

Appendix 2: Draft Local Plan

Note: Following deferral of agenda item 9 at the Executive Meeting of 26th October 2021 and in the interests of reducing the need for duplicate printing, only the proposed changes to Appendix 2: Draft Local Plan are reflected below.

Please refer to Item 7, pages 37 – 272 of the public report pack for the Council meeting on 1 November 2021 also available at:

<https://democracy.guildford.gov.uk/documents/g1338/Public%20reports%20pack%2001st-Nov-2021%2019.00%20Council.pdf?T=10>

Further to the above, the changes proposed to the Draft Local Plan are reflected as follows

Draft Guildford Borough Local Plan: Development Management Policies

Proposed Submission Local Plan

~~November~~ January 2022⁴

Consultation under Regulation 19 of the Town and Country Planning (Local
Planning) (England) Regulations 2012



GUILDFORD
BOROUGH



Policy H5: Housing Extensions and Alterations including Annexes

Introduction

- 2.1 Extensions to homes can be a convenient way of providing additional living space for growing households or to adapt homes to meet changing needs. High house prices in a competitive housing market have had the impact of people choosing to remain in their existing home and extend, renovate or improve it to meet their needs rather than move. Grown-up children now tend to live in the family home for longer due to the unaffordability of owner occupation, ineligibility for social housing or high renting costs. This can lead to a demand for loft or basement conversions to increase living space. Older people are more likely to have a long-term health problem or disability and consequently may need to adapt their home or move into accommodation with their family. The necessity to work from home in recent years has also led to rethinking and reconfiguring how we use our homes. Our housing stock therefore needs to be flexible to adapt to the occupant's changing needs and this planning policy will guide household improvements.

Policy H5: Housing Extensions and Alterations including Annexes

- 1) Development proposals for residential extensions and alterations are required to have regard to the impact on the street scene, neighbouring properties and the existing property such that they:
 - a) respect the existing context, scale, height, design, appearance and character of, and have no unacceptable impact upon the adjacent buildings and immediate surrounding area;
 - b) have no unacceptable impact on the amenities enjoyed by the occupants of adjacent buildings in terms of privacy and access to sunlight and daylight; and
 - c) take into account the form, scale, height, character, materials and proportions of the existing building.

Basement extensions

- 2) Development proposals for basement extensions are required to:
 - a) be proportionate and ensure that their potential impact on the local environment, trees, tree roots, garden area, architectural character of the property, neighbouring properties and residential amenity is acceptable;
 - b) have clear internal access to upper floors;
 - c) have no unacceptable impact on local ground water conditions, flooding or drainage issues; and
 - d) include a structural impact report from a certified structural engineer. The report should show that there is no unacceptable impact to land and the structural

Policy E11: ~~Equine~~Animal-related Development

Introduction

- 3.1 ~~The keeping of horses, ponies, donkeys and hybrid breeds is a popular leisure activity in~~Many households keep animals at home, and, in rural areas, which includes many parts of the borough, animals can ~~and~~ also provides an additional source of business income to farmers and others. Whilst ~~these animal-related commercial~~ activities may generate ~~rural~~ economic benefits for rural areas, poorly designed and/or sited/located developments can, either individually or cumulatively, lead to a multitude of adverse impacts for the countryside and the amenity of residents.
- 3.13.2 Horse and other equine-related developments, for example, can adversely affect the countryside's openness and rural character with the introduction of stables, hay stores and tack rooms, paddocks, fencing and on-site riding facilities such as jumps and fences. Horse keeping can also lead to result in the erosion of paths and bridleways, fragmentation of viable agricultural holdings, reduced pasture quality from overgrazing and reduced opportunities for recovery of biodiversity. ~~On sites close to existing residential uses, unless designed carefully, horse related developments may also lead to amenity and disturbance impacts for owners and occupants of neighbouring properties.~~
- 3.3 ~~These same concerns apply to c~~Commercial equestrian animal-related developments, ~~such as riding schools (manèges) and livery/boarding stables, which~~ have the potential for even greater adverse impacts than domestic/private developments, due to their greater intensity of use and potential for increased traffic generation.
- 3.4 In the case of non-equine animals, such developments – if poorly controlled – may result in amenity and disturbance impacts for owners and occupants of nearby properties, for instance noise from barking of dogs kept at commercial boarding kennels. Because a certain amount of noise from these uses is inevitable, kennels are often more appropriate in rural rather than urban locations, however care must still be taken over their location relative to existing residential and other uses, and over their design.
- 3.23.5 ~~It is also in the interests of animal welfare~~important that planning policies guiding animal-related development are clear and that any new proposed development that requires planning permission makes appropriate provision for animal welfare. This should include~~equine-related developments~~ adherence to latest national standards and Government advice for the design of stable buildings, fencing and pasture for equine animals⁵⁵.

Policy E11: ~~Equine~~Animal-related Development

⁵⁵ Note that welfare standards for premises within England offering boarding, including day care, for dogs and cats are addressed through licencing restrictions. Details are available at <https://www.gov.uk/guidance/boarding-for-cats-or-dogs-licence-england>. The Animal Welfare (Licensing of Activities Involving Animals) (England) Regulations 2018 also applies to these and to commercial horse-related activities (<https://www.legislation.gov.uk/ukdsi/2018/9780111165485>).

- 1) Development proposals for private and/or commercial ~~horse or other equine~~animal-related developments are required to:
 - ~~a) provide adequate stabling, fencing and land for grazing and exercise is available to ensure the proper care of the animals, in compliance with the latest Government-published guidelines and standards;~~
 - a) be of a scale, location, design and layout that is acceptable in relation to its intended use and in terms of its impact on the character of the built environment and surrounding landscape;
 - b) have no unacceptable impact on the nature conservation or biodiversity value of the site and the quality of pasture, ~~by reason of overgrazing or otherwise;~~
 - c) re-use existing buildings where feasible, or, in the case of a new facility, ~~is~~be satisfactorily integrated with existing buildings, avoiding isolated or otherwise visually prominent locations; ~~and~~
 - d) have no unacceptable impact on the amenity of neighbouring or nearby properties by reason of noise, smell, overlooking, lighting of external areas or other general disturbance; and
 - d)e) in the case of equine-related development, provide adequate stabling, fencing and land for grazing and exercise to ensure the proper care of the animals, in compliance with the latest Government-published guidelines and standards.
- 2) Particular consideration will be given to the cumulative adverse impacts of ~~equine animal~~-related development proposals in the vicinity of the proposed site and the wider area and conditions may be imposed ~~appropriate planning conditions to control these~~ where necessary.

