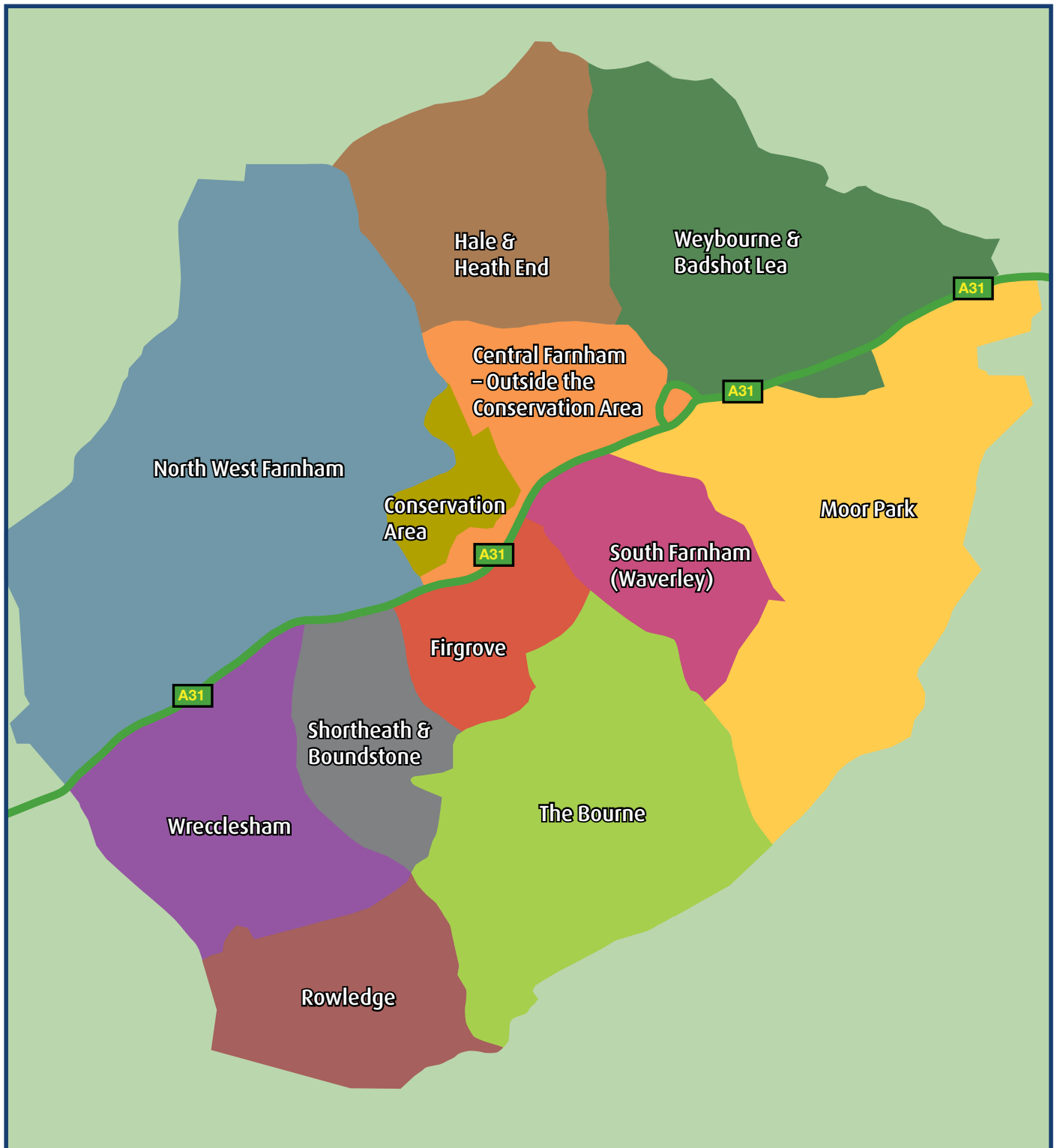


Farnham

Design Statement

2010

Farnham Design Statement



Map of Farnham showing the Settlements.

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(Front cover) Castle Street © Michael Blower
 (Top left) Victoria Garden formerly the Farnham open air swimming baths.
 (Above) Doorway in the Lion & Lamb yard.
 (Below) St Andrew's Church
 (Bottom) Almshouses in Castle Street



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Introduction

(Top) – Council Offices in South Street (Bottom) - Lower Church Lane

This Design Statement is intended to supplement planning policies in Waverley Borough's Local Plan, as they relate to Farnham.

The main aim is to analyse the character of the whole of Farnham, in order to produce a document, which could have a positive influence on future planning decisions in the town. It is hoped this document will also inform planning policy through the core strategy of the Local Development Framework (LDF).

In 2004, Farnham Town Council carried out a "healthcheck" within the town. As a result, the council identified a series of future projects and took part in several workshops with local partners, including Waverley Borough Council, to develop a vision for the town in 2020. Part of this vision was the preparation of a Design Statement.

A task group was subsequently set up, with advice from a qualified planning consultant. Five workshops were held in the council chamber with different groups of stakeholders. It was decided that it would be more effective if the group were to produce a skeleton draft document, on which the public could comment. This was completed by January 2010. Further workshops were subsequently held and a series of public meetings took place at a variety of venues. Please see page 40.



The structure of the Design Statement is very simple. Farnham has been divided into its main settlements as shown on page 2. There is also a section on infrastructure, which raises issues that affect the whole area.

Certain guidelines are repeated, as the document is not necessarily intended to be read as a whole. For example, the issue of sustainability is considered to be an essential consideration in every development. It is assumed that every development will fulfil the basic requirements of Sustainability Planning Policy CC9. It is also understood that there is a need for subsidised, affordable housing across the town. Developers should seek pre-application advice at the earliest opportunity, in order to gain a full understanding of what is realistically possible in each settlement in the town and its surrounding villages.

Farnham is under great pressure from development. It is conveniently situated for London and its main airports and has superb state schools. The pressure is felt in every area of Farnham but the evolution of the town has resulted in differing pressures in different areas. North Farnham is greatly affected by heavy goods traffic along its narrow main roads but it does not have as many large plots, which are typical of most of south Farnham. Here pressure for sub-division has been

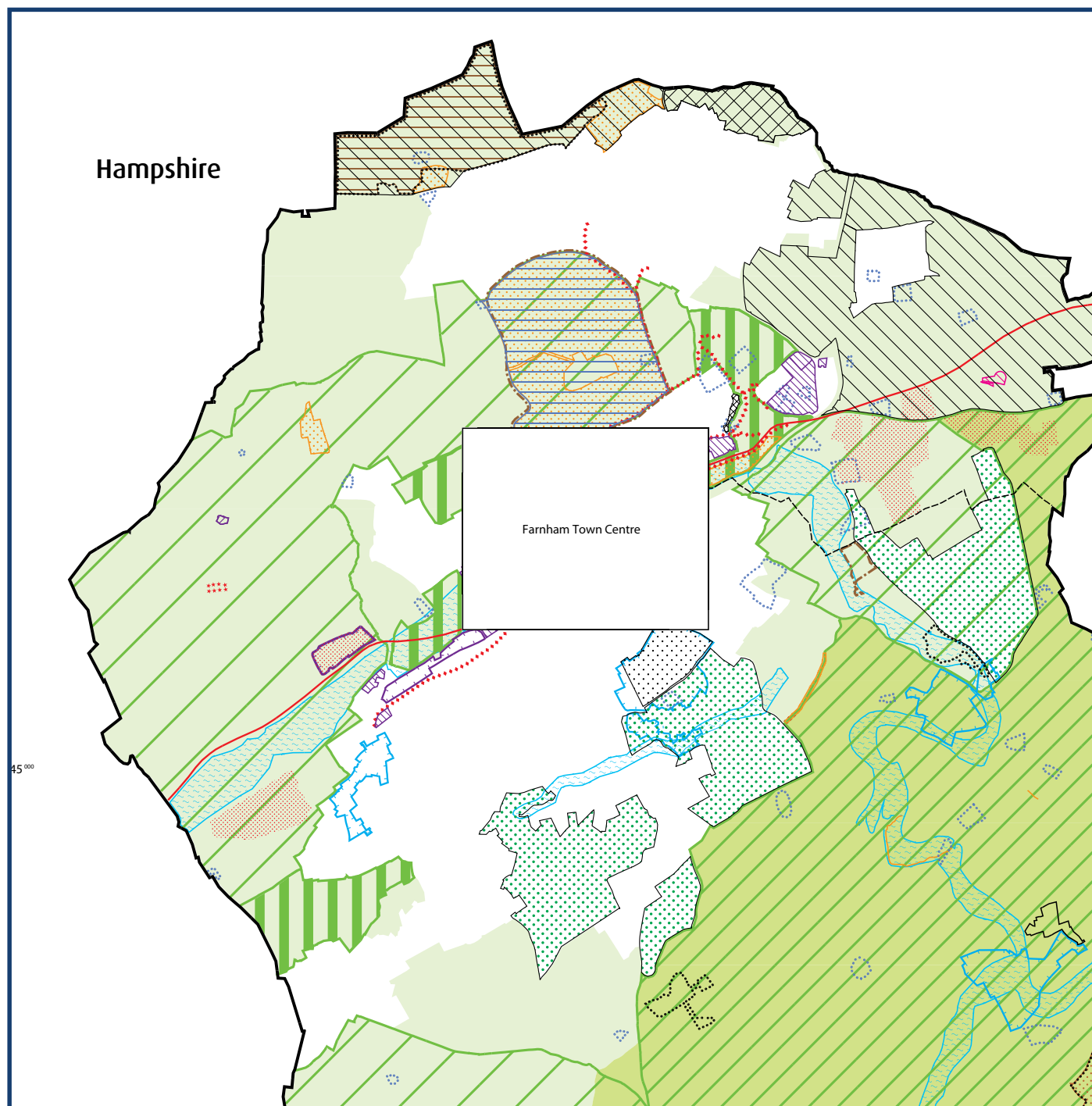
relentless and the tendency towards the development of flats has led to a growing concern that the main character of the settlements on the southern edge of Farnham, is being undermined. A map showing the areas currently protected (Local Plan 2002) by planning policies can be seen on page 5.

