

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

The minor modifications/errata below are expressed either in the form of striketrough 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 Standards <u>for New Development</u> Supplementary Planning Document / Parking <u>for New Development</u> SPD	To aid clarity.
Policy H7: Review Mechanisms	2.39	At the point of review, applicants would be required to submit an updated viability assessment consistent with the format <u>and methodology</u> submitted at planning application stage and any supplementary information that the Council requires. The Council's costs associated with commissioning an independent review of this assessment will be met by the applicant. The approach should be agreed with the Council prior to submission of an updated viability assessment <u>with the terms set out at the time that planning permission is granted, usually as part of the Section 106 agreement.</u>	To aid clarity.

	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.
	2.40A	<u>Any viability assessment should follow the government's recommended approach to assessing viability as set out in National Planning Guidance. Whilst a full viability assessment using the same methodology as the original assessment may be best suited to the circumstances of the case, a more limited formula-based approach to the review, focussing on any changes to submitted values and build costs, may also be considered where this is agreed by the applicant and the Council.</u>	To align with national guidance.  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 the <u>proposed scheme is</u> <del>they are</del> : a) adjacent to <u>an</u> existing settlements, and b) proportionate in size to <u>it</u> <del>them</del> .”	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><sup>48</sup> 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 P6/P7: Biodiversity in New Developments	4.21	...Where a development falls within <del>or adjacent to</del> 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 New Developments	4.44	.... The policy therefore requires a minimum 20% biodiversity net gain using the <u>Defra Biodiversity Metric national biodiversity net gain calculation methodology</u> . This level is higher than the proposed 10% net gain recommended nationally ...	To ensure consistency with the rest of the document.
Policy P6/P7: Biodiversity in New Developments	4.48	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 <u>Biodiversity Metric national biodiversity net gain calculation methodology</u> , using the SANG quality requirements set out in Natural England's SANG guidelines as the baseline.	To ensure consistency with the rest of the document.
Policy P8/P9: Protecting Important Habitats and Species	Policy paragraph 4 b	b) An appropriate buffer <u>around-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	4.59	<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 <u>contain 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	To aid clarity.

		into account the nature and area of proposed development. If national policy sets a wider minimum distance, the greater distance will apply. <u>This may necessitate a buffer of greater than the minimum 15m.</u>	
Policy P8/P9: Protecting Important Habitats and Species	Monitoring indicators	<u>Number of D</u> -developments resulting in loss or harm to irreplaceable habitats, priority species and habitats, sites designated for their biodiversity value <u>and or</u> aquatic habitats.	To aid clarity through clearer meaning.
Policy P11: Air Quality and Air Quality Management Areas	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 engaged the Council's preapplication service, the <u>initial</u> Air Quality Assessment should be submitted and reviewed as part of this.	To aid clarity.
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)	<b>Reasoned justification</b> <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.
Policy P14: Regionally Important Geological /	Policy Title	<u>Policy</u> P14: Regionally Important Geological / Geomorphological Sites	To ensure consistency with the rest of the document.

Geomorphological Sites			
Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness	Policy paragraph 3	<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.</p> <p>Development proposals should respond positively to:</p> <ul style="list-style-type: none"> <li>a) the history of a place;</li> <li>b) significant views (to and from);</li> <li>c) surrounding context;</li> <li>d) built and natural features of interest;</li> <li>e) prevailing character;</li> <li>f) landscape; and</li> <li>g) topography.</li> </ul> <p>3A) 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>	To aid clarity and to be consistent with the approach taken elsewhere in the plan.
Policy D7: Advertisements, Hanging Signs and Illumination	Paragraph 5.57	Advertisements <del>s are has become</del> 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 <del>advertisement's advertisements</del> 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 <del>advertisement or</del> signage is to be fixed to a <del>statutory</del> listed building Listed Building Consent will be required, irrespective of whether or not Advertisement Consent is required.	To aid clarity.
Policy D7: Advertisements, Hanging Signs and Illumination	Paragraph 5.72	Care should also be taken to ensure that the wiring or cabling required to serve the illumination is <del>concealed as far as practical hidden from view</del> and does not harm or impede on architectural features and detailing	To aid clarity.