Commercial developments

- 3) Commercial ~~equine animal~~-related development is also required to meet the following criteria:
 - a) Development proposals are required to ensure that they do not prejudice the agricultural operation of any holding.
 - b) Development proposals likely to generate a significant number of vehicular trips are required to be accompanied by a transport statement or transport assessment to show that there will be no unacceptable impacts on highway safety and that the safety of horses, riders and other road users will not be compromised.

Reasoned justification

3.6 ~~Equine Animal~~-related development, if it requires planning permission, should be designed and sited sensitively to ensure it does not lead to unacceptable visual, amenity and biodiversity impacts, or adverse impacts on highway safety.

3.7 Amenity impacts can result from several causes, as detailed in point 1) d) of Policy E11. Noise

and light impacts of proposed animal-related developments should be addressed by applicants as per policies D10: Noise Impacts and D10a: Light Impacts and Dark Skies. Adverse visual impacts can result from new buildings or other permanent structures in or on the edge of open countryside for which planning permission would be required⁵⁶, and which are not restricted by other policies which would directly prevent them. Examples of buildings for non-equine animal-related development that this might apply to, in addition to kennels, that fall within the remit of this policy are pavilions or static caravans used for the sale of refreshments, or public convenience blocks on private land for the intended use by businesses offering training for dogs and their owners.

Equine-related development

- ~~3.33.8~~ In ~~regard-relation~~ to point 1) ~~ae~~ of Policy E11, the Department for Environment, Food and Rural Affairs' (Defra) *Equine Code of Practice for the Welfare of Horses, Ponies, Donkeys and their Hybrids*⁵⁷ (December 2017) sets out a comprehensive range of welfare standards covering provision of stabling, pasture quality and the appropriate minimum amount of space per animal for exercise and grazing. The British Horse Society has also published recommended minimum standards for stabling on its website⁵⁸, alongside other pointers on horse care, behaviour and management.
- ~~3.43.9~~ We will assess development proposals according to the standards in Defra's Code of Practice, or any Government-published standards that may supersede these in future.
- ~~3.53.10~~ The reasons for ~~requiring provision of~~providing a minimum amount of land for pasture are for animal welfare and to ensure that the land is not overgrazed and ~~subsequently becomes~~ consequently degraded. Defra's Code of Practice states that horses generally require approximately 0.5 to 1 hectares (or 1.25 to 2.5 acres) per animal where no supplementary feed is provided, and more if the land is also used for exercise and/or hay production. Anything below this is not considered to provide adequate grazing unless the horse is principally stabled with supplementary feeding.
- ~~3.63.11~~ The assessment of whether an ~~equineanimal~~-related development's scale is acceptable will be considered as a planning judgement on an individual application basis. In particular, quantifying the amount of pasture that may be considered suitable for any given site is not an exact science and ~~proposals will be assessed on an individual basis taking into account~~depends on a number of factors as indicated in the published standards and guidelines referred to above.
- ~~3.73.12~~ We will also take account of constraints on the use of the land such as existing or proposed buildings and landscape features e.g. access tracks, trees or watercourses, which would reduce

⁵⁶ A breeding or boarding use within a domestic outbuilding could also be considered a change of use and therefore subject to planning permission which will require consideration of its potential visual or amenity impacts (noise is likely to be the primary amenity impact, in this case).

⁵⁷ Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/700200/horses-welfare-codes-of-practice-april2018.pdf

⁵⁸ Available online at: <https://www.bhs.org.uk/advice-and-information/horse-care>

the total amount of 'useable' pasture available.

3.13 Applications for stables or loose boxes on land below 0.5 hectares may only be considered acceptable where the applicant demonstrates adequate provision of accessible, available land to allow for the proper care (exercise and grazing) of the proposed number of animals. This might take the form of long-term agreements for the use of adjoining land not under the direct ownership of the applicant (i.e. leased or rented land). If there is uncertainty that adequate land will be available over the longer period, then permission may not be granted. General advice on grazing agreements and other useful information is available from Surrey County Council's website⁵⁹.

Commercial animal-related development

3.83.14 The second part of Policy E11 requires that commercial equine animal-related development proposals do not prejudice the agricultural operation of any holding. Such developments may be applied for as a permanent means of diversification of the existing agricultural business to a non-agricultural commercial use, which could include uses such as boarding stables or riding schools. These may involve subdividing the land and could potentially have an adverse impact on the ongoing agricultural operation, rather than helping to support it.

3.93.15 Farmland is a vital local and national resource, the loss of which has economic, environmental and social costs. To address point a) of this second part of the policy, landowners or their planning agents are ~~therefore~~ advised to provide some form of evidence with their planning application to demonstrate that the loss of any land in existing agricultural use that could occur as the result of a proposed commercial equine animal-related development would not have adverse impacts for the viable operation of the farm business.

Key Evidence

- Defra (2017) Equine Code of Practice for the Welfare of Horses, Ponies, Donkeys and their Hybrids
- British Horse Society: Horse Care, Behaviour and Management Standards

Monitoring Indicators

Indicator	Target	Data Source
Percentage of appeals where the Inspector found insufficient grounds to refuse the application in relation to Policy E11.	N/A	Planning Appeals

⁵⁹ Available online at: <https://www.surreycc.gov.uk/land-planning-and-development/countryside/advice/horse-care>

Policy P8/P9: Protecting Important Habitats and Species

- 4.51 National and local ambitions for the restoration of our nature cannot be achieved if important habitats and species continue to decline. As a result, it is imperative that development proceeds in a way that preserves important components of the natural environment, some of which are irreplaceable.

Policy P8/P9: Protecting Important Habitats and Species

- 1) Development proposals for sites that contain or are adjacent to irreplaceable habitats, priority habitats, habitats hosting priority species, sites designated for their biodiversity value and all aquatic habitats are required to preserve the relevant ecological features through the application of the mitigation hierarchy, and to deliver enhancements to the ecological features in line with Policy P6/P7. The habitats should be protected by appropriate buffers and, if necessary, barriers in order to prevent adverse impacts, including those resulting from recreational use.

