

2.5.3 **2019 Additional business parcel – hybrid scheme**

Gordon Murray Design received planning permission 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.

2.5.4 **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.

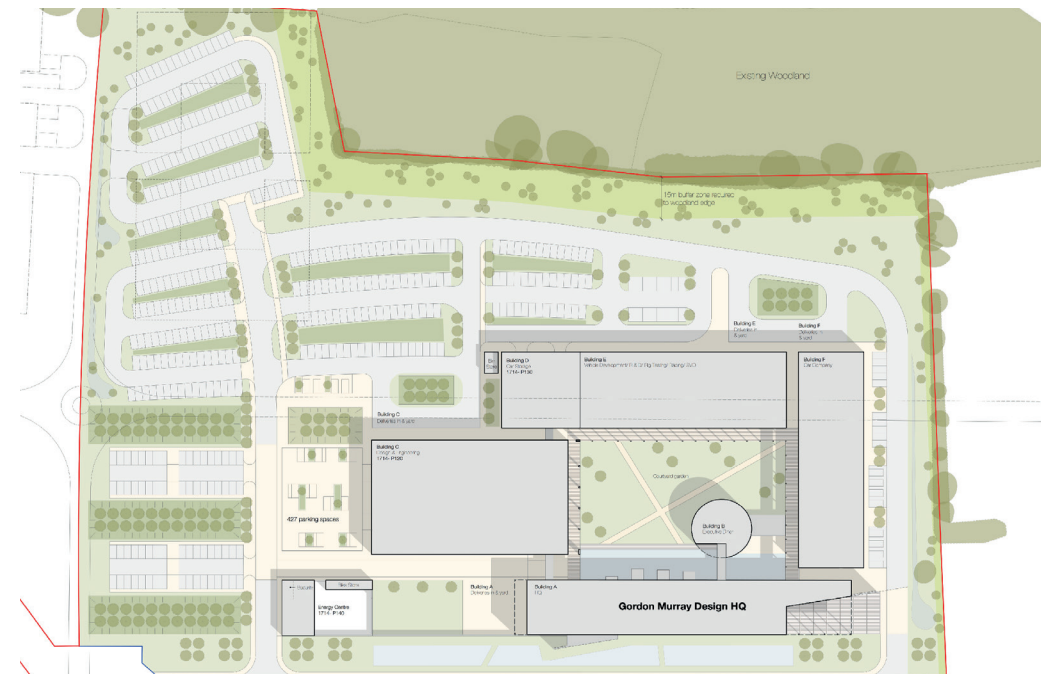


Fig 9 Consented scheme for additional Business Park parcel. Image copyright Design Engine Architects Gordon Murray Design

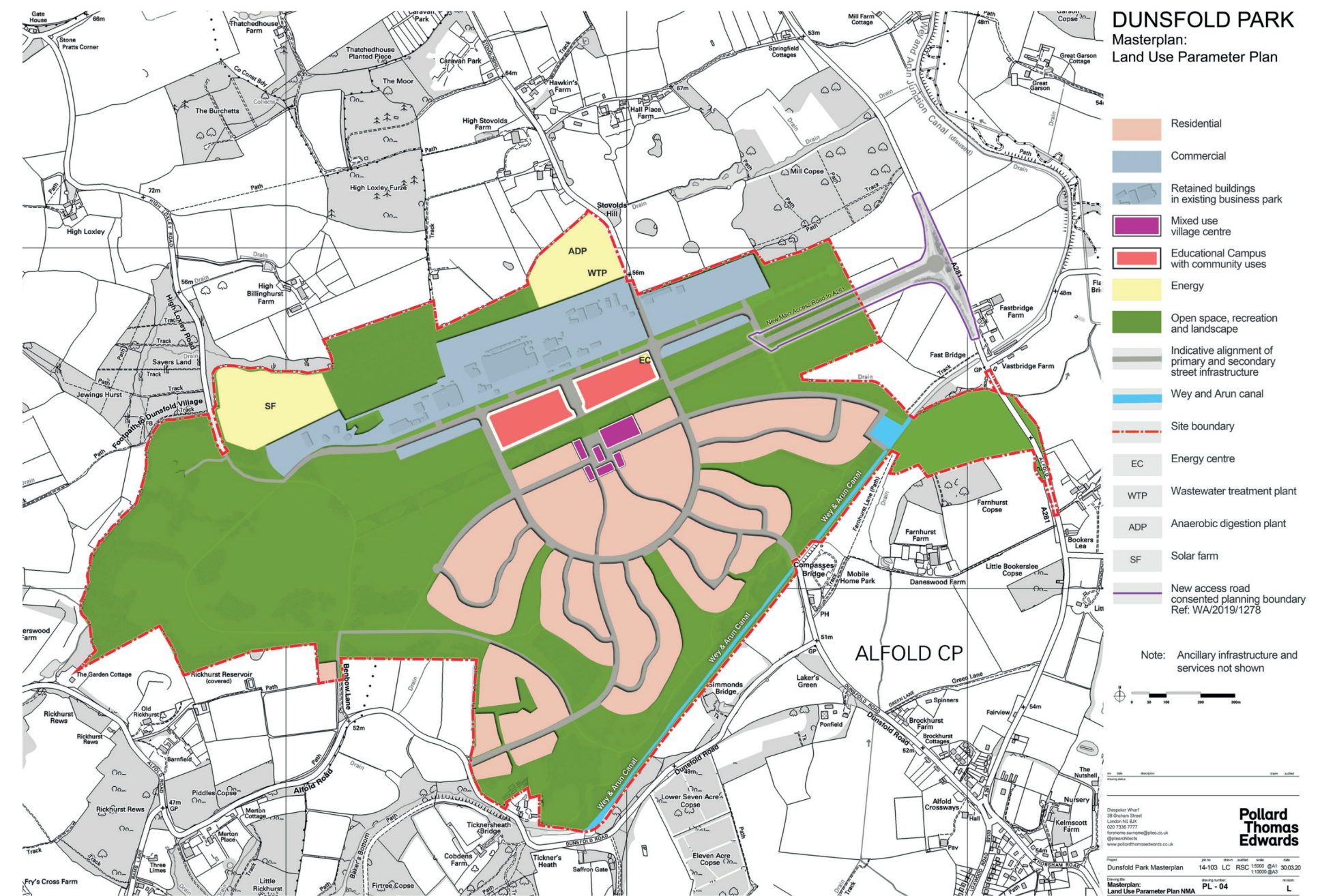


Fig 10 Consented land use parameter plan (with revised site access). Image copyright Pollard Thomas Edwards Architects / DAL

2.6 Engagement

2.6.1 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.

