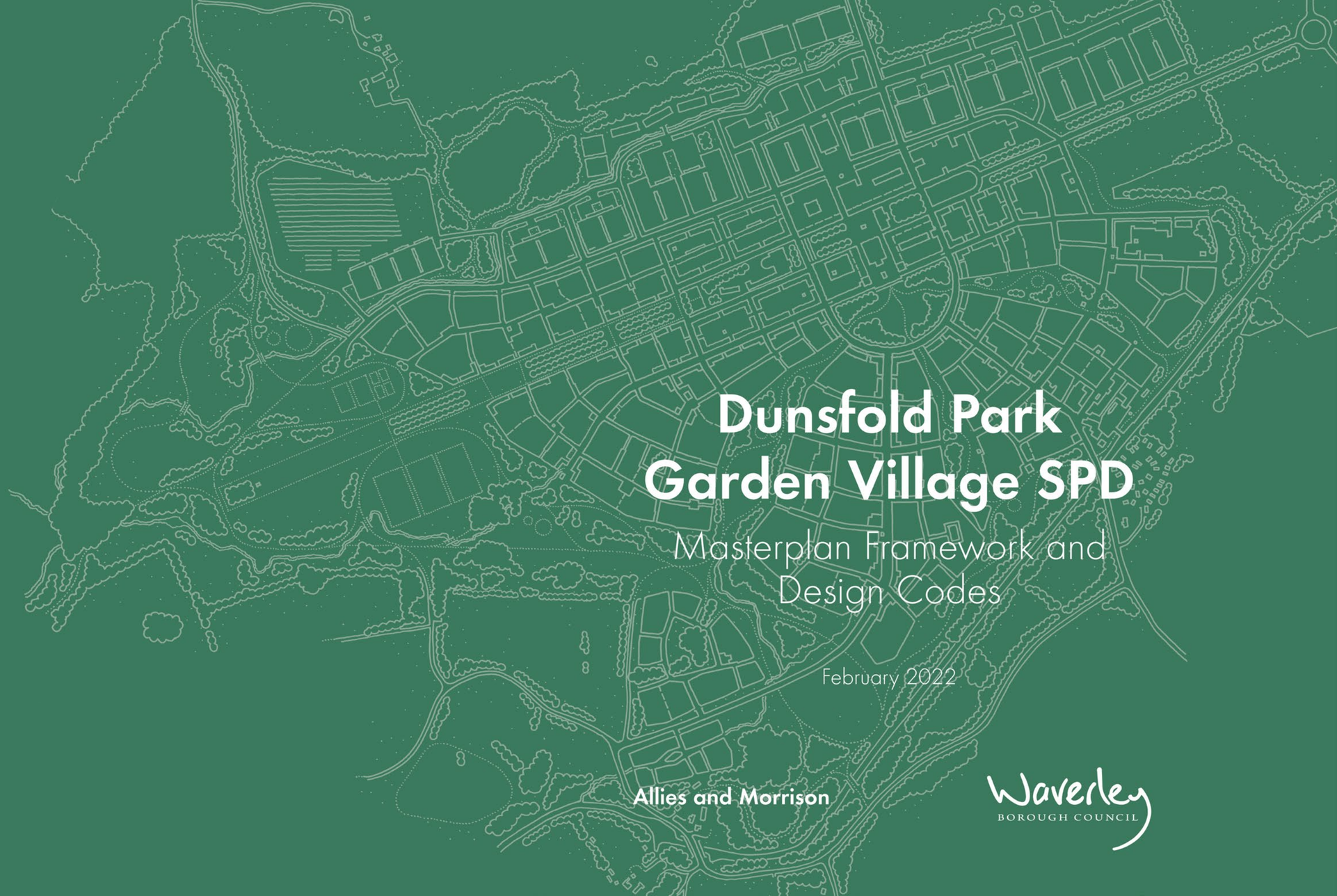

Dunsfold Park Garden Village SPD

Masterplan Framework and Design Codes

February 2022

Allies and Morrison

Waverley BOROUGH COUNCIL

Document control register

DATE	ISSUE	NOTES
22 October 2021	1	Full draft for ONS
28 October 2021	2	Full draft for Executive
12 November 2021	3	Final version for consultation
24 January 2022	4	Revised draft following consultation
28 January 2022	5	Revised draft following consultation version 2

Dunsfold Park Garden Village SPD

Masterplan Framework and Design Codes

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A

CONTEXT

1 INTRODUCTION

1.1 Summary of SPD context

1.1.1 Amount of development

The Local Plan (2018) identifies Dunsfold Aerodrome as a key strategic site allocation, with evidence and assessments supporting the principle of 2,600 homes, 26,000 sqm of new business floorspace and supporting community and local centre uses.

Policies SS7 and SS7A provide site specific guidance which set the overall parameters for the new settlement. This Supplementary Planning Document (SPD) supplements these policies.

In 2018, Dunsfold Aerodrome Limited (DAL) received planning permission in outline for 1,800 new homes and an expanded business park.

The site allocation for 2,600 homes and 26,000 sqm of new business floorspace continues to form the Council's policy position for the site, irrespective of the DAL consent.

1.1.2 Status of the SPD guidance

The SPD cannot create new policy. By definition, it must supplement the adopted policies in the Local Plan (primarily the two DPGV policies, SS7 and SS7A).

In addition to the Local Plan and other adopted policies, the SPD has also responded to the Garden Communities principles and emerging policy imperatives relating to climate change, biodiversity and health and well-being.

In some cases, the SPD guidance seeks to encourage an approach which follows best practice, or represents an opportunity to achieve an aspirational outcome in keeping with the Council's vision for the site. In these cases, the language of the guidance has been modified to avoid "requiring" an approach which exceeds existing policy.

1.1.3 Testing the impact of development and identifying strategies for mitigation

The site allocation (2,600 homes and business uses, see 1.1.1) has been assessed strategically through the Examination of the Local Plan.

In order to deliver a development of this scale, the applicant would need to submit a planning application accompanied by detailed assessments to test any impacts or mitigation required. These assessments would typically relate to a wide range of topics including infrastructure and transport.

It is important to note that the S106 agreement for the 1,800 home consent makes provision for a range of on and off site mitigation measures, but the impact of the additional homes up to approximately 2,600 will require further assessment as part of any future application.

1.1.4 Status of consented materials

The existing planning consents (as at February 2022) are unaffected by the SPD. WBC is supportive of the collaborative work which has been undertaken to date, and is keen to see the realisation and delivery of the consents.

As noted in 1.1.1, the SPD seeks to define an overarching context for the site allocation as a whole in the context of the Local Plan. The SPD embeds some of the key principles from the planning consent, and identifies opportunities to explore enhancement of the scheme in relation to realising the full amount of development in the Local Plan.

1.1.5 Nature of illustrative materials in the SPD

The SPD includes a number of plans, sketches, precedents and studies. These are intended to be illustrative and indicative. These drawings should be read alongside the written guidance in the SPD with a view to inspiring future proposals, and providing a context for assessment. They should not be interpreted as prescriptive proposals.

1.1.6 Using the SPD

As set out in section 2.11, the SPD is a flexible document which could be used in many different delivery scenarios:

- Part A sets the scene and is relevant in all scenarios.
- Part B will be relevant to (i) any updates to the existing consented scheme, (ii) an expansion of the scheme to realise the full development targets as set out in the Local Plan allocation, or (iii) a new scheme for the whole site.
- Parts C and D will be relevant in all instances, particularly for Reserved Matters Applications.

1.2 Purpose

This Supplementary Planning Document (SPD) is a planning guidance document which will support the delivery of the Dunsfold Park Garden Village (DPGV) site allocation as set out in the Council's adopted Local Plan. SPDs can provide guidance for a specific site or area – in this case the DPGV area, currently occupied by Dunsfold Aerodrome, Dunsfold Business Park and a number of supporting community uses.

The SPD has been prepared in the form of a Masterplan Framework with supporting design guidance to provide planning and design guidance to developers, and to help guide the preparation and assessment of future planning applications for DPGV. As such, this document will form a material consideration, which will be taken into account by Waverley Borough Council when determining any future planning applications within the SPD area. In addition, all proposals will have to comply with the policies in the adopted Waverley Local Plan.

The primary aim of this SPD is to supplement the adopted policies in the Local Plan, most specifically Policies SS7 and SS7A which outline the strategic parameters for a new Settlement at Dunsfold Aerodrome and the key aspects of the Design Strategy for the site.

The SPD places significant emphasis on the importance of flexibility, defining guidance and parameters which are capable of accommodating a range of different planning and delivery scenarios which might arise in the event that ownership or governance evolves.

1.3 Study area

Dunsfold Aerodrome is a substantial site of 249 hectares located to the north of Alfold, the south west of Cranleigh and east of Dunsfold village in close proximity to the Surrey Hills Area of Outstanding Natural Beauty (AONB). The site was developed as an aerodrome during the Second World War. After the war, it was used for the development and manufacture of aircraft until BAe Systems vacated the site in 2002. The site currently contains a variety of uses, including aviation, as well as being a significant location for employment with over 100 businesses employing over 700 people.

Chapter 2 summarises the existing context of the SPD area.

1.4 Overview of planning context

The site has a complex recent planning history which sets an important backdrop to the SPD. Further details are set out in Section 2.5:

Planning appeal, 2009: Rejection of Planning Appeal by Secretary of State for 2,600 home scheme.

- Submission of hybrid planning application for new settlement, 2015: Planning application for 1,800 homes and employment floorspace.
- Site allocation, 2018: Adoption of Local Plan in 2018 including strategic site allocation for 2,600 homes, 26,000 sqm of new employment space and over 100 hectares of open space.
- Planning permission for hybrid scheme for new settlement, 2018: Following a recommendation for grant in 2016, the Secretary of State concluded that permission should be granted following a Public Inquiry into a 1,800 home scheme.
- Planning permission for hybrid scheme for additional employment parcel, 2020: Planning permission a new parcel of business with a range of buildings.
- Planning permission for new road access, 2020: Additional land was acquired for the land between the eastern boundary of the airfield and the A281.


SITE CONTEXT

1.5 Process of preparation

Allies and Morrison were commissioned by Waverley Borough Council in July to produce a SPD for DPGV. A group of Council officers representing planning policy and development management have steered the process through regular client meetings. In addition, the consultant team has undertaken stakeholder meetings with key officer representatives from WBC and Surrey County Council (SCC), alongside sessions with DAL and the Dunsfold Park Advisory Group. The team will also engage with Design South-East during the SPD process.

Following a focused review of the application material, planning policy position and baseline analysis of site conditions and constraints, the consultant team has prepared the SPD which was subject to a formal process of consultation in November 2021 for a 4-week period. Following completion of the consultation period, the project team has reviewed comments and representations received, ahead of the preparation of a final SPD.

Findings and implications arising from the consultation are set out in Section 2.6.

1.6 Strategic Environmental Assessment and Habitat Regulations Assessment

The DPGV Masterplan SPD falls within the scope of the Environmental Assessment of Plans & Programmes Regulations 2004 (the SEA Regulations). As such it was necessary for Waverley Borough Council to determine whether the SPD needed to be subject to strategic environmental assessment (SEA) during its preparation. The Borough Council has evaluated the need for the SPD to be subject to SEA in line with the provisions of Regulation 9 of the SEA Regulations and has determined that the SPD does not require SEA as its purpose is to provide additional guidance on the future development of the DPGV site in terms of layout, design and character.

The Masterplan SPD would not alter the quantum or type of development to be accommodated by the site from that defined in Policies ALH1 (The Amount & Location of Housing), SS7 (New settlement at Dunsfold Aerodrome) and SS7a (Dunsfold Aerodrome Design Strategy) of the adopted Waverley Local Plan Part 1. The conclusions of the SEA and Sustainability Appraisal undertaken to inform the preparation of the Local Plan Part 1 would not be materially altered by the adoption of the Masterplan SPD.

The Waverley Local Plan Part 1 was also subject to assessment under the provisions of the Conservation of Habitats & Species Regulations 2017 (as amended) with regards to the European nature conservation sites located in the borough and the surrounding area. The Habitat Regulations Assessment (HRA) undertaken for the Local Plan Part 1 concluded that implementation of the plan, including development of the DPGV site in accordance with Policies ALH1, SS7 and SS7a, would not result in likely significant effects on those European sites covered by the assessment subject to the application of Policies NE1 (Biodiversity & Geological Conservation) and NE3 (Thames Basin Heaths Special Protection Area). The conclusions of the HRA undertaken for the Local Plan Part 1 would not be materially altered by the adoption of the Masterplan SPD as the quantum and type of development to be accommodated at DPGV would not be changed from that defined in the adopted Plan.

Natural England were consulted on the SEA and HRA screening and concurred with the findings.

1.7 SPD structure

The SPD is structured as follows:

Part A:

- Chapter 1: Introduction – summarising the background to the SPD including purpose and the process of preparation including SEA and HRA.
- Chapter 2: SPD context – providing an overview of the physical character and setting of Dunsfold aerodrome, relevant planning policies, planning history, future evolution, and the context for the guidance in the SPD.

Part B

- Chapter 3: Vision and key principles – identifying four thematic vision statements for DPGV.
- Chapter 4: Masterplan framework – defining the key spatial principles and a sequence of illustrative framework drawings and supporting guidance which define the site-wide strategy.

Part C

- Chapter 6: Character areas design guidance – defining illustrative guidance and principles for key places in DPGV.

Part D

- Chapter 5: Site wide design guidance – setting out thematic guidance for urban design, sustainable building design, streets and public realm, and landscape and green infrastructure.

2 SPD CONTEXT

2.1 Existing site context

2.1.1 Overview

DPGV is situated to the north of Alfold, south west of Cranleigh and east of Dunsfold village. Although it is outside of the Green Belt and Surrey Hills AONB boundary, it is in close proximity to the AONB. The site currently contains a variety of uses, including aviation, as well as being a significant location for employment with over 100 businesses employing over 700 people. ***Fig 1*** illustrates the location of the aerodrome.

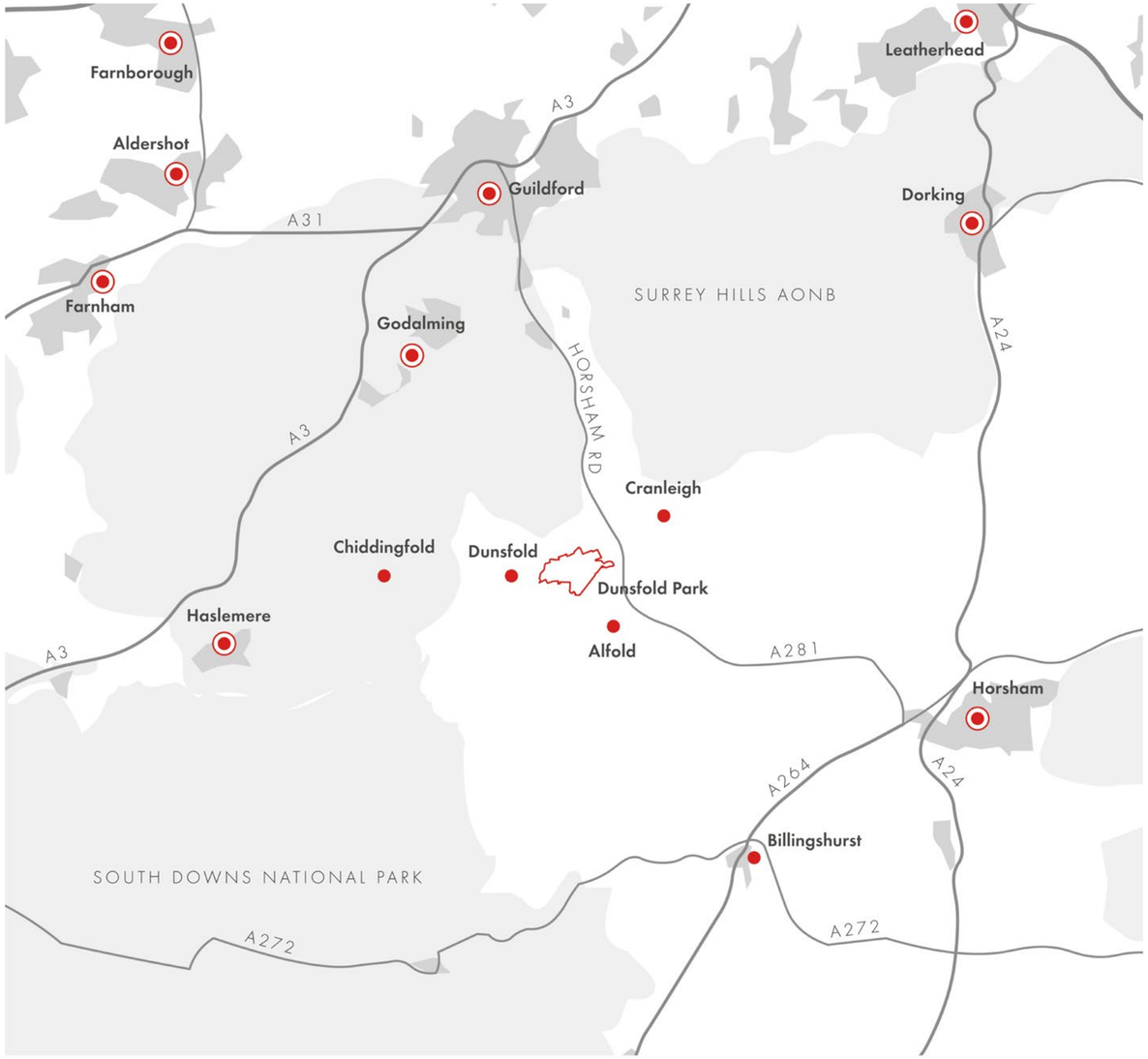


Fig 1 Regional context plan (not to scale)

2.1.2 Historic evolution and current uses

Fig 2 illustrates the historic evolution of the site from 1885 to the present day. Historic plans illustrate that local routes used to connect north-south across the site, stitching the current access points together. The arrival of the aerodrome in WWII resulted in the loss of these connections and field boundaries. Although some localised reduction in woodland occurred during this period, the historic pattern of woodland (both ancient and general) is visible in the current plan.

Dunsfold Aerodrome was established in 1942 when the First Canadian Army cleared farmed enclosures and woodland to create an emergency airfield which operated from 1942 to 1945. Following the war, Hawker Aircraft Company acquired the aerodrome, using the site for a number of significant activities including the first tethered flight of the precursor to the Harrier, famed for its vertical take-off capabilities.

Since 2002, the Rutland Group has established a successful Business Park which is home to a wide range of industrial,commercial, distribution and storage activities providing employment for approximately 700 people. Other activities include filming, including Top Gear.

The site also contains other operational land relating to airfield operations including buildings and three runways. The 'peri track' runs around the perimeter of the runways. Various hardstanding areas are used for a range of activities including aircraft dispersal, access and storage.

The following pages illustrate a range of typical views across the site. Existing buildings are concentrated north of the Perimeter Road, and are typically low rise business premises.

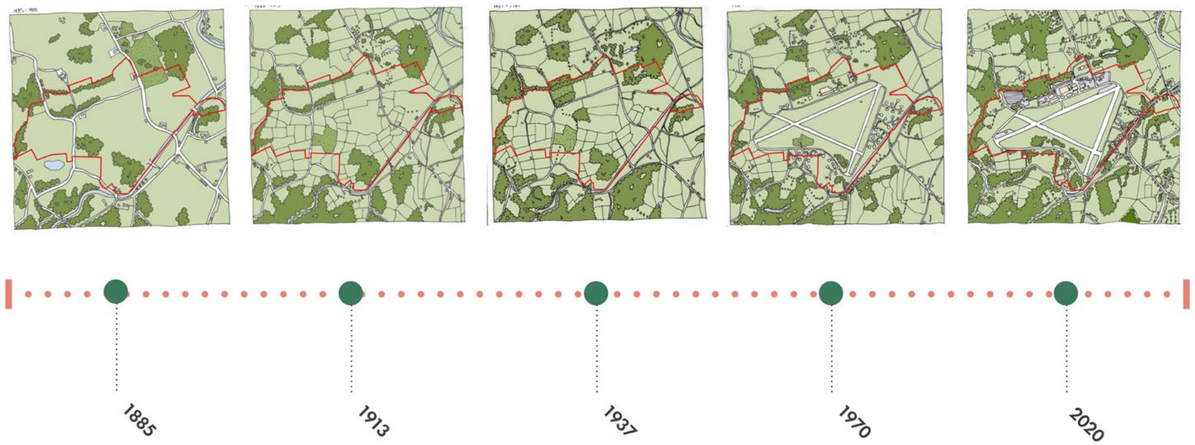


Fig 2 Historic evolution of the site




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




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 33***, 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 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

Fig 44 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, widening at the easternmost edge of the site.

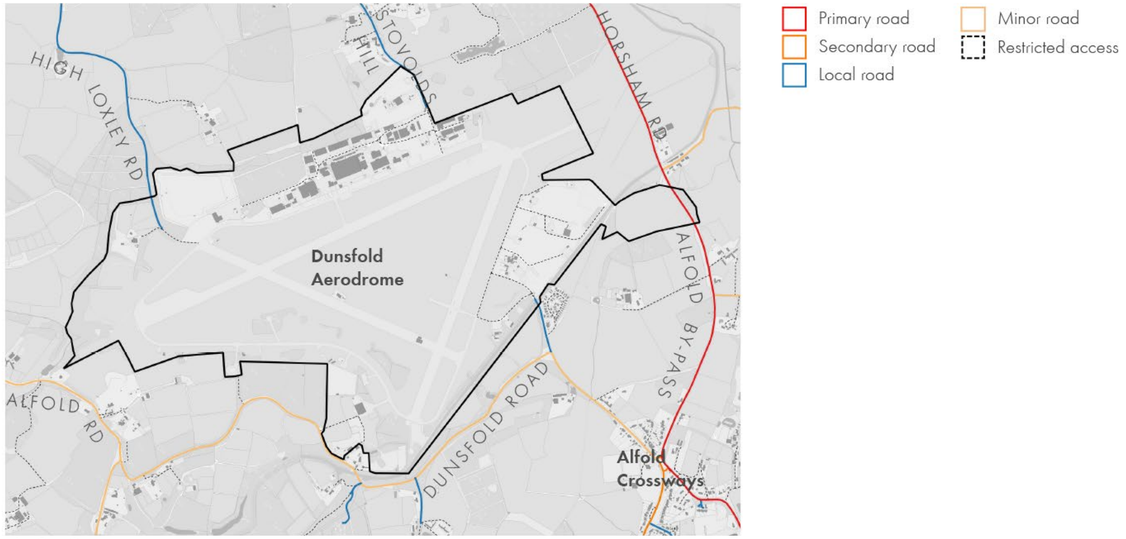


Fig 3 Connectivity

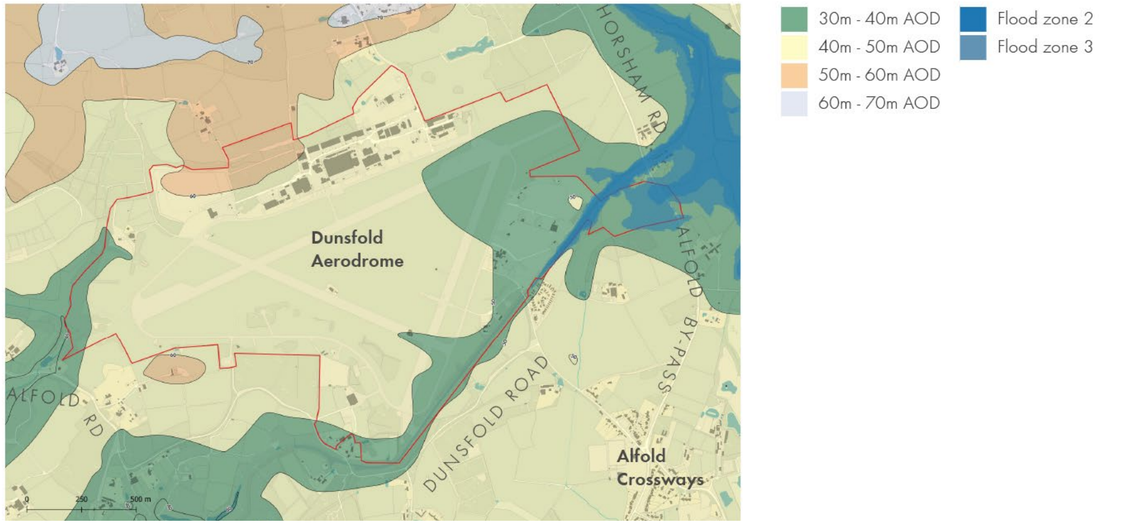


Fig 4 Flooding and topography

2.2 Broader policy imperatives

It is important to note that the SPD has been prepared against a wider backdrop of evolving policy imperatives. These comprise three main elements:

- Climate crisis - the Council adopted a Climate Emergency motion in 2019 which sets out the Council's aim to become carbon neutral by 2030. The Council endorsed strategies and an action plan to tackle change in 2020. This topic continues to be a key area of discussion for policy makers following the UN Climate Change Conference (COP26) in 2021.

- Biodiversity emergency - allied with the climate crisis, there is increasing discussion around the loss of habitats and species at the global and local scales.

- Health and wellbeing - there is widespread recognition of the importance of health and wellbeing. Planning has a key role to adopt a holistic approach to the design of spaces, places and buildings which promote healthy lifestyles and wellbeing.

These themes are largely reflected in the hierarchy of adopted planning policies at a national and local scale. However, it is important to acknowledge that some aspects will continue to evolve as evidence and good practice continue to inform more ambitious targets in future, emerging policies.

As set out in section 1.2, the SPD supplements existing adopted policies in the Local Plan - the SPD cannot establish new planning policies.

In this context, the SPD actively seeks to identify additional opportunities to encourage best practice compliance, or find ways of exceeding best practice. Where guidance exceed the mandatory policy position, guidance is expressed as expectations or aspirations, but not requirements. This is particularly relevant to the Design Code (Part D) which includes guidance on sustainability which is a key priority.

2.3 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.

Other key documents including Building for a Healthy Life which sets out a design toolkit for neighbourhoods, streets, homes and public spaces.

2.4 Garden Community context

2.4.1 Garden Community status

DPGV was awarded garden village status in July 2019. This brings additional support from Homes England and capacity funding to support the local authority bring forward the village for delivery There is an expectation that the new settlement will deliver the following key characteristics of garden communities:

- A purpose built new settlement, or large extension to an existing town
- A community with a clear identity and attractive environment
- It provides a mix of homes, including affordable and self-build
- Planned by local authorities or private sector in consultation with the local community

As well as building new homes, the communities develop:

- Job opportunities
- Attractive green space and public realm areas
- Transport infrastructure, including roads, buses and cycle routes
- Community infrastructure, schools, community and health centres
- A plan for long-term stewardship of community assets

2.4.2 Garden City principles (TCPA)

The Town and Country Planning Association (TCPA) defines nine key principles of a Garden City which are listed below:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

2.5 Local Planning Policy

2.5.1 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, Policies NE1 and NE2, Policy LRC1, Policies AHN1 and AHN3 and Policies CC1, CC2 and CC4. 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 well-being.
- 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: An Area of High Archaeological Potential overlaps the northern boundary of the site which requires careful review in line with Policy HA1.
- Leisure and recreation (Policy LRC1): LRC1 encourage the provision of new outdoor and indoor sports, leisure, recreation and cultural facilities as well as promotion of access to the countryside. Of particular relevance to DPGV is the requirement for new residential development to make provision for play space in accordance with the Fields in Trust standards.

- Housing types and mix (Policies AHN1 and AHN3): AHN1 requires a minimum on-site provision of 30% affordable housing across the proposals at DPGV, with the mix of dwelling types, sizes and tenure split reflecting the latest assessment of housing need. AHN3 specifically identifies the need for housing that caters for older people (aged 65 and over), families with children and people with disabilities; with all homes meeting accessibility standards as set out in Building Regulations M4 (2).
- Climate change and flood risk; (Policies CC1, CC2 and CC4): CC1 supports development that contributes to mitigating and adapting to the impacts of climate change, with a number of measures applicable to DPGV including renewable and low carbon energy supply systems, flood storage capacity and use of green infrastructure and SuDS. CC2 seeks to promote sustainable design and construction that reduces embodied and operational carbon of developments. CC4 is concerned with reducing the overall local flood risk in the Borough through appropriate development layout and use of SuDS, requiring a site-specific Flood Risk Assessment should the DPGV site be within or adjacent to areas at risk of surface water flooding as identified in the Strategic Flood Risk Assessment.

The Council will also encourage reference as appropriate to adopted and future Neighbourhood Plans where these overlap with the SPD area.

Planning policy designations

The key site designations are summarised below and are illustrated on ***Fig 55***.

- 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.

Natural England is currently undertaking an AONB Review, the outcomes of which might be relevant to DPGV.