Irreplaceable habitats

- 2) Irreplaceable habitats will be protected. Development proposals that result in the loss, damage or deterioration of irreplaceable habitats will be refused, unless there are wholly exceptional reasons and the exceptional benefits of the development proposal outweigh the loss of the habitats. Proposals for compensation will not form part of this assessment. However, if wholly exceptional reasons have been demonstrated, a suitable compensation strategy to address the level of harm predicted will be required that delivers appropriate and proportionate compensation in terms of quality and quantity. Proposals for compensation will be additional to other requirements relating to biodiversity, including biodiversity net gain requirements.
- 3) A habitat will be considered to be irreplaceable if it meets the definition in the NPPF glossary or guidance issued by the Surrey Nature Partnership, or if it is identified as irreplaceable in the Local Nature Recovery Strategy, or it is on land identified in an established inventory, such as the Revised Ancient Woodland Inventory (RAWI).

Ancient woodland and significant trees

- 4) Where ancient woodland falls within or adjacent to a development site, the following measures are required.
 - a) The submission of information setting out the location of all significant ancient or veteran trees (a BS5837 Survey).
 - b) An appropriate buffer around the ancient woodland of a minimum of 15 metres or a greater distance if specified by national policy.
 - c) A clear separation between the woodland and the rest of the development, delineated by a physical feature such as a wildlife permeable barrier, a cycle lane, path or lightly trafficked road.

appropriate net gain to loss ratio.

4.66 Irreplaceable habitats include, but are not limited to, the following habitats.

- a) Ancient woodland and replanted ancient woodland.
- b) Ancient and veteran trees.
- c) Ancient wood pasture and historic parkland (including the open space between trees).
- d) Unimproved grassland.
- e) Stretches of river that have had little historic modification.
- f) Heathland and associated mires (including bogs).
- g) Ancient hedgerows, and 'important' hedgerows that contain protected, endangered, vulnerable or rare species.

Ancient woodland

4.67 Development can affect ancient woodland through direct loss and also through changes to drainage and damage to root systems. Development can also have impacts on the ecosystem of an ancient woodland through pollution, recreation pressure, fly-tipping, and changes to noise and lighting that can affect its unique wildlife. The Council has experienced problems in the past where residents come to regard nearby woodland as an extension of their private curtilage and cleared it for access or used it for disposal of garden waste; activities that can be harmful to woodland ecology. Therefore, it is important that areas of valuable ancient woodland are protected by an appropriate buffer, and that the border between private space and ancient woodland on public land is clearly delineated, for example by running a physical feature such as a path, low-use road or ditch between the built development and the woodland.

4.68 Surrey's Revised Ancient Woodland Inventory 2011 (RAWI) provides a well-documented and consistent approach to establish whether land is ancient woodland. Natural England and the Forestry Commission will sometimes provide bespoke advice on whether woodland qualifies as ancient and have produced standing advice for planning authorities which includes an assessment guide which can be completed by those with suitable specialist knowledge of woodland ecology in order to determine whether a woodland is ancient. Challenges to a listing on the RAWI should be made prior to a planning application, and the listing amended with agreement provided in writing by the relevant authority.

4.69 Some areas of ancient woodland may appear not to qualify as such, or may appear to be of lower value e.g. due to limited flora. For example, PAWS are areas of ancient woodland (or within ancient woodland) that may have been clear or partly-felled and replanted, often with commercial stands of timber (typically fast growing softwoods) so they may not appear to be an irreplaceable habitat. However, much of the value of ancient woodland lies in their soils and many remnants of the ancient habitat will remain. Consideration of the value of the habitat will take into account the potential of the land for ancient woodland species to migrate and young featureless trees to eventually become veterans.

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. If national policy sets a wider minimum distance, the greater distance will apply.

4.704.71 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.

Ancient wood pasture and historic parkland

4.714.72 Ancient wood pasture and historic parkland are often forms of ancient woodland. They are areas of land that have been historically managed through grazing, have a very open structure, a tree canopy cover generally above 20 per cent (though possibly with considerable variation), and where the habitat type has been in continuous existence since at least 1600. Ancient wood pasture and historic parklands may not be included in the Ancient Woodland Inventory if their low tree density failed to register them as woodland on historical maps. The presence of ancient and veteran trees is a key indicator but other factors including the presence of historic features, permanent pasture and scrub will also be taken into account. Ancient wood pasture and historic parkland habitats may have been altered by activities such as sward improvement, overgrazing and tree felling, or become in-filled with secondary woodland. However, associated indicative species will remain present and, as with ancient woodland, the habitat can be effectively restored. The protection of the whole habitat is necessary even though tree cover may be comparatively sparse, so open space between trees in an area of ancient wood pasture or historic parkland is also subject to the same protections as ancient woodland.

Ancient and veteran trees

4.724.73 Where ancient and veteran trees exist within a development site, they should be incorporated into the public realm where they can be appropriately managed and will not be vulnerable to damaging operations carried out by a private landowner. Additionally, this means that these often-attractive trees remain visible for all to enjoy.

Hedgerows

4.734.74 Hedgerows are some of the most important habitats in parts of Britain, providing marginal connective habitat for a large number of threatened species. They provide a refuge for creatures displaced by the incremental destruction of more natural habitats to make way for increasingly intensive agriculture, and can act as dispersal corridors allowing movement of important pollinating invertebrates through farmland areas. They also provide breeding, nesting and feeding habitat for many birds. Ancient hedgerows tend to be the most biodiverse in terms of both plants and animals and where an 'important' hedgerow contains 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. These types of hedgerows therefore meet the NPPF definition for irreplaceable habitat.

4.744.75 Ancient hedgerows are those that existed before the Enclosures Acts (mainly passed between 1720 and 1840). All ancient hedgerows are considered to be irreplaceable habitats.

4.754.76 'Important' hedgerows are hedgerows that are at least 30 years old and meet at least one

Policy P11: Air Quality and Air Quality Management Areas

Introduction

4.1044.105 Clean air is vital for environmental and human health. Poor air quality represents the largest environmental health risk in the UK. It shortens lives and contributes to chronic illness. Health can be affected both by short-term exposure to high-pollution episodes and by long-term exposure to lower levels of pollution.

