

Additional Modifications comprising of minor modifications to and errata for the Submission Local Plan: Development Management Policies (2022)

The minor modifications/errata below are expressed either in the form of ~~strikethrough~~ for deletions and underlined for additions of text, or by specifying the modification in words.

The minor modifications/errata set out below are sorted with the order of the Local Plan’s chapters and policy sections.

Chapter or Policy	Paragraph number or section	Minor Modification	Reason for modification
Throughout document	Policy title	Policy ID11: Parking Standards <u>for New Development</u>	To aid clarity - resulting from confusion with Council run off-street and on-street car parking/ parking charges.
Throughout document	N/A	Parking <u>Standards for New Development</u> SPD	To aid clarity.
Policy H7: Review Mechanisms	2.40	The review will <u>include</u> <u>assessing</u> changes to gross development value and development costs, (the key variables that are most likely to be subject to change) at the review stage, from what were assumed to be the case at the planning application stage, allowing for developer profit on any changes in value (consistent with the allowance at planning application stage).	To aid clarity.

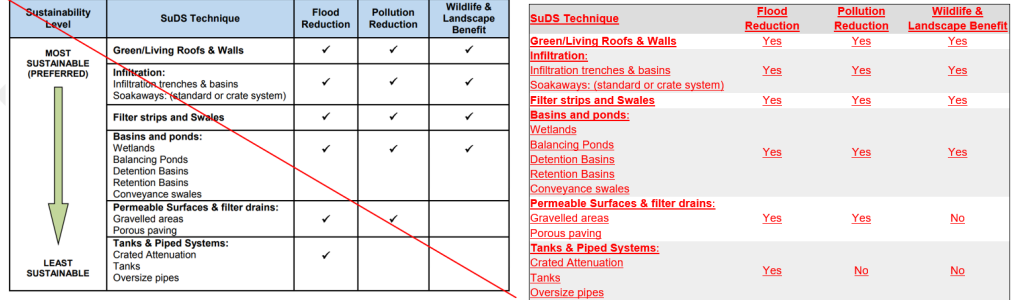
Policy H8: First Homes	Policy paragraph 4)	4) Residential development proposals on qualifying small sites comprising primarily First Homes will be permitted where <u>the proposed scheme is</u> they are : a) adjacent to <u>an</u> existing settlements, and b) proportionate in size to <u>it</u> them .”	To aid clarity.
Policy H8: First Homes	Definitions, paragraph 2.47	Insert new footnote after “First Homes are a specific form of discounted market sale housing which are discounted by a minimum of 30% against the market value”, as follows: <u>⁴⁸ Market value should be ascertained by a valuation from a registered valuer acting in an independent capacity, and the valuation should be in accordance with the RICS red-book valuation guidance for new-build homes. The sale price should only change following consideration of a mortgage or home purchase plan if the lender’s valuation is lower than the agreed sale price.</u>	To align with national guidance.
Policy E11: Animal-related Development	3.13	General advice on grazing agreements and other useful information is available from Surrey County Council’s website⁵⁹.	Factual update
Policy E11: Animal-related Development	Footnote 59	Available online at: https://www.surreycc.gov.uk/land-planning-and-development/countryside/advice/horse-care	Factual update
Policy P6/P7: Biodiversity in New Developments	4.21	...Where a development falls within or adjacent to a BOA, the scheme’s biodiversity measures are required to be consistent with these statements. <u>For sites adjacent to a BOA, on-site works are required to support the priority habitats and species, aims, objectives and targets in the statements where feasible.</u>	To aid clarity by making it clear that sites outside of BOAs do not need to undertake offsite works in order to support the BOAs.
Policy P6/P7: Biodiversity in	4.48	BNG measures may be acceptable on SANGs (see LPSS 2019 policy P5) where they would complement the recreational purpose and uses of the SANG, and	Factual update.

New Developments		<p>where new or enhanced BNG habitats and the species they are intended to benefit would not suffer as a result of SANG uses. <u>Proposals must calculate biodiversity gains from an appropriate baseline and meet any requirements on additionality in accordance with Natural England’s SANG guidelines, legislation and national guidance.</u> Habitat creation or enhancement on SANGs will only be considered BNG measures (rather than ordinary SANG works) where they provide measurable additionality over and above the minimum requirements of the SANG, demonstrated through use of the Biodiversity Metric national biodiversity net gain calculation methodology, using the SANG quality requirements set out in Natural England’s SANG guidelines as the baseline. In order to demonstrate this, it will be necessary for the management plans for SANGs to clearly differentiate between SANG works and BNG measures so that decision makers are able to judge whether the SANG works alone enable the site to meet SANG quality standards. For the purposes of the BNG calculation, the baseline value of the SANG is the site with the Habitat Regulation key required habitat features incorporated as set out in the SANG guidelines. BNG calculations should be done from this baseline in order to clearly demonstrate the additional biodiversity unit uplift beyond the minimum SANG requirements. The revision of previously consented SANGs to alter approved landscaping or planting schemes, mitigation works, or habitat or landscape management plans is likely to require an application to amend the scheme or a new planning application. Such applications should use the initially proposed outcomes for biodiversity as the baseline for BNG calculations.</p>	
Policy P6/P7: Biodiversity in New Developments	4.49	<p>All habitat that is created or enhanced in order to meet the net gain requirement is required to be secured and maintained for at least 30 years in order to ensure that it is able to reach maturity and attain a sufficient quality. This figure is consistent with the proposed national approach <u>set out in the Environment Act at time of writing.</u> However, the national approach may be subject to change as the Environment Bill passes through parliament. If a longer time period is specified nationally, the policy requires d the longer</p>	Factual update following the making of the Environment Act and to correct a typographical error.