The Design Statement has the following main aims:

- To develop guidelines, which will have a positive influence on development throughout the town
- To represent the views of local residents about future development in the areas in which they live
- To raise awareness of the important features of the town and its surrounding villages and countryside
- To conserve the best of the architecture, by ensuring that any new development respects and complements the area's character
- To ensure a sustainable and attractive environment for future generations
- To assist developers and architects in providing developments which are appropriate to Farnham



Protected Green Spaces Around the Town



Sourced from Local Plan 2002 – Proposals Map (West)
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KEY

Boundary of Local Plan	Subsidised Affordable Housing at Bourne Mill, Farnham Policy H5A	Surrey Hills AONB not subject to Policy C3	Existing Gypsy Sites Policy H11	National Nature Reserves (NNR) Policy C9	Sites and Areas of High Archaeological Potential Policy HE14
Green Belt Policy C1	Run off and flooding Policy D12	Areas of Strategic Visual Importance (ASVI) C6	Areas of Suitably Located Industrial and Commercial Land Policy IC2	Sites of Special Scientific Interest (SSSI) Policy C3	County Primary Route Network Policy M3
Countryside beyond the Green Belt Policy C2	Godalming Hillside Policy BE5	Farnham / Aldershot Strategic Gap Policy C4	Well Established Industrial and Commercial Land Policy IC3	Regionally Important Geological/ Geomorphological Sites (RIGS) Policy C10	Cycle Routes Policy M6, M7
Surrey Hills Area of Outstanding Natural Beauty (AONB) & Area of Great Landscape Value (AGLV) Policy C3	Low Density Residential Areas Policy BE6	Areas for Landscape Enhancement Policy C6	Employment Development Sites Policies IC6-12	Local Nature Reserves (LNR) Policy C10	A3 Improvements Policy M18
Area of Great Landscape Value (AGLV) only Policy C3	Rural Settlement Boundaries Policy RD1	Special Protection Areas Policy C9	Conservation Areas Policy HE8	Sites of Nature Conservation Importance (SNCI) Policy C10	Long Distance Footpaths Policy LT11
AGLV treated as being within the Surrey Hills AONB Policy C3	Major Developed Sites Policy RD6	Special Areas of Conservation Policy C9	Historic Parks and Gardens Policy HE9	South Farnham Area of Special Environmental Quality Policy BE3	
Surrey Hills AONB not subject to Policy C3	Existing Gypsy Sites Policy H11	Ramsey Sites Policy C9	Areas of Historic Landscape Value (AHLV) Policy H12		

Historical Development



(Left) Imposing facades in Castle Street

(Below) The Farnham Maltings

Due to its geographical position, Farnham has been an important crossroads for centuries. Bronze and Iron Age people used it as a junction for their track-ways and the Romans discovered its clay and started a thriving tradition of pottery, which continues to this day. A Roman villa and bath were found on the site of Roman Way, now a residential estate.

The Saxons named their village Fearnhamme, which is roughly translated as well-watered meadow by the ferns. In the Middle Ages, Farnham was already the site of a great market. Its location, midway between Winchester and London, made the market so successful that it rapidly developed into one of the largest in the area. In the 16th and 17th centuries, wool became an important industry in the town and, later, wheat and hops which grew in the rich soil of Farnham Valley, brought the town prosperity.

There are buildings all over the town, which recall this rich history. The Hop Blossom public house, close to historic Castle Street, The Wheatsheaf public house on West Street and The Shepherd and Flock public house, now at the centre of a busy roundabout, are just three examples.

The magnificent castle, which overlooks the town, was started in 1138. It was not only a fortification but also a resting-place for the Bishops of Winchester on their frequent journeys between his cathedral and the capital. The deer-park, which surrounds the castle, remains a treasured green space to this day.

Castle Street remains one of the most striking Georgian streets in England. The imposing facades and width of the roadway, as it rises towards the castle, is as impressive as ever. There is a small market at the foot of the street, near the old Corn Exchange, which serves to remind the town of its past.

The coming of the railway in 1849 secured Farnham's future as a market town. Its prosperity grew and residential development grew with it. Today the town is under threat from the pressure to build more houses, (both infilling and on larger scale

developments) and from the increase in traffic in the town centre, which this development inevitably creates.

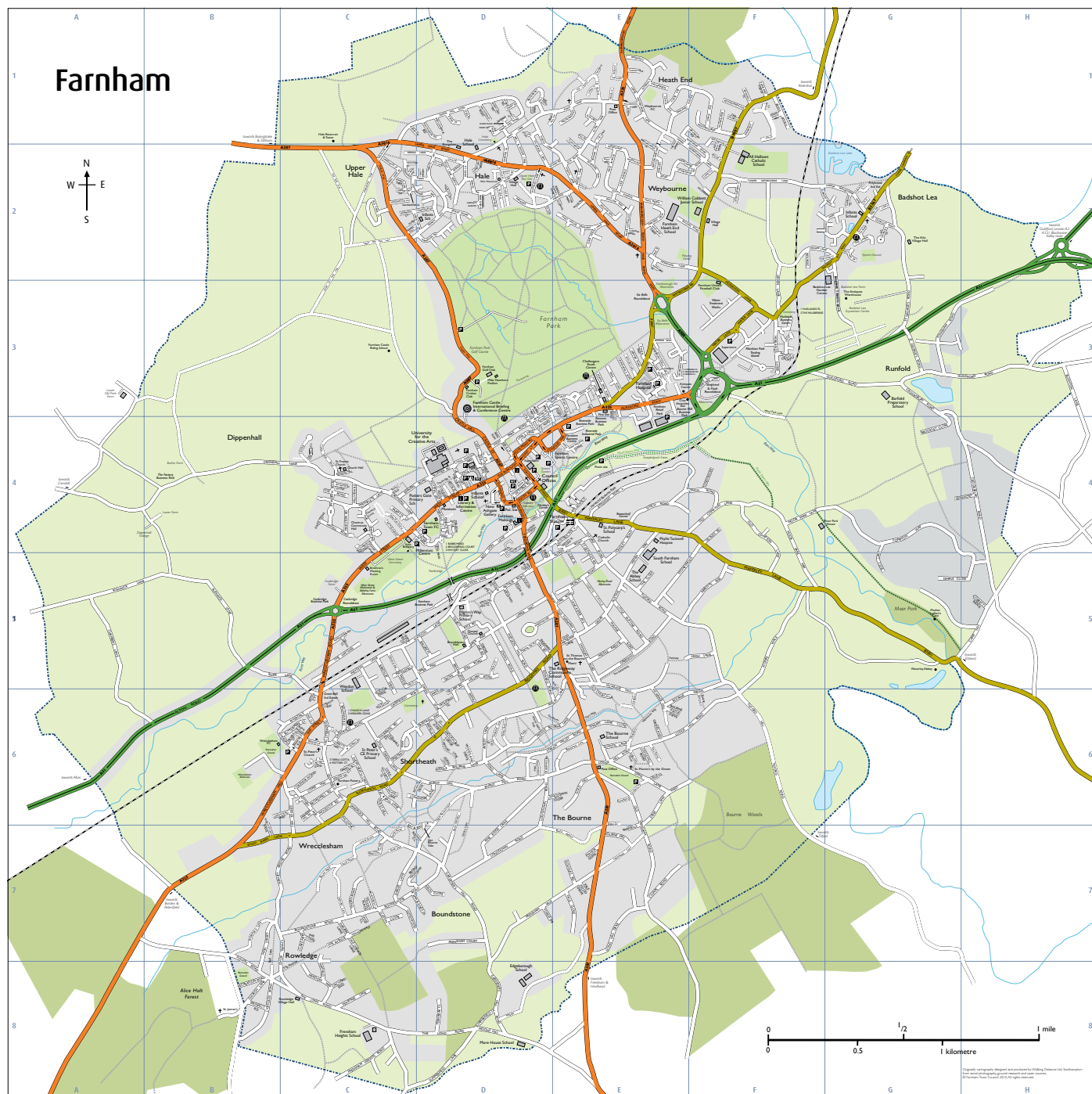
The A31 cuts the town in half, providing a direct link between Guildford and Alton. As soon as the road leaves the town at the Coxbridge roundabout, the land becomes agricultural. Farnham is surrounded by such land and it is important that the rural edges of the town remain protected.

There are several green spaces (as shown on the green spaces map on page 7), which also need to be protected. For example the Strategic Gap between Farnham and Aldershot and more obvious features such as Farnham Park and Gostrey Meadow. There are several smaller areas of recreation in the town centre and elsewhere in the town such as the Victoria Garden, on the site of the former swimming-baths, the Haren Garden, the library gardens, Borelli Walk and Middle Bourne Garden, all of which add to the health and beauty of the town.

Farnham has a thriving arts centre at The Maltings and a wide choice of sporting facilities. It is close to beautiful scenery and provides a good base for further exploration of its surrounding villages and countryside.

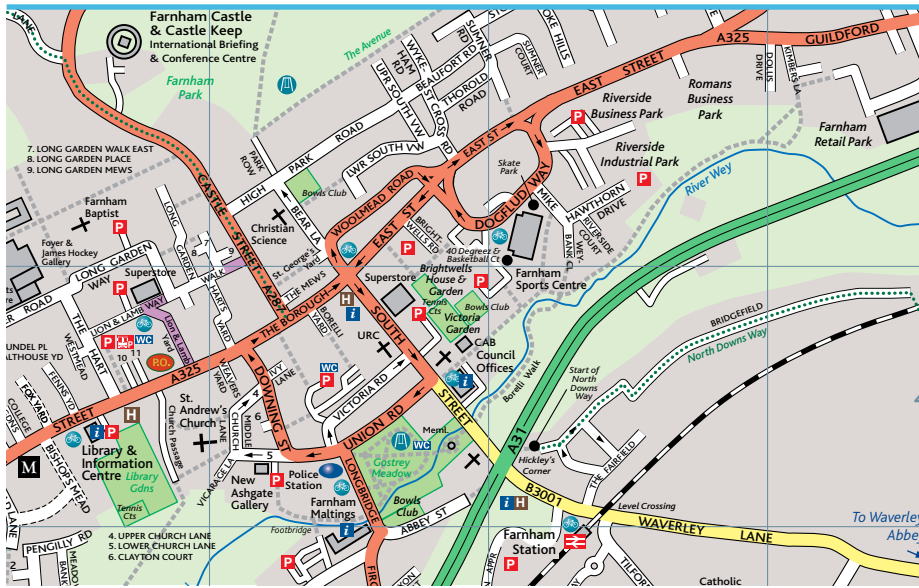


Green Spaces



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Infrastructure in Farnham



Map showing road system in central Farnham

(Below) Traffic queuing down Castle Street (A287)
(Right) Farnham Station

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Transport

Farnham remains an attractive and historic town. However, it is widely recognised by all the main authorities and by those, who live or work in the town, that it is blighted by the volume of traffic. This passes into and through the town centre, using an historically based road system, that is fundamentally unsuited to the varying needs of Farnham today.

