

POLICY GOD9: MOVEMENT ROUTES

- A. To ensure that residents can walk safely to the town centre, public transport facilities, schools and other important facilities serving Godalming and Farncombe; all new developments should provide safe pedestrian and cycle access to link up with existing footways and cycle routes that, in turn, directly serve the Movement Routes shown on the Policies Map.**
- B. Proposals to enhance the identified Movement Routes and any other Movement Routes that are subsequently identified will be strongly encouraged.**
- C. Development will be expected to not have a severe residual impact on Movement Routes and to provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian access.**

- 7.24 All of these policies need to be supported by improved design of road space to give greater priority to users other than the private car. This could include 'filtered permeability' whereby roads are designed to still allow through-access for walking and cycling but remove it for motor traffic. This can be achieved either by a straightforward physical closure with bollards (or other engineering), or by the use of opposed one-way streets (with exemptions for cycling), or simply by signs. Once a road or street has been 'filtered', it remains accessible to motor vehicles, but is no longer usable as a through-route.
- 7.25 Alternatively, the use of 'shared spaces' may be appropriate in and around the town and local centres. Shared spaces are a design approach which seeks to minimise the segregation of pedestrians and vehicles. This is done by removing features such as kerbs, road surface markings, traffic signs, and traffic lights.
- 7.26 To assist with increased bus use, the development of dedicated bus lanes to replace certain through routes for traffic could be explored.
- 7.27 All of these issues should be properly addressed and considered through a detailed assessment.

Public Car Parking

- 7.28 Car parking is a sensitive and growing issue throughout Godalming and Farncombe and we have, therefore, provided separate guidelines below. This is not only residential on-street parking – which is addressed in Section 6 and Policy GOD6 (Provision and Design of Residential Parking) - but also commuter parking due to the presence of two railway stations in the town and parking to use the shops and services in Godalming town centre. The proposed strategic developments at Dunsfold Park and Milford are likely to increase the volumes of traffic coming into these areas each day, therefore the demands on public parking – as distinct from resident parking – will increase.
- 7.29 In Godalming parish, car ownership is slightly above the South East region average, at 1.38 cars per household, and well above the national average.
- 7.30 With the high levels of out-commuting by local residents exacerbated by the significant number of people driving to use the stations in Godalming and Farncombe, parking at these stations is insufficient to address needs. As a result, people parking in the surrounding streets causes congestion and difficulties for pedestrians and cyclists throughout the day. With Godalming and Farncombe being two of the closest stations to the anticipated strategic developments at Dunsfold Park and Milford, there is a serious risk that this situation will worsen over the plan period.

- 7.31 Accordingly, an approach is needed based on the principle of integrated transport. The recent improvements at Godalming station with the installation of lifts to benefit many people – especially wheelchair users – and the enhanced cycle park facilities, represent the beginnings of such a policy. A vision and approach is needed that encompasses all forms of transport to these stations, including on foot, and seeks to change the situation where neither station has any bus service stopping outside.
- 7.32 Creative solutions to these issues will therefore be strongly supported. However, parking still forms part of this strategy to increase rail usage and therefore proposals that seek to increase the capacity of car and bicycle parking at the stations in Godalming and Farncombe will be strongly supported. This could be targeted at specific users, for example only being for off-peak users to encourage use during the daytime when many people know that at present, all parking has been occupied by commuters.
- 7.33 A related parking issue is the need to provide more car parking in Godalming town centre. Currently a significant proportion of the parking in the town centre is occupied by commuters. Public parking to serve those coming to use the town centre is required, albeit that the levels of provision need to be carefully balanced; over-provision will encourage more car trips to the town centre when the overall strategy is focused on encouraging alternatives to the private car.

