

## Appendix 8: Summary of Joint EAB comments and responses to issues raised

Please note that this Appendix replaces Item 9, pages 1069 – 1086 of the public report pack for the meeting Executive on 26th October 2021 also available at: <https://democracy.guildford.gov.uk/mgChooseDocPack.aspx?ID=1238>.

### Housing Chapter

#### Policy H4: Housing Density

EAB comment	Response
<ul style="list-style-type: none"> <li>There was a repeated view expressed by EAB members that Policy H4 should be retained.</li> </ul>	<ul style="list-style-type: none"> <li>It is agreed that policy relating to density should not be removed, but consider that it's more comfortably located within the Plan's design policies and proposed Policy D4 in particular (rather than under housing policies / H4).</li> <li>The approach proposed is based upon the premise that appropriate residential density should be an outcome of a design-led approach to a site, rather than reflecting a predetermined density or merely an application of a mathematical calculation. Inclusion of density under Policy D4 acknowledges that it should be a by-product of a design-led approach that considers what is appropriate given the site and its context. It is considered that this gives character and good design greater prominence than a predetermined view on areas where high density should be delivered.</li> <li>This design-led approach to density is reflected in Policy D4(5) which includes consideration of: <ul style="list-style-type: none"> <li>the site size, characteristics and location;</li> <li>the urban grain of the area and appropriate building forms, heights and sizes for the site; and</li> <li>the context and local character of the area.</li> </ul> </li> <li>The above considerations are in any case partially drawn from the Reg 18 preferred option for Policy H4(1). Reg 18 Policy H4(2) which has not been carried forward into D4 related to the expectation that higher density development should be delivered in certain locations.</li> </ul>
<ul style="list-style-type: none"> <li>Further guidance in the form of a Local Residential Design Guide, Borough Character Study, Design Codes and various SPDs was sought.</li> </ul>	<ul style="list-style-type: none"> <li>Issue is outside the scope of the LPDMP process</li> </ul>

<p>It was clarified that SPDs would be developed when the LPDMP was adopted to elaborate on the policies.</p>	
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Policy H5: Housing Extensions and Alterations including Annexes

EAB comment	Response
<ul style="list-style-type: none"> <li>A related Character Study and Green Belt SPD were required.</li> </ul>	<ul style="list-style-type: none"> <li>Issue is outside the scope of the LPDMP process</li> </ul>
<ul style="list-style-type: none"> <li>Proportionality was raised as an issue requiring consideration, particularly in the Green Belt, due to the risk that homes could be extended and altered in an out of character manner in terms of size, scale, mass and height, tall homes will dwarf smaller homes. Using 1968 rather than 1948 as a measurement starting point was suggested.</li> <li>There was a need to differentiate between Green Belt, Countryside and Urban areas (as was the case with 2003 H8 and H9 Policies).</li> </ul>	<ul style="list-style-type: none"> <li>LPDMP does not contain additional Green Belt policy – this is instead covered by LPSS Policy P2. In Green Belt areas, an extension needs to be ‘proportionate’ to the original building if it is to be considered ‘appropriate’ in Green Belt terms. However just because it is appropriate in Green Belt terms does not mean that it is automatically approved – it would need to fulfil any relevant design criteria too. Policy H5 provides this additional policy setting out the criteria that a scheme would need to meet from a design point of view irrespective of where they are located. Part 1c and 2a of the policy mention proportions and proportionate in design terms. For this reason, it is not considered necessary to have separate policies for different parts of the borough.</li> <li>Policy amended as follows: Policy H5(1)(a) respect the existing context, scale, <b>height</b>, design, appearance and character of, <b>and have no unacceptable impact upon</b> the adjacent buildings and immediate surrounding area</li> <li>LPSS Policy P2 defines ‘original building’ as that which existed in 1948. The LPDMP is not proposing to replace this policy.</li> </ul>
<ul style="list-style-type: none"> <li>Permitted Development Rights needed to be controlled, where possible, with a view to enabling rational extensions in the Green Belt and related guidance should be included in the Reasoned Justification section.</li> </ul>	<ul style="list-style-type: none"> <li>If a development is classed as permitted development local plan policies cannot be applied.</li> <li>Article 4 directions, restricting permitted development, are applied separately to planning policy. They must be deemed necessary to protect the local amenity or the wellbeing of an area and clearly identify the potential harm (PPG Para: 038 Reference ID: 13-038-20190722) Recently the NPPF was updated to emphasise that Article 4 directions should only be used where it is essential to avoid wholly</li> </ul>

	unacceptable adverse impacts, be based on robust evidence and apply to the smallest geographical area possible.
<ul style="list-style-type: none"> <li>The provision of greater clarity in Policy D9 was sought.</li> </ul>	<ul style="list-style-type: none"> <li>D9 is about infilling (i.e. new properties) – not extensions</li> </ul>

#### Policy H6: Housing Conversion and Sub-division

EAB comment	Response
<ul style="list-style-type: none"> <li>There was a request to transfer the specific elements (character, proportion, amenity space, adequate parking) from Policy H7 back to Policy H6.</li> </ul>	<ul style="list-style-type: none"> <li>Draft Policy H6 addresses character in paragraph 1a, and amenity space and adequate parking are addressed in paragraph 1c.</li> <li>The question of proportion is not relevant, as conversions and sub-divisions are undertaken within the existing built form.</li> </ul>
<ul style="list-style-type: none"> <li>Sub-division of infill properties was seen as an issue and it was felt that it would be beneficial to cross-reference and strengthen wording in relevant Policies to prevent it.</li> </ul>	<ul style="list-style-type: none"> <li>Policy H6 is only relevant to proposals involving the sub-division or conversion of buildings. The sub-division of plots of land to deliver additional dwellings is infill development and would need to be assessed in light of other relevant policies (including proposed policy D9). It is not considered justified for this proposed policy to seek to prevent subsequent subdivision of homes within an infill scheme. The proposed policy would however ensure that the criteria are applied as part of an assessment of acceptability of (any future) applications involving subdivision of homes.</li> </ul>
<ul style="list-style-type: none"> <li>There was a need for an HMO SPD to provide guidance in respect of property conversions and sub-divisions in order to prevent loss of family homes and negative impact on the character and amenities of affected areas.</li> </ul>	<ul style="list-style-type: none"> <li>Issue is outside the scope of the LPDMP process</li> </ul>
<ul style="list-style-type: none"> <li>It was requested that this Policy be expanded to secure an element of affordable housing as part of the conversion of retail and offices to residential units.</li> </ul>	<ul style="list-style-type: none"> <li>If a development is classed as permitted development local plan policies cannot be applied.</li> </ul>