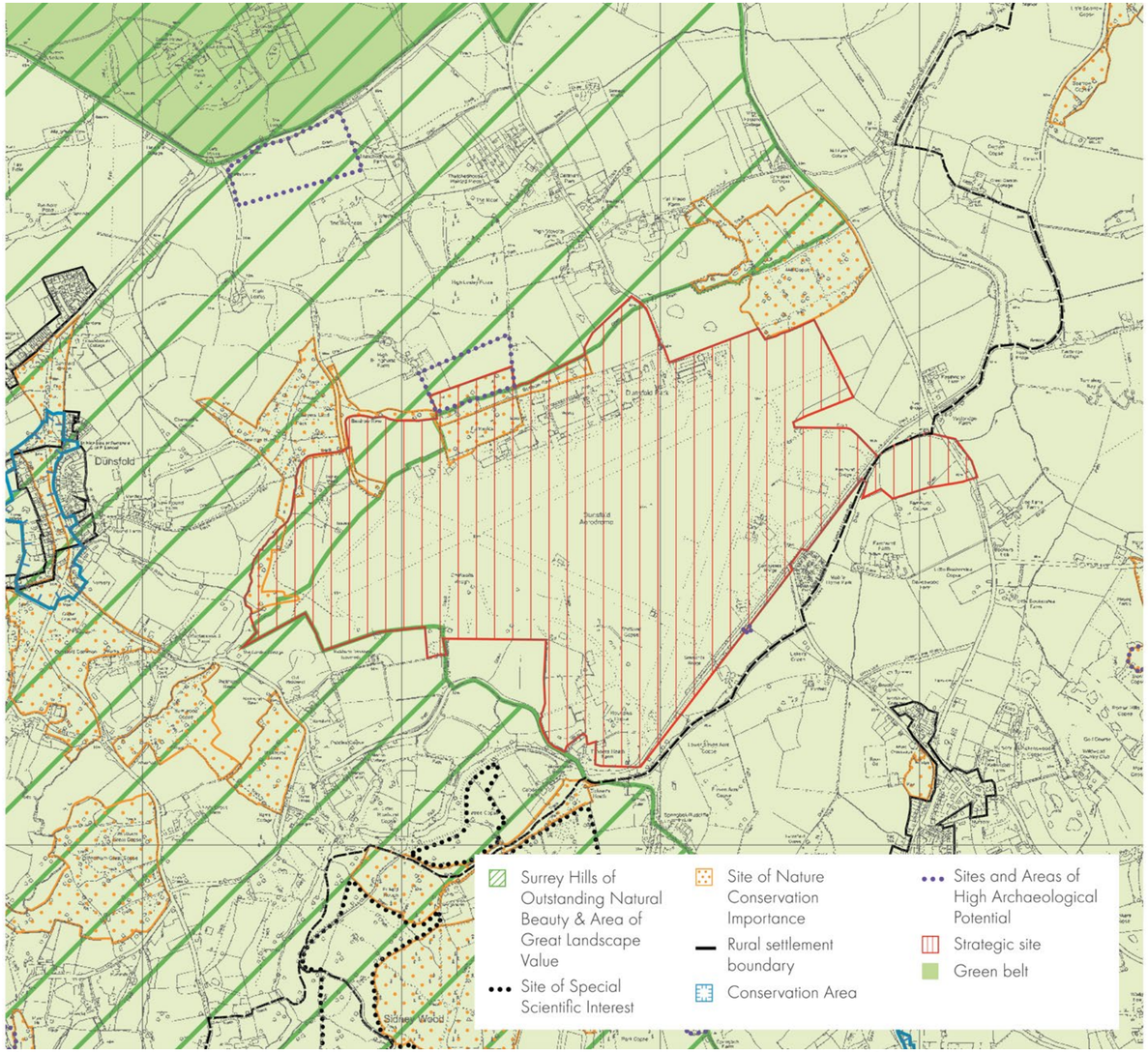


Fig 5 Planning policy designations (source: Waverley Local Plan – please refer to the planning section of the WBC website for original plan)

2.6 Site allocation

2.6.1 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 principle 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.

It should be noted that changes in Use Class Order came into effect in September 2020 which will require reconciliation in future planning decisions for the site.

2.6.2 Policy SS7 – New settlement at Dunsfold Aerodrome

Dunsfold Aerodrome, as identified on the Adopted Policies Map (see ***Fig 5***), 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:

- About 2,600 homes to be delivered by 2032.
- An expanded business park with around 26,000 sq m of new employment (B Class) floorspace.
- A local centre providing –
  i. At least 3,750 sq m gross floorspace with shops, financial and professional services, restaurants and cafés, 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.
- The provision of publicly accessible local and strategic open space, to include a managed Country Park of at least 103 ha.
- Appropriate on and off site leisure facilities.
- A new canal basin to the Wey and Arun Canal.
- Land to be reserved on or adjoining the site for the provision of a museum reflecting the site's history as an aviation centre.
- Public art to reflect the heritage of the site.
- 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.
- 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.
- The reinforcement of existing utility infrastructure for electricity, gas, water and telecommunications to serve the development.
- An appropriate buffer between the permitted anaerobic digestion facility and any new housing development.

2.6.3 **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 homogeneous 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.

2.7 Planning consent

2.7.1 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.

2.7.2 2018 Planning Permission – hybrid scheme

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.

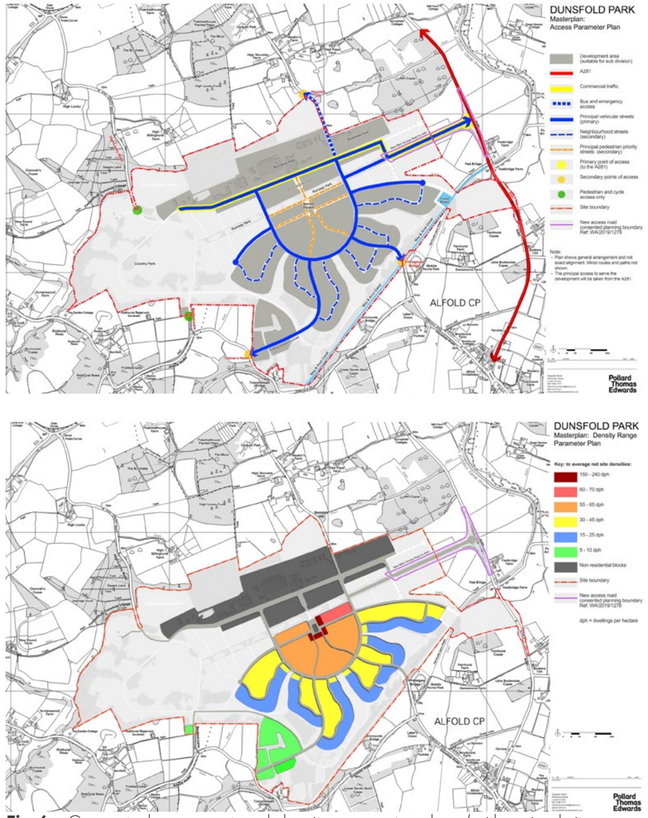


Fig 6 Consented movement and density parameter plans (with revised site access). Image copyright Pollard Thomas Edwards Architects / DAL

Fig 7 Illustrative masterplan (original consent). Image copyright Pollard Thomas Edwards Architects / DAL

2.7.3 2019 Additional business parcel – hybrid scheme

Gordon Murray Design received planning permission for a new parcel of business with a range of buildings associated with the operation of local company, GMD. The scheme has not been implemented but fits with the ambitions of the Site Allocation and consented DAL scheme.

2.7.4 2020 New access road – planning permission and reserved matters

Following the grant of outline planning permission, DAL acquired additional land to the east of the site, which lies between the eastern boundary of the airfield and the A281.

This created an opportunity for a revised main access to the existing business park and the new village, replacing the access forming part of the outline planning permission.

The revised access offers a range of advantages including shorter and more direct access to both the business park and the proposed village, separation of commercial and residential traffic, clearer wayfinding and removal of all impact on the canal and associated ancient woodland.

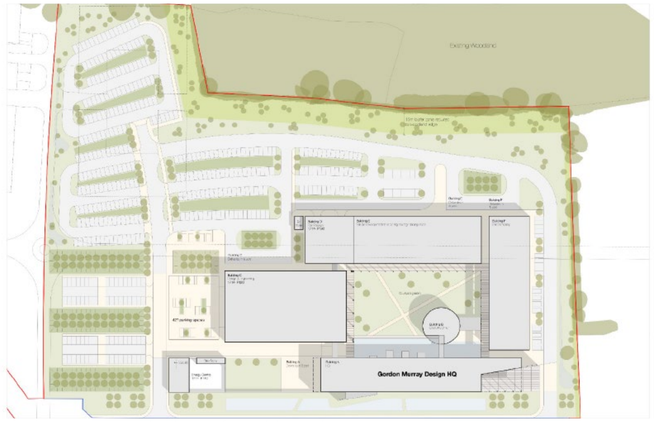


Fig 8 Consented scheme for additional Business Park parcel. Image copyright Design Engine Architects Gordon Murray Design

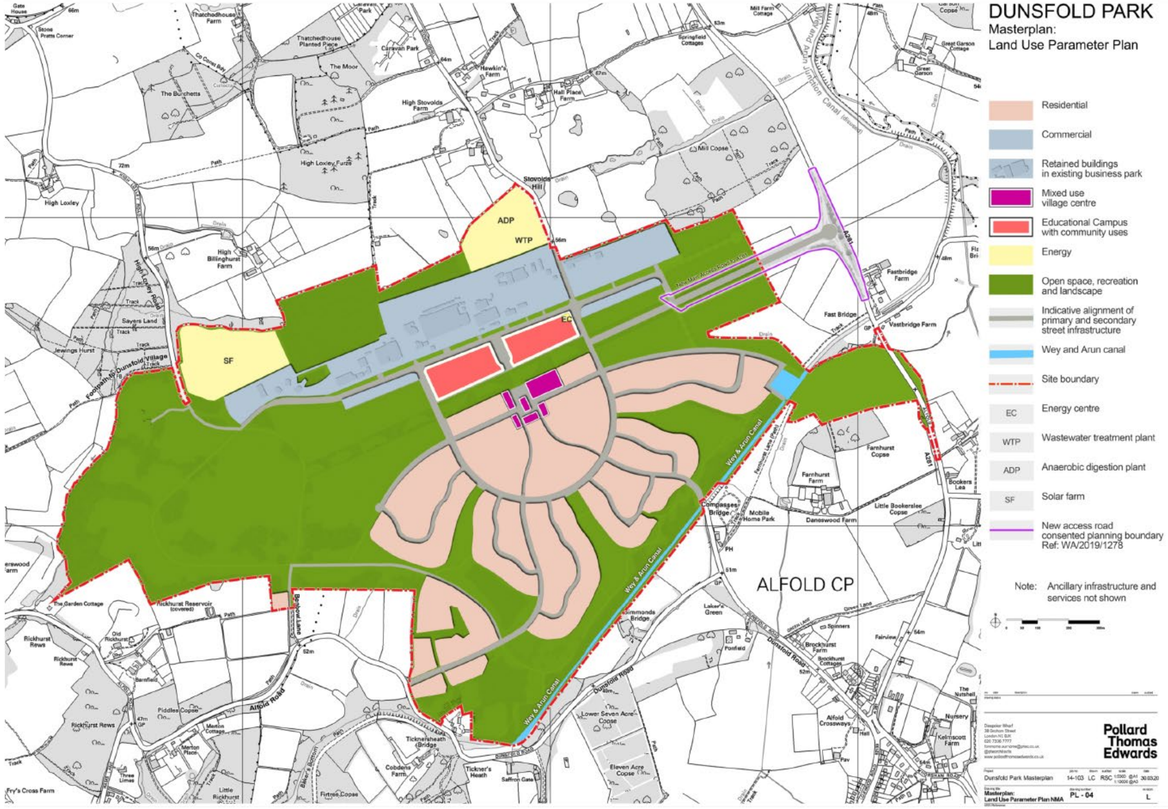


Fig 9 Consented land use parameter plan (with revised site access). Image copyright Pollard Thomas Edwards Architects / DAL

2.8 Engagement

2.8.1 Key themes arising from Local Plan consultation and engagement

Waverley Borough Council has undertaken formal consultation on the Local Plan including the Dunsfold Aerodrome site allocation and supporting policies, primarily SS7 and SS7A which shaped the content of the guidance.

2.8.2 Engagement on evolving Dunsfold Park scheme (DAL, 2020)

DAL has undertaken engagement on the original consented scheme, and has also run more recent engagement activities to inform the evolution of the masterplan for Dunsfold Park as a pre-cursor to more detailed design for future phases of development. Recent engagement has included a public exhibition held over seven days in November 2019, as well as print and social media engagement. Attendees could submit their feedback either at the exhibition, online through the Dunsfold Park Masterplan website by post or email.

2.8.3 SPD engagement

As set out in Chapter 1, the SPD was subject to a 4-week process of statutory consultation following a process of review with the WBC Overview and Scrutiny Committee. The consultation comprised a sequence of key events and activities as follows:

- All documents were available online (including the draft SPD, screening for the HRA and SEA and consultation statement addendum) on WBC website including recorded presentation to summarise the proposed guidance.
- Stakeholder workshop (virtual) to allow participants to engage directly with the consultant and client team.
- Exhibition enabling interested parties to find out more about the SPD and to discuss any key topics with the client team.
- Webinar, providing an opportunity for people to raise questions for the client and consultant team to respond to.
- Workshop with Youth Council to explore opportunities and feedback on the draft SPD.
- Meeting with Dunsfold Park Advisory Group to discuss the draft SPD.

Following completion of the consultation process, WBC has reviewed comments received and considered alterations to the SPD as set out in the accompanying Statement of Consultation.

2.9 Design review process

2.9.1 Design South East – previous reviews

The Dunsfold Park scheme has been reviewed by the Design South East (D:SE) panel on three occasions:

- April 2016: The first session took place following submission of the planning application, focusing on the importance of flexibility in the consent, and specific comments around connectivity and the nature of the village centre.
- Summer 2019: Following the planning permission, a sequence of topic-specific workshops were undertaken, focusing on transport, movement and streets; Identity, character and heritage; Green and Blue Infrastructure; and Stewardship, governance and community. Feedback on the masterplan was positive, with the key messages relating to prioritising design quality through the subsequent phases of development.
- December 2020: A further Design Review session was convened to review the emerging DAL masterplan. Key feedback points related to the character and identity of the different areas within the settlement, and the specific aspects of the emerging strategies.

Waverley Borough Council has engaged D:SE as part of the SPD process. This has involved an initial briefing session ahead of the SPD consultation, a full panel review during the consultation process, and a further review ahead of the publication of the SPD.

2.10 Future evolution

To date, the primary outline permission and subsequent application for the access road have been led by Dunsfold Airport Limited (DAL), alongside a scheme led by Gordon Murray Design for the additional Business Park parcel.

Cumulatively, these consents (as summarised in Section 2.5) continue to have status, and WBC is supportive of the realisation and delivery of these plans. They represent a positive example of collaborative planning and negotiation between WBC and DAL, with valuable inputs from local stakeholders and the D:SE design review process.

DAL has continued to refine their proposals for the site, in the form of an evolving masterplan. As noted in Section 2.6 and Section 2.7, the masterplan has been subject to further consultation and review, alongside a positive process of pre-application discussions.

In April 2021, it was announced that DAL was marketing the site for sale. Following a confidential bidding process, a preferred bidder for the site was announced in September 2021. It is expected that the new owner will be in place in spring 2022.

At the time of writing, there is uncertainty as to whether the existing planning consent will continue to form the basis of the applicant's evolving masterplan ahead of future Reserved Matters Applications, or whether a revised planning application might come forward, led by a new landowner.

Section 2.9 examines the potential planning scenarios and explains the role the SPD would play in each.

2.11 How does the SPD relate to the delivery of Dunsfold Park Garden Village?

As set out in Section 2.8, there is uncertainty as to how the DPGV proposals will come forward. In this context, the SPD cannot presume a single delivery route or planning strategy for the site. The SPD is therefore capable of use in any of the following circumstances:

Scenario 1: Progress existing consent for 1,800 homes and make subsequent applications to realise full 2,600 home site allocation

This is a baseline scenario in which the existing consents are progressed.

- As set out in the Planning Decision Notice, a key first step would involve the progression of a masterplan and design code for agreement with WBC. It is possible that this masterplanning process might necessitate changes to the consented parameter plans via an appropriate mechanism.
- The preparation of further Reserved Matters Applications for individual phases would then follow.
- In order to realise the full development quantum in the site allocation, subsequent applications would then be progressed to reach the target of around 2,600 dwellings. It is likely that this would require a fresh planning permission for the additional homes.
- In this scenario, the Council will require the applicant to have regard to Parts B, C and D of the SPD to influence (1) the evolving masterplan, design code and subsequent Reserved Matters Applications, and (2) any subsequent application for additional homes.

Scenario 2: Review and expansion of consented scheme to realise full 2,600 homes

This is scenario implies revisions to specific elements of the consent:

- The applicant might seek to review specific aspects of the existing outline consent in order to expand the quantum of permitted development to the full capacity allowed in the site allocation.
- In this scenario, it might be desirable to expand development parcels envisaged in the consented parameter plans, or to re-visit certain elements of the scheme.
- Depending on the extent of revisions, and uplift in quantum from the consented 1,800 homes to around 2,600 dwellings (as defined in Policy

SS7), it might be preferable to progress a suite of planning applications working in tandem with the existing consent, or a fresh primary application to secure a comprehensive set of parameters underpinned by the assessment of environmental aspects as appropriate.

- In this scenario, the Council will require the applicant to have regard to Parts B, C and D of the SPD to inform the review of the planning application and subsequent masterplanning material, design codes and subsequent Reserved Matters Applications.

Scenario 3. Preparation of new planning application in line with Policy SS7 and SS7a

The final scenario would involve a more comprehensive approach in the form of a new scheme:

- This scenario is most likely in the context of a transfer of ownership.
- A new scheme would require the preparation of a new planning application.
- In this scenario, the Council will require the applicant to have regard to the SPD for all elements of the planning process.

It is assumed that the full quantum of Business Park uses would be delivered in all three scenarios.

Consented scheme – key elements to retain and opportunities for enhancement

All three planning and delivery scenarios entail varying degrees of revision or review of the existing planning consent. There are a number of key aspects of the existing consent which are welcomed and should be a feature of any future scheme:

- Retention and expansion of the Business Park;
- Creation of runway park at the heart of the settlement;
- Clear definition of a village centre and adjacent village green;
- Green landscape swathe to the west, connecting to the Wey and Arun canal corridor at the southern boundary.
- A sequence of neighbourhood petals and green wedges connecting to the central part of the village.

The SPD identifies a number of opportunities to enhance the existing scheme, which could be embraced through future masterplanning work within any of the planning scenarios. These amendments are embedded in the indicative framework drawings in Part B (Chapter 4).

These opportunities include the following:

- Increased total area of development parcels, in response to the 2,600 capacity in the site allocation.
- Reduced emphasis on the formal crescent, with the central “D” more tightly defined as a notional boundary to the centre and central village green.
- Greater blend of uses between the Business Park and the village centre, with the centre shifting northwards to encourage greater interaction and exchange.
- More rational arrangement of parcels and green wedges to support the successful enclosure of spaces and development.
- Stronger built edge to the canal, including the positioning of the canal basin as an additional local destination.

B

MASTERPLAN FRAMEWORK

3 VISION AND KEY PRINCIPLES

3.1 Our vision

3.1.1 Context for the vision

As set out in Part A, DPGV has been through a long and complex process of planning, design and masterplanning over the past twenty years. The receipt of outline planning permission and the successful allocation of the site in the Local Plan are major milestones. However, there is still a long way to travel on the journey towards the delivery of a successful and sustainable new settlement.

Through the SPD, the Council has established a series of guiding principles and illustrative material which set out a clear and comprehensive statement of intent for DPGV. The first step in this guidance is the creation of an overarching vision as a statement of intent for the site.

The Council's vision, expressed as four key themes, draws upon the valuable work and discussions which have taken place over the past few years. These include:

- Work by the Council in preparing the Local Plan, including the engagement process.
- Positive and creative discussions with the Dunsfold Advisory Group.
- Insights and outcomes from the D:SE Design Review process.
- Ongoing discussions with the DAL team in relation to the planning consent and subsequent work on their evolving masterplan.

3.1.2 The vision wheel – four key themes

The four main themes are illustrated graphically on the adjacent "vision wheel"(***Fig 10***). The wheel highlights the need for a holistic approach, which focuses on place and people. Taken as a whole, the themes represent a commitment to creating a sustainable, healthy and resilient place. The themes articulate an overarching aspiration for quality that cuts across all aspects of planning, design and delivery. The four key themes are:

- Community and placemaking;
- Health and well-being;
- Sustainability; and
- Integrated economy.

The four vision themes focus primarily on the SPD area. It is important that future proposals for DPGV consider the broader relationships with surrounding villages and communities. Guidance in Part B identifies key areas where impacts and mitigation beyond the SPD boundary will require review including transport and environmental matters. In addition, the Council will encourage proposals to articulate how the new settlement will positively contribute to the collective economic and social success of DPGV and adjacent settlements.

Each theme is explained in more detail in Section 3.2

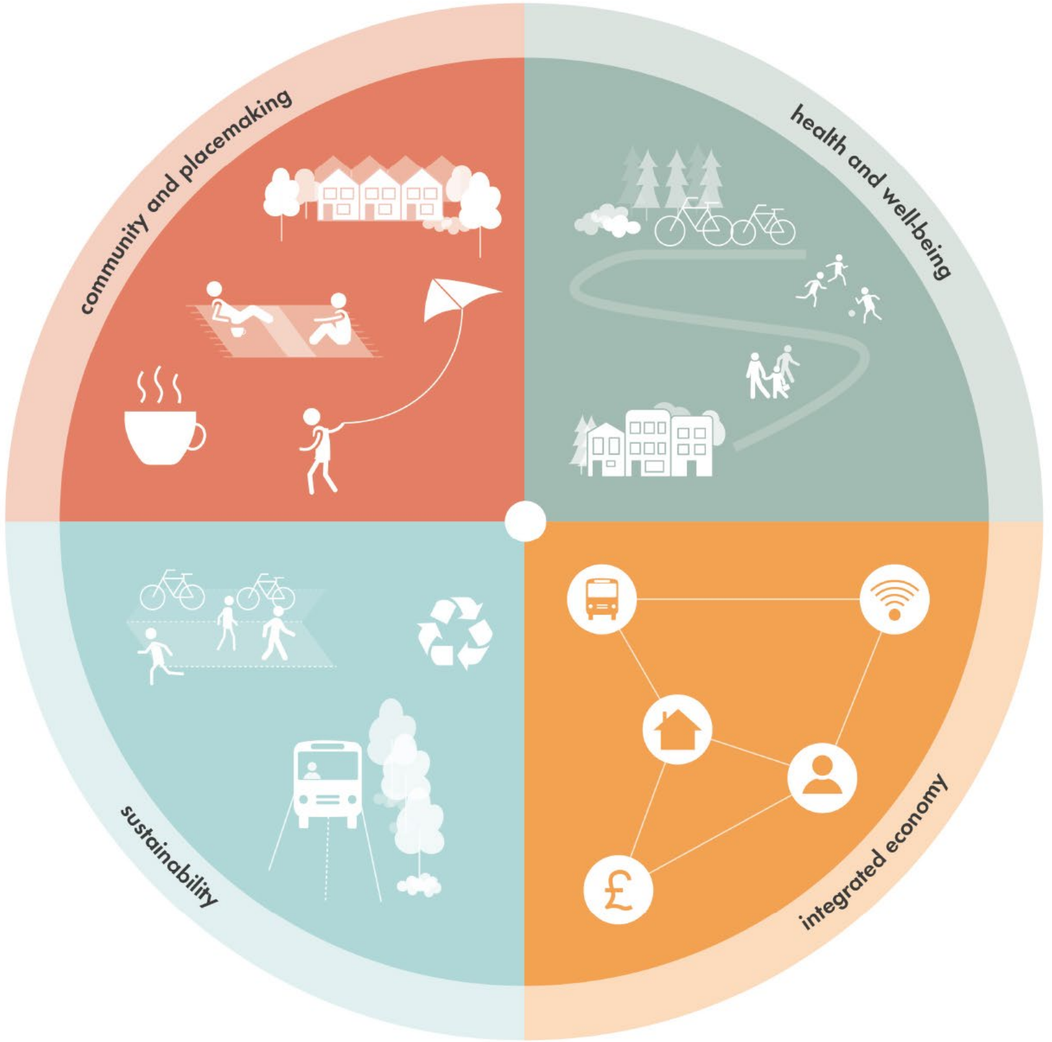


Fig 10 Vision wheel – four key themes for DPGV

3.2 Vision themes

Community and place-making

DPGV will be a community which places inclusivity and accessibility at its heart; a space for all. The new settlement will be defined by a coherent identity, whilst fostering a rich mix of distinctive neighbourhoods.

Central to the village is community life. The village centre, village green and schools will act as focal points for social activity, whilst high-quality placemaking characterises each street, home and open space. A mix of housing types and tenure will create resilient communities with homes that adapt to changing lifestyles over time. The settlement will be available to visitors from the surrounding villages including Alfold and Dunsfold.

DPGV will be set within the attractive Surrey landscape, blending into the pattern of fields and woodlands that characterise the countryside. Enhancements to the landscape will allow DPGV to stitch back into its context, responding to long distance views to and from the Surrey Hills AONB.

Example outcomes

Applicants are encouraged to demonstrate how their proposals have been shaped by and respond to the vision statement. Proposals should seek to perform well against the following suggested outcomes, alongside any other key outcomes identified by the applicant:

- Homes situated within 400m or a 5 minute walk of a community building or community-focused open space e.g. neighbourhood green, allotments.
- Proposals demonstrably tenure neutral in all aspects of their design.
- Homes demonstrably flexible and adaptable e.g. rooms that accommodate distinctly different uses across a day without conflict.
- Hedgerows characterise streetscapes and form a strategic network of green infrastructure.
- The village centre and village green are demonstrably able to accommodate and host a different events and activities e.g. modelled configurations of equipment, attendance capacities etc.

Health and well-being

DPGV will be well-known as a happy and healthy place to live, work, study and spend time. People will choose to live and work in DPGV, attracted by the lifestyles enjoyed by residents and employees.

Healthy lifestyles and good mental and physical well-being will be typical hallmarks of the village. The new settlement will promote cycling and walking to a range of nearby services and facilities within the different neighbourhoods and the village centre (similar to the 20-minute neighbourhood concept).

DPGV will be an inclusive place to live, making provision for the whole community including those with disabilities, and creating sustainable connections to destinations outside the SPD area.

Public green spaces and trails will be well used for leisure and recreation, as well as informal doorstep play in safe and welcoming neighbourhoods.

Example outcomes

Applicants are encouraged to demonstrate how their proposals have been shaped by and respond to the vision statement. Proposals should seek to perform well against the following suggested outcomes, alongside any other key outcomes identified by the applicant:

- Homes are designed to accommodate easy storage and access to bicycles e.g. integrated into suitably sized cupboards close to front doors.
- Homes are within a 20 minute walk of the village centre and its amenities.
- Street designs prioritise pedestrian and cycle movements over vehicles.
- Street designs facilitate safe opportunities to socialise and play.
- The Business Park is characterised by a well planted, pedestrian-centric public realm with natural surveillance established through active frontages and a mix of commercial uses.

Integrated economy

DPGV will be home to a nationally significant Business Park that is a centre for innovation, technology and productivity. The park will be a hub for the regional economy, with high-quality workspace able to attract both well-known names and act as a destination for pioneering small enterprises.

The Business Park will be well integrated with the village, providing jobs for those who live in the village and local settlements across Surrey, choosing active and sustainable travel as a part of their commute.

Local entrepreneurship will be supported through adaptable home working and flexible community workspaces with excellent digital connectivity.

Example outcomes

Applicants are encouraged to demonstrate how their proposals have been shaped by and respond to the vision statement. Proposals should seek to perform well against the following suggested outcomes, alongside any other key outcomes identified by the applicant:

- The Business Park is designed to accommodate a mix of unit types and sizes to attract a range of different occupiers.
- The Business Park is served by excellent bus links from surrounding settlements and public transport hubs, with high quality bus stops integrated into the public realm design.
- Buildings are designed to accommodate Ultra fast Fibre to the Premises (FTTP) broadband.
- Homes are within a 20 minute walk to a community building with bookable workspace and broadband access.
- Homes are demonstrably designed to support home working by multiple residents.

Sustainability

DPGV will aspire to be a carbon neutral settlement sustainability embedded in every aspect of its planning, design and delivery.

Buildings will take inspiration from the highest standard in sustainable design and construction, minimising whole-life carbon and making use of innovative energy efficiency features, making homes easy to regulate and affordable to maintain.

A high-quality, multi-functional network of green and blue infrastructure will ensure the village is climate resilient and demonstrates a biodiversity net-gain across the settlement, bringing nature into everyday life and enhancing the natural environment.

A high quality public transport system should be promoted as part of the scheme to support sustainable modes of travel.

Example outcomes

Applicants are encouraged to demonstrate how their proposals have been shaped by and respond to the vision statement. Proposals should seek to perform well against the following suggested outcomes, alongside any other key outcomes identified by the applicant:

- Homes meet a range of high quality sustainability credentials as set out in Part D.
- Neighbourhoods are characterised by multifunctional green infrastructure e.g. a pocket park that enables socialising, play, rain water attenuation, wildlife habitat etc.
- Homes are within 800m or a 10 minute walk from a bus stop, with services that are reliable, frequent and comfortable e.g. Bus Rapid Transport.
- Buildings are designed to accommodate integrated sustainable technologies e.g. green / brown roofs, home batteries, photovoltaic panels.
- All buildings are connected to a smart energy service controlled by the Community Trust e.g. district heat sharing, electricity microgrid.

4 A FLEXIBLE FRAMEWORK

4.1 Introduction

4.1.1 Overview

Chapter 4 establishes an overarching framework for DPGV, identifying the strategic spatial principles and guidance to influence the future masterplanning process. It defines the spatial principles and site-wide moves which will enable the realisation of the vision and key themes in Chapter 3.

As set out in Section 2.10 and Section 2.11, the SPD places major emphasis on flexibility which is essential for a site of this geographic scale and complexity.

Proposals are likely to be delivered over a lengthy time period, across different phases and against a dynamic backdrop in relation to patterns of market demand, and emerging good practice in relation to environmental performance and standards. In addition, it is important that the guidance is also sufficiently agile to respond to a variety of delivery models, allowing for the potential involvement of different developers and house builders across the lifespan of the scheme.

The starting point is the definition of an overarching collection of framework principles which define the key spatial moves in response to the vision (Section 4.2).

An illustrative framework is then expanded in Section 4.3 through a series of layered plans and accompanying guidance.

Section 4.4 illustrates how the framework could begin to evolve as an initial sketch masterplan. Section 4.5 identifies guidance relating to phasing, management and governance.

4.2 Spatial principles

4.2.1 Summary

The spatial principles are considered to be fundamental to the success of DPGV, and should form a robust basis for the masterplanning of the site. Proposals should demonstrate how the principles have been taken into consideration and informed their response to the site. Innovation and creativity in this response will be welcomed, inspired by the overarching principles in the Garden Community prospectus (2018).

