

WAVERLEY BOROUGH COUNCIL

DRAFT DUNSFOLD PARK GARDEN VILLAGE SUPPLEMENTARY PLANNING DOCUMENT

Consultation Statement

1. INTRODUCTION

The Council is required to prepare its Supplementary Planning Documents (SPDs) in accordance with the procedures set out in the Town and Country Planning (Local Planning) (England) Regulations 2021 ("the Regulations"). Regulation 13 requires that before an SPD is adopted, a Consultation Statement be prepared setting out who was consulted in connection with the preparation of the SPD, how they were consulted, a summary of the main issues raised in those consultations and how those issues have been addressed in the SPD.

The SPD is intended to set a strategic, sustainable masterplan framework for the timely delivery of the garden village, building on the LPP1 policies, and agreed corporate vision for the site. It will also adhere to the garden village principles. The masterplan framework will be supported by a more detailed design code section that will provide guidance to create an innovative, sustainable and high-quality place for future residents, visitors, employers and workers and the wider local community.

The draft Dunsfold Park Garden Village (DPGV) Supplementary Planning Document (SPD) was approved for consultation by Waverley Borough Council's Executive Committee on 9th November 2021. The draft SPD has been subject to a statutory consultation between Monday 22nd November 2021 and 23:59, Monday 20th December, a period of four weeks. A small number of representations were received beyond the deadline, but these comments have been considered. The project team has reviewed all comments received and progressed changes accordingly.

2. CONSULTATION PROCESS

The draft SPD has been subject to a statutory consultation between Monday 22nd November 2021 and 23:59, Monday 20th December, a period of four weeks.

The document was available to view in the following locations:

- To read or download from the Council's website via www.waverley.gov.uk/dunsfoldpark
- To view in the main reception at the Council Offices, The Burys, Godalming, GU7 1HR
- To view in Bramley and Cranleigh libraries

A variety of key stakeholders were invited to participate, each contacted by either letter or email. For the full list of consultees, please view appendix 1.

In addition, around 200 local residents and businesses were sent a letter inviting them to participate.

Further events were set up to enable those interested to find out more and ask questions surrounding the SPD. The programme of events is listed below:

- **Design South East: Design Review**
A design review with the Design South East Panel held on Friday 26th November 2021 9:30am – 16:30pm. Panellists were given a presentation on the contents and progress of the SPD and were invited to comment and review the draft document. A full list of attendees alongside a table of comments and responses can be found in appendix 5.
- **Webinar Q&A**
A Q&A webinar held at 18:00pm – 19:30pm on Thursday 25th November 2021
Like the workshop, the webinar was a free, ticketed event. Participants were able to ask questions regarding the SPD via a chat feature on Zoom.
- **Exhibition**
A manned exhibition hosted at the KGV Social Club, The Green, Dunsfold, GU8 4LY held on the following dates:
 - 10:00am to 14:00pm – Monday 6th December 2021
 - 10:00am to 20:00pm – Tuesday 7th December 2021
 - 10:00am to 14:00pm – Wednesday 8th December 2021
 - 10:00am to 15:30pm – Thursday 9th December 2021
- **Workshop**
A virtual workshop held from 18:00pm – 20:00pm on Monday 6th December 2021. The workshop was a free, ticketed event operating on a first come first serve basis and accessed via an online Zoom link.
- **Cranleigh Youth Council workshop**
A 1-hour workshop with Cranleigh workshop hosted at Cranleigh Village Hall, Village Way, Cranleigh GU6 8AF on 9th December 2021. The workshop included a number of activities which encouraged the attendees to discuss their thoughts on their neighbourhood and local built environment.

Alongside the above events, any interested parties were able to comment on the SPD in a variety of ways, including:

- Using the online consultation portal (<https://waverley.inconsult.uk/>)
- By email directly to Dunsfold.park@waverley.gov.uk
- By letter to Dunsfold Park Supplementary Planning Consultation, Planning Projects Team / Planning Policy, Planning Services, Waverley Borough Council, The Bury, GU7 1HR.

3. SPECIFIC EVENTS

Overview and Scrutiny Committee

A meeting was held on the 3rd November 2021 with the Overview and Scrutiny Committee, who made a number of constructive comments on the draft SPD. These comments and responses are set out in appendix 4.

DPGV Webpage

The DPGV website (www.waverley.gov.uk/dunsfoldpark) gives access to the draft SPD, along with a video presentation summarising the document. Links are provided to a glossary of terms for the SPD, a consultation statement, the Habitats Regulations Assessment (HRA) and the Strategic Environmental Assessment (SEA). Further information is given on the purpose of an SPD, garden communities and links to the local plan and planning history of the site. The public were able to access the consultation portal and view details of the consultation events via the website.

The online resource was important within the context of Covid-19, some participants who may have attended an in-person exhibition may have felt uncomfortable doing so.

Design South East: Design Review

A design review with the Design South East Panel (D:SE) was held on Friday 26th November 2021 9:30am – 16:30pm. Panellists were given a presentation on the contents and progress of the SPD and were invited to comment and review the draft document. A full list of attendees alongside a table of comments and responses can be found in appendix 5.