#### Policy H7: Review Mechanisms

EAB comment	Response
<ul style="list-style-type: none"> <li>Whilst a review mechanism was welcomed in relation to affordable housing viability, it was requested that the Policy be expanded to include the use of viability assessments in other areas involving financial commitments such as housing mix and infrastructure requirements to justify departure from policies. The viability review mechanism must ensure that developers could not leave the construction of the affordable element of a development late and at risk from being reduced or removed from scheme.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed policy seeks to follow on from the specific scope provided for adjusted affordable housing contributions being agreed in terms of the adopted LPSS, Policy H2(6). It is considered that expanding the scope of the proposed policy may not be appropriate, as such similar scope for reducing or not providing necessary infrastructure to support a development based on viability concerns is not reflected in the LPSS (Policy ID1(6) references the Council taking higher costs into account, but not reduced provision of necessary infrastructure – non-provision of necessary infrastructure is a basis for refusal). Furthermore, outside of the affordable housing provisions, the LPSS does not associate potential deviation from wider housing mix (LPSS Policy H1(1)) with a justification based on viability, but rather reflects other factors that would influence such mix.</li> <li>The proposed timing of / trigger point/s for viability review under the proposed policy is explained in the supporting text. The review is aimed at securing further (and does not enable reduced) contributions toward affordable housing from which may have been agreed at the time permission was granted. It would not be appropriate for this policy to seek to influence the timing of delivery of / contributions to affordable housing previously secured – certain provisions already exist under LPSS Policy H2(5).</li> </ul>
<ul style="list-style-type: none"> <li>Although the Government defined the methodology of viability studies, it was beneficial to outline the Council's related expectations in the Policy.</li> </ul>	<ul style="list-style-type: none"> <li>Several clarifications regarding the Council's expectations are outlined in the supporting text to the Policy. In the light of existing practise at GBC regarding viability assessment submissions and the Council's review of such, consideration may be given to whether further clarity is necessary, which is likely to be best suited to SPD or operational guidance.</li> </ul>
<ul style="list-style-type: none"> <li>There was a need to ensure that Terms of Reference for affordable housing did not conflict with those in the Local Plan.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed policy is considered to be consistent with the LPSS.</li> </ul>
<ul style="list-style-type: none"> <li>The creation of a social housing pot, such as that for SAMM / SANG contributions, was suggested as a means towards funding the provision of affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>Off-site contributions secured, including through the review mechanism, would go toward such a 'pot' enabling affordable housing delivery (see also LPSS para 4.2.47).</li> </ul>

## Policy H8: First Homes

EAB comment	Response
<ul style="list-style-type: none"> <li>This Policy was supported and it was suggested that the text of the Policy be broadened to cover future definitions of affordable housing in the event that Government policy or definition changes.</li> </ul>	<ul style="list-style-type: none"> <li>The Council is required to include a First Homes policy in the LPDMP as it does not qualify for the Government's transitional arrangements in PPG paragraph 018: Reference ID 70-018-20210524.</li> <li>It would not be possible at this stage to broaden the policy to cover future definitions of First Homes or other types of affordable housing, as the nature of these new or revised definitions and of any specific local policy requirements relating to them within future NPPF and/or PPG updates are presently unknown.</li> </ul>
<ul style="list-style-type: none"> <li>With regard to exception sites, it was requested that policy wording be clarified to explain what would constitute an exception site in or out of the Green Belt.</li> </ul>	<ul style="list-style-type: none"> <li>The definitions section has been updated to clarify the distinction between First Homes Exception Sites and other residential applications that do not qualify as exception schemes.</li> <li>The NPPG explains that rural exception sites are the only exception site that will be allowed in the Green Belt or in designated rural areas. First Homes Exception Sites that meet the qualifying criteria in the PPG may be built in countryside areas beyond the Green Belt, however other proposed residential schemes that do not include First Homes will not generally be permitted outside of an identified settlement boundary, as Policy P3: Countryside limits development in such areas to proposals that require a countryside or rural location.</li> </ul>
<ul style="list-style-type: none"> <li>First time buyer programmes must not reduce available stock for affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>First Homes are now defined as affordable housing. The proposed quantum of First Homes sought (at a min of 25% of the affordable homes contribution) is consistent with delivering the tenure split in LPSS Policy H2(5) i.e. currently 70% Affordable Rent. The LPSS Policy H2 requirement of at least 40% contribution to affordable homes from qualifying schemes is unchanged.</li> </ul>

## Economy Chapter

### Policy E11: Equine-Related Development

EAB comment	Response
<ul style="list-style-type: none"> <li>The EAB agreed that the definition of should be widened from equine-related development to include all animals.</li> </ul>	<ul style="list-style-type: none"> <li>Policy E11 has been renamed 'Animal-related Development' and its scope widened to cover all animals.</li> <li>The horse specific criteria have been retained separately within the policy, with inclusion of more general criteria related to all animals.</li> </ul>