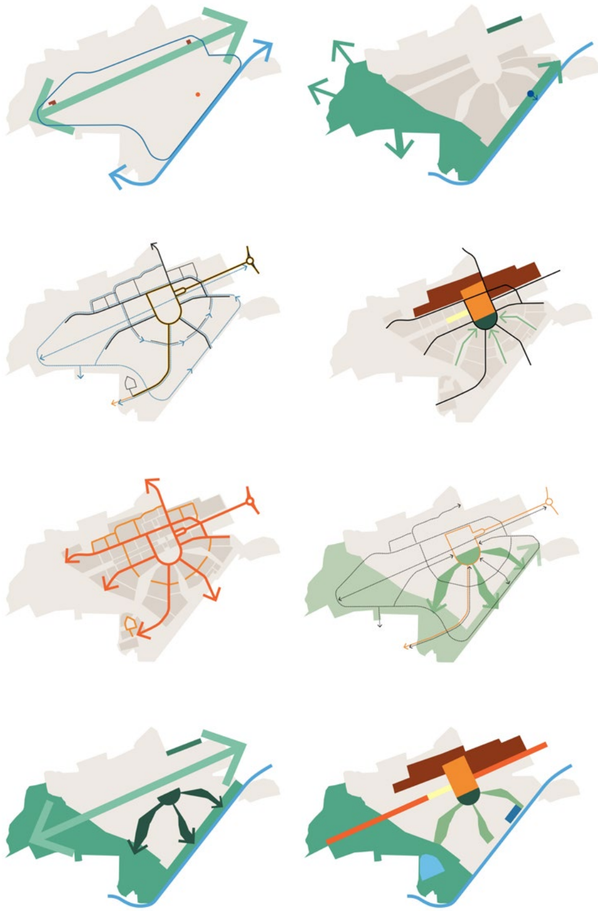


Fig 11 Eight spatial principles for Dunsfold – explained in Figs 12 to 19

1. Embracing heritage by responding to local assets

Utilising and enhancing the existing features such as the runway park, perimeter route, existing public rights of way and connection to the Wey and Arun Canal.

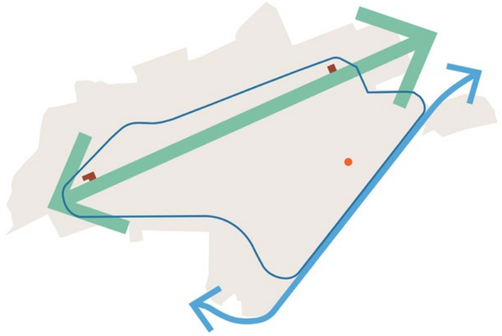


Fig 12 Principle 1 – embracing heritage

2. Ease of movement and connectivity

A network of integrated and accessible movement routes, footpaths, and cycleways, with proximity to key facilities and spaces – with every part of the village and business park within approximately 20 minutes' walk of the village centre and approximately 5 minutes from the country park. Proposals should consider linkages beyond the site to connect into wider walking routes and cycling connections.

Fig 13 Principle 2 – ease of movement and connectivity

3. A legible urban form

High quality urban form and layout with a clear hierarchy of streets and spaces, based around a central green space and series of connected neighbourhoods and green wedges.

Fig 14 Principle 3 – a legible urban form

4. Multi-functional green and blue infrastructure

A high quality network of green and blue infrastructure that supports biodiversity, recreational uses, climate resilience and enhances the natural environment

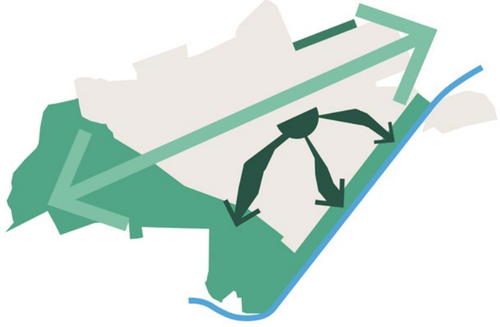


Fig 15 Principle 4 – green and blue infrastructure

5. An integrated landscape

Characterful landscape that sits comfortably within the Surrey countryside, reintroducing native characteristics such as woodlands, hedgerows, waterways and public rights of way.

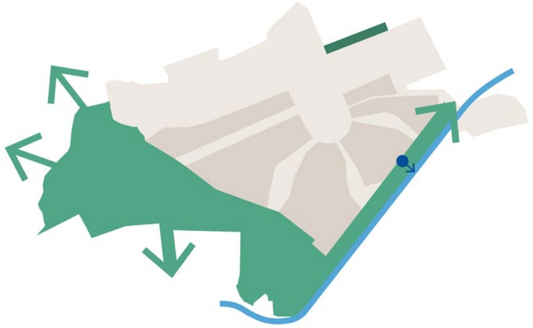


Fig 16 Principle 5 – an integrated landscape

6. An accessible centre of mixed uses

A well-connected village centre provides social, cultural and economic activities including an expanded Business Park, a new primary and re-provided Jigsaw school and general amenities; all within a short walking distance.

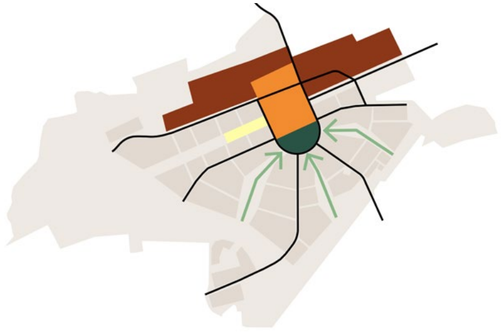


Fig 17 Principle 6 – an accessible centre of mixed uses

7. A sustainable, active neighbourhood

Promoting cleaner modes of travel, energy efficiency, encouraging biodiversity, healthy lifestyles and enhancing the natural environment.

Fig 18 Principle 7 – a sustainable, active neighbourhood

8. A distinctive identity of many places

A coherent and responsive sense of place, providing a choice and variety of high-quality and adaptable spaces to live, work and enjoy.

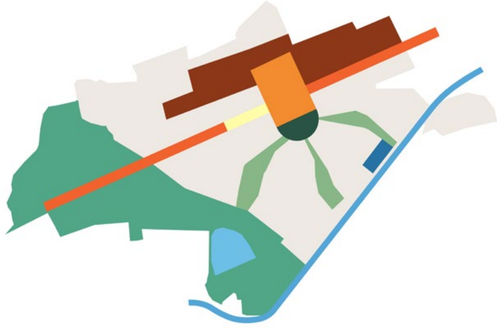


Fig 19 Principle 8 – a distinctive identity of many places

4.3 Framework guidance

4.3.1 Overview

Section 4.3 of the SPD defines area-wide spatial guidance for DPGV across a series of framework drawings (***Fig 20***):

- Development framework – illustrative framework drawing which captures the potential urban structure of the site in relation to density, key frontages, important routes and the approach to landscape and open space.
- Landscape, open space, and play – highlighting the overarching landscape strategy with indicative approach to open space and play.
- Movement strategy – identification of street hierarchy including emphasis on sustainable movement and active travel.
- Land uses and residential density – flexible land use strategy identifying locations for new homes, employment, village centre and education uses, including 'swing blocks' where flexibility for a range of uses could apply.
- Building heights – defining an appropriate building height strategy.
- Placemaking and character – this plan defines areas of distinct character and identity.
- Heritage framework - articulating key heritage assets.

Fig 20 Overview of framework plans in Section 4.3

4.3.2 Development Framework

The DPGV development framework is presented in ***Fig 211***. It encapsulates the overarching vision and themes in Chapter 3, and the spatial principles in Section 4.2.

As set out in the site allocation, DPGV is identified as a strategic destination for mixed use development, accommodating housing, employment and associated supporting uses. Proposals will be required to demonstrate how they realise the Council's vision of a high quality, mixed use community with a distinctive identity and character.

Landscape summary (see 4.3.3)

Proposals should start with the landscape, responding to the setting of the Surrey Hills Area of Outstanding Natural Beauty, in line with Policy RE3, and the Area of Great Landscape Value. In practice, this will necessitate the provision of a large swathe of undeveloped land occupying the western portion of the allocation, connecting to the Wey and Arun Canal which forms the southern boundary to the site. This area will provide the setting for the development and host a rich and varied green infrastructure including open spaces, pitches, areas for biodiversity and drainage.

Fig 21 Development framework (illustrative and indicative) - Please cross-reference Fig 24 and Fig 25 which shows further details in relation to movement.

The site benefits from several areas of Ancient Woodland alongside other mature and veteran trees and woodland. The Council will require applicants to demonstrate how the setting, species and habitats associated with these areas are protected through the development, utilising appropriate buffers to be agreed with the Council and Natural England.

The creation of a runway park is an essential component of the scheme. This should follow the alignment illustrated, forming a strong entrance to the site from the new site access road as established in 2020. Opportunities to utilise the formal geometry of the runway within the village centre should also be embraced.

A sequence of green fingers or wedges will connect the landscape into the development. Proposals must demonstrate the role that these spaces will play in characterising the neighbourhoods and delivering a cohesive and connected Green Infrastructure strategy.

Movement summary (see 4.3.4)

Proposals must identify how active travel and sustainable patterns of movement will be achieved across the site. The cornerstone of the development will be the delivery of a new access route from the A281 (the "runway road") which is the primary access into and out of the site. It is envisaged that this would adopt the alignment as fixed through the consented proposals for the road which is considered to be the most appropriate location. The new access road will be required to serve the expanded Business Park, the village centre, the residential neighbourhoods and supporting uses. WBC will work with the applicant and SCC to maximise vehicle movement into and out of the site via the new access road to avoid impact on the adjacent settlements.

A north-south connection will be established within the site, with access points carefully managed as set out in section 4.3.4. This will provide local access within the settlement, and act as a focus for active travel (walking and cycling) beyond the site boundaries.

A fourth access point will be required at Tickner's Heath. As agreed through the outline scheme, this route will be managed to restrict private vehicles, creating an entrance for walking, cycling and buses only. The bus route will connect across the site, serving the primary school, village centre and Business Park, connecting back to the A281 via the new access road.

A network of local routes will be established across the site. In addition, a network of vehicle free walking and cycling routes will also connect neighbourhoods and destinations within and beyond the site, making use of the retained Peri-track, the proposed new canal towpath, and more local routes across the green wedges and landscape.

Land use summary (see 4.3.5)

At the heart of the new settlement is a mixed-use village centre comprising a flexible mix of active uses and residential dwellings to bring life and activity throughout the day and into the evening. A sequence of formal spaces, both hard and soft will be required through the village centre. These spaces should find opportunities to unify the Business Park to the north, and the village centre to the south. A larger village green space should be provided at the threshold between the residential neighbourhoods and the village centre.

The northern part of the site will be a key focus for employment uses, expanding on the successful offer which is already in operation. Opportunities to establish strong connections between the village centre and the Business Park will be required, including opportunities for new public spaces, mixed use buildings and 'swing' blocks.

The proposals envisage approximately 2,600 homes on the site. A range of housing types and densities will be encouraged. The Council will anticipate higher density housing at the centre of the site, with dwellings above town centre uses in the village centre, and residential uses in the central part of the site. Housing will fan out from the centre, with highest densities closest to the village heart, gradually transitioning to mid-range densities and lower densities at the edges where neighbourhoods meet the landscape.

A new canal basin should be provided in an accessible and appropriate location. This will be a focus for a secondary local centre and destination for food, drink and leisure for visitors and the community. This location will be suitable for an uplift in density, and suitable house types to create an appropriate setting.

An area of lower density housing set adjacent to wooded areas in the south-western corner of the site could also be provided.

A development of this scale must be well-supported by a wide range of community and education uses and services including provision for health services. The exact provision of a new primary school and replacement Jigsaw school are flexible within certain criteria as defined in Part C. The Council will encourage any scheme to explore the location of the primary school within the central portion of the site as part of the old runway. Both the primary school and Jigsaw school should provide an opportunity for innovative, high quality, sustainable design which celebrates the heritage of the site.

4.3.3 **Landscape and open space**

Proposals must demonstrate how they have responded to the existing natural and landscape context of the site and its strategic setting, including topography, ancient woodland, other mature or veteran trees or tree groups. Similarly, the historic landscape context associated with the operation of the aerodrome should also be embraced.

These assets and characteristics have helped to shape the indicative arrangement of parcels in the framework drawings, and applicants will be expected to adopt a similar approach, with reasoned justification for the exact approach taken, or any material deviation from the principles in the SPD. Overarching landscape guidance can be defined as follows:

- Proposals must protect the setting of the Surrey Hills AONB in accordance with Policy RE3. Proposals must consider the potential impact of development which could harm public views from or into the AONB. As set out in Section 2.5, part of the site is designated as an Area of Great Landscape Value which forms a buffer to the AONB, affording a similar principle of protection albeit at a scale commensurate with a local landscape designation. Any proposals for the site will be required to assess any landscape and visual impact, demonstrating appropriate mitigation as appropriate.
- Proposals should seek to maintain a swathe of landscape in the north-western portion of the site as illustrated in the framework. This area will occupy a wide range of Green Infrastructure functions and form a key response to the setting of the AONB. The view from Hascombe Hill should be carefully considered.
- Schemes must retain areas of Ancient Woodland with a view to protecting the setting, species and habitats of these areas. A similar approach should also be taken to other areas of woodland, particularly mature groups, and individual veteran trees. Exact buffers should be agreed by the Council, Surrey Wildlife Trust, Natural England and Forestry Commission on future schemes, but a working assumption of 15m is considered to be broadly appropriate for Ancient woodland, in line with current legislation.
- Detailed management plans should be developed and submitted as part of their application, to protect the ancient woodland and other woodlands from loss, damage or deterioration both during and after construction. This should include how the areas will address issues of access and increased footfall within the woodland areas, to protect the woodland soils, flora and fauna.
- In place-making terms, people enjoying vistas of the surrounding hills, or catching glimpses from within the development should be aware of the bowl-like character of the site and the planted edges which give the aerodrome a sense of being enclosed.

Fig 22 Landscape framework (illustrative and indicative)

- Proposals should adopt an integrated approach to the Wey and Arun Canal from a landscape perspective. Applicants will be expected to liaise with the Wey and Arun Canal Trust and Surrey County Council to realise opportunities to create a continuous towpath on the northern bank of the canal. Proposals should adopt a positive relationship with the canal, creating a suitable edge condition which celebrates this unique feature. Proposals must demonstrate early assessment and understanding of the ecological value of the canal corridor, demonstrating how proposals will protect and manage any impact on habitats or movement corridors.
- The Council will require any future scheme to provide a new park which follows the alignment of the runway as illustrated on the framework. The central portion of this space will be suitable for village centre uses and activities and potentially, a primary school, but the majority will be occupied by landscape and park functions as a strong reminder of the site's heritage.
- A village green should be provided in a central location, near the village centre. In the illustrative scheme, a crescent shaped green is provided to the south of the village centre, acting as a fulcrum between the more active uses in the northern half of the site, and the residential neighbourhoods which are concentrated to the south. An alternative geometry could be considered if this creates an appropriate presence.
- Proposals must provide generous provision for Green Infrastructure in 'local' positions across the site. An efficient way of achieving suitable open space which creates a critical mass from both a place-making and functional perspective is the creation of green fingers or wedges. The illustrative framework defines a series of wedges which separate the neighbourhood 'petals'. The wedges achieve strategic penetration of the development parcels by green space and connect the formal village green to the canal and the wider landscape. Each wedge has potential to adopt a varied character in response to local conditions, topography or the requirements of the open space or water management strategies. Street trees should be provided across the development with an integrated approach to management to ensure longevity.
- The Council will require proposals to provide and clearly articulate their public realm strategy. This 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.
- The Council will encourage provision of community gardens and allotments in convenient and accessible locations across the site.
- The Council will require any future scheme to meet policy requirements, and encourage applicants to target best practice in meeting future guidance in relation to biodiversity net gain. Proposals should cross-reference section 11.4 in incorporating ecological improvements and habitat provision.

Fig 23 Open space and recreation framework (illustrative and indicative)

Open spaces and recreation

Proposals should meet the Council's open space standards, responding to best practice as defined by Fields in Trust.

Fig 23 illustrates the indicative approach to open space, identifying the notional distribution of the different scales of play space across the site in accordance with Policy LRC1 of LPP1 and Fields in Trust guidance[1]:

- Doorstep Play (LAPs): for under 5s, should focus on both dedicated and incidental play, and should be located within 1 minute's walking distance (100m). Proposed development will need to demonstrate sufficient on-plot provision of doorstep play.
- Local Play (LEAPs): for 5-11s should be formed within dedicated local play spaces within 5 minutes walking distance (400m), providing 'equipped' play opportunities through conventional play equipment and natural play elements. Play should be accessible with an emphasis on creating inspiring, fun and inclusive provision.
- Neighbourhood Play: for 12-18 year olds, should provide more substantial equipped play and recreation facilities which is accessible and inclusive. Neighbourhood play should be within 15 minutes walking distance (1,000m) of residential development.

1 Guidance for Outdoor Sport and Play, Fields in Trust (2020)

Sports pitches should be provided at the western end of runway park, with opportunities to embed outdoor gyms and informal play around the peri-track. The Country Park has potential to incorporate a skateboard / BMX area. The Country Park and open spaces will require a high standard of signage as part of a clear wayfinding strategy.

The position of the MUGA is indicative at this stage. Detailed proposals should explore potential central locations which could also include the runway park as set out in section 6.3.2.

4.3.4 ## Movement

Proposals for DPGV must respond to the Council's aspirations for a sustainable pattern of movement and current SCC guidance on movement and streets, providing choice with an emphasis on active travel. ***Fig 244*** illustrates the proposed hierarchy of streets which has been established within the site. The clear intention is to create a legible and open street network, facilitating choice of movement through the area. Cul-de-sac environments should be avoided. ***Fig 275*** overlays the proposed public transport route and highlights the proposed walking and cycling connections.

It is important to note that the S106 agreement for the 1,800 home consent makes provision for a range of on and off site mitigation measures, but the impact of the additional homes up to approximately 2,600 will require further assessment

Fig 24 Street hierarchy framework (illustrative and indicative)

Aside from the main access street and junction with the A281, the streets should be treated as illustrative. Although there is flexibility to explore alternative layouts as part of a masterplan and subsequent applications, any scheme should respond positively to the broad pattern of connections, and the principles which support this illustrative street hierarchy.

There is potential to incorporate a distribution hub on the edge of the residential area to allow home deliveries to transition to smaller local delivery systems using small electric vehicles or cargo cycles for distribution to individual homes.

Opportunities to connect into surrounding areas should be pursued including Cranleigh Leisure Centre, Wey South Path, Sidney Wood, Downs Link / NCN223.

Access points

The principal access for the site is situated on axis with the runway park, achieved through the delivery of a new junction on the A281 which will create a more direct connection into the village centre and Business Park. This will provide access onto the regional network with connections to Horsham and Guildford.

Proposals will be required to provide a clear access strategy which adheres to the following principles (see ***Fig 25*** for locations):

1. Stovold's Hill access: Suitable for walking, cycling, buses and emergency services only.
2. Compass Gate access: Suitable for local journeys for vehicles apart from HGVs. This access should be designed to encourage local journeys by non-vehicular modes.
3. High Loxley Road access: Suitable for walking, cycling and horse only.
4. Benbow Lane access: Suitable for walking, cycling and horse only.
5. Tickner's Heath access: Suitable for walking, cycling, horse, bus and emergency vehicles only. Within the site, a local street should connect between Stovold's Hill and Compass Gate. Movement beyond the site boundary at these two access points must prioritise active travel including walking and cycling.

Prior to development taking place (as set out in the planning conditions for the existing consent), the Council will require a scheme to be submitted and agreed for the opening/closure of the respective entrances around the site boundary including reference to construction, enabling and mitigation works. It is important that this information provides a clear demonstration of any impact and mitigation in relation to the adjacent road network and surrounding villages including Alfold and Dunsfold, including the strategy for maximising use of the principal A281 access.

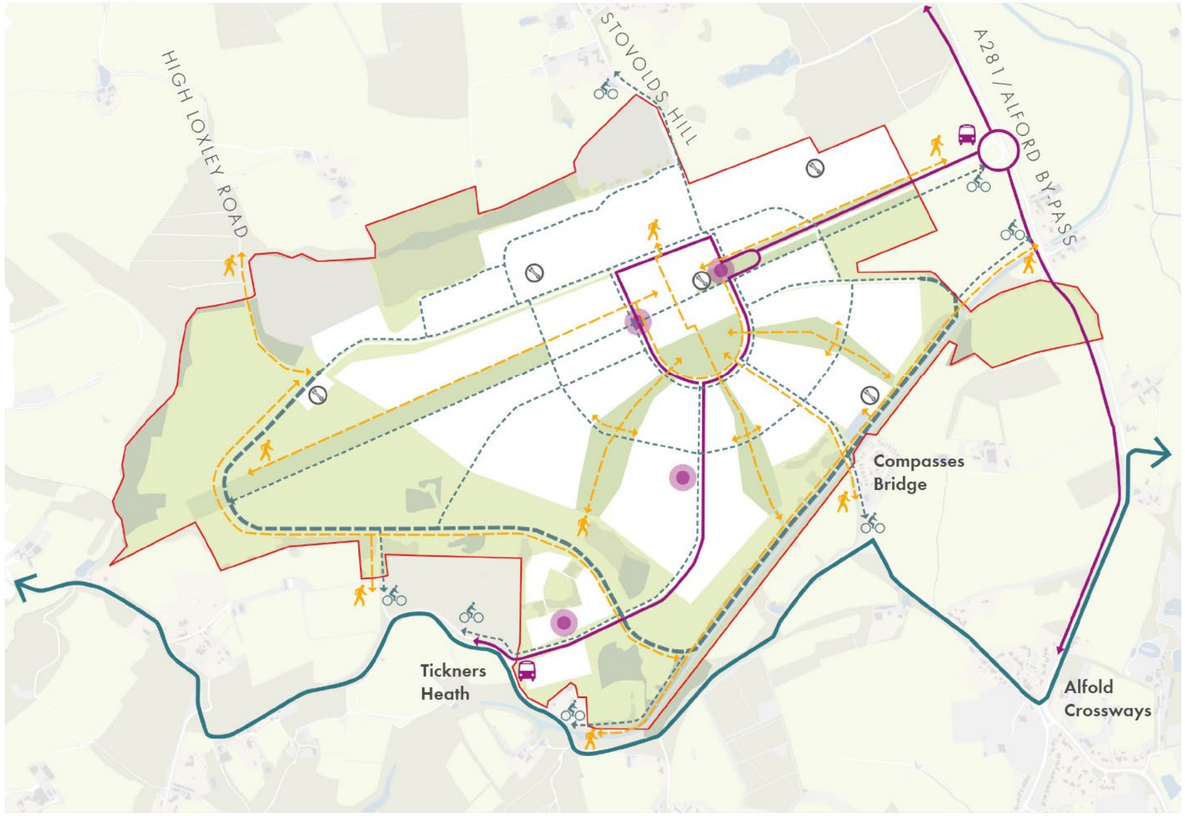


Fig 25 Sustainable movement framework – walking, cycling and public transport (locations are indicative - for numbered access points, see adjacent text under "Access points")

Runway road

The runway road from the A281 reflects the consented proposal, which is treated as a fixed element for the purpose of the masterplan framework. If an alternative scheme comes forward which re-visits the consented outline scheme, it is likely that the position of the principal access would be retained. If an alternative main access is proposed, the onus would be on the applicant to make a compelling case for agreement with WBC and SCC, demonstrating that the proposed approach realises the vision and guidance in the SPD, alongside alignment with broader highways and sustainable movement objectives and guidance.

It is important to resolve the relationship between the runway road and the village centre. The illustrative framework includes an elongated roundabout form as a way of managing the axial location of the runway road – allowing vehicle access without producing a single overbearing vehicular junction. Car parking for the village centre could be allocated to the east of the centre. This will require further exploration as proposals evolve.

Main street network (primary)

The runway road will connect to a main street network which coincides with the eastern edge of the village centre. The main street will enable distribution of vehicles north towards the Business Park and Stovold's Hill, and south towards Compasses Bridge via connecting streets. The central part of the main street also provides links to the connecting street network which forms the boundaries to north, west and south of the village centre and village green.

A main street is also proposed from the runway road towards the Business Park area. This connection is important, as it will avoid the need for larger Heavy Good Vehicles (HGVs) entering the Business Park via the eastern edge of the village centre which could undermine the quality of the centre.

Connecting street network (secondary)

The connecting street network is focused on the northern, western and southern boundaries to the village centre and village green. Other connecting streets include:

- A connection to the south-west to Tickner's Heath via "The Woods" area, an area of lower density development at the edge of the site.
- Access to the south-eastern residential petal which includes the notional location of the Jigsaw school.
- A route along the southern edge of the Business Park towards a potential area of parking north of the runway park which has potential serve the formal pitch and recreation provision within the Country Park area.

Neighbourhood streets

Neighbourhood streets will provide vehicle access within neighbourhoods from the main street, or connecting streets.

Local streets

A network of more tertiary local streets including shared surfaces will create a legible, open structure of connected development parcels. All public realm designs will need to demonstrate how they are inclusive for easy and safe use by people of all ages and abilities. ***Fig 244*** provides an indication of how this structure of routes could be achieved. Guidance on typical street characteristics is set out in Part D.

Highways improvements

Proposals must provide a comprehensive assessment of potential transport impact and associated mitigation strategies. Applicants should liaise with WBC and SCC to agree the 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.

The Council will encourage a proactive approach to traffic management, using building and public space design as ways of reducing traffic speed and achieving placemaking benefits.

Public transport

There is a clear requirement for any scheme to provide and secure a frequent bus service in perpetuity to serve the whole site, to maximise opportunities for alternative forms of transport and to support alternatives to the private car. The Council will explore opportunities for new forms of public transport utilising emerging technology across the lifespan of the development.

Fig 255 identifies the potential public transport routing between the Tickner's Heath junction with Dunsfold Road in the south-west, and the new junction with the A281 in the north-east. The bus route follows the proposed secondary street which connects to the village centre, primary school, and Business Park via The Woods and one of the residential petals. The precise routing and position of bus stops around the village centre is flexible and should respond to the ultimate position of education facilities and the other key non-residential destinations. The Council will encourage provision of a suitable interchange facility in the village centre.

Accessible Electric Vehicle charging points

Proposals should provide adequate Electric Vehicle charging points in accessible locations across DPGV for visitor use. The positions are indicative, but include the following locations:

- Village centre.
- Canal basin.
- Business Park; and
- Sports hub car park area.

The Council will seek the appropriate provision of Car Clubs and electric vehicle charging points as set out in the Surrey County Council Vehicular and Cycle Parking Guidance (January 2018) or any subsequent policy or guidance on this.

Cycling

DPGV will be a compact and accessible settlement for cyclists. Cycling is a preferred means of moving around the village, and beyond to surrounding destinations. Proposals should refer to the Surrey County Council Vehicular and Cycle Parking Guidance (January 2018) or any subsequent policy or guidance. ***Fig 255*** highlights a range of illustrative cycle connections which proposals must incorporate within future masterplans and detailed layouts. Proposals must ensure that key destinations such as the village centre, schools, Business Park, and recreational facilities are easily and safely accessible by bicycle, and well-connected to the residential neighbourhoods, the adjacent aviation museum, and the surrounding villages including Cranleigh.

Key elements within the cycle provision should include the following:

- Runway park: A segregated cycle way should be provided at the edge of Runway park, creating a strong, safe gateway into the site. This will establish a direct link to the village centre, with a cycle link continuing through the centre, meeting the Peri-track via the western part of Runway park.
- Towpath: Cycling will be supported along the Wey and Arun canal at the southern edge of the site. Detailed design proposals will need to demonstrate the resolution of points of connection between the towpath and adjacent destinations within the site such as the canal basin.
- Peri-track: The Peri-track should be retained as far as possible in situ, certainly through the western portion of the site as it traverses the landscape. Depending on the arrangement of the residential petals, the towpath might replace the southern section of the Peri-track before connecting back to the street network and the eastern edge of the site where the towpath continues north-east. A scheme which retains the peri-track in its entirety would be welcomed.
- Streets: Cycling connections should be integrated into the key primary, secondary and local streets, enabling linkages through the petals and beyond to the landscape. A radial cycle connection should be incorporated to enable easy connection between petals and non-residential locations.
- Cycle hub facilities: Proposals should maximise cycle parking at key destinations including the Business Park, village centre, schools, and recreation areas. An integrated approach to the co-location of the central bus stops, cycle parking and EV-charging locations will be encouraged to maximise sustainable multi-modal linked trips.
- Opportunities to create new cycle routes to wider locations will also be considered.

Walking

Walking will be a safe and convenient option for getting around DPGV. Proposals must provide a clear and legible walking strategy.

Fig 255 identifies streets and routes which will have a strategic focus for walking connections. It is assumed that all streets would accommodate walking for more local trips. Similar to the cycling strategy, proposals must ensure a high standard of provision to accommodate walking to the village centre, schools, Business Park, recreational facilities, residential neighbourhoods, the adjacent aviation museum, and the surrounding villages.

Key aspects to highlight include the following:

- Runway park: Provision of paths adjacent to Runway park.
- Central routes: Creation of safe and convenient walking routes from the Business Park to the village centre and village green, and around the edges of the centre.
- Green wedges: Informal paths integrated within the wedges, allowing pleasant walking from the village green towards the landscape. In addition, creation of walking connections across wedges between adjacent residential parcels.
- Beyond the site: Provision of paths which connect beyond the site to the adjacent street network including High Loxley Road and towards the proposed Aviation Museum, should this be located outside the SPD site boundary.

Parking

Detailed proposals for parking should developed be in the context of an overarching sustainable movement framework and strategy for the site in keeping with the Council's vision for DPGV and in compliance with the Surrey County Council Vehicular and Cycle Parking Guidance (January 2018) or any subsequent policy or guidance on this. Subject to the above, opportunities for a low level of parking provision should be considered with a view to achieving a sustainable pattern of movement, and creating attractive streets, spaces and homes.

Parking should incorporate allowance for access to people with disabilities.

4.3.5 ## Land uses and density

The site allocation proposes the creation of a coherent new settlement of approximately 2,600 new homes, with a range of community facilities and services. Guidance for each of the key components are set out below and should be read in conjunction with the indicative land use framework plan (***Fig 266***).

Village centre

The village centre should play a key role in creating a distinct identity for the new communities – establishing a focus for social and civic activity and a destination for future residents, and existing residents neighbouring the site.