2.6.2 Engagement on evolving Dunsfold Park scheme (Dunsfold Airport Ltd, 2020)

Dunsfold Airport Limited (DAL) has undertaken extensive 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 precursor 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. It is understood that this emerging material has been received positively.

2.6.3 SPD engagement

As set out in chapter 1, the SPD is subject to a 4-week process of statutory consultation. This process will entail a sequence of key events and activities as follows:

- Overview of SPD on WBC website including recorded presentation to summarise the proposed guidance.
- Two stakeholder workshops (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 at manned sessions. Unmanned sessions will also be available on other days during the 4 -week period.
- Webinar, providing an opportunity for people to raise questions for the client and consultant team to respond to.

Following completion of the consultation process, WBC will review comments received and consider potential alterations to the SPD.

2.7 Design review process

2.7.1 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 is engaging D:SE as part of the SPD process. This will entail 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.

2.8 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 sections 2.6 and 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 by the end of 2021.

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.

2.9 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 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 (i) the evolving masterplan, design code and subsequent Reserved Matters Applications, and (ii) 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 a maximum of 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.

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.

MASTERPLAN FRAMEWORK



3 VISION AND KEY PRINCIPLES

3.1 Our vision

3.2 Vision themes

4 A FLEXIBLE FRAMEWORK

4.1 Introduction

4.2 Spatial principles

4.3 Framework guidance

4.4 Indicative sketch masterplan

4.5 Delivery strategy

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". 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.

Each theme is explained in more detail in section 3.2.

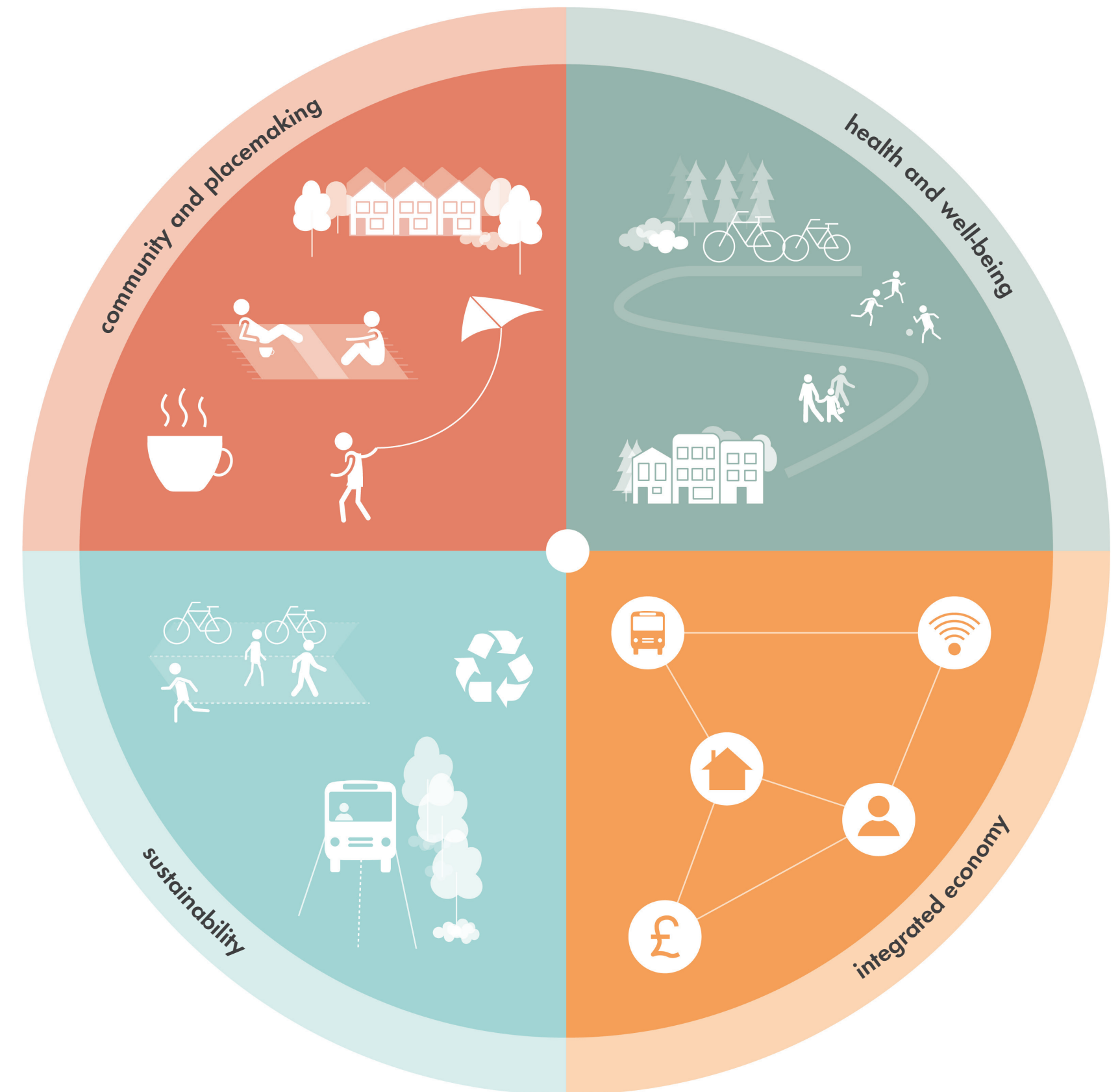
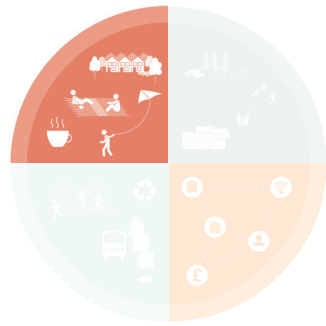


Fig 11 Vision wheel - four key themes for DPGV

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.