## Protecting Chapter

### Policy P6/P7: Biodiversity in New Developments

EAB comment	Response
<ul style="list-style-type: none"> <li>Bring forward Green and Blue Infrastructure and Green Belt SPDs to support the protecting policies.</li> </ul>	<ul style="list-style-type: none"> <li>Issue is outside the scope of the LPDMP process</li> </ul>
<ul style="list-style-type: none"> <li>Add a sentence to ensure that existing wildlife corridors are protected.</li> </ul>	<ul style="list-style-type: none"> <li>Paragraph 6c of Policy P8/P9 identifies wildlife corridors as a priority habitat and requires protection and enhancement.</li> </ul>
<ul style="list-style-type: none"> <li>Change the number of houses where net increase was applicable from 25+ to 4+.</li> </ul>	<ul style="list-style-type: none"> <li>Net gain applies to all developments (except those exempted nationally e.g. self-build) not only domestic schemes of 25 plus.</li> </ul>
<ul style="list-style-type: none"> <li>It was requested that a policy be introduced to specifically prevent the use of chemicals for site clearance prior to sowing. Alternatives were being sought.</li> </ul>	<ul style="list-style-type: none"> <li>Too detailed for policy. There is likely a long list of other measures that would be considered just as harmful so it is not appropriate to single one out. The policy prohibits degradation prior to baseline work.</li> </ul>

### Policy P8/P9: Protecting Important Habitats and Species

EAB comment	Response
<ul style="list-style-type: none"> <li>Ancient Woodland should not be included in SANG measurement and should be ring fenced for protection.</li> </ul>	<ul style="list-style-type: none"> <li>The policy includes protection for irreplaceable habitats that include buffers and barriers where necessary. However, Ancient Woodland in SANG can be appropriate where it brings beneficial management and could prevent harmful activity such as cut-throughs and fly-tipping. SANG management plans will need to demonstrate adequate protection for Ancient Woodland contained within it. It is acknowledged that national policy may in future reflect a different appropriate minimum buffer distance around ancient woodland. The policy has been amended to account for this as follows: Policy P8/P9(4)(b) An appropriate buffer around the ancient woodland of a minimum of 15 metres <b>or a greater distance if specified by national policy.</b></li> <li>The Reasoned Justification has been expanded as follows:</li> </ul>

	<p>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. <b>If national policy sets a wider minimum distance, the greater distance will apply.</b></p> <p><b>Proposals for new SANGs must follow Natural England’s SANG guidelines and accordingly must avoid negative impacts on habitats of high nature conservation value, including Ancient Woodland. SANG proposals must ensure that Ancient Woodland is protected and enhanced in accordance with this policy.</b></p>
<ul style="list-style-type: none"> <li>• Ancient and significant hedgerow protection should be included in this Policy together with a reference to the Hedgerow Regulations 1997.</li> </ul>	<ul style="list-style-type: none"> <li>• The policy confers Irreplaceable Habitat status on Ancient Hedgerows and any hedgerows designated as "important" because of their biodiversity features. This is a very high level of protection. A reference to the hedgerow regulations is provided at paragraph 4.78 to help clarify which hedgerows qualify as irreplaceable habitats.</li> </ul>
<ul style="list-style-type: none"> <li>• Support was expressed for a blanket Tree Preservation Order in respect of all trees over a certain size.</li> </ul>	<ul style="list-style-type: none"> <li>• Issue is outside the scope of the LPDMP process. This is not a matter for planning policy (TPO cannot be applied through policy).</li> </ul>

Policy P11: Air Quality and Air Quality Management Areas (AQMA)

EAB comment	Response
<ul style="list-style-type: none"> <li>• Clause 1 of this Policy should state that development proposals must (not should) have regard to the need to improve air quality and reduce the effects of poor air quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Paragraph 1 is intended to apply to all development, irrespective of site location and context. It is designed to induce an improvement in the existing air quality condition in which the proposed development is situated. Therefore, changing the requirement to ‘must’ would make it inappropriate in various contexts, as there may be no air quality concerns in the area of the proposed development.</li> <li>• Paragraph 2 requires that development ‘must’ not result in significant adverse impacts on sensitive receptors.</li> </ul>
<ul style="list-style-type: none"> <li>• Although the possibility of introducing a Borough wide AQMA focusing on</li> </ul>	<ul style="list-style-type: none"> <li>• Policy ID11: Parking Standards actively promotes the installation of electric vehicle charging points in new build properties to encourage and facilitate the</li> </ul>

<p>the A3 corridor was raised, there was a view that AQMAs were ineffective in improving air quality. However, as there was an opinion that an increase in the number of electric vehicles could gradually assist with the improvement of air quality in the future, it was requested that the Council develop a policy to actively promote the installation of charging points in new build properties to encourage and facilitate the use of electric vehicles.</p>	<p>use of electric vehicles. Specifically, the policy sets minimum requirements for the provision of electric vehicle charging in new developments. These standards are defined in the LPDMP for strategic sites and in the draft Parking SPD for non-strategic sites. Neighbourhood Plans may depart from these standards, except in relation to strategic sites.</p>
<ul style="list-style-type: none"> <li>As the wording of this Policy was considered to be ambiguous in terms of granting planning permission in respect of new developments with garaging and driveways owing to their likely contribution to air pollution, it was suggested that the wording was reviewed.</li> </ul>	<ul style="list-style-type: none"> <li>Wording is considered to be clear as development proposals within, and in close proximity to, Air Quality Management Areas (AQMAs) are required to demonstrate how the proposed avoidance and mitigation measures would make a positive contribution towards the aims of the Council's Air Quality Strategy and the appropriate Air Quality Action Plan. This could include a range of different measures that would need to be assessed at the planning application stage.</li> </ul>
<ul style="list-style-type: none"> <li>In view of the expiry of the Council's Air Quality Strategy next year and limited officer resources to progress this matter, it was suggested that an EAB task group could be established to support the team to deliver new strategy.</li> </ul>	<ul style="list-style-type: none"> <li>Issue is outside the scope of the LPDMP process</li> </ul>

Policy P13: Sustainable Surface Water Management

EAB comment	Response
<ul style="list-style-type: none"> <li>The words 'expected to' and 'likely' should be deleted from this Policy in recognition that climate change was already occurring.</li> </ul>	<ul style="list-style-type: none"> <li>The wording <b>has been updated</b> accordingly (throughout the document).</li> </ul>