In policy terms, the site allocation requires the village centre to include at least 3,750 sq. m gross floorspace with shops, financial and professional services, restaurants, and cafés, drinking establishments and hot food takeaways to provide for the day to day needs of residents. In addition, the centre should also accommodate health facilities, community provision and early-years education.

The indicative framework illustrates several specific design and place-making principles:

- A central location which occupies the central portion of the proposed Runway park and is situated at the end of the main access street which connects DPGV to the A281.
- Incorporation of business uses within the centre, encouraging a northwards expansion of the centre into the Business Park, creating flexible opportunities for synergy between the business area and the village centre. This could bring opportunities for higher density workspace including offices or co-working facilities, alongside live-work where appropriate, and supporting the vitality of the centre.
- A sequence of soft and hard spaces connecting between the Business Park, the heart of the village centre and the Village Green as the centre crosses Runway park.
- Potential location of the primary school within the western portion of Runway park as a key community anchor. Section 5.3 articulates the key design considerations which should be considered in relation to the primary school location.
- As set out in Section 4.3.4, a high standard of public transport, walking and cycling provision will be required for the centre including cycle parking and accessible bus stops.
- An integrated strategy for car parking, delivery and servicing will be required as part of any detailed proposals for the centre. Servicing should be carefully managed to maximise the quality of streets, spaces, accessibility and frontages for people.
- A care home or assisted living accommodation could be situated in the village centre. This will require careful design and integration within the centre with potential co-location or adjacency to other community facilities.

Fig 26 Land use and density framework (illustrative and indicative)

Business Park

Planning policy identifies a requirement for the site to deliver an expanded business park with around 26,000 sq. m of new employment floorspace. The Council will encourage the retention of existing businesses, and addition of new operations which continue the tradition of high value enterprise and production.

The land use framework envisages a natural focus for the expanded Business Park to the north of the village centre. As noted above, opportunities for the central part of the Business Park to feel more integrated with the village centre will be supported. The plan also identifies several "swing blocks" which could be delivered flexibly as employment, village centre or residential uses as appropriate. The existing solar array and anaerobic digester areas are proposed for retention.

Further guidance for the Business Park is set out in Part D.

Education

In line with policy, and previous discussions associated with the consented scheme, the land use framework identifies two indicative locations for education provision:

Primary school

A new primary school must be provided within the settlement. There is a strong preference to deliver the facility in a very central, accessible location. The framework identifies an aspiration to locate the school within the runway, potentially expanding into an adjacent residential parcel depending on the site area required.

As set out in Part C and Part D, the school will be a landmark community facility, and should demonstrate the highest levels of design quality and innovation, ideally in an urban format. Other locations such as a central portion of a residential petal could be considered for the school, but this is less likely to reflect the desired approach.

Jigsaw school

The aerodrome is currently home to an outstanding Jigsaw school, an independent day school for children and young people with an autism spectrum disorder (ASD). There is a strong expectation that the Jigsaw school would be re-provided on site in keeping with the description of development, inclusion in illustrative proposals in the Outline Planning Consent, and reflecting the importance attached to this element in the evaluation of the overall scheme benefits by the Secretary of State.

The framework identifies an indicative location for the school in the south-eastern edge of the scheme. The school has a wide catchment and is likely to require a high proportion of vehicle-based access for many pupils. There is also potential to consider a village centre location for the Jigsaw School which might offer benefits of co-location.

The proposed location is easily accessible from the main street without requiring vehicles to traverse the village centre. The proposed location also enjoys a quiet outlook adjacent to undeveloped areas which might be of benefit. The precise location of the Jigsaw is flexible, although phasing should be carefully considered to avoid temporary relocations.

Following the granting of the outline permission for Dunsfold Aerodrome in 2015, the educational landscape as regards birth rate and places required has changed significantly.

The Education Authority are still requesting a 2FE primary school with integrated nursery provision to be provided on this site in accordance with the appropriate building policies (BB103), but would also request that the timescale for delivering the proposed school, remains flexible, due to the changes in pupil forecasts since the original assessment in 2015.

The education assessment for the site is subject to regular re-evaluation in line with the annual pupil place forecast updates in the Autumn term, and once a more definitive timescale for the proposed development is confirmed, the phasing of the construction and opening of the new school can then be agreed, in the light of the updated pupil forecasts.

Since the original justification in 2015, Surrey County Council have different statutory duties around provision of childcare places in particular delivery of the 30 Hours Funded Childcare entitlement. In addition to this, the Government has a particular focus on wrap around care at present, which includes breakfast clubs, after school clubs and holiday play schemes. Consultation is therefore needed to determine the most appropriate form of early years provision, with an emphasis on a mixed model of childcare places including term time and full day care provision.

Consultation will be needed with Surrey County Council in regards to education space requirements and design, including specific considerations around separate access and circulation between the primary school and early years provision, allowing flexibility in terms of operation, maintenance and security.

Canal basin

The framework proposes the creation of a small local centre with convenience, food and drink and community provision adjacent to the indicative location of the canal basin. This is a key opportunity to establish a stronger relationship with the canal, and to create another distinctive location at DPGV which complements the proposed Village Centre.

It is envisaged that this area will form a local attraction, marking the southern entrance to the site, and supporting the vitality of the towpath which passes the basin. The area will also provide a focus for a distinctive mix of uses including dwellings with a localised uplift in density. Further place-making guidance for the Canal Basin area is set out in Part C.

New neighbourhoods

The site allocation identifies a target of approximately 2,600 new homes at DPGV. This represents an uplift in the number of homes from the consented scheme which proposed 1,800 homes.

Dwelling mix should consider several factors. This includes Local Plan Policy, a wider understanding of the housing market area, housing needs analysis and likely delivery of different types of homes.

The objective is to create mixed and balanced communities, but policies should be sufficiently flexible to take account of changing market conditions over time. There will be a mix of housing types including affordable housing and provision for older persons housing. The Council will require affordable housing and tenure neutrality throughout all aspects of the scheme. For example, amenity space and car parking facilities should be inclusive.

A variety of house types and arrangements will be promoted across the development to coincide with a varied approach to density:

- Higher densities will be supported around the new centre.
- Medium densities will be supported across the middle parts of the residential petals.
- Lower densities are likely to be appropriate at the edges of development as the petals meet the landscape.

An area of very low density is envisaged at “The Woods” situated adjacent to various areas of woodland in the south-western corner close to the Tickner’s Heath entrance.

As noted above, it is envisaged that the Canal Basin area will be arranged as an area of medium density, reflecting a localised uplift in this location.

It is anticipated that the village centre would incorporate residential dwellings above active ground floor uses. This area will seek to embrace a flexible approach reflecting the need for agility around the provision of “town centre” uses in an uncertain current economic climate. Swing blocks which could accommodate a range of uses have also been identified in the zone between the village centre and the Business Park. This could include live work uses for example.

The Council will encourage the provision of self-build homes across much of the development. For example, there is an opportunity to create a diverse character adjacent to the canal by facilitating a diverse architectural approach in this location. Other neighbourhood areas would also be suitable for self-build. The Woods area could also be appropriate for larger self or custom build homes.

The Council will encourage a diverse range of dwelling types including the following:

- Live-work units;
- Homes with integrated space for home working;
- Custom and self-build housing;
- Bungalows; and
- Lifetime homes.

Aviation museum

Following the adoption of the Local Plan, a site has been agreed for the aviation museum which is immediately south of the DPGV boundary. In that context, a parcel is not identified within the indicative framework in SPD, but this use would be supported in a central location if the preferred location did not come forward. Excellent walking and cycling connections are supported as set out in Section 4.3.4.

4.3.6 Building heights

Fig 277 illustrates the indicative building heights framework. Buildings will be up to four storeys with local variations as follows and must not exceed the defined heights:

- Village centre: Buildings will be up to 4 storeys in the centre of the settlement.
- Business Park: Buildings which are situated in the gateway to the Business Park within the village centre will be up to 4 storeys in height. Buildings elsewhere in the Business Park will be up to 3 storeys in height.
- Neighbourhoods petals: Buildings will be up to 3 storeys in height, stepping down to 2 / 2.5 storeys at the edges of the country park and outer parts of the green wedges. Proposals should find opportunities to define a varied edge, helping to enliven, add interest and profile to the edges. A single uniform edge condition should be avoided.
- The Woods: Buildings at The Woods will be up to 2 to 2.5 storeys.

Fig 27 Building heights framework (illustrative and indicative)

4.3.7 ## Neighbourhood character and placemaking

The neighbourhood character and placemaking framework plan (***Fig 288***) focuses on the identification of clear areas which should have distinct neighbourhood character and identity. Proposals should focus on the following areas:

Village centre: The heart of the settlement with a rich mix of uses and activities which bring DPGV to life.

Business Park: A vibrant hub of activity producing high value products and services which benefits from a positive interface with the centre.

Canal basin: A local gem which celebrates the presence of the Wey and Arun canal, and acts as a focus for a distinctive setting and character.

Residential petals: A series of identifiable neighbourhoods which share a common identity around the hierarchy of routes, density and spaces. These have potential to combine this shared character with a greater variety of approach, in effect a "diverse uniformity" – potentially informed by architectural treatment and detailed design of parcels, and the specific landscape character and activities in the adjacent green wedges.

The Woods: A low density enclave which responds to the setting of the adjacent woodland.

These place-making areas are considered in further detail in Part C and Part D.

Fig 28 Neighbourhood character and place-making (illustrative and indicative)

4.3.8 Heritage

As set out in Part A, the site benefits from an unique historic context which presents an opportunity to inform the future identity of the site and contribute to wider strategic objectives.

The Council will welcome proposals which respond positively to the site's heritage assets and characteristics. Proposals should demonstrate an appreciation of historic character and an understanding of the significance of heritage assets.

In line with planning policy guidance, proposals must conserve or enhance the character, appearance and setting of the designated heritage assets at DPGV. These designated assets comprise five Grade II Listed Buildings (see ***Fig 29***):

1. Primemeads Farm: An early 17th century farmhouse, home to test pilot Neville Duke.
2. Royal Observer Corps (ROC) Monitoring Post: Constructed as part of the ROC nuclear reporting role during the Cold War period, comprising access shaft, monitoring room and toilet/store.
3. V/STOL Blast Pads: Also known as the hover grids, these are a unique feature on aprons adjacent to the main runway at the western end used for tethering the Harrier during hovering.
4. Engine running pens: Built to test engines for the Hunter, arranged in a curve. Two of the three pens remain, with historical significance associated with the development of the jump jet.
5. Canadian War Memorial: Monument in front of the Watch Office / control tower located to the north of the main runway.

In addition, the Council will encourage proposals to respond to the distinctive historic characteristics of the site, finding opportunities to embrace features such as the main runway in the design proposals.

Please refer to the Historic England website for details of individual listings.

4.4 Indicative sketch masterplan

4.4.1 Sketch masterplan

The adjacent sketch masterplan (***Fig 30***) provides an indication of how a scheme might evolve for the site, drawing on the framework guidance in Chapter 4. Further guidance on the specific character areas is set out in Part C.

Fig 29 Indicative sketch masterplan (illustrative, not to scale)

4.4.2 **Indicative landscape strategy**

The site is defined by a predominantly flat and open character. Much of the area is grassland, with a number of clusters of woodland which define edges and points of interest across the site (see ***Fig 33***). Some of these are Ancient Woodland, and a small number are designated as SNCI. The indicative landscape strategy has a number of key dimensions. Any proposals should consider existing topography, landscape features and habitats in defining strategic biodiversity corridors (see ***Fig 31***), green infrastructure and blue infrastructure (see ***Fig 32***). Proposals should seek to create enclosure through creative responses to topography, tree planting in combination with new built edges.

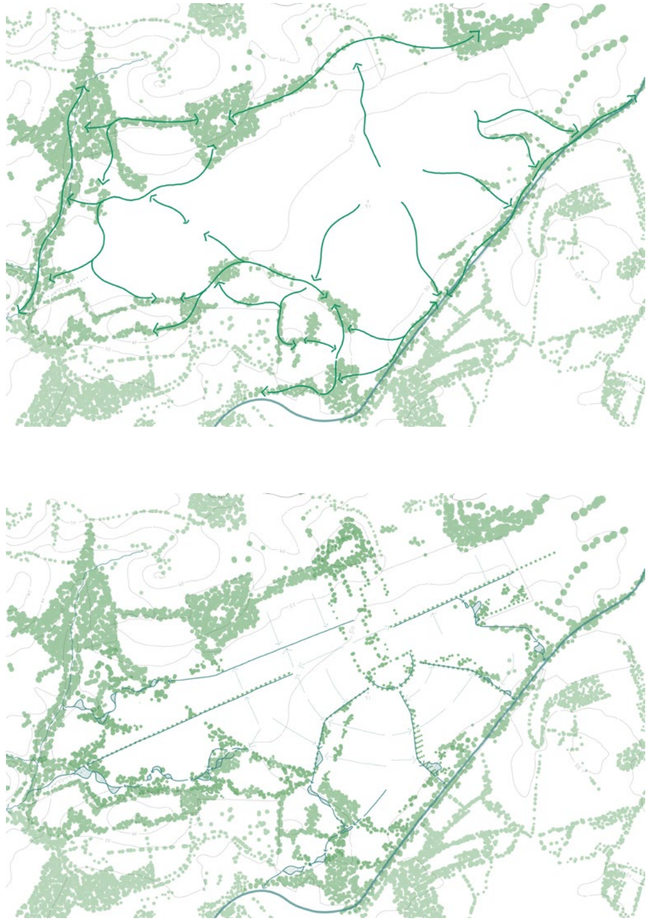


Fig 30 Indicative green and blue infrastructure (illustrative, not to scale)

Fig 31 Existing woodland and habitat (indicative, not to scale)

The adjacent drawing (***Fig 33***) illustrates the emerging thinking around the landscape strategy for DPGV. This highlights the existing and proposed areas of woodland and planting, alongside the creation of recreation spaces and routes through the country park and green wedges. Further landscape guidance for key spaces is set out in Part C.

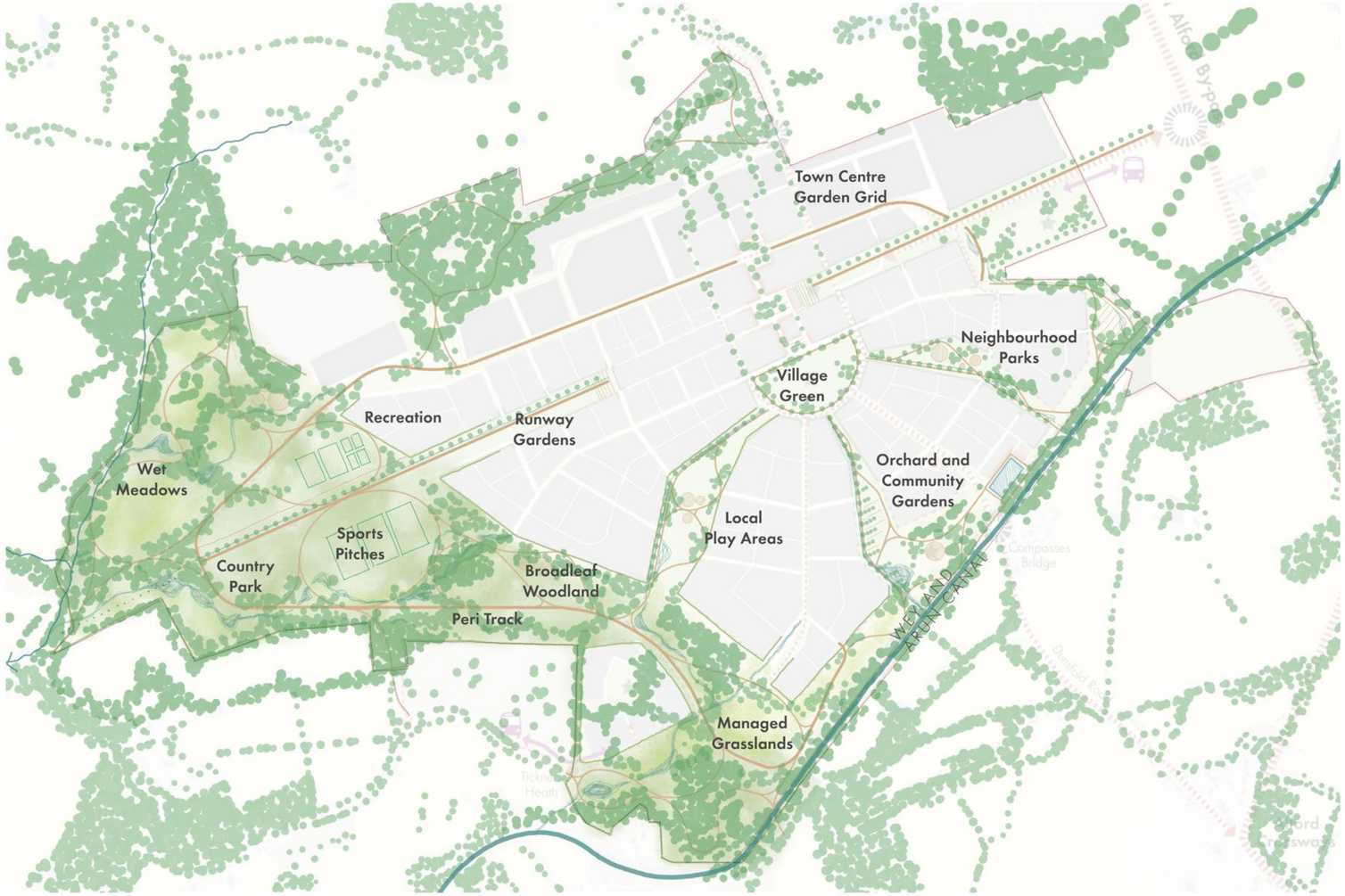


Fig 32 Indicative landscape strategy (illustrative, not to scale)

4.5 Delivery strategy

4.5.1 Overview

WBC has already established a clear strategy for governance at DPGV. Two key structures provide a forum for strategic coordination and planning discussions. It is anticipated that the current arrangements for these groups will continue. These are Dunsfold Park Strategic Governance Board, and Dunsfold Park Advisory Group.

4.5.2 Planning strategy

WBC will work positively and pro-actively with landowners and developers to establish an appropriate planning strategy for DPGV. As set out in Section 2.10 and Section 2.11, the SPD adopts a flexible approach allowing a range of different ownership and planning scenarios to play out.

It is recommended that future applications or masterplanning proposals prepare a concise statement of compliance with planning policy and the SPD to assist applicants and the LPA in a proactive and positive assessment of proposals.

Existing consent

The following sub-headings define requirements and expectations for future applications.

It is important to note that the existing Planning Permission already benefits from a coherent set of conditions and requirements as set out in the decision notice / S106 agreement. The specific provisions in the decision notice and S106 agreement are unaffected by the SPD. However, in supplementing the policies SS7 and SS7a, the SPD will play a key role in informing the progression of masterplanning work, discharge of conditions and evolution of RMA proposal.

In the event that a new site-wide planning application, or material amendments are made to the existing scheme, it is anticipated that similar conditions would be applied to any future applications where this information is not included in the application material.

Future Planning Applications

In keeping with Policy SS7, the Council will require the following approach to be taken as the basis of any Planning Application:

- Preparation of a site-wide masterplan as the basis of proposals. This should be submitted as part of the primary area-wide application (anticipated to be in Outline or Hybrid form). The strong preference is for the illustrative masterplan and design code to be submitted alongside the elements of the application which are “for approval”. Alternatively, the masterplan could be developed in advance of RMAs as a condition of the primary permission.

The following elements will be required in line with national and local submission requirements. This list is not exhaustive, and seeks to cover the key areas of any application rather than a full list of submission documents / drawings. It is acknowledged that some elements might be subsumed in other overarching documents such as the Planning Statement or Design and Access Statement:

1 Design:

- Design and Access Statement.
- Illustrative masterplan.
- Application drawings including parameter plans.
- Design Codes.

2 Overarching planning aspects:

- Planning statement.
- Phasing plan and strategy.

3 Other statements, strategies and assessments:

- Affordable Housing.
- Retail assessment.
- Sustainability statement (including energy and carbon strategy).
- Utilities assessment.
- Statement of Community Involvement
- Ground conditions / remediation.
- Transport Assessment / Strategy
- Travel Plan
- Flood Risk Assessment
- Drainage Strategy and SuDS
- Waste and construction management plan

4 Environmental Statement:

- Non-technical summary
- Environmental Statement – key topics to be screened and scoped in line with legislation and guidance.
- Technical appendices and figures as required.

Conditions

As noted above, a clear set of conditions will be prepared. As noted above, these are likely to be of a similar scope to the existing Planning Permission. Key aspects for agreement by the Council will include:

- Necessary triggers and thresholds in relation to mitigation, infrastructure (including education and community provision and contributions), commencement of development and occupation.
- Requirement to prepare a masterplan, design code and phasing plan for agreement in advance of RMAs, if not fully resolved and agreed as part of the application material.
- Requirements in relation to other assessments and strategies including phasing, transport, landscape and environmental matters, sustainability and construction which are not fully resolved in detail through the application material.
- Commitment to Design Review at key points in the process. This will include masterplanning and design codes, material amendments to an existing permission, and subsequent Reserved Matters Applications.
- Details of the ongoing engagement strategy for proposals and activities.

Revisions to Planning Permissions

The Council will work with the applicant to establish the most appropriate route for any revisions to parameter plans. This process should incorporate Design Review to assist in refining the proposals.

Reviewing the masterplan

The Council will adopt a positive attitude to the review of the masterplan, design code and phasing plan. It is anticipated that any review would take place prior to the submission of the subsequent Reserved Matters Application.

Reserved Matters Applications

Requirements for RMA will be established through the primary Planning Permission. Each RMA should be supported by a Compliance Statement which should include the following confirmation of the following:

- Adherence to the key aspects of the Outline Planning Consent, illustrative masterplan, design code and planning policies / the SPD
- Statement identifying the cumulative quantum of development and confirming the phasing strategy (see Section 4.3.3 for phasing principles).
- Alignment with the placemaking approach in the application material supported by Design Review at each RMA stage.

4.5.3

Phasing considerations

The Council will require future planning applications to articulate a proposed approach to phasing. Phasing should be established in principle at the Outline Planning Application stage and developed for approval alongside a more detailed masterplanning process ahead of subsequent Reserved Matters Applications.

The Council will encourage future schemes to consider the following priorities from a phasing perspective:

- Overarching requirement for DPGV to feel “complete at every stage”. Individual phases of development should have a coherent identity which provides appropriate access to services and facilities incorporating temporary uses, routes or spaces as appropriate.
- Phasing proposals should consider the approach to construction including access.
- Housing tenure, bed size mix and affordability will require careful discussion and agreement between the applicant and Council. The Council will seek to secure a consistent phase-by-phase proportion of affordable housing as far as possible, encouraging small clusters of affordable dwellings across DPGV, in order to promote a tenure neutral scheme. The detailed approach must meet the requirements of the Local Plan, the most up to date evidence of housing needs, affordable housing delivery strategy 2022-2025, Affordable Housing SPD and S106 agreement as appropriate.
- The Council will encourage the applicant to provide a clear phasing strategy and principles for the Business Park. This will require regular review, but will establish an anticipated net growth target for each phase alongside projected retained, upgraded and new floorspace.
- Proposals for individual phases of development must demonstrate how cumulative floorspace, unit numbers or proportion of affordable housing relate to the quanta defined in the site allocation and planning consent as appropriate. Proposals should future-proof subsequent phases of development – in terms of place-making aspirations and capacity assumptions.
- Landscape and green infrastructure proposals should be prioritised as early steps in the phasing process to create an appropriate setting for the development. Coherent sections of the country park should be delivered early in the phasing sequence, with the park as a whole completed as soon as possible having regard to the necessary site logistics required to enable the suitable handling, recycling and movement of materials contained within the site.
- Phasing proposals should provide clear information about enabling / mitigation works required as part of key infrastructure delivery.
- Principles for phasing of local access and non-vehicular connections should be established early in the process.

4.5.4 **Stewardship**

Any future scheme must establish a clear governance and management strategy for DPGV. The Council will encourage early discussions with the landowner and/or applicant to explore the structure and scope of the strategy. It is anticipated that a non-profit Community Trust would be established at the application stage. This should be set up in accordance with a funding and approval scheme which would require agreement by both Waverley Borough and Surrey County Councils. The exact approach would be agreed through the process.

The Trust should comprise representatives from the landowner, WBC and SCC, residents and businesses located at Dunsfold Park. It is anticipated that the Community Trust would take an active role in promoting activities and civic engagement, with a physical presence in the village centre.

It is possible that the Community Trust would be tasked with management responsibilities for various aspects of settlement governance. The trust could be funded through a number of sources (e.g. a management fee, or revenue generated from excess renewable energy). Responsibilities could include the following elements:

- Central management of smart energy services such as a district heat sharing system and electricity microgrid;
- Public sports and recreational facilities;
- Community centre(s);
- Public art;
- Public open space;
- Public play space;
- Community space within the village centre;
- SuDS;
- Routes (roads, footpaths, bridleways and cycle paths which are not adopted by the County Council);
- Site wide travel plan;
- Bus services;
- Car parking, electric vehicle charging points and car club provision;
- Approach to housing alterations;
- Woodland, ancient woodland protection and landscape; and
- Canal basin.

CHARACTER AREAS DESIGN GUIDANCE

5 BUILT CHARACTER AREAS DESIGN GUIDANCE

5.1 Overview

5.1.1 Character areas

This section contains character studies for a cross-section of key areas across DPGV. Five "built" areas have been selected which correlate broadly with the neighbourhood character and placemaking framework in Section 4.3. The approximate location of the character area studies in relation to the indicative masterplan framework are illustrated on ***Fig 35***, and listed below for reference:

1 Business park (Section 5.2);

2 Village centre (Section 5.3);

3 Canal basin (Section 5.4);

4 Neighbourhood (Section 5.5); and

5 The Woods (Section 5.6).

For each area the following design and development guidance is provided.

- Urban design guidance relating to streets and movement, character and scale; multi-functional landscape and public realm; and land uses and activities. Please refer to Part D for further guidance on key design aspects.
- A high-level illustrative sketch masterplan drawing which is provided for reference alongside the guidance.

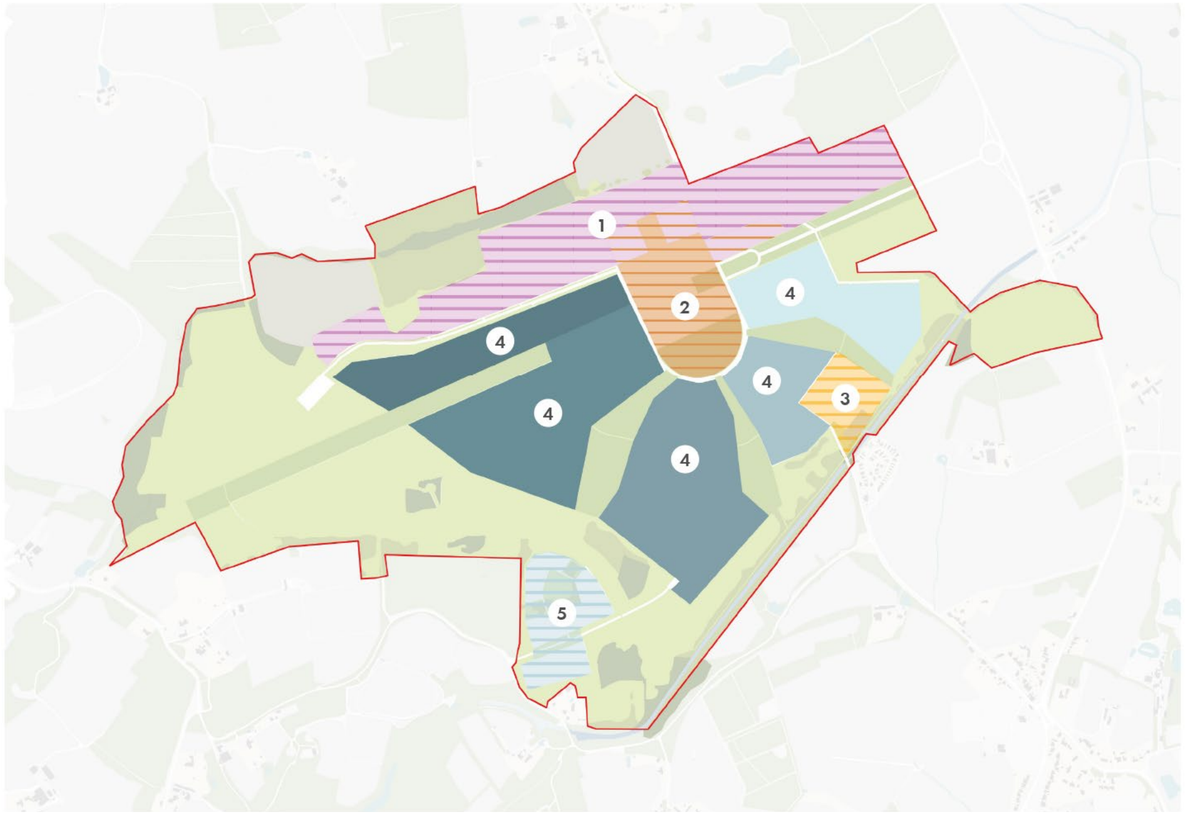


Fig 33 Character area locations (see Section 5.1.1)

5.2 Business park

Vision

DPGV will continue to grow as a regionally significant centre for employment, with a focus on the expansion of the existing business park. The village centre could straddle the employment area, creating opportunities for a vibrant mix of uses, and a greater sense of civic life at the interface between the centre and the business district. The wider business park will include flexible parcels for a wider spectrum of employment activities, with a focus on high value productive enterprise.

Fig 36 and ***Fig 37*** show an indicative layout plan of the Business Park area. The annotations on the plan (***Fig 36***) provide an overview of some of the key opportunities and design considerations that any proposals coming forward will be expected to respond to.

Streets and movement

1 Pedestrian links should be created between the Business Park, village centre, runway park and adjacent landscape areas. Workers will be encouraged to use the village centre and move about by foot as much as possible.

Fig 34 Indicative layout for the business park (illustrative, not to scale). This will include a range of retained buildings and new floorspace Please see accompanying text for explanation of numbers.

