



**Fig 2** Selection of site photographs. Clockwise from top-left: vertical take-off pads, aerodrome buildings, runway and grasslands with hills to north-east.

**Fig 3** Selection of site photographs. Clockwise from top-left: control tower, Wey and Arun Canal, Business Park buildings and example of mature tree



2.1.3 Existing connections

As illustrated in Fig 1.4, Dunsfold Aerodrome is situated in close proximity to the A281 (Horsham Road / Alfold By-pass) which forms a key route between Guildford (approximately 10 miles to the north), and Horsham (approximately 12 miles to the south east). The consented new access road and junction will provide a more direct connection to the A281 which will be a major benefit to Dunsfold Business Park.

Currently, the principal access to the aerodrome is via Stovolds Hill adjacent to the main complex of aerodrome buildings. Stovolds Hill connects to Horsham Road north of the aerodrome. Historically, this route connected to Dunsfold Road at the Three Compasses bridge at the southern boundary of the site.

High Loxley Road runs runs parallel to Stovolds Hill, providing access to High Billingshurst Farm, and terminating at the northern boundary to the aerodrome.

Alfold Road / Dunsfold Road runs to the south of the aerodrome boundary, with gated access to the site at Benbow Lane.

2.1.4 Flooding and topography

Figure 1.5 illustrates the topography and flood zones in relation to the site.

The site itself is very flat with land falling gently along the south-eastern boundary which correlates with the Wey and Arun Canal. Land rises towards the Surrey Hills from the northern boundary of the site.

Parts if the canal corridor are situated in Flood Zone 3, wideneing at the easternmost edge of the site.