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.

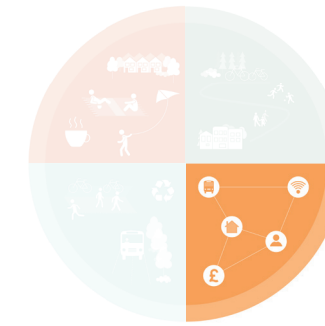


Health and well-being

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.

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

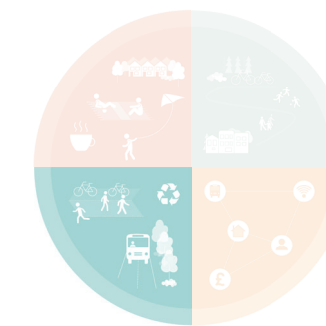


Integrated economy

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.



Sustainability

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

Buildings will demonstrate 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.

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 sections 1.6, 2.8 and 2.9, 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 housebuilders 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).

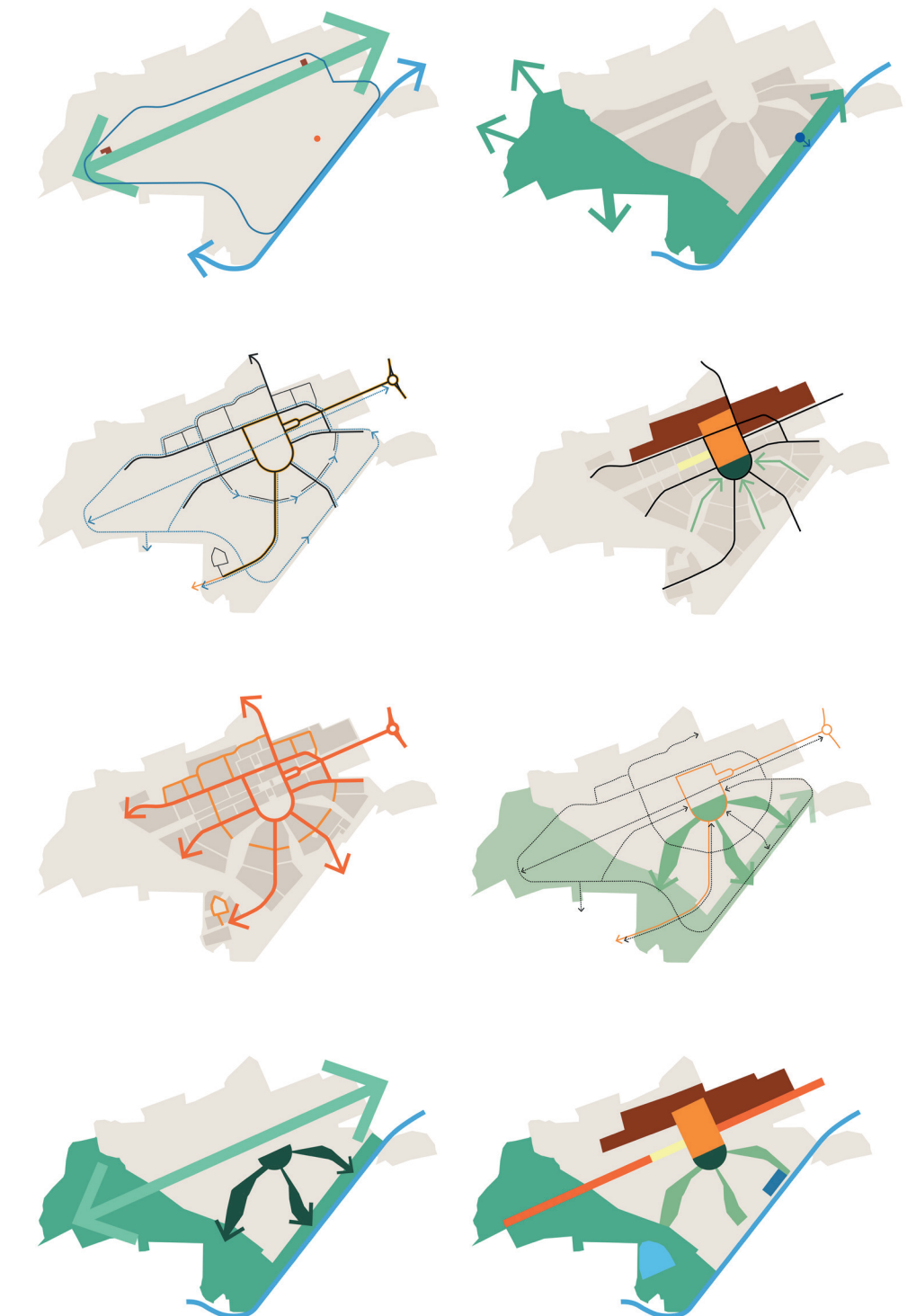


Fig 12 Eight spatial principles for Dunsfold - explained in figures 13 to 20

1. Embracing heritage by responding to local assets

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

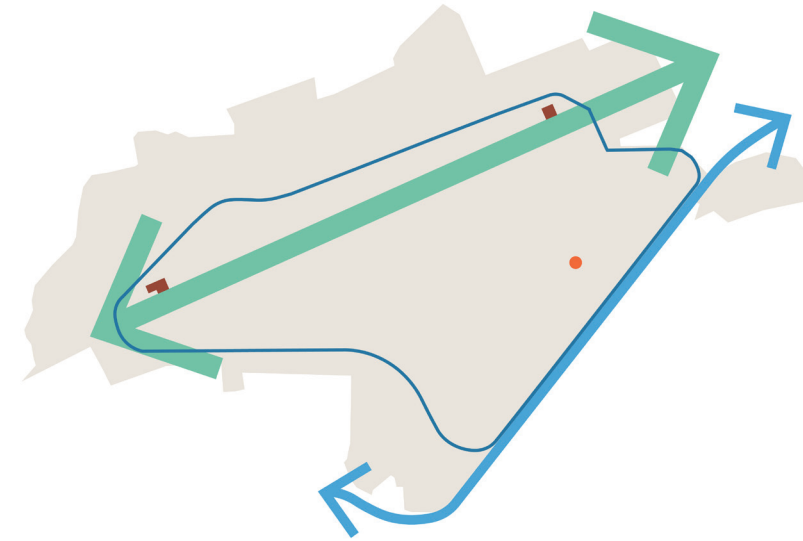


Fig 13 Principle 1 - embracing heritage

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 10 minutes' walk of the centre and approximately 5 minutes from the country park.