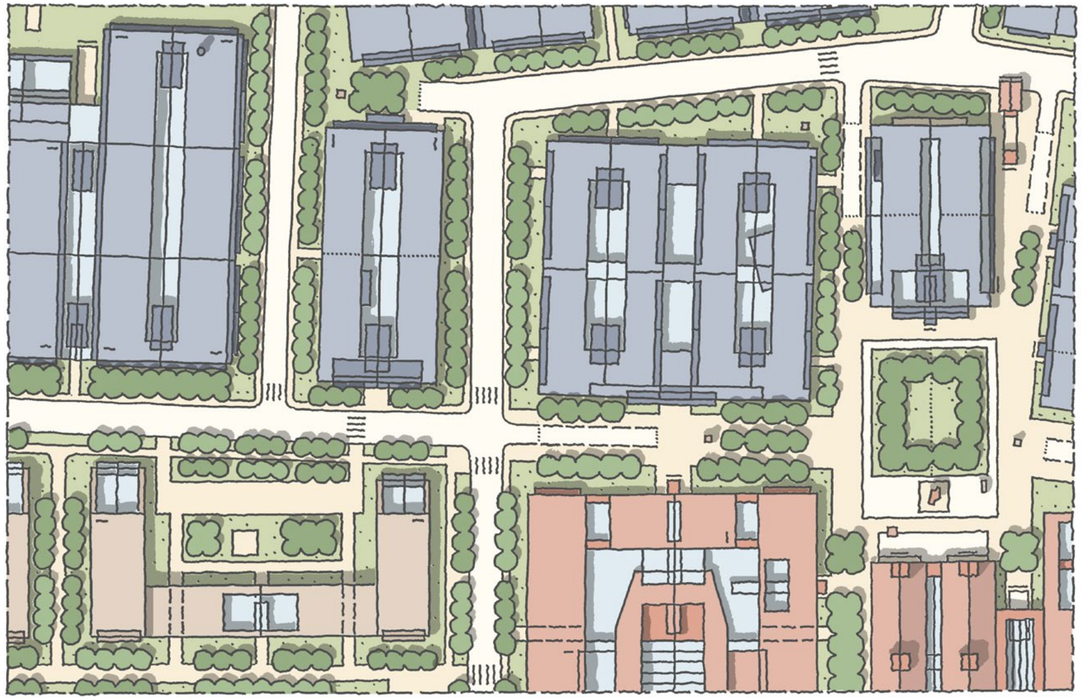


Fig 35 Indicative layout of the business park (illustrative, not to scale). Includes integration between the village centre and business park to create a vibrant mixed use destination characterised by a high quality sequence of public spaces and streets. Residential buildings have a harmonious relationship with the business park through creation of a tree-lined street, fronted by commercial development with associated commercial vehicular movement concentrated onto access routes in the north, allowing this street to enjoy a pleasant and calm character.

2 Proposals must place an emphasis on achieving sustainable travel patterns. This should be supported by Green Travel Plan initiatives. The business park must benefit from easy walking and cycle routes, ample cycle parking, accessible connections to the proposed bus route and provision for electric vehicle charging.

3 Proposals must deliver convenient and safe access for commercial vehicles, minimising conflict with residents and visitors.

4 An integrated approach to parking, servicing and deliveries will be required, with vehicles including HGV's kept separate from key public routes and spaces. HGV routing will be agreed through the detailed design process and should avoid impact on the identity of the village centre.

5 The street between the Business Park and the village centre / residential neighbourhoods to the south should be carefully designed and managed to avoid any over-dominance of vehicles.

6 Where possible proposals should be arranged in perimeter blocks, making use of shared access and servicing yards within blocks, with ingress and egress on opposite sides to minimise space required for manoeuvre in turning circles.

Landscape and public realm

7 Proposals should incorporate a sequence of urban spaces which generate a strong sense of vibrancy and activity, linking the Business Park to the village centre.

8 Efforts should be made to achieve an attractive green character, through tree planting and a clear strategy of landscape connections between the existing green areas and proposed spaces in the masterplan framework.

9 Boundary treatments should make use of hedgerows and planting, tying into the wider Garden Village character whilst defining public-private space.

Character and scale

10 The indicative layout identifies opportunities for rational, viable plots which are suitable for a flexible range of employment uses and sizes.

11 Buildings in the Business Park are generally anticipated to be up to 3 storeys in height. Heights might increase to 4 storeys at the interface with the village centre.

12 Proposals will be encourage to adopt a contemporary. Sustainable and innovative approach to design in the business park area. Opportunities to draw on aviation heritage could be considered in relation to materials.

13 Proposals should demonstrate consideration of a variety of heights / rooflines and a careful consideration of external lighting.

14 It is anticipated that areas currently identified for sustainable energy generation and waste processing will be retained.

15 Buildings will use active frontages and facade design to convey an active and animated character, creating natural surveillance into the public realm.

16 Building lines will establish a strong frontage to the street, with buildings only deviating if providing public space.

17 Building line, frontage, facade design and internal layouts will create a harmonious relationship between commercial and residential buildings, where these sit either side of a street.

Land use and activities

18 Proposals should accommodate an expansion in the total quantum of employment floorspace. This will be achieved through a consolidation and rationalisation of the existing premises, and the creation of new floorspace. Future detailed masterplanning and design proposals for the Business Park area must provide a clear phasing strategy to enable the evaluation of the projected net gain of floorspace at each stage. Opportunities to re-purpose existing buildings will be encouraged where possible.

19 The Council will encourage a flexible approach to employment activity on the site, maximising opportunities for high value production activities.

20 The Village Centre could straddle the central part of the Business Park, facilitating a rich mix of employment and town centre facing commercial uses. Opportunities for signature projects such as a community based business hub with flexible spaces, meeting facilities, business support and excellent IT facilities will be encouraged.

21 "Swing blocks" will be considered in locations where greater flexibility is justified. Innovative typologies including live-work will be considered at the interface between the centre and the Business Park.

22 Future proposals should have regard for the existing function, management and operation of the business park in defining a more detailed strategy.

Existing business units at the Business Park

The Business Park will have an attractive landscape setting – Ansty Park, Coventry

New buildings offer an opportunity for high quality, contemporary design – Farnborough Business Park

5.3 Village centre

Vision

The village centre will be a welcoming, vibrant heart for the settlement. The centre is situated at a natural juncture between the business park, runway park and the residential neighbourhoods which radiate from the centre and village green. The centre will benefit from a genuine mix of uses including town centre activities, new homes, business uses and education.

Fig 38 and ***Fig 39*** shows an indicative layout plans of the village centre which will be a key location in DPGV. The annotations on the plan (***Fig 38***) provide an overview of some of the key opportunities and design considerations that any proposals coming forward will be expected to respond to.

Streets and movement

1 The centre should be characterised by a people-first approach with strong walking and cycling routes between the eastern and western sides of runway park, to and from the business park area and within the centre via safe streets and spaces. These routes will also enable ease of walking and cycling between the centre and adjacent residential neighbourhoods and the primary school, via street-based connections and routes across the village green and green wedges beyond.

Fig 36 Indicative layout tor the village centre (illustrative, not to scale). See accompanying text for explanation of numbers.

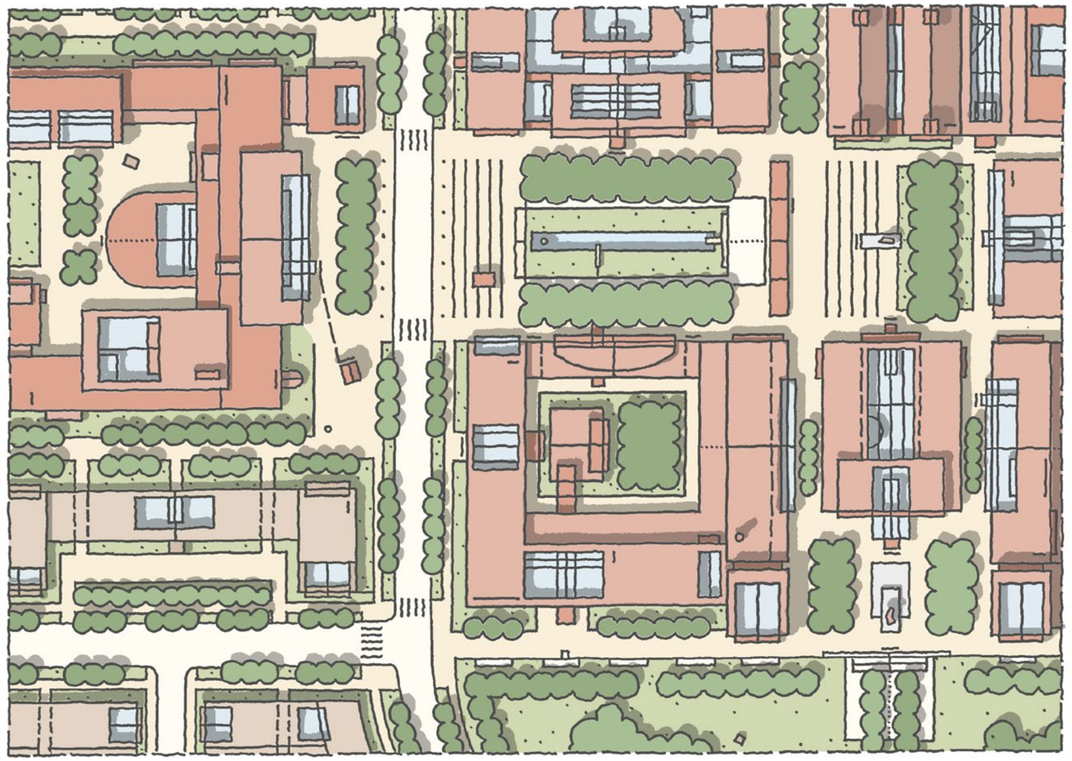


Fig 37 Indicative layout for the village centre (illustrative, not to scale). Including the primary school and its positive frontage to the village centre, characterised by a define building line, high quality public realm and outlook. The primary school will be well integrated with residential to the south with a fronted street and soft boundary treatments on either side. The village centre is home to a mix of commercial and community uses connected by a network of public spaces that host regular markets; and a positive relationship to the central village green, itself able to host a range of events and activities.

2 The street to the east of the centre will form a key north-south link between Stovold's Hill and Compasses Bridge. As illustrated in the movement framework, it is envisaged that the main access street will connect to this street, forming a key primary route for vehicles accessing the residential neighbourhoods and other uses off the main crescent which forms a natural edge to the centre.

3 It is envisaged that a car park would be situated on the eastern boundary of the village centre, supporting the vitality of community facilities, shops and services, and minimising the penetration of private vehicles into the centre. High quality cycle parking will also be required alongside provision for electric vehicle charging.

4 The village centre must be served by a bus route, with stops located to maximise convenience for key destinations including the potential primary school, shops and facilities and the business park. There is an opportunity to incorporate a cycle hire facility, potentially alongside a cycle hub within the village centre.

5 The public realm should be future proofed to enable adaptation to changing mobility technologies such as shared vehicle systems, including car hire and on-demand services, through temporary parking zones and pick up/ drop off points.

6 Local access for deliveries and servicing should be managed through a careful management regime which encourages out-of-hours servicing from the rear of units where possible.

7 Shared surfaces should be provided within the village centre as illustrated in Part D, though care must be taken to create an accessible and inclusive public realm able to be enjoyed by people of all ages and abilities.

Landscape and public realm

8 The village centre should benefit from a sequence of public spaces (North Square, Market Square and South Square) as stepping stones between the business park and village green. The northern space will have a focus for employment uses and ancillary services marking the transition from the centre to the business park in this location. Market Square will be focused on retail, community and leisure functions. The southern space is likely to have a community focus, coinciding with the transition to the village green.

Local centres will be vibrant places and the focus of community life Photo: Landscape Design, Townshend Landscape Architects. Credit: Eddington Cambridge. Photographer: Paul Michael Hughes

9 The village green offers a memorable and formal green space formed in the illustrative framework as a crescent which allows a transition from the linear geometry of the runway to the fan-like neighbourhood petals and green wedges. Further guidance is provided in Chapter 8.

Character and scale

10 The framework allows for a flexible approach to the design of the centre. Although a more formal geometry such as the crescent-'D' will be encouraged, the structure of buildings, parcels, streets and spaces within the centre might adopt a more asymmetrical approach which is inherently more flexible to shifting market dynamics, and shifting land use and plot requirements.

11 Building heights will be up to 4 storeys in the village centre.

Homes will be within close walking distance of community infrastructure. Photo: Storey's Field Centre and Eddington Nursery, MUMA. Credit: Eddington Cambridge. Photographer: Alan Williams

Land use and activities

12 The village centre will bring together a range of retail, leisure and community uses, focused around the new network of streets and spaces. Key spaces should be fronted by active uses, overlooked by accommodation on upper floors.

13 Higher density residential uses will occupy the upper floors of the centre, with opportunities for residential uses at ground floors

14 The Council's preferred location for the primary school is a central parcel immediately west of the centre. The illustrative sketch masterplan identifies a potential location to the west of the village centre. The position of the parcel within the runway space, could offers an exciting opportunity to establish a unique, contemporary and sustainable design which inspires young residents at DPGV. An urban format is favoured, although the exact parcel size is flexible to accommodate the precise space requirements and need. Early discussions with Surrey County Council will be required. If a location in the runway park is pursued, proposals should demonstrate how the school avoids any potential barrier effect, avoiding unattractive fencing onto the main square and adjacent routes. This position location be appropriate if the aviation museum were to revert to a location on-site."

5.4 Canal basin

Vision

The Canal basin will solidify DPGV's connection to the Wey and Arun Canal, establishing a small centre with a local offer for food, drink, leisure and community uses adjacent to Compasses bridge. The creation of a neighbourhood around the canal basin presents an opportunity for a distinctive character and identity, creating a strong edge to the rejuvenated waterway and potential for a cluster of self-build homes."

The exact location and character of the canal basin will be explored and agreed through future proposals. The approach to the basin and towpath will include consideration of technical engineering matters and the approach to management in consultation with key parties.

Fig 40 shows an indicative layout plan of the village centre which will be a key location in DPGV. The annotations on the plan provide an overview of some of the key opportunities and design considerations that any proposals coming forward will be expected to respond to.

Streets and movement

1 The position of the basin adjacent to the Wey and Arun Canal presents an opportunity to maximise walking and cycling via the new towpath which will connect to the retained Peri-track and beyond DPGV.

2 It is envisaged that a local cycle hub would be provided alongside the basin with ample cycle parking. Electric vehicle charging points will also be encouraged in this location.

3 Vehicle access will be provided to allow direct links to the main village centre and business park to the north.

4 The Canal basin should be an accessible location easily reachable by foot and by bicycle, with good links to bus stops within the new settlement. A modest amount of public parking including disability provision will also be considered.

5 The route connecting the basin to the village centre will have the character of a spine route, with street tree planting; building frontage and enclosure; a mix of typologies, scale and densities to create a characterful and memorable route.

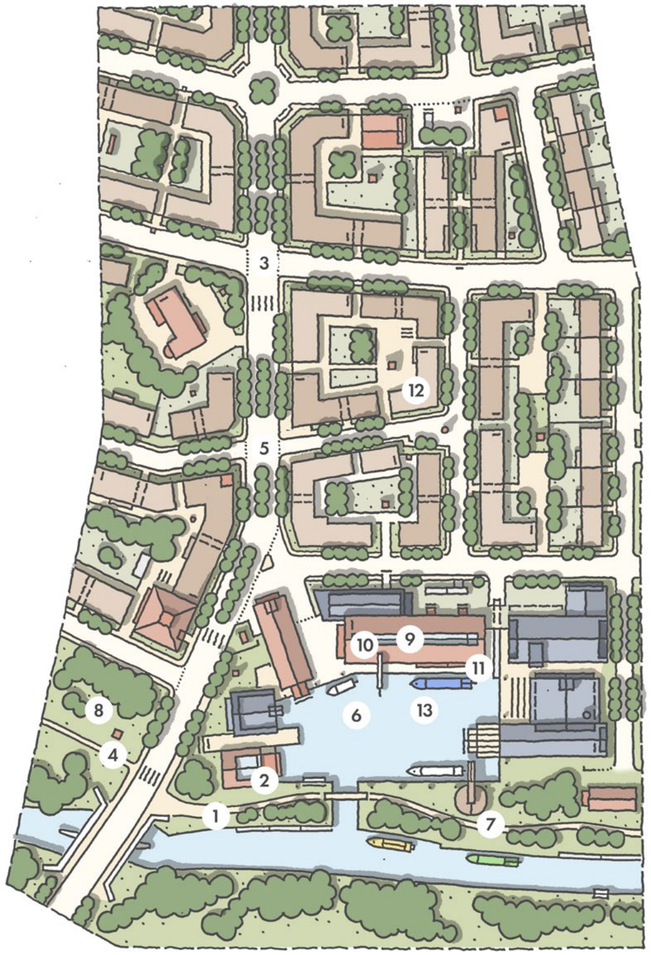


Fig 38 Indicative layout for the village centre (illustrative not to scale). See accompanying text for explanation of numbers. See section 4.3.4 for guidance on access at Compass Gate.

Landscape and public realm

6 The canal basin and corridor will be a special and memorable place. The basin itself will adopt a formal arrangement of hard space arranged around the basin edge.

7 The canal corridor will have a greener, verdant quality, with existing trees and planting retained as far as possible. The new towpath will necessitate a degree of re-landscaping and re-grading to establish a suitable route. This is illustrated in further detail in Chapter 11.

8 A buffer between the edge of the adjacent residential neighbourhoods will enable the landscape to connect seamlessly to the green wedges, and further west to the swathe of country park and, ultimately runway park.

Character and scale

9 The Canal basin area will have a unique character within the overall settlement, establishing a strong relationship with the basin edge and linear canal corridor.

10 It is anticipated that buildings immediately adjacent to the basin would be 3 storeys, reflecting the provision of residential dwellings above active ground floors.

Land use and activities

11 The basin area itself will be suitable for an active mix of uses. The Council will encourage the careful curation of ground floor uses in tandem with the adjacent public space. Opportunities for food, drink and leisure uses will be pursued, alongside for a flexible community space. Other activities including convenience retail, or small scale office space would also be considered. Residential dwellings above these active ground floor uses will also be encouraged,

12 The wider canal basin neighbourhood should adopt mid-density house types, responding to the urban character of the basin. This location is also considered to be appropriate for self-build homes. Detailed design should explore the potential for a “diverse uniformity” of character. For example, it might be appropriate to draw inspiration from the traditional narrow Dutch canal houses, or the more contemporary waterfront at Borneo-Sporenburg in Amsterdam.

13 Provision of the canal basin will establish a mooring facility. Early discussions should be progressed to understand the management of the basin, as this is likely to fall outside the remit of the Wey and Arun Canal Trust.

The new towpath will be an asset for walking and cycling

Wey and Arun Canal

Contemporary narrow canal houses in Borneo-Sporenburg

5.5 Typical neighbourhood

Vision

DPGV will be defined by a series of residential neighbourhoods which fan out from the village centre and green in a distinctive petal-like form, with green wedges forming the spaces between the housing areas. Each neighbourhood will share common characteristics and defining features, with greater flexibility for variation in architectural character and definition within each neighbourhood.

Fig 4141 illustrates an indicative layout for a typical neighbourhood, highlighting the transition in density as the petal moves from the central part of the settlement to the landscape edge.

Streets and movement

1 The principal access street to each neighbourhood should be situated within the petal, not at the perimeter. These arterial streets should connect directly to the main street / connecting street network which bounds the village green to the south of the village centre. The future masterplan should provide a clear description of the relationship and hierarchy between the spine road and local / tertiary streets. It is anticipated that this would include details of the design of junctions, crossing of spine streets, and impact on open spaces.

2 The green wedge edges should be characterised by continuous walking and cycling routes, with short stretches of vehicular access enabling access only to individual or a limited number of homes.

3 An open network of neighbourhood streets and local spaces will form rational parcels within each neighbourhood, allowing choice and freedom of movement around the settlement.

4 Cycling routes and walking connections must be well-integrated within each neighbourhood, with connections between adjacent petals possible across the green wedges.

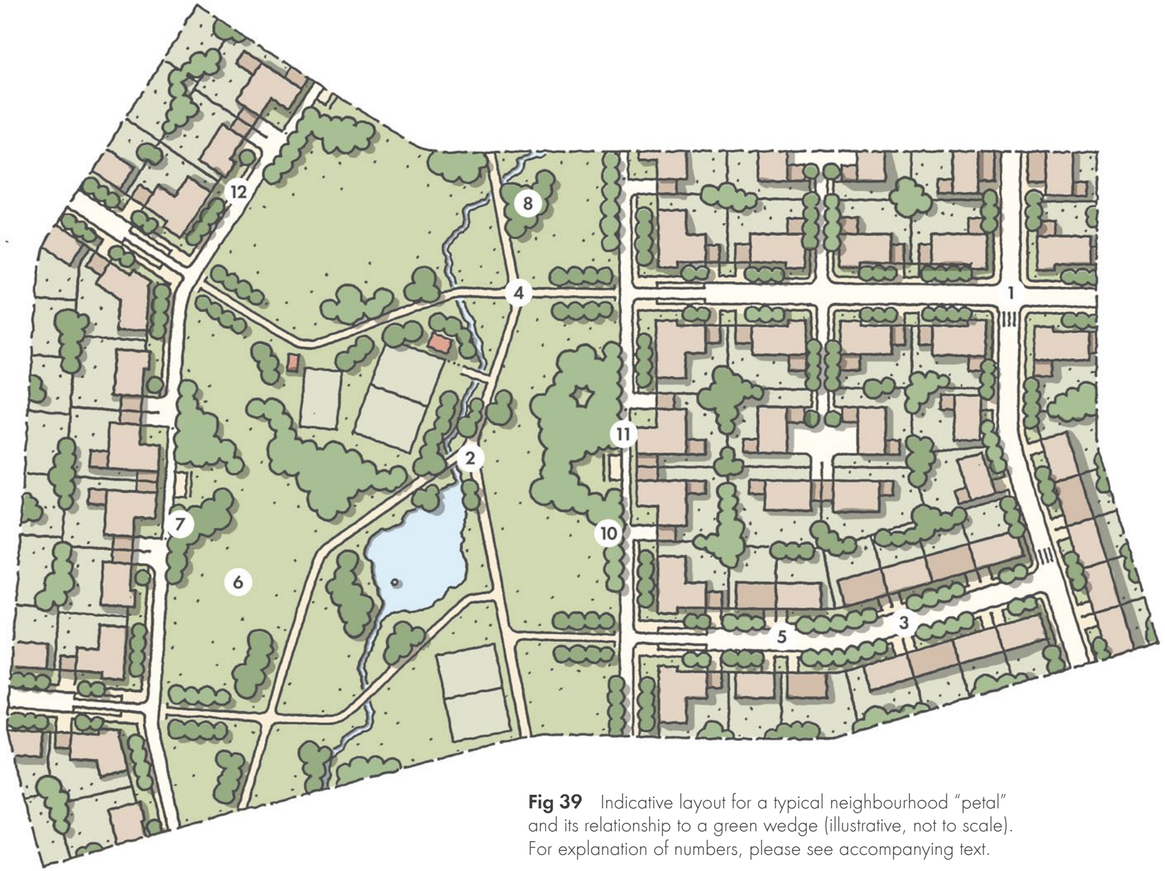


Fig 39 Indicative layout for a typical neighbourhood "petal" and its relationship to a green wedge (illustrative, not to scale). For explanation of numbers, please see accompanying text.

Landscape and public realm

5 The qualities and characteristics of different streets within the neighbourhood are set out in Part D. These should include an appropriate hierarchy of connecting streets, neighbourhood streets and shared surfaces.

6 Strategic areas of green define the spaces between the neighbourhood petals. South of the village centre, these green spaces are envisaged as green wedges (see Chapter 11 for guidance). The wedges have a key role to play as multi-functional green space, including provision for different scales of play (see Section 4.3). In the northern part of the settlement, the runway park adopts a similar function, albeit with greater linearity.

7 Green wedges will be active and safe environments, overlooked by housing on either side through a combination of direct frontage and active gable ends. Soft, verdant edges will characterise the green wedges, where back gardens, fences and walls are inappropriate edges.

8 Existing areas of hedgerows, planting and trees should be retained. Opportunities to explore innovative community and volunteer run spaces will also be encouraged.

Character and scale

9 Neighbourhoods should generally adopt a radial pattern of density, with highest densities adjacent to the village centre and lowest densities at the ends of the petals, with a gradual transition between the upper and lower end of this range. In this context, the neighbourhoods will naturally embrace a diversity of dwelling sizes and types, supporting a genuinely mixed community. Building heights should step down towards the edges of the petals as illustrated in Section 4.3. Building heights will be up to 3 storeys, stepping down to 2 or 2.5 storeys adjacent to the country park and outer parts of the green wedges.

10 The relationship between built frontages and the village green will require great care and attention. The illustrative scheme assumes a crescent-like street between the village green and the neighbourhood petals. Alternative geometries could be also considered. Varied frontages should be provided at the edge of the petals to create a high quality, formal relationship with the village green and street, acknowledging that the street

11 Generally, it is expected that direct frontages will be maximised onto the green wedges and landscape areas.

12 The relationship between built form and the green wedge should be rich and varied, rather than homogeneous. This should be expressed through a variegated building line; a mix of principal frontage and active gable ends; scale, form and massing that gives prominence to the status of the green space.

13 The different outer neighbourhoods should strive to balance the need for a shared sense of place identity, with distinctive characteristics which create interest and diversity. Following discussions with D:SE, the emerging masterplan for the existing consent, has used the phrase 'harmonious diversity' to capture this ambition which will be supported. Each petal, or pair of petals, should be conceived as a separate 'hamlet' with its own identity. The exact strategy for achieving a parallel sense of commonality and diversity should be articulated as part of the detailed masterplan and associated coding / guidance. Distinction could be achieved through variations in response to specific landscape / heritage setting, relationships with the adjacent streets, internal street structure and the approach to local streets and greens. In addition, solar relationships will influence the layout of each petal. Although key design principles will provide a sense of consistency, there is unlikely to be a uniform petal type.

14 A range of typical urban design and sustainable building design characteristics are established in Part D, reflecting the diversity of types and range of densities envisaged in the neighbourhood petals.

Land use and activities

15 The neighbourhood petals will be predominantly residential in character, though strategically located community and recreation uses will provide animation of streets and spaces.

Typical neighbourhood street, Trumpington Meadows

Example of a small terrace development, Eden Street, Cambridge

5.6 The Woods

Vision

The Woods will be a neighbourhood of larger, lower density dwellings set within an enclave of woodland and mature trees in the south-western corner of the settlement. The Woods will be distinct from the neighbourhood petals, responding to existing landscape qualities and character, and detached from the main village.

Fig 4242 illustrates an indicative layout for The Woods.

Streets and movement

1 The Woods will be accessed from the village centre via the connecting street which connects the centre to the Tickner's Heath entrance.

2 The connecting street forms the preferred routing of the proposed public transport connection into the site. This is a key requirement of the scheme and WBC / SCC will work closely with the applicant to establish bus provision in perpetuity. It is anticipated that the access at Tickner's Heath will only permit walking, cycling and public transport. Private vehicle access will not be allowed. Subject to more detailed discussions, there is potential for a bus stop to be situated close to the Tickner's Heath entrance, which would serve The Woods.

3 The Woods will be readily accessible by foot and by bicycle, benefiting from close proximity to the peri-track which runs immediately to the east, and proposed towpath. Provision for an informal shared cycle and foot path connecting directly to the peri-track should be integrated

4 Access from the connecting street to the parcels north and south of the street will be provided via local streets with a shared surface character.

5 As set out in Part D, it is important that domestic car parking is carefully managed to avoid impact on the overall street scene and sense of place. The prevalence of larger domestic scale properties is likely to generate a high demand for parking in this location. Proposals should demonstrate how sustainable movement choices will be promoted, with a view to limiting the number of spaces whilst maintaining a realistic approach to parking. This is likely to require a combination of on-plot parking (garages and open parking to the side of houses) and/or parking courtyards that act as an attractive, shared space for a collection of residences.

Fig 40 Indicative layout for The Woods (illustrative, not to scale). See accompanying text for explanation of numbers.

Landscape and public realm

6 The Woods will nestle into the landscape gaps between a sequence of tree groups and copses situated between the peri-track and the canal. These existing landscape features should be maintained.

7 Opportunities exist to establish a framed view from Tickner's Heath along the connecting street, strengthened by tree planting on either side of the route.

8 Play provision (a LEAP) should be provided on the central green space, alongside more informal local play (LAPs) within the parcels as illustrated in Section 4.3.

Character and scale

9 This area is likely to have a very low density (a potential range of approximately 5 to 15 dwellings per hectare). Previous discussions have indicated that this area would be suitable for a diverse and bespoke approach to housing design. This could be achieved through a self-build or custom build model. Building heights will be 2 to 2.5 storeys.

10 Boundaries should adopt a soft, green character rather than fences or walls to facilitate integration with the landscape. The low density will enable significant setbacks from front and side boundaries. There is potential to consider a farmstead typology as an effective approach in this area.

Land use and activities

11 As noted above, this area will be purely residential in character.

Wood House, Tatsfield by Allies and Morrison.
Photo credit: ©Ståle Eriksen

Mature trees will be retained – example from Brampton Park, Huntingdon. Photo credit: Allies and Morrison.

6 LANDSCAPE CHARACTER AREAS DESIGN GUIDANCE

6.1 Overview

6.1.1 Landscape character

This section contains studies for a cross-section of key landscape characters within DPGV. The study areas selected capture different landscape typologies, as defined in Part B.

The approximate location of the landscape study areas, as part of an illustrative landscape masterplan are illustrated on ***Fig 43***. The landscape typologies captured within the study areas are listed below for reference:

1. Village green
2. Community Park
3. Canal corridor
4. Country Park
5. Runway park
6. Peri-track

6.1.2 Purpose of the studies

For each area the following design guidance is provided using an illustrative landscape plan. These plans demonstrate important principles and approaches, in alignment with design guidance in Part D, but should not be viewed as prescriptive.