<ul style="list-style-type: none"> <li>• There was a need to address construction run off in the Policy.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction issues are dealt with through separate legislation on environmental health.</li> </ul>
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#### General Point

EAB comment	Response
<ul style="list-style-type: none"> <li>• All Policies featured in this Chapter could be strengthened by increased interlinking.</li> </ul>	<ul style="list-style-type: none"> <li>• The Development Plan must be read as a whole.</li> </ul>

### Design Chapter

#### Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness

EAB comment	Response
<ul style="list-style-type: none"> <li>• The Council's Residential Design Guide (2004) requires updating.</li> </ul>	<ul style="list-style-type: none"> <li>• Issue is outside the scope of the LPDMP process</li> </ul>
<ul style="list-style-type: none"> <li>• Bring forward Borough Character Study</li> </ul>	<ul style="list-style-type: none"> <li>• Issue is outside the scope of the LPDMP process</li> </ul>
<ul style="list-style-type: none"> <li>• Local Design Codes need to be introduced.</li> </ul>	<ul style="list-style-type: none"> <li>• Whilst the issue is outside the scope of the LPDMP process, it is considered that design codes should be a submission requirement in addition to the existing requirement for masterplans (as per the LPSS Policy D1(13)).</li> <li>• Additional policy added D4: <b>Masterplanning and Design Codes</b></li> </ul> <p><b>(8) Strategic sites listed in LPSS 2019 Policy D1(13) are required to produce masterplans and follow a Design Code approach through the planning application process. This will require a Design Code to be agreed prior to the granting of full or reserved matters planning permission for any phase of the development. Where outline planning permission has been agreed subject to Design Code agreement, any relevant Reserved Matters applications which are submitted without the Design Code being agreed will be refused.</b></p>

	<p><b>(9) Masterplans and Design Codes will also be required for any site that will be developed in more than one phase or by more than one developer. Failure to agree a Design Code approach is likely to result in the refusal of an application.</b></p> <ul style="list-style-type: none"> <li>• Additional text added to Reasoned Justification:  <b>The preparation of Design Codes should follow the principles set out in the National Design Guide and the National Design Code taking into account any other relevant national guidance. Due regard should also be given to any relevant Supplementary Planning Documents and any Neighbourhood Plan requirement. Masterplans and Design Codes should be prepared collaboratively through engagement with the community, the planning authority, highways authority and other stakeholders.</b></li> </ul> <p><b>For strategic sites it is likely that an overarching strategic design code would be needed which should be agreed at an early stage. More detailed phase or area Design Codes should then be prepared following a clear hierarchy of the design evolution and following the principles set by a strategic code.</b></p> <p><b>Masterplans and Design Codes will also be required on other sites as specified in the policy in order to deliver schemes that are designed in a comprehensive manner.</b></p>
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Policy D5: Protection of Amenity and Provisions of Amenity Space

EAB comment	Response
<ul style="list-style-type: none"> <li>• There was a need for a net increase in open space rather than a loss.</li> </ul>	<ul style="list-style-type: none"> <li>• This policy seeks to deliver additional amenity space as part of new development</li> </ul>
<ul style="list-style-type: none"> <li>• Introduction of a standard for external space per dwelling, similar to current internal space standards, to include private amenity space, separation distances and delivery spaces was welcomed.</li> </ul>	<ul style="list-style-type: none"> <li>• The desired outcome is high quality design and amenity space that is useable and fit for purpose – it is considered more effective that the policy includes the qualitative considerations and requirements that are imperative in achieving this. The setting of quantitative standards may not always deliver these outcomes nor will they likely be appropriate/justified in all circumstances. Where it is considered that quantitative standards deliver a desired outcome then these have been set out in policy e.g. minimum space standards and balcony size.</li> </ul>

	<ul style="list-style-type: none"> <li>• However, it is acknowledged that further guidance and standards may be forthcoming thus a <b>Policy paragraph has been added</b> as follows: <b><u>D5(4) Development proposals are required to have regard to relevant national and local design guidance or codes, including in relation to garden sizes and residential separation distances.</u></b></li> </ul>
<ul style="list-style-type: none"> <li>• There was a requirement to ensure new developments had sufficient amenity spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• This policy seeks to deliver this.</li> </ul>

#### Policy D8: Public Realm

EAB comment	Response
<ul style="list-style-type: none"> <li>• The addition of pocket parks to the public realm was sought.</li> </ul>	<ul style="list-style-type: none"> <li>• Open space provision will be delivered in accordance with the standards set in Policy ID6</li> </ul>

#### Policy D9: Residential Infill

EAB comment	Response
<ul style="list-style-type: none"> <li>• Owing to related concerns, a written response to explain the difference between limited infilling in the villages and infill development was offered by Councillor Jan Harwood and accepted.</li> </ul>	<ul style="list-style-type: none"> <li>• LPSS Policy P2: Green Belt, alongside the NPPF, provides the basis for determining whether proposals for 'limited infilling' in villages that are washed over by the Green Belt could be considered 'appropriate development' under NPPF paragraph 149e or not. It is important to be clear that simply because a development proposal is considered to be 'appropriate development' in terms of Green Belt policy, this does not translate directly into the proposal being acceptable in terms of this design policy. These are separate tests and such proposals would need to demonstrate that they are both 'appropriate development' in Green Belt terms, as well as being acceptable in design terms (which is the purpose of Policy D9). See decision-making flow diagram at the end of this appendix.</li> </ul>
<ul style="list-style-type: none"> <li>• As key concerns and issues were not addressed, the possibility of establishing an Infilling Task Group to consider this matter in depth and deliver solutions was considered.</li> </ul>	<ul style="list-style-type: none"> <li>• Issue is outside the scope of the LPDMP process however there has been considerable engagement with all members regarding the preferred approach, which was supported, and a decision was reached that the LPDMP would not contain further Green Belt policy.</li> <li>• All policies have already been subject to considerable debate through the cross-party Local Plan Panel, and it is considered that a Task Group would be repeating this work.</li> </ul>

