 Godalming (and surroundings) in person

- I want everyone to be able to do what they need to do; shops, work, school, leisure; without having to drive everywhere.
- Out of date utilities infrastructure (case iron pipe water overhead cables) replaced with sustainable and resilient plant.
- Affordable housing delivered to meet needs.
- Safer place to live. Health and wellbeing the norm. Good learning and job prospects.
- Clean energy – solar, reduce fossil fuel, transport links across settlements, support/encourage active travel, bring protection into local, chambers of commerce.
- I would like to see enough affordable (really affordable) housing for younger generations working on local wages to be able to settle/remain in the parish of Witley and Milford.
- It's been such a pleasure to visit Godalming – always been such a charming town, and so nice to see how much less traffic there is! Streets are quieter, with kids and communities cycling about, there are more trees and gorgeous green spaces full of life!

6 Options for Growth

Table 2 - Preferred options for growth, by workshop

	Councillors	Farnham workshop	Cranleigh workshop	Online
Within the main settlements	30	143	43	38
Creating new communities	39	162	38	32
Extensions at the edges of the main settlements	18	32	36	14
Growing other villages	13	96	32	16

(Farnham workshop covers Farnham, Haslemere and surrounding areas; Cranleigh workshop covering Cranleigh, Godalming and surrounding areas)

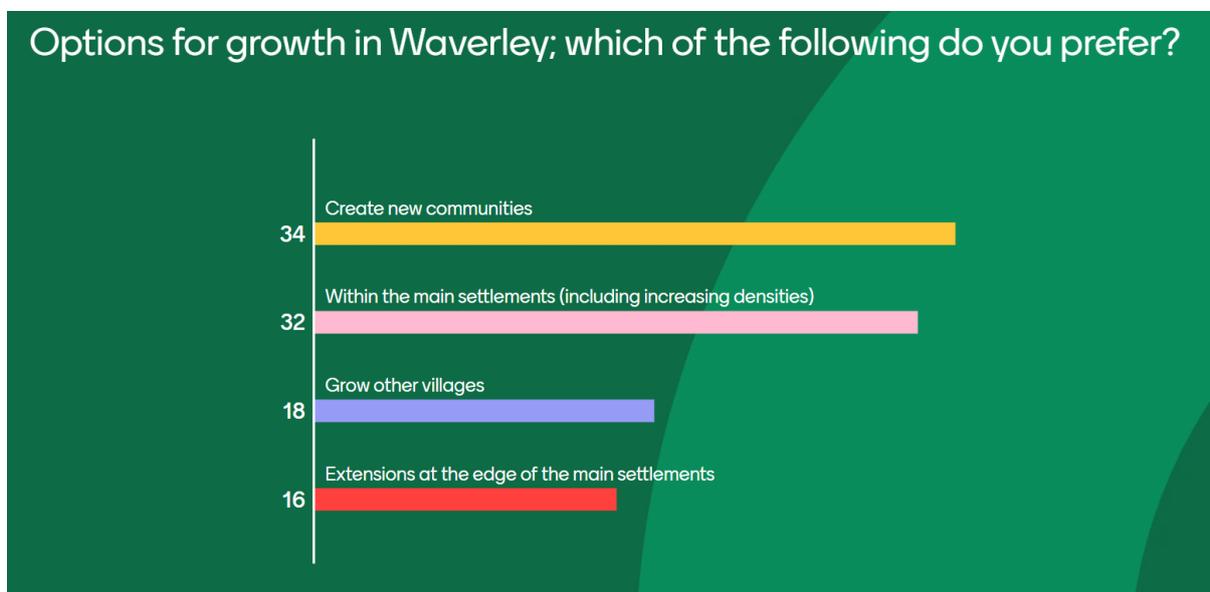


Figure 16 - Preferred options for growth, combined results

7 Issues and opportunities (breakouts)

7.1 Councillor online

7.1.1 Farnham and surroundings (councillors)

- Start with the constraints - need to be factored in. Other areas will be using their constraints - incl. SPA mitigation.
- Infrastructure to support new homes. Appropriate schools, hospitals and education.
- Town planning - to avoid deserts in the town centre. Focused approach to where we want development. Redundant retail and industrial space that could be used for housing to protect countryside.
- Opportunity to look at all the land in the town and make sure we use it effectively. What is going up in the town centre is not suitable for down sizers. How do we really see the future of Farnham. Comprehensive plan for the whole of Farnham is required.
- Need to consider the number of dwellings allocated elsewhere across the Borough and its impact upon Farnham. More on Dunsfold Aerodrome
- Lots of opportunities for good quality town houses in the centre of Farnham suitable for down sizers. Downsizing to regenerate town centres.
- Respect the legal and environmental constraints. Farnham not been allowed its protections. Physically impossible to fit the number of homes in Farnham.
- Destroying the green landscape around Farnham. Protect nature and undeveloped land.
- Infrastructure to support and commensurate to development.
- In Elstead are concerned we are using up our sites. Sizable development at Weyburn and people were negative about - need to build sensitively designed communities
- Isn't really an opportunity for a new community in Farnham. It would need to be somewhere else in Waverley or elsewhere. Proportionally we have about 1/3rd of the population of Waverley and can't plan for Farnham in isolation and Farnham should be treated differently.
- Prioritise brownfield sites and have a comprehensive plan. Repurposing buildings in the town centre
- Farnham is full up and there isn't enough room for any major development. Worse to add to village settlements. If we do have to deliver more homes in villages but it would need to be adjacent to settlement boundaries but it would be unpalatable.
- Nature recovery - would like to see a comprehensive study of what we have in terms of biodiversity and a complete green infrastructure to enable species to migrate.
- There has to be a recognition that a new town or village is required in Waverley. Only solution to produce the 30,000 homes over 20 years.

- New settlement in Hampshire

7.1.2 Haslemere and surroundings (councillors)

- Small area for building in Haslemere - 4 brownfield sites. Mostly AONB. Looking at higher density in town centre where we have height restrictions.
- Need to include properties suitable for disabled people and elderly people
- Transport difficult - very little cross public transport (buses and railway between Haslemere/ Farnham/ Chiddingfold) very restrictive where you could go without a car.
- Very few routes suitable for people to cycle in Haslemere.
- One brownfield site up towards Hindhead - very limited. Royal school up near Hindhead.
- North/south links from Haslemere, but no public transport links to Farnham/Chiddingfold
- topography not conducive to active transport (cycling) as very hilly. Lack of transport facilities a real problem
- Chiddingfold - the big challenge is trying to retain the character of the village whilst accommodating more residents, and doing that in a way that new residents feel fully integrated into village life- concerned that new development will be cut off from rest of village.
- Number of nursing homes in Hindhead and beacon hill causes infrastructure issues (eg. GPs)
- Redevelopment of Waverley sites in Chiddingfold has been very good
- Transport major issue - bus service infrequent. Not getting a lot of active travel cycle routes. Might become easier as people use electric cycles. Need to make roads safer with reduced speed limit.
- Priority in Haslemere - genuine affordable housing. Will need greater density - probably need to encourage low rise apartments to get the required density. Too much NL around Haslemere.
- Limited opportunities for infill in Chiddingfold - all green belt.
- Current infrastructure just about coping in Chiddingfold. School children go to Haslemere/Milford
- Water supply not reliable in Haslemere
- Housing mix by latest developers not good - viability studies show AH not viable

7.1.3 Cranleigh and surroundings (councillors)

- Drs in villages (one surgery covering Wonersh/Blackheath/Shamley Green) reliance on one, where bus service not ideal
- Objective to prove/evidence that housing objective is unachievable
- Overall not enough GPs or Drs
- Key challenge - how to keep unique character while there are a lot more people here. Infrastructure issues - schools, GPs, buses will need to be expanded.