4.1054.106 Similarly, air pollution also negatively impacts plants and animals, natural habitats, ecosystems, and environmental processes. Serious environmental impacts of air pollution occur as a result of nitrogen (NO_2) deposition, acid deposition, and direct toxic effects of pollutants in the air.

4.1064.107 Air pollution comes from many sources. Emissions from distant and local sources can build up into high local concentrations of pollution. Although there are legally-binding limits, there are no 'safe' levels. Therefore, it is essential that any new development within Guildford borough avoids creating, or contributing to, poor air quality levels both within and outside the Borough boundary.

4.1074.108 The NPPF⁸⁰ is clear that:

Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

4.1084.109 Therefore, in the determination of planning applications, consideration will be given to the impact of development in terms of the impacts on air quality caused both by the operational characteristics of the development and the vehicular traffic generated by it. Consideration will be given to the impacts of all sources of emissions to air, but particular attention should be provided to the most damaging air pollutants (fine particulate matter, ammonia, nitrogen oxides, sulphur dioxide, non-methane volatile organic compounds).

Air Quality Management Areas

4.1094.110 Local Authorities are required to periodically review and assess the current, and likely future, air quality in their area against national air quality objectives, as set out by the Environment Act 1995⁸¹ and the UK's Air Quality Strategy⁸². Where an objective is unlikely to be met by the relevant deadline, Local Authorities are required to designate those areas as Air Quality Management Areas ('AQMAS') and take action to work toward meeting those objectives. Development within, and in close proximity to, AQMAS will therefore require careful consideration to ensure that a positive contribution is made towards the Council's Air Quality

⁸⁰ National Planning Policy Framework (2021), paragraph 186

⁸¹ See Part IV. Available online at: <https://www.legislation.gov.uk/ukpga/1995/25/contents>.

⁸² Available online at: <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1>.

Quality Assessments.

~~4.117~~4.118 Planning applications for particular large-scale ammonia-emitting developments, such as for intensive livestock units, within 5km of Ancient Woodland sites, must demonstrate that the development would not have significant adverse impacts on Ancient Woodland habitats. The Department for Food and Rural Affairs (2018) has published the Code of Good Agricultural Practice (COGAP), which provides best-practice guidance for reducing ammonia emissions from farms in England⁸⁸.

Air Quality Management Areas

~~4.118~~—Currently, ~~three~~two AQMAs have been declared within Guildford borough, due to exceedances of the annual mean Air Quality Strategy ('AQS') objective for NO₂ of 40µgm-3 (micrograms per cubic metre). These are located at 'The Street, Compton', 'A281, The Street, Shalford' and 'Guildford Town Centre'. In each case, road traffic emissions comprise the primary source of NO₂. Further AQMAs may be designated during the lifetime of this Plan. Applicants are advised to check for the status and extent of AQMAs on the Council and the Department for Environment, Food and Rural Affairs's websites⁸⁹. ~~Additional detail on these AQMAs detailed above, including a map of each area, is available online:~~

~~4.119~~—The Street, Compton: https://uk-air.defra.gov.uk/aqma/details?aqma_ref=1731

~~4.120~~4.119 A281, The Street, Shalford: https://uk-air.defra.gov.uk/aqma/details?aqma_ref=3358

~~4.124~~4.120 The Council ~~has~~must developed an Air Quality Action Plan ('AQAP') for each AQMA, which sets out a strategy for improving the air quality conditions for that area, to fulfil its duties under the Local Air Quality Management framework. These are available on the Council's website⁹⁰.

4.121 The Council has a statutory duty to work toward the UK's Air Quality Objectives. In fulfilling this duty, the Council has developed an Air Quality Strategy (2017 – 2022), which identifies key air quality issues within the borough and sets out an approach toward maintaining and improving air quality, including specific actions that will be undertaken to achieve this.

4.122 Furthermore, Guildford Borough Council has a legal duty to protect the life and wellbeing of local communities, under Article 2 and Article 6 of the Human Rights Act and common-law duties, and is compelled to take action to reduce pollution to ensure amenity is preserved, under Article 2 and Article 8 of the European Convention on Human Rights.

~~4.122~~—

A3 Guildford trunk road

4.123 Highways England, which is responsible for the Strategic Road Network, has identified that a section of the A3 Guildford trunk road is experiencing exceedances of the limit value for annual

⁸⁸ Available online at: www.gov.uk/government/publications/code-of-good-agricultural-practice-for-reducing-ammonia-emissions.

⁸⁹ Available online at: <https://www.guildford.gov.uk/article/21335/Guildford-air-quality-management-areas> and <https://uk-air.defra.gov.uk/aqma/list>

⁹⁰ Available online at: www.guildford.gov.uk/article/21335/Guildford-air-quality-management-areas.

mean NO₂ air pollution which are adversely affecting sensitive receptors including residents and users of a footpath.⁹¹ The section of the road is, for Highways England's air quality assessment work, known as Pollution Climate Mapping link number 17736. This is located between the left in/out junction of Wilderness Road with the southbound carriageway to the west and Dennis interchange to the east. Highways England's forecast is that, by 2030, the limit value will continue to be exceeded, including with a potential barrier which is under consideration by Highways England.

Air Quality Assessments

- 4.124 Air Quality Assessments may be required for the reasons outlined in paragraph (3) of this policy. In accordance with paragraph 3(c) specifically, the Council's Environment and Regulatory Services will confirm whether the available evidence demonstrates the proposed development would introduce or intensify sensitive uses within an area that is known to experience existing poor air quality conditions. Where ~~it is demonstrated~~there is a risk that ambient pollutant levels may cause significant adverse effects on the health of sensitive receptors in the area, an Air Quality Assessment will be required.
- 4.125 Where an Air Quality Assessment is required, the applicant should seek confirmation from the Council's Environment and Regulatory Services on the appropriate approach and methodology to be used in conducting the assessment. The specific approach and methodology required for each assessment should be tailored to address the key issues driving the need for the assessment. In all cases, the Air Quality Assessment should be undertaken using an approach that is appropriate to the scale of the likely adverse impacts.
- 4.126 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 pre-application service, the Light Impact Air Quality Assessment should be submitted and reviewed as part of this.
- 4.127 In order to ensure that a consistent approach is used in producing Air Quality Assessments, all assessments are expected to be prepared in accordance with guidance provided by Environmental Protection UK and the Institute of Air Quality Management: 'Land-Use Planning & Development Control: Planning For Air Quality' (2017)⁹². Specifically, the report detailing the results of the assessment is expected to contain the information set out at paragraph 6.22 (a) – (m) of that guidance.
- 4.128 Once the report has identified the magnitude of potential adverse impacts and described these for each relevant source and/or sensitive receptor, the applicant must seek agreement from the Council's Environment and Regulatory Services as to the 'significance' of those impacts. As a discipline, assessment of Air Quality impacts does not benefit from the rigid application of a significance matrix. The determination of 'significance' must therefore be made by the Council's