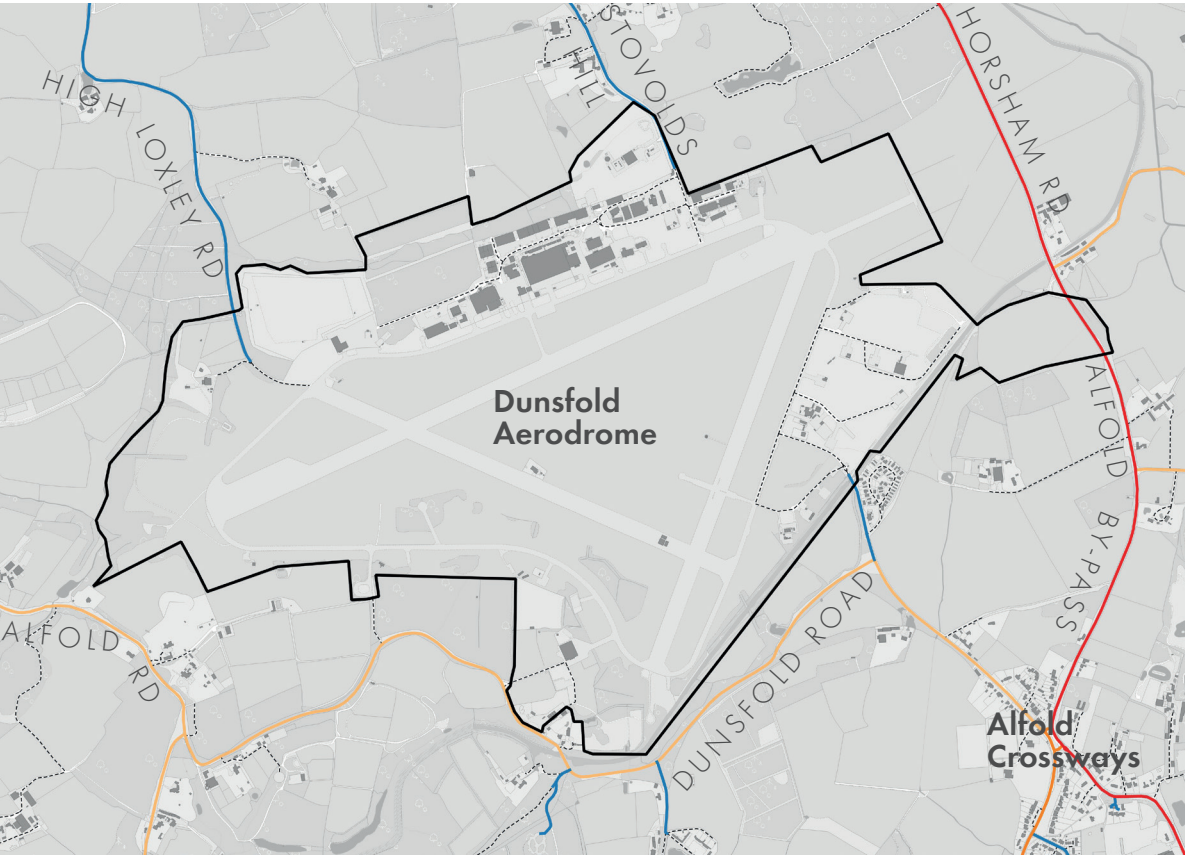


Fig 4 Connectivity

- Primary road
- Secondary road
- Local road
- Minor road
- Restricted access

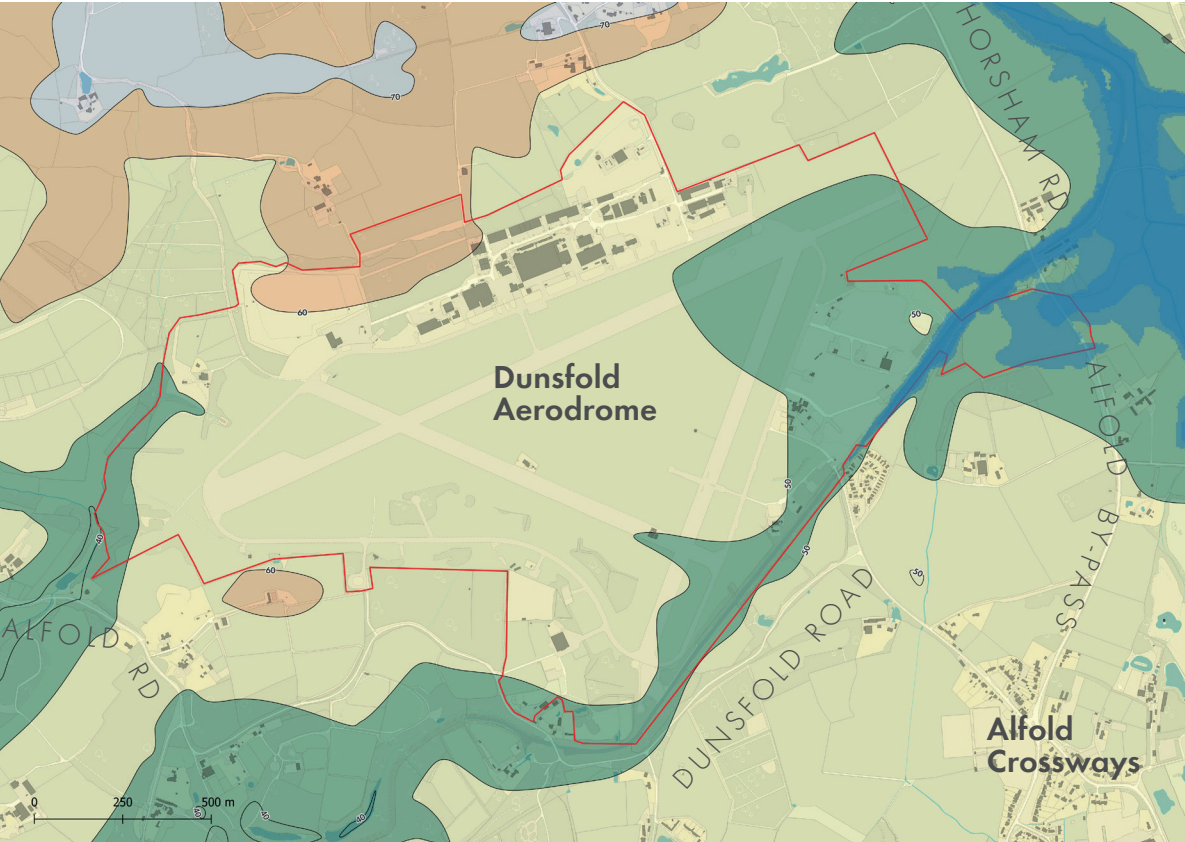


Fig 5 Flooding and topography

- 30m - 40m AOD
- 40m - 50m AOD
- 50m - 60m AOD
- 60m - 70m AOD
- Flood zone 2
- Flood zone 3

2.2 National Planning Policy context

The National Planning Policy Framework (2021) sets out the government’s planning policies for England and how these are expected to be applied. The NPPF provides an overarching framework for the development of planning policies and planning decisions.