		period to apply. The Council encourages longer time periods including maintenance in perpetuity.	
Policy P8/P9: Protecting Important Habitats and Species	Policy paragraph 4 b	b) An appropriate buffer around <u>between new development and</u> the ancient woodland of a minimum of 15 metres or a greater distance if specified by national policy.	To aid clarity by making it clear the buffer applies to new development and not existing development.
Policy P8/P9: Protecting Important Habitats and Species	4.57	Ancient woodland - woodland that meets the NPPF definition of “an area that has been wooded continuously since at least 1600 AD” and any woodland identified on <u>an established Ancient Woodland Inventory, including Surrey’s Revised Ancient Woodland Inventory (2011)</u> ...	To aid clarity by aligning with the language in policy paragraph 3 and following an update to Natural England and Forestry Commission standing advice on Ancient Woodland.
Policy P8/P9: Protecting Important Habitats and Species	4.59	<i>Significant trees</i> – all ancient and veteran trees, ancient woodland, trees that are special because of a special heritage, recreational, social or aesthetic value, and trees covered by a Tree Protection Order (TPO) or are of TPO quality, <u>established through an arboricultural report</u> .	To aid clarity by identifying the methodology for identifying significant trees.
Policy P8/P9: Protecting Important Habitats and Species	4.66 g	Irreplaceable habitats include, but are not limited to, the following habitats. ... g) Ancient hedgerows, and ‘important’ hedgerows that contain <u>support an established population of</u> protected, endangered, vulnerable or rare species.	To aid clarity by making it clear the policy refers to hedgerows that support a relevant population rather than those that are visited by a single member of a relevant species during the survey.

Policy P8/P9: Protecting Important Habitats and Species	4.70	An appropriate buffer of a minimum of 15 metres around ancient woodland should be set at a distance necessary to preserve the nature, health and setting of the ancient woodland, taking into account the nature and area of proposed development. <u>This may necessitate a buffer of greater than the minimum 15m.</u> If national policy sets a wider minimum distance, the greater distance will apply.	To aid clarity.
Policy P8/P9: Protecting Important Habitats and Species	4.74	... Ancient hedgerows tend to be the most biodiverse in terms of both plants and animals and where an 'important' hedgerow contains <u>supports an established population of</u> protected, endangered, vulnerable or rare species, the assemblage of species is such that replacing the hedgerow would be technically difficult or take a very significant time....	To aid clarity by making it clear the policy refers to hedgerows that support a relevant population rather than those that are visited by a single member of a relevant species during the survey.
Policy P8/P9: Protecting Important Habitats and Species	4.77	For the purposes of the policy, an important hedgerow will be considered an irreplaceable habitat if it qualifies as 'important' because it contains <u>supports an established population of</u> protected species listed in the Wildlife and Countryside Act 1981 (or successor legislation) and/or threatened species as identified in Red Data lists and reviews....	To aid clarity by making it clear the policy refers to hedgerows that support a relevant population rather than those that are visited by a single member of a relevant species during the survey.
Policy P8/P9: Protecting Important Habitats and Species	Monitoring indicators	<u>Number of D-developments</u> resulting in loss or harm to irreplaceable habitats, priority species and habitats, sites designated for their biodiversity value and <u>or</u> aquatic habitats.	To aid clarity through clearer meaning.
Policy P11: Air Quality and Air	4.126	<u>Initial</u> Air Quality Assessments must be completed during the early stages of the design and preparation of the development proposal. If the applicant has	To aid clarity.

Quality Management Areas		engaged the Council's preapplication service, the <u>initial</u> Air Quality Assessment should be submitted and reviewed as part of this.	
Policy P12: Water Quality, Waterbodies and Riparian Corridors	4.147	Development proposals that contain or are in the vicinity of a waterbody covered by the WER should work with the relevant catchment partnership to identify <u>and incorporate</u> measures that will help to deliver WER and RBMP objectives...	To aid clarity by making it clear that 'measures' refers to measures on the development site.
Policy P12: Water Quality, Waterbodies and Riparian Corridors	4.152	... The Environment Agency and Wey Landscape Partnership (WLP) are updating the Wey Catchment Plan and producing a Habitat Restoration Strategy for the Wey catchment which identifies actions needed to bring the River Wey into good ecological status. The RBMP also identifies beneficial projects for rivers. New development should <u>incorporate measures that</u> support the delivery of these improvements.	To aid clarity by making it clear that 'measures' refers to measures on the development site.
Policy P12: Water Quality, Waterbodies and Riparian Corridors	4.155A (new paragraph)	<u>4.155A Landscape and Ecological Management Plans for main river buffer zones should cover all areas of public realm, amenity and green infrastructure as well as ecology.</u>	To aid clarity on the scope of Landscape and Ecological Management Plans.
Policy P13: Sustainable Surface Water Management	4.175A (new paragraph)	Reasoned justification <u>4.175A The control of runoff at source (or as close as possible) is a key principle in sustainable drainage. Drainage proposals should be designed to intercept as much runoff, including from off the site, as possible in order to maximise the amount that is subject to SuDS processes.</u>	To aid clarity by providing context for paragraph 1 of the policy.