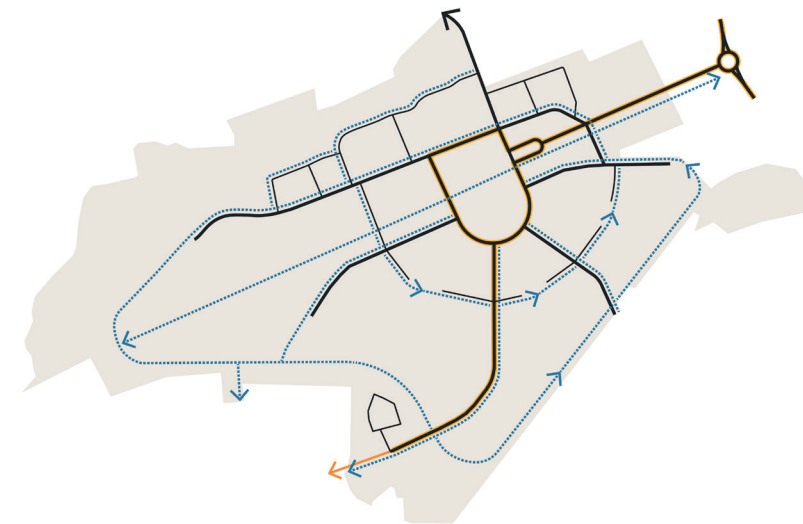


Fig 14 Principle 2 - ease of movement and connectivity

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 15 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

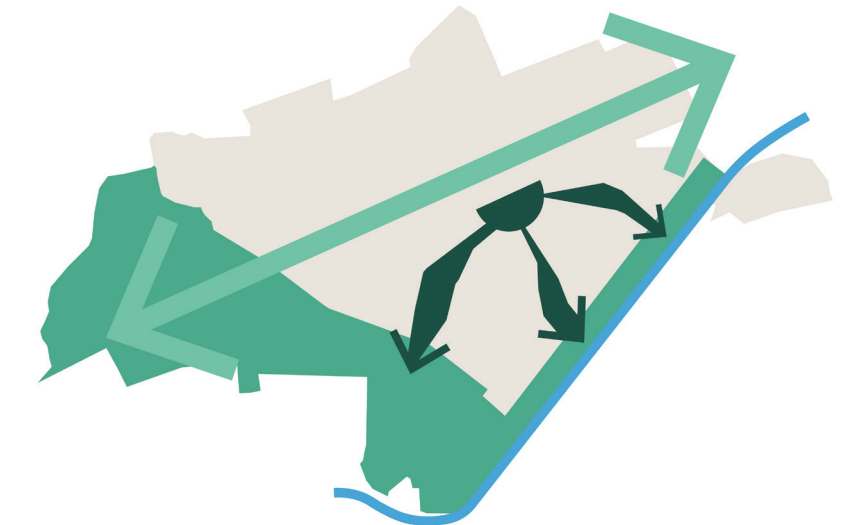


Fig 16 Principle 4 - green and blue infrastructure

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.

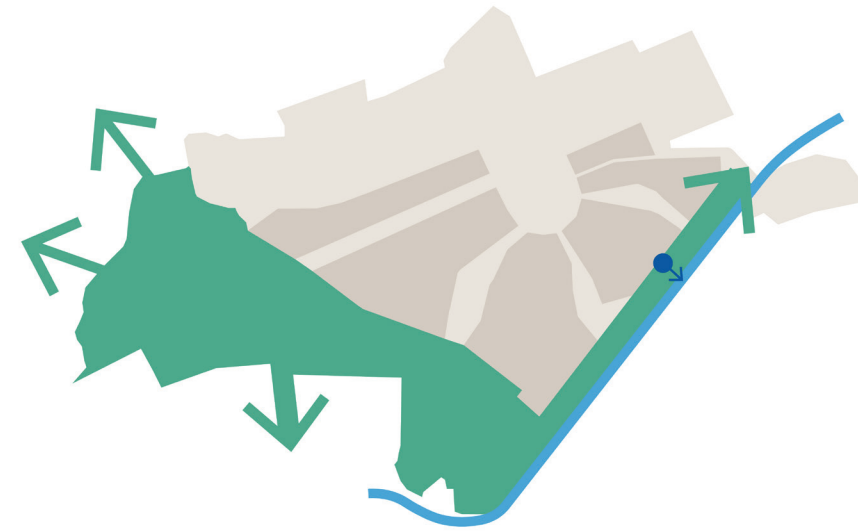


Fig 17 Principle 5 - an integrated landscape

7. A sustainable, active neighbourhood

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

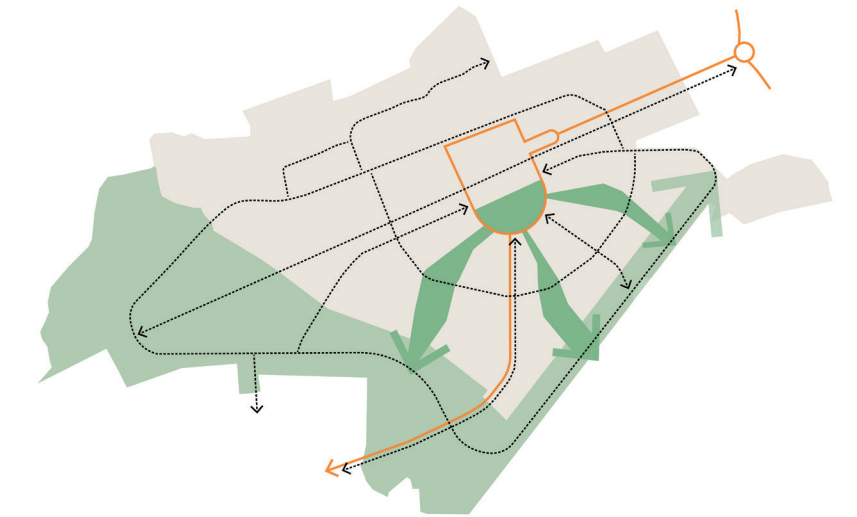


Fig 19 Principle 7 - a sustainable, active neighbourhood

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.