The NPPF establishes an emphasis on sustainable development, with specific guidance relating to a range of key themes including the supply of homes, economic growth, town centre vitality, healthy and safe communities, the effective use of land, well-designed places and meeting the challenges of climate change.

The NPPF highlights the importance of larger scale development in delivering large numbers of homes, with careful consideration of wider opportunities for infrastructure, net environmental gains, the potential for a sustainable community and the establishment of clear expectations for quality of place (para 73).

The recent publication of the National Model Design Code highlights the emphasis on design quality at the local scale which is a central focus for the SPD.

2.3 Local Planning Policy

2.3.1 Overview of key policies

WBC sets out a range of policies which provide an overarching context for the SPD. The principal policies which the SPD supplements are Policy SS7 – New settlement at Dunsfold Aerodrome, and Policy SS7A: Dunsfold Aerodrome Design Strategy. These are set out in more detail in section 2.4.

Other Local Plan policies of particular relevance to Dunsfold include Policy RE3, Policy TD1 and Policies NE1 and NE2. These relate to the following key topics:

- Townscape and design (Policy TD1): TD1 seeks to protect the character and amenity of the Borough through high quality and inclusive design of buildings, spaces, streets and landscape. Proposals should respond to distinctive local character with particular emphasis on improvements to quality of life, health and wellbeing.
- Landscape character (Policy RE3): RE3 requires respect for, and enhancement where appropriate of distinctive landscape character. Of particular relevance to DPGV is the protection of the setting of the Surrey Hills AONB with reference to the AONB Management Plan. In addition, the north

western edge of the site allocation (beyond the principle area of development in the planning consent) is designated Area of Great Landscape Value (AGLV) which is afforded similar levels of protection to AONB.

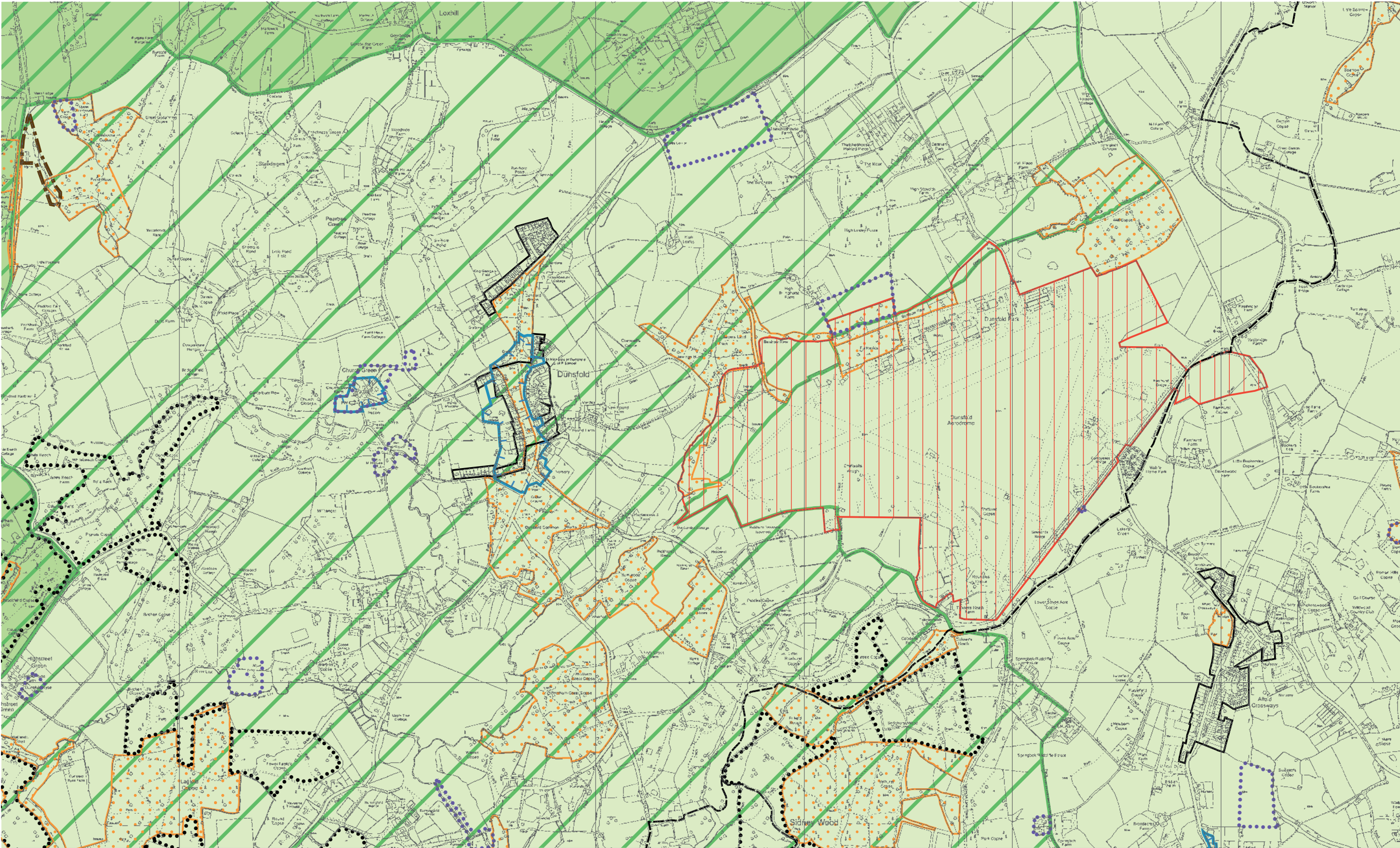
- Biodiversity (Policy NE1): These policies identify a clear direction for the protection of features of biodiversity interest, alongside appropriate management and mitigation where relevant. The site is adjacent to Biodiversity Opportunity Area LW01 (Chiddingfold and West Weald Woodlands) and development would be expected to assist achievement of relevant BOA objectives. The site also includes SNCI and Ancient Woodland where any impacts must be avoided/mitigated.
- Other designations: A Area of High Archaeological Potential overlaps the northern boundary of the site which requires careful review in line with Policy HA1.