The review was split into parts which focused on different areas of the SPD, and involved a question-and-answer period along with a discussion:

- Part 1: Masterplan framework
- Part 2: Site-wide design codes
- Part 3: Character areas and design guidance

A number of constructive comments were provided in response to the discussion. The D:SE advised an update to the structure of the document, placing Part D (Character areas design guidance) before Part C (Site-wide design codes) to improve the flow and legibility of the document. Panellists also emphasised the importance of highlighting a broader policy backdrop.

D:SE praised the illustrations and diagrams in the document and supported any additional illustrative images. Panellists advised some illustrations to be changed to reflect less of an 'urban' setting, following a desire to strengthen the response to the DPGV setting.

In terms of urban design, there were debates around the location of the primary school within the runway park, the relationship between the green wedges and neighbourhoods and whether the peri-track could be more flexible in continuing its existing path through the site.

A follow up review with D:SE, was held on Friday 14th January 2022 to review the updates made according to the initial meeting in November. This session enabled the project team to discuss the proposed changes with the D:SE chair ahead of finalising the SPD.

Webinar Q&A

An online webinar was held on Thursday 25th November 2021, 18:00pm to 19:30pm. Eleven participants joined the Zoom event and were given a presentation which discussed the process of the SPD, structure, and content of the document.

Participants were able to ask questions and give comments in response to the presentation. The main themes that arose surrounded sustainability and achieving net zero carbon and concerns over a possible future increase in traffic. Respondents also raised concerns over a loss of heritage to the DPGV site and suggested that the SPD vision could do more to draw on the topic of education. Questions raised included the following:

- How will DPGV meet net zero commitments?
- How will the development support an increase in population in terms of infrastructure and transport infrastructure?
- Will there be healthcare facilities provided?

We responded to comments at the workshops by signposting people to material in the SPD and explaining factual points in relation to the site allocation and transport impacts. All of these informal comments correlated with specific formal points raised in the detailed written representations in the Appendices.

Exhibition

The DPGV exhibition ran for four days from 6th December to 9th December 2021 and was located at a local sports and social club in Dunsfold, Godalming. Representatives from Waverley Borough Council and Allies and Morrison attended the event to discuss the SPD with attendees and answer any questions. In total, 35 came to the event, both from the neighbouring areas or those with an interest in the DPGV site.

Attendants were able to view a number of exhibition boards which discussed the process of the SPD, structure, and content of the document. Hard copies of the SPD were also present, along with laptops providing access to the SPD and online consultation survey, and a video presentation covering the topics on the exhibition boards.

Concerns were raised over the potential increase in traffic to the surrounding area as a result of future development. Several attendees suggested the existing transport infrastructure and local transport is not sufficient in supporting 2,600 homes.

Several attendees praised the SPD for its aspirational nature, legible structure, and level of detail. A number also saw the DPGV as a great opportunity to develop a sustainable neighbourhood and particularly liked the Woods and the idea of having a space for self-build. Participants believed this would add character to the area.

In terms of suggestions for the SPD, a few attendees recommended that further education opportunities should be mentioned, aside from primary education.

We responded to comments at the exhibition by signposting people to material in the SPD and explaining factual points in relation to the site allocation and transport impacts. All of these informal comments correlated with specific formal points raised in the detailed written representations in the Appendices.

Workshop

A 2-hour online workshop was held on Monday 6th December on Zoom. In total, 4 participants attended and were given a presentation which discussed the process of the SPD, structure, and content of the document. The workshop included 2 breakout sessions which focused on the topics included within the presentation. The session topics were:

- Breakout session 1: The vision, spatial principles and design framework
- Breakout session 2: The character areas, design codes and guidance

High on the agenda for participants was the topic of sustainability. Respondents expressed a desire for DPGV to be self-sustaining and net zero carbon. They would like for the SPD to contain more of an evidence base in terms of sustainability and in terms of sustainable building design.

Participants complimented the dedication to providing cycle and pedestrian routes and suggested this would improve accessibility to the local settlements and existing routes.

The workshop participants had the opportunity to view the draft SPD online. Attendees considered the need to reflect upon the language of the SPD, in terms of understanding what is a necessity, what is a 'should' and what is a 'could'. They suggested that defining these would help set useful targets for the future.

Concerns were raised over the management of drainage and sewage on the site if development were to come forward. Participants suggested adding more detail surrounding this issue. Attendees also expressed an aspiration for the SPD to be adaptable to people's changing lifestyles. Although they believed the document covered this, there was much discussion over how behaviours may evolve over time and how this reflects upon the future development of the site.

The workshop was an engaging evening which gave rise to many valuable and aspirational thoughts and ideas. We responded to comments at the workshop by signposting people to material in the SPD. All of these informal comments correlate with formal points raised in the detailed representations in the Appendices.

Cranleigh Youth Council workshop

A 1-hour workshop with Cranleigh youth council was held on 8th December 2021. The workshop was split into 3 parts:

- Part 1: Place-making
The first section of the presentation discussed what makes a good place and the topic of planning and design in neighbourhoods. The attendees were also introduced to the 20-minute neighbourhood scheme and why this makes for a sustainable environment.
- Part 2: Task
Members of the youth council were asked to split into groups and discuss what they like and dislike about their neighbourhood and why. Their thoughts and ideas were written down on the provided worksheets.
- Part 3: DPGV & task
The final section of the presentation looked at the vision for DPGV, going through the vision themes and illustrative masterplan framework. Attendees were then asked to think

about what they would like to see at DPGV, considering what they had discussed previously.

