

## Main changes between Executive and Full Council

Section/ Policy/ Appendix	Local Plan Page no. (Exec version) (NOT committee report page number)	Paragraph no. (Exec version)	Change
Policy H1 Homes for all	33	Key evidence box	Removed reference to Housing Needs Assessment 2013 as no longer needed in relation to evidence on people wishing to build their own homes.
Policy P5 Thames Basin Heaths SPA	59	4.3.50/4.3.51	Removed text from definitions and added to introductions as it more appropriately sites there.
Policy P5 Thames Basin Heaths SPA	59	Policy text	Added details regarding SANG to policy following advice from NE Added requirement for NE to agree all mitigation measures following advice from NE
Policy P5 Thames Basin Heaths SPA	59	4.3.51	Added two additional classes of development to definition of “residential development”. This has been done after NE confirmed student accommodation would sometimes be caught, and because HMOs were previously omitted.
Policy P5 Thames Basin Heaths SPA	59	4.3.54	Added clarification that provision of SANG for student accommodation would be on a case by case basis, following advice from NE.
Policy P5 Thames Basin Heaths SPA	60	4.3.57	Added text indicating that minimum SANG requirements may not be appropriate in all cases to allow NE to ask for increased provision where circumstances indicate this is appropriate.
Policy P5 Thames Basin Heaths SPA	60	4.3.64	Added further clarification to the circumstances in which large developments may have to provide their own SANG. Added text indicates availability of strategic SANG will be a consideration.

Policy P5 Thames Basin Heaths SPA	61	4.3.69	It is possible SANG standards will be reviewed in the future as the JSPB reviews evidence on a regular basis. As SANG standards are now in policy (following NE's advice) it is necessary to commit to reviews of the policy and supporting SPA strategy at appropriate intervals. Text added to make this clear.
Policy S2 Planning for the borough our spatial development strategy	27	Policy text	Update to the number of homes for village extensions (including Ash Green), to reflect new site allocation at Garlick's Arch, Send Marsh.
Policy S2 Planning for the borough our spatial development strategy	27	Policy text	Annual housing target added, and associated text.
Policy S2 Planning for the borough our spatial development strategy	29	Table 1	Site Allocation A28 is now included within Ash and Tongham strategic location of growth, rather than village extensions.
Policy I3 Sustainable transport for new developments	113	Policy text	Amended bullet point in the policy as follows (deleted text is shown by strikethrough and new text is shown by underlining): "We will expect new development to: ... • provide off-street vehicle parking for both residential and non-residential developments at a level which <del>prevents</del> <u>reduces the likelihood of</u> overspill parking on the public highway where there is a clear and compelling justification that it is necessary to manage the Local Road Network".
Policy I3 Sustainable transport for new developments	113	Policy text	Amended policy as follows (deleted text is shown by strikethrough and new text is shown by underlining): "We will expect new development to: ... • within <del>or adjacent to</del> <u>Controlled Parking Zones A, B, C and D</u> where there is <del>existing</del> <u>areas of</u> on-street parking stress, <u>as identified by the Vehicle Parking Supplementary Planning Document</u> , planning permission for residential developments <u>resulting in a net increase in housing</u> will be subject to a planning obligation to require that future occupants will not be eligible for on-street residents parking permits".