<ul style="list-style-type: none"> <li>• A requirement for a Design Guide and Design Codes was identified.</li> </ul>	<ul style="list-style-type: none"> <li>• Issue is outside the scope of the LPDMP process</li> </ul>
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#### Policy D10: Noise Impacts

EAB comment	Response
<ul style="list-style-type: none"> <li>• Remedies and enforcement of this policy was queried.</li> </ul>	<ul style="list-style-type: none"> <li>• Issue is outside the scope of the LPDMP process</li> </ul>
<ul style="list-style-type: none"> <li>• The issue of noise pollution stemming from the A3 trunk road should be considered alongside associated air quality issues. It was requested that the Policy be diligently enforced.</li> </ul>	<ul style="list-style-type: none"> <li>• Issue is outside the scope of the LPDMP process</li> </ul>

#### Policy D10a: Light Impacts

EAB comment	Response
<ul style="list-style-type: none"> <li>• The issue of light impacts needed to extend beyond the AONB and include general rural areas.</li> <li>• Point 6 in the Policy needed to cover the whole of the AONB and other sensitive and rural areas supported by Neighbourhood Plans.</li> </ul>	<ul style="list-style-type: none"> <li>• Paragraph 6 reflects the wording contained in the AONB Management Plan. This therefore reflects the areas of the AONB within which the AONB Board consider the issue of protection of dark skies to be appropriate. To widen the area in the LPDMP would require evidence that justifies going further than the approach taken in the AONB Management Plan.</li> <li>• The supporting text refers applicants to neighbourhood plans as these often include such policies. All Neighbourhood Plan policies form part of the development plan.</li> </ul>

#### Policy D11: River Wey Corridor

EAB comment	Response
<ul style="list-style-type: none"> <li>• The need for a Borough Character Study was identified.</li> </ul>	<ul style="list-style-type: none"> <li>• Issue is outside the scope of the LPDMP process</li> </ul>
<ul style="list-style-type: none"> <li>• The tightening of wording to ensure that developments reflect the landscape setting of the river was sought.</li> </ul>	<ul style="list-style-type: none"> <li>• Setting is covered by paragraphs 1a, b, c or d</li> <li>• All these criteria are required to be met so any proposals that do not meet these would be refused. The policy is considered to provide a high level of protection for the existing character including the landscape setting of the river.</li> </ul>

	<ul style="list-style-type: none"> <li>The matter of setting is also covered by Policy D18 by virtue of the Navigations being a Conservation Area.</li> </ul>
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#### Policy D12: Sustainable and Low Impact Development

EAB comment	Response
<ul style="list-style-type: none"> <li>The suggestion that the Climate Change Board review these types of development prior to the before Regulation 19 consultation was agreed.</li> </ul>	<ul style="list-style-type: none"> <li>The Council's Climate Change team was consulted as part of producing the draft LPDMP. It was not considered necessary to seek the views of other Councillors sitting on the Board as these had already been provided through other forums.</li> </ul>

#### Policy D13: Climate Change Adaption

EAB comment	Response
<ul style="list-style-type: none"> <li>The suggestion that the Climate Change Board review this adaptation before the Regulation 19 consultation was agreed.</li> </ul>	<ul style="list-style-type: none"> <li>The Council's Climate Change team was consulted as part of producing the draft LPDMP. It was not considered necessary to seek the views of other Councillors sitting on the Board as these had already been provided through other forums.</li> </ul>

#### Policy D14: Carbon Emissions from Buildings

EAB comment	Response
<ul style="list-style-type: none"> <li>Climate Change Board to review before Regulation 19 consultation as agreed</li> </ul>	<ul style="list-style-type: none"> <li>The Council's Climate Change team was consulted as part of producing the draft LPDMP. It was not considered necessary to seek the views of other Councillors sitting on the Board as these had already been provided through other forums.</li> </ul>

#### Policy D15: Renewable and Low Carbon Energy Developments

EAB comment	Response
<ul style="list-style-type: none"> <li>It was agreed that the Climate Change Board should also review Policies D12-15.</li> </ul>	<ul style="list-style-type: none"> <li>The Council's Climate Change team was consulted as part of producing the draft LPDMP. It was not considered necessary to seek the views of other Councillors sitting on the Board as these had already been provided through other forums.</li> </ul>

<ul style="list-style-type: none"> <li>Urgency in language was needed to assert that Climate Change was currently happening.</li> </ul>	<ul style="list-style-type: none"> <li>The wording has been updated accordingly (throughout the document).</li> </ul>
<ul style="list-style-type: none"> <li>Reverse language such as “if possible” to compel the applicant to prove why sustainable measures were “impossible” was requested.</li> </ul>	<ul style="list-style-type: none"> <li>This relates to Policies D12 Sustainable and Low Impact Development and D13 Climate Change Adaptation</li> <li>The use of phrases such as “where possible” has been restricted to circumstances where it is appropriate, such as the use of domestic water recycling systems which have a high cost impact and are uncommon at present.</li> <li>In some cases, the addition of the words “wherever possible” makes the sentence stronger, as in the sentence “the use of permeable ground surfaces wherever possible” in policy D13 as it signifies the requirement to maximise their use, or in the sentence “retention and incorporation of green and blue infrastructure as far as possible” where it acknowledges that development can sometimes of necessity result in the loss of some undeveloped land but that it should be minimised and key features should be retained.</li> </ul>
<ul style="list-style-type: none"> <li>Concern was expressed around the “biodiversity” definition if the Council continued to allow glyphosate usage.</li> </ul>	<ul style="list-style-type: none"> <li>This relates to policy P6/P7 Biodiversity in new development.</li> <li>Prohibition of glyphosate on new developments is likely to go beyond the scope of reasonable policy. The Council currently uses glyphosate due to lack of an alternative so it would be difficult to compel applicants to do the same.</li> </ul>
<ul style="list-style-type: none"> <li>Given the urgency of Climate Change, these policies were picked up by various members as requiring strengthening, greater ambition and tighter definition.</li> </ul>	<ul style="list-style-type: none"> <li>This relates to Policy D14 Carbon Emissions from Buildings.</li> <li>The emerging policy sets a higher standard than current national standards and additional policy has been added to encourages schemes to improve upon these standards.</li> <li>The LPDMP is supported by a Viability Study which tests all policy requirements to ensure that, cumulatively, they do not threaten the viability of development proposals. The Viability Study has considered whether the standard could be increased to 35% and the advice has been that, on balance, when considered against the range of other policy requirements, the standard of 31% should be sought instead.</li> </ul>
<ul style="list-style-type: none"> <li>More active promotion and requirement of policies was sought, e.g. requirements on electric vehicle parking in new homes.</li> </ul>	<ul style="list-style-type: none"> <li>This relates to other policies.</li> <li>Electric vehicle parking standards are covered by other policies. Likewise, other climate change measures are covered by other policies (i.e. not all climate change measures are in the climate change policies)</li> </ul>