Members of the youth council were enthusiastic in discussing place-making. When asked what they liked most about their neighbourhood, attendees responded that they enjoyed the village feel of their neighbourhood, the size of a town, but the look of a village. They valued the independent shops in their area, which creates a sense of community and character. Various activities and social events were also mentioned as these cater for the younger people living in the area.

When asked what they disliked about their neighbourhood, members mentioned the amount of traffic in their area and the lack of public transport. They expressed concern that their area has become a little stagnant and various spaces could be updated, such as the local library.

Attendees believed sustainability must be the main selling point of DPGV. They expressed their concern over climate change and the desire to live more sustainably. Members would like to see a focus on biodiversity, which could be enhanced through the presence of wildflower gardens and bee keeps. These spaces also offer an environment which supports positive mental health and well-being; another priority discussed. Lastly, youth council members wanted to see development which complemented the existing architecture. They believed DPGV should reflect a 'rustic', 'village-feel'.

Online Consultation

The draft SPD has been subject to an online consultation which ran between Monday 22nd November 2021 and 23:59 Monday 20th December 2021. Respondents were able to comment via an online consultation portal (<https://waverley.inconsult.uk/>). A number of questions were asked of respondents including:

- To what extent do you agree or disagree with the vision for DPGV?
- Are there any topics which are missing from the SPD, or could it be strengthened?
- To what extent do you agree or disagree that the spatial principles in the SPD set the right context for the development?
- If you live or work in the surrounding area, please let us know whether you can imagine using DPGV in the future, and what sort of activities might be of interest (For example, the village centre, business park or the country park).
- Part B includes a series of framework plans and accompanying area-wide guidance in sections 4.3 to 4.5. Please let us know if you have any comments on these sections of the SPD.
- We have set out guidance relating to urban design, sustainable building design, streets and public realm, and landscape and green infrastructure in Part C. Please let us know if you have any feedback on the proposed codes.
- Part D of the SPD describes our vision and guidance for the key character areas at DPGV. Do you have any feedback on any of these new places and spaces that will be created in the new settlement?
- Do you have any other comments to make on the proposed SPD?

Respondents were also given the opportunity to give any additional comments that they think are relevant to the draft of the SPD.

Altogether, 18 responses were gathered via INOVEM (appendix 3). Key themes raised included concerns over the impact DPGV may have on local traffic, the approach to materials, building heights and density, and the overall quantum of development. Respondents suggested the SPD would need to cover how the local road network will be supported in the future. Several attendees advised the SPD should mention how DPGV will positively connect with the local area and villages. One attendee suggested through mentioning a connection with existing cycle routes.

Further concerns were raised over DPGV having too much of an 'urban feel' and not responding to the local rural context. References were made to densities, building heights, facades and materials mentioned within the SPD.

Respondents wished to see greater detail in terms of sustainability and sustainable building design, a desire mentioned throughout the consultation period. Several suggested the SPD should further mention best practice solutions and low carbon solutions. There was also a wish to have more information on how homes will be heated.

Appendix 3 contains the individual comments and responses given in the online consultation, along with a number of bar charts which summarise the questions with listed answers. Key findings are summarised below:

- When asked to what extent respondents agreed or disagreed with the vision for DPGV, 64% answered *disagree* or *strongly disagree*, 22% percent answered *agree* or *strongly agree* and 16% answered that they were *neutral*. This low level of endorsement reflects a significant volume of responses which highlighted concerns about issues of principle (e.g. the number of new homes, and the impact of development on traffic), matters largely established through the Local Plan. Similar patterns of feedback were recorded in relation to the framework plans, Design Code and Character Area guidance.
- 29% of responses *agreed* that the SPD principles set the right context for development. 24% stated they *disagreed* or *strongly disagreed*.
- Respondents were also asked, if they live or work in the surrounding area, could they imagine using DPGV in the future. The majority of respondents answered *no* (67%), 11% answered *yes*, 17% answered that the question was not applicable to them, and a small percentage were *unsure* (6%). Written responses suggested that participants expect their own settlements to satisfy their needs, with the new facilities at DPGV serving the new community.

Written representations

There were 18 additional representations received from:

- Alfold Parish Council
- Bramley Parish Council
- Columbia Threadneedle Investments (CTI)
- Cranleigh Parish Council
- Dunsfold Parish Council
- Forestry Commission
- Hambledon Parish Council
- Historic England

- Jigsaw Trust
- Loxwood Parish Council
- Natural England
- Rutland and Dunsfold Airport Ltd (DAL)
- Surrey County Council
- Surrey Police
- Transport for London
- Waverley Borough Council
- Waverley Friends of the Earth

Comments from the above and the responses given can be found in appendix 2.