There have been several highways and traffic studies throughout the last thirty years, the latest of which was published in January 2008 by Scott Wilson (Consultants) for Surrey County Council. This review identified nine previous studies, carried out since 1994 for a variety of bodies, including Farnham Town Council and the Farnham Society. The Scott Wilson study confirms that, although there have been a number of major transport studies in recent years, there have been few significant new schemes implemented within the town.



Infrastructure in Farnham

A solution to the existing problems caused by traffic in Farnham, therefore, is a justifiable aim in itself. However, the prospect of further residential or business development, either within or impacting upon the town, makes it imperative that an appropriate and achievable transport and traffic strategy is developed for both the short and longer term.

The historic road pattern in the town (map on previous page) shows how Farnham is, in fact, bisected by the A31, known inaccurately as the by-pass. It is a principal road and a primary route, part of the national primary route system. In the long run, it is the aim of the town council to try to improve this road by extensive planting of shrubs and trees. It forms part of the town and yet it plays no part in the town's prosperity. Traffic is encouraged to make its journey as quickly as possible and any visitors are brought into the town from the east along East Street, with no other possibility of entering the town centre. Residents would like to see the two halves of Farnham brought together by cutting the speed limits and restoring the right turn into South Street.

Two further principal roads (A287 and A325) pass directly through the town centre in broadly north-south and east-west directions. These routes provide connections to the principal road network in the south-east and beyond. In the absence of significant alternative routes around the town, traffic seeking destinations many miles away passes through the town.



© Farnham Town Council

It is estimated that some 900 Heavy Goods Vehicles pass through the town daily. Many of these have no business in the town but they use the route, to save mileage, as they connect with the principal routes, including motorways. Many businesses in the town centre do not have rear servicing facilities with the result that delivery vehicles often block traffic lanes.

There is an extensive network of buses in and around Farnham. The buses pass frequently through many residential areas, particularly to the north of the town. There are fewer buses to the south and the service runs every hour on average. There are currently no subsidised bus services in the area, with the result that there is a significant reliance on the car to reach both the town centre and the station. Despite efforts to increase the facilities for cyclists, less than 1.5% of the population chooses to cycle regularly.

Farnham is served by a half-hourly rail service to London Waterloo via Woking. Journey times are approximately 55 minutes. The town's proximity both to London and to international airports at Heathrow and Gatwick make it a very attractive area in which to settle. Many travel by car to the station and there are frequent problems caused by traffic congestion at Hickley's Corner, the junction of the A31 and South Street. The barrier at the level crossing is closed frequently, causing traffic to queue for long periods and there is inadequate parking at the station itself. This leads to much on-street parking in residential roads, which are within walking distance of the station.

There is widespread concern about the development of an eco-town in Bordon and the subsequent impact of this development on Farnham. Bordon (5000 dwellings) has no rail link and there is likely to be a large increase in numbers using Farnham Station. There will also be a greater number of cars using the A31 to get to work in nearby centres. There are other major developments planned for Fleet (1250 dwellings) and Aldershot (4000 dwellings), both of which will have a major impact on the road and rail network of Farnham.

Infrastructure in Farnham



(Above) Playground facilities
 (Above right) South Farnham School
 (Opposite top) Farnham Hospital
 and Centre for Health
 (Opposite right) Rowledge village hall



© Farnham Town Council

as large lorries fail to negotiate the tight corners in the town. Comparable historic towns have achieved better standards for pedestrians.

- A31: The Farnham by-pass forms a barrier to movement between the town centre and the major residential areas to the south of it. There is considerable congestion at peak times and a poor record of safety at Hickley's Corner. There is no access to South Street from the east and vehicles wanting to access the town centre must use East Street.
- Parking space: There are currently eleven off-street car-parks in the town centre. These car-parks provide just over 2000 paying spaces and there is a significant amount of free parking along certain streets, with time restrictions. Any new residential or commercial development in the town centre must provide sufficient parking spaces. If necessary, to protect the town, the number of spaces should exceed those in national guidelines.
- Highways maintenance: the quality of highway maintenance in the town centre has been severely criticised. Inappropriate and poor quality materials have been used in important areas of Farnham and this has had a detrimental effect on the general appearance of an historic town.

Problems caused by excessive traffic

- Traffic congestion: the one-way system through the town is narrow, with several signal-controlled crossing points. Unloading, thoughtless parking or any minor incident causes gridlock. There is also heavy traffic on narrow residential streets throughout the town.
- Environmental impact: large commercial vehicles pass close to pedestrians, who are forced to walk on narrow pavements. Noise and fumes are both unpleasant and harmful to health and the town centre has now been designated as an Air Quality Action Area by Waverley Borough Council. There is also a detrimental visual impact caused by the large volume of traffic in an historic street scene.
- Pedestrian space: the narrowness and poor condition of the pavements adversely affects the attraction of the town. In certain places there is the risk of being struck by an overhanging wing mirror and there is frequent damage to guard railings,

Infrastructure in Farnham



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Recreational facilities

Farnham can boast many sports clubs of the highest standard. Thousands of children receive coaching in a variety of sports but there remains a shortage of open recreation space for these children. It is essential that green spaces, shown on map on page 7, currently available, are protected and that further provision should be sought.

Village halls play an important part in community life in all the settlements, which make up Farnham. These provide space for groups of both children and adults. There is live theatre, an amateur operatic society, choral societies and music groups. The Farnham Youth Choir is internationally renowned and there is a flourishing Farnham Society and U3A, both attracting around a thousand members. There is also an annual competitive music competition supported by the Farnham Town Council.

Farnham, however, lacks a large performance space or public meeting-place. The Memorial Hall and Museum Classroom are both available but the accommodation and facilities are limited. The splendid Maltings is managed by a Trust and has become one of the most impressive cultural centres in the south-east and, finally, the Rural Life Centre is a fascinating countryside museum and, like the Maltings, attracts visitors from across the region.

Schools

There are three state secondary schools in the area covered by this Design Statement. All are over-subscribed and numbers of pupils are projected to increase, irrespective of any further development. Children are already bussed to Camberley and elsewhere, a situation which causes distress to both children and parents. Three infant schools have had to install temporary classrooms and new development must be controlled, until school places are available locally. Farnham is also home to the University of the Creative Arts which has a strong presence in the town and brings a substantial student population.

Medical facilities

Farnham is served by two regional hospitals, which are both working to full capacity. Shortage of beds is a major problem and unrestricted development in Farnham and the surrounding boroughs is causing acute strain on services such as Accident and Emergency and X-ray. There is a small, modern community hospital in Farnham, which accommodates GP practices and has several beds, used mainly for long-term nursing. The surgeries are coping well with the increasing numbers at present but there is a danger that the current provision will soon be inadequate.

The River Wey Corridor



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(Top) Swollen River Wey

(Above) Swan enjoying the river

(Left) Sheltered Housing along the river bank

The river Wey forms a corridor through Farnham from the Wreclesham Road in the west to Waverley Abbey in the east and is one of the town's greatest natural assets. It plays a vital role in the drainage of the area and makes a valuable contribution to the recreational and tourist amenities, as well as boosting biodiversity and adding to the beauty of the town.

There is a long history of flooding in Farnham. The serious flood of 1968 resulted in the construction of a flood defence system, which has served the town well up to now. There is an obvious concern that future climate change could result in increased

rainfall and further flood risk in the town itself and in areas such as the Bourne valley.

Over recent years several developments have been permitted, which have encroached ever closer to the watercourse. This not only creates further potential flooding problems but also detracts from the attraction of the river corridor. Future development along the corridor should be carefully monitored and the buffer zones, required by the Environment Agency, should be strictly observed. The wider floodplain areas, which act as flood storage areas should also be protected from development.

The river Wey is a chalk stream in this location, which is a priority habitat in the UK Biodiversity Action Plan. There is a wide variety of wildlife along the river corridor, which links green spaces and allows for migration of both aquatic and riparian species. Aquatic species include water crowfoot, eels and native brown trout and there is a range of insects to be found there. Water birds seen along the river include kingfisher, heron, Canada goose, mallard, teal, tufted duck, mandarin duck, grey wagtail and swan.

The Town

© Farnham Town Council



The town centre, for the purposes of the Design Statement, extends from the castle to the north to the railway line to the south and from Coxbridge Farm to the west and to the Shepherd and Flock and Six Bells to the east. The centre, itself, is delightfully compact, with countryside at both ends. It is important that the green entrances to the town and the green corridor along the A31 through the town are both maintained and enhanced.

Only approximately 4,000 people live within the town itself and, as the town has grown through prosperity and the coming of the railway, settlements have been added to the town, each with its own history and unique character. These include Hale, Heath End, Weybourne and Badshot Lea to the north and the Bourne, Wreclesham, Rowledge and Moor Park to the south.

This area has been populated since the Ice Age, making it older than Stonehenge and the Pyramids. The Romans exploited the local clay for their pottery and it is this local clay,

(Above) Looking down Castle street

(Right) Residential streets within the town centre



© Farnham Town Council

that provides the warm red brick and tiles, which give the town its distinctive character, together with the ironstone cobbles along its numerous footpaths and alleyways.

The Saxons exploited the fertile soil and gave Farnham organised agriculture. The Saxon field systems are still recorded in road names and it was the Saxons, who built the first parish church, which is now St. Andrews. By the time the Normans decided to write the Domesday Book, Farnham boasted six watermills – a sign of considerable wealth.