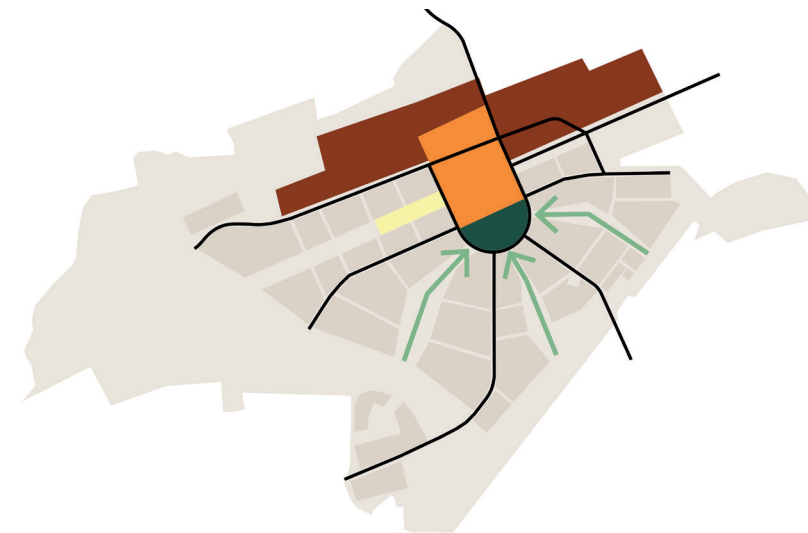


Fig 18 Principle 6 - an accessible centre of mixed uses

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.

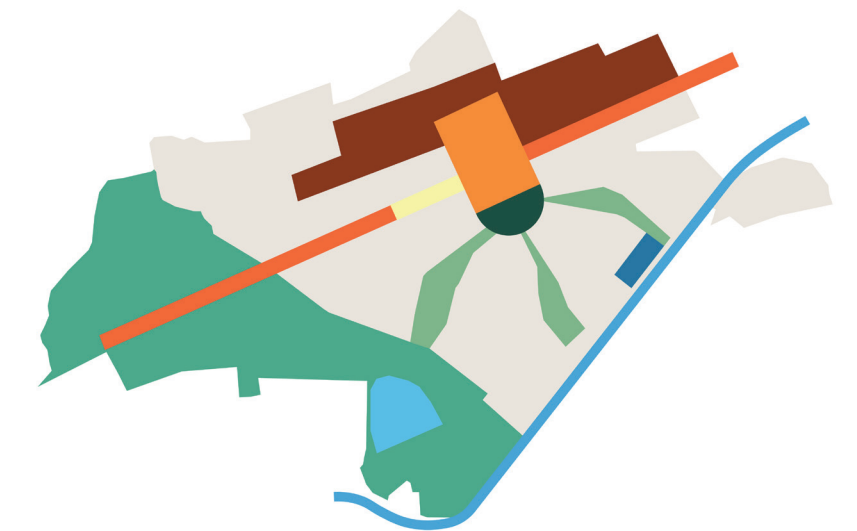


Fig 20 Principle 8 - a distinctive identity of many places

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:

- 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 final framework plan defines areas of distinct character and identity