<ul style="list-style-type: none"> <li>Linkage should exist between Air Quality and Climate Change policies.</li> </ul>	<ul style="list-style-type: none"> <li>The Development Plan must be read as a whole.</li> </ul>
<ul style="list-style-type: none"> <li>Climate Change Board to review before Regulation 19 consultation as agreed</li> </ul>	<ul style="list-style-type: none"> <li>The Council's Climate Change team was consulted as part of producing the draft LPDMP. It was not considered necessary to seek the views of other Councillors sitting on the Board as these had already been provided through other forums.</li> </ul>

#### Policy D18: Conservation Areas

EAB comment	Response
<ul style="list-style-type: none"> <li>The Conservation Area Character Appraisals should be brought forward and consideration be given to the appointment of a graduate resource to take the work forward.</li> </ul>	<ul style="list-style-type: none"> <li>Issue is outside the scope of the LPDMP process</li> </ul>

#### Policy D20: Non-Designated Heritage Assets

EAB comment	Response
<ul style="list-style-type: none"> <li>The last sentence of paragraph 5.355 of the draft Local Plan should be deleted as it is considered to be superfluous and discouraging.</li> </ul>	<ul style="list-style-type: none"> <li>This is a caution cited in the Historic Environment PPG (Reference ID: 18a-039-20190723). The phrasing used is exactly the same.</li> </ul>
<ul style="list-style-type: none"> <li>Strengthen the language in paragraph 3 (page 171 of the draft Local Plan document) and explain the mechanism for accepting suggestions for non-designated heritage assets nominated by other parties.</li> </ul>	<ul style="list-style-type: none"> <li>The wording of paragraph 3 is as strong as it can be. It has been purposefully written in this manner to ensure that it is future proofed so that it can adapt to future national policy &amp; guidance changes. We do not consider there is a Guildford specific policy approach to this issue and are seeking to apply national policy and guidance.</li> <li>The supporting text already refers to assets identified in neighbourhood plans.</li> </ul>

### Infrastructure Chapter

#### Policy ID5: Protecting Open Space

EAB comment	Response
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<ul style="list-style-type: none"> <li>This Policy needed to be strengthened and aligned with Policy D5: Protection of Amenity and Provision of Amenity Space to avoid the loss of open space and community facilities.</li> </ul>	<ul style="list-style-type: none"> <li>It is not feasible to provide a greater degree of protection for existing open space than the policy currently provides, as the NPPF sets parameters (in paragraph 99) for circumstances in which development on open space which meets its definition may be permitted.</li> <li>In regard to the suggestion of aligning the policy with Policy D5, these policies need to be kept separate, as they deal with entirely different matters. Policy ID5 deals with protection of existing open space under the NPPF definition which means open space of “public value” (which is likely to be mainly space that is publicly accessible), whereas Policy D5 deals with provision of amenity space, which is private or shared space for use by householders. The definitions sections in both policies clarify this.</li> </ul>
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#### Policy ID6: Open Space in New Developments

EAB comment	Response
<ul style="list-style-type: none"> <li>There was a wish for current provision to be increased (reference comments on D5).</li> </ul>	<ul style="list-style-type: none"> <li>The quantitative open space standards in the policy are calculated for each proposed development based on the standards in Table ID6a and using the estimated occupancy of the proposed development from the latest Census. These were based on recommendations made in the Council’s Open Space, Sports and Recreation Assessment. The report to the Local Plan Panel explained the justification for these recommended standards, although broadly they are realistic and achievable and meet local needs as identified through surveys of borough residents, parish councils and adjacent local authorities. They also exceed current open space provision in the borough. Policies are required to be evidence based.</li> </ul>
<ul style="list-style-type: none"> <li>Concern regarding long term management of open space, especially for affordable and shared ownership homes, was expressed.</li> </ul>	<ul style="list-style-type: none"> <li>Management of open space in perpetuity should be and is already achieved in most cases by default as responsibility for maintenance lies with developers or a management company appointed by them, unless an arrangement is made for the Council to acquire the space from the developer. In the latter case this is subject to the Council’s agreement and a one-off contribution from the developer covering a period after which the cost is absorbed into the Council’s maintenance programme.</li> </ul>

#### Policy ID8: Community Facilities

EAB comment	Response
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<ul style="list-style-type: none"> <li>• Current provision needed to be increased (reference comments on D5).</li> <li>• A standard of delivery should be set.</li> </ul>	<ul style="list-style-type: none"> <li>• Expectations with regard to community facility provision (including schools, GP surgeries, community halls) to support development are already identified in the LPSS.</li> <li>• This includes provision reflected in the site allocation policies (e.g. community uses, services, new local centre) and requirements for identified strategic sites. The level of on-site provision, including for schools and health facilities, was informed by the evidence from providers.</li> <li>• Reference is made in the supporting / introductory text that the Council requires contributions via s106 agreement toward community facilities. Where justified, contributions to community facility provision is sought, and secured, including toward off-site infrastructure.</li> <li>• A development proposal is only required to meet the needs arising from the development rather than correct existing deficiencies. In small to medium scale development, this is often best achieved through improvements to existing community facilities rather than the provision of new facilities.</li> </ul>
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Policy ID10: Achieving a Comprehensive Guildford Borough Cycle Network