- Police
- Politics aside issues common - Cranleigh has had 'worst of it'
- Agreement re lack of space
- Infrastructure (fed by B roads), road network needs improvement, buses struggle to pass on B roads
- Shamley Green, Womersley, Blackheath are served by B roads, these lead to Shalford and Guildford
- mobile signal non existent (inc Cranleigh High Street). Impact shops, having to set up new Wi-Fi. Fibre spine project has been opted out of, improvement thus not of horizon.
- Issue with Dunsfold Park not served by an A-Road, has to go via Bramley High Street (narrow). Opportunity is for new roads to be built as 'spine' to serve development bypassing villages
- Thames Water issue (sewage treatment works at Cranleigh Waters and Shalford not supporting current demand let alone future). Issue not limited to Waverley - Horsham/Guildford etc. Infrastructure deficiencies left untended to
- Surrounded by Green Belt and National Landscape. Stopping Guildford and Godalming merging (purpose of GB). Character of existing areas needs to be protected as valued.
- Not paving over conservation areas - holding onto the assets!
- Dunsfold resident has to access GP surgery in Pulborough
- Ambition or realistic outcomes? Better services, connectivity, services
- Flowers and champagne with the ambition!

7.1.4 Godalming and surroundings (councillors)

- Unitary voting - how this works when people from different areas voting on our area!
- Limited ability to increase density in Town Centre, easy wins already achieved. Limited opportunity for edge of settlement. May be some options border with Guildford but issue with supporting infrastructure (telecoms). GPs and education appears to be coping if continue to increase with development. Ockford Ridge border site would have impact but in Guildford but impact would be on Godalming.
- Unconnected water authority boundary (e.g. one brings and the other disposes)
- Affordable housing needs to be in connected places
- Drs in Godalming ok, but villages reliant on hubs which are not accessible (transport) and lack of public transport
- Planning system change needed
- Milford and Witley, limited sites available due to Green Belt (within previous NP). New opportunity limited, spine roads required.
- Not possible for 14,000 to be achieved - objective should be to prove not the space for sufficient/accessible opportunity. Infrastructure void of the past needs

to be addressed before more. Social housing demand and need also needs to be addressed. Broken planning system.

- Stagecoach recent reduces bus service in villages corridor again. Surrey connect bus doesn't allow travel from Milford to Godalming
- Frustration that planning permission not granted and implemented. Wonder why? Apart from making more money! Perhaps worried about CIL? Some suggest not CIL but could use CIL as excuse
- Dunsfold will also impact villages in Milford and Witley (bypassing/using country roads to access A3)
- Not a lack of land, but lack of available land to build on (countryside, and big country estates). Nowhere to expand out to

7.2 General online

7.2.1 Farnham (and surroundings) online

- Dependant on call for land with not enough land coming forward -getting unplanned development
- Need firm strategy so do not get behind with plans -this would stop certain developments
- Sustainable development within a new settlement
- Increase density in middle of Farnham
- Farnham has been overdeveloped - allocation made on size meaning Farnham gets more allocation year on year
- Houses have been extended, not many new houses built so few young families can afford to be in the village; limited opportunity to downsize
- Adding to the edge of towns means that everyone is car dependant
- Decisions are made data and on impacts of changes
- Need to spread growth to share the load of growth
- Needs to be more thought about sewerage
- Ideas for runs where there is congestions but would not need to happen if there was not congestion
- Infrastructure delivery plan must keep up with housing building
- Demographics of people inputting into these discussions mean there are not enough younger people involved

Outcomes:

- Economy that has life - range of jobs and services
- Spread the load. Increase Dunsfold.
- Theatre concentrates activities/car park to north
- Transport/jobs housing aligned, Plan that's easily understood
- Allocated site for affordable housing. Infrastructure integration
- Modernisation but retaining heritage more activities available things to do to be active P&R Parking

7.2.2 Haslemere (and surroundings) online

- Haslemere located at county boundaries - everything done impacts neighbouring areas and vice versa
- Haslemere completely surrounded by protected landscapes - limits but provides opportunity to enhance biodiversity of surrounding areas
- Haslemere split in half by railway line
- Haslemere is hilly - negatively impacts sustainable transport opportunities
- Haslemere is a small town, but services a very large area
- Retail provision is dire
- Unaffordable housing - Waverley the worst location in the country for this
- Infrastructure (school, health etc) full and bursting
- Haslemere and Chiddingfold - Difficult getting developers to build smaller homes - they only want to build executive homes
- Opportunity for higher density, 2/3 bed homes in Haslemere (NP requests this)
- Council not robust enough at saying no to developers where proposals are not suitable/not what is needed in the area
- Threat of AI advances giving rise to unemployment
- Threat of people moving from larger cities to Waverley
- Opportunity: Building over the railway line so it becomes a tunnel underneath housing
- Opportunities/outcomes (including in relation to issues):
- Many 4/5 bed homes in single occupancy. People need 2 bed apartments in centre of Haslemere but can't seem to get them built. Large Jewsons site would be ideal - current use unsuitable for location, but hard to get it redeveloped
- Need more of a green-skilled workforce. Can local training be provided?
- More emphasis needs to go on the care sector
- Support further education sector
- Concerned about biodiversity and BNG - need to make sure it is properly built in to planning. Explore higher requirements
- Lots of micro-businesses starting from living rooms
- Sustainable food production (note Haslemere's soil quite poor). Should have large spaces allocated to community food production (including allotments, but community use rather than individual)
- Mitigate against inequalities within locations (such as Chiddingfold) so everyone has an opportunity to flourish, such as through enabling smaller scale homes for younger generations etc
- Look at green roofs etc to support biodiversity
- Large developments in central locations often of poor quality design - using low quality materials - and not unique to area. Can anything be done about it? Could promote support for development

7.2.3 Godalming (and surroundings) online (both groups)

7.2.3.1 Group 1

Key outcomes you'd like from the Local Plan?