<p>Policy P13: Sustainable Surface Water Management</p>	<p>4.181</p>	 <table border="1" data-bbox="645 124 1653 424"> <thead> <tr> <th>Sustainability Level</th> <th>SuDS Technique</th> <th>Flood Reduction</th> <th>Pollution Reduction</th> <th>Wildlife & Landscape Benefit</th> </tr> </thead> <tbody> <tr> <td rowspan="10">MOST SUSTAINABLE (PREFERRED)</td> <td>Green/Living Roofs & Walls</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Infiltration: Infiltration trenches & basins Soakaways (standard or grate system)</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Filter strips and Swales</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Basins and ponds: Wetlands Balancing Ponds Retention Basins Conveyance swales</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Permeable Surfaces & filter drains: Gravelled areas Porous paving</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>Tanks & Piped Systems: Crated Attenuation Tanks Oversize pipes</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td colspan="4">SuDS Technique</td> </tr> <tr> <td colspan="2">Green/Living Roofs & Walls</td> <td>Flood Reduction</td> <td>Pollution Reduction</td> <td>Wildlife & Landscape Benefit</td> </tr> <tr> <td colspan="2">Infiltration:</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Filter strips and Swales</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Basins and ponds:</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Wetlands</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Balancing Ponds</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Retention Basins</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Conveyance swales</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Permeable Surfaces & filter drains:</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Gravelled areas</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Porous paving</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Tanks & Piped Systems:</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Crated Attenuation</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Tanks</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Oversize pipes</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Sustainability Level	SuDS Technique	Flood Reduction	Pollution Reduction	Wildlife & Landscape Benefit	MOST SUSTAINABLE (PREFERRED)	Green/Living Roofs & Walls	✓	✓	✓	Infiltration: Infiltration trenches & basins Soakaways (standard or grate system)	✓	✓	✓	Filter strips and Swales	✓	✓	✓	Basins and ponds: Wetlands Balancing Ponds Retention Basins Conveyance swales	✓	✓	✓	Permeable Surfaces & filter drains: Gravelled areas Porous paving	✓	✓		Tanks & Piped Systems: Crated Attenuation Tanks Oversize pipes	✓			SuDS Technique				Green/Living Roofs & Walls		Flood Reduction	Pollution Reduction	Wildlife & Landscape Benefit	Infiltration:					Filter strips and Swales					Basins and ponds:					Wetlands					Balancing Ponds					Retention Basins					Conveyance swales					Permeable Surfaces & filter drains:					Gravelled areas					Porous paving					Tanks & Piped Systems:					Crated Attenuation					Tanks					Oversize pipes					<p>Replaced the image showing the SuDS Sustainability Hierarchy with a table version to meet the Accessibility regulations by making it text readable and to update it following a change to Surrey County Council guidance.</p>
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<p>Policy P14: Regionally Important Geological / Geomorphological Sites</p>	<p>Policy Title</p>	<p><u>Policy</u> P14: Regionally Important Geological / Geomorphological Sites</p>	<p>To ensure consistency with the rest of the document.</p>																																																																																																													
<p>Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness</p>	<p>Policy paragraph 3</p>	<p>3) Development proposals are required to incorporate high quality design which should contribute to local distinctiveness by demonstrating a clear understanding of the place. Development proposals should respond positively to: <u>a)</u> the history of a place;</p>	<p>To aid clarity and to be consistent with the approach taken elsewhere in the plan.</p>																																																																																																													

		<p><u>b)</u> significant views (to and from)_{7i} <u>c)</u> surrounding context_{7i} <u>d)</u> built and natural features of interest_{7i} <u>e)</u> prevailing character_{7i} <u>f)</u> landscape_i and <u>g)</u> topography.</p> <p><u>3A)</u> The use of innovative design approaches, including use of materials and construction techniques, will be supported where this presents an opportunity to create new or complementary identities that contributes to and enhances local character.</p>	
Policy D7: Advertisements, Hanging Signs and Illumination	Paragraph 5.57	Advertisements <u>are</u> has become a very important and significant part of the built environment and can be found pretty much everywhere, from signage upon commercial and retail premises, such as fascia and projecting signs, to large poster hoardings and window decals.	To aid clarity.
Policy D7: Advertisements, Hanging Signs and Illumination	Paragraph 5.69	In the case of conservation areas, the <u>advertisement's</u> advertisements acceptability will be guided by the published character appraisal of that area.	Grammatical error.
Policy D7: Advertisements, Hanging Signs and Illumination	Paragraph 5.70	Where advertisement or signage is to be fixed to a <u>statutory</u> listed building Listed Building Consent will be required, irrespective of whether or not Advertisement Consent is required.	To aid clarity.
Policy D7: Advertisements,	Paragraph 5.72	Care should also be taken to ensure that the wiring or cabling required to serve the illumination is <u>concealed as far as practical</u> hidden from view and does not harm or impede on architectural features and detailing	To aid clarity.