⁹¹ See Air Quality on England's Strategic Road Network: Progress Update (Commission No. 1 - 101 Pollution Climate Mapping links on the SRN - Analysis of potential non-compliance with limit values for Nitrogen Dioxide, as identified by Government's Pollution Climate Mapping Model) (Highways England, July 2021). Available at <https://highwaysengland.co.uk/our-work/environment/air-quality-and-noise/air-quality/air-quality-reports/>. Accessed 23 July 2021.

⁹² Available online at: <https://iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>.

Environment and Regulatory Services on a case-by-case basis, in agreement with the air quality professional that conducted the assessment. Further guidance on the determination of 'significance' within air quality assessment is available from the Institute of Air Quality Management ([20172009](#))⁹³.

- 4.129 Where an Air Quality Assessment identifies potential significant adverse impacts on sensitive receptors, an Emissions Mitigation Assessment must be completed. The Emissions Mitigation Assessment must detail the appropriate avoidance and mitigation measures that will be implemented to prevent significant adverse impacts on sensitive receptors, including future occupiers or users of the site, from any sources of emissions to air. Emissions Mitigation Assessments should normally be submitted as part of the overall Air Quality Assessment and inform the conclusions made within it.

Air Quality Avoidance and Mitigation Hierarchy

- 4.130 The 'Air Quality Avoidance and Mitigation Hierarchy', as set out below, is based on published guidance by the Chartered Institute of Ecology and Environmental Management (CIEEM)⁹⁴. Development proposals are required to incorporate appropriate avoidance and mitigation measures in the design of the scheme, in accordance with the preferences set out in the hierarchy. Emissions Mitigation Assessments are required to set out how the proposed measures have been incorporated in relation to the order of preference established in the hierarchy.
- 4.131 In accordance with the Air Quality Avoidance and Mitigation Hierarchy, development proposals should seek to avoid exposure to the pollutant in the first instance. Having implemented avoidance measures as far as is reasonably practicable, both technically and economically, development proposals should then implement appropriate mitigation measures in order to reduce the potential effects of exposure.

Table P11a: Air Quality Avoidance and Mitigation Hierarchy

Approach	Notes
Avoid	1) Eliminate or isolate sources of emissions. 2) Replace sources with lower-emission alternatives. 3) Maximise distance between sources and sensitive receptors.
Mitigate	4) Mitigation measures that act on the source. 5) Mitigation measures that act on the pathway. 6) Mitigation measures at or close to the point of exposure that address impacts upon the receptor.

- 4.132 In each case that an avoidance or mitigation measure is implemented, measures that are designed to operate passively should take preference over measures that require management or maintenance.

⁹³ Available online at: www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf www.iaqm.co.uk/text/guidance/iaqm-significance-nov09.pdf.

⁹⁴ CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK: Terrestrial, Freshwater, Coastal and Marine version 1.1. Chartered Institute of Ecology and Environmental Management.

Policy P13: Sustainable Surface Water Management

Introduction

- 4.164 Development has tended to extend the amount of impermeable surfaces which inhibits the natural infiltration of surface-water and increases surface-water runoff rates and volumes. This can overload drainage infrastructure and increase local and downstream flood risk.
- 4.165 Conventional drainage infrastructure focuses on moving water away from a development as quickly as possible. Combined sewers, which collect both surface-water runoff and foul waste water, can be overwhelmed during heavy rain periods which increases the risk that polluted water is released into rivers. The increase in intense rainfall events ~~expected to~~that will result from climate change will exacerbate this problem. Conventional drainage can also contribute to the deterioration of water quality through diffuse pollution.
- 4.166 Natural Flood Measures (NFM) use natural processes to deal with surface water. Sustainable Drainage Systems (SuDS) mimic natural drainage and focus on reducing the rate and quantity of surface water runoff by allowing it to infiltrate into the ground or attenuating rainfall close to where it falls. They can work alongside or replace conventional drainage methods and can provide benefits additional to flood risk reduction and such as groundwater recharge, enhancements to biodiversity and visual amenity and opportunities for leisure.
- 4.167 The NPPF (paragraphs 167 and 169) requires new developments to avoid increasing flood risk elsewhere, and major developments and developments in areas at risk of flooding to incorporate SuDS unless there is clear evidence that this would be inappropriate. SuDS proposals are required to take account of advice from the Lead Local Flood Authority (LLFA). The LLFA for Guildford is Surrey County Council.
- 4.168 LPSS 2019 Policy P4 Flooding, Flood Risk and Groundwater Protection Zones requires all development proposals to demonstrate that land drainage will be adequate and will not result in an increase in surface water runoff, and prioritises the use of SuDs to manage surface water drainage unless it can be demonstrated that they are not appropriate. Where SuDs are provided, arrangements must be put in place for their management and maintenance over their full lifetime.

Policy P13: Sustainable Surface Water Management

All development proposals

- 1) Drainage schemes are required to intercept as much rainwater and runoff as possible, including runoff from outside the site.
- 2) Greenfield sites are required to achieve runoff rates and volumes consistent with greenfield conditions. Previously developed sites are required to achieve runoff rates and volumes as close as reasonably practicable to greenfield runoff rates. In any case, runoff rates and volumes must be no greater than the conditions of the site prior to the development.

1. Earl of Onslow Pit (West Clandon Chalk Pit)
2. Newlands Corner Car Park
3. Albury Downs (Water Lane) Chalk Pit
4. Albury Sand Pit
5. Water Lane Sand Pit
6. Guildford Lane, Albury
7. Blackheath Lane, Albury
8. Compton Mortuary Pit
9. Wood Pile Quarry
10. Warren Lane, Albury

4.204 Designated RIGS are shown on the policies map. Unmapped features will be considered to be of RIGS quality where they meet one or more of the criteria at paragraph [4.2014.198](#).