- Heathlands so important. Connections project must be supported
- Elderly people looking for bungalows/smaller homes etc and they're just not available due to expansion.
- Outcome - Robust evidence. Not to be behind the curve on infrastructure.
- Affordable housing for young people vital to villages. Wonersh pc have identified potential sites for AH (e.g. Seminary site)
- Need to look at bottlenecks in the transport - more public transport rather than just driving. More support in place for cycling and walking etc.
- Better join up between service providers e.g. SCC have questioned need for more education provision as birth rates have gone down.
- Attractive opportunities for downsizing - need properties appropriate for people with disabilities
- small properties/ bungalows bought up and expanded
- Godalming is main centre. Wonersh has no direct bus services into Godalming.
- Need to have better provision for pedestrians e.g. across roundabouts in Godalming and centre of Wonersh village
- School buildings improvement - more modernisation.
- Milford and Witley, limited sites available due to Green Belt (within previous NP). New opportunity limited, spine roads required.
- More road crossings - land bridges needed. Wonersh centre.
- Godalming is main centre for people but no bus (in Wonersh)
- Improvement of Building regulations - that helps improve properties - accessibility wise
- Need to look at potential for light rail on Downlink. Guildford-Cranleigh and possibly Horsham
- New housing development - unknown.
- Hambledon infrastructure v limited but may still be scope for small scale devel. (10-12)
- There is scope for small housing developments.
- Wonersh PC have been attempting to get more affordable housing - Have identified sites. There is travel infrastructure in place. - More support in place to improve our villages.
- Better and safer paths/roads. Pedestrian crossings
- Wonersh wants more greenery instead of tarmac-ing.
- Need to look at infrastructure to support growth
- Hambledon needs more infrastructure - more travel infrastructure (buses etc).
- Look at existing infrastructure and look at travel infrastructure
- More links between parishes. Downlink.

- area around Milford station will need to be looked at
- Greenbelt - Needs to be about protecting towns and villages.
- Flats in villages?
- Heathland connections project must be supported + National Landscapes
- Applications may be over run

7.2.3.2 Group 2:

Key outcomes you'd like from the Local Plan?

- There is plenty of retail space not being used in Godalming
- We seem to build the homes first and we look at the infrastructure later. We really need to see infrastructure put in place first before housing being built.
- How do we manage the balance between delivering new homes and people's desire to extend smaller homes?
- More affordable homes needed and really genuinely affordable. Homes that are suitable for populations of the future e.g. single person and couple homes. Homes suitable for older people and young people moving to the area.
- The Bus from Wonersh to Godalming has been stopped - the current route will now take 1 hour. Public transport issues are a big problem. Traffic through villages and lack of integrated thinking across Surrey. Lack of consultation about changes to speed limits in neighbouring villages. Would like a pedestrian crossing in Wonersh. Happy to have more housing in Wonersh including affordable homes and improvements to infrastructure.
- Transport - lots of traffic and ways of reducing reliance on the car and encouraging other forms of transport. Parking is a big issue especially in Godalming. Difficult to cycle around Godalming - lack of joined up cycle routes.
- Could a new road be provided to Milford Station?
- Planners insist on developers building affordable homes, then the owners put in planning permission for extended. Could we put restrictions on smaller homes to prevent them from being extended and perhaps focus on flats rather than houses which might solve part of the problem.
- Transport and connectivity and local facilities are not necessarily accessible via walking or cycling. The arterial routes in Wonersh are mainly to Cranleigh and Guildford. Would like to see a move towards sustainable transport but may be difficult with cross boundary issues. Thinking more holistically about how we travel across the parish.
- Given the housing targets, there's going to have to be infilling and no change of affordable homes being delivered. need to create a mixed population and communities. Knowing where this can be achieved and micro-look at the opportunities to do this and looking at properties that are not being used properly.
- Milford and Witley, limited sites available due to Green Belt (within previous NP). New opportunity limited, spine roads required.

- Milford and Witley, limited sites available due to Green Belt (within previous NP). New opportunity limited, spine roads required.
- Bungalows being converted into 4 bed houses and bungalows also on larger plots - it's difficult to encourage developers to build bungalows. We have a housing block in the area with older people in large homes wanting to downsize but are unable to do so due to a lack of suitable properties.
- Appreciate that Milford and Witley looks suitable for more homes but the road network is not suitable for this. More and more homes and encouraging people to walk to the station is dangerous because of the road network. The roads are unsuitable for more growth. Worried about infrastructure.
- In Womersley, most bungalows have been converted into larger properties and could the local plan look at the balance of the types of homes available and provided
- Development needs to be accessible to public transport. Have good links via rail to London. Very difficult to walk to stations at night due to lack of lighting and narrow roads and unmade roads. The route to the station in Milford is very narrow with HGVs using the road and is dangerous for pedestrians. Flooding issues at Milford station vicinity.
- An area of opportunity is the Homebase site in Godalming. Could provide new homes possibly including affordable. But now going to be having another supermarket. Do we need more supermarkets or more homes?
- We see lot of money being spent on improving existing leisure facilities. Not see much in terms of creating new facilities. We really do need to do this if we're delivering more homes. How do we mitigate the loss of sports facilities.
- We don't start by thinking about how people are going to access an area and infrastructure before we built the homes.

7.2.4 Cranleigh (and surroundings) online

- Dunsfold Park. White elephant. Obviously solution of those not living in the East of the Borough.
- Map clearly shows the issues for the area - least protection for landscapes in the Borough - target for inappropriate development
- Current local plan not holding water - nor NP. Argument being made that infrastructure will follow
- New builds that are coming to Alfold, will triple size of the village from past. Road and buses not supported - private car reliant. Not able to go to other places, e.g. Guildford. No train. No significant employers, where are people able to work without getting in car? Dangerous to cyclist, not an option for safety
- Improvements to all infrastructure (water, social, GP, electric, sport, ALL)
- Need to improve sewerage (Thames Water)
- Opportunity/Outcome - Provision of local School