Hanging Signs and Illumination			
D9: Residential Infill Development Proposals	Definitions	<i>Piecemeal development</i> - in the context of this policy relates to uncoordinated development where individual applications are submitted for development across a larger developable area <u>where this is done in order to deliberately avoid infrastructure provision, contributions or affordable housing that are triggered at certain thresholds.</u>	To aid clarity.
D10a: Light Impact and Dark Skies	Footnote 142	¹⁴² Available online at: https://cdn.bats.org.uk/pdf/Resources/ilp-guidance-note-8-bats-and-artificial-lighting-compressed.pdf?mtime=20181113114229 https://cdn.bats.org.uk/uploads/pdf/Resources/ilp-guidance-note-8-bats-and-artificial-lighting-compressed.pdf?v=1542109349	Factual update.
D12: Sustainable and Low Impact Development	Paragraph 5.211	Consideration of the lifecycle of buildings and public spaces means they have been designed to be adaptable for changing social and economic needs. This will extend their useful lives and avoid the need for extensive modification and refurbishment or demolition and replacement. <u>The embodied carbon cost of demolition works that take place prior to construction should also be considered.</u>	To aid clarity.
Policy D15: Renewable and Low Carbon Energy Generation and Storage	Policy Title	<u>Policy</u> D15: Renewable and Low Carbon Energy Generation and Storage	To ensure consistency with the rest of the document.
D15: Renewable and Low Carbon Energy Generation and Storage	Paragraph 5.246	The Council's ambition is for the borough to become <u>net</u> zero carbon by 2030. This will require a significant or total reduction in the use of fossil fuels and a switch to low carbon energy. The national grid will not be fully decarbonised at that point so the amount of renewable and low carbon energy produced within the borough must also increase. Rooftop solar and domestic scale low	Factual update.

		carbon energy schemes are unlikely to be sufficient alone, so it is necessary to consider standalone energy installations. Additionally, new low carbon energy schemes will be needed to allow the national grid to fully decarbonise.																	
Policy D15: Renewable and Low Carbon Energy Generation and Storage	Paragraph 5.261	In the event that proposals are received for wind turbines greater than domestic scale, the Council will consult with Gatwick Airport, the Ministry of Defence and NATS (the national air traffic system provider).	Factual update to ensure consistency with PPG Paragraph: 016 Reference ID: 5-016-20140306.																
Policy D16: Designated Heritage Assets	Paragraph 5.262	Valued f Features of heritage significance the historic environment can include, buildings, monuments, sites, places, areas or landscapes and their setting , and those which are identified as having a degree of special interest or significance that merits consideration in planning decisions these are referred to as heritage assets.	Factual correction																
Policy D16: Designated Heritage Assets	Table D16a	<table border="1"> <thead> <tr> <th>Heritage Assets</th> <th>Numbers in Guildford Borough</th> </tr> </thead> <tbody> <tr> <td>Statutory Listed Buildings</td> <td>1097*</td> </tr> <tr> <td><i>Grade I</i></td> <td>34</td> </tr> <tr> <td><i>Grade II*</i></td> <td>41</td> </tr> <tr> <td><i>Grade II</i></td> <td>1022</td> </tr> <tr> <td>Conservation Areas</td> <td>40</td> </tr> <tr> <td><i>With Article 4 Directions</i></td> <td>8</td> </tr> <tr> <td>Scheduled Monuments</td> <td>32</td> </tr> </tbody> </table>	Heritage Assets	Numbers in Guildford Borough	Statutory Listed Buildings	1097*	<i>Grade I</i>	34	<i>Grade II*</i>	41	<i>Grade II</i>	1022	Conservation Areas	40	<i>With Article 4 Directions</i>	8	Scheduled Monuments	32	Factual correction
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		Registered Parks and Gardens	108	
Policy D16: Designated Heritage Assets	Paragraph 5.281	Supplementary planning documents such a Conservation Area Character Appraisals and the Guildford Town Centre Views SPD ¹⁷⁸ <u>apart from being material considerations in determining relevant planning applications</u> , are <u>also</u> useful tools that can help with the assessment of significance.		To add clarity
Policy D18: Conservation Areas	Paragraph 5.336	These appraisal documents, <u>which are a material planning consideration</u> , undertake analysis that helps with justifying the reasons for designating the area. <u>These documents can be used as a material planning consideration in determining planning applications within these areas.</u>		To add clarity
Policy ID5: Protecting Open Space	Policy paragraph 1	1) Open space will be protected in line with LPSS 2019 Policy ID4: Green and Blue Infrastructure and national policy. <u>1A)</u> Exceedance of the minimum standards set out in the Open Space, Sport and Recreation Assessment will not mean that land designated as open space ^{241a} is surplus to requirements. A surplus will only be considered to exist where analysis has shown that: a) the land is no longer needed as open space, and its loss would not result in, or worsen, a local deficit of that particular open space typology in terms of accessibility, quality or quantity; and b) the site cannot be improved or repurposed to correct deficits in other open space typologies.		To aid clarity.
Policy ID5: Protecting Open Space	Policy paragraph 1A	Insert new footnote after “land designated as open space”, as follows: <u>241A In this context, open space refers to land that fits into one or more of the typologies of open space assessed in the Open Space, Sport and Recreational Assessment (2017) and referred to in Table 6 (page 35) of that document. These open spaces are protected for their sport and/or recreational purposes, though they may also have public value for aesthetic, biodiversity or other reasons.</u>		To aid clarity, and for consistency with paragraph 6.9.