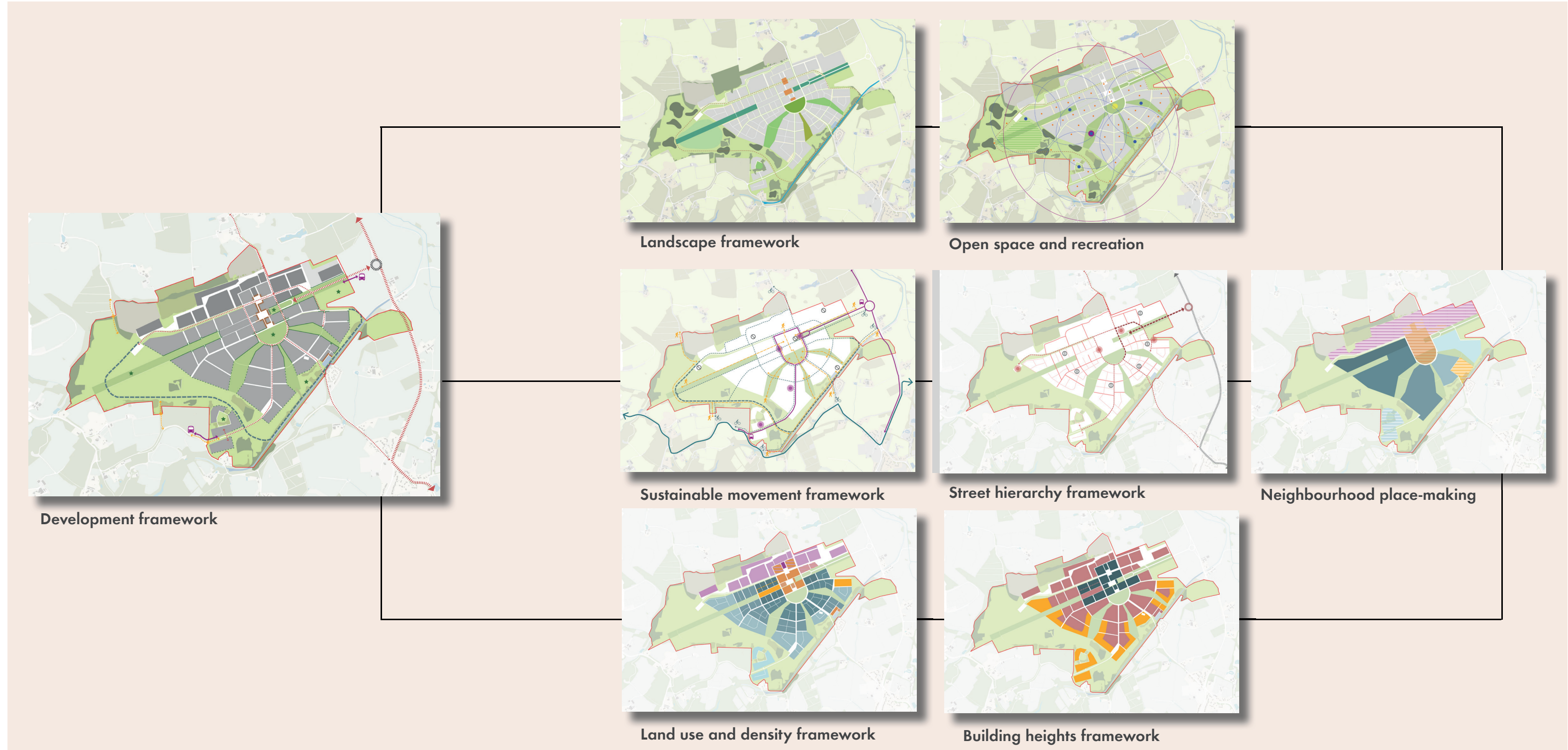


Fig 21 Overview of framework plans in section 4.3



4.3.2 **Development Framework**

The DPGV development framework is presented in Figure 22. 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 4.4.3)

Proposals should start with the landscape, responding to the setting of the Surrey Hills Area of Outstanding Natural Beauty, in line with Policy RE3. 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 22 Development framework (indicative)

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 4.4.4)

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 between Stovold’s Hill and Compass Gate. 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 Tickners 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 4.4.5)

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 will be required 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 school within the central portion of the site as part of the old runway. The 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, 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:

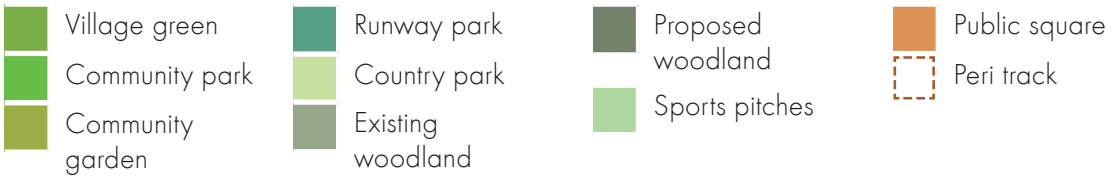
- Proposals must protect the setting of the Surrey Hills AONB in accordance with Policy RE3. Proposals must consider the potential impact of development which could harm public views from or into the AONB. As set out in section 2.3, part of the site is designated as an Area of Great Landscape Value which 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.

- 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 and Natural England on future schemes, but a working assumption of 15m is considered to be broadly appropriate.
- 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.
- 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.



Fig 23 Landscape framework (locations are indicative)



- 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 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.

Open spaces and recreation

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

Figure 24 illustrates the indicative approach to open space, identifying the notional distribution of the different scales of play space across the site:

- Doorstep Play (LAPs): for under 5s, should focus on both dedicated and incidental play, and should be located within 1 minute's walking distance. 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, 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.



Fig 24 Open space and recreation framework (locations are indicative)



- 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 of residential development.

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.

4.3.4 **Movement**

Proposals for DPGV must respond to the Council's aspirations for a sustainable pattern of movement, providing choice with an emphasis on active travel. Figure 25 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. Figure 26 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

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.

Access points

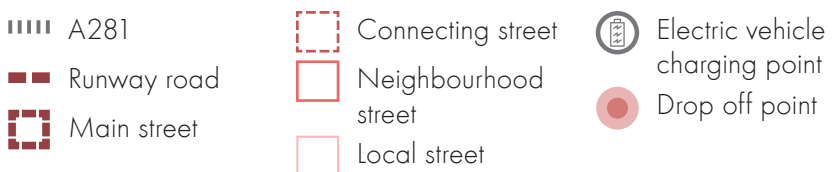
The principal access for the site is situated on axis with the runway park, achieved through the delivery of a new junction on the A281 which will create a more direct connection into the village centre and Business Park. This will provide access onto the regional network with connections to Horsham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

Proposals will be required to provide a clear access strategy which adheres to the following principles:

- Stovold's Hill access: Suitable for walking, cycling, buses and emergency services only.
- Compass Gate access: Prioritised for walking and cycling, and suitable for local journeys for vehicles apart from HGVs.
- High Loxley Road access: Suitable for walking, cycling and horse only.
- Benbow Lane access: Suitable for walking, cycling and horse only.
- Tickner's Heath access: Suitable for walking, cycling, horse, bus and emergency vehicles only.



Fig 25 Street hierarchy framework (locations are indicative)



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 S106 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, including the strategy for maximising use of the principal A281 access.

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.