Key Evidence

- GeoConservationUK RIGS Selection guidance

Monitoring Indicators

Indicator	Target	Data Source
Percentage of appeals where the Inspector found insufficient grounds to refuse the application in relation to Policy P14	N/A	Planning Appeals

- f) Detailing
- 5) Development proposals are required to reflect appropriate residential densities that are demonstrated to result from a design-led approach taking into account factors including:
 - a) the site size, characteristics and location;
 - b) the urban grain of the area and appropriate building forms, heights and sizes for the site; and
 - c) the context and local character of the area.
- 6) Development proposals are expected to make efficient use of land and increased densities may be appropriate if it would not have a detrimental impact on an area's prevailing character and setting.
- ~~7) Allocated sites that are in separate ownerships are required to be designed in a comprehensive manner to ensure the efficient use of land and integrated development.~~
Development proposals are expected to be designed so as not to hinder the potential future delivery of adjoining development sites.

Masterplanning and Design Codes

- ~~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.~~
- ~~7)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.~~

Definitions

- 5.5 *Local distinctiveness* - The positive features of a place and its communities which contribute to its special character and sense of place.

Reasoned Justification

- 5.6 The National Design Guide 2019¹⁰⁹, or guidance superseding it, outlines and illustrates the Government's priorities for well-designed places in the form of ten characteristics. In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place. Good design considers how a development proposal can make a contribution towards all of them. Whilst this policy is applicable to proposals of all sizes, some characteristics will be more relevant in larger schemes than smaller ones. The evidence provided should be proportionate to the nature, size

¹⁰⁹ Available online at: www.gov.uk/government/publications/national-design-guide

- 5.11 This does not necessarily mean simply replicating what is already there. For some sites, particularly those located in more sensitive areas where there is already a strong or unique local character, it may be more appropriate to reflect aspects of the local vernacular within the scheme's design. This could range from adopting typical building forms to using local materials and architectural detailing. In other instances, particularly on larger or less sensitive sites, there may be opportunities for more innovative and forward-thinking design solutions which can create a new character and identity whilst still contributing to local distinctiveness. This includes the use of modern methods of construction which are becoming more common and can offer significant environmental benefits as well as being more cost and time effective to construct. Character is often derived through change and the variety of buildings built over different periods.
- 5.12 A well-designed place is not simply about the way the buildings look. Instead, it is important that the principles of good design are embedded at each stage of the design process. A well-designed place will evolve through making the right choices at all levels, from the scheme's layout through to the detailing of individual buildings.
- 5.13 Given the significant variation in character, both within individual settlements and across the borough, it is not considered appropriate or justified to prescribe minimum densities within this plan. Instead, an appropriate density on a site (or parts of a site) should result from a design-led approach that considers the site's characteristics, proposed building types and form, and the context and character of the area. It should be an outcome of a process, as opposed to reflecting a predetermined density.
- 5.14 National policy requires the promotion of 'an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'¹¹⁷. Optimising the density on development sites including those allocated in the LPSS 2019 enables the delivery of much needed homes to meet the housing requirement whilst minimising the need for additional sites, which may be more sensitive or less sustainably located.
- 5.15 Increased densities are likely to be appropriate on a range of sites, in particular on larger sites which are capable of delivering a range of densities across them. This enables higher density development to be located in less sensitive parts of the site and in close proximity to services and facilities with lower densities in more sensitive parts such as on the edge of the settlement in order to form a sympathetic transition between the built up area and the countryside beyond.
- 5.16 Providing a range of densities across a site also helps to create a variety of character so that different areas or neighbourhoods each have their own identity. The density of a site will also be influenced by the mix and type of homes provided. A sustainably located town centre site delivering predominantly smaller units as part of flatted development would have a much higher density than a site delivering predominantly houses. The appropriate mix of homes should be appropriate to the site size, characteristics and location. Housing mix and its relationship with site characteristics is addressed in LPSS 2019 Policy H1: Homes for All.

5.17 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

¹¹⁷ National Planning Policy Framework (2021), paragraph 119

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.

5.18 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.

5.175.19 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. Whilst the majority of sites allocated in the LPSS 2019 are in single ownership there are some in multiple ownership. For those in multiple ownership, it is important that the schemes that are ultimately delivered are integrated and function as well as those designed and permitted as a single scheme. This means that landowners should work towards a shared vision for the site and This will ensure that matters such as the design and location of roads, cycle and pedestrian links, open space, services and facilities are all considered holistically across the wider site. It is also important that any development proposal considers the way in which it will knit into the existing settlement fabric, promoting interconnectedness and avoiding sterilising the future development potential of adjoining land.

Key Evidence

- National Design Guide (2019)
- National Model Design Code (2021)
- Building for a Healthy Life (2020)
- Sport England: Active Design (2015)
- Strategic Development Framework SPD (2020)
- Guildford Town Centre Views SPD (2019)
- Surrey Landscape Character Assessment Guildford report (2015)
- Guildford Landscape and Townscape Character Assessment (2007)

Monitoring Indicators

Indicator	Target	Data Source
Percentage of appeals where the Inspector found insufficient grounds to refuse the application in relation to Policy D4	N/A	Planning Appeals

- b) address issues of overlooking and enclosure, which may otherwise impact unacceptably on the proposed property and any neighbouring properties; and
 - c) design the amenity space to be of a shape, size and location to allow effective and practical use of the space by residents.
- 3) All balconies or terraces provided on new flatted development proposals are required to be:
 - a) designed as an integrated part of the overall design; and
 - b) a minimum of 4sqm.
- 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 building separation distances.

Definitions

5.205.22 *Amenity* - A positive element or elements that contribute to the overall character or enjoyment of an area.

5.245.23 *Amenity space* - The outside space associated with a home or homes. It may be private or shared.

Reasoned Justification

Protection of amenity

5.225.24 This policy is only concerned with the amenity impact of a proposal once it has been built. Amenity related issues that may occur during the construction phase are covered by separate Environmental Health legislation.