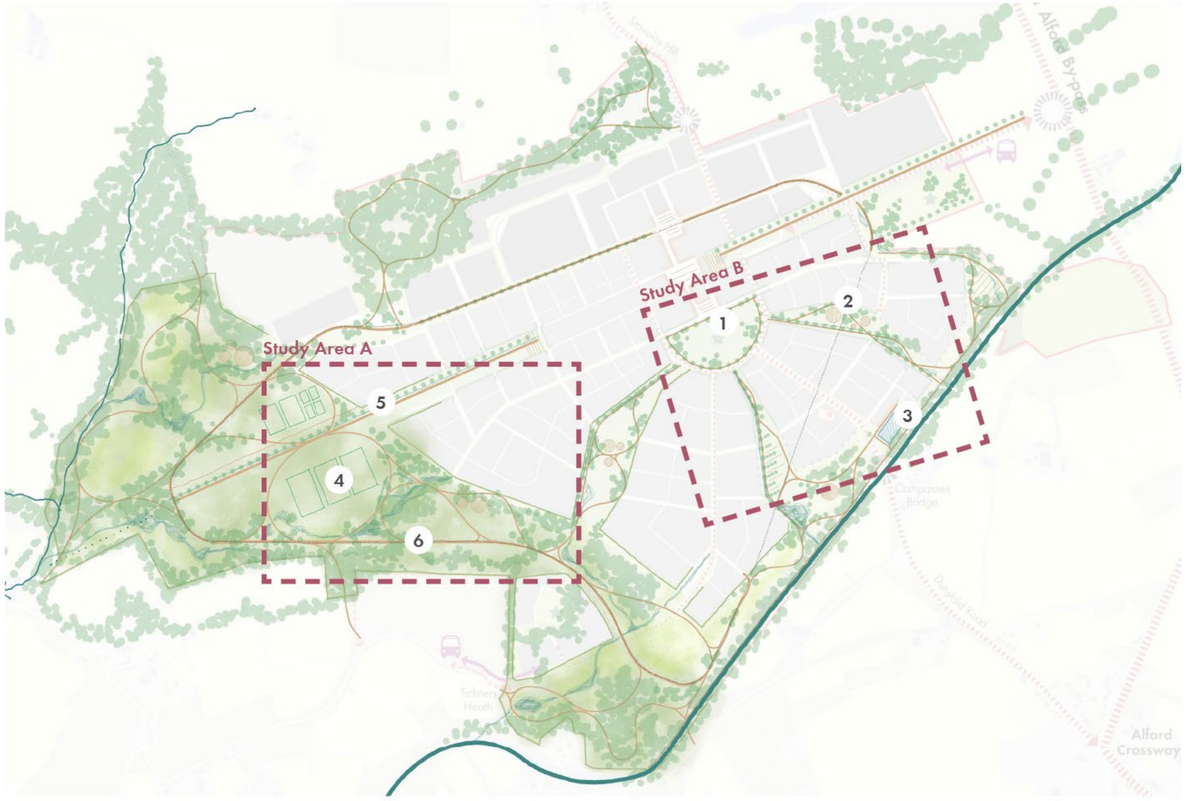


Fig 41 Character area study locations (see Section 6.1.1 for explanation)

6.2 Landscape character: Study Area A

6.2.1 Village green

The Village Green will become the heart of the new community. The edges should be animated with activities at ground floors. The outer ring should sit beneath a canopy of large trees with places to sit and socialise, with the form reinforced by a small brook with bridges across linking to the large open central lawn. The brook could incorporate subtle public art and play as part of the sustainable drainage feature. The central lawn should be an open area which can host a variety of activities such as community fêtes or fairs.

Detailed proposals should consider the character of the central green space. There would be benefit in considering the role and function of other similar spaces in a Surrey context, exploring the level of formality, and the flexibility of the space to accommodate appropriate activities.

Village green precedent. Photo credit: Allies and Morrison

Brook basin precedent

Fig 42 Landscape character area study (see Section 6.1.1 for explanation)

6.2.2 Neighbourhood park

The neighbourhood park would be one of the proposed green wedges, in this instance connecting the Village Green with Country Park and Canal. The park should serve the immediate residents' passive and active leisure requirements and should cater for all different ages and activities. Each neighbourhood park will have its own green and blue infrastructure requirements, which should inform the character and biodiversity of the different parks and green wedges.


Informal social spaces


Productive landscapes


Provision for young people

6.2.3 Canal basin and corridor

The canal basin will be a key moment along the canal providing a more formal and hard landscape that contrasts with naturalistic qualities of the canal corridor. Trees and planting could be curated around the basin to provide a distinctive, singular character with new high quality paving, active edges creating a welcoming place.


Active canal edge precedent. Credit: Matt Brown


Naturalised canal edge with well-maintained towpath

6.3 Landscape character: Study Area B

6.3.1 Country Park

The country park will be a large open space for active and passive recreation. The more naturalistic character could be created by the blue infrastructure network of wet meadows and woodlands which both attenuates future stormwater as well as creating a habitat rich landscape. Areas of existing woodland should be enhanced with large areas of new broad leaf tree planting which will greatly increase the carbon storage capacity of the overall site and will help to create connected wildlife corridors.

Country Park recreation precedent

Wetland meadows. Credit: Andropogon Associates

Recreation space

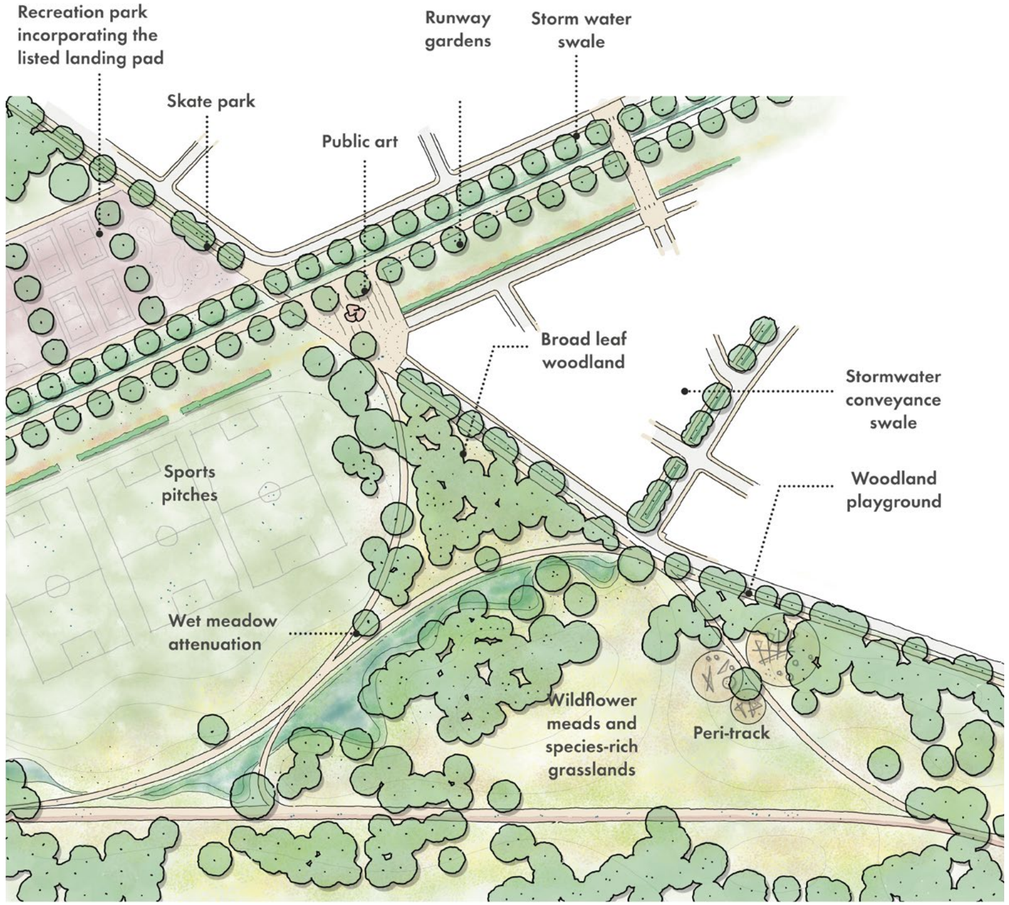


Fig 43 Landscape character area study (see Section 6.1.1 for explanation)

6.3.2 Runway park

The legacy of the primary runway should be translated into a new urban park. An alley of canopy trees could reinforce the linearity of the runway connecting the recreation park to the west and the town centre to the east. Proposals will need to demonstrate how a package of (building, urban and landscape) design mitigates any possible wind tunnel effect to ensure this is a comfortable and pleasant environment in which to dwell and spend time.

Detailed proposals for the runway park should consider the potential integration of the MUGA, skate park and older children's social space. This cluster of activities has potential to make use of the character and existing hard surface of the runway.

Detailed proposals for the runway park should consider the nature of transition from east to west. To the east, a strong boulevard is envisaged. Further west, there is an opportunity to explore a looser, more organic / natural approach.

6.3.3 Peri-track

The legacy of the peri-track should be retained as an active travel corridor with dedicated lanes for fast travel (running, cycling) and more leisurely travel. The peritrack should link into the overall Country Park circulation routes.

Allee of trees along a street

Linear park example, Letchworth Credit: Peter O'Connor

The peri-track could be a distinctive feature. Credit: MASU planning

Park path and cycleway with pavilions along its length

SITE-WIDE DESIGN CODES

7 USING THE DESIGN CODES

7.1 Purpose

Why design codes have been prepared

Design codes have been prepared to capture the Council's aspirations for design quality in DPGV. The codes set out principles, parameters and guidance that should be used to inform and shape proposals, covering functional aspects (how it works) and aesthetic qualities (how it will look and relate). Successful proposals will be able to demonstrate both through a rigorous and bespoke design process.

The design codes should be read early in the design process to take into account different requirements and approaches expected of proposals for DPGV. When read in conjunction with Part B and Part C the design codes build up an understanding of the character and placemaking objectives for each part of DPGV.

The design codes represent what the Council considers to be best practice and has been developed with the best intention of assisting developers and design teams. Not intended to limit innovation the Council welcomes alternative solutions subject to a better design approach being fully justified and evidenced.

7.2 How to use the Design Codes

Four chapters

The design codes are organised into four chapters that cover aspects of strategic and detailed design of the built form, streets and open spaces. The chapters are site-wide and can be read and interpreted alongside character area guidance in Part C. The chapters include:

Urban design

- Covering strategic urban design principles and approaches that relate to how a place is experienced and navigated, including the relationship between buildings, public realm and open spaces.

Sustainable building design

- Covering aspects of sustainable building design including innovative and contemporary character, facade design, energy efficiency and adaptability.

Streets and public realm

- Covering hard landscape areas of DPGV comprising active and attractive streets and public realm that work in synergy with buildings and landscape.

Landscape and green infrastructure

- Covering soft landscape areas of DPGV that focuses on making room for meaningful green infrastructure to create a healthy, biodiverse and climate resilient settlement.

Compliance

The design codes have been prepared to establish high quality across DPGV. They supplement existing policies within LPP1 (2018) as well as setting the expectation of quality that goes beyond minimum policy requirements - in keeping with the ethos of DPGV and the vision statements set out in Section 3.2.

There are three levels of compliance that should be used to understand and apply the design codes. These are set out below:

- ***"must"*** - minimum requirement (policy compliant)
- ***"should"*** - expectation (target best practice compliant)
- ***"could"*** - aspiration (opportunity to exceed best practice)

Relationship to planning applications

The design codes should be used to inform the evolution of proposals and to assist in determining planning applications.

The Council will make active use of the codes through the pre-application process, and applicants will be encouraged to prepare Design and Access Statements, masterplanning material, detailed design work and scheme-specific codes in accordance with this section of the SPD.

8 URBAN DESIGN

8.1 Density and mix

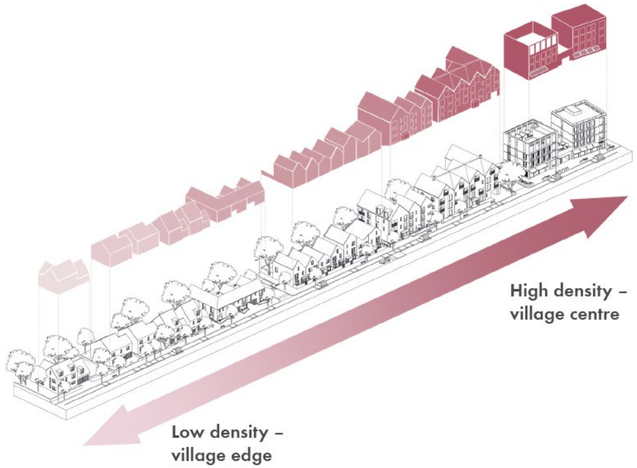
UD.1: Approach to residential density

a. The masterplan must establish a residential density strategy that reflects the approach described and illustrated in Part B.

b. This includes high densities in the inner village centre (including highest in the mixed use area), graduating to mid-range and then lower densities at the outer village as neighbourhoods meet the open landscape.

c. A density parameter plan must establish the overarching strategy for subsequent RMAs to abide by in their subsequent proposals.

d. Proposals should take into account the street hierarchy and associated active and public transport infrastructure. Stepping up in density in these areas can foster a sense of place as well as establish a critical mass helpful for encouraging sustainable lifestyles and choices.



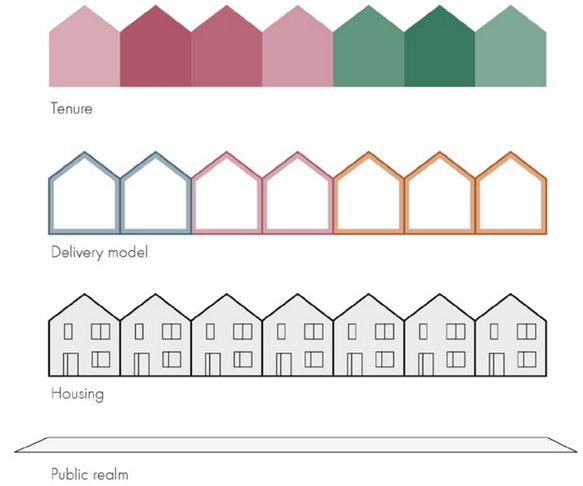
A graduation in density ranging across high, mid and low density typologies

UD.2: Housing mix and choice

a. Proposals should propose a mix of housing typologies of different sizes, styles, tenures and models in order to facilitate a real choice for those choosing to live in DPGV. Proposals should demonstrate a mix of homes that cater for a range of household sizes and incomes, responding to local housing needs, in response to Policy AHN3 in LPP1 which makes reference to the SHMA.

b. Applicants should take a tenure neutral approach that ensures no discernible change in space standards, quality of housing, design and location of car parking, bin stores, private amenity space and public realm between tenures including owner occupied, private rented, shared ownership, affordable and social rented. Proposals must respond to policies AHN1 (including minimum 30% affordable housing requirement) and AHN3 in LPP1.

c. Applicants should demonstrate how their proposals facilitate opportunity for a variety of delivery models including custom, modular, self-build and community-led housing schemes. Proposals should respond to relevant policy as appropriate including LPP2.



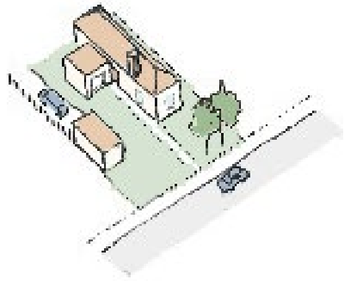
A tenure neutral approach: no change in quality of housing, space standards or public realm between tenures

UD.3: **Residential typologies**

a. Proposals should include a range of residential typologies that respond to the overarching density strategy and character areas established through the masterplan.

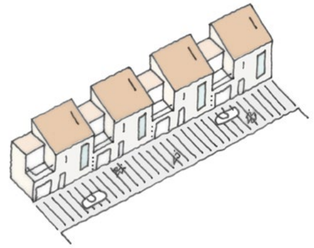
b. Typologies could include but not be limited to flats arranged in courtyard and linear blocks, stacked maisonettes, town and terraced houses, mews, semi-detached, detached houses and bungalows. The drawing opposite illustrates an indicative density and typology spectrum to be found within DPGV. See Part C for more information on the mix of typologies and densities appropriate for different character areas.

Residential typologies should relate to the character, density and placemaking objectives across different parts of DPGV. See Part C for more information on character areas.



Typology: Detached
Density: Low
Parking: On-plot, side or behind the building line, garage
Where: The Woods, Outer neighbourhood

Typology: Semi-detached
Density: Low
Parking: On-plot, side or behind the building line
Where: Outer neighbourhood



Typology: Mews terrace
Density: Medium
Parking: On-plot, undercroft
Where: Inner neighbourhood

Typology: Stacked maisonettes / flats
Density: Medium - High
Parking: On-street, parallel arrangement integrated into street design
Where: Village centre

Typology: Large terrace family homes
Density: Medium
Parking: On-plot, side or behind the building line; Planted courtyard; On-plot, undercroft
Where: Neighbourhood

Typology: Urban / Townhouse terrace
Density: Medium
Parking: On-street, parallel arrangement integrated into street design; Planted courtyard;
Where: Inner neighbourhood

Typology: Mixed use podium block
Density: High
Parking: Podium
Where: Village centre

8.2 Views and landmarks

UD.4: Views to the surrounding landscape

a. DPGV benefits from the unique landscape setting of the Surrey Hills Area of Outstanding Natural Beauty. Rising land to the north, east and west cradles the site with locally significant hills such as Hascombe Hill, Gibbet Hill, Winterfold Hill and Blackdown Hill are strategically important reference points that enhance legibility.

b. Proposals should demonstrate how views and vistas towards these landscape features are harnessed as a key placemaking characteristic of DPGV.

c. This can be achieved through careful consideration of layouts, scale and massing that frames views towards these features, creating a strong connection between townscape and landscape.

d. The Runway Park itself should utilise strong frontage and enclosure to reinforce its axial qualities and frame long vistas towards the Surrey Hills. Proposals will, however, need to demonstrate how this space is comfortable and mitigates any risk of a wind tunnel effect.

View towards rising land in the south west

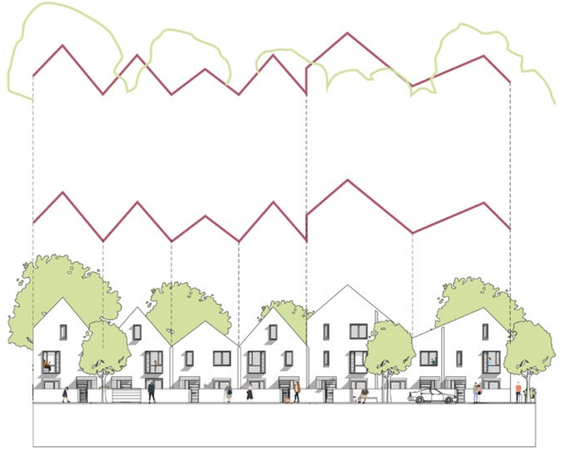
View towards rising land in the north east

UD.5: Views from the surrounding landscape

a. When viewed from afar DPGV should appear well integrated into the strategic landscape, a largely pitched roofscape interspersed by mature tree tops that appears almost as if it has always been there.

b. Proposals should take into consideration long views from the rising topography of the surrounding Surrey Hills Area of Outstanding Natural Beauty. As set out in section 4.3.3, it is likely that development should be focused away from the western part of the site. As set out in section 4.3.3, any proposals for the site will be required to assess any landscape and visual impact, demonstrating appropriate mitigation as appropriate.

c. Applicants should embrace a design approach that demonstrates a richly composed roofscape, utilising varied scale, massing, orientation, pitch, tree planting, hedgerows and open green space. A positive combination of these elements should avoid the appearance of 'walls of development' from afar.



A predominantly pitched roofscape that sits comfortably amongst mature tree canopies when viewed from up close and afar

UD.6: **Neighbourhood views**

a. Applicants should demonstrate how their proposals deliver distinctive and easily legible places, making use of townscape to achieve this. At the neighbourhood scale this is particularly important to create safe environments that encourage walking and cycling to and from home.

b. This can be achieved through careful consideration of masterplan layouts, siting, scale, architecture, roof form, materials and landscape that emphasise key locations in a neighbourhood.

c. Proposals should demonstrate how the scenery of their townscape is carefully crafted to reveal itself in a series of staggered 'serial vision' perspectives. Designers are encouraged to take the initiative and create intriguing and legible environments, for example through the siting of landmark buildings, occasional tightening of corners and offsetting the angle of streets.

d. Applicants should utilise street-level perspective views to showcase their approach to 'serial vision' through a series of orchestrated experiences and focal points that reinforce legibility.

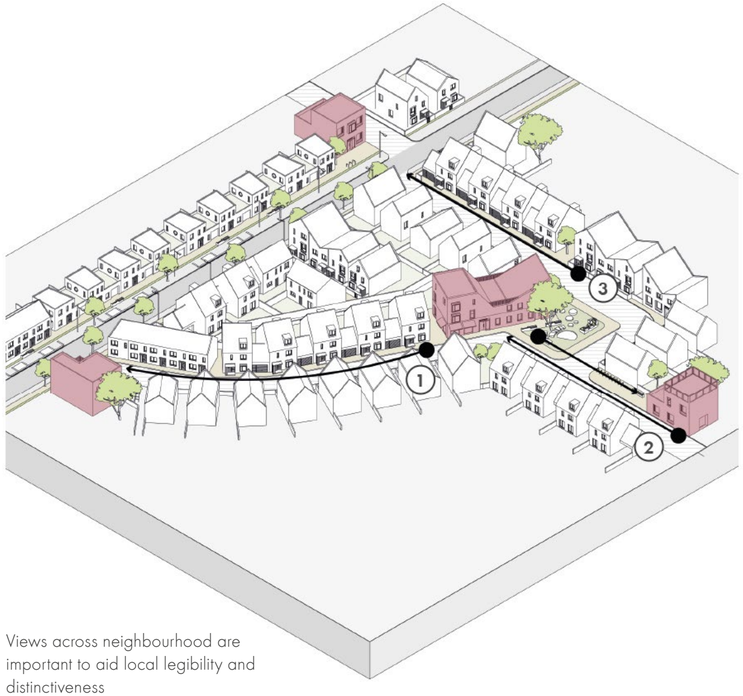
e. Well composed layouts can utilise the immediate and more distant setting, contrasting intimate enclosed spaces with framed vistas and open views to near and distant parts of the village.

f. Proposals should demonstrate how taller or distinctive buildings are unique and make proposals more legible. The emphasis on the location should be as important as the building itself.

g. Where taller buildings are proposed, attention should be paid to the 'fifth elevation' i.e. views onto lower scale buildings from up high. Roofscapes should be well resolved taking note of pitch, parapets and utilities to ensure nearby buildings are good neighbours with attractive prospects.

h. Views to significant buildings and spaces within DPGV should be considered early in the design process, including views to the Runway Park, Village Green, Village Centre, Canal Basin etc.

i. As different phases are designed and delivered, future proposals should take account of views between existing and proposed places. By safeguarding these views, masterplans can look out as well as in to create a coherent sense of place.



Views across neighbourhood are important to aid local legibility and distinctiveness

Street-level perspectives illustrating 'serial view' of the townscape proposals

8.3 Enclosure

UD.7: Enclosure through frontage

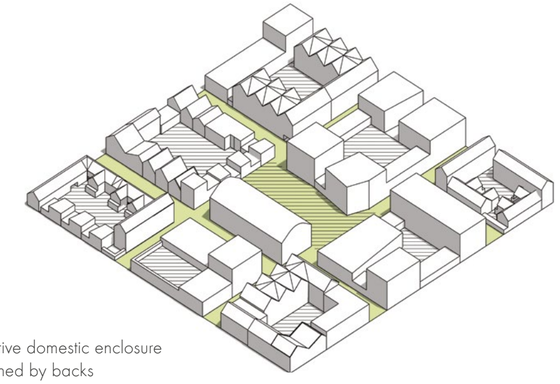
a. Active frontage contribute towards establishing positive enclosure to streets and public spaces. This is important in a residential setting to create safe, sociable and animated environments where people feel comfortable and secure.

b. In a residential setting, active frontage includes the placement of windows and doors in combination with internal layouts that establish passive surveillance and overlooking of the public realm.

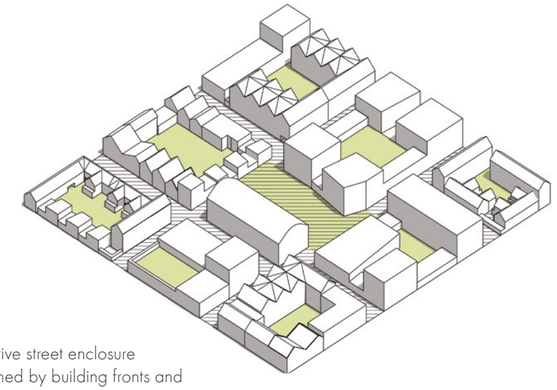
c. Designs should respond to the ethos of 'public fronts and private backs' to establish overlooking of the public realm whilst respecting the need for privacy at the back of the home.

d. Proposals should provide continuous enclosure to streets and public spaces using a combination of the following:

- Locate habitable rooms overlooking streets and shared access routes;
- Avoid blank frontage on side elevations visible from the street through placement of windows and, where appropriate, entrances;
- Consider off-setting corner buildings at junctions to face into and address corners; and
- Use large windows to overlook public spaces and focal points.



Positive domestic enclosure defined by backs



Positive street enclosure defined by building fronts and boundaries

UD.8: Enclosure through boundaries

a. In combination with active frontage, enclosure to streets and public spaces can be achieved through well defined boundaries.

b. Boundaries are important to delineate the different between public and private space e.g. the street and the front garden, the street and the back yard etc.

c. Proposals should provide continuous enclosure to streets and public spaces using a variety of well designed boundaries appropriate to a residential context e.g. low boundary walls, fences, railings, planters, hedges etc.

d. Soft boundary treatments including hedgerows and planting should prevail across the settlement as a key component of the Garden Village character.

e. For more detail on appropriate boundary treatments please see 8.4 Boundaries.

Continuous enclosure to the street defined by building frontage and boundary treatments, creating a secure delineated between public and private space

8.4 Boundaries

UD.9: **Boundary treatments**

a. The masterplan and associated design guidelines should establish a variety of suitable boundary treatments appropriate to different character areas across DPGV.

b. Boundary treatments should be conceived as an integral part of the dwelling design and plot layout, relating positively through materiality and colour palette to their 'host' and neighbouring buildings.

c. A number of treatments are appropriate in a residential setting though a variety of hedgerows planting is preferred to unify the Garden Village identity and reinforce distinct character areas. These should be used to define the home from the street, or the home from the neighbour where relevant.

d. All proposals should show how they respond to Secured by Design principles whilst responding to different contexts and character areas.

- In some contexts treatments should function as a security feature and be designed to be robust and withstand attempts to get over and through it.
- In other contexts, treatments can be more subtle and used to define public and private realms. See Part C to understand which treatments suitable to different areas of DPGV.

e. Boundary treatments should balance the need for security and privacy with the importance of active frontages. Treatments should allow for surveillance of the street and not obscure daylight into homes. For example, where walls and fences are proposed for frontage boundaries these should be low and preferably softened with planting e.g. hedgerows.

f. Side boundaries on corner plots should not dominate the streetscape and should be no more than 1.8m in height. Perforating fences and walls can reduce visual dominance, allowing daylight and climbing plants to soften their appearance. For more detail on corner plots please see 8.6 Corners.

g. Boundaries between neighbours should not be unnecessarily tall. In rear gardens and yards stepped heights can provide privacy close to the home before lowering to enable interaction between neighbours and natural surveillance around the home.

h. Boundary treatments should be high quality, robust and long-lasting to avoid residents erecting their own fences and screening. This can create disharmony in the streetscape and degrade overall design integrity.

A boundary wall no greater than 1.8m in height provides a security to the private dwelling space, whilst being softened through planting and window placement on the flank wall

A hedge boundary treatment provides a soft treatment in keeping with the landscape condition, delineating public-private space whilst having a positive placemaking impact

8.5 Thresholds

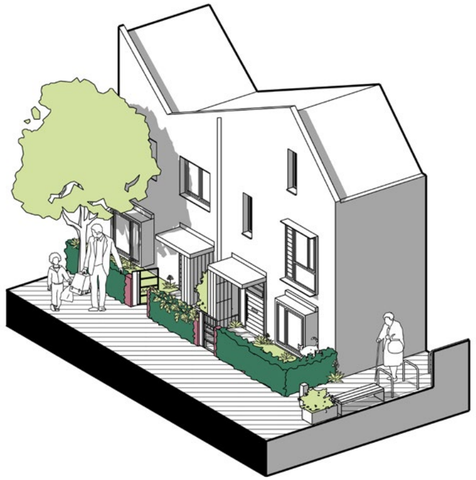
UD.10: **Threshold design**

a. Thresholds occupy the space between the boundary treatment and the internal layout of a building. A semi-private area, it is crossed when entering from the outside to the inside and is important in residential design. Traditional examples include front gardens, front yards and porches.

b. Thresholds vary in depth and character but all should allow some level of personalisation by residents, with window boxes, seating, pots and planters fostering a sense of ownership by each household.

c. Boundary treatments and threshold design go hand in hand and should be designed in response to the overarching character of the area. For example:

1. Large houses set in low density, spacious settings like The Woods are suited to large front lawn threshold with privet hedge boundary treatments.
2. Terraced townhouses set in mid-density neighbourhoods are suited to a shallow front yard and recessed porch threshold, low wall and gated boundary treatment, with a set back building line to create a visual break.
3. Mews housing on a shared surface street in the high density inner neighbourhoods are suited to no threshold, using small planting beds as a boundary treatment.
4. Apartment blocks in the highest density Village Centre are suited to a recessed porch or projecting canopy, providing a place of shelter with no boundary treatment. Operating as communal entrances, these should be well defined, overlooked by windows and balconies, well-lit and have a strong visual relationship with the internal lobby space.