Policy ID5: Protecting Open Space	Policy paragraph 1A	...land designated as <u>o</u> Open <u>s</u> Space...	Grammatical error.
Policy ID5: Protecting Open Space	Definitions, paragraph 6.3	The NPPF Annex 2: Glossary defines Open Space as "all open spaces of public value, <u>including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs)</u> which offer important opportunities for sport and recreation and can act as visual amenity".	Factual update to ensure consistency with the updated definition in the 2021 NPPF Annex 2: Glossary.
Policy ID6: Open Space in New Developments	Policy ID6, Table ID6a	Insert new footnote from 'ANGST standard', as follows: <u>^{253A} See footnote 252</u>	To improve clarity regarding Natural England's ANGSt standard.
Policy ID6: Open Space in New Developments	Policy ID6, Table ID6a	Insert new row at the bottom of Table ID6a to include a total figure in ha/1,000 people for all of the open space typologies listed in the table.	To aid clarity.
Policy ID5: Protecting Open Space	Paragraph 6.15	The Council's Open Space, Sports and Recreation Assessment <u>(2017)</u> (OSSRA) ²⁵¹	To aid clarity.
Policy ID6: Open Space in New Developments	Definitions – Paragraph 6.17	The statutory definition of an allotment within Guildford borough is an area of land with a measurement <u>no</u> greater than 20 poles ^{254A} (100.5 <u>500</u> sqm).	To correct factual error in the existing draft wording
Policy ID6: Open Space in New Developments	Definitions – Paragraph 6.17 – New footnote	<u>^{254A} Allotments Act 1950, S9</u>	Factual update

	below paragraph		
Policy ID6: Open Space in New Developments	Definitions – Paragraph 6.19A	<u>6.19A Parks and Recreation Grounds – These include formal parks, recreation grounds and outdoor sports space, for both pitch and non-pitch sports. They also include the general open space surrounding play areas, sports facilities etc. used for general recreation (but not informal recreation space in and around housing developments which is separately classified as amenity green space).</u> ^{255A}	To aid clarity.
Policy ID6: Open Space in New Developments	Definitions –Paragraph 6.19A – New footnote below paragraph	^{255A} <u>For a more detailed explanation and examples of this open space typology, see Section 5.1.3 of the Open space, Sports and Recreation Assessment (2017), available at https://www.guildford.gov.uk/localplan/openspace.</u>	To aid clarity.
Policy ID6: Open Space in New Developments	Footnote 259	As the Play Strategy is updated, its key requirements and those of the OSSRA <u>Open Space, Sports and Recreation Assessment (2017)</u> in relation to quality of play space will be incorporated into the Planning Contributions SPD.	To aid clarity.
Policy ID6: Open Space in New Developments	Paragraph 6.36	6.36 New allotments provided onsite to comply with the standards in policy ID6 will be required to be of at least the minimum size for a statutory allotment (see definitions), unless there is adequate existing provision of allotments of this size in the local area to meet demand arising from the proposal.	Factual update to ensure consistency with the corrected definition for allotment at paragraph 6.17.
Policy ID6: Open Space in New Developments	Paragraph 6.36	Applicants should be aware that community growing space will not be considered as a substitute for provision of allotments on strategic sites, or for financial contribution towards allotments on non-strategic sites. The OSSRA (Section 6.2) provides some general quality recommendations for new	To aid clarity

		allotments, <u>which should be viewed as standards for them in accordance with policy paragraph (9)</u> ²⁶³ .	
Policy ID10: Achieving a Comprehensive Guildford Borough Cycle Network	Definitions - Paragraph 6.81	“Sustainable Movement Corridor - will provide a priority pathway through the urban area of Guildford for buses, pedestrians and cyclists, <u>including</u> serving the new communities at Blackwell Farm, Weyside Urban Village and Gosden Hill Farm”	To aid clarity.
Policy ID10: Achieving a Comprehensive Guildford Borough Cycle Network	Paragraph 6.94	“If e-scooters were to be legalised <u>by Government or allowed as part of a Government sanctioned trial by Surrey County Council</u> - either privately owned e-scooters or as part of a public hire scheme, or both - it is envisaged <u>may be</u> that e-scooters would be treated in the same vein as pedal cycles and therefore able to be used on the road or on dedicated cycling infrastructure.”	To aid clarity in terms of the use of e-scooters on the proposed network.
Policy ID11: Parking Standards	Paragraph 6.98	The provision of high-quality cycle parking and the implementation of Electric Vehicle Charge Points (EVCPs) through this policy contribute to an integrated transport system	Factual update to reflect that EVCP standards are not set in DPD.
Policy ID11: Parking Standards	Definitions – paragraph 6.101	<i>Allocated parking</i> – a parking space found within the curtilage of the a <u>residential</u> property, such as a garage or driveway, and includes or any space found in off-plot provision clearly <u>which is</u> dedicated to a particular property.	To aid clarity.
Policy ID11: Parking Standards	Definitions – paragraph 6.104	<i>Village & rural</i> – areas outside the ‘urban’ boundary as defined on the Policies Map. Whilst the F former Wisley Airfield is within the village and rural area, the standards for strategic sites will be applicable on this site given its proposed size and characteristics.	Grammatical error.
Policy ID11: Parking Standards	Definitions – paragraph 6.106	<i>Local Centre</i> – includes the urban local centres set in Policy E9(3) and shown on the Policies Map and new local centres set in <u>Policy</u> E9(5):	To ensure consistency with the rest of the document.