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.
Policy D14: Carbon emissions from buildings	Policy paragraph 4	New dwellings must achieve <del>an emission rate a reduction in carbon emissions of at least 31 per cent and other buildings must achieve a reduction in carbon emissions of at least 27 per cent measured against no higher than</del> the relevant Target Emission Rate (TER) set out in the Building Regulations <del>2010 (as amended)</del> (Part L). <del>This is required to be achieved through improvements to the energy performance of the building and the provision of appropriate renewable and low carbon energy technologies on site and/or in the locality of the development.</del>	Factual update following an announcement in February 2022 that Building Regulations will be amended to incorporate the emission rates set out in the regulation 19 policy from June 2022.
Policy D14: Carbon emissions from buildings	Paragraph 5.240	<del>New dwellings and other buildings must achieve reductions in carbon emissions of at least 31 per cent and at least 27 per cent respectively through the provision of appropriate low and zero carbon energy technologies in the locality of the development and improvements to the energy performance of the building. These are the new national standards proposed by the government in forthcoming changes to the Building Regulations</del>	Factual update following an announcement in February 2022 that Building Regulations will be amended to incorporate the emission rates set out in the regulation 19 policy from June 2022.
Policy D14: Carbon emissions from buildings	Paragraph 5.241	Technologies will be considered appropriate only where they would be effective. <u>The Climate Change, Sustainable Design, Construction and Energy SPD provides some guidance on what ‘appropriate’ and ‘effective’ mean.</u> <del>The reduction in emissions is judged against a baseline of the relevant Target Emission Rate (TER) set out in the Building Regulations. For types of development where no TER is set out, reductions should be made against the typical predicted energy use of building services. The 31 and 27 per cent figure represents a minimum standard and applicants are strongly encouraged to improve upon this standard.</del> The NPPF paragraph 134 calls for significant weight to be accorded to	Factual update following an announcement in February 2022 that Building Regulations will be amended to incorporate the emission rates set out in the regulation 19 policy from June 2022.

		“outstanding or innovative designs which promote high levels of sustainability”.	
Policy D14: Carbon emissions from buildings	Paragraph 5.242	<del>The baseline for the carbon reduction is the relevant Target Emission Rate set out in the Building Regulations 2010 (as amended). The 2010 Building Regulations have been subject to a number of amendments, including changes to carbon emissions standards in 2013. The baseline for the carbon reduction is therefore the relevant 2013 Target Emission Rate.</del>	Factual update following an announcement in February 2022 that Building Regulations will be amended to incorporate the emission rates set out in the regulation 19 policy from June 2022.
Policy D14: Carbon emissions from buildings	Paragraph 5.243	<del>The carbon emission standard applies to each new building individually.</del>	Factual update following an announcement in February 2022 that Building Regulations will be amended to incorporate the emission rates set out in the regulation 19 policy from June 2022.
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.
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, <u>the Ministry of Defence</u> 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	<u>Valued</u> Features of <del>heritage significance</del> <u>the historic environment can</u> include, buildings, monuments, sites, <u>places, areas or</u> landscapes <del>and their setting,</del> and <u>those which are identified as having a degree of special interest or significance that merits consideration in planning decisions</u> <del>these</del> are referred to as heritage assets.	Factual correction

Policy D16: Designated Heritage Assets	Table D16a	<b>Heritage Assets</b>	<b>Numbers in Guildford Borough</b>	Factual correction
		<b>Statutory Listed Buildings</b>	1097*	
		<i>Grade I</i>	34	
		<i>Grade II*</i>	41	
		<i>Grade II</i>	1022	
		<b>Conservation Areas</b>	40	
		<i>With Article 4 Directions</i>	8	
		<b>Scheduled Monuments</b>	32	
		<b>Registered Parks and Gardens</b>	<del>40</del> 8	
Policy D16: Designated Heritage Assets	Paragraph 5.281	Supplementary planning documents such a Conservation Area Character Appraisals and the Guildford Town Centre Views SPD <sup>178</sup> <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	Paragraph 6.15	The Council's Open Space, Sports and Recreation Assessment <u>(2017)</u> (OSSRA) <sup>251</sup>	To aid 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 <sup>241a</sup> is surplus to requirements. A surplus will only be considered to exist where analysis has shown that:	To aid clarity.	