- Infrastructure first, infrastructure embedded in plan, infrastructure to follow. Issues with providers not doing (e.g. Thames Water, SCC), need to invest and take reins for infrastructure.
- Infrastructure.
- Promises on infrastructure following after often not kept. Need to be put in first. Gridlock, fed up with systems if continue.
- Landbanking - money should be infrastructure invested - and incentives for developers to deliver (e.g. Council Tax) rather than sitting on permissions and not delivering
- Sustainable allocation at Dunsfold respecting difficulties (e.g. transport, roads, facilities); limited solutions to these. Double in size wouldn't work either
- Wings Museum if opens will cause more traffic issues, bendy roads, congestion. Challenge. Coaches will be particular issue
- East of the Borough does not have infrastructure.
- Horsham > Dunsfold. A281. Difficult to get in and out and to access services. Capacity studies of key roads (e.g. A281), necessary to access. Not easy to get anywhere when in the rural area (e.g. employment, schools and access to healthcare)
- Monies that come through commuted sums/contributions should go to local infrastructure to mitigate impacts locally
- Developer can ride on the back of others (e.g. Dunsfold promised infrastructure) but lack of delivery can be penalty
- Infrastructure first - not to follow. Highways, DRs, health facilities - not being provided by current developments. Plan not robust enough to defend against
- Due to lack of protection the developers are using Appeal route to gain planning permission. Not following Strategic infrastructure plan. needs to look at basic needs (Maslow hierarchy of needs). need to focus on priority (water, electric, sewerage) instead of more niche projects (e.g. gigabytes). NPPF doesn't target the key accessible areas.
- Plans is backwards, need to plan infrastructure first where connection are first. If this order can consider matters like high-density
- Build on evidence from infrastructure - strategic led not appeal led
- Outcome: Forces delivery, e.g. Dunsfold Park
- Monitoring new transport options nationally/globally. Options that didn't previously exist, e.g. light public rail systems, not heavy infrastructure. Open up public transport corridor between East and Guildford (Downs Link). Frustrated as idea has been posed in the past but received negatively/dismissed.
- Cycle network that works, active travel promotion. Encourage those to get on their bikes/walk. E.g. Alfold and Cranleigh. Decent and safe routes. Need to invest and done publicly (not developer)
- Radical thinking to get people out of cars and more sustainable
- Issue with High Street area (Cranleigh), too much demand and overlap on the same spaces (shops, active travel, open safe, commercial). Too much focus in

one area, could be spread out. Over concentration - conflict of too much pressure, too little space

- Train via Horsham > Guildford (via Cranleigh). Underground? Clay could be dug out. Trains above the roads? Inventive, but respectful to landscape

7.3 Farnham (and surroundings) in person

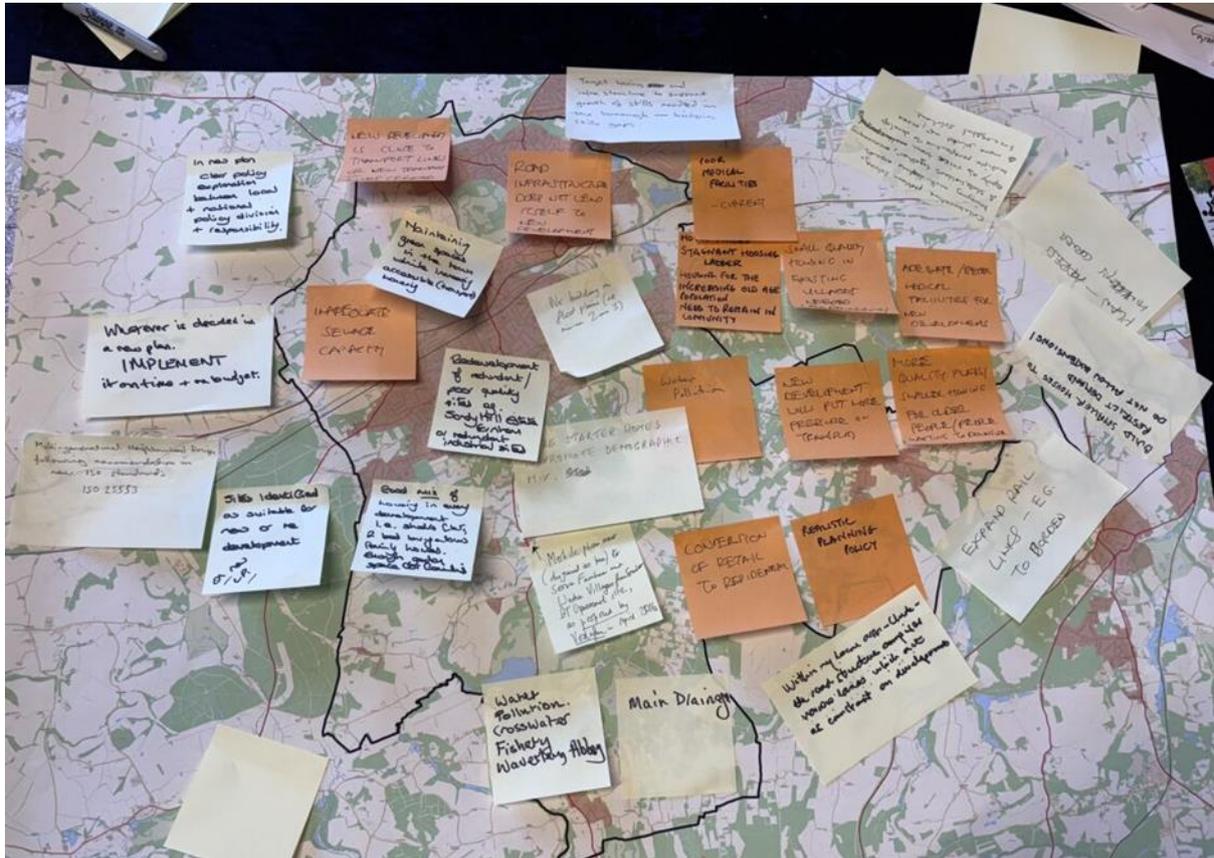


Figure 17 Opportunities and constraints post-it notes on a map of Farnham

7.3.1.1 Table 1

Within Farnham:

- At end of Waverley Lane, road leading to level crossing is too narrow and not allowing to turn left and write. Causing more congestion. No parking on road
- Turn right from A31 into Farnham at junction with station
- Increase train frequency – more carriages. Quick Waterloo service with 2/3 stops
- Dentists, youth clubs, parks and rides to buses, healthcare
- Single story dwellings
- Park and ride
- Safety in town
- School provision including 6th form
- Sports spaces and recreation
- Close car park at Farnham station – traffic out to Bentley/Aldershot (new Bagshot Lea station?)