4. SUMMARY OF KEY FINDINGS

The below list provides a summary of the key areas of feedback from the SPD consultation:

- Concern around the perceived expansion from 1,800 homes to 2,600 homes (a misinterpretation of the policy context and relationship with the planning consent).
- Concerns raised over the impact on local villages and roads and associated mitigation in terms of traffic and other infrastructure.
- Questions relating to how DPGV will connect with the local area and villages.
- Desire to see greater detail in terms of sustainability and further mention of best practice solutions.
- Concerns that DPGV has more of an 'urban feel' - references to building heights, uses, density, façades, and materials.
- Concerns over perceived creation of policy in relation to sustainability and other specific aspects of the SPD guidance.
- Queries around status of illustrative drawings in relation to application materials.
- Impact on status of outline planning application.
- Specific details around more detailed design and technical considerations.

5. SUMMARY OF AMENDMENTS TO SPD

Following the consultation period, the below list provides a summary of the principal changes made to the draft SPD:

1. Amendments to document structure - design code and character area sections to swap and a new glossary to be added.
2. Preparation of a simple summary at the beginning of Part A to summarise the context and intent to identify key assumptions in the document.
3. Additional references in Part A to broader policy background in relation to Garden Communities and sustainability.
4. Maintaining prominence of sustainability and clarifying aspirations and requirements.
5. Inclusion of additional information on heritage and minor amendments to written guidance in Part B in response to detailed comments.
6. Use of 'must' / 'should' / 'could' to reflect status of guidance in relation to policy / aspiration, particularly in the Design Code section. Minor amendments to illustrations and examples.

7. Minor amendments to character area guidance and provision of additional illustrative sketches.

Specific responses to individual comments can be found in the appendices 2, 3, 4 and 5.

6. NEXT STEPS

Following the statutory consultation, all feedback has been logged and reviewed, as set out in the appended tables. Any updates or changes to the draft SPD have been made. The final version of the SPD is due to be adopted accordingly.

LIST OF APPENDICES

Appendix 1 – List of consultees

Appendix 2 - Written representations

Appendix 3 - Comments via online survey

Appendix 4 – Scrutiny Committee comments

Appendix 5 – D:SE comments

Appendix 1

Dunsfold Park Garden Village SPD Consultation

List of Consultees

The following list includes all those stakeholders who were consulted on the Dunsfold Park Garden Village SPD.

From the Statement of Community Involvement:

Specific consultation bodies:

- Environment Agency
- Historic England
- Natural England
- Network Rail Infrastructure Limited
- Secretary of State for Transport
- Highway Agency
- Surrey County Council- Strategy, Transport and Planning
- Other adjacent local authorities
- Enterprise M3 LEP
- Civil Aviation Authority
- Waverley and Guildford Clinical Commissioning Group (formerly Primary Care Trust) and North East Hampshire and Farnham Clinical Commissioning Group.
- Surrey Police
- Police and Crime Commissioner
- Relevant telecommunications companies
- Relevant electricity and gas companies
- Thames Water and Southern Water: water and sewerage undertakers for Waverley.
- Homes England
- Town and Parish Councils

General consultation bodies:

- Voluntary bodies some or all of whose activities benefit any part of Waverley Borough Council's area.
- Bodies that represent the interests of different racial, ethnic or national groups in Waverley Borough Council's area.
- Bodies that represent the interests of different religious groups in Waverley Borough Council's area.
- Bodies, which represent the interests of disabled persons in Waverley Borough Council's area.
- Bodies, which represent the interests of persons carrying on business in Waverley Borough Council's area.

Duty to co-operate bodies:

- Environment Agency
- Historic England
- Natural England
- The Mayor of London
- Civil Aviation Authority
- Homes England
- NHS Surrey
- Office of Rail Regulation
- Transport for London
- Surrey County Council
- Highway Agency
- Enterprise M3 LEP

Other Consultees Bodies and individuals that are registered on the Waverley Planning Service database. These have been grouped and include:

- Individual Residents, residents associations, local strategic partnership, neighbouring parish councils, schools, community groups, societies, political parties
- Councillors- Local and County
- Local businesses, business associations, chamber of commerce, commercial companies
- Adjoining local authorities, developers, agents, planning consultants, architects, surveyors, landscape architects, housing associations
- Landowners, Estate agents (residential and commercial)
- Disabled groups, public agencies, charity organisations, voluntary organisations, care providers, health providers, leisure groups, minority groups, religious groups, sports bodies, young people, older people, faith groups, equalities, community support.
- Surrey Hills AONB Board, Environment and nature, historic groups, Conservation Area Advisory Committees
- Infrastructure providers, schools and education institutes, transport groups
- Members of Parliament
- Government Departments

In addition to the above, the following stakeholders were consulted as part of WA/2015/2395 (the hybrid application for a new settlement) and were invited to participate in the SPD consultation:

- AONB Officer
- Auto-cycle Union
- British Driving Society
- British Horse Society
- Byways and Bridleways trust
- Chief Property Officer SCC
- Civil Aviation Society
- Cyclists Touring Club
- Environment Agency
- Environmental Health – Air Quality
- Environmental Health – Contaminated land