		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.	
Policy ID5: Protecting Open Space	Policy paragraph 1A	Insert new footnote after "land designated as open space", as follows: <sup>241A</sup> <u>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: <sup>253A</sup> <u>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 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 <sup>254A</sup> ( <del>100.5500</del> sqm).	To correct factual error in the existing draft wording
Policy ID6: Open Space in New Developments	Definitions – Paragraph 6.17	<sup>254A</sup> <u>Allotments Act 1950, S9</u>	Factual update

	– New footnote 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> <sup>255A</sup>	To aid clarity.
Policy ID6: Open Space in New Developments	Definitions – Paragraph 6.19A – New footnote below paragraph	<sup>255A</sup> <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 <a href="https://www.guildford.gov.uk/localplan/openspace">https://www.guildford.gov.uk/localplan/openspace</a>.</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 <u>OSSRA 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	<del>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.</del>	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 allotments, <u>which should be viewed as standards for them in accordance with policy paragraph (9)</u> <sup>263</sup> .	To aid clarity
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 6.85	The map is not exhaustive, and consideration will be given to proposals not presently included in the Policies Map. <u>Further to this, the majority of routes identified have only been established at a concept level and the identification of improvements will, in such cases, require feasibility and design stages to be undertaken. This will involve undertaking road safety auditing and impact assessments, as appropriate, taking into account any relevant statutory designations.</u>	To aid clarity regarding the stage the route proposals are at.
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 <u>is envisaged 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) <u>through this policy</u> contribute to an integrated transport system	Factual update to reflect that EVCP standards are not set in DPD.
Policy ID11: Parking Standards	Policy paragraph 2e)	the provision of electric vehicle charging will provide at least the minimum requirements set out in the <u>Building Regulations (Part S) Parking SPD</u> ; and	Factual update.
Policy ID11: Parking Standards	Policy paragraph 3e)	the provision of electric vehicle charging will provide at least the minimum requirements set out in the <u>Building Regulations (Part S) Parking SPD</u> ; and	Factual update.
Policy ID11: Parking Standards	Policy paragraph 4b) iv)	that the car-free status of the development can be <u>enforced-assured</u> by planning obligations and/or on-street parking controls;	To aid clarity.
Policy ID11: Parking Standards	Definitions – paragraph 6.101	<i>Allocated parking</i> – a parking space found within the curtilage of <u>the a residential</u> property, such as a garage or driveway, <u>and includes or</u> any space found in off-plot provision <u>clearly which is</u> dedicated to a particular property.	To aid clarity.
Policy ID11: Parking Standards	Definitions – paragraph 6.104	<i>Village &amp; rural</i> – areas outside the ‘urban’ boundary as defined on the Policies Map. Whilst the <u>F</u> 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 <del>curtilage of the</del> 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 <del>free from</del> <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</u> of <u>smartphone apps which give users access to new travel data and mobility services such as alternative modes of transport such as ride hailing apps and</u> 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 <u>household 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 vehicles] is insufficient on its own, and demand management to reduce traffic volumes will also be necessary.’	To aid clarity regarding the main driver for the inclusion of maximum standards.
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 <del>current, observed car availability</del> <u>in like settings. The policy also enables the and enabling a potentially</u>	To aid clarity.

		lower provision of <del>car availability</del> <u>vehicle parking</u> in new residential developments in urban settings and for the strategic sites, <del>in line with the societal trends, potential future scenarios and net zero target set out above.</del>	
Policy ID11: Parking Standards	Paragraph 6.121	<del>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. 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.</del>	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 <del>Vehicle</del> <u>ular, and Cycle and Electric Vehicle</u> Parking Guidance (20 <u>21</u> <del>18</del> ).	Factual update.
Policy ID11: Parking Standards	Paragraph 6.126	The expansion of electric vehicle (EV) charging infrastructure supports, and is necessary to meet, the <del>g</del> <u>G</u> overnment'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 <del>Government's EVCP</del> standards <u>for new development are based on the assumption that aim to allow</u> the majority of charging <del>will</del> <u>to</u> take place at home, <del>within off-street parking provided by new development,</del> 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	Paragraph 6.135	Car club vehicles are typically newer and environmentally cleaner than the average car <del>as and the requirements for car club spaces to be fitted with an EVCP reflects the popularity of</del> <u>Electric Vehicles (EVs) or Plug-in Hybrid Electric Vehicles (PHEVs) are now commonly used in for</u> these schemes.	Factual update.
Policy ID11: Parking Standards	Paragraph 6.137	This type of development <del>is</del> <u>could be</u> appropriate in areas in or close to Guildford town centre or <del>the</del> 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 pays</u> 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.
Appendix A	Figure A1	Minor modification to cycle network map (See Appendix A of this document).	Factual update - the route as illustrated is likely not achievable as a cycle connection.
Appendix A	Figure A2	Minor modification to cycle network map (See Appendix A of this document).	Factual update - the route as 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 <u>standards</u>	Grammatical error.
Appendix B	Wording below Table B2	Please note: <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	To provide clarity.
Appendix B	Table B3 title	Table B3. Strategic sites – <u>Mm</u> inimum provision of cycle parking <u>requirements</u> for residential and non-residential development	To ensure consistency with the rest of the document.