Policy ID11: Parking Standards	Definitions – paragraph 6.109	<i>Car-free</i> – development in which there are no parking spaces provided within the curtilage of the site for use by residents, employees or customers, other than for disabled residents or visitors.	Factual update.
Policy ID11: Parking Standards	Definitions – paragraph 6.110	<i>Independent access</i> – this refers to the need for cycles parked in garages to be able to be accessed <u>without</u> obstruction free from <u>by</u> parked cars, bins or household storage.	To provide clarity.
Policy ID11: Parking Standards	Paragraph 6.118	Car availability trends are influenced by a number of longer-term societal trends such as urbanisation, advances in information and communication technologies, work patterns, changing demographics, shifts in income across the population, economic growth or recession and the rise <u>and evolution of smartphone apps which give users access to new travel data and mobility services such as</u> alternative modes of transport such as ride hailing apps and car clubs. These factors all play a part in an evolving travel demand setting.	To provide clarity.
Policy ID11: Parking Standards	Paragraph 6.118	Locally, the number of vehicles registered in the borough since the 2011 Census has increased, however this rate mirrors the increase in the housing stock locally with the average number of vehicles per household <u>property</u> remaining approximately static.	Factual update.
Policy ID11: Parking Standards	Paragraph 6.119	<u>Maximum parking standards are appropriate in the borough’s urban areas in order to manage the local road network – with its challenges particularly of congestion, local air quality and severance – and also for optimising the density of development in urban centres and other locations that are well served by public transport. Further, this policy approach also allows for new developments to shape travel demands in ways that are cognisant of national and local net-zero targets.</u> Recent research has identified that modal shift is required at a UK scale to meet the Government’s net-zero policy. The Committee on Climate Change’s (2019) net-zero scenarios assume a 10% transport modal shift from private cars to other modes of transport by 2050. Similarly, Transport for Quality of Life (2018) find that ‘electrification [of	To aid clarity regarding the main driver for the inclusion of maximum standards.

		vehicles] is insufficient on its own, and demand management to reduce traffic volumes will also be necessary.'	
Policy ID11: Parking Standards	Paragraph 6.120	As such, the setting of parking standards could be, and has in this instance, used to plan for matching current, observed car availability in like settings. The policy also enables the <u>and enabling a potentially</u> lower provision of car availability vehicle parking in new residential developments in urban settings and for the strategic sites, in line with the societal trends, potential future scenarios and net zero target set out above.	To aid clarity.
Policy ID11: Parking Standards	Paragraph 6.121	For example, the delivery of 5 two-bedroom houses in a suburban location, with a maximum car parking provision of 1.5 spaces each (a total of 7.5 spaces throughout the development), would be rounded down to 7. In the example of a development of a single property, the same rounding method would apply. <u>Several worked examples are given in the Parking for New Development SPD. These include identifying the potential need for additional spaces for visitors, servicing and deliveries.</u>	Factual update and to provide clarity.
Policy ID11: Parking Standards	Paragraph 6.123	The car parking standards for non-residential developments define the maximum levels permitted for various types of development in the borough, based on that provided as guidance by SCC in their Vehicle ular, <u>and</u> Cycle <u>and</u> Electric Vehicle Parking Guidance (20 <u>21</u> 18).	Factual update.
Policy ID11: Parking Standards	Paragraph 6.126	The expansion of electric vehicle (EV) charging infrastructure supports, and is necessary to meet, the g Government's ambition to phase out the sale of new petrol and diesel vehicles by 2030.	Grammatical error.
Policy ID11: Parking Standards	Paragraph 6.126	These <u>Government's EVCP standards for new development are based on the assumption that</u> aim to allow the majority of charging will to take place at home, within off street parking provided by new development, and be carried out overnight with supplementary charging taking place in the likes of workplaces, retail destinations and public car parks.	Factual update.