5.235.25 Care should be taken to ensure development proposals do not overshadow or visually dominate existing properties or have an unacceptable impact on existing levels of privacy. There are many factors that need to be considered when designing a scheme to ensure that this does not occur. In terms of the buildings themselves, consideration should be given to their layout and orientation both with each other, if proposing more than one property, but also with any existing neighbouring residential properties. Potential amenity issues can also be avoided through consideration of the internal room layout, and the positioning and glazing of windows.

5.245.26 Access to daylight and sunlight will depend both on the way new and existing buildings relate to one another, as well as the orientation of windows in relation to the path of the sun. In particular, windows that are overshadowed by buildings, walls, trees or hedges, or that are north-facing, will receive less light. Solar gain should also be optimised to reduce the need for mechanical heating, but with appropriate measures to prevent overheating in line with LPSS 2019 Policy D2: Climate change, sustainable design, construction and energy, Policy D12: Sustainable and Low Impact Development and Policy D13: Climate Change Adaptation.

5.255.27 Excessive light and noise can have a major impact on amenity. Development proposals for

Reasoned Justification

- 6.83 The mapped network contained within the Policies Map has been developed by combining three evidence sources, Surrey County Council's Guildford Local Cycling Plan (Surrey County Council, undated circa 2015)²⁸⁶, Guildford Borough Council's Guildford Route Assessments Feasibility Study (Transport Initiatives and Urban Movement, 2020)²⁸⁷ and the council's concept proposals for the routing of the Sustainable Movement Corridor²⁸⁸. This provides for a denser and safer cycle network in the Guildford urban area while also addressing gaps in the network outside the urban area. It provides a common, updated basis for the improvement of the Guildford borough cycle network and connections onto, an approach which has received positive endorsement from Surrey County Council.
- 6.84 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 in the Guildford urban area. The identified issues, proposals and cost estimates should be reviewed in scheme development. 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.
- 6.85 The map is not exhaustive, and consideration will be given to proposals not presently included in the Policies Map.
- 6.86 Utility trips are of prime importance in terms of encouraging modal shift. The local cycle network is incomplete at present with short sections of infrastructure in place, but which do not join up, sometimes ending at key junctions or when carriageway width narrows. Natural and built barriers hinder the quality of infrastructure provided and access – such as guardrail and bollards, a lack of dropped kerbs or safe crossing facilities and crossings for rail, road and waterways which include steps or steep gradients on approach. Many cycle routes in the borough cater for leisure trips which, while attractive for a relaxed, quieter cycle, typically do not offer users with a direct, high-quality route which can compete with other modes of travel such as the private car in terms of convenience. Similarly, current facilities on the carriageway do not necessarily present an attractive choice for those less confident or returning to cycling.
- 6.87 Travel behaviour change interventions have the greatest impact when a new routine is to be developed, such as a new home or new place of work, further highlighting the importance of delivering a comprehensive network for utility trips to and from new development.
- 6.88 Site specific requirements can be found in the relevant site allocation policies and further requirements may develop during the planning application process, such as safe routes to school. For example, particular attention needs to be given to routes used by school children in the interests of safety.
- 6.89 The delivery of a comprehensive Guildford borough cycle network may involve the upgrade of

²⁸⁶ Available online at: <https://www.guildford.gov.uk/article/25508/Guildford-Cycle-Route-Assessments-Report>

²⁸⁷ Available online at: <https://www.guildford.gov.uk/article/25508/Guildford-Cycle-Route-Assessments-Report>

²⁸⁸ 'Note – The Sustainable Movement Corridor: Scheme feasibility and design, funding and delivery and links to the strategic sites' (Guildford BC, 2018). This note was submitted to the examination of the LPSS with the reference GBC-LPSS-025a.

existing routes or connections, or new infrastructure, or a combination of both. In the design and delivery of elements of the network, proposals should appropriately respond to the opportunities and constraints of the built and rural environments, land uses and designations.

- 6.90 Developers should ensure the highest standard of infrastructure is delivered. Latest guidance for the development of cycling infrastructure, as of 2020, can be found within the Department for Transport's LTN 1/20 Cycling Infrastructure Design. If this LTN is superseded, the successor document(s) will be applicable.
- 6.91 The measures applicable to each development proposal will vary on a case-by-case basis, but all should take account of the needs of cyclists, for example by providing safe, secure, convenient, accessible and direct access to, from and within development. This ~~can~~may be achieved through cycle lanes or tracks, low traffic neighbourhoods, 20mph speed limits and modal filters, dependant on location. Infrastructure should be integrated, well signed, lit with high quality surfaces, benefit from attractive landscape design, and comprehensive wayfinding and further enhanced by sufficient, convenient, safe and secure cycle parking facilities (discussed further in Policy ID11 Parking Standards).
- 6.92 The Strategic Development Framework SPD²⁸⁹ contains design principles for the strategic sites of Slyfield Area Regeneration Programme (now known as Weyside Urban Village), Gosden Hill Farm, Blackwell Farm, the former Wisley airfield and the Ash & Tongham location for growth. Developers of these sites should adhere to the principles within this SPD in developing on and off-carriageway cycle links.
- 6.93 Conflict can arise between walkers and cyclists on shared use paths. By providing a comprehensive Guildford borough cycle network and adhering to national guidance, this conflict will be reduced as shared use facilities will generally no longer be appropriate, unless it can be demonstrated that segregated facilities cannot or should not be provided. The delivery of a comprehensive Guildford borough cycle network does not mean the importance of the pedestrian network should be overlooked.
- 6.94 Future innovation in mobility, such as e-scooters (electric scooters), may compliment current modes such as pedal cycles and e-bikes. If e-scooters were to be legalised - either privately owned e-scooters or as part of a public hire scheme, or both - it is envisaged 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.

²⁸⁹ Available online at: <https://www.guildford.gov.uk/strategicdevelopmentframeworkspd>

Appendix D – List of superseded policies

The following table sets out which extant development plan policies are superseded by the Local Plan: Development Management Policies.