- Multilevel desirable retirement villages to enable retirees to vacate homes nearer town
- Senior residents' villages
- Denser development – not car dependent

Elstead:

- New medical centre

Within Farncombe/Godalming

- Train crossing no longer has an operator – long delays in morning during school run
- Spaces/clubs/work out park for teens so younger children feel safe to play in the parks
- Affordable parking for people who travel to London to prevent street parking

Borough-wide

- Rain line Guildford to Cranleigh
- Get on and expand Dunsfold!
- Youth facilities sports, leisure, schools

7.3.1.2 Table 2

- Minor injuries at Farnham Hospital (1900 people per week go to Haslemere hospital)
- Flood plains and surface water
- Geology in NW Farnham
- Sewage capacity (more headroom capacity needed); sewage discharge into River
- Sink holes (see Figure 13)
- Transport infrastructure – not integrated
- Connectivity – public transport
- Sports pitch provision – currently inadequate/recreation
- Improving and maintaining wildlife corridors
- Increased north/south connectivity
- School places and new secondary school
- Doctors surgeries – no capacity
- Energy infrastructure & sufficient provision
- Home schooling – currently hidden therefore unmet need
- Public transport for school children
- Youth provision
- Policing
- Active travel needs to be made as easy as possible for people
- Parking provision within town centre

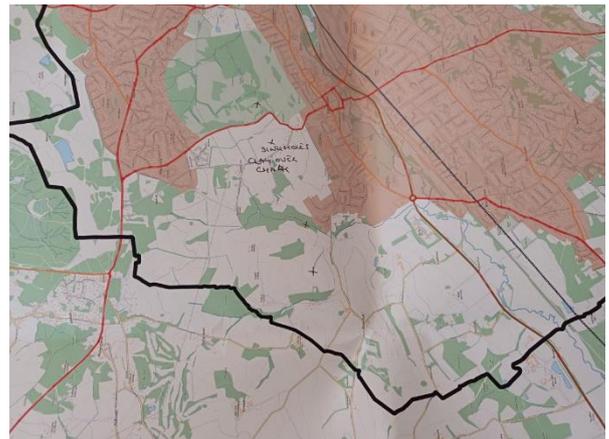


Figure 18 - Sink holes location

- Sensitive brownfield development in town centre
- Gentle densification
- Maintaining the character of Farnham and distinctive villages/character areas

7.3.1.3 Table 3

Churt:

- Churt crossroads requires raised table to control speed and crossing options
- Churt crossroads important facilities around – traffic danger

Within Farnham:

- Need more pedestrian crossings
- Traffic congestion at peak times
- Need for 20mph speed limit
- A287 will dictate traffic centre – Wrecclesham bypass?
- Why can't Castle Street be stopped up for traffic?
- Delayed railway crossing barriers – South Street congestion

Around Docketfield:

- Need to make sure National Landscape is extended further.

South of the borough:

- Need to protect new National Nature Reserve heathland over Thursley, Frensham and Churt.
- Speed of traffic through villages – hazard to pedestrians.
- Delayed railway crossing barriers – South Street congestion

Dippenhall:

- Possibility of new village at Dippenhall to fund a new bypass to the west of the Borough.

7.3.1.4 Table 4

Character:

- Limit development in the town centre.
- Concerned about an application for 6 storeys in the town centre

Sports pitches:

- Need more sports pitches
- Monkton lane (3/4 big sports clubs) – how can sports clubs be distributed across the town – can some be relocated?

Flooding:

- Have lost 3 surface water fields to housing – surface water flooding made worse

Opportunities in west Farnham:

- Need western bypass
- Opportunity for cross boundary site in west Farnham
- If we plan for residential and industrial uses on western edge, this improves the case for western bypass

Infrastructure/Active travel:

- Need decisions on facilities to be made before housing sites
- Congestion at south Farnham railway crossing/junction

Schools:

- Need dedicated pedestrian/cycle path to Weydon school.
- Age demographics in Farnham have changed since lockdown (there are different demographics across Waverley)- resulting in changes to infrastructure needs
- WBC needs to understand where school places are available

Green:

- Importance of maintaining strategic gap
- Need green corridor along north boundary.

7.3.1.5 Table 5

Issues:

- Inadequate sewage capacity
- Road infrastructure does not lend itself to new development
- Water pollution
- New development will put more pressure on transport
- Poor medical facilities
- House prices
- Stagnant housing ladder
- Housing for the increasing old age population - need to remain in community
- Water pollution at crosswater fishery Waverley Abbey
- Main drainage
- Eithin my local area- Churt- the road structure comprises narrow lanes which are a constraint on development

Opportunities:

- Small, quality housing in existing villages needed for downsizing
- Better medical facilities for new developments
- Redevelopment of redundant poor quality sites EG sandy hill estate Farnham or redundant industrial sites
- Target housing and infrastructure to support growth of skills needed in the borough - bridging skills gaps
- Sites identified as suitable for new or redevelopment
- Maintaining green spaces in the town while increasing accessible (transport) housing
- More starter homes to promote demographic mix
- Conversion of retail to residential
- Mobile phone mast (disguised as tree) to serve Farnham and western villages. BT open reach site, as proposed by Vodafone in April 2016
- Expand rail links e.g. to Borden
- Address Hinkley's Corner
- Build smaller houses to restrict demand- do not allow extensions!

Outcomes:

- Good mix of housing in every development i.e, studio flats, 2 bed bungalows, family homes.
- Whatever is decided in a new plan. Implement it on time and on budget.
- In new plan, clear policy explanation between local and national policy divisions and responsibility
- New development is close to transport links or new transport links created
- Better medical facilities for new developments
- Collaborative problem solving, bringing multi discipline experts and stakeholders together, encouraging equity of voice from multiple perspectives to develop more joined up, more successful solutions
- No building on floodplains (at minimum zone 3)
- Realistic planning policy
- More quality flats/smaller housing for older people/people waiting to downsize
- Multi-generational neighbourhood design following recommendation in gnu ISO standards ISO 25553

7.4 Haslemere (and surroundings) in person

Housing:

- Encourage some organisations, like Haslemere M&S, to move and make good sites available for development.
- Need to get difficult/key sites delivered: Fairground, M&S, BT building
- Industrial estate north of station could be redeveloped for housing.
- Smaller family homes needed
- Housing for key workers needed (including to address ageing population)
- Attractive downsizing options needed (including to address ageing population)
- Need a supply of genuinely affordable homes – desperate shortage
- Higher densities needed to support services/consider multi-storey buildings
- No suitable location for new community in this area (area 2) – not flat, not enough jobs, poor transport – very good public transport would be needed. These issues also apply to Cranleigh.
- Need to find balance of housing provision and preserving character and environment.
- Need to address different mobilities.