2.3.2 Planning policy designations

The key site designations are summarised below and are illustrated on Figure 1.6.

- Dunsfold Aerodrome site allocation: This defines the boundary of the allocation which should be read alongside the guidance and parameters set out policies SS7 and SS7A (see section 2.4).
- Area of Great Natural Landscape Value (AGLV): This area is outside the AONB boundary but is afforded a similar level of protection as set out in policy RE3.
- Sites of Nature Conservation Importance (SNCI) and Sites of Special Scientific Interest (SSSI): A number of designated local nature conservation sites are identified in the Local Plan around the edge of the site. These are reflected in Policy NE3.
- Long distance footpaths: A designated footpath sits parallel to the Wey and Arun Canal on the southern boundary.
- Sites and Areas of High Archaeological Potential: An area of potential overlaps part of the northern boundary of the site.



**Fig 6** Planning policy designations (source: Waverley Local Plan - please refer to the planning section of the WBC website to access the plan and key)



2.4 Site allocation

2.4.1 Overview

WBC adopted the Local Plan in February 2018. The Local Plan identifies Dunsfold Aerodrome as a key strategic site allocation, with evidence and assessments supporting the principal of 2,600 homes, 26,000 sqm of new business floorspace and supporting community and local centre uses. Policy SS7 and SS7A define site specific guidance which should be read in parallel with the wider suite of policy statements in the Local Plan.

Policy SS7 defines the overall principle of development and strategic parameters for the new settlement.

Policy SS7A sets out overarching design principles to ensure a successful place is created, and identifies a requirement for the developer to produce a comprehensive masterplan for the site that adheres to the design principles set out within the policy and be subject to design review.

2.4.2 Policy SS7 – New settlement at Dunsfold Aerodrome

Dunsfold Aerodrome, as identified on the Adopted Policies Map and on the plan below, is allocated for mixed use strategic development to accommodate housing, employment and associated supporting uses.

The development should create a high quality, mixed use community with its own identity and character, forming a new settlement, with a range of community facilities and services, appropriate to a settlement of this size. The development should fully recognise the significance of the heritage value of the site and conserve the site’s heritage assets in a manner appropriate to their significance.

The setting of the Surrey Hills Areas of Outstanding Natural Beauty will be protected, in accordance with Policy RE3.