A shallow front garden threshold defined by a low wall boundary treatment, creating a strong relationship between the building and the street

8.6 Corners

UD.11: **Addressing the corner**

a. Corners at junctions are particularly important components of neighbourhood design, ensuring continuous positive enclosure to the street and local focal points (see 8.3 Enclosure) that aid legibility. This does not necessarily mean only increasing scale but preparing bespoke designs for corners through architecture, massing, landscape and public realm.

b. Corner plots therefore require buildings that 'turn the corner' and address both streets. This can achieved through consideration of:

1. Dual frontage with windows, entrances and openings on both side elevations;
2. Off-setting buildings at junctions to face into and address corners; and

c. Bespoke, characterful buildings that create local points of interest (see 8.2 Views and landmarks).

d. Standard house types proposed on corner plots will be unacceptable due to the blank inactive frontages (and lack of natural surveillance) this creates.

e. Proposals for corner buildings should demonstrate how the 'private' sides of the building benefit from good quality amenity space and daylight.

Bespoke building designs for corners create distinctive and legible environments that face into and address the corner.

9 SUSTAINABLE BUILDING DESIGN

9.1 Character

SB.12: **Contemporary and distinctive**

a. DPGV presents the opportunity to create a new settlement of high quality buildings and spaces with an innovative approach to design, character and placemaking. Proposals should therefore employ a forward-thinking approach in the design process to prepare designs that are high quality, attractive and contemporary in nature.

b. Innovative reinterpretations of traditional building types and styles are encouraged but designs should avoid pastiche architecture or standard housing products which are often homogeneous and lack distinctiveness.

c. Buildings and spaces should work in synergy with one another to be distinctive whilst fostering a coherent sense of place across DPGV.

d. A combination of architecture, density, scale and massing, enclosure, building types, uses, landscape and public realm should combine positively to create a sequence of different places and character areas. For more information on the different character areas, approaches to density and scale please see Part B and Part C

e. Applicants should demonstrate where learnings from best practice delivered in the UK and abroad has informed aspects of their proposals.

Best practice low density housing example – Trumpington Meadows, Cambridge by Allies and Morrison. Photo credit: Nick Guttridge

Best practice low density housing example – Abode, Cambridge by Proctor and Matthews. Photo credit: Allies and Morrison

Best practice medium density housing example – Trumpington Meadows, Cambridge. Photo credit: Allies and Morrison

9.2 Flexibility and adaptability

SB.13: Accommodating changing lifestyles

a. DPGV will be home to a range of housing types and sizes, all of which area designed to be flexible and adaptable to accommodate changing needs and lifestyles. This allows homes to remain relevant, responding to different demands rather than needing major modification or replacement.

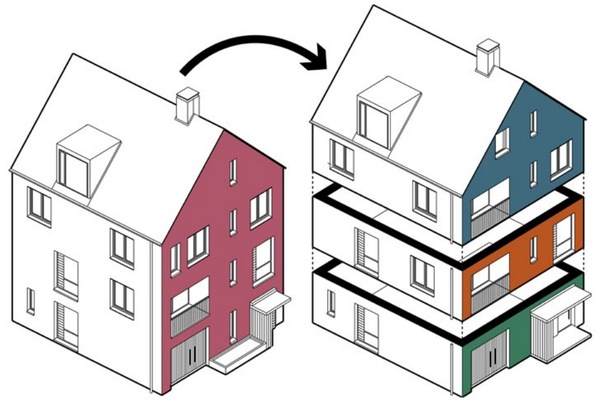
b. This approach encourages resilient communities as well as enabling whole-life carbon savings associated with materials and resources needed for alterations and extensions.

c. Proposals should demonstrate how homes are future proofed in their design to be flexible and easily adaptable. This should include:

- Internal layouts that are functional, adequately sized and facilitate flexible use over time e.g. a room that can accommodate work, exercise and play for different family members; a room that can change easily from a dining room to a bedroom to accommodate an ageing relative;
- Dimensions and proportions of rooms should be justified using drawings that illustrate suitable furniture arrangements that do not compromise circulation or views out;
- Maximise non-load bearing walls to allow internal rearrangements e.g. rooms that can be subdivided with partition walls to create an additional bedroom, nursery, studio, home office etc.;

Flexible internal layouts allow rooms to be multifunctional and minimises conflict between space demands

- Optimum roof pitch to eaves heights which allow loft conversion and creation of habitable space for expanding households e.g. multi-generational living;
- Core and circulation design that allows subdivision, independent access from accommodation areas and floorplate reconfiguration e.g. allowing change from a three storey townhouse to a stack of three flats;
- On-plot parking layouts that allow easy conversion to front gardens or allotments, giving residents real choice about car ownership and reclaiming space that would otherwise be unused should car ownership behaviours change over time (see 9.9 Car parking in building design);
- Proposals must meet Building Regulations M4(2) and in some cases should meet M4(3) to facilitate easy alterations that accommodate different accessibility requirements;
- Replacing traditional skirting boards with a cable duct, enabling easy access to cables and therefore electrical sockets to be placed where convenient;
- Capped-off services for bathrooms, toilets and kitchen facilities to build-in flexibility when residents decide how best to inhabit their dwelling space; and
- Modular design of 'components' of the home allowing modification, with components fabricated in standard sizes and from standard materials, permitting replacement and reuse in new contexts.



Core and circulation designed to provide independent access to accommodation areas, future proofing the building for easy adaptation to subdivision and back to a single dwelling as necessary

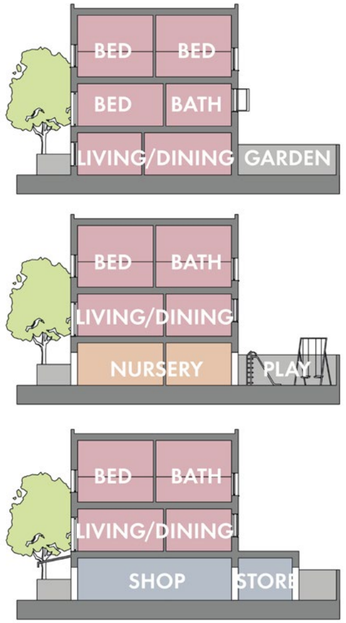
SB.14: **Alternative futures**

a. Buildings should be designed with alternative futures in mind, particularly within the Village Centre and Business Park. Future proofing design in this way will enable flexible use as social and economic demands change.

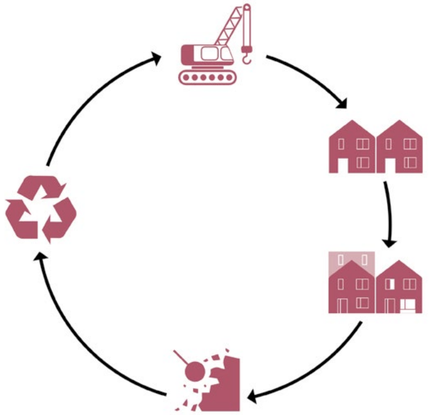
b. Adaptive reuse encourages resilient communities as well as enabling whole-life carbon savings associated with materials and resources needed for alterations to or replacement of existing buildings.

c. Proposals should demonstrate how mixed use buildings and structures (including residential car parking podiums) are future proofed in their design to be flexible and easily adaptable. This could include consideration of:

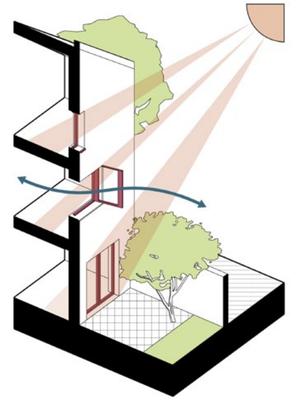
- Capacity studies that demonstrate capability to accommodate a range of uses;
- Flexible floor plans through careful placement of structural bays and pillars;
- Access to natural light and ventilation;
- Good ratio between floor area and access cores, allowing flexibility of circulation;
- Embedding Circular Economy principles by designing for disassembly; and
- Building depths and ceiling heights that allow for conversion to other uses e.g. office to retail.



Building depths and ceiling heights that allow easy adaptation between uses e.g. home, home and children's nursery, home and shop



Circular economy principles enable the reuse of materials and components, reducing the need for extraction and transportation of raw materials



Future proofing buildings through openings (or walls that can be perforated by openings) allows for ventilation and daylight needed to adapt buildings to other uses e.g. residential

9.3 Daylight and sunlight

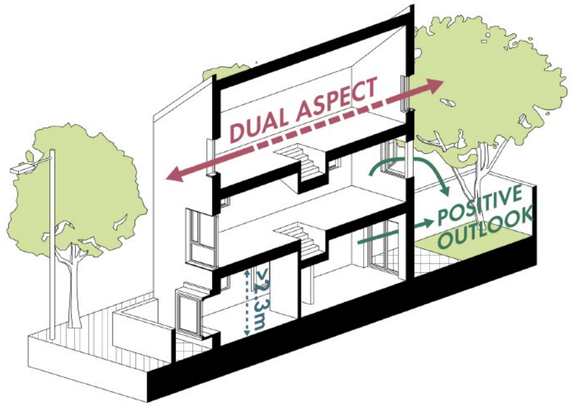
SB.15: **Designing for daylight**

a. Policy CC2 of LPP1 encourages the use of natural lighting and ventilation. This enables easy access to fresh air, daylight and sunlight, all of which are essential to residents' health and well-being as well as reducing the need for artificial lighting.

b. Proposals for homes should demonstrate how a design process has sought to achieve getting maximum natural light into dwellings spaces and outdoor spaces.

c. Careful consideration of a building's orientation, and the position, form and massing of buildings in relation to each other should facilitate getting more natural light into homes. Proposals should demonstrate:

- All homes to be dual aspect, unless a design process illustrating exceptional circumstances justifies the inclusion of single aspect homes, though single aspect north facing units are unlikely to be accepted;
- Spatial Daylight Autonomy (sDA) of 300 lux for 50% of occupied hours (expressed as sDA 300,50%) over a minimum of 50% floor area[1];
- Generous floor to ceiling heights (in excess of 2.3 metres), large window sizes to living areas and smaller windows to bedrooms and kitchens;
- Layouts that allow windows to be openable on the quieter side of the home e.g. terraced, semi-detached and detached dwellings;
- Circulation and access in apartment buildings that allows good quality natural daylight internally; and
- Positive outlook onto gardens, courtyards, streets, open spaces and the sky, avoiding servicing, parking or over enclosed areas.



Dual aspect homes enables cross ventilation and daylight to reach both sides of the building. Generous floor to ceiling heights and large windows facilitates daylight penetration deep into the building plan

1 BS EN 17037:2018 Daylight in buildings

9.4 Gardens, balconies and terraces

SB.16: **Privacy and use**

a. Gardens, balconies and terraces are important in residential design to provide private amenity space for residents as well as enlivening facades and providing natural surveillance onto the street and public spaces.

b. All proposals should abide by the principle of 'public fronts and private backs', with backs adjoining the backs of other homes and fronts facing one another across a street of public space.

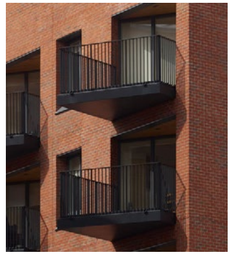
c. Private amenity space for each dwelling (including apartments) should be usable and have a balance of openness and protection, appropriate for its outlook and orientation.

d. Balconies should provide some shelter and privacy which can be achieved through use of screens or insetting the balcony within the facade.

e. Applicants should submit drawings that demonstrate sufficient external space standards to fit the furniture needed to comfortably sit maximum residents and guests e.g. enjoying a meal outside with visitors.

f. Design solutions are welcomed that permit close distances between some dwellings, allowing a compact character to be established in high density character areas. Solutions could include:

- Design living spaces so they are not arranged opposite bedrooms to avoid direct overlooking;
- Direct overlooking into circulation spaces such as entrance halls, stair wells and utility rooms;
- Non-standard window design such as angled bays, oriel, high level and rooflights to design oblique overlooking; and
- Stepped plan layouts that create space for terraces and courtyards, maximising dual aspect and bring light deep into building plans.



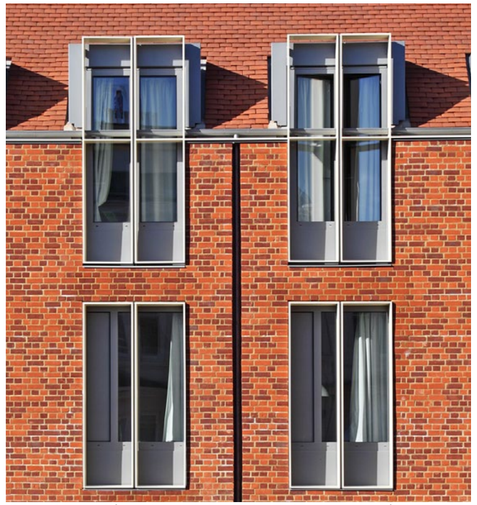
Bottom left: oriel windows and set back terraces provide privacy from the street
Top left: semi-recessed balconies provides shelter and allows year-round use
Top right: angled windows enable closer building to building distances by avoiding direct overlooking

9.5 Facades and materials

SB.17: **Facade design**

a. Facade design is an essential part of building design and the 'public face' of a building. They are in many ways a key driver of how people perceive and positively relate to a building, particularly in residential design. Applicants should demonstrate how the following facade principles have been applied:

- Uncluttered, well articulated and expressed through use of openings and detailing materials;
- Well-balanced and well-proportioned with generously sized openings e.g. windows and doors;
- Windows should be vertically and horizontally aligned unless a strong design case is made otherwise;
- Regular placement and repetition of windows and doors should create a rhythm to the street;
- Windows and doors should be recessed at least a full brick depth behind the masonry to give visual relief and aid privacy from the street;
- Windows into living spaces should be large to allow deep sunlight and daylight penetration, with large volumes of glazing creating a contemporary feel;
- Easy to locate, well lit, regularly spaced entrances with visual prominence over secondary entrances;
- Individual dwellings should use recessed or canopy entrances, working combination with threshold design (see 8.5 Thresholds) to create safe, well-lit spaces with opportunities for integrated storage.



An uncluttered facade articulated through symmetry of elements including generously sized windows with deep reveals, recessed drain pipes and dormer windows. Brighton College Boarding House by Allies and Morrison. Photo credit: Fisher Hart.

SB.18: **Material quality**

a. The masterplan must prepare a site-wide materials strategy (with RMAs to sit in accordance with) that address the following points:

- Clear design rationale for how each is to be used in response to different character areas;
- All materials should be attractive, high quality, robust, and require limited maintenance;
- Material changes should be used to sparingly across a neighbourhood to detail a place and reinforce its distinctiveness;
- Should avoid repeating the same material changes street-by-street which can result in homogeneity; and
- Contrasting and accent materials should work in harmony across both an individual building as well as the wider streetscape;
- Locally sourced materials are encouraged to reduce transportation distances and therefore embodied carbon – see 9.8 Resources.

b. Simple design moves can help preserve the quality and attractiveness of buildings by avoiding future problems with maintenance and appearance. Proposals should:

- Avoid downpipes on rendered elevations;
- Avoid render on north facing elevations;
- Avoid render in rented properties or where management and maintenance is outsourced; and
- Demonstrate good quality and appropriate capacity of facade components e.g. guttering, downpipes, brackets, flashing, window sills etc.

A simple palette of materials can create a coherent sense of place but all materials need to be robust and able to withstand weathering. An example of timber cladding that has started to show signs of wear at Newhall Be by Alison Brook Architects. Photo credit: Allies and Morrison.

9.6 Roof form

SB.19: **Variegated roofline**

a. DPGV should be characterised by a varied and visually interesting roofline, of which roofs should be predominantly pitched.

b. A variety of symmetrical and asymmetrical pitches will be welcomed, where most should be in excess of 45 degrees to allow habitable space to be concealed within the roof line.

c. Shallower angles between 35-45 degrees present best conditions for maximising renewable energy generation through solar photovoltaic panels, though proposals should be justified as forming part of a well conceived architectural composition.

d. Roofs should be predominantly oriented 10-15 degrees of south, and avoid unnecessary self-shading through dormer windows and chimney stacks.

e. Flat roofs should be concealed behind parapets and used as terrace spaces where practical.

f. Where dormers, chimneys and parapets are used, applicants should demonstrate that potential photovoltaic efficiency is not overly compromised (now or in the future post-installation).

g. Where used, chimney stacks should be contemporary in character not used in pastiche architecture.

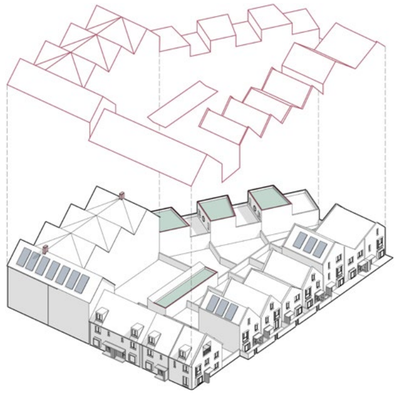
h. Green and brown roofs should be used wherever practical to maximise contribute to net biodiversity gain across the settlement.

i. Photovoltaic panels should be included wherever practical including a target of 70% roof area coverage on large apartment blocks[1]. The best examples could exceed this coverage (see 9.8 Resources SB.23 on renewable energy feasibility assessment).

j. Photovoltaic panels should be easily accessible for maintenance and cleaning.

k. Variation in roofline can establish a rich townscape and silhouette across the settlement. A family of idiosyncratic rooflines, pitches, eaves and gables can contribute to a distinctive character but should form part of a well conceived architectural composition.

1 Climate Emergency Design Guide, LETI (2020)



A predominantly pitched roofscape combined with elements of flat roofing concealed by parapets

9.7 Refuse and utilities

SB.20: **Well integrated design**

a. Refuse storage and utilities equipment should be well integrated into the overall built form and layout of plots. Taking time to design space that conceals equipment creates uncluttered and visually attractive buildings that would otherwise be degraded in quality.

b. Applicants should demonstrate how their proposals are in accordance with the following principles:

- Utilities equipment should not be visible from the public realm unless there is a non-negotiable regulatory or operational justification;
- Utilities equipment should be included within RMA layouts at the outset and not considered as an afterthought;
- If this cannot be avoided, equipment should be designed and located to be visually discrete e.g. planting screening, while allowing essential access;
- Access to heat interface units, plant rooms and other utility spaces should be discretely located and well resolved within the overall design of the building;
- Front or side refuse storage should be ventilated, robust able to withstand daily use, visually discrete and well integrated to the building and landscape e.g. a shared material palette with the main building;
- Rear refuse storage should be protected from the elements with easy access to rear streets or within short moving distance to a designated holding space;
- Collective refuse storage for apartments, commercial or mixed use buildings can be internal or external. Internal storage should consider ventilation, fire compartmentalisation, robustness, cleaning and maintenance. External storage can be free-standing or integrated into built form but should create a positive outlook for occupants.

Examples of ventilated, robust waste and recycling storage integrated into the overall built form of the individual dwelling (left) and communal dwellings (right)

9.8 Resources

SB.21: Embodied carbon

a. Embodied carbon emissions are those emitted producing a building's materials, their transport and installation on site as well as their disposal at end of life. Minimising embodied carbon is an integral way of achieving carbon neutrality at DPGV. Applicants should demonstrate how their proposals minimise embodied carbon and could use (but not be limited by) the following suggestions:

- Undertake a Life Cycle Assessment (LCA). Achieving an up front embodied carbon target of < 300kg CO2/m2 for residential buildings; and < 600kg CO2/m2 for non-residential buildings[1]. Exceptional proposals could exceed these targets;
- Design and choose materials that limit embodied carbon, demonstrating how a target 30%[2] of re-used materials have been utilised, local material sources transported sustainably;
- Design 'light' structures as substructures and superstructures account for between 57% and 67% of housing embodied carbon;
- Ensure longevity of materials to limit maintenance and replacement over time (see 9.5 Facades and materials);
- Design for flexibility and adaptability so buildings require less energy for alteration and modification (see 9.2 Flexibility and adaptability);
- Use Modern Methods of Construction and pre-fabrication to limit carbon associated with transportation of materials from extraction to manufacturing to site and carbon associated with the construction and installation process; and
- Design for a circular economy using Modern Methods of Construction that specifies standard materials and standard sizes that can be re-used at the end of the building life (see 9.2 Flexibility and adaptability).

Imperial War Museum workspace (by Jestico + Whiles), constructed off-site using MMC. The building's triple-aspect workspace utilises natural ventilation and daylighting strategies, reducing energy demand on active systems.
Photo credit: ©Matt Clayton

1 Embodied Carbon Primer, LETI (2019)
2 Mat 03 Responsible sourcing of materials, BREEAM

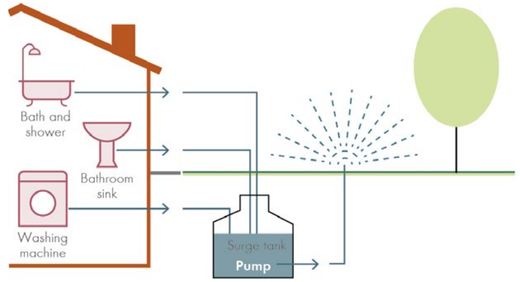
SB.22: Water efficiency

a. Water efficient design is an essential part of sustainable building design with measures including rainwater harvesting, grey water recycling and on-site water management.

b. Policy CC2 of LPP1 requires new dwellings meet the minimum requirement of 110 litres of water per person per day, though best practice[1] should target 75 litres of water per person per day, with non-residential buildings targeting 10 litres of water per person per day. Exceptional proposals could demonstrate further reduced consumption.

c. Applicants should demonstrate how their proposals are water efficient using (but not limited to) the following suggestions:

- Grey water recycling systems can make use of waste water from kitchen and bathroom sinks, showers, baths and dishwashers. Collected into water tanks or butts this water can be used to water outdoor landscaping and gardens.
- Rainwater harvesting systems uses water tanks or butts to collect rainwater and redirect this for storage and reuse e.g. for use in flushing toilets and washing clothes.
- On-site water management technology can use sensors to monitor and anticipate extreme weather conditions e.g. remote controlled water butts that discharge contents in advance to maximise collection during the weather event.
- Permeable surfacing and vegetation can increase rainwater infiltration and direction towards natural watercourses, reducing surface water run-off flood risk. For information see 11.3 SuDS.



Greywater recycling system

1 RIBA 2030 Climate Challenge - version 2 (2021)

SB.23: **Energy hierarchy**

a. DPGV will be a pioneering new settlement that aims for carbon neutrality. A holistic, all encompassing effort is needed to achieve this ambition including a employing the energy hierarchy as a cross-cutting principle.

b. All applicants should demonstrate how the following energy hierarchy principles and suggestions have informed their approach to design and construction:

Be lean: use less energy

c. Focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation and form.

d. Be compact and minimise the ratio of external surface area to net internal floor area (form factor). Proposals should target a form factor value between < 0.8-1.2[1].

e. Employ a 'fabric first' approach that limit energy demand through passive measures and efficient building fabric;

Be clean: supply energy efficiently

f. Incorporate Mechanical Ventilation with Heat Recovery (MVHR), and Waste Water Heat Recovery (WWHR) to reclaim waste heat from both space and hot water heating systems;

g. Consider opportunities for reclamation of waste resources e.g. rejected heat from chiller plant to supply space heating to residential buildings via an ambient loop district heat sharing system;

1 Climate Emergency Design Guide, LETI (2020)

h. Utilise a settlement-wide electricity microgrid to minimise imported electricity and increase energy efficiency, making use of community scale batteries and a central energy centre to manage demand.

Be green: use renewable energy

i. Applicants should carry out a feasibility assessment by a suitably qualified professional considering options for renewable energy generation, establishing where it is unpractical or unreasonable to do so;

j. Use a heating and hot water generation system that is fossil fuel free;

k. Integrate on-site energy generation, such as air source heat pumps and/or solar photovoltaic panels, and related electrical (e.g. home batteries) and thermal storage options;

l. Photovoltaic panels should be accessible for easy maintenance and cleaning;

m. Individual dwelling houses should target 100% of annual energy requirement to be delivered on-site[2].

2 Climate Emergency Design Guide, LETI (2020)

:hy to be employed through development at DPGV

SB.24: **Energy efficiency**

a. Energy efficiency is integral to sustainable building design. Taking a 'fabric first' approach means maximising the performance of the components and materials that make up the building fabric, reducing the need for mechanical or electrical service systems. This is key to creating comfortable buildings that are easy to heat and cool, affordable to maintain and minimise a building's operational carbon.

b. Applicants should demonstrate how their proposals have employed 'fabric first' principles set out below:

- Well considered orientation, aspect and window placement to optimise passive solar heating, daylight and sunlight. Dwellings should target a total glazing ratio between 15-25%, non-residential should target 25-40%[1];
- Planting that creates shade in summer without blocking daylight and sunlight in the winter;
- Air-tight, well-insulated buildings that avoid thermal bridging to prevent heat loss without compromising indoor air quality. Proposals should target a maximum air-tightness leakage of 1 m3/h/m2 at 50Pa (0.6 Air Changes per Hour)[2];
- All homes should be dual aspect with openable windows on both sides to allow cross ventilation;
- Design high levels of thermal mass in the building fabric to absorb, store and slowly release heat throughout the day and night; and
- Avoid excessive solar heat gain through solar shading, smart glazing systems, reflective and insulating window blinds, overhanging eaves to shade windows and walls on south facing elevations.

c. Additional energy efficiency measures should include innovative technologies such as active demand responsive appliances such as Passive Infrared controls to limit unnecessary energy use.

d. Applicants should calculate and disclose the Energy Use Intensity (EUI) and space heating demand, to evaluate on-site energy efficiency measures. EUI targets are 35 kwh/m2 per year for residential and < 75 kwh/m2 per year for non-residential, with Space Heating Demand of 15 kwh/m2 per year for both residential and non-residential)[3].

e. All proposals must efficiently enable the easy conservation of fuel and power[4], whilst the Council would especially welcome proposals which achieve Passivhaus certification.

1 Climate Emergency Design Guide, LETI (2020)
2 Good practice guide to airtightness, BREEAM (2020)

3 Climate Emergency Design Guide, LETI (2020)
4 Approved Document L of Building Regulations

Insulated blinds and overhanging eaves (left) and projected solar shading (right) shade windows and walls to keep buildings cool

9.9 Car parking in building design

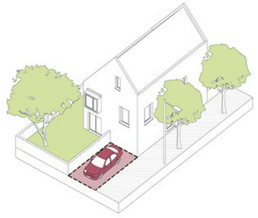
SB.25: Car parking principles

a. Car parking should be carefully considered and form part of a well conceived overall design approach to the built form, streets, public realm and landscape. A number of car parking configurations will be suitable across the different parts of DPGV. A site-wide parking strategy must be prepared as a part of the masterplan and design codes using a range of solutions appropriate to the character, building typologies and placemaking aspirations of each phase. Detailed proposals are to be resolved through the Reserved Matters Applications.

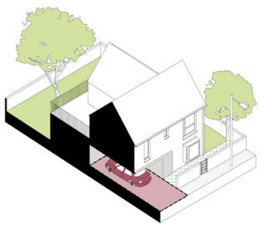
b. Applicants should demonstrate how the following principles have informed their approach to car parking:

- Consider early in the design process and well-integrated into the proposed site layout and built form;
- Discrete and avoid visual domination of the street and public realm;
- Use a variety of configurations appropriate to character to avoid monotony and homogeneity;
- Minimise hard standing where practical including use of permeable surfacing;
- Design for flexibility and adaptability e.g. on-plot car parking used as a courtyard space or easily adapted to a garden or allotment
- Podium parking and parking barns should be future-proofed through the design process, demonstrating feasible alternative futures for adaptation to new uses e.g. community, work or amenity space etc.;
- On-street parking should be well integrated into the street scene through public realm and landscape design e.g. street trees, SuDS, shrubs planting etc.;
- On-street parking is best arranged parallel to the street to enable strong enclosure;
- Avoid 'wiggly' street design which permits 'fly-parking' on street and verge mounting;
- Pedestrians priority over parking and moving vehicles to be reflected in designs;
- On-plot parking should be to the side or set back behind the building line;
- On-plot parking should be located to enable at least 50% of the area of front gardens to be planted;
- Residual space should be designed as to prevent easy conversion into another parking space; and
- Parking in garages should allow for the primary purpose of parking a vehicle with additional space for cycle storage e.g. at least 3.3m wide and 6.0m deep;
- Parking courts are less desirable due to their visual dominance but where proposed should be designed as attractive places with cars parked in them;
- Parking courts should be overlooked and designed as positive prospects; using dual frontage buildings and front doors where appropriate; designed to prevent damage to hard and soft landscaping; and include a robust management plan.
- Parking should be well lit and secure to avoid crime or anti-social behaviour.

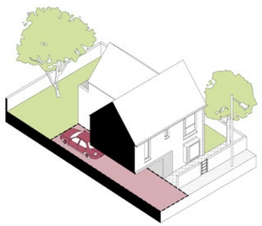
On-plot side and recessed



On-plot rear

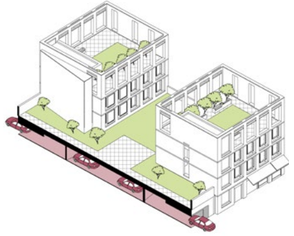


On-plot undercroft

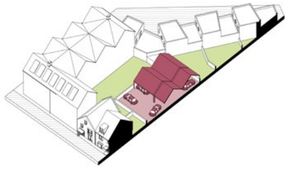


On-plot courtyard

On-street



Podium



Parking barn

Parking court

A variety of parking solutions which could be appropriate in different settings across DPGV

9.10 Cycle parking in building design

SB.26: Cycle parking principles

a. Active travel will be a hallmark of the healthy lifestyle associated with DPGV. A significant amount of this travel will be undertaken by bicycle and it is essential the building design encourages and facilitates cycling as the default mode of travel for short or intermediate distance trips.

b. Applicants should demonstrate how the following principles have informed their approach to bicycle and motor cycle parking:

- All proposals must comply with local authority requirements for cycle parking, but should also take into account future requirements;
- All 'on-plot' cycle storage should be fitted with a dedicated power-supply for charging electric bikes;
- Individual homes should provide more than sufficient bicycle storage which is covered, secure and easily accessible;
- Storage should cater for larger cycles, including adapted cycles for disabled people;
- This is best accommodated through integrated vertical storage adjacent to front doors or as part of recessed porches; or internal storage located as near as possible to the main point of access. Hallways, balconies and terraces are inappropriate as storage;
- Cycle storage in garages should not prevent them being used for their primary purpose of parking a motor vehicle;
- Cycle storage in garages should be parallel to vehicle parking close to the entrance and with sufficient manoeuvre space;
- Cycle storage in rear gardens and yards could include integrated storage or be capable of accommodating purpose built, secure and covered storage;
- Cycle storage to the side of a house should be integrated into the built form or if proposing outbuildings these should relate to the architectural language of the main building;
- Communal cycle storage for apartment blocks and mixed use buildings should be secure, indoor and located on the ground floor e.g. podium;
- Podium storage should be visually and spatially separated from any car parking or bin storage, providing at least 2m circulation space for easy access and manoeuvre; and
- This space should be well-lit, provide wayfinding to entrance and exit points, as well as indicating priority over motor vehicles.