Policy I3 Sustainable transport for new developments	113	Policy text	Added new bullet point to the policy as follows: “We will expect new development to: ... • provide a Travel Plans where significant amounts of movement are generated”.
Policy I3 Sustainable transport for new developments	113	Policy text	Amended policy as follows (deleted text is shown by strikethrough and new text is shown by underlining): “We will expect all <del>sites</del> <u>applications for development</u> that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment. <del>It will be for the Local Planning Authority, having liaised with Surrey County Council the Local Highway Authority and where relevant with Highways England, to determine whether a Transport Statement or Transport Assessment is required.</del> <u>in accordance with the thresholds set out in the Council’s Local Validation List.</u> ”
Policy I3 Sustainable transport for new developments	113	4.6.23	Further information added on the new Vehicle Parking Supplementary Planning Document as follows: “The Vehicle Parking Supplementary Planning Document will also seek to identify sustainable areas in which it may be appropriate to promote low parking or parking free developments.”
Policy I4 Green and blue infrastructure	119	4.6.53	Added text to explain why R5 land (protected open space) on the proposals map has been carried over to the current proposals map as Open Space “A survey of open space was undertaken in 1997 and sites of over 0.4 hectares that were considered to make a positive contribution to the character and visual amenity of the area were identified on the proposals map in the Local Plan 2003 under Policy R5 Protection of Open Space. These spaces are identified again as Open Space on the current proposals map as these spaces continue to serve the purpose for which they were originally designated. There are a number of open spaces on sites of less than 0.4 hectares in the urban areas including allotments and highway land which also make a significant contribution in their local context so urban open spaces of less than 0.4 hectares are also identified for protection in this policy.”

Policy I4 Green and blue infrastructure	119	4.6.54	Added text to explain purpose of amenity study “This assessment looked at land within proposed village inset boundaries, excluding land where inset boundaries were expanded to take in allocations on the edge of villages. Sites that were assessed as having public value that would be harmed by development are identified as Open Space on the proposals map and will be protected in line with the NPPF.”
Site Allocation Policy A22	N/a	n/a	Additional wording added with regards to the proposed care home within 400m of the Thames Basin Heaths SPA.
Site Allocation Policy A23	N/a	n/a	Added the requirement for an application level Habitats Regulation Assessment. Added wording to “ensure there is no increase in recreational pressure within the SPA”.
Site Allocation Policy A35	N/a	n/a	Added the requirement for an application level Habitats Regulation Assessment
Site Allocation Policy A43	N/a	n/a	Site allocation A43 Land around Burnt Common warehouse, London Road, Send has been removed, and replaced with A43 Land at Garlick's Arch, Send Marsh Burnt Common and Ripley. This replacement achieves additional housing in the earlier years of the plan, provides the equivalent employment floorspace.
Site Allocation Policy A43a	N/a	n/a	New site allocation policy. (For the purposes of full council, labelled A43a. However, the consultation version will be renumbered).
Site Allocation Policy A51	N/a	n/a	Added the requirement for an application level Habitats Regulation Assessment
Appendix C Infrastructure Schedule	2-3	n/a	Estimated likely costs for schemes SRN1, SRN8 and SRN9 have been reduced based on new information from Highways England.
Appendix C Infrastructure Schedule	2-3	n/a	“A3 northbound on-slip at A247 Clandon Road” and “A3 southbound off-slip at A247 Clandon Road” added as schemes SRN10 and SRN11 respectively.
Appendix C Infrastructure Schedule	7	n/a	“East Horsley and West Horsley traffic management and environmental improvement scheme” scheme reference changed from “LRN25” to “LRN22”.

Appendix C Infrastructure Schedule	2	n/a	SRN1 - Likely cost reduced to £2m following further information
Appendix C Infrastructure Schedule	3	n/a	SRN8 - Likely cost reduced to £2m following further information
Appendix C Infrastructure Schedule	3	n/a	SRN9 - Likely cost reduced to £2m following further information
Appendix C Infrastructure Schedule	11	n/a	“Off site cycle network from the Land at former Wisley airfield site to key destinations including Effingham Junction railway station, Horsley railway station/Station Parade and Ripley, with improvements to a level that would be attractive and safe for the average cyclist” scheme reference changed from “AM4” to “AM3”.
Appendix C Infrastructure Schedule	11	n/a	“Off site cycle network from the Land to the south of Normandy and to north of Flexford site to key destinations including Wanborough railway station and to the Christmas Pie Trail, with improvements to a level that would be attractive and safe for the average cyclist” scheme reference changed from “AM5” to “AM4”.
Appendix C Infrastructure Schedule	20-23	n/a	Updated the predicted costs for delivery of strategic SANGs following revised calculations.
Appendix H maps	n/a	Former Wisley Airfield	Have changed the boundary of the Green Belt on the north west edge to follow the tree belt of a wooded area.
Policy D2	96	4.5.11	Amended introductory text to the following to include references to future proofing and technological adaptation following feedback from the Carbon Trust “To avoid the costs associated with retrofitting and replacement, new buildings should be future proofed; suited to, and easily adaptable for, the range of climate conditions and weather patterns we are likely to see over the next century and adaptable to new technologies. The buildings we build today are likely to be with us into the next century, so the benefits of building adaptable and energy and resource efficient developments will last a long time.”
Policy D2	96	4.5.12	Added footnote for source of carbon emissions statistics following feedback from the Carbon Trust.