- Environmental Health – waste and recycling
- Forestry Commission
- CCG
- Guildford BC
- Health & Safety Exec
- Health Watch
- Highways England
- Historic England
- Horsham DC
- Lead Local Flood Authority
- LEPs (Enterprise M3)
- Mole Valley DC
- National Trust
- Natural England
- NHS England
- Open Spaces Society
- Police Architectural Liaison Officer
- Public Health Surrey
- Ramblers Association (Haslemere, Chiddingfold, Dunsfold & Alfold)
- RSPB
- SCC – Adult Social Care
- SCC - County Archeologist
- SCC – Education Authority
- SCC – Environmental Assessment Officer
- SCC – Highways
- SCC – Rights of Way Officer
- SCC – Social Services
- SCC – Waste & Minerals
- Scotia Gas Networks
- Scottish & Southern Energy
- Southern Gas Networks
- Southern Water
- Sports England
- Thames Water
- Surrey Police
- Surrey Fire & Rescue
- Surrey Wildlife Trust
- UK Power Networks
- WBC – Leisure Services
- West Sussex County Council
- Wey & Arun Canal Trust
- Canal & River Trust
- Woodland Trust

Parish Councils:

- Alfold

- Dunsfold
- Cranleigh
- Bramley
- Godalming
- Haslemere
- Artington (Guildford)
- Shalford (Guildford)
- Busbridge
- Chiddingfold
- Hascombe
- Loxwood (Sussex)
- Rudgwick (Sussex)
- Shackleford (Guildford)
- St Martha (Albury - Guildford)
- Witley
- Wonersh

APPENDIX 2: Representations on DPGV SPD - comments and responses

The table incorporates comments from the following organisations:

- APC – **Alfold Parish Council**
- ASC SCC – **Surrey County Council** Adult Social Care
- BPC – **Bramley Parish Council**
- CTI – **Columbia Threadneedle Investments**
- CPC – **Cranleigh Parish Council**
- DPC – **Dunsfold Parish Council**
- FC – **Forestry Commission**
- SM WBC – Sustainability Manager, **Waverley Borough Council**
- DAL – **Rutland and DAL**
- H SCC - **Surrey County Council**
- HPC – **Hambledon Parish Council**
- PP SCC – Planning Policy **Surrey County Council**
- SP – **Surrey Police**
- ST WBC – Sustainable Transport Officer, **Waverley Borough Council**
- WFoE – **Waverley Friends of the Earth**

Comments have been abridged where appropriate: 214 total comments.

Please note that section / figure numbers refer to the consultation draft SPD.

Responses to comments and associated changes to the SPD are also set out in the table. In some cases, further minor editorial tweaks may have been made to specific wording in the final SPD as part of the final review of changes, resulting in minor discrepancies. in the detail of specific drafting.

Responent	Comment	No.	Location	Response	Changes
General comments					
DAL	<p>Although the SPD vision and design principles align in most respects with DAL's Masterplan Document, the plans differ in numerous details and in some substantive respects.</p> <p>This potential conflict begs the question of whether the SPD Masterplan Framework offers significant benefits which would justify delay and uncertainty. Although there is much to admire in the presentation of the SPD there are, in our view, certain substantial changes which are negative and should be reconsidered.</p>	1	General	<p>The SPD sets out the Council's vision for the full allocation. It supplements the existing policy position and seeks to safeguard the key principles of the existing consents and subsequent masterplanning work.</p> <p>Although some specific aspects of the illustrative drawings deviate from the detail of the consent, this does not undermine the status of the consented plans or materials.</p> <p>Key points around status of drawings and use of the SPD in relation to the planning consent will be added to the document (see more detailed comments below for further detail).</p>	N/a
APC	We have serious concerns that the SPD is largely a 'developer's charter' and leaves major areas of the masterplan open to interpretation.	2	General	The purpose of the SPD is to supplement the adopted policy and full allocation (2,600 homes). The SPD reflects that different planning scenarios could play out in achieving the delivery of the allocation. The SPD is clear	N/a