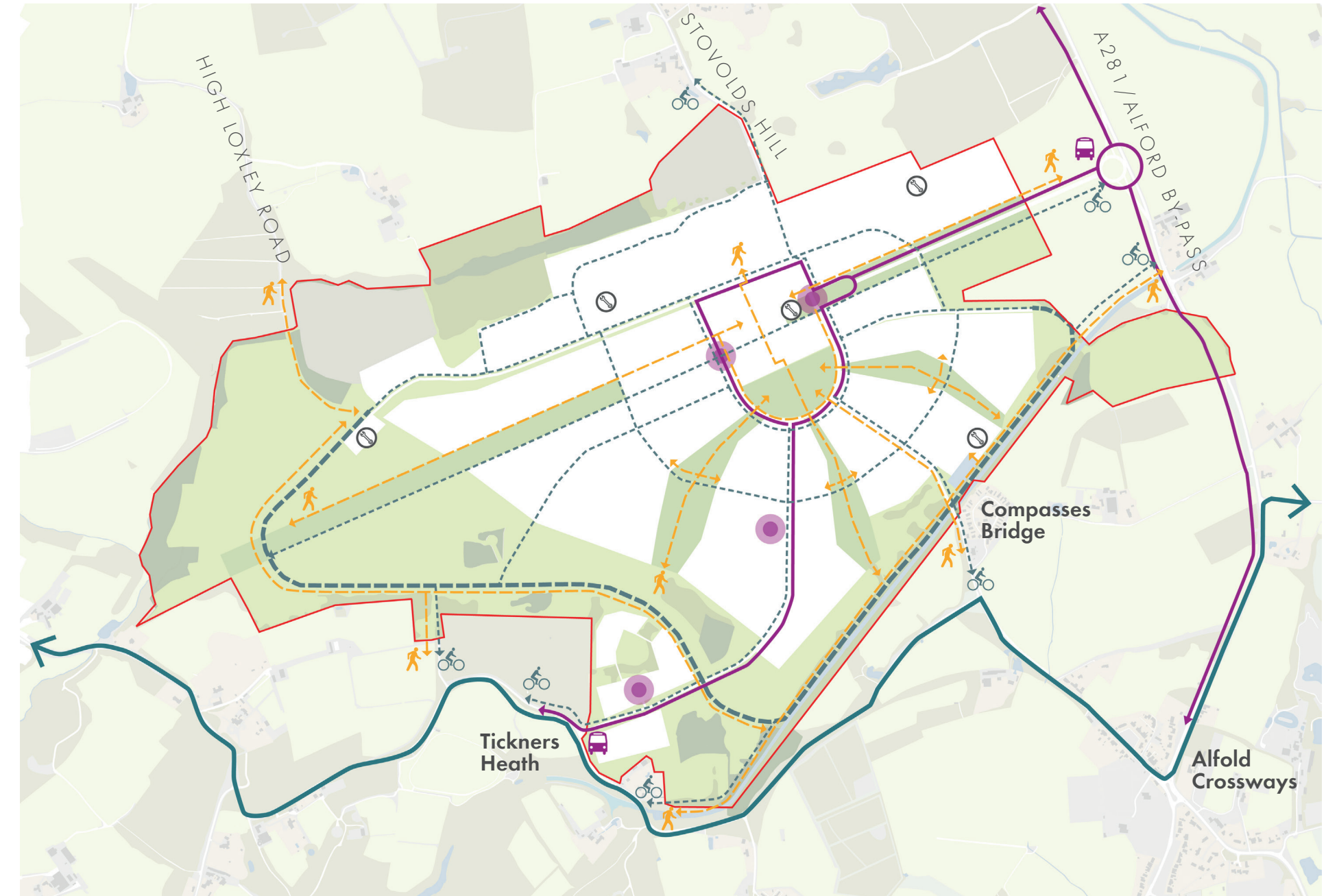


Fig 26 Sustainable movement framework - walking, cycling and public transport (locations are indicative)

- Bus route
- Bus stop
- Footpath
- Cycleway
- Peri track / towpath
- Cycle hub
- Regional cycleway

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 Tickners 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. Figure 25 provides an indication of how this structure of routes could be achieved. Guidance on typical street characteristics is set out in Part C.

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.

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.

Figure 26 identifies the potential public transport routing between the Tickners Heath junction with Alfold 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 identified in Figure 26 are indicative, but include the following locations:

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

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. Figure 26 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 accessible by bicycle, and well-connected to the residential neighbourhoods, the adjacent aviation museum, and the surrounding villages.

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: Recreational 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.
- 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.

Walking

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

Figure 26 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.

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 (figure 27).

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 cafes, 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.

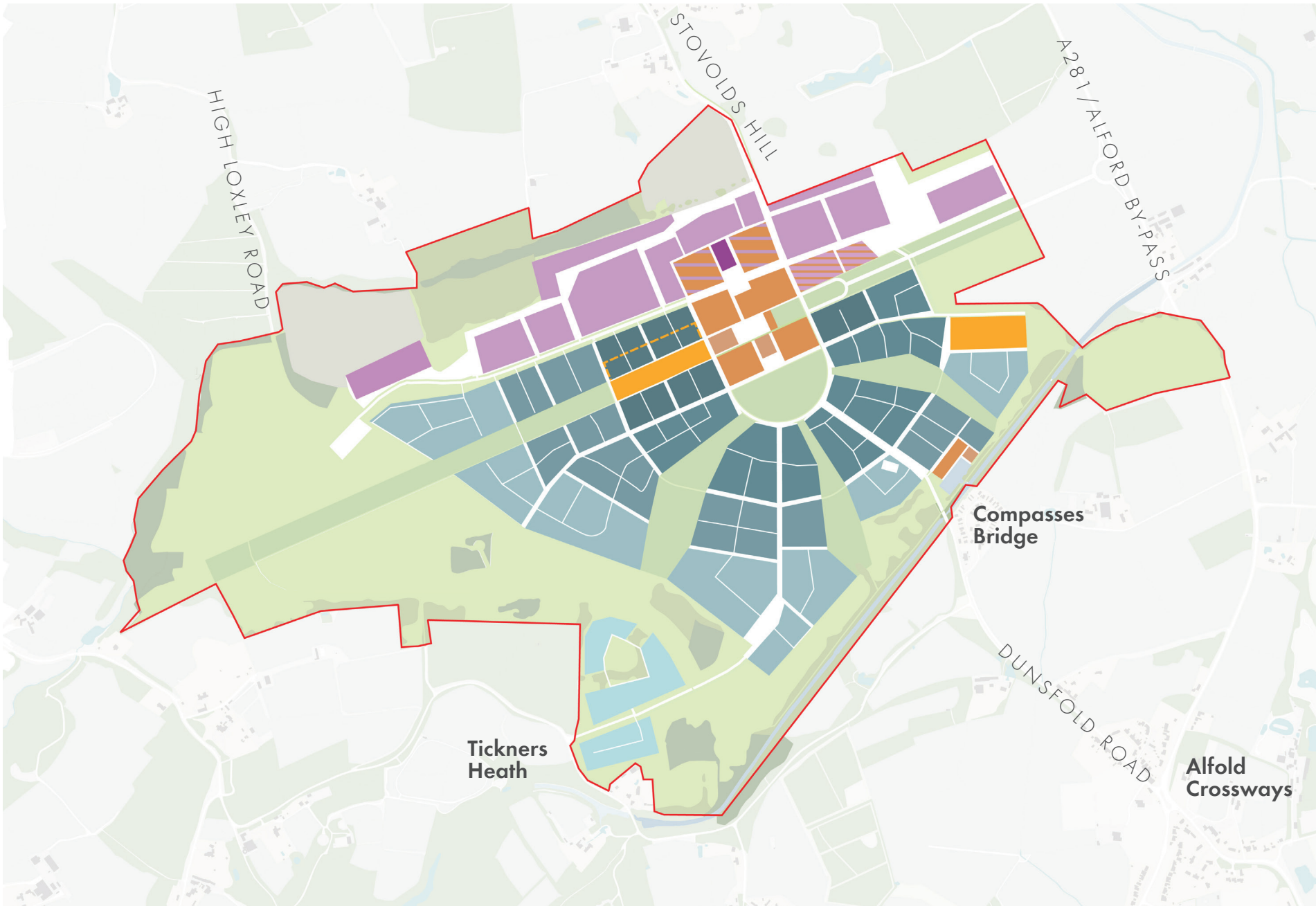
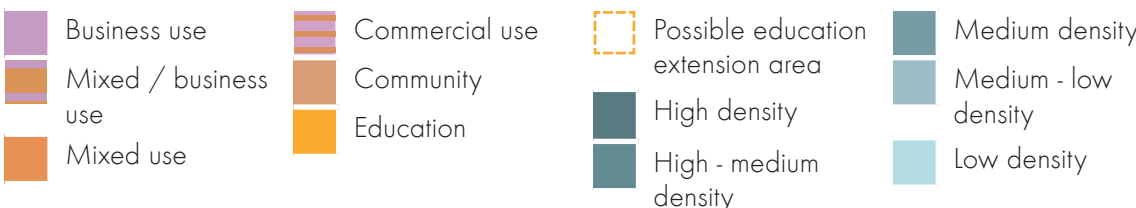