POLICY GOD10: PARKING AT GODALMING AND FARNCOMBE STATIONS AND GODALMING TOWN CENTRE CAR PARKS

Proposals that address the following will be supported:

- i. Increases in the capacity of car and bicycle parking that can serve the needs of passengers using Godalming or Farncombe railway stations.**
- ii. Redesign of the forecourts at Godalming and Farncombe railway stations so that buses can stop outside the entrance and so that it creates an environment suitable for all users.**
- iii. Increases in the capacity of car and bicycle parking which will demonstrably serve the needs of those using shops and services in the town centre.**

Electric Vehicles

- 7.34 With the significant issues relating to vehicle congestion on Godalming and Farncombe's roads, it is an important objective of the Godalming and Farncombe Neighbourhood Plan to bring about a lifestyle change so that all residents, workers and visitors become much less reliant upon fossil fuel vehicles. The Godalming and Farncombe Neighbourhood Plan has focused on improving cycling and walking, but the car will still play an important role for many in getting around. Reduction in the amount of fossil fuel powered vehicles in Godalming and Farncombe will help contribute to the health of the people and the environment. With the July 2017 Government announcement that by 2040, the sale of diesel and petrol cars will be banned, the focus will clearly be on the use of electric cars. Moreover, the share of all vehicles that electric vehicles will represent is expected to grow significantly over the plan period. It is therefore important that the Plan provides clear encouragement for the infrastructure needed to support this.
- 7.35 Where development does provide additional space for motor vehicles, associated provision for electric and plug-in hybrid vehicles should also be made. Such vehicles have zero tailpipe emissions unlike traditional vehicles and therefore have a far lower impact on the local environment

and pollution levels. This can be enhanced if the electricity to power them comes from renewable sources.

- 7.36 Development should therefore provide the facilities to enable the residents, workers and visitors to the area to use electric motor vehicles by installing charging points. This includes public parking as well as private residential parking.

POLICY GOD11: ELECTRIC VEHICLE INFRASTRUCTURE

Where vehicle spaces are provided to support development, where practicable, the associated provision of charging points for electric vehicles (both on-street and off-street) that can be used by the occupiers of residences and business premises in the Godalming and Farncombe Neighbourhood Plan area will be encouraged.

Other Sustainable Transport Actions

- 7.37 There are a number of other important actions which do not necessarily require planning policy to enable them to happen but are an important part of the overall transport strategy for Godalming and Farncombe. These are:
- Undertake a study which looks at the potential for increasing the road space available for pedestrians, cyclists and buses through the use of, for example, filtered permeability, shared spaces and dedicated bus lanes.
 - Explore the possibility of park-and-ride bus provision, particularly to mitigate the potential impacts on Godalming and Farncombe of increased traffic created by strategic development at Dunsfold Park and Milford. This should look at a number of route options including from Brighton Road to Godalming railway station.
 - Lobby for more active enforcement of poor parking, i.e. parking that blocks pavements.

8 ENVIRONMENT

Land

- 8.1 A home to live in is clearly the first and most vital consideration for everyone. Beyond this, most people wish their home to be set within an attractive and healthy environment. 'Green space' is not just good to look at, it provides room for outside leisure. Plants and trees contribute to air and water quality and we have a duty to manage our environment for the benefit of the flora and fauna that we share it with, some of which is found nowhere else in Surrey. A good environment helps to keep us healthy, both physically and mentally.
- 8.2 In a town such as Godalming, it is difficult to find space for all that the community wants to achieve and this will become increasingly apparent as the population rises over the plan period.



The unique Lammas Lands in the heart of Godalming, a quintessential flood plain

- 8.3 The following examples illustrate key issues that should be addressed under the theme of 'green space':

Landscape – aesthetics vs. habitat vs. utility

- 8.4 We have an inbuilt sense of what looks neat and tidy. We tend to like roadside verges mown, woodland cleared of dead branches and open land free from brambles, nettles and ragwort. However, this is rarely the best management plan for nature. Setting aside land for nature reduces the space available for more utilitarian uses and there can be an indirect cost associated with managing land for its aesthetic or environmental benefit.

Leisure – formal vs. informal

- 8.5 There is a limit to the amount of land that that can be set aside for outdoor recreation, i.e. parks, play areas and playing fields. Many popular sports demand a significant amount of space and it is increasingly difficult to satisfy this demand in Godalming and Farncombe. Nevertheless, these activities provide great benefit and must be accommodated as far as possible but it is recognised that informal, outdoor leisure is also important to health and well-being and a balance must be struck between the provision of formal and informal recreation space.