Since earliest times Farnham has been a country town serving the surrounding countryside. As a medieval town Farnham drew on this area for its trade and commerce. It was the change in drinking habits from ales to bitter beers that brought wealth to Farnham. Bitters required hops and hops thrive only on green sand. Hops were very profitable and Farnham's hops were considered to be the very best, commanding a great premium on the London market. The wealth generated made the growers rich and they built the finest domestic-scale Georgian houses in the country.

The Town



© Farnham Town Council

As stated earlier, Farnham's importance was also due to the fact that it was situated between London and Winchester, where the kings held court. The Norman castle was built in the 12th century and the Bishop of Winchester built his palace and deer-park in the 13th century. Thus kings and noblemen were regular visitors to the town. Farnham's road system is still based on Castle Street, the main route to the castle, Downing Street, where the toll was situated and

West and East Street, which formed the key route from Winchester through the town to Canterbury.

Farnham Park is a key feature of the town centre and the views of both the park and castle from the south of the town provide a defining image of Farnham. The park is well loved by local people. It is the green lung of the town and an area of great natural beauty. The park is included in English Heritage's Register of Parks and



© Farnham Town Council



© Farnham Town Council

(Top) Gostrey Meadow

(Above) Local Farnham pottery

(Left) Bishops Palace

Gardens of Special Historic Interest as a grade II site. It has been designated a Site of Nature Conservation Importance and it is a Local Nature Reserve.

When the railway came to Farnham, the New Road, now called South Street was built, in order to connect the town centre to the station. Union Road was built to join it to the "long bridge" over the river. This was the first expansion of the immediate town centre. Victorian and Edwardian terraced houses were constructed not only for the brewery workers in the town but also for the new trade, which the coming of the railway had introduced.

The Conservation Area



Map showing Farnham's Conservation Area.

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The Conservation Area



© Michael Blower

This old part of the town centre (see map on page 7) was considered to be of sufficient merit to be designated as a "Conservation Area of Great National Value". Farnham boasts many buildings graded at level I, II* or II and can claim to have more listed buildings than Chester or Lincoln. The Conservation Area CA15 was extended in December 2002.

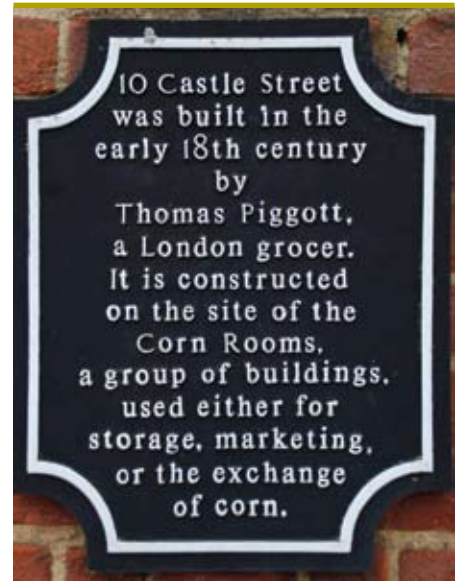
There are many fine Georgian houses built for merchants, who had made their wealth from sheep and, later, hops. Hops were grown in the fields, which extended right up to Bear Lane and one green space survives in Bear Lane to this day as a bowling-green. Many of the smaller buildings have Georgian facades but are, in fact, much older. This is apparent from examining the rear of many of these buildings. The striking Andrew Windsor Almshouses date from 1619.

Farnham still retains its medieval road system. Castle Street, rebuilt in Georgian times, is counted as one of the finest market town streets in the country and leads to the castle and Bishops' Palace. From the castle the wide street leads down to West Street, the Borough and East Street and has

always been the main thoroughfare through the town. Off Castle Street, however, the town centre roads are very narrow and remain residential. There are several small roads with terraced cottages such as Long Garden Walk, Lowndes Cottages, Park Row and Upper and Lower South View.

Much of the road system of the conservation area is now at the heart of the retail centre in the town. Its original medieval buildings provide ideal space for Farnham's independent shopkeepers, even though the narrow streets make servicing such retail units difficult.

In order to preserve the unique character and historical importance of this fine conservation area, strict guidelines are laid down. Retailers are not allowed internally illuminated signage and alterations to both interior and exterior features are carefully supervised. Regrettably, larger retailers have imposed their corporate identity in colours and designs on shop fronts and there should be greater restrictions in future.



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(Top left) View of 88 West Street from Vernon House (Farnham library)

(Top) Historical plaque in Castle street

(Top middle) Cobbled alleyways

(Above) Listed public house in the Conservation Area

The Conservation Area



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Street furniture, paving and cobbles in an historic market town should be of appropriate heritage design. Where there is traffic, signage is a necessity but obsolete and damaged signs should be removed. Pedestrian safety rails and street lamps cannot be avoided but pressure must be put on Surrey County Council to refrain from using its standard galvanised steel furniture. Similar towns have been more successful in maintaining a higher standard and greater coherence of street furniture.



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It goes without saying that any development, which harms the Conservation Area, will be unacceptable. Any new development should be designed to preserve or enhance the Conservation Area.

(Top) Borelli Yard
(Above) Merchant's house in Farnham
(Above right) Street furniture

Central Farnham Outside The Conservation Area



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© David Fisher/A&FCC



© Farnham Town Council



© Farnham Town Council



© Farnham Town Council

(Above left) Sympathetically restored Portland Terrace

(Above middle) Falkner designed houses

(Above) High Park Road

(Below) The Farnham Maltings

(Far left) Lutyens designed Liberal Club

(Left) Mix of housing styles

Central Farnham, outside the conservation area, can still boast many fine buildings which other towns would cherish, despite the fact that it has suffered from acts of vandalism in the late 19th century and, more recently, in the 1970s and 1980s.

Along West Street towards the west, there is the cemetery with its listed chapel and, opposite, are the McDonalds Almshouses. The Memorial Hall, with its playing-field, was constructed in 1920 as a tribute to those, who fell in the First World War. It was designed to be a meeting-place for the people of Farnham and is a significant building. There are also several examples of smaller buildings and terraces adjacent to the conservation area which merit protection.

To the east of the conservation area, there is a plethora of buildings and places, which deserve to be noted. First, there are the green open spaces of Gostrey Meadow, purchased by Farnham Urban District Council in 1900, the Haren Gardens, Victoria Gardens and Borelli Walk by the river. The preservation of Farnham's open spaces is now of the greatest importance, as planning permission

has already been given for development on Brightwell Gardens, which were given to Farnham in 1923. However, the green corridor to the river should also be preserved in the plan. The Water Meadows fall mainly within the conservation area and are fully protected by local policies.

A fine example of protection rather than development remains the Maltings. This was a disused brewery building, which was bought by the people of Farnham and is now acknowledged as one of the leading art and performance centres in the south of England. It enjoys a peaceful setting near the river.

In South Street there is the Liberal Club, designed by Lutyens and the Town Hall. The latter was built in 1902, to replace the earlier building of 1866 and was deemed to be quite out of keeping with the town. Unfortunately, many lovely buildings were demolished to build the town centre Sainsbury's store.

However, much that represents the historic growth of Farnham does remain, from the Edwardian and Victorian houses, which represent the initial expansion of the town centre to



© Michele Sheppard (A&FCC)

the smaller houses, designed by Harold Falkner and his apprentices in the 1920s and 1930s.

It is pleasing to note that numbers 1-3, Portland Terrace, once the nurses' home of the old hospital, have now been sympathetically restored, to provide three houses, thus avoiding demolition and the inevitable replacement with a block of ten flats.

It must also be borne in mind that permission has been granted for a large development in the East Street area, which will have an inevitable adverse effect on the town's already congested roads. At the moment the proposal is for some 239 flats, in addition to the 130 flats and houses currently under construction on the hospital site.

Design Guidelines for the Town Centre

- New development should preserve or enhance the character of the Conservation Area.
- Development in areas adjacent to the conservation area should also be carefully considered.
- The preparation of the Local Development Framework provides an opportunity to review the boundaries of the Conservation Area and Waverley Borough Council is strongly urged to consider extending this area.
- New development should reflect and be sympathetic to the scale and massing of the existing built environment and respect the distinctive character of the town.
- The character and pattern of housing near Farnham Park should be respected and views of and from the park maintained. Terraces, rows and groups of houses are characteristic of this area and should be preserved.
- Careful consideration should be given to parking allocation in any new development, whether single or multi-unit. We acknowledge the guidelines in current Planning Statements but areas of the town centre demand more generous on-site provision. Car ownership in Surrey is amongst the highest in the country and certain roads in Farnham cannot take any more on-street parking.
- Residents should be encouraged to incorporate some landscaping into parking provision on front garden space, to maintain a green aspect in the street scene.
- Heavy traffic, which uses the town as a short cut unnecessarily, must be discouraged by clear signage along the main roads approaching the town. The cumulative effects of any new developments on existing traffic must be carefully considered.
- Street furniture should be of a high quality and of a single heritage design, to blend in better with the historic town centre. There must be a standard colour for this furniture across the conservation area.
- Street lighting in the town should be reviewed to ensure that the colour rendition and energy consumption of light sources accord with British Standard recommendations on town centre lighting and with guidelines on carbon reduction.
- Restrictions on inappropriate shop frontages, with regard to colour, lighting and size, must be strengthened. Internally illuminated signs should continue to be resisted within the Conservation Area and all frontages should have a stallriser. Waverley Borough Council is urged to revisit its guidelines on shop frontages and strengthen these, to prevent further harm.
- New development should demonstrate how it relates to and is sympathetic to the local architecture in terms of scale, character and materials. Significant buildings of architectural merit may merit local listing.
- Residential extensions should respect or improve the character of the original dwelling. Dormer windows must not dominate the roof-scene.
- Small lanes and alleys are characteristic of the town centre and should be maintained and incorporated into new development.
- Higher density development can be achieved in the right places, without compromising Farnham's character. Townhouses may be more appropriate to the town than flatted development.
- The scale of new development should not be out of character with its surroundings and there should be adequate storage for cycles and bins, in order to stop these harming the visual aspect of the development. Examples of recent good development from the last 25 years should be studied and respected. Borelli Mews and St. George's Yard are two such developments.
- Green spaces within Farnham are part of the character and charm of the town and these should be retained and enhanced.
- The green corridor along the A31 should be preserved and enhanced and green fields and allotments should be retained. Planting of trees and hedging must be increased along the A31 and elsewhere in the town.