Policy ID11: Parking Standards	Footnote 290	This <u>refers to</u> may include 'low car' development which are those which offers a limited amount of parking and are <u>is</u> designed to <u>facilitate and</u> encourage travel by sustainable modes <u>and marketed as such</u>	As set out in GBC hearing statement (page 10 para. 5.15) and discussed at the examination hearing sessions (Day 3, Matter 6).
Policy ID11: Parking Standards	Paragraph 6.135	Car club vehicles are typically newer and environmentally cleaner than the average car <u>as</u> and the requirements for car club spaces to be fitted with an EVCP reflects the popularity of <u>Electric Vehicles (EVs)</u> or Plug-in Hybrid Electric Vehicles (PHEVs) <u>are now commonly used in</u> for these schemes.	Factual update.
Policy ID11: Parking Standards	Paragraph 6.137	This type of development is <u>could be</u> appropriate in areas in or close to Guildford town centre or <u>the</u> urban district centres at <u>Wharf Road in Ash</u> with frequent public transport and accessible active travel routes.	To aid clarity.
Policy ID11: Parking Standards	Paragraph 6.138	In cases of car-free development undertaken in the town centre in recent years, the developer <u>has paid</u> pays for the Traffic Regulation Order for the Controlled Parking Zone to be amended through a Section 106 contribution, ensuring residents of car-free development are not entitled to an on street parking permit. <u>This mechanism could also be used to apply to low-car development.</u> Similarly, the sustainable alternatives offered must be actively incentivised and monitored over the lifetime of the development. Further information in relation to these aspects can be found in the Parking SPD.	Factual update – mechanism would be the same for both low-car and car-free.
Policy ID11: Parking Standards	Paragraph 6.141	The following guidance should be consulted for best practice, Inclusive Mobility: <u>a guide to best practice on access to pedestrian and transport infrastructure</u> (DfT, 2005 <u>2021</u>) ³⁰⁶ and Traffic Advisory Leaflet 5/95 Parking for Disabled People (DfT, 1995) ³⁰⁷ .	Factual update – one guidance document updated and the other withdrawn.
Policy ID11: Parking Standards	Footnote 306	Available online at:	Factual update.

		https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusivemobility/pdf https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf		
Policy ID11: Parking Standards	Footnote 307	<ul style="list-style-type: none"> • Available online at: https://tsrgd.co.uk/pdf/tal/1995/tal-5-95.pdf 		Factual update – guidance withdrawn
Policy ID11: Parking Standards	Key evidence	<ul style="list-style-type: none"> • Inclusive Mobility: a guide to best practice on access to pedestrian and transport infrastructure (Department for Transport, 2005 2021) 		Factual update.
Policy ID11: Parking Standards	Key evidence	<ul style="list-style-type: none"> • Traffic Advisory Leaflet 5/95 Parking for Disabled People (Department for Transport, 1995) 		Factual update – guidance withdrawn
Appendix A	Figure A2	Minor modification to cycle network map (See Appendix A of this document).		Factual update - the route as previously illustrated is likely not achievable as a cycle connection.
Appendix B	Table B2 title	Table B2. Strategic sites – maximum provision of non-residential car parking standards		Grammatical error.
Appendix B	Table B2	Development Type	Maximum vehicle parking spaces provided (if expressed as a provision for a given floor area then this is per m2 GFA)	Factual update.

		Schools/ colleges/ children’s centres	Individual assessment/justification See notes on School Parking on page 7-8 of Surrey County Council’s Vehicle, ar and Cycle <u>and Electric Vehicle</u> Parking Guidance <u>for New Development (201821)</u> .			
Appendix B	Wording below Table B2	Please note: <ul style="list-style-type: none"> • All parking levels <u>expressed for an area of space</u> relate to gross floor area and are recommended as a maximum unless otherwise stated. • Provision for uses marked “individual assessment” will require their own justification and the inclusion of parking management plans, travel plans and cycle strategies where appropriate. The content of each and need for the plan(s) would be discussed and agreed with the County Highway Authority. • Levels of parking per member of staff (full time equivalent) should be calculated using the average of those employed on site at any one time. 				To provide clarity.
Appendix B	Table B3 title	Table B3. Strategic sites – M minimum provision of cycle parking requirements for residential and non-residential development				To ensure consistency with the rest of the document.
Appendix B	Table B3	Development Type	Minimum cycle parking spaces provided – short stay	Minimum cycle parking spaces provided – long stay		To provide clarity.
		Residential				
		All except sheltered/ elderly housing or nursing homes	<u>Individual assessment/ justification</u>	1 per bedroom		