Communal cycle storage that is well-lit and has easy access to the public realm

10 STREETS AND PUBLIC REALM

10.1 Street network

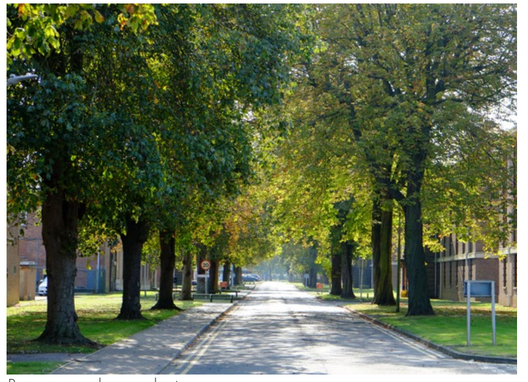
SP.27: Street hierarchy

a. DPGV will be characterised by a connected street network that is easily legibly and navigable by all modes of travel. This legibility will be underpinned by a robust street hierarchy that gives shape and order to buildings, streets and public spaces.

b. The street network and hierarchy must be established through the masterplanning process with RMAs responding to this overarching structure in accordance with the following principles:

- Streets and public spaces should satisfy practical requirements of vehicle access and safety, but should not be dominated by technical requirements;
- Streets and public spaces should put people first by emphasising pedestrian and cyclist priority over motor vehicles;
- Appropriate enclosure that reflects the hierarchy and character of different parts of DPGV, achieved through street widths and the scale of buildings either side;
- Streets and public realm should be animated and secure through continuous enclosure including building frontage and natural surveillance (see 8.3 Enclosure)
- The street layout should be well-connected to facilitate permeable, compact and walkable layouts defined by perimeter blocks;
- Cul-de-sacs typically result in buildings being arranged around a highway layout, undermining placemaking aspirations and should therefore be avoided, unless forming part of a well conceived approach to urban design and movement.
- Pedestrianised streets, which help prioritise pedestrians and cyclists, are encouraged but should satisfy requirements for parking, access and servicing.
- Services and utilities should be coordinated within the public realm (highways, verges, footpaths etc.) so that they are easily accessible, will not impact street trees and can be taken up without wider disruption. They should also be future-proofed and mapped so it is known where they are located.
- There is an opportunity for the scheme to provide a range of street types to create a strong sense of legibility and to reinforce local identity. These streets will have a variety of widths and enclosure as illustrated on the following pages. There is potential to consider even tighter dimensions than those identified and to employ variable street widths along streets and lanes to add character.
- Future design proposals will be expected to provide further detail in demonstrating adherence to Garden City characteristics. Key information is likely to include utilities locations, visibility splays and the details of street tree species and planting. Applicants should involve SCC in these discussions at an early point.

This following images are illustrative street sections that relate to the street hierarchy framework established in Part B. The sections illustrate character and key components to be considered in the design process, such apportioned widths and indicative enclosure from buildings fronting the street.



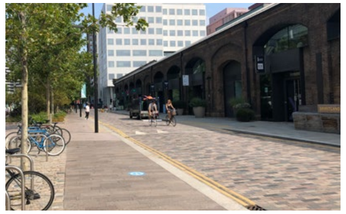
Runway road precedent

Runway Road

Main street (primary)

Main street precedent

Town centre



Town centre streets precedent

Connecting street (secondary)

Connecting street precedent

Local street (tertiary)

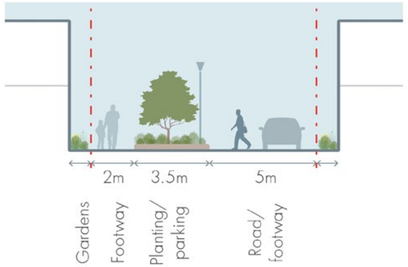
Local street precedent

Local pedestrianised street (tertiary)

Local pedestrianised street precedent. Credit: Tim Crocker

Shared surface/mews street

Shared surface street precedent



10.2 Positive public spaces

SP.28: Positive public spaces

a. Public spaces at DPGV require a holistic approach to design in order to have a strong relationship with buildings, be well-used and valued by residents and visitors alike. Applicants should demonstrate how the following principles have informed their approached to public space design:

- Public spaces should be designed and configured to be well-overlooked with a sense of enclosure provided by surrounding buildings and landscaping.
- New development should ensure positive frontage is also provided onto larger open spaces, including the Country Park and Neighbourhood Parks with managed vehicle access at the edges of these spaces.
- The layout of new development should ensure public space is well-integrated, avoiding leftover spaces that lack obvious purpose and overlooking.
- Public spaces should also be located in suitable locations – e.g. at the confluence of pedestrian routes, within walking distance of dwellings and away from busy vehicular routes

Overlooked pocket space between dwellings. Royal Way, Cambridge

Dwellings fronting onto a larger green open space. Trumpington, Cambridge

10.3 Animated street fronts

SP.29: Animated street fronts

a. Animated street fronts are a key element that builds positive an lasting relationships between buildings, streets and open spaces. The following approaches can encourage animated and active street fronts:

- On residential streets, designers should create animated frontages and streetscapes to ensure a safe and welcoming environment for all
- In particular, new development should consider the configuration of fronts and backs to ensure dull or blank facades are minimised, wherever possible
- To achieve animated street fronts, building designs should contribute positively to the streetscape with, for example, frequent front doors and windows overlooking the street
- Similarly, the privacy planting/screens to front gardens should not be over 1.5m in height to ensure overlooking is maintained at ground level

Animated street with front doors and windows overlooking the street. Trumpington Meadows, Cambridge by Allies and Morrison. Photo credit: Allies and Morrison

10.4 Surface materials and crossings

SP.30: Surface materials

a. Surface materials should be selected to form a coherent palette for the site that is distinctive, defines difference between places, and reflects materials within the wider Surrey landscape.

b. Surface materials should be appropriate to their function within the street and the character area. For example, key public areas with high footfall should use durable, distinctive, and high-quality materials.

c. Where appropriate, surface materials should seek to reinforce pedestrian priority. For instance, using setts on the carriageway for low-traffic streets

d. At street junctions, raised tables should be ensure good accessibility and priority for pedestrians. Materials should also be used to reinforce pedestrian priority, with tactile paving used to give warning to visually impaired users.

e. Small memorable details, such as: drainage channels, water inlets, utility covers and integrated signage should be considered as ways to provide integrated artwork or wayfinding and could be used to reference DPGV's heritage.

f. Where tree grilles are required, they should be selected to be in-keeping with adjacent paving whilst supporting healthy tree growth. Grilles should be suitably permeable to allow sufficient water and air to reach the soil and sufficient space (or removable sections) to allow for tree growth.

Example of high-quality and durable materials within a public square, integrated with planting and seating

Tree grille matching to the surrounding paving

Street junctions should be designed to prioritise pedestrians. Photo credit: Google Maps

SP.32: Surface materials: sustainability

a. Designs should use materials that have longevity, durability, minimise the need for regular repair and replacement and can be reused/adapted at the end of their life.

b. Designs should seek opportunities to retain/re-use existing high-quality materials already on-site.

c. Specified materials should have a low whole life carbon impact with materials selected from sustainable sources.

d. Non-natural materials should have a high content of reused or recycling aggregates

Granite kerbs will typically require less repair/replacement than concrete kerbs and will usually have a lower whole life carbon impact, when sourced sustainably

SP.31: Surface materials: quality

a. Materials need to be laid with skill and care to ensure a high-quality public realm. This includes rationalised detailing and minimised cutting of materials to avoid large areas of paving infill

b. All access/inspection chambers and manholes should be aligned to the paving layout. All covers should be inset with the adjacent paving material.

c. The material type, thickness, jointing and sub-base should be considered where vehicle overrun is anticipated to avoid damage to surface materials.

Access cover integrated into paving with minimal infill

Inset access cover

Paving cut with precision around street furniture

10.5 **Street furniture**

SP.33: **Street furniture**

a. Street furniture should be provided as appropriate and should be formed of a consistent palette to ensure coherence throughout the public realm.

b. All furniture should be high quality, robust and adaptable – with components that can be easily maintained, repaired or replaced.

c. In addition to off-the-shelf products, designers should consider opportunities for bespoke street furniture that is place-specific and reflects the site's heritage

- Street furniture should be positioned with enough space around to fulfil its function, allow minimum passing space of 1.5m and adequate space for street cleaning.
- Public seating should include back and armrests to assist accessibility for all users.

d. Public realm should include waste and recycling bins, near place of activity and pedestrian intersections.

e. Accessible drinking fountains should be located in areas of high pedestrian footfall or near to recreation areas e.g. along the Peri-track.

f. Utilities should be positioned to minimise obstructions to pedestrian movement and, where possible, should be integrated within street furniture e.g. as part of light column

Examples of high-quality street furniture. Street furniture in DPGV should form a coherent palette with consistent materials and finishes

Sheffield cycle stands

Timber bench with different seat back configurations

Integrated metal planter with seating

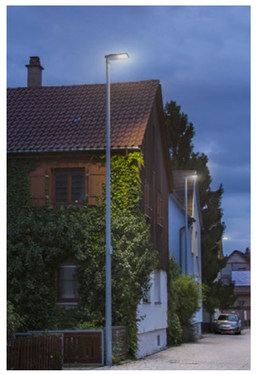
Art form Spencer Bin

Accessible drinking fountain by Urbidermis

SP.34: **Lighting**

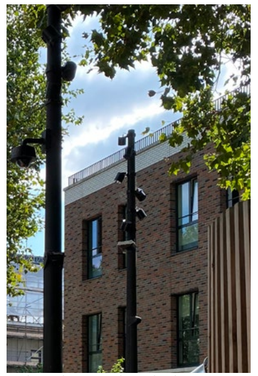
a. Artificial lighting should help create the sense of a welcoming, safe and secure neighbourhood made up of well-lit streets. Designers should consider the following:

- Lighting levels should be reduced to minimise adverse impacts on areas of dark skies. Light spill should be minimised through the appropriate specification, sitting, orientation and control of lighting apparatus to ensure lighting does not have a negative impact on dwellings and sensitive habitats.
- A consistent suite of light fittings should be used to ensure coherence of design throughout the public realm with feature lighting used sensitively.
- The type, mounting, colour and luminance levels for lighting should be appropriate to the scale and context of streets and spaces
- Designs should use 'layered' and dispersed lighting to achieve required luminance, rather than singular light sources floodlighting spaces.
- Light fittings should be energy efficient and should integrate technologies that allow adaptive lighting.
- To avoid duplication of posts and reduce street clutter, lighting columns should generally be used for signage and could be used for utilities, such as electric vehicle charging inlets.



Lighting on a street with vehicular access. Credit: Igguzini

Pedestrian level lighting using low luminance to minimise impact on adjacent wildlife corridor



Light column with multiple spotlights and CCTV attached

Low-level lighting should be used adjacent to wildlife habitats. Credit: Igguzini

10.6 Car parking in the public realm

SP.35: Car Parking

a. Strategies for car parking across the site should ensure that parking is considered from the outset and integrated into the design of new development. Parking dominated schemes are not appropriate

b. Designers should consider both on-plot parking and street parking to mitigate the impact of vehicles.

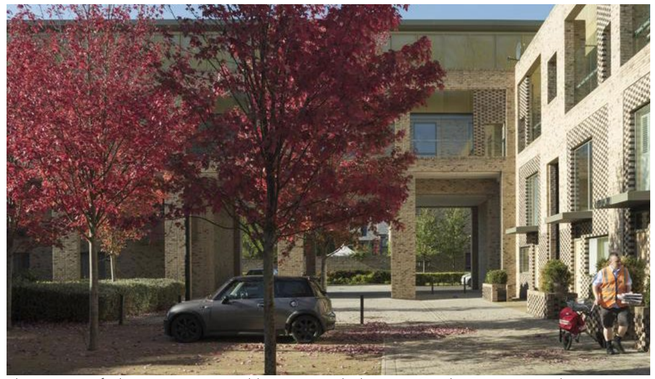
c. Parking should be integrated with surface materials used to increase the perceived footway width and reinforce pedestrian priority.

d. Parking should be interspersed by generous planting, with a recommended maximum of three parallel parking bays.

e. Where parking is provided in front of properties, soft landscape designs should restrict front gardens from being converted into further parking.

f. Where public realm car parking is provided at the village centre and sports and recreation facilities, this should be designed as a place, not as a car park. Planting and public realm will be necessary to screen vehicles and create a positive townscape, whilst public realm materials should be durable to vehicles.

g. Where required, electric vehicle charging posts should be integrated into the streetscape design and should not obstruct pedestrian movement. Ideally, charging points should be integrated within light columns or street furniture to minimise street clutter.



The impact of planting is mitigated by trees and planting. Credit: Proctor Matthews

Parking bays interspersed with planting along a residential street

10.7 Cycle parking in the public realm

SP.36: Cycle Parking

a. Like car parking, cycle parking should be integrated into new development from the outset, ensuring integration and adequate distribution across the site.

b. To encourage cycling, adequate provision of both residents cycle parking and visitor cycle parking should be provided.

c. On street cycle parking should be located in well-lit, overlooked positions and should be integrated into streetscape designs.

d. For security, resident cycle parking should ideally be provided on-plot with dwellings designed to comfortably accommodate secure and covered cycle storage e.g. as part of a covered porch

e. Alternatively, residents cycle parking can be provided as secure lockers within the public realm or as part of purpose-built outbuildings.

f. Proposals should include a minimum 5% provision for larger cycles, providing space for adapted cycles for disabled people.

g. Proposals should not exceed cycle parking distances of 25m from destination for short term parking and 50m for longer term (sheltered and secure) parking.

h. Cycle parking should be future proofed and provided with necessary power supply infrastructure for charging electric bikes.

Purpose-built cycle shelter with green roof and timber cladding to blend into the surrounding landscape. Credit: Grass Roof Company

Secure on-street cycle locker

Cycle racks adjacent to planting

11 LANDSCAPE AND GREEN INFRASTRUCTURE

11.1 Trees and planting

LG.37: Trees

a. Trees have the potential to transform the three-dimensional qualities of places – providing shade, dappled light and seasonal interest. Trees should be used extensively across the site to reinforce difference, character, and identity of places or neighbourhoods.

b. Tree planting has a key role in establishing a mature landscape character, reflecting the successful character and identity of Garden Cities elsewhere in the UK.

c. Trees should be fit for purpose and location, taking account of shapes, sizes and colours to reinforce character. For example, different neighbourhoods could use contrasting species mixes that respond to their urban/suburban character. Alternatively, specific streets/spaces could use a singular species to highlight uniqueness. Given the site's historic Canadian links, designs could also explore use of maple trees (such as Acer Rubrum) to define key locations e.g. the Avenue approach.

d. Designs should also consider opportunities for specimen trees to provide markers within the public realm and open spaces. These could be statement trees (e.g. Holm Oak, Redwood or Dawn Redwood) or could be blossoming and fruiting trees that bring seasonal interest and foraging opportunities. Similarly, new development should consider opportunities to integrate large structural trees, such as London planes and large conifers into streets and open spaces to give a sense of maturity while smaller species establish.

Poplar – fast growing tree for carbon sequestration

Fruit tree – for urban foraging

Metasequoia – statement tree

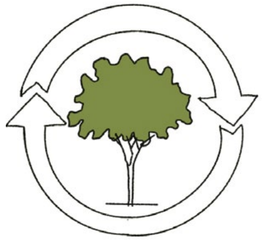
London Plane – canopy tree

Examples of tree species with different appearance and purpose

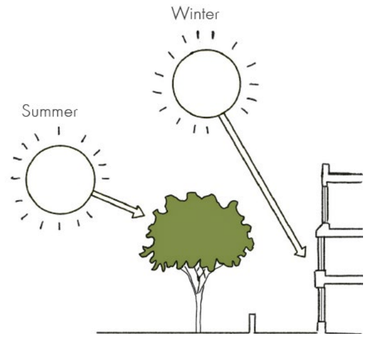
LG.39: Trees: habitat and microclimate

a. Trees should be considered an integral part of DPGV's green infrastructure helping to support habitat creation and increase biodiversity through connected wildlife corridors. To maximise biodiversity gain, trees should be planted in both the public realm and private gardens with at least two trees provided per dwelling within built areas.

b. Trees should also be used to sequester carbon and improve air quality across the site, and positioned to improve microclimate conditions, providing shade for buildings and public realm, and sheltering against wind.



Consider tree species that can sequester carbon and filter air pollutants



Trees, if positioned carefully, can provide shade for the public realm and can mitigate overheating risk for buildings

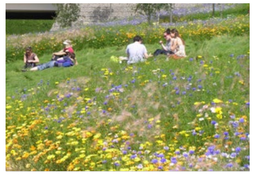
LG.38: Planting

a. In combination with trees, planting should be used to define contrast between different places and neighbourhoods – bringing colour and visual interest, as well as supporting habitats and increasing biodiversity.

b. Planting should be selected to suit its location/specific climatic conditions, and designers should choose hardy plants, with low maintenance requirements.

c. Designs should also consider opportunities for productive landscapes, providing plants that can be foraged by local residents.

Urban centre planting example



Naturalised planting example

Neighbourhoods streets planting example. Credit: GreenBlue Urban

11.2 Making space for trees and planting

LG.40: **Trees**

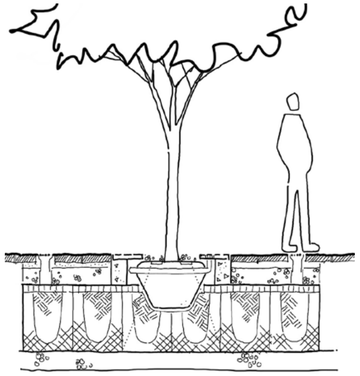
a. To ensure trees are successfully integrated within new development, designers should ensure that sufficient space is allocated for trees and planting at early design stages. Tree placement and species selection should ensure trees can mature comfortably and all street trees should have a suitable shape and ultimate size for their setting.

b. Tree planting in paved areas should ensure root zones, utilities and below ground infrastructure are coordinated. Tree pits should incorporate tree cells to achieve the required root soil volumes beneath engineered surfaces. This is especially important for larger/mature street trees. Designers should also consider opportunities for connected tree pits to maximise potential stormwater attenuation and accommodate long-term root growth.

c. Proposals for tree planting should include details about how trees will be maintained, their lifespan and the approach to stewardship.

d. Use of trees should be considered at the design inception in order to fully integrate their presence and maximise their role in placemaking, biodiversity and climate resilience. Applicants should submit drawings that illustrate how trees have been thoughtfully considered in proposals e.g. within blocks, streets, courtyards, enclosed spaces etc.

Planting, utilities and below ground infrastructure should be coordinated at early stages to ensure healthy tree growth and managed stormwater attenuation



Tree cells beneath an engineered surface enable healthy tree growth

Clear stem trees along a street

Paved tree surround with permeable surface and adequate space for growth

LG.41: **Planting**

a. Like trees, the provision of planting should be balanced with development and space for vehicles to ensure high-quality residential amenity, habitat creation, and extensive stormwater attenuation are provided.

b. To achieve healthy growth designers should ensure the soil and subsurface growth conditions are suitable to planting and potential stormwater attenuation requirements.

c. Planting should also be appropriate to its character and function. E.g. robust plants should be used in high footfall areas or planting that can capture pollutants should be used adjacent to busy vehicular streets.

d. Plant species should also be selected to support wildlife and biodiversity. Over-provision of mono-cultural grasslands within large open spaces and private gardens should be avoided.

e. Planting can be expressed in many forms including swales, rain gardens, low-level planting, and hedging/ privacy planting but, critically, it should be integrated to ensure longevity.

f. Planting with more intensive maintenance requirements, such as green walls or hanging baskets are not generally recommended, unless robust maintenance strategies are in place in perpetuity.

An example matrix of plants showing different light condition requirements. The plants selected should have low maintenance requirements and should support habitat and biodiversity

11.3 SuDS

LG.42: SuDS

a. DPGV should embrace a comprehensive approach to water management through the integration of Sustainable Drainage Systems (SuDS) with reference to the Surrey Local Flood Risk Management Strategy. Critically, designs must ensure no increase in flood risk from new development and should, wherever possible, reduce existing risk.

b. Designs should consider flood risk management at early stages, and should promote and protect green and blue corridors. Within the wider landscape, this means providing integrated attenuation within open spaces such as the Country Park and Community Parks. Whilst at a more localised scale this means providing multi-functional SuDS that delivers drainage, biodiversity enhancement, water quality improvement and amenity benefit. SuDS features should include: tree pits/trenches, rain gardens, swales, channels, rills and permeable paving.

c. As set out in section 4.3.3 and section 4.4, the Council will expect proposals to provide a comprehensive strategy in relation to green and blue infrastructure. The detailed approach to water management and SuDs in particular is key, and should be carefully integrated with the approach to streets including reference to servicing strips.

d. For more information on water management at the building scale please see SB.22 Water Efficiency.

Rain gardens with drainage inlets. Credit: City of Portland

Swales and tree planting along a major street North West Cambridge, project by AECOM

Permeable paving and understorey planting

Street swale adjacent to car parking

A depaved pocket park with natural play features

Connected rain gardens with bridges

11.4 Biodiversity and habitat

LG.43: Biodiversity and habitat

a. Ecological improvements should be woven into spaces in different ways with designers seeking opportunities to increase tree and under storey planting, sustainable drainage, and wildlife habitats.

b. Trees and planting should include a mix of native and ornamental species. Native tree species will maximise biodiversity on site, whilst the ornamental species increase flowering and berrying season.

c. Plant species should include nectar and pollen-rich plants for the new landscaping scheme to provide foraging habitats for insects and pollinators, that at the same time are source of food for birds and bats.

d. Planted rooftops should improve biodiversity and building environmental performance. Green roofs should have planting and micro-topography e.g. depressions for water accumulation and aggregate mounds for habitat. Inaccessible roof areas should be brown roofs and include habitat features e.g. insect hotels, dead wood piles, bat tubes and bird boxes.

e. Proposals should explore use of wildlife infrastructure such as swift bricks, bat bricks and boxes, bee bricks and hedgehog tunnels under streets.

f. Proposals will be expected to respond to the distinctive landscape character of woodlands and meadows at DGPV with a view to providing an appropriate diversity of habitats across the site.

Insect hotel with a green roof

Log piles

Varied surface and log piles on dry meadow roof

Bird and bat boxes should be provided within trees or on buildings adjacent to wildlife habitats

11.5 Play and recreation

LG.44: Play and recreation

a. Play is an essential way to make DPGV welcoming for everyone, especially children and young people. New development should seek to provide inclusive and accessible play opportunities, as well as promoting sports/recreation for adults. Play should accommodate young people of all ages, genders and physical abilities and should consider ways to reflect themes related to the site's heritage. The materials and design of play equipment should be high-quality, robust and sensitive to natural environments, where appropriate.

b. Designers should follow LPP1 policy LRC1, Fields in Trust guidance[1] and inclusive play design principles. Document Section 4.3 provides guidance on play distribution. Play should be formed of the following types:

c. Locally Area for Play (LAP): for under 5s, should focus on both dedicated and incidental play, and should be located within 1 minute's walking distance.

d. Local Equipped Area for Play (LEAP): for 5-11s should be formed within dedicated local play spaces, with 'equipped' play, within 5 minutes walking distance.

e. Neighbourhood Equipped Area for Play (NEAP): for 12-18 year olds, should provide substantial equipped play and recreation for children of different ages and physical abilities, within 15 minute's walking distance.

Play should include natural features (e.g. rocks, boulders or tree trunks), 'traditional' play features – (e.g. slides or climbing frames), and bespoke features (e.g. paving patterns, interactive artwork or water features).

Water can be used as a play feature in multi-functional public spaces

Timber play feature in a green open space

Imaginative play equipment could reference the heritage of DPGV

Rain garden play Credit: Robert Bray Associates

Play equipment should be accessible and inclusive to all users. Credit: Playground outfitters

1 Guidance for Outdoor Sport and Play, Fields in Trust (2020)

11.6 Public art

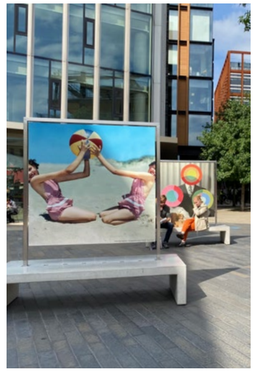
LG.45: Bespoke public art strategy

a. Public art can be beautiful, imaginative, and should be used to highlight the unique qualities of DPGV and its heritage. Artwork should therefore be sensitively curated and integrated throughout the site.

b. Artwork should be purposefully designed for DPGV, ensuring the type, size and materials are appropriate to the site's natural and cultural heritage. Designs should be interesting and expressed through a variety of forms E.g. glazing, metalwork, sculpture, relief sculpture, lighting, paving patterns or land art. Designs that also have functionality should also be promoted.

c. Importantly, public art should be principally positioned and curated to:

- Reinforce character: e.g. artwork that responds to the materials, built forms, urban/suburban character or natural landscapes
- Aid wayfinding: e.g. artwork as a destination, to mark thresholds between areas, or as markers within the public realm
- To bring variety and interest: e.g. artwork as a trail through the country park or along a key pedestrian route, or artwork to mark a key vista.



Seating with temporary artwork

Bespoke timber artwork acts as a marker within a public space

Artwork integrated into paving Credit: Ian Taylor

Functional artwork that also provides lighting along a habitat corridor. Credit: Speirs + Major

APPENDIX

12 GLOSSARY OF TERMS

12.6.1 List of abbreviations

AGLV: Area of Great Landscape Value

AOD: Above Ordnance Datum (a measure of topographic height)

AONB: Area of Outstanding Natural Beauty

ASD: Autism Spectrum Disorder

BOA: Biodiversity Opportunity Area

DAL: Dunsfold Airport Limited

DPGV: Dunsfold Park Garden Village

D:SE: Design South East

EUI: Energy Use Intensity

HGV: Heavy Goods Vehicle

HRA: Habitat Regulations Assessment

NPPF: National Planning Policy Framework

LAP: Local Area for Play

LCA: Life Cycle Assessment

LEAP: Local Equipped Area for Play

MVHR: Mechanical Ventilation with Heat Recovery

MUGA: Multi-Use Games Area

NEAP: Neighbourhood Equipped Area for Play

RMA: Reserved Matters Application

SPD: Supplementary Planning Document

SCC: Surrey County Council

SEA: Strategic Environmental Assessment

SNCI: Sites of Nature Conservation Importance

SuDS: Sustainable Drainage Systems

SSSI: Sites of Special Scientific Interest

S106: Section 106 (legal agreement between applicant and Local Authority in relation to mitigation of impact associated with the proposed development)

WBC: Waverley Borough Council

WWHR: Waste Water Heat Recovery

12.6.2 Glossary of common terms

Biodiversity: The number and variety of plants and animals.

Built form: Buildings and their structures.

Character and form: A combination of: the layout of buildings and streets; the height and appearance of the buildings; the amount and distribution of open space; and the density of a development.

Density: Density is a method of measuring the intensity of development within a specified area. Density is calculated by dividing the number of homes by the site area in hectares.

Framework plan: A plan used to illustrate how the key aspects of the site work together on the DGPV site.

Green infrastructure: A network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities.

Habitats Regulation Assessment (HRA): A HRA is the assessment of the impacts of implementing a plan or policy on a Natura 2000 Site. Its purpose is to consider the impacts of a Local Plan document against the conservation objectives of a site.

Hectare: An area of 10,000 square metres

Legibility/Legible: The degree to which a place can be easily understood and navigated.

Listed Building: A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations that would affect its character or its setting.

Local Plan: Abbreviation used to describe the statutory plan adopted by the Borough Council.

Massing: The combined effect of the arrangement, volume and shape of a building or group of elements. This is also called bulk.

Mitigation: The purpose of mitigation is to avoid, reduce and where possible remedy or offset any significant negative (adverse) effects on the environment etc. arising from the proposed development.

Parking Standard: Document setting out maximum permissible levels of car parking for various land uses, along with minimum levels of cycle parking.

Planning Applications: There are two possible approaches for the submission of a planning application. An ‘outline’ application establishes the broad principles of a development and sets development parameters, with more detailed matters submitted later as ‘Reserved Matters’ applications. Alternatively, a ‘full application’ would provide all details of the proposed development at the outset.

Public Realm: The areas of city or town (whether publicly or privately owned) that are available, without charge for everyone to use or see, including streets, parks and open spaces.

Sustainability Appraisal (SA): A process used to appraise planning policy documents in order to promote sustainable development. Social, environmental and economic aspects are all taken into consideration.

Sustainable Development: Sustainable Development is a broad term that encompasses many different aspects and issues from global to local level. Sustainable development can be described as ‘Development, which meets the needs of the present without compromising the ability for the future generations to meet their own needs’ (after the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission).

Sustainable Drainage Strategy: Sustainable drainage systems control and slow down surface water run off by mimicking natural drainage process in built-up areas. These systems include: areas for surface water storage; areas for water to infiltrate the ground slowly; and systems for limiting water flow.

Supplementary Planning Document (SPD): SPDs may cover a range of issues, be broadly thematic or site-specific.

13 BEST PRACTICE REFERENCES

Approved Document L of Building Regulations

British Standards EN 17037:2018 Daylight in buildings

Climate Emergency Design Guide, LETI (2020)

Embodied Carbon Primer, LETI (2019)

Good practice guide to airtightness, BREEAM (2020)

Guidance for Outdoor Sport and Play, Fields in Trust (2020)

Mat 03 Responsible sourcing of materials, BREEAM

RIBA 2030 Climate Challenge - version 2 (2021)

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