Wildlife - protection vs. access

- 8.6 Sometimes conservation requires protection measures, e.g. for ground nesting birds at breeding time. However, freedom to access and observe is fundamental to the process of education that leads people to value nature and so seek to protect it. Green space is also attractive for its own sake. If a green corridor is created along which wildlife can move, it will almost certainly be attractive for people to walk or cycle along too.
- 8.7 Fortunately, by providing attractive green routes for people, they can be guided away from the spaces set aside for nature. Some areas have stayed green precisely because they are 'public'. Here, well surfaced and well aligned paths can direct footfall and considered planting and wetland features can obviate the need to secure areas with fencing.

Green corridors

- 8.8 A green corridor is a strip of land that provides sufficient habitat to support wildlife and its movement along it. A continuous hedgerow, footpath, verge, riverbank or railway embankment can be valuable in this respect but wider strips are more likely to provide a variety of habitats and hence be more effective. Other green spaces such as playing fields, parks, cemeteries or allotments can also contribute to green corridors since they generally provide wildlife habitats.
- 8.9 Green corridors serve an important function in towns, namely to:
- break up the mass of the built environment
 - reinforce the essentially wooded nature of the area
 - support flora and fauna and enable migration between existing open spaces and into town
 - provide local havens for recreational enjoyment
 - create potential routes for non-motorised access between residential areas and local facilities, alleviating pressure on roads and parking and hence improving air quality and public health.
- 8.10 The primary reason for identifying green corridors is so that they can be protected and managed to improve their benefit for wildlife. However, this does not imply that green corridors will be exclusively set aside for this purpose. Some green corridors are suited to human recreational access and/or can provide space for 'green routes' for non-motorised transport. While it may seem counter intuitive to improve human access to green corridors, the public often enjoys right of access already and well considered routes provided with quality paths can manage footfall away from areas that are sensitive for wildlife.
- 8.11 Small interruption to continuity are expected, e.g.
- Roads or other transport routes
 - Isolated buildings with surrounding gardens or farmland
 - Narrow bands of buildings likely to be subject to redevelopment.

Where continuity is interrupted, wildlife tunnels or bridges, suitable planting (to mitigate the presence of isolated buildings) and appropriately aligned and planted green space can mitigate any detrimental impacts on wildlife.

- 8.12 The fact that the countryside comes right into the town is one of Godalming and Farncombe's key attractions. The Wey Valley contributes significant landscape value to the town and provides a 'green corridor', bringing the natural environment to its very heart. This area is already very strongly protected against development which allows the existing green corridor to thrive.