EAB comment	Response
<ul style="list-style-type: none"> <li>• It was felt that this Policy was weak and should place a greater emphasis on cycling and prioritise it to ensure delivery of cycleways catering for all types of cyclists by developers to achieve modal shift and use of the Sustainable Movement Corridor. Further clarity was required in relation to what constituted an acceptable cycle route in terms of safety and speed limits etc. There were concerns that many of the Borough's roads were too narrow to accommodate both vehicles and cycles and therefore separate Borough-wide routes were required.</li> </ul>	<ul style="list-style-type: none"> <li>• The policy identifies routes and infrastructure which comprise a Comprehensive Guildford Borough Cycle Network as the basis and starting point for achieving development-related investment, requires cycle routes and infrastructure to be designed and adhere to the principles and quality criteria contained within the latest national guidance, and allows for updated plans – as could be prepared by Guildford BC and/or Surrey CC – to be taken into account, such as the expected Local Cycling and Walking Infrastructure Plan which Surrey CC will be leading on the preparation of.</li> <li>• Surrey CC, as the Local Highway Authority, is responsible for setting design standards for adopted local roads. The DfT's Local Transport Note (LTN) 1/20 Cycling Infrastructure Design (2020) provides a new recommended basis for those standards and there is an expectation that Local Highway Authorities will demonstrate that they have given due consideration to this guidance when designing new cycling schemes and, in particular, when applying for Government funding that includes cycle infrastructure. The national guidance requires that design should begin with the principle that all potential cyclists and their machines should</li> </ul>

	<p>be catered for in all cycle infrastructure design. The national guidance is available at <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf</a>.</p> <ul style="list-style-type: none"> <li>• Surrey CC has commissioned an update of the Council’s street design guidance, and the draft of this from April 2021 is informed by the new national guidance. See <a href="https://mycouncil.surreycc.gov.uk/mgConvert2PDF.aspx?ID=78302">https://mycouncil.surreycc.gov.uk/mgConvert2PDF.aspx?ID=78302</a> and <a href="https://mycouncil.surreycc.gov.uk/mgConvert2PDF.aspx?ID=78303">https://mycouncil.surreycc.gov.uk/mgConvert2PDF.aspx?ID=78303</a>.</li> <li>• Figure 4.1 Appropriate protection from motor traffic on highways, from new national guidance, summarises the traffic conditions when protected space for cycling (fully kerbed cycle tracks, stepped cycle tracks and light segregation), marked cycle lanes without physical features and cycling in mixed traffic are now considered by Government to be appropriate. As an example, this indicates that any road with a speed limit of 40mph or above would require a fully kerbed cycle track in order to provide a cycling route that is considered suitable for most people.</li> <li>• Additional text was added to the Reasoned Justification to clarify the status of the proposed routes shown: As well as the mapped network of routes, the Guildford Route Assessments Feasibility Study (2020) contains a set of 14 tables (Tables 17-30) detailing proposed cycling improvements for the main routes identified <b>in the Guildford urban area</b>. The identified issues, proposals and cost estimates should be reviewed in scheme development. <b>For the rest of the borough (where the evidence base is sourced from Surrey County Council's Guildford Local Cycling Plan) further work will be required to define the nature of the route and level of provision required.</b></li> <li>• Additional text was added to the Reasoned Justification to highlight the importance of safe school cycle routes: <b>For example, particular attention needs to be given to routes used by school children in the interests of safety.</b></li> </ul>
<ul style="list-style-type: none"> <li>• It was requested that the legibility of the map at Appendix A be improved through colour coding and designation of cycle routes prior to the Regulation 19 consultation.</li> </ul>	<ul style="list-style-type: none"> <li>• The legibility of the maps will be improved.</li> </ul>

Policy ID11: Parking Standards

EAB comment	Response
<ul style="list-style-type: none"> <li>The 2011 data should be updated on the release of 2021 Census information as a Main Modification.</li> </ul>	<ul style="list-style-type: none"> <li>2021 Census data will not be released until 2023. We obtained and analysed DfT vehicle data and compared this to changes in housing stock since 2011 to understand any changes in availability levels over this time and results shows the two have increased in line with one another, indicating that the number of vehicles available to the average household in Guildford borough has remained approximately static over this period of time.</li> <li>Standards for non-strategic sites in SPD could, if the Inspector decides they are most appropriate in an SPD, be updated in future considering new evidence.</li> </ul>
<ul style="list-style-type: none"> <li>As parking standards set out in this Policy related to local but not district centres, it was requested that the latter be added to the Policy.</li> </ul>	<ul style="list-style-type: none"> <li>Reference to urban local and district centres is included in relation to potentially appropriate locations for low car or car free schemes. Rural district centres are not considered to be appropriate for these types of schemes due to their relative accessibility to alternative modes of transport.</li> </ul>
<ul style="list-style-type: none"> <li>The tables relating to public houses should be adjusted to treat them as restaurants for the purposes of parking provision as a retention measure.</li> </ul>	<ul style="list-style-type: none"> <li>Public houses are assessed by 'Individual assessment/justification' which allows a range of factors to be considered such as the nature of the business, location and alternative modes of transport at proposed site. A factor that would likely be taken into account for a planning application would be the relative role of wet (drinking only) and dry (where food is served) sales for the proposed development.</li> </ul>