The scheme should include:

- a) About 2,600 homes to be delivered by 2032.
- b) An expanded business park with around 26,000 sq m of new employment (B Class) floorspace.

c) A local centre providing –

i. At least 3,750 sq m gross floorspace with shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways (Use Classes A1 to A5) to provide for the day to day needs of residents, and

ii. Social infrastructure including a new primary school, which will additionally provide early education for two to four year olds, health facilities, and community facilities. A financial contribution will also need to be made to off-site secondary school provision.

d) The provision of publicly accessible local and strategic open space, to include a managed Country Park of at least 103 ha.

e) Appropriate on and off site leisure facilities.

f) A new canal basin to the Wey and Arun Canal.

g) Land to be reserved on or adjoining the site for the provision of a museum reflecting the site’s history as an aviation centre.

h) Public art to reflect the heritage of the site.

i) Necessary highways improvements to adequately mitigate the likely impacts, including cumulative impacts, of the proposed development on both the safe operation and the performance of the surrounding road network.

j) A package of sustainable measures, including a frequent bus service to be provided and secured in perpetuity to serve the whole site, to maximise opportunities for alternative forms of transport and to support alternatives to the private car.

k) The reinforcement of existing utility infrastructure for electricity, gas, water and telecommunications to serve the development.

l) An appropriate buffer between the permitted anaerobic digestion facility and any new housing development.



2.4.3

**Policy SS7A: Dunsfold Aerodrome Design Strategy**

Dunsfold Aerodrome New Settlement will be a high quality design-led new Surrey village for the 21st Century, a place where residents choose to live, work and visit.

The following are the key design principles which will guide the future development of Dunsfold Aerodrome. In addition to Policy TD1, all proposals for the development of Dunsfold Aerodrome shall clearly demonstrate how it achieves the following strategic design principles:

(i) A village that has a distinct local character: The new development will be of a high quality and inclusive design, creating a locally distinctive and legible place that responds to the previous use of Dunsfold Aerodrome as an airfield.

The development of a new community at Dunsfold Aerodrome provides an opportunity to draw upon the contribution made by the historic environment to create a unique sense of place and local character for the new settlement. Both the physical and social legacy features of the airfield should be incorporated into the Masterplan to root the development into its context and site history.

In addition, the Masterplan will demonstrate how the development responds to the landscape setting within which it sits and how the features and layout are reflective of the site’s character and the wider local area. It will set out the urban design principles which have directly influenced the design and layout of the proposals that contribute towards creating a unique new community.

Inspired by the variety found within the Surrey vernacular, the new settlement will incorporate visual richness and character in a harmonious and coordinated approach. This will create a distinctive place, responsive to both the immediate and wider context. Where possible the Masterplan will set out how the new settlement will prevent a homogenous design aesthetic ensuring that the new settlement is both grounded into the site and reflects the traditional evolution of a village.

Buildings should be well designed and adaptable to future changes in circumstance and demands.

Overall, the Masterplan will need to demonstrate how it will deliver a quality place where residents choose to live, which is attractive to employers

and employees, together with the visitors who choose to come to Dunsfold Aerodrome to enjoy the range of retail and leisure activities.

(ii) Safe, connected and efficient streets: The Masterplan will incorporate an attractive network of streets that support the character of a new Surrey village, responding to the local public spaces in the village centre and creating safe, enjoyable and accessible spaces within the residential neighbourhood. The layout and design will help to create safe well-connected neighbourhoods, and have particular regard for ensuring that proposals maximise opportunities to prioritise pedestrian and cyclist movement across the site and further afield. It is essential that the layout and design incorporates the principles of both legibility and permeability to ensure that everyone can move freely and confidently through the area.

(iii) A significant network of greenspaces and public places: The amount, variety and quality of landscaped open space is one of the key elements which will make the new settlement special. The Masterplan will outline the approach for a connected network and hierarchy of Green Infrastructure, open spaces and recreational

facilities. These spaces should be accessible to all, ranging from pocket parks and doorstep play to sports pitches, playgrounds and public parks, and should link coherently into the existing tree belts and retained hedgerows. They will respect and enhance the landscape qualities of the area, meet the needs of the new community and be within walking distance of residential neighbourhoods. Additionally these spaces should be durable, safe and convenient and capable of long-term sustainable management without undue cost to the community.