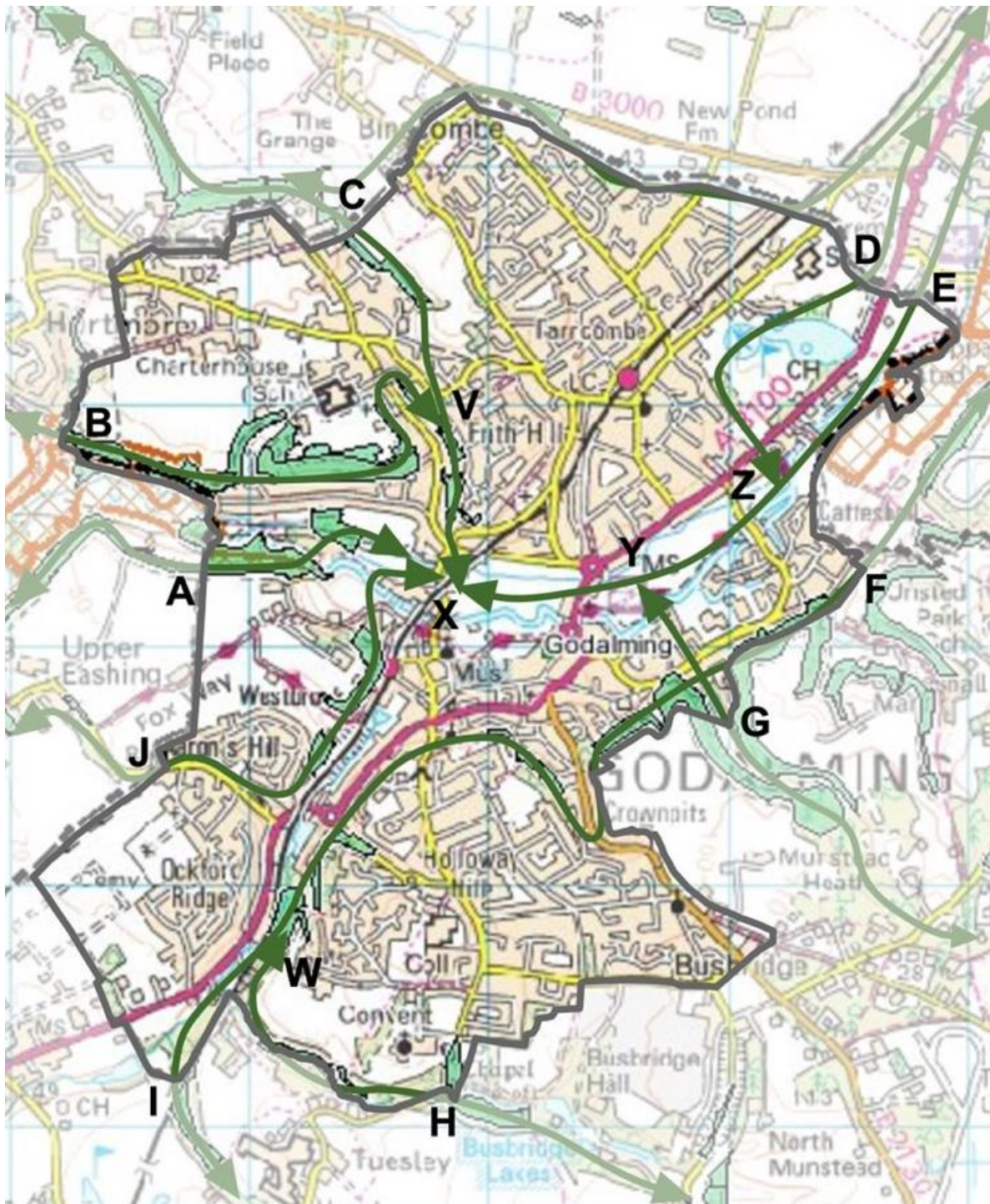
- 8.13 The green corridors within the Godalming and Farncombe Neighbourhood Area are listed in Table 8.1 below and indicated on the map in Figure 8.1.

Table 8.1: Green Corridors in Godalming and Farncombe

Map Reference (see Fig 8.1)	Description	Notes
A-X-E	The River Wey Valley	The principal and most obvious corridor following the course of the River Wey. Many areas are accessible to the public and a number of foot/bridal paths are in evidence. It is generally flat and well suited to improvements as a green route for walking and cycling.
B-V	Hillsides - Peperharow Road	Largely ancient woodland linking a site of special scientific interest (SSSI) in the west to the Charterhouse hillside in the east.
C-V-X	Hillsides- Mark Way and Charterhouse	Areas of woodland managed by Surrey Wildlife Trust with adjoining farmland linking woodland and open farmland in the north to the Charterhouse hillside and the Wey Valley.
D-Z	Broadwater Park	The fringes of Broadwater Park that are not intensively managed for sport.
F-I	Hillsides – Southern slopes	Ancient woodland covering large stretches of the southern valley slopes.
G-Y	Munstead Heath link to the Wey Valley	Open farmland approaches close to the town boundary and the Wey Valley. Opportunities may arise to make this more contiguous during any redevelopment near Catteshall Lane.
H-W	Busbridge Lakes	A mixture of woodland and water linking to the Ock Valley
J-X	Aaron’s Hill and Ock Valley	The wooded slopes of Aaron’s Hill and Westbrook overlooking the Ock Valley.

- 8.14 The green corridors shown in Figure 8.1 are represented by green arrows. Ancient Woodland has been shaded green and Sites of Special Scientific Interest (SSSIs) are hatched orange. It is important to note how the green corridors link these together.
- 8.15 The existing tracts of woodland help to identify corridors. Surrey Wildlife Trust notes that the inclusion of multiple habitats within a corridor strengthens its value and most of the green corridors in Godalming and Farncombe embrace multiple habitats. The Wey Valley green corridor, in particular, brings together woodland, grassland and river over much of its length. Busbridge Lakes and the Ock Valley combine woodland with river/lake. The hillsides to the north combine woodland and grassland. Only on the hillsides to the south, in those sections close to the town, does existing development constrain habitat to woodland and gardens. Indeed, it is important to note that the areas defined as the ‘Godalming Hillsides’ and ‘Areas of Strategic Visual Importance’ correspond and link with the identified green corridors.
- 8.16 Future development must recognise these corridors and safeguard their integrity. It should seek to improve their quality where opportunities exist. Whilst the area outside the built-up area is well protected, it is also important to maintain and enhance Godalming and Farncombe’s semi-rural character within the built-up areas.