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The area north of Shortheath Road and south of the railway is known as Firgrove. It is largely suburban in character but has some distinctive roads with impressive examples of traditional architecture. There is little room for further development in general, as development consists largely of striking villas with little space between the houses and modest gardens. However, it is essential to retain the character of the roads mentioned above.

Alfred Road is a wide road with an unusual housing mix. At the east end of the road there are excellent examples of Victorian terraced houses, similar in age and style to those along St. George's Road. These houses have a strong presence in the street. The gable ends define the edges of the houses and give definition to the buildings as a whole. There is a mixture of slate and clay tile roofs and red brick chimneys. Boundaries are often defined by privet hedges.



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In contrast, the western area is characterised by a delightful small modern development called Barncroft, built on the site of a former timber yard. The building materials include handmade clay tiles and much dark-stained timber. Roof-lights have been used, in order not to harm the



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roof shape and doors and windows are appropriate to the overall design. Alfred Road is bordered on the southern side by the large playing-fields of Farnham College and this lends an open look to much of the road.

Firgrove

Searle Road is an impressive cul-de-sac with its entrance off Firgrove Hill. It has several large period houses on sizeable plots, many of which are attributed to Falkner. At the end of the road, there has been some infilling, which has been approached sympathetically and has not harmed the aspect of the road. It is vital that the individuality of Searle Road is retained and that important large houses are not lost forever.

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Lancaster Avenue lies just beyond the Great Austins Conservation Area (CA44) and is an attractive tree-lined avenue. Houses are well spaced and have mature gardens. The character of this avenue must be retained, not only for its own sake but also to retain a gradual transition from the highly protected conservation area to the more densely developed town centre.

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Bridgefield is unique in nature, perched high up on land, which overlooks the A31. It has an interesting mix of housing close to its junction with the station but opens out into a tree-lined road with some most attractive family houses.

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St John's Road is a striking mix of pre-war detached family houses in large mature gardens and attractive Edwardian semi-detached villas. It is a most delightful tree-lined avenue and should not be harmed by inappropriate development.

Shortheath Road is a striking road, which should be preserved. Its houses are particularly well set back from the road and follow a well-defined building line. They are set in large gardens with mature trees and hedges and there are many fine street trees. It is a most attractive road and Waverley Borough Council is urged to consider including this road in the introduction to policy BE6 (Local Plan 2002), to offer further protection in the future.

(Opposite top) Large houses with hedge boundaries

(Opposite middle right) Barncroft development on a former timber yard

(Opposite middle left) Attractive family homes

(Opposite bottom right) Unusual large houses

(Opposite bottom left) Terraced houses

(Top) Well spaced houses with mature gardens

(Middle) Victorian terraced houses with no driveways

(Above) Gable ends define the edges of the houses

Design Guidelines for Firgrove

- New development in Firgrove should reflect the distinctiveness of individual roads.
- Small terraced houses should be retained. Higher density is possible in the area but careful consideration must be given to the effect of poorly located ancillary development. Bicycle stores and bin stores must be integrated sensitively into all new development and not allowed to result in harm to the character of the area. Similarly, careful consideration should be given to the position and form of car-parking in flatted development.
- Tree-lined avenues should be retained and enhanced and in-filling which harms the character of the area should be avoided, in order to retain mature gardens.
- Where new development is proposed, more imaginative solutions must be found, to achieve higher density without undermining the character of the existing area. Courtyard developments such as Barncroft provide an excellent example of this.
- The individual character of Searle Road should be retained. Any new development should be consistent with the prevailing character of the area. Consideration should be given to the inclusion of some of these houses on the local list.

Hale And Heath End

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- (Opposite top left) Large vehicles using upper Hale road
- (Opposite top right) Narrow winding lanes
- (Opposite middle) Use of traditional materials
- (Opposite bottom) Older charming properties
- (Above) Small workers cottages
- (Above right) Flint fronted and slate roofed cottage
- (Far right) Farnham Park
- (Right) New development in keeping
- (Below) Housing in Upper Hale Road

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The original settlement in Hale consisted of small workers' cottages located down narrow, winding lanes. This pattern exists to this day and gives the area its charm and character.

Flint cottages with red brick infill and slate roofs are common. Few buildings have more than two storeys and bungalows are also a common sight in the area.

Residential areas have been extended by infill developments and extensions to existing properties, so that there is now little room for further infill. Major developments at Sandy Hill, Park View and Folly Hill have resulted in a broad mix of types of housing.

Improvements have been made on the large Sandy Hill estate, to remove flat roofs and create attractive new entrances. Certain older properties retain their charm and these must be preserved for future generations. Nutshell Lane is known not only for its

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variety of older houses but also for the large chestnut trees, which give the lane its unique character. The delightful cluster of houses near the traffic lights at the Upper Hale Road junction must also be protected.

The area contains several mature trees and has many areas of open space, including Farnham Park, which help to lessen the dominance of the built environment. A small piece of land between the Six Bells public house and St John's Church, on the eastern side of Farnham Park is also greatly treasured by the local residents. There are few shops remaining but several good schools.

There are stunning views across the town from parts of Hale, as the land rises steeply to the north of the town. The hilly nature also opens up many landscape views of the park and town from the south.

Farnham Park is greatly treasured by Hale residents and its openness is enjoyed by many. There is a strong feeling that the park should remain highly protected, to maintain its semi-wild nature and stunning views. There is also an area of protected heathland (Thames Basin Heaths SSSI, SPA, SAC) on the north-western border of the area.

There are several churches in Hale, including St. John's with views to the south-west across the churchyard, St. Mark's with its wall paintings and the Roman Catholic church and meeting-rooms on Alma Lane. The Methodist Chapel at the recreation ground is a fine example of a traditional flint and brick building and Bethel Baptist Church, with

Hale And Heath End

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its mixture of architectural styles, is equally distinctive. Hale recreation ground is well used by sports clubs and other members of the local community and is a focal point of the village. There is a Scout Hut on the green and Hale Carnival, a most successful annual event, takes place there. There is also the Hale Institute, a vital meeting-place for the village, the Hale Working Men's Club and the Ball and Wicket public house on the Upper Hale Road.

Hale is a delightful settlement in which to live but there is a problem with large vehicles using the Upper Hale Road and residents have long been seeking a solution to this problem.



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Design Guidelines for Hale and Heath End

- New development should reflect the pattern of existing houses in Hale. Further infill development should be discouraged where it is considered to harm the character of the area.
- New development should reflect the surrounding area in terms of scale, mass and bulk. Care must be taken to ensure that any new development sits well in the street-scene and the form of any new development must be appropriate for the site in which it sits.
- New development near the older areas of Hale and Heath End should reflect the existing materials and pattern of existing development. Space around development is of as much significance as its architecture.
- The setting of traditional flint and brick buildings should be preserved and nearby development should preserve or enhance their appearance.
- New development should consider carefully the traffic implications associated with additional vehicle movements.
- Attention should be paid to the many underground water-courses and springs in the area, to avoid creating flooding problems and subsidence.
- The effect of cumulative development on the current infrastructure should be carefully considered.
- Any proposal to upgrade the car-park near the entrance to Farnham Park should not harm the rustic quality of the area around that central part of the village. All the recreation space in Hale should be protected and enhanced.

Moor Park



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Moor Park lies at a distance of between two and three kilometres east of Farnham town centre. It is bounded to the west and south-west by the river Wey, to the north by Runfold Woods and open country immediately south of the old Guildford Road, to the east by Crooksbury Road and to the south-east by Camp Hill, terminating at Waverley Mill Bridge near Waverley Abbey. Waverley Abbey and its grounds and cottages at the lower end of Camp Hill are included in a small Conservation Area (CA37), which received its designation in December 1989.

The major part of the area formed part of the land and estates of Moor Park House, which is located on the banks of the river Wey, on the western edge of the Moor Park area. Moor Park House and Gardens, now protected by Grade II* listing, has a long and interesting history, dating back to the sixteenth century. It was famously in the



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ownership of Sir William Temple from 1650, when royalty visited frequently and the writer, Jonathan Swift, was Sir William's secretary. Later Charles Darwin was thought to have penned part of "On the Origin of Species", while staying to take the waters.

Residential property on the Moor Park estate was mostly restricted to that around Moor Park Farm and High Mill on Moor Park Lane and the cottages at the lower end of Camp Hill. However, in the late 1930s, much of the original land associated with Moor Park House

- (Opposite left) High Mill and cottages
- (Opposite top middle) Narrow and unlit estate roads
- (Opposite top right/middle) Mix of housing styles
- (Opposite bottom) Moor Park lane showing wooded environment
- (Left) North Downs Way – long distance footpath
- (Below left) Large gated house within a well wooded plot
- (Below) Rural area

was subdivided as a residential estate. Plot sizes were set at a minimum of one acre and were mostly in the range of two to four acres. The narrow and unlit estate roads, with wide tree-lined verges and no footpaths, such as Compton Way, Swift's Close, Temple's Close, Cobbett's Ridge and Monks' Well, were created at this time and the characteristic pattern of single houses in large, well-wooded plots was established.

Construction styles were originally traditional tile-hung Surrey Manor House and some of Georgian design but more exotic designs followed and Delarden House on Compton Way was designed by Harold Falkner. Over subsequent years many different styles of housing were built, with the result that there is now a wide mix of architecture, but the houses all sit well in the wooded environment. More recently there has been a trend towards replacing older houses with newly-built large properties but the characteristic pattern of the Moor Park estate has been preserved.

The original plots were subject to extant legal covenants, seeking to prevent the sub-division of plots. This provision has generally been upheld and the original intent of a rural

Moor Park

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environment has been retained for over seventy years.

The whole of Moor Park and the adjacent areas to the north all lie within a designated Area of Great Landscape Value (AGLV) as defined under policy C3 of the current 2002 Local Plan. The vast majority of the area also comes within the South Farnham Area of Special Environmental Quality (Policy BE3 (Local Plan 2002)). In addition, the eastern side of Moor Park immediately abuts the Surrey Hills Area of Outstanding Natural Beauty.