The Masterplan will include a network of public spaces at various scales and with different characters and intended uses, creating a series of everyday spaces in which people will live out their communal lives. These spaces will deliver a rich and varied public realm giving a strong sense of place, unique and distinctive to the new settlement.

(iv) A secure environment: While ensuring that the new settlement is laid out in a permeable manner to encourage walking and cycling to all the main facilities, the network of routes and design of building frontages should be laid out in a way that creates a safe environment, and reduces the opportunities to commit crime.



(v) A choice of access and inclusive communities: The new development will create an inclusive and sustainable community, which is compact, scaled for the pedestrian, and provides alternatives to the private car. Accessibility across the site will be inclusive to respond to the requirements of its users and residents and provide a choice of routes. The Masterplan will encourage smarter transport choices to meet the needs of the new development and maximise the opportunities for sustainable travel, including the provision of a network of footpaths and cycleways, open spaces and water corridors including the Wey and Arun Canal.

(vi) An efficient use of natural resources: Innovative technologies for water energy and waste (including the storage of waste) will be encouraged to ensure the efficient use of natural resources. Opportunities for promoting adaptable buildings, using sustainable materials and designing building, services and site layout solutions which emphasise durability will be encouraged. The Masterplan will demonstrate how this can be seamlessly integrated into the development.

The layout and design of the new settlement will also need to ensure that they take into account

and effectively mitigates a number of potential environmental impacts, including noise, light pollution, and air quality within the site.

(vii) Cohesive and vibrant neighbourhoods: The Masterplan will show that the new development will be compact and scaled for the pedestrian, distinctive in character, delivering a mix of uses, different types of dwellings (both in size and tenure), and a village centre with supporting social and physical infrastructure. It will be a cohesive and vibrant new village created through a range of individually defined character neighbourhoods that complement each other on the larger scale.

Dunsfold Aerodrome will not only be constructed over a long period of time, but the completed development will be expected to endure over the long term. This means that the buildings and spaces should be designed to be sufficiently flexible to respond to changing circumstances.

The Masterplan: The developer must produce a Masterplan for the overall site that will respond to the design principles set out in this policy. This Masterplan should:

- be subject to a public consultation (the strategy for this to be agreed in advance with the Council);

- be assessed by a Design Review Panel;
- be approved by the Council as part of any planning consent. All subsequent planning applications for parts of the Dunsfold site shall be consistent with the approved masterplan;
- detail design principles and character areas (including density, scale, car parking) for the entire site and the phases of development; and
- be kept under review by site developers and any changes approved by the Council alongside the planning applications that rely on those changes.

To ensure that the design strategy for the site is implemented, maintained and developed in accordance with the needs of those using and living on the site, the Masterplan will include details in respect of the delivery, management and governance of the new settlement. It will identify the mechanisms for the management of social infrastructure and will demonstrate how the design facilitates the consideration of further development on the site beyond the plan period.

At each phase of the development the Design and Access Statement accompanying the planning applications should include a compliance statement that demonstrates how the proposals accord with the principles set out in the

Masterplan. This should also be subject of design review.

The use of a Design Review Panel throughout the planning and development process will ensure that the expectations and aspirations for the site are realistic, achievable and will provide a framework to develop a high quality, design-led and sustainable new village.