**Draft Parking SPD**

Policy ID3: Sustainable Transport for New Developments

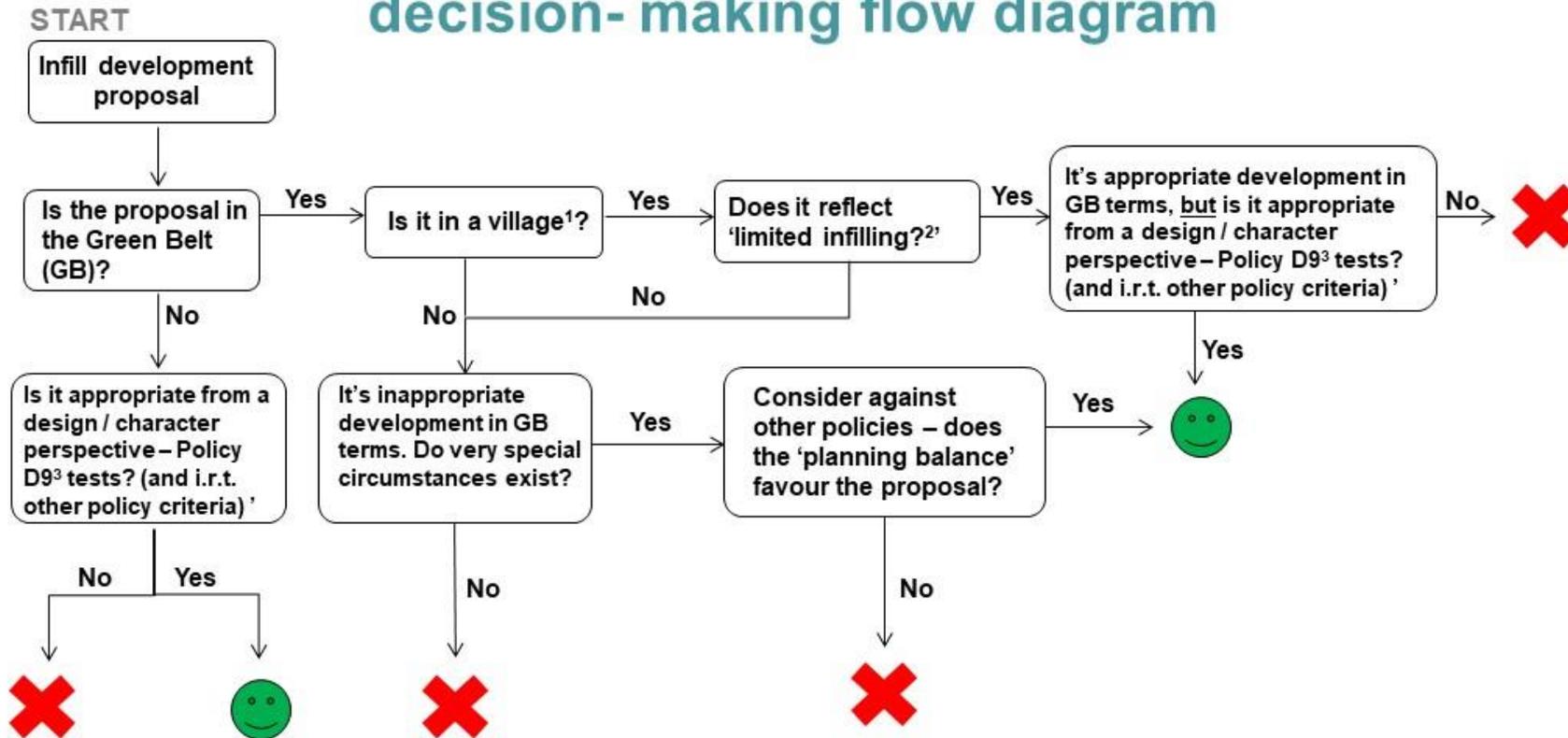
EAB comment	Response
<ul style="list-style-type: none"> <li>With regard to this Policy of the Local Plan Strategy and Sites document, on which this SPD provided policy guidance, concern was expressed that the low levels of off-street parking suggested was likely to lead to issues with parking on streets and pavements.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed residential parking standards are geographically differentiated. For each category of area, the standards have been benchmarked against local car availability levels. Having been benchmarked, the standards are set as maximum standards in the urban areas.</li> <li>The LPSS Policy ID3, at 4) b), and similarly in the proposed LPDMP Policy ID11, at 5) d), are aimed at preventing the risk of development-related parking on the public highway from adversely impacts road safety or the movement of other road users.</li> </ul>

<p>A practical approach to enforcement was required to prevent roads from becoming impassable. A written response from a transport perspective would be circulated to the EAB by e-mail.</p>	<ul style="list-style-type: none"> <li>• Further to the above, the Local Highway Authority is able to introduce and then enforce parking restrictions on adopted local roads, and, if deemed appropriate, could seek a developer contribution to implement new parking restrictions or alternatively a mechanism for monitoring the development's impact with the potential for parking restrictions to be introduced later if required.</li> </ul>
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### General Points

EAB comment	Response
<ul style="list-style-type: none"> <li>• A Project Plan must be produced and resource allocated for SPDs.</li> </ul>	<ul style="list-style-type: none"> <li>• Issue is outside the scope of the LPDMP process</li> </ul>
<ul style="list-style-type: none"> <li>• Monitoring Indicators need to be broadened to include specific measures rather than rely on appeal outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>• Monitoring indicators assess the effectiveness of the LPDMP policy – they are not trying to quantify the extent of the issue it is seeking to address. Ultimately the policy will be tested through the appeal process when an inspector will consider how much weight should be given to it in determining the appeal. It is for this reason that its success at appeal, in being used as a reason for refusal in dismissing appeals, is used as the monitoring indicator for the vast majority of the policies. Furthermore, the monitoring is undertaken by the Planning Policy team and needs to be proportionate. Monitoring of many issues is also undertaken by other GBC departments and external organisations.</li> </ul>

## Proposals for infill development: decision-making flow diagram



<sup>1</sup> See Local Plan Strategy and Sites – Policy P2(c)i-iii and para 4.3.22

<sup>2</sup> See Local Plan Strategy and Sites – Policy P2(c)i-iii and para 4.3.23

<sup>3</sup> See emerging Local Plan: Development Management Policies – Policy D9