Economy:

- Facilities needed to support career-orientated jobs (research, IT etc. like in Guildford)
- Local jobs
- Local Plan needs to improve certainty/confidence to encourage investment in high streets.
- Ensure health of High Street and Wey Hill

Transport:

- Congestion
- Parking (including consideration of underground parking)
- Need to improve connection and environment between the two centres in Haslemere, including by strategically addressing congestion problems. Opportunity to address this through provision through industrial estate next to station
- Need to promote non-car movement
- Walking and cycling needs to be safe and easy
- Bus and rail integration needed

Environment:

- Topology
- Protected land (including National Landscape) should be upheld and not built on
- Concerned about urban sprawl
- Concerned about loss of wildlife and wildlife corridors, and development over natural paths (no worms – no life)
- Ugly buildings

Infrastructure:

- Schools
- Water (including not enough water capacity (such as at Blackdown)/unreliable water supply (particularly in summer))
- Healthcare (including better infrastructure needed and not enough doctors)
- Playing areas
- Wildlife

Other key issues/opportunities:

- Ecology
- Demographics
- Need to mitigate climate change
- Need to limit pets

7.5 Cranleigh (and surroundings) in person

7.5.1 Table 1

Housing:

- Housing focused around planned active travel routes
- Key worker housing needed
- Social, preferably council housing should be prioritised.
- Good quality housing so well designed with amenities and efficient so good to live in
- Paddock for housing for key workers
- Better police presence on Cranleigh High Street

- Key workers – the paddock – Rufford farm

-

Transport:

- Have better access into village
- Improve Downs Link for improved cycle and pedestrian route to Guildford with lighting
- Explore tram with good PT along Downslink
- Improved bus routes
- Bypass to reduce traffic through Cranleigh
- Not enough development between Rowley and Cranleigh Road to support water infrastructure improvement
- Elmbridge Road et cetera prone to flood
- No decent roads into Cranleigh for HGVs
- LCWIP with wider travel
- Bypass to reduce traffic through Cranleigh
- Too much focus on long active travel rather than shorter, local for families et cetera
- Improvement to Downs Link from Cranleigh to Guildford
- Tram and electric bike group and lighting surfaces.

Infrastructure and services:

- TW saying reservoirs can't take much more in Cranleigh
- Provision of GPs
- Better police presence on Cranleigh High Street
- Water pollution, sewage works, compact cope after rainfall. Are they coping now? Ask Cranleigh Water Rangers
- School places including for special needs

Resilience

- Flooding issues

7.5.2 Table 2

Issues:

- Key worker housing – affordable
- affordability of public transport
- Cranleigh A281- not close. No A-road to serve
- Physical space limited to non-school hours
- smaller roads issue for development-volume and heavy lorries, weight
- public transport issues: regularity, time of day
- Flooding, sewage
- A281- no A road to Cranleigh
- Converting employment and business properties to residential results in a loss of jobs

Opportunities:

- A281- opportunity Dunsfold
- Mixture of housing: size, price, downsize
- if public transport improved would decrease cars on road
- concern about universal hours not catered for diverse needs
- Rowleys - opportunity: social connection, inclusivity, all generations
- realistic opportunities- is train one?
- Mini buses rather than larger buses- best for size of audience
- Active travel links Alfold and Cranleigh, Dunsfold and aerodrome
- Improving distance and availability of Hoppa
- need for jobs/ empowerment to support new development
- opportunity for similar to Haslemere youth hub for Cranleigh
- community hub for Cranleigh - need image to change to bring in youth
- provision for young families especially indoor facilities
- Scouts, Guides, football- space for facilities. Physical space
- Downs link - reduce flooding
- better transport needed as people often work out of area
- new development needs employment
- building a school in Alfold
- opportunity for jobs at Dunsfold

Outcomes:

- Allocating land for cemeteries
- Increase in education and healthcare provision
- Net zero commitment - higher environmental standards for example solar, get rid of gas boilers
- Allocate green space
- Indoor space as well as outside- often parks are cheaper
- Active travel outcome network-LWCIP
- Funding for infrastructure
- Wildlife corridor
- Further access to Guildford and Godalming including hospital
- Solar standards
- Increase mobile network/ connectivity- issue for emergency services
- Allocate land for sewerage works
- Sewerage provider required to build infrastructure including standard of repair
- Improving asbestos pipes- avoid unintended consequences e.g. highways
- And itches, flood alleviation, surface water

7.6 Godalming (and surroundings) in person

Opportunities for some housing in town centres

- Regenerate old properties – flats over shops
- Keep centre alive

- More housing in town centres
- Short on smaller properties - focus on 1-2 beds in town centres

Character

- Need to preserve character of historic centres

Green

- A nice place to live as the countryside comes into town.

Transport/traffic

- Parking is difficult
- Traffic is an issue
- Canals need revenue
- Need more buses – shuttle and regional
- No buses to Milford station
- Bus services have to change in the middle of Guildford – services should change at hospital or Guildford spectrum.
- Everyone in the east of the borough goes to Guildford for trains.
- Need to make public transport routes as easy as possible – buses should line up with train times

Traffic impacts from Dunsfold Park:

- Milford is one of the closest stations to Dunsfold Park and the road network won't be able to cope with the traffic (rat runs through country lanes)
- From Dunsfold you only have the A281 to Guildford

Connectivity

- Edge of town developments difficult to access facilities
- Population centres should be more connected – more connections to other settlements (buses)
- Need to put housing closer to transport hubs

Active travel

- Encourage active travel - bikes/walking
- Need more options for cycling across the borough
- Guildford/Godalming cycle plan – 'greenway' needed
- We want walkable places

Homes for older population

- Need more assisting living in Witley so people can stay within the Parish.
- Losing bungalow stock
- Need more attractive opportunities for downsizing

8 Priority outcomes (breakouts)

In the breakouts, priority outcomes were in some cases clearly captured whereas in others they were merged with the issues and opportunities. This section captures only those outputs where the outcomes were clearly identified.

8.1 Farnham (and surroundings) in person

Environment

- Retain open green spaces
- All new homes are environmentally friendly
- All development considered biodiversity: swift bricks, hedgerows
- Safe dedicated cycling infrastructure
- Challenge government housing targets and plan

Economy

- Encouragement for independent retailers

Social

- Consideration for youth

Infrastructure

- Local facilities for home workers
- Mobile connectivity
- All plans incorporate infrastructure needs
- Coordinated plan for infrastructure
- Farnham tip/recycling centre is too small – huge queues

Environment

- Stop speculative development
- Explore ambitious proposals for new villages
- Impact of climate change throughout Plan i.e. water
- Protects and conserves quality of environment that is fundamental to area
- Strongest protection for designated countryside

Social

- Reducing traffic in town centres. Enforcing restrictions, speeds and parking
- Reducing speed of traffic in villages

Infrastructure

- Clear Local Plan to address existing deficits and new pressures
- Bold and integrated Local Plan for Farnham growth and infrastructure
- Promoting active travel – better provision for cycling e.g. electric cycles

Character:

- Unique character of Farnham needs to be maintained
- Building heights to be in-keeping with character

Climate resilience:

- Need to maintain land for flood resilience

- Consider consequences to Elstead from flooding in Farnham
- Need to build climate resilience at beginning (complex geology in Farnham) – then nature recovery.

Infrastructure/Active travel:

- Improved walking and cycling infrastructure
- Need to encourage more people to walk and cycle
- Western bypass

Schools:

- Can we build housing in villages to support village schools?