<u>Extant development plan policy</u>	<u>Local Plan: Development Management Policies policy</u>
<u>LP2003 G1 General Standards of Development (3), (4), (8), (11), (12), (13)</u>	<u>D5: Protection of Amenity and Provision of Amenity Space</u> <u>D4: Achieving High Quality Design and Respecting Local Distinctiveness</u> <u>D10a: Light Impacts and Dark Skies</u> <u>P10: Land Affected by Contamination</u> <u>P8/P9: Protecting Important Habitats and Species</u> <u>D10: Noise Impacts</u>
<u>LP2003 G5 Design Code (2), (3), (4), (5), (7), (8), (9)</u>	<u>D4: Achieving High Quality Design and Respecting Local Distinctiveness</u> <u>D8: Public Realm</u>
<u>LP2003 G7 Shop Front Design</u>	<u>D6: Shopfront Design and Security</u>
<u>LP2003 G8 Advertisements</u>	<u>D7: Advertisements, Hanging Signs and Illumination</u>
<u>LP2003 G9 Projecting Signs in The High Street</u>	<u>D7: Advertisements, Hanging Signs and Illumination</u>
<u>LP2003 G11 The Corridor of the River Wey And the Guildford And Godalming Navigations</u>	<u>D11: The Corridor of The River Wey & Godalming Navigations</u> <u>P12: Water Quality, Waterbodies and Riparian Corridors</u>
<u>LP2003 H4 Housing in Urban Areas</u>	<u>D4: Achieving High Quality Design and Respecting Local Distinctiveness</u> <u>D5: Protection of Amenity and Provision of Amenity Space</u>
<u>LP2003 H7 Conversions</u>	<u>H6: Housing Conversion and Sub-division</u>
<u>LP2003 H8 Extensions to Dwellings in The Urban Areas</u>	<u>H5: Housing Extensions and Alterations including Annexes</u>
<u>LP2003 E5 Homeworking</u>	<u>D5: Protection of Amenity and Provision of Amenity Space</u> <u>ID11: Parking Standards</u>
<u>LP2003 HE2 Changes of Use of Listed Buildings</u>	<u>D16: Designated Heritage Assets</u> <u>D17: Listed Buildings</u>
<u>LP2003 HE4 New Development Which Affects the Setting of a Listed Building</u>	<u>D16: Designated Heritage Assets</u> <u>D17: Listed Buildings</u>
<u>LP2003 HE5 Advertisements on Listed Buildings</u>	<u>D17: Listed Buildings</u>

LP2003 HE7 New Development in Conservation Areas	D16: Designated Heritage Assets D18: Conservation Areas
LP2003 HE8 Advertisements in Conservation Areas	D7: Advertisements, Hanging Signs and Illumination D16: Designated Heritage Assets
LP2003 HE9 Demolition in Conservation Areas	D16: Designated Heritage Assets D18: Conservation Areas
LP2003 HE10 Development Which Affects the Setting of a Conservation Area	D16: Designated Heritage Assets D18: Conservation Areas
LP2003 HE12 Historic Parks and Gardens	D16: Designated Heritage Assets D19a: Registered Parks and Gardens
LP2003 NE4 Species Protection	P8/P9: Protecting Important Habitats and Species
LP2003 NE5 Development Affecting Trees, Hedges and Woodlands	P8/P9: Protecting Important Habitats and Species D18: Conservation Areas
LP2003 NE6 Undesignated Features of Nature Conservation interest	P8/P9: Protecting Important Habitats and Species
LP2003 R2 Recreational Open Space Provision in Relation to Large New Residential Developments	ID6: Open Space in New Developments
LP2003 R3 Recreational Open Space Provision in Relation to New Small Residential Developments	ID6: Open Space in New Developments
LP2003 R4 Recreational Open Space Provision in Relation to New Commercial Developments	ID6: Open Space in New Developments
LP2003 R6 intensification of Recreational Use	D10a: Light Impacts and Dark Skies; ID11: Parking Standards
LP2003 R8 Golf Courses	D4: Achieving High Quality Design and Respecting Local Distinctiveness ID11: Parking Standards
LP2003 R9 Noisy Sports, Adventure Games and Similar Activities	D4: Achieving High Quality Design and Respecting Local Distinctiveness D5: Protection of Amenity and Provision of Amenity Space
LP2003 R10 Water Based Recreational Activities	D4: Achieving High Quality Design and Respecting Local Distinctiveness
LP2003 R12 Non-Commercial Horse Related Development	E11: Animal Related Development
LP2003 R13 Commercial Horse-Related Development	E11: Animal Related Development

<u>LP2003 CF1 Provision of New Community Facilities</u>	<u>ID8: Community Facilities</u> <u>Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness</u> <u>D5: Protection of Amenity and Provision of Amenity Space</u>
<u>LP2003 CF2 Loss of Community Facilities</u>	<u>ID8: Community Facilities</u>
<u>LP2003 CF3 Pre-School Education</u>	<u>ID8: Community Facilities</u> <u>D4: Achieving High Quality Design and Respecting Local Distinctiveness</u> <u>D5: Protection of Amenity and Provision of Amenity Space</u>
<u>LP2003 CF4 Expansion of Schools</u>	<u>ID8: Community Facilities;</u> <u>Policy</u> <u>D4: Achieving High Quality Design and Respecting Local Distinctiveness</u>
<u>LP2003 CF5 Care in The Community</u>	<u>D4: Achieving High Quality Design and Respecting Local Distinctiveness</u> <u>D5: Protection of Amenity and Provision of Amenity Space</u> <u>ID8: Community Facilities</u>
<u>LPSS D2: Climate Change, Sustainable Design, Construction and Energy (5), (6), (7), (9)</u>	<u>D14: Carbon Emissions from Buildings (1), (2), (3), (4)</u>

Key:

[LP2003 = Guildford Local Plan 2003](#)

[LPSS = Local Plan: Strategy and Sites 2015-2034](#)

[The remainder of the Guildford Borough Local Plan 2003 policies have been reviewed through the second part of the Local Plan: Development Management Policies and are no longer saved. These policies are: LP2003 G3 Development Concerning Hazardous Substances LP2003 G4 Development in The Vicinity of Hazardous Substances; LP2003 G10 Telecommunications; GT1 Land at Bedford Road Opposite the Odeon Cinema; GT2 Former Farnham Road Bus Depot; RE11 New Agricultural Dwellings; RE12 Temporary Housing Accommodation in The Countryside for An Agricultural or Forestry Worker; RE13 New Agricultural Buildings; RE14 Extension of Residential Curtilages into The Countryside; R7 Built Facilities for Recreational Use.](#)