	<p>Given the long and heavily debated planning journey that this strategic site has been on for many years, our concern would be that the constraints and boundaries established in the existing Granted Permissions, including conditions dictated by the Planning Inspector on WA/2015/2395 and the associated s106, may be lost or heavily modified.</p> <p>The references to retaining them, made in the draft SPD are not worded strongly enough in our view, and the 'Scenarios' do not, in our view represent strongly enough how important it is to both the LPA and the local community, to prioritise the delivery of the currently permitted scheme (1800 homes).</p>			that the realisation of existing 1,800 home consent would be welcomed and is fully supported by the document.	
APC	<p>We have serious concerns that statements in the text are often contradictory, or a statement appears inconsistent with one of the 'indicative' diagrams. Such wording potentially offers opportunities to the new owner/developer to bring forward plans that would be unacceptable to the local community.</p> <p>Scenario 3 actually envisages such as case, yet by being put forward by the LPA in the SPD there is a risk that the new owner/developer reads it as a 'green light'. No-one wants another long-drawn out debate that would risk delaying delivery and losing hard-won infrastructure and service commitments (through the s106).</p>	3	General	The SPD guidance and indicative drawings have been prepared in tandem and are considered appropriate. The Council is keen to see the existing consent come forward, but it is important to provide a framework to manage an alternative scenario in the event that the existing consent is not implemented. The SPD provides clear reference to the importance of the aspects identified through the S106.	N/a
APC	<p>There is an implicit assumption in the SPD that all the land within the red site boundary is being sold into new sole ownership. Following the answer to a question asked at a DPAG briefing, it is clear from DAL that it is by no means agreed exactly what has been sold as part of the deal.</p> <p>In addition, it is possible that current owners of land parcels immediately adjacent to the site boundary may have an interest in 'piggybacking' on the DPGV development. It has been pointed out that land acquired for the new access road includes a strip leading to the A281 which is not shown within the red site boundary in the SPD (e.g. Fig. 20). This uncertainty poses a very important question for the LPA, and should, we believe, be addressed head-on in the SPD; since policies SS7 and SS7a, along with the SPD, apply strictly within the red site boundary, to what extent can comment be made on any restricting expansion outside/adjacent to the site? If there is a presumption against such development in these locations, can that be explicitly stated in the SPD?</p> <p>Alfold is already suffering under a welter of speculative planning applications in sites very close to DPGV, which have the potential to undermine the DPGV masterplan and delivery.</p>	4	General	The SPD focuses on the boundary of the site allocation, and defines a comprehensive approach to manage the delivery of the allocation. The terms of the sale are outside the control of the planning system.	N/a
BPC	<p>How will the village link into and improve cycle links to key towns and railway stations? How will the village impact the water and sewage infrastructure of the area given that the current system is stretched to capacity and could lead to further contamination of waterways in the area?</p>	5	Section 4.3.3	The SPD is focused on proposals for the red line boundary. Reference is made to the existing provisions in the planning consent for investment in the wider movement projects as part of the S106 agreement. As set out in the document, there is a requirement for any	N/a

				future scheme beyond the 1,800 home consent to consider impacts and mitigation. Similarly, the SPD (and existing planning policy) requires careful consideration of utilities, other infrastructure and environmental mitigation.	
BPC	only one of the maps within the document shows the scale of the map. It would be useful if all maps included a scale bar.	6	General	Noted.	Part B plans Add scale bars to plans (Not sketch plans which are not to scale)
BPC	many of the maps and diagrams have either no, or an illegible key to explain the content of the figure. This absence reduces their role to decorative rather than meaningful illustrations.	7	General	Keys to be reviewed and improved - in particular movement.	Part B keys Review of key legibility (including movement plans)
BPC	many of the figure numbers are not referenced in the text, thus leaving the reader to guess how figures and text are related.	8	General	Noted.	Plan referencing Update references to Fig numbers throughout document.
BPC	the glossary is a separate document even though many of the terms contained in the SPD rely on the glossary for explanation. It would be beneficial to integrate the glossary with the main document.	9	General	Noted.	New appendix Glossary of terms to be added
CTI	The status of the SPD as “guidance” should be clarified within the context of the Local Plan and Extant Permission which, read together, provide the statutory basis on which future master-planning, phasing, reserved matters and applications for additional proposals will be brought forward. The narrative throughout the SPD should be worded carefully to ensure that it is clearly understood to be “guidance” rather than absolute policy requirements.	10	General	Noted - the finer wording of the SPD is under review to align the wording of guidance with policy and aspects of the existing planning consents.	Review of guidance Vision, framework, character areas to be reviewed to clarify guidance in relation to existing policy / planning consent. The Design Code Part C Section 5.2 reviewed and amended to reflect the following hierarchy of guidance: “must” - minimum requirement (policy compliant) “should” - expectation (target best practice compliant) “could” - aspiration (opportunity to exceed best practice)
DPC	Dunsfold Parish Council is concerned that the SPD does not contain express policies intended to protect the rural areas immediately adjoining the Garden Village. In order to avoid development pressure it is essential that there are policies in the SPD emphasising that the site boundaries are protected with developers of sites outside the Garden Village being prevented from using the existence of the Garden Village to justify development on such sites.	11	General	It is beyond the scope of the SPD to protect areas outside the SPD boundary. However, the existing Local Plan policies and site allocations provide a clear framework to resist inappropriate development.	N/a
FC	We would request that, in areas where ancient woodland is referenced in regard to buffer zones, that the Forestry Commission is included in the agreement process alongside Waverley Borough Council and Natural England, and the wording of the SPD amended to reflect this. We are the Government’s forestry experts, and the standing advice concerning ancient woodlands affected by development is held jointly between Natural England (NE) and the Forestry Commission (FC).	12	Section B	Agreed	Section B - 4.3.3 (bullet 3) Add wording: Exact buffers should be agreed by the Council, and Natural England <u>and Forestry Commission</u> on future schemes.