Planning policies C3 and BE3, together with the provision of the Moor Park Estate restrictive covenants, have helped to protect the area against repeated attempts to increase the density of housing by splitting plots. The Moor Park Residents' Association has been very active in its defence of the area over many years but there remains a real danger that this very special area could be eroded away, without further protection in the future.

Two long-distance footpaths, cross Moor Park and one runs adjacent to a Site of Special Scientific Interest located along the river Wey, close to Mother Ludlum's Cave.



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To the north of the residential estate and adjacent to Runfold Woods a large piece of land, which is also within the AGLV, has been quarried over decades for the extraction of sand and subsequent deposition of landfill. This has been damaging to the landscape. However, all mineral and landfill activities are scheduled to cease under the Surrey Minerals and Waste Plan and there will be full restoration of this area by 2021. The need for this restoration is identified in the Waverley Local Plan as being an Area for Landscape Enhancement under policy C6 (Local Plan 2002).

The particular quality of Moor Park lies in its semi-rural aspect and wide spacing of houses, while being in close proximity to Farnham with its easy access to London. This has made it a very desirable location for commuters and for those, who simply love the mix of rural and urban living in this delightful area. Its special quality must be maintained with great care for future generations.



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Design Guidelines for Moor Park

- Large plots in Moor Park are essential, to preserve the spacious feel and unique character of the area.
- The Moor Park estate was designed in the 1930s and the character of that era should be preserved. Modern additions should not be allowed to destroy the overall character of this area.

North West Farnham



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This area covers West Street to Dippenhall to the west, including all roads off Crondall Lane and to the east it covers the land west of Folly Hill from Old Park Road to the Odiham Road.

Much of the area is rural in nature, incorporating several farms. These rural areas are largely protected by special designations in the current Local Plan, either as Areas of Great Landscape Value (AGLV) or Areas of Strategic Visual Importance (ASVI).

The Old Park area from Old Park Lane to the Odiham Road is so called because it was the original park of Farnham Castle, pre-dating the New Park, as the present Farnham Park was originally known.

In the Dippenhall area there are no fewer than nine houses built by Harold Falkner. They are all unusual, often quirky to the eye and most enjoy Grade II listing. A book on the architect, published in 2003, devotes a whole chapter to houses in this area.

Old Park Lane, beyond the first few hundred metres and Middle Old Park Lane are narrow, unmade tracks and not suitable for any significant increase in traffic. Upper Old Park Lane is rural in character with protected fields along its southern edge.



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- (Opposite top) Houses with open fields behind
- (Opposite middle) Variety of buildings
- (Opposite bottom) Well spaced housing
- (Top) Area rural in nature
- (Above) Narrow unmade tracks

North West Farnham

The southern end of Crondall Lane, as it joins West Street, has a variety of buildings but the lane soon leads to open countryside and becomes semi-rural in feel. To the north east of Crondall Lane lie Beavers Close and Beavers Road, both of which have open fields behind the houses on the northern side. These fields are protected but recent developments on the other side of the road have exacerbated parking problems in both roads.

Three Stiles Road ends in fields and its houses enjoy an attractive vista across these fields and beyond. Beavers Hill, which lies off Three Stiles Road is a single track road with a unique ambience and character. It contains a small number of well-spaced houses and this special character should be preserved.



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Design Guidelines for North West Farnham

- Land subject to planning policies C3 and C5 in the Waverley Local Plan (2002) should retain its protected status and no development should be permitted, which harms its natural beauty.
- The rural nature of the Old Park and Dippenhall areas should be preserved and new development should be strictly controlled.
- Tree-lined roads should be protected and enhanced and spaces around existing dwellings should be reflected in new development.
- Mature gardens should be retained, to protect the green aspect of the street-scene along the roads, which run into open countryside.
- Building heights should reflect those of surrounding dwellings.
- Extensions should be carefully considered, to reflect the style of the original dwelling and to avoid having an adverse effect on the street-scene. Dormer windows should not harm the integrity of existing rooflines.

Rowledge



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The village of Rowledge is bounded to the north by the Bourne Valley, an Area of Strategic Visual Importance (ASVI) and the village of Wrecclesham, to the west by Alice Holt Woodland Park, to the east by open countryside and to the south by countryside, designated as an Area of Great Landscape Value (AGLV). The ecclesiastical parish of Rowledge straddles the border with Hampshire and St. James Church and the school are located in that county. The civil parish, forms the village, as described in this document.

The area was originally agricultural or common land with several large farms and scattered cottages. The present road network follows the haphazard pattern of tracks and footpaths, which covered the area. The coming of the railway and the development of Aldershot as the home of the British Army resulted in an influx of wealthy businessmen and army officers and saw the construction of many large houses on substantial plots.

Tradesmen also moved into the village and the area became important for



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hop-growing, supporting the brewing industry in the town of Farnham. The parish church was built in 1869 and the school was built three years later. By 1871 there was a recognisable centre to the village with a post office, shops and a public house, which exist to this day. Further development followed the established road network and the village has gradually developed from the original open fields.

Buildings in Rowledge show a wide variety of architectural styles and

(Opposite left) Centre of the village

(Opposite top right) Local brick with pitched tiled roofs

(Opposite middle right) Hedge boundaries

(Opposite bottom right) Haphazard roads

(Right) Rural character

(Below) Mix of housing types

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materials, predominantly local brick with pitched tile or slate roofs. There are no flats or houses of more than two storeys. Boundaries are typically defined by established hedges and trees, with occasional stone or brick walls or wooden fences.

The village has a rural character which is greatly valued by its residents. There is an abundance of trees and green open spaces and the green separation, provided by the protected Bourne Valley, is universally treasured. Any new development should appeal to a broad spectrum of people.

However, there is growing concern about the creeping urbanisation from Wrecclesham and the area to the north of The Long Road, currently designated as Countryside Beyond the Green Belt, needs further protection from over-development. Waverley Borough Council should be urged to look at revising local designations in the LDF.



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The current ASVI should be extended to include the area north of Boundstone Road and east of Brown's Walk and the adjoining AGLV should include the area north of The Long Road and south of the Boundstone Road.

The Alice Holt Woodland Park is included in the South Downs National Park, which should provide future protection in this area.

Design Guidelines for Rowledge

- The essential rural character of the village should be preserved by respecting the low density of development prevalent in the village. Inappropriate infill should be avoided, to retain the distinctive mature gardens.
- Any new development should maintain the character of the village and respect the local architecture in terms of scale, form and materials.
- Large developments of similar houses should be avoided, to replicate the variety and mix of existing housing.
- The impact of new development should be carefully considered, to avoid undue pressure on the existing infrastructure and off-road parking must be adequate.
- Planning restrictions in protected areas should be robustly enforced.

Shortheath and Boundstone



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This area is bounded to the south by Boundstone Road, to the north by Weydon Lane, to the west by Little Green Lane, Sandrock Hill Road and Lavender Lane and to the east by Ford Lane and Twyford Lane. It is bisected by Shortheath Road (the B3384) and has bus routes along Weydon Lane, Shortheath Road and Boundstone Road.

The topography of south Farnham generally slopes from a high area in the south towards the town centre. However, this gradient is broken up by three ridges: the North Ridge runs from Alice Holt to Greenhill Farm, the Middle Ridge runs from Rowledge via Boundstone to Longdown Road and Gold Hill, while the South Ridge is located to the south of the two settlements, which make up this area.

The dramatic effect of these ridges can be seen at the junction of Sandrock Hill



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Road and School Hill with Echo Barn Lane, from which School Hill rises for a while before plunging down towards its junction with The Street (the A325) and Sandrock Hill Road falls away, only to rise again towards its junction in the south with Boundstone Road.



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The settlements of Shortheath and Boundstone form, in the main, a tranquil, sylvan rural area. Housing is varied. There are large, traditional tile-hung residences and Arts and Crafts style houses, set well back from tree-lined streets, interspersed with modern, smaller homes. Shortheath Road and Boundstone Road are fine examples of established housing in wooded streets and both these roads also have several picturesque tracks or private roads, typical of the area, leading off them.

Shortheath and Boundstone



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- (Opposite top) Tranquil rural area
- (Opposite middle left) Established housing
- (Opposite middle right) Large house in tree lined street
- (Top) The rise of Sandrock Hill Road
- (Top right) Tile hung residence
- (Above left) Picturesque tracks
- (Above middle) Mix of housing types
- (Above right) Houses in wooded area

The area itself is close to the conservation areas of the Bourne and Wrecclesham but does not, itself, boast any nationally listed buildings or conservation areas.

There is a thriving primary school, a well-kept cemetery and several public houses.

Design Guidelines for Shortheath and Boundstone

- New development in Shortheath and Boundstone should respect and enhance the sylvan nature of the area.
- Lawned gardens with mature trees should be protected along distinctive roads such as Shortheath Road and Boundstone Road and not be replaced with large areas of hard-standing for parking.
- New development should respect the pattern of existing development, in terms of scale and materials.
- The pattern of surrounding development should be respected. Smaller houses should be retained, to maintain the variety of housing mix.
- Extensions should be in keeping with the original dwelling and roofs should not be dominated by unsuitable dormer windows.

South Farnham (Waverley)

© South Farnham Residents' Association



This area covers the roads immediately to the south of Farnham Railway Station, bounded to the west by Tilford Road, to the east by the river Wey and extending southwards into the countryside as far as Moor Park Lane.

The area is a pleasant residential community of detached family homes in substantial plots. It has its origins in six planned estates, which were laid out in the early part of the twentieth century under the influence of Borelli and Falkner, to establish an impressive gateway into Farnham from the south. This set the tone and the remaining land was developed in sympathy with this principle.

South Farnham (Waverley) has a distinctive, low density, older and well-established character. The houses date predominantly from the 1920s and 1930s and sit in large gardens with fine mature trees and hedges. The houses are well-spaced and there is a wealth of wide green verges and street trees, all of which create a very pleasant environment, which greatly enhances the town.

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There are three excellent schools, a well-regarded hospice, two high-quality nursing-homes and the historic Waverley Arms Inn.

Waverley Lane was the route taken by the monks on their way to Waverley Abbey, the oldest Cistercian Monastery in the country, built in 1128. Present day road names reflect the old religious connections: Abbots Ride, Monkshanger and Monks Walk.