Affordable housing:

- Social housing in villages so people can stay there

8.2 Haslemere (and surroundings) in person

Transport:

- More station car parking needed (although one attendee questioned whether this encouraged driving)
- Traffic/congestion needs to be addressed
- Multi-modal transport needed
- Jewsons site could provide walkway/cycleway to connect the two centres in Haslemere
- Cargo bikes and infrastructure to support them needed

Housing:

- Genuinely affordable dwellings for the people the area needs – this will reduce commuting
- Some (but not all) affordable dwellings will need parking
- Smaller housing units reflecting needs (including downsizing)
- Lower parking requirements for smaller dwellings near stations
- Explore converting/redeveloping bigger houses to provide smaller dwellings

Environment:

- Designated land protected

8.3 Cranleigh (and surroundings) in person

Social:

- Transport comes first, then housing
- Pavements and gutters need to be sorted to address flooding.
- Bigger gardens.

Environment:

- Renewable energy designed around use – it is needed in day or morning/energy
- Micromanagement of energy – self—sufficiency
- Conserve green space – so can walk to Hill.
- Accessible green space for those with mobility issues.
- Maximise by diversity and usability

- Passive housing - reduce need for energy
- Keep trees in open spaces in new developments

Economy:

- More independent shops
- empty shops, and vetting shops to make sure get what is desired.
- encourage retail in other areas
- Show clearly what is desired in example area and micro manage
- More small industrial sites for training, start-ups et cetera – crafts and pop-ups and small farms

8.4 Godalming (and surroundings) in person

Public transport/active travel:

- Better active transport provision
- Very few cycle improvements taken place

Affordable housing:

- More affordable housing – can we use spaces above shops?

Downsizing:

- Unblocking downsizing

Locations for development:

- Housing in town centres – flats above shops
- Milford is very well connected
- Site on A283 that could accommodate new school.
- Opportunities for extending Farnham
- Potential where existing school is in Witley – would need to relocate

9 Prioritisation

9.1 Councillors



Figure 19 - Priorities - councillor workshop

9.2 All 3 other groups (provided with a streamlined list to vote on)

(In person workshops converted to % to give parity with online workshop)

	Online workshop	Farnham, Haslemere and surroundings	Cranleigh, Godalming and surroundings
Infrastructure and community facilities	27	26	20
Housing types and sizes to meet local needs	14	17	20
Walking, cycling and public transport	13	12	19
Energy and water efficient buildings	9	10	13
Affordable housing	17	12	11
Generating renewable energy	6	8	9
Green spaces for people and nature	13	15	8

Figure 20 - Priorities for the online, Farnham and Cranleigh workshops

Other priorities: councillors:

- Lack of available land in villages to accommodate new housing without spoiling existing communities
- Energy supply
- Sewage and wastewater supplies

- Protecting and enhancing the character of existing communities
- Shortage of skilled tradespeople to build houses and infrastructure
- Explore Local Energy Networks to maximize small-scale renewable use (works well in small rural communities)
- Water supply
- Connectivity / internet access / mobile coverage
- Utilities
- Candour: honesty about Natural England's inability to provide evidence of effectiveness of SPA mitigation
- Major problems due to lack of highway network from Eastern villages

Other priorities – other online

- Sewage!
- Retaining existing local designations especially Area of Great Landscape Value
- Not road reliant public transport i.e. Trains
- Infrastructure is very broad. Needs to be broken down
- Recreational/sporting facilities
- Doctors and dentists
- Retail provision
- Schools
- Managing our green spaces....increasing costs with climate change. Costs of monitoring trees have increased hugely.
- Parking in central Farnham, reduction of congestion, promotion of using public parking already available not on the main streets and park and ride type facilitation.
- Sustainable public transport
- Footpaths and cycle routes
- Roads, public transport, potable water supply, foul water sewerage, surface water drainage, electric supply, mobile phone coverage, amenities, social spaces
- Protect and respect existing Made Neighbourhood Plans
- Waverley should not agree to provide infrastructure for neighbouring authorities development on our boundaries for one -off CIL payments leaving Waverley to pay for their maintenance into the future
- enjoy the structure, can be limiting, but only have two hours. only feedback would be to find a way to engage the younger demos.

10 Bike parks

10.1 Farnham workshop (covering Farnham, Haslemere and surroundings)

- Farnham has delivered significant housing already without infrastructure keeping up according to Waverley's infrastructure delivery plan. will WBC commit to identifying a map showing sites for the infrastructure
- Particularly concerned about sports pitches, green corridors for LNRS, schools, doctors
- Why do you allow 3 x £3m houses rather than 10 lots of £800,000 houses?
- Can the plan specify the size and type of housing rather than the number of dwellings
- Why don't you know where you are i.e. why not continuous assessments?
- Lack of diversity during public consultation
- How will local preparation be affected by the county Reorganisation
- Council explain what is happening RE council REOR6
- How are we going to prioritise the local plan during GDR D
- You haven't delivered the latest ID plan why do you think you can deliver the next Plan
- Time scale of process is beyond likely existence of WBC as a council. Shouldn't you accelerate priorities such as social housing infrastructure? Otherwise all work lost anyway
- Consistency in policy is needed. Make sure what is said is implemented i.e. local plan LCWIP
- This county has a poor record of deliverability. What work is happening now to make sure that whatever plan is finalised is effectively delivered. What changes to systems structure staff and culture will be needed.
- Please can we track the delivery of housing in the settlements against the targets in the existing local plan and the number of houses that have planning permission outside the LPON
- Part of the future infrastructure should include leisure facilities, cultural venues and art opportunities for everyone. Farnham lacks and needs a professional theatre.
- Adopt design statement and codes
- Can the plan focus on providing house sizes that tend to be more affordable? Safe for key workers such as one and two bed Apartments
- How will the plan address the infrastructure and other issues given that the definition of land/housing numbers will strongly impact this and may not be determined or argued until late in the process. Housing needs survey et cetera.
- What human centric principles should underline planning a policy and decisions. Scenario options should be evaluated on the basis of a holistic business case for each informed by these principles.