Appendix B	Table B3	<b>Development Type</b>	<b>Minimum cycle parking spaces provided – short stay</b>	<b>Minimum cycle parking spaces provided – long stay</b>	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 Equine</u> -related Development			Factual update to ensure consistency with the rest of the document.

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



**Figure A1. Comprehensive Guildford Borough Cycle Network – Full Borough View**

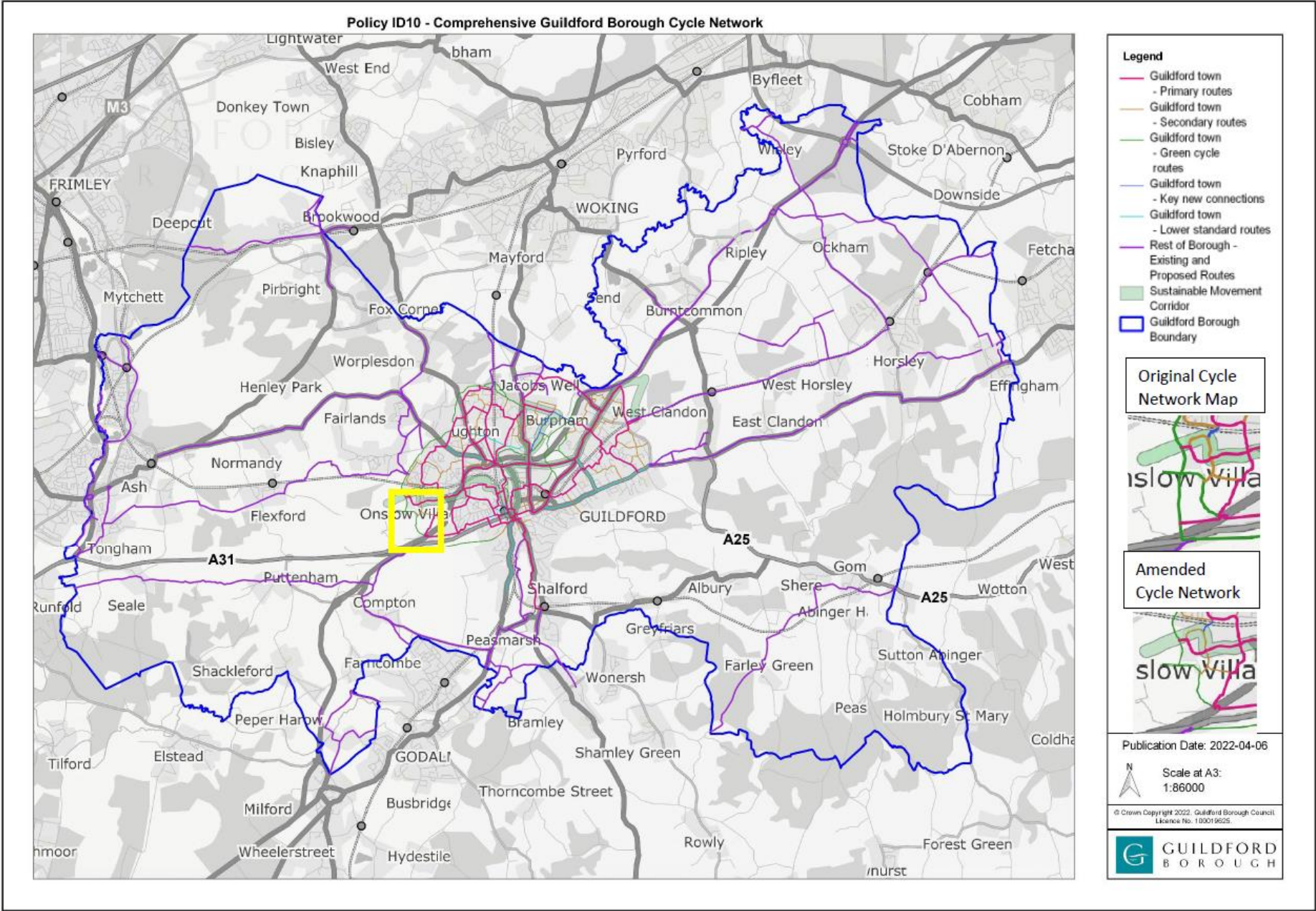




Figure A2. Comprehensive Guildford Borough Cycle Network – Guildford Urban Area View