FC	<p>We would recommend that applicants should be advised within the SPD that detailed management plans must 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.</p> <p>Similarly, the SPD should go further to reflect that applicants must advise how newly created woodland and street trees will be managed not only during the planting phase, but to ensure they are established successfully, including an appropriate management plan for these areas. We would be an interested party for any significant woodland creation and would be happy to advise Waverley Borough Council where the levels of proposed afforestation would trigger an Environmental Impact Assessment.</p>	13	Section B and C	Agreed	<p>Section B - 4.3.3 (new bullet after bullet 3)</p> <p><u>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.</u></p> <p>Part C- section 9.2: Additional point: <u>Proposals for tree planting should include details about how trees will be maintained, their lifespan and the approach to stewardship.</u></p>
FC	<p>Timber in construction encourages the use of sustainable, renewable building materials, as well as locking away carbon within those buildings. We would ask that the Council includes this in their design codes, and require all timber used in the construction of Dunsfold Park Garden Village to be at minimum certified by FSC or PEFC, and preferably certified by Grown in Britain, to demonstrate the Council's and</p>	14	Section C	The SPD provides high level guidance on principles for materials in section C, but stops short of making explicit recommendations which is overly prescriptive.	N/a
SP	<p>Due to the remote location of the proposed development site, but with the proximity of the arterial road A281 and numerous minor roads giving access to the A3, it is requested that consideration is given to the planning of the security of the site throughout the life of the development. Due to the likely hood that any would-be offenders will need to travel to the location by vehicle, consideration should be given to the installation of ANPR cameras on the approach roads to the development site.</p> <p>These ANPR cameras will aid the identification of any vehicles used by the offenders and act as a visible deterrent.</p>	15	Part B - section 4.3.X	As set out in Part B, future proposals will be required to test impact and set out strategies for mitigation and management.	N/a
SP	<p>Public space CCTV should be considered throughout the site.</p>	16	Part B - section 4.3.X	The SPD promotes safe streets and spaces. Urban design and public realm guidance seeks to achieve this by design. Provision of CCTV would need to be considered at the detailed design stage through future applications.	N/a
SP	<p>We do have some concerns with the permeability proposed for the site, in relation to the park land and open space around the development, to ensure criminals cannot easily escape.</p>	17	Part B - section 4.3.X	The SPD promotes safe streets and spaces. Urban design and public realm guidance seeks to achieve this by design. Liaison with Surrey Police would be encouraged at the application stage to manage specific issues.	N/a
SP	<p>Owing to the size of the parkland area and proximity to the canal, consideration should be given to a dedicated warden or the linking</p>	18	Part B - section 4.3.X	The SPD notes the importance of considering the approach to management and stewardship. These	N/a

	<p>into a local authority or recognised open space management organisation to look after this area and encourage local involvement/ownership from volunteers etc.</p> <p>Careful attention will need to be paid to the village centre and the relationship between the retail areas and the residential areas to minimise noise and anti-social behaviour.</p>			aspects would be covered by this process as a scheme comes forward.	
PP SCC	<p>There is limited reference to the merits of any structures currently on site and no outline of any possible structures to retain. A short appraisal of their merits may be useful – some of them are Listed and others have been appraised for listing as being of possible heritage significance. Paragraph 24.3 mentions incorporating an historic environment contribution to create a unique sense of place, but in the illustrative examples and principles set out this isn't always apparent.</p> <p>There could also be opportunity to examine the historic (pre-airport) boundaries and reinstate some of these within the green spaces, to break up the landscape into more traditional parcels. There is potential to reinstate some of this lost landscape to soften the edges of the development and make it fit in better with its surroundings.</p>	19	Part B- section 4.3.X	Agreed - additional heritage section to be added in Part B, with additional information in part A.	<p>Section 2.1.2 Add figure (“historic evolution of Dunsfold Park Garden Village”) - sequence of 5 sketch plans</p> <p>Additional para: <u>“Figure X 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.</u></p> <p>Section B Additional heritage statement under preparation.</p>
H SCC	Please check that all references to ‘SCC’ are correct - a couple of places state ‘SSC’.	20	General	Agreed - abbreviations to be checked.	All instances of “SSC” to be replaced with “SCC”
Part A CONTEXT					
APC	We acknowledge that the 2600-home figure is set in current policy, however we feel it should be made clear that, since to get to the existing stage (Outline Consent for 1800 homes) has taken over 5 years, to ‘start again’ (Scenario 3) could take as long again. That scenario, we assume, benefits neither the LPA (housing supply), the local community (new infrastructure), nor the owner / developer (revenue realisation).	21	Part A	Noted - the SPD identifies a positive aspiration for the existing consent to be implemented. This sentiment will be strengthened in the new “summary of context”	New summary of context added ahead of Part A - making aspiration to progress to delivery as quickly as possible, but defining flexible and comprehensive guidance to respond to all potential planning scenarios.
WFO E	Fig 1 should show the locations of Chiddingfold, Haslemere and Godalming relative to DPGV.	22	2.1 Existing site context, Fig 1 (pp.8)	Agreed - these will be added to the plan	Add Chiddingfold, Haslemere and Godalming to Fig 1
H SCC	It is difficult to distinguish between the different road type classifications shown on this map. It appears that Dunsfold Rd/Alfold Rd is shown as a minor road, but should be considered a secondary road, given that it is a classified ‘B’ road.	23	2.1 Existing site context, Fig 2 (pp.10)	Dunsfold / Alfold Rd is shown as a secondary road - minor road to be deleted from key to avoid confusion.	Fig 2: Delete “minor road” from key
APC	Reference should be made to the AONB Review actively underway by Natural England, as this affects adjoining land.		2.3.2 Planning policy designations (pp.12)	Agreed - reference to be added.	<p>Additional sentence to be added to 2.3.2:</p> <p><u>“Natural England is currently undertaking an AONB Review, the outcomes of which might be relevant to DPGV.”</u></p>