The area is primarily green in character. There are long-established hedgerows and wide verges at the roadsides and areas of large mature trees. There are open green fields on the rural fringes. The land immediately surrounding these fields is protected by policy C3 (Local Plan 2002) but the fields enjoy no such



protection. Waverley Borough Council is urged to consider further protection for these agricultural fields. The houses have been mostly individually designed. There is a variety of house shapes, roof formation, ridge tiling, windows and doors. Roads in the area are often very narrow. Driveways to each house, therefore, are off-set, to allow easy access. However, the infrastructure is inadequate for the levels of traffic in the local area. The schools create major traffic problems on weekdays and the level-crossing at the railway station frequently adds to the queues.

There is a well-documented history of the development of the defined area. The vision of Falkner, a local architect, Kempson, a local solicitor and Borelli and Shiner, local people of wealth and

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South Farnham (Waverley)

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- (Opposite top) Stoneyfields
- (Opposite middle left) Waverley Lane
- (Opposite middle right) Lynch Road
- (Right) Waverley Lane house
- (Left) Typical spacious house
- (Below) Broomleaf house



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standing, was to create a carefully planned series of building schemes with each one being clearly described. In 1922 the Stoneyfields Estate was laid out with restrictive covenants: "one private dwelling-house shall be erected on each plot"; covenants which have been passed down with each sale to the present owners.

In 1923 Longley Road and Menin Way followed suit, with similar covenants, followed by Broomleaf Road, Lynch Road and Old Compton Lane and, by the beginning of the Second World War, it was clear that the character of the area was defined by large family homes on substantial plots of land.

© South Farnham Residents' Association



The last major development was the building of the Waverley Fields Estate, which created Abbots Ride in 1957. The area is under great pressure from developers. It is close to the station, exceptional schools and beautiful countryside. Any further development should take into consideration the level crossing at the railway station, which acts as a pinch point at the apex of two major roads causing traffic congestion and air pollution.

New development should respect the spacious character of the area and the current low-density character should be preserved. Waverley Borough Council is urged to specify certain roads in this area in the introduction to policy BE6 (Local

Plan 2002), to offer further protection in the future. Roads to be considered include Lynch Road, Broomleaf Road, Old Compton Lane, Uplands Road, Stoneyfields, Abbots Ride and Waverley Lane (south of Lynch Road).

Design Guidelines for South Farnham (Waverley)

- The southern entrance to south Farnham, along Waverley Lane, should be protected from inappropriate development. Large family houses of architectural interest should be preserved and the green corridor into the town should be retained.
- Designs should respect the immediate architectural surroundings in terms of pattern, scale and distinctiveness. Development should not be allowed, if it causes harm to the character of the area.
- The space between existing dwellings should be maintained where it is important to the character of the area and all new development should provide adequate off-street parking.
- Sub-division of large plots should be avoided, if it is considered to result in a detrimental impact on the existing character of the area.
- Undeveloped areas, which preserve the spacious aspect of the area should be retained.
- Extensions should respect the style of the original building and dormer windows should not be allowed to dominate the roof.
- Building heights should reflect those of the existing housing stock and the effect on the street-scene should be carefully considered. Building lines should also be preserved, to enhance the street-scene.
- Original features in older buildings should be retained and traditional materials and design should be used in new development, to blend in well with the surrounding properties.
- Trees, hedges and wide verges are an essential feature of the area and residents should work with planners, in order to maintain their number and variety. The verdant aspect of the area should be protected.

The Bourne

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(Left) Original cottage with no vehicular access

(Above) Surrounded by woodland and common land

(Below) Bourne Green

(Opposite top) Typical un-adopted roads

(Opposite) Large houses

The Parish of the Bourne is bounded by the Ridgeway in the north, Bourne Woods to the south, Waverley Lane to the east and Gardeners Hill Road to the west. It is approximately 617 hectares in area and there are around 1605 households. Although there are no grand houses, there are many fine properties.

The Bourne is the link between the protected, picturesque countryside south of the town and the more developed suburbs of the town centre. It has a long and fascinating history, still recalled in the names of old cottages or newer small developments. It is bordered by woodland and common-land and is an attractive and vibrant place in which people of all ages enjoy living.

For many centuries the Bourne was the waste-land or common to the Manor of Farnham. Gradually squatters began to set up turf huts on the common and, by the enclosure of the common in 1861, there were around 600 residents scratching a living from agricultural work in nearby villages.

The long and colourful history of the Bourne is captured in the works of George Sturt, who died in 1927. Much

has changed since his works were published but, once off the main A287, the Bourne remains a network of unadopted roads, footpaths and bridleways, with little street-lighting and few pavements. Early development was delightfully higgledy-piggledy, reflecting the pattern of the early squatters' hovels.

Part of the Bourne is protected by policy BE3 (Local Plan 2002), which is designed to maintain its semi-rural appearance. This policy was introduced in 1974 and is a saved policy of the current Local Plan (2002). The policy has been greatly respected by councillors and inspectors alike and its importance cannot be stressed too much. Waverley Borough Council is urged to consider revising the area protected by BE3, to offer protection to parts of roads which are currently excluded.

The Bourne has two excellent schools, the Bourne School and the Ridgeway Community School, with the Abbey School and South Farnham School, among the best in England, being within easy reach. This has made the pressure for development relentless and large gardens are under threat, as they are in other parts of south Farnham.

Great Austins was designated a Conservation Area (CA44) in December 1993 and is defined in the current 2002 Local Plan and, therefore, enjoys certain protection, as does Old Church Lane (CA16). However, a beautiful part of Shortheath Road, between St. John's Road and Green Lane enjoys no such protection but has a fascinating history, which should be cherished. Its houses lie well back from the road for protection, as the road was once a tank route. This has resulted in a very special character, with individual large houses in extensive mature gardens. It is a striking road and should be preserved.



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The Bourne

The architecture in the Bourne is as varied as its history. There are several imposing Falkner houses with long drives and some tiny cottages with no vehicular access. There are a few modern glass structures and some delightful brick and flint buildings. There are two nationally listed buildings and nineteen locally listed properties.

What is special is the amount of greenery around the houses. Local residents have fought to preserve the green gateway into the town and there is generally a large number of trees and hedges along most roads, even those, which have been developed. In the area covered by policy BE3, fences are positively discouraged and residents encouraged to replace them with green boundaries.

There has been some very imaginative development, which has complemented the surrounding architecture and the Bourne does retain the feeling of a village. There are four shops, including a post office and a large village green, on which there is an annual show. There is also an excellent conservation group, which has been recognised nationally for its work.

The natural environment is an essential part of life in the Bourne. The footpaths along the Bourne valley provide an important network of corridors for both residents and wildlife alike and there are many veteran trees throughout the area with oak and birch among the most numerous. The valleys are now heavily wooded and are important green corridors for birds, bats and woodland species.

The Bourne has a rich variety of flora and fauna and recent surveys in the Old Churchyard show that it hosts well over two hundred species of animals and plants. There is now official recognition in the Surrey Biodiversity Action Plan that our native wildlife should be protected and it is important that action is taken against landowners, who fell trees or otherwise destroy important habitats.

The Bourne remains a very pleasant place to live for animals and people alike but could be damaged irrevocably, if protective policies are not applied rigidly and the character of surrounding buildings is ignored too freely.



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Design Guidelines for The Bourne

- **The attractive road entrance to the Bourne should be preserved and protected from inappropriate development.**
- **New development should reflect the special character of the Bourne. Designs should respect and be sympathetic to the immediate architectural surroundings in terms of pattern, scale, materials and form.**
- **Sub-division of plots, in the area covered by policy BE3 (Local Plan 2002), is unacceptable, where it would cause harm to the semi-rural character of the area.**
- **Extensions should respect the style of the original building and dormer windows should not dominate the roof.**
- **Building heights should reflect those in the area and the effect on the street-scene should be carefully considered.**
- **Original features in older buildings should be retained where important to the character of the area.**
- **The topography of the area should be carefully studied, before permission for new development is granted. Hills and consequent issues of drainage and over-looking must be viewed from all angles, to avoid inappropriate development on sensitive sites.**
- **Trees and hedges are an essential feature of the Bourne and residents should work with planners, to maintain their number and variety.**
- **New development in the Bourne should reflect the need for a wider variety of housing types. The Bourne is a network of narrow winding lanes, where smaller houses might be more appropriate to the setting.**
- **There should be no encroachment closer to the Farnham Bourne, to help protect the river corridor.**

Weybourne And Badshot Lea



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The central village of Weybourne contains houses, built mainly in the mid to late Victorian period. These were situated primarily along Weybourne Road. Weybourne House and the buildings in its courtyard are, perhaps the most famous buildings in Weybourne. Weybourne House was the home of John Henry Knight, who built the first petrol powered motor vehicle in 1895. Much local authority housing was subsequently constructed in the 1950s, followed by a great deal of private housing, built in the 1960s and 1970s and smaller developments in the 1980s and 1990s.

Borough Council and access to the larger nature reserve at Rowhills, which is managed by Rushmoor Borough Council.

Traffic is a problem in Weybourne. There are several sports facilities in the area, including an all-weather floodlit facility, which is open until 9.30pm. There is also a Nuffield Leisure Centre, which generates traffic throughout the day and evening. Permission has recently been granted for further provision, which can only exacerbate the situation.



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This has resulted in a large mix of housing styles and Weybourne remains an attractive place to live for all age groups. There is a splendid village hall, which is well-used by the community and a large recreation ground. There are several excellent schools, serving the complete age range from 4 to 16 years and more than one public house. There is a small nature reserve off Weybourne Road, alongside the allotments managed by Waverley

There is a large trading-estate and supermarket, which attract vehicles from a wide area and other commercial ventures, which result in larger vehicles using the narrow roads. Like most of the villages on the outskirts of Farnham, the origins of Badshot Lea go back long before Roman times but development began in earnest in the Victorian era. In fact, the village owes much of its development to the arrival of the

(Opposite bottom) Football ground looking towards Badshot Lea village hall

(Opposite right x3) Large mix of housing styles

(Opposite left) Residential development merging in well with the restored village pond

(Left) Protected flint fronted cottages

(Below left) Village green

(Below) Victorian building – Badshot Lea village school



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British Army in Aldershot and the need for builders and other skilled workers, to erect accommodation for the soldiers. The school building in Badshot Lea is one of the better examples of Victorian school buildings in Farnham. It is much admired, not only for its appearance but also for its setting at the centre of the village, opposite the church.