Fig 27 Land use and density framework



- 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.
- 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 (including affordable provision) 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.

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 Parts C/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). 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. 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.

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 D.

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 Tickners 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 SPD, but excellent walking and cycling connections are supported as set out in section 4.3.4.

4.3.6 Building heights

Figure 28 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.

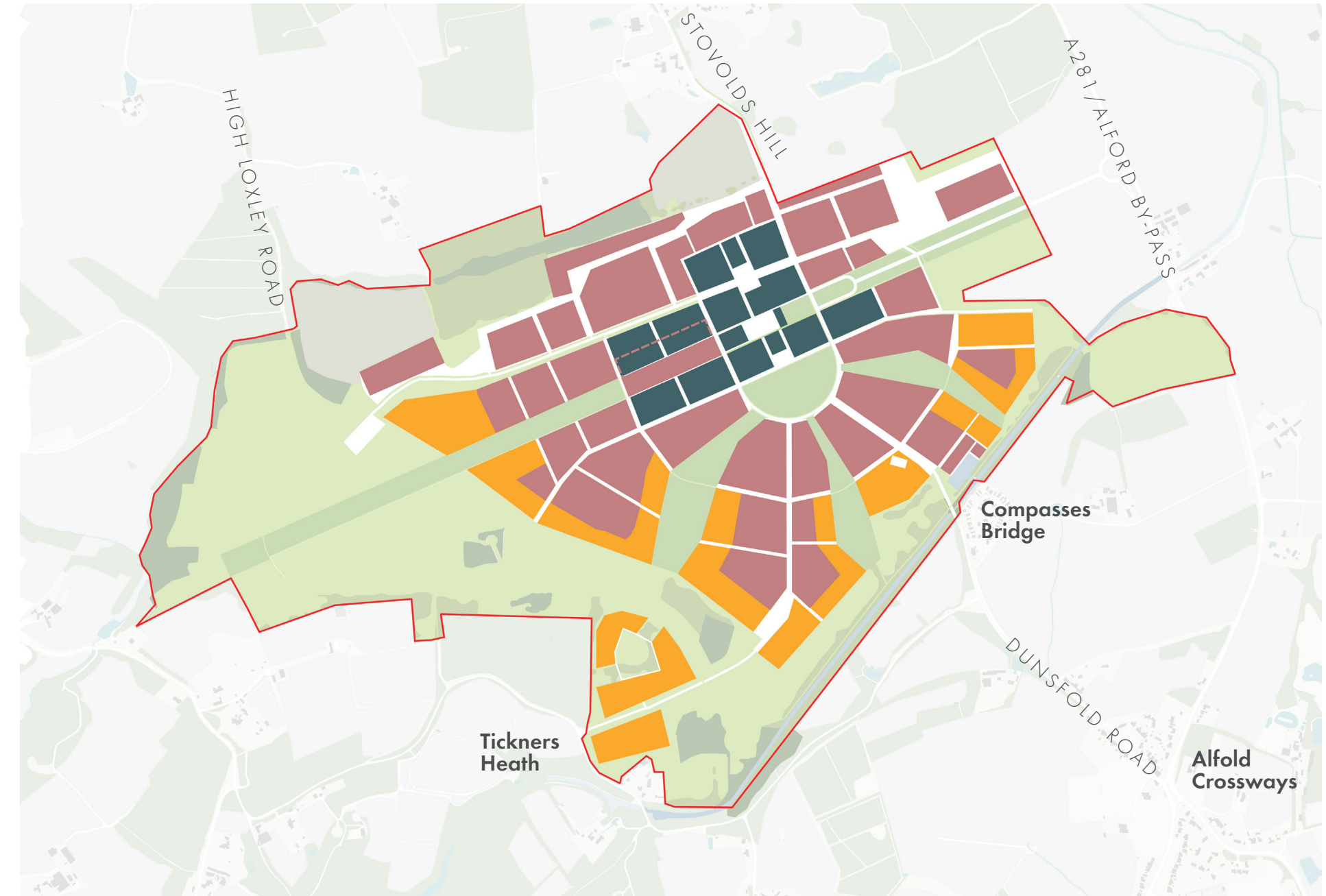
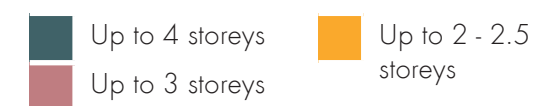


Fig 28 Building heights framework



- 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.
- The Woods: Buildings at The Woods will be up to 2 to 2.5 storeys.

4.3.7 **Neighbourhood character and placemaking**

The final framework plan (Figure 29) 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 Parts C and D.



Fig 29 Neighbourhood character and place-making



4.4 **Indicative sketch masterplan**

4.4.1 **Sketch masterplan**

The adjacent sketch masterplan 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 D.



Fig 30 Indicative sketch masterplan [DRAFT]