- Can we have self build and therefore more interesting developments?
- Buses too big and not well used in Hazel near
- Why is it taking so long to commission necessary review?
- Infrastructure and deal with Brownfield and Greenfield sites first
- Concerned about developments over three stories given development would rise above trees harm national landscape and encouraged developers to rush for development still (Haslemere)

10.2 Cranleigh workshop (covering Cranleigh, Godalming and surroundings)

- Can we have a focus on cohousing developments?
- Estates verges and grass areas need to be managed better for wildlife not just left to grow along but following plant life best practice. Involve residence actively in getting involved in volunteer planting or community Orchard or Meadow
- Penalties for developers who cut down or ruin large habitats or trees and then argue tiny new whips are BNG
- All youngsters should be able to access provision nearby
- Parks should have managed trees and surfaces within
- Can housing estates have a lot more trees within them - cooler and better
- Hundreds of play parks in the area - couldn't money go to a community facility that would be used by more people
- Could the local plan give some example areas to demonstrate what good development looks like show how sustainability investments et cetera would be improved through increased densities?
- The Waverley cycle forum was becoming useful when it was allowed to die. There was talk of replacing it with an active travel or sustainable transport forum, but this did not happen. It could have undertaken much of the legwork and is becoming even more needed
- LEAP lay not legal protect protection
- Request for WBC to use parish councils as much as possible for local knowledge - we are always willing to engage and help with any local issues and would always advocate bottom-up approach to planning
- Can we charge developers 150 to 200% council tax on unbuilt consent older than one year?
- Can WBC use CIL to fund an expanded in town bus service shuttle like hopper but more?
- Why does Farnham and Godalming get most of the funding and new services centres in these places not Cranleigh
- Passivhaus standard no gas boilers, air source heat pumps and photovoltage and rainwater harvesting and swift/bat boxes as standard. Move away from individual nuclear homes with tiny gardens co-housing with higher densities

11 Workshop feedback



Figure 21 - Cranleigh workshop

11.1 Councillor online

- Generally worked well and good interaction
- A good workshop; the postcard session was a little bit confusing, but the rest was OK
- We have varying technology being used; questions are in good context
- I found the wording of the postcard from 20 years in the future slightly confusing
- Technology worked well, very good; manage expectations that it's at early stages
- Constructive. Technology was a little tricky but became easier. Will encourage our town councillors to attend – and warn them to come prepared to do some work
- Well-run workshop – nice to have the opportunity to discuss this
- Very engaging. Well run. Would have liked longer to discuss all the issues
- Really engaging. Technology worked well for those it worked for (and that's always harder when not in person)
- Where and how are the next workshops being advertised?
- Should be OK without the technology
- Stop scaring people. Start with the statutory environmental constraints, rather than pretend they don't exist

- Desired outcomes – realistic or best-case scenario?
- Really positive and engaging workshop. Thank you
- Good workshop, liked the interaction

11.2 General online

- Good session. Nice to be interactive. Thanks
- Well-structured event. Felt able to fully participate
- Younger people are accessed via social media
- Speak to schools, use their email mail bag system to contact younger parents
- Informative and well presented
- Thanks for an engaging and useful workshop. Very well facilitated!
- Send questions in advance so people can structure responses in advance rather than feedback ‘from the hip’
- Very good workshop, well presented, organised and run.
- Thank you for a really engaging, interactive workshop
- Good session although always technically challenged
- Improve planning to stop the transformation of small affordable dwellings into palaces for the few.
- Really well run, thank you!
- Great level of interaction
- I think the Lloyd George Gardens development on Tilford Road is a fantastic looking example of what new houses could look like if constructed sympathetically. Other builders should follow. Thanks
- Very interesting and engaging, would happily participate in any follow-up

Appendix: Example runsheet (as used for the second in-person workshop)

Workshops 3 Runsheet

TIME	SESSION
SET UP	
2pm	Facilitation team onsite
3pm – SESSION 1: WELCOME & ICEBREAKER	
3pm	<p>Arrivals and refreshments</p> <p>Participants join a table based on their area (indicated by table sign) – preferably separately to anyone from the same organisation.</p> <p>Area 3 (Godalming) or 4 (Cranleigh)</p>
3.15pm	<p>1A WELCOME</p> <ul style="list-style-type: none"> • Waverley (2 mins) • CAG (2 mins) <ul style="list-style-type: none"> ○ To explain format, housekeeping FIRE ESCAPE, ground rules ○ This is a safe space to share views ○ Introduce the facilitation team ○ Introduce the ‘bike park’ (on a flipchart)
3.25pm	<p>1B ICEBREAKER – post-its</p> <p>Facilitators invite participants on their tables to introduce themselves briefing (name and organisation they represent)</p> <p>Working alone, participants are invited to write up to 3 post-its with:</p> <ul style="list-style-type: none"> • What do you love about the borough/your area? (Yellow post-its) • What would you like to change about the borough/your area? (Pink post-its)

	And then discuss these as a table. Facilitators to cluster these on their flipcharts.
3.40pm – SESSION 2: INTRODUCTORY PRESENTATION & Q&A	
3.40pm	Waverley: Present background / context to the Local Plan:
3.50pm	Q&A
4pm – SESSION 3: VISIONING EXERCISE – POSTCARDS FROM THE FUTURE	
	<p>Visioning exercise: Postcards from the future</p> <p>Working in pairs:</p> <ul style="list-style-type: none"> Imagine it's 20 years from now. How would you like your area to look in the future? What does it feel like? Do they have any big ideas? <p>Write themselves a postcard (as a pair, or individual) from the future that describes this. On a post-it.</p> <p>Discuss in your tables. Facilitators gather and cluster the postcards.</p>
4.20pm Issues and Opportunities	
4.20pm	<p>Introduction Issues and opportunities – growth is a given. Exactly how much and where is to be determined.</p> <ul style="list-style-type: none"> Want views on different ways to accommodate growth - short presentation on options – all of which may have part to play. Quick exercise to understand preferences before exploring issues and opportunities in more detail.
4.30pm Tea & coffee break (10 mins)	
4.30pm	<p>DURING TEA BREAK: Voting exercise – Options for growth</p> <p>Each person is giving 10 dots to vote on which is their preferred option for growth. They can use all the dots for one option, or split between them.</p> <p>The following will be on flipcharts on tables at the side of the room:</p> <ul style="list-style-type: none"> Within the main settlements (including increasing densities) Extensions at the edges of the main settlements Growing other villages

	<ul style="list-style-type: none"> • Creating new communities
4.50pm	<p>In breakout groups, participants are invited to talk about their area: (15 mins)</p> <ul style="list-style-type: none"> • Issues • Challenges • Opportunities/big ideas (e.g. areas with development potential) <p>Facilitators note discussions adding post-its to their map as relevant.</p> <p>After 15 minutes: (15 mins)</p> <ul style="list-style-type: none"> • Any key outcomes you'd like from the Local Plan? <p>Facilitators invite key outcomes relating to the Env't/Ec/Social themes.</p>
5.30pm What does 'good' look like?	
5.30pm	Andrew to explain that Local Plan will set out the policies in relation to the sustainability themes discussed, but we need to demonstrate to an Inspector that a development meeting these requirements is likely to be commercially viable
5.35pm	Prioritisation exercise: everyone is given 20 dots to vote on the 7 priorities (which will be on flipcharts at the side of the room)
5.45pm	Present findings from the prioritisation exercise
5.50pm	Next steps Feedback to be sought by email (or method of sign-up)
6pm	Close