Older residents still talk of Badshot Lea Docks and the largest ship built there, the Saucy Kipper. This is an amusing story involving a dark night and some alcohol but, like most good stories, it was based on fact. Badshot Lea has always had drainage problems and is prone to flooding to this day. This must be taken into account, when further development is proposed for the area.

In addition to its excellent infants' school, Badshot Lea boasts two public houses, several businesses, including a large garden centre. There is a Working Men's Club, a cricket club, tennis courts, a thriving football club and a village

Weybourne And Badshot Lea

© David Fisher / A&FCC



hall in the Old Hop Kiln, which was purchased by the local community. The Farnham Angling Society has the largest fresh water fishing facility in Farnham.

Farnham Quarry, situated to the rear of The Kiln Village Hall, is nearing the end of its working life and will eventually be handed over to the Blackwater Valley Management Trust. It will be designated a Wetlands Nature Reserve. Over the past two years no fewer than 124 species of birds have been identified here and it is destined to become one of the most important sites in the area.

The large residential development at Badshot Park has merged in well with its surroundings as the gardens and trees have matured and the restored pond now forms part of the well-used village green.

However, as in Weybourne, the existing roads struggle to cope with the volume of traffic generated by sporting and commercial operations and this has also to be taken into account, when new development is proposed.

It is vital that the narrow belt of open country, which separates Badshot Lea from Weybourne and Hale and, ultimately, Aldershot (known locally as the Strategic Gap), is retained, if Badshot Lea is to retain its distinctive community. Village recreation grounds

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in Weybourne and Badshot Lea should be preserved, along with the village green and pond in Badshot Lea.

The loss of public green spaces should not be permitted.

Design Guidelines for Weybourne and Badshot Lea

- The essential rural character of Badshot Lea should be preserved, by respecting the pattern of development in the village.
- The former farm, bakery buildings and cottages in Runfold St. George all enjoy protection and any new development must reflect the style and scale of these older properties.
- The flint cottages at nos. 6 and 8, Badshot Lea Road are also protected and should not be harmed by inappropriate development in the surrounding area.
- Green spaces around the village of Badshot Lea should be protected, together with the buildings and farmhouse at Badshot Farm and the farmhouse and cottages at Green Lane.
- The entrances to Rowhills nature reserve should be maintained and enhanced.
- The impact of new development should be carefully considered, to avoid putting undue pressure on the existing infrastructure and issues of flooding should always be addressed.

Wrecclesham



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The village of Wrecclesham lies to the south-west of central Farnham and extends to the border with Hampshire. The oldest part of the village is a ribbon development along the A325 towards Petersfield and the central area was designated as a Conservation Area (CA43) in October 1973 and extended in August 1991. There are several important buildings within the conservation area. Yew Tree Cottage is the oldest house in West Surrey, dating from 1360 and Wrecclesham House, now fully refurbished as offices, dates from the fifteenth century. It is important that street furniture within the Conservation Area is of a high standard.

The whole of the village contains a mix of residential properties, together with several retail and light industrial buildings. On the northern side of the A325 the houses overlook the Wey Valley and there is open countryside



© David Fisher/A&FCC

from the gardens of these houses, through fields, a recreation ground and the grounds of Farnham Rugby Football Club.

The valley has been used for gravel extraction and there is an area of closed landfill. This has created a source of methane and other gases, which have presented problems for

the houses in the lower part of the village. Occasional evacuations of these houses have been necessary.



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(Opposite top) Farnham pottery – one of the best preserved examples of a working Victorian pottery in England.

(Opposite middle) Housing next to River Wey

(Opposite bottom) View over Wey valley

(Above) Housing within Conservation Zone

(Above right) Village sign

(Right) New housing development



© Farnham Town Council

South of the A325 the ground continues to rise and there has been considerable residential development. Whilst the oldest buildings in Wrecclesham date mainly from the fifteenth century, the vast majority, especially away from the original ribbon development, date from the twentieth century. The renowned pottery, built in 1873, by the Harris family, is located towards the western end of the village. Today it runs pottery, sculpture and arts classes with links to the University of the Creative Arts.

Wrecclesham has seen considerable housing development in recent years with new streets replacing both green and brown field sites. There is another development of a further 60 houses planned for a site, which is affected by both flooding from the river Wey and contamination from the landfill site.

Apart from these larger schemes, there has also been considerable infilling and several bungalows are currently under construction at the lower end of Pottery Lane.

This amount of construction has put considerable strain on the local infrastructure, with peak-time traffic along the A325 tailing back from the junction with the A31 to the Hampshire border, a distance of about a mile. The local primary schools, which are located near the village, are over-subscribed, despite the introduction of a two-form entry at St. Peter's School this academic year 2009/2010.

Design Guidelines for Wrecclesham

- The conservation area in the central part of the village should be preserved or enhanced by future development.
- Outside the Conservation Area, properties along the A325 are varied in style but conform to a two-storey limit. This limit should be respected in future development in this area.
- Development with direct access on to the A325 should be discouraged, in order not to exacerbate existing traffic problems.
- New development should reflect the pattern and density of existing development.
- Green spaces to the north of the village and within its boundaries should be preserved.

Public Involvement

Workshops

13th May 2009 – stakeholders inc. Residents' Association and local organisations

14th May 2009 – stakeholders inc. Residents' Association and local organisations

27th May 2009 – Farnham Town Councillors

Round 1 – Exhibitions

26th January 2010 – Rowledge Village Hall

27th January 2010 – St Thomas on the Bourne

1st to 3rd February 2010 – Council Chamber

8th February 2010 – St George's Hall
Badshot Lea

9th February 2010 – Hale Institute

A total of over 800 people were consulted.

Workshops

19th January 2010 - stakeholders inc. Residents' Association and local organisations

22nd January 2010 - stakeholders inc. Residents' Association and local organisations

Round 2 – Exhibitions

15th March to 30th April 2010 – Town Council Office reception

15th March to 30th April 2010 – Town Council website with links from the homepage in a minimum of 2 places at all times

26th March 2010 – Hale Institute

30th March 2010 – The Bourne Hall

12th April 2010 – St George's Hall

16th April 2010 – Rowledge Village Hall

21st April 2010 – South Farnham School

23rd April 2010 – Wrecclesham Community School

27th April 2010 – The Bungalow Sandy Hill

A total of 1300 people were consulted.

Website

The Design Statement page on www.farnham.gov.uk was viewed a total of 495 times between 15th March and 30th April 2010

Press Coverage

31st July 2009

9th October 2009

29th January 2010

11th February 2010

26th February 2010

19th March 2010

26th March 2010

2nd April 2010

23rd April 2010 - Article in Roundabout magazine (March 2010 edition) – delivered free to every household

Consultees

the draft consultation was sent to 21 statutory bodies & organisations, 64 local developers & architects for comments.

3 marketing emails were sent on the following dates:

21st January 2010 to 242 people with Round 1 exhibition dates

26th January 2010 to 242 people with the first draft wording

19th March 2010 to 621 people with Round 2 exhibition dates.

Glossary

A&FCC – Aldershot and Farnham Camera Club

AGLV – Area of Great Landscape Value

ASVI – Area of Strategic Visual Importance

CA – Conservation Area

LDF – Local Development Framework

SAC – Special Area of Conservation

SPA – Special Protection Area

SSSI – Site of Special Scientific Interest

Acknowledgements

Farnham Town council would like to thank the residents who either attended an exhibition or commented on the draft statement. Our thanks also goes to the organisations who have helped to put the Farnham Design Statement together.

40 Degreez	Great Austins Area Preservation Group	Farnham Camera Club (A&FCC)
Aldershot & Farnham Camera Club (A &FCC)	Guildford Borough Council	Rushmoor Borough Council
Badshot Lea Community Association	Hale Corner Residents' Association	School Lane Residents' Association
Barncroft (Farnham) Management Company	Hampshire County Council	Searle Road Residents' Association
Bourne Residents' Association	Hart District Council	South East England Partnership Board
Castle Street Residents' Association	High Park Road Residents' Association	South Farnham Residents' Association
Cedarways Residents' Association	Homepark House Residents' Association	Sports Advisory Council
Chantry's Community Association	Horsham District Council	St John's Road Residents' Association
Crooksbury Residents' Association	Lancaster Avenue Residents' Association	Surrey County Council
David Fisher - Aldershot and Farnham Camera Club (A&FCC)	Long Garden Walk Residents' Association	Surrey Police
Dippenhall, Runwick & Doras Green Residents' Association	Michael Blower	The Farnham Society
Domestic Buildings Research Group	Michele Sheppard – Aldershot and Farnham Camera Club (A&FCC)	Tilford Road Residents' Association
East Hampshire District Council	Mole Valley District Council	Trafalgar Court Residents' Association
English Heritage	Moor Park Residents' Association	United Voice of Farnham
Environment Agency	Natural England	University for the Creative Arts at Farnham
Farnham Buildings Preservation Trust	NHS Surrey	Waverley Borough Council
Farnham Chamber of Commerce	North-West Farnham Residents' Association	Waverley Borough Council Officers
Farnham College	Old Church Lane Residents' Association	Waverley Disability Forum
Farnham Riverwatch	Park View Residents' Association	West Sussex County Council
Farnham Town Councillors	Peter Lerner (planning consultant)	Weybourne Residents' Association
Farnham Town Council Officers	Residents' Association of Sandy Hill	Wrecclesham Village Society
Firgrove Court Residents' Association	Rowledge Residents' Association	
Gong Hill Residents' Association	Roy Arnett - Aldershot and	
Government Office for the South East		

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Farnham
Town Council

Farnham Town Council

South Street

Farnham

Surrey GU9 7RN

Tel: 01252 712667

Email: info@farnham.gov.uk

www.farnham.gov.uk

Brochure compiled by
Farnham Town Council

Printed by
Acorn Design 01428 751 698
www.acorndesign.co.uk

There is also a DVD available
on www.farnham.gov.uk