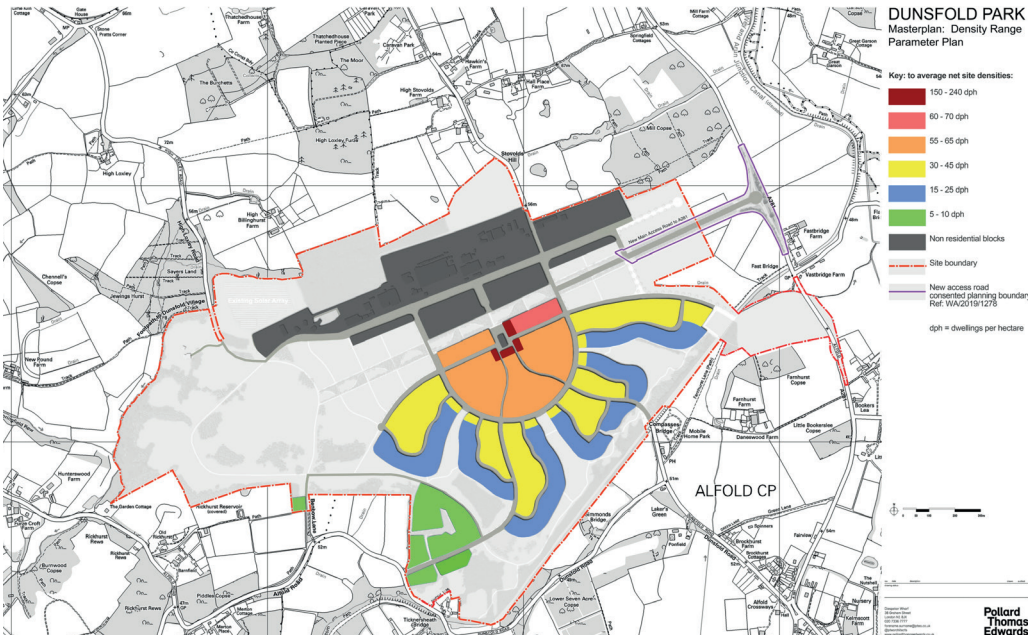
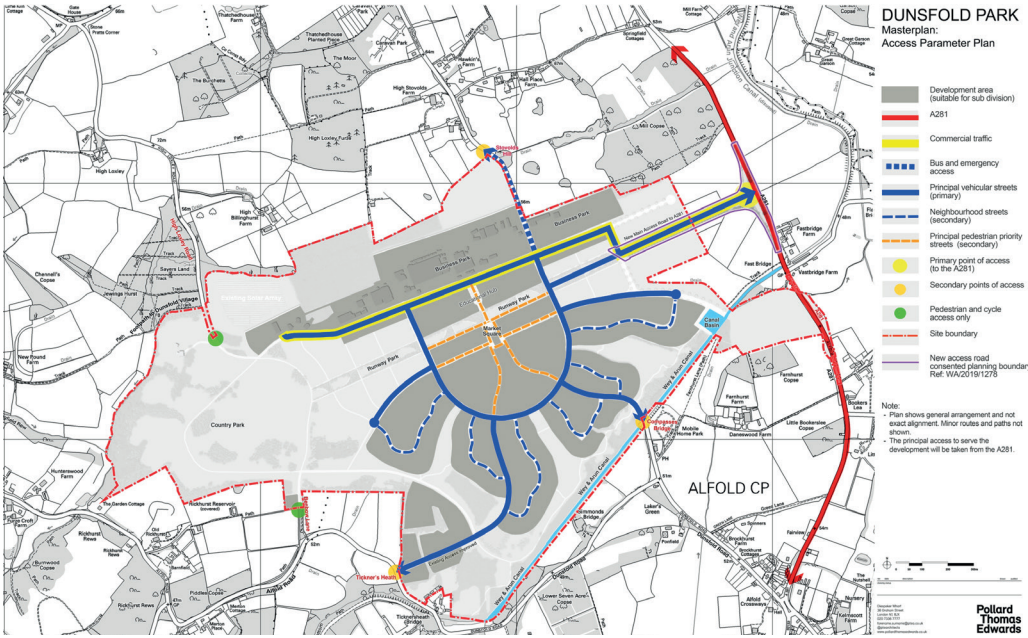
2.5 Planning consent

2.5.1 2009 Appeal

In 2009, the Secretary of State rejected an appeal relating to a proposed new settlement on the site, comprising about 2,600 homes alongside other uses. The appeal was dismissed on the grounds of transport impacts and prematurity. As set out in the Local Plan, a number of factors have evolved since 2009, particularly in relation to housing need and changes in national planning policy. These have resulted in a more positive attitude towards DPGV, both in terms of planning policy, and the determination of development proposals for the site.

2.5.2 2018 Planning Permission – hybrid scheme

Dunsfold Aerodrome Limited (DAL) continued to promote the site following the appeal, submitting an outline planning application for a mixed use development at the site including 1,800 homes and an expanded business park in December 2015. Planning permission was granted, subject to a legal agreement, in December 2016 with this decision ‘called in’ by the Secretary of State for a public inquiry. In March 2018, the Secretary of State concluded that the planning application be granted planning permission in response to the Inspectors Report.



**Fig 7** Consented movement and density parameter plans (with revised site access). Image copyright Pollard Thomas Edwards Architects / DAL



**Fig 8** Illustrative masterplan (original consent). Image copyright Pollard Thomas Edwards Architects / DAL