Appendix C	N/A	E11: <u>Animal</u> Equine -related Development	Factual update to ensure consistency with the rest of the document.																																
Appendix D	Change format of heading	Appendix D – List of superseded policies	To ensure consistency with the rest of the document.																																
General	Whole document	<p>Amended paragraph numbers, Policy numbers and Policy ordering. See table below for clarity:</p> <table border="1"> <thead> <tr> <th>Policy Number at Submission</th> <th>Policy Number at Adoption</th> </tr> </thead> <tbody> <tr> <td>H5: Housing Extensions and Alterations including Annexes</td> <td>H4: Housing Extensions and Alterations including Annexes</td> </tr> <tr> <td>H6: Housing Conversion and Subdivision</td> <td>H5: Housing Conversion and Subdivision</td> </tr> <tr> <td>H7: Review Mechanisms</td> <td>H6: Review Mechanisms</td> </tr> <tr> <td>H8: First Homes</td> <td>H7: First Homes</td> </tr> <tr> <td>E11: Equine-related Development</td> <td>E10: Animal-related Development</td> </tr> <tr> <td>P6/P7: Biodiversity in New Developments</td> <td>P7: Biodiversity in New Developments</td> </tr> <tr> <td>P8/P9: Protecting Important Habitats and Species</td> <td>P6: Protecting Important Habitats and Species</td> </tr> <tr> <td>P10: Land Affected by Contamination</td> <td>P8: Land Affected by Contamination</td> </tr> <tr> <td>P11: Air Quality and Air Quality Management Areas</td> <td>P9: Air Quality and Air Quality Management Areas</td> </tr> <tr> <td>P12: Water Quality, Waterbodies and Riparian Corridors</td> <td>P10: Water Quality, Waterbodies and Riparian Corridors</td> </tr> <tr> <td>P13: Sustainable Surface Water Management</td> <td>P11: Sustainable Surface Water Management</td> </tr> <tr> <td>P14: Regionally Important Geological / Geomorphological Sites</td> <td>P12: Regionally Important Geological / Geomorphological Sites</td> </tr> <tr> <td>D4: Achieving High Quality Design and Respecting Local Distinctiveness</td> <td>D4: Achieving High Quality Design and Respecting Local Distinctiveness</td> </tr> <tr> <td>D5: Protection of Amenity and Provision of Amenity Space</td> <td>D5: Protection of Amenity and Provision of Amenity Space</td> </tr> <tr> <td>D5a: External Servicing Features and Stores</td> <td>D6: External Servicing Features and Stores</td> </tr> </tbody> </table>	Policy Number at Submission	Policy Number at Adoption	H5: Housing Extensions and Alterations including Annexes	H4: Housing Extensions and Alterations including Annexes	H6: Housing Conversion and Subdivision	H5: Housing Conversion and Subdivision	H7: Review Mechanisms	H6: Review Mechanisms	H8: First Homes	H7: First Homes	E11: Equine-related Development	E10: Animal-related Development	P6/P7: Biodiversity in New Developments	P7: Biodiversity in New Developments	P8/P9: Protecting Important Habitats and Species	P6: Protecting Important Habitats and Species	P10: Land Affected by Contamination	P8: Land Affected by Contamination	P11: Air Quality and Air Quality Management Areas	P9: Air Quality and Air Quality Management Areas	P12: Water Quality, Waterbodies and Riparian Corridors	P10: Water Quality, Waterbodies and Riparian Corridors	P13: Sustainable Surface Water Management	P11: Sustainable Surface Water Management	P14: Regionally Important Geological / Geomorphological Sites	P12: Regionally Important Geological / Geomorphological Sites	D4: Achieving High Quality Design and Respecting Local Distinctiveness	D4: Achieving High Quality Design and Respecting Local Distinctiveness	D5: Protection of Amenity and Provision of Amenity Space	D5: Protection of Amenity and Provision of Amenity Space	D5a: External Servicing Features and Stores	D6: External Servicing Features and Stores	To reflect consecutive numbering.
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		D6: Shopfront Design and Security	D9: Shopfront Design and Security	
		D7: Advertisements, Hanging Signs and Illumination	D10: Advertisements, Hanging Signs and Illumination	
		D8: Public Realm	D7: Public Realm	
		D9: Residential Infill Development	D8: Residential Infill Development	
		D10: Noise Impacts	D11: Noise Impacts	
		D10a: Light Impacts and Dark Skies	D12: Light Impacts and Dark Skies	
		D11: The Corridor of the River Wey and Godalming Navigations	D13: The Corridor of the River Wey and Godalming Navigations	
		D12: Sustainable and Low Impact Development	D14: Sustainable and Low Impact Development	
		D13: Climate Change Adaptation	D15: Climate Change Adaptation	
		D14: Carbon Emissions from Buildings	D16: Carbon Emissions from Buildings	
		D15: Renewable and Low Carbon Energy Generation and Storage	D17: Renewable and Low Carbon Energy Generation and Storage	
		D16: Designated Heritage Assets	D18: Designated Heritage Assets	
		D17: Listed Buildings	D19: Listed Buildings	
		D18: Conservation Areas	D20: Conservation Areas	
		D19: Scheduled Monuments	D21: Scheduled Monuments	
		D19a: Registered Parks and Gardens	D22: Registered Parks and Gardens	
		D20: Non-designated Heritage Assets	D23: Non-designated Heritage Assets	
		D21: Enabling Development and Heritage Assets	D24: Enabling Development and Heritage Assets	
		ID5: Protecting Open Space	ID5: Protecting Open Space	
		ID6: Open Space in New Developments	ID6: Open Space in New Developments	
		ID8: Community Facilities	ID7: Community Facilities	
		ID9: Retention of Public Houses	ID8: Retention of Public Houses	
		ID10: Achieving a Comprehensive Guildford Borough Cycle Network	ID9: Achieving a Comprehensive Guildford Borough Cycle Network	
		ID11: Parking Standards	ID10: Parking Standards for New Development	
General	Whole document	Minor grammatical, typographical and formatting errors have been corrected throughout.		To provide clarity

Appendix A: Comprehensive Guildford Borough Cycle Network (proposed addition to the Policies Map)

Figure A2. Comprehensive Guildford Borough Cycle Network – Guildford Urban Area View