Policy D2	97	Policy text	<p><u>Renewable, low carbon and decentralised energy:</u></p> <p>Added “unless it can be clearly demonstrated that an alternative approach would be more sustainable” to end of paragraph 3.</p> <p>Amended step two of the hierarchy to “Site wide renewable (C)CHP distribution networks including renewable (C)CHP” to make it clear that heat pumps to fall within this stage of the hierarchy following advice from the Carbon Trust.</p> <p>Removed “site wide” from steps 4 and 5 of the hierarchy and changed “building” to “dwelling” in steps 6 and 7. This makes the hierarchy clearer and achieves the same result.</p> <p>Added “Developments that do not connect to or implement (C)CHP or communal heating networks should be ‘connection-ready’” after the hierarchy following advice from the carbon trust.</p> <p>Changed “... development will comply with the heating and cooling hierarchy” to “... development will comply with the energy requirements of this policy” to ensure all elements of the policy are addressed in energy statements.</p> <p><u>Carbon Reduction</u></p> <p>Increased the carbon reduction that must be achieved in new development from 10 per cent to 20 per cent following advice from the Carbon Trust.</p>
Policy D2	99	4.5.24 – new paragraph	<p>Added a clearer definition of communal heating/cooling and distribution networks following advice from the Carbon Trust.</p> <p>Clarified that energy efficient heat pumps are regarded as renewable heating technologies for the purposes of the policy.</p>
Policy D2	99	4.5.25	<p>Amended definition (b) for “sufficiently large or intensive development” to “residential only developments of 50 dwellings or more that are located near a significant source of heat” following advice from the Carbon Trust.</p>

Policy D2	99	4.5.25 – new paragraph	Added new paragraph to define connection ready following introduction of term into policy: “ ‘Connection-ready’ means developments that are optimally designed to connect to a (C)CHP or communal heat network on construction or at some point after construction. Developments will be ‘connection-ready’ if they use a centralised communal wet heating system rather than individual gas boilers or electric heating and proposals comply with the minimum requirements outlined in the Chartered Institute of Building Services Engineers (CIBSE) Heat Networks Code of Practice.”
Policy D2	99	4.5.26	Altered paragraph to increase 10 per cent reduction in carbon emissions to 15 per cent, in line with policy.  Added following line:” The Council will review this standard at appropriate intervals” following advice from the Carbon Trust.
Policy D2	99	4.5.28	Removed ” technical standards for new buildings (such as those that deal with fabric efficiency) should largely fall within the remit of building regulations while” as detail now moved to topic paper.
Policy D2	100	4.5.32	Added “The UK Government Heat Strategy outlines the significant role that (C)CHP could play in decarbonizing the UK gas grid, offering a future-proofed, flexible and efficient solution to local energy supply” in order to evidence policy.
Policy D2	100	4.5.32 – new paragraph	Added the following text following advice from the Carbon Trust: “Where (C)CHP uses a gas fired engine it will produce direct carbon emissions, though these systems are still highly efficient. The engines in (C)CHP systems need replacing after a certain amount of time so there is an opportunity to replace gas engines with engines that use renewable fuels when they come to the end of their lives.”