Figure 8.1: Green Corridors in Godalming and Farncombe



8.17 This does not mean that development cannot occur along the green corridor. Rather, good design of individual buildings and of neighbourhood scale green and open spaces, including private gardens, can help to ensure that many of the species that are in Godalming and Farncombe can not only survive but thrive. This is crucially in line with the national planning guidance for achieving net biodiversity gain through all new development (NPPF, 2016). Examples include:

- Designing houses and neighbourhood scale green and blue features so that there is space for wildlife. For example, at the individual building scale, creating artificial nests sited in places

away from windows and doors can create vital new roosting sites to support populations of birds.



Hedgehog friendly fencing

- Boundaries between dwellings can be made hedgehog friendly by including pre-cut holes for hedgehogs to more effectively move across neighbourhoods to forage.
- New planting schemes can support bees and other pollinators by including nectar-rich plants; and tenants in new housing developments can be encouraged to adopt a wildlife-friendly approach to gardening through inclusion of educational literature in 'home-information' packs.
- Veteran trees should also be incorporated into landscaping in new developments and protected from damage by fencing or provision of circular hedging. This can make a very attractive feature and focal point for a public open space.

8.18 Sustainable Drainage Systems (SuDS) can be designed and managed to include soft, green landscaping features and wetland habitats, providing opportunities to enjoy wildlife close to where people live. Information about the multi-benefits of SuDS can be included in 'home information' packs in new development, or in on-site interpretation in open and green spaces, to encourage understanding and engage community members in supporting its long term management.

POLICY GOD12: GREEN CORRIDORS

In order to achieve net biodiversity gain across Godalming and Farncombe, development will be expected to preserve and enhance the wildlife corridors identified on the Policies Map. In particular, new development proposals should incorporate provision for local wildlife to thrive.

Godalming Hillsides

- 8.19 The Godalming Hillsides have been identified and specifically protected by Waverley Local Plan policy. The Wey Valley runs through the heart of the town and the valley sides, rising steeply on either side, are prominent and highly visible across the town. Waverley Local Plan Part 1, Policy RE3, retained policy BE5 from the Local Plan 2002, recognises this and makes clear that development here will not be acceptable unless it would not diminish the wooded appearance of the hillside and result in a loss of tree cover to the detriment of the area and the character and setting of the town. Local Plan Part 1 Policy RE3 retains the policy with the boundaries reviewed as part of the development of the Local Plan Part 2.
- 8.20 The protection of the Godalming Hillsides is important to the community and therefore the retention of a policy in the Local Plan is strongly supported. As such, it is not necessary to provide a Godalming and Farncombe Neighbourhood Plan policy covering this matter. However, the existing policy only addresses the wooded appearance of the area. It is equally important to maintain the overall character and setting of the hillsides and the town in general that development at the highest points on the hillsides does not significantly encroach on the existing skyline. Given the higher level of sensitivity of development on the skyline of the Hillsides, this has specifically been identified in the policy.

POLICY GOD13: GODALMING AND FARNCOMBE SKYLINE

In addition to the requirements of Waverley Local Plan Policy RE3 (Landscape Character, section v. Godalming Hillsides) which provides protection for Godalming's tree-lined hillsides and recognises their importance to the character and setting of Godalming and Farncombe, development is expected to preserve the profile of the skyline and ensure that any new buildings along the skyline are not unduly prominent.

Water

- 8.21 Reducing the amount of water we use both domestically and commercially in turn reduces the amount of waste water that needs to be treated. The amount of water extracted from our rivers will also be reduced which will help to protect the wildlife that lives in our rivers and wetlands.
- 8.22 Equally, the use of recycled water is important where this is possible, e.g. for flushing toilets. Whilst the requirements for energy efficiency are dealt with by Building Regulations, it is important to encourage innovation and for development to go beyond the minimum requirements to deliver buildings that enable effective recycling of water for use.

POLICY GOD14: WATER RECYCLING

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

Air

- 8.23 Air pollution is becoming one of the main health threats facing the UK. Specifically it comprises greenhouse gases (such as carbon dioxide (CO₂) and ozone (O₃) and local air pollution. The most important regulated gas for legal purposes in ambient air is NO₂. One of the main causes is vehicles and congestion which means engines idle and air pollution becomes concentrated in those locations.
- 8.24 Air pollution in parts of the Godalming and Farncombe Neighbourhood Plan Area is significant and potentially worsening. There is an existing Air Quality Management Area (AQMA) along Flambard Way and part of Ockford Road.

The most recent Waverley Updating and Screening Assessment¹⁹ report determined NO₂ concentrations monitored at the Godalming AQMA has generally been steadily increasing since 2011, with 2014 results being an exception. It also found that, although this local monitoring location is outside the AQMA, the annual national air quality objectives for nitrogen dioxide (NO₂) at Holloway Hill, Godalming, in proximity to the junction with Flambard Way, was exceeded and that the monthly levels were exceeded in 7 out of 12 months. Additionally exceedances were recorded a total of 25 times at non-automatic monitoring points in Godalming, with four locations having exceeded air quality objectives for NO₂ on three occasions and one monitoring point location having an exceedance on four occasions.

- 8.25 In addition, local monitoring undertaken through a programme being run in 2017 by Friends of the Earth identified that there were high levels of air pollution further out of the town along Meadow, at a key pinchpoint close to Bridge Road. This showed a nitrogen dioxide (NO₂) reading higher than the 40 micrograms per cubic metre (ug/m³) mean annual limit for monitoring undertaken in January 2017.
- 8.26 This means that support for sustainable development must include a stringent approach to development which might increase the already unlawful levels of air pollution. In formulating its policy on air pollution, the plan has had regard to all relevant national policies and expert opinion used to inform another emerging Neighbourhood Plans.
- 8.27 There are some relatively simple solutions which can help to minimise the impacts of air pollution. Healthy trees of appropriate species in the right locations absorb NO₂ and particulates and can reduce air temperature during hot summer months, reducing ozone and other pollutants. To ensure the best effect is achieved and to protect from disease, a mixture of tree species is needed, with the species chosen based on their Urban Tree Air Quality Score (UTAQS). Trees should be located wherever an appropriate space is found, with particular focus in and around areas of poor air quality and high pollution, or areas where air quality is at risk of deteriorating.
- 8.28 Care must be taken when choosing the location of tree planting, so as not to decrease airflow, or trap pollutants and therefore reduce air quality. Avenues of trees alongside high buildings can be counterproductive, locations should be found near to polluted area(s), but with open space around.

¹⁹ Waverley Borough Council 2016 Air Quality Annual Status Report (ASR) – 2018 Reissued In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management February 2018.

POLICY GOD15: HEALTHY AIR

Development should not damage the health of the air by increasing emissions of harmful pollutants to it. Such pollutants include: greenhouse gases; those considered by the United Nations to cause adverse impacts to the natural environment; and particles and gases considered by the World Health Organisation (WHO) to be harmful to human health, therefore:

- A. Any proposal that results in a significant increase in air pollution will only be justified in exceptional circumstances.**
- B. Development should comply at least with all minimum EU or UK environmental requirements in relation to air pollutants whichever is the more stringent.**
- C. Development is encouraged to be at least 'air quality neutral' and should not cause or contribute to worsening air quality. For major developments (as defined by the Town and Country Planning (Development Management Procedure) Order (England) 2010 [(Wales) 2012) this may most appropriately be demonstrated through an air quality assessment, and if necessary, proposed mitigation measures.**
- D. Mitigation measures adopted to minimise impacts on air quality should have regard to local policies, strategies and air quality action plans in AQMAs, as well as local air quality concerns about the development, and the type, size and activity of the development. Proposals that are accompanied by a tree planting strategy as a way of minimising the impacts of air pollution is encouraged.**
- E. Mitigation proposals for developments in excess of 50 dwellings or 5000m² will be required to include the provision of Electric Vehicle Charging Points (EVPs).**