DPC	The Parish Council appreciates that the document is referring back to the Local Plan policies but for clarity the references to uses within the specified Use Classes A1 to A5 should be brought up to date following the changes in Use Classes effective September 2020 (at the very least there should be a suitable footnote explaining the impact of such changes).	24	2.4 Site Allocation (pp.13)	This section references planning policy directly and should not be updated. However, an additional sentence will be added to reference the change in Use Class definitions.	Additional sentence to be added to 2.4: <u>"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."</u>
TL WBC	Why is reinforcement of the gas infrastructure required? This looks like locking for high carbon heating usage when we should be discouraging, not encouraging, additional and continued natural gas usage.	25	2.4.2 Policy SS7, should include list (pp.13)	No change - reflecting Policy SS7 wording. The wider document identifies a positive context for a sustainable energy strategy.	N/a
APC	Within the Energy hierarchy section (pp.61) there are very good aspirations (e.g. no fossil-fuel based heating systems, and proposals involving 'Passivhaus' certification) and we fully endorse this section. Surely the reference to gas under 2.4.2 (reinforcement of utilities) is inconsistent with the above aspirations?	26	2.4.2, 11 th bullet (pp.13)	See response to comment #25	N/a
TL WBC	(iii) "a connected network and hierarchy of green infrastructure" – what is 'green infrastructure'?	27	2.4.3 Policy SS7A (pp.14)	This will be defined in a new Glossary of terms	Glossary of terms to be added at end of document.
WFo E	To slow motor traffic speeds the expectation is of a 20mph speed limit throughout the site and the avoidance of wide or "flared" junctions in residential areas.	28	2.4.3 Policy SS7A (pp.14) Safe connected and efficient	This text is taken from Policy SS7 and cannot be modified.	N/a
APC	We think 2.6.2 is an over-statement when it says 'Dunsfold Airport Limited (DAL) has undertaken extensive engagement on the original consented scheme'. In fact, only one rather poorly attended consultation was carried out (in November 2019) and the results of this have never been made public, despite requests to DAL. Therefore, it cannot be said that 'It is understood that this emerging material has been received positively'. Perhaps WBC can now take the opportunity to obtain the results from DAL and provide them as supporting evidence to the SPD?	29	2.6.2 (pp.18)	Noted - it is beyond the scope of the SPD to comment on the DAL engagement. However, the statement can be made more factual in the SPD.	Section 2.6.2 - amend text as follows: 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.
APC	None of these make any reference to the size or planned expansion of the Business Park. It must be made clear that expansion of the business park is also subject to the full planning process, under all three scenarios, and kept consistent with housing and traffic considerations	30	2.9 How does the SPD relate to the delivery of Dunsfold Park Garden Village? (pp.19) <i>scenarios</i>	Section 2.9 - add sentence to reference Business Park.	Section 2.9 - additional sentence to be added at end of scenario text: <u>It is assumed that the full quantum of Business Park uses would be delivered in all three scenarios.</u>
WFo E	We suspect that within the Council there is a recognition that the size of this settlement may have to increase beyond 2,600 after 2030. Is there sufficient flexibility in the services and infrastructure provision to accommodate a larger carbon neutral settlement?	31	2.9 How does the SPD relate to the delivery of Dunsfold Park	The SPD is explicitly required to respond to the adopted policy position which references 2,600 homes. The SPD does not allow for any expansion of the dwelling capacity. Any such scenario would need to be reviewed through a future planning policy review.	n/a

			Garden Village? (pp.19)		
H SCC	It should be made clear in this section that in any scenario that seeks consent for a greater quantum of development than the current consent allows, the County Highway Authority will require a new transport assessment to be undertaken, so that the impacts of the additional development can be understood and appropriate mitigation identified.	32	2.9 How does the SPD relate to the delivery of Dunsfold Park Garden Village? (pp.19)	This is already included in section 4.3.4. A further statement will be added in the new summary of context for the avoidance of doubt.,	Re-iterate point around assessment and mitigation in new summary of context .

Part B MASTERPLAN FRAMEWORK

General comments

DAL	<p>The SPD now proposes to locate the village primary school, and other unidentified buildings, on the runway alignment, blocking the views and destroying the integrity of this unique space. The sketch masterplan (pp.28) goes further and shows the school spreading to the north of the runway and blocking public access along that side of the park.</p> <p>This regrettable proposal seems to be based on the hope that the school will be an outstanding landmark building and a community space allowing open public access...the reality is that local authority school funding currently only provides for relatively utilitarian buildings and that school management requires secure perimeters with strictly controlled access.</p>	33	Part B	The final SPD will encourage a central location for the main primary school. This could be situated in the indicative location identified. Additional text will be added to acknowledge and encourage a positive outcome - given that the aviation museum is now anticipated offsite rather than the runway / centre, this would be an appropriate public facing use.	<p>Additional text to be added to section 4.3.5:</p> <p>“Potential location of the primary school within the western portion of Runway park as a key community anchor. <u>Section 10.3 articulates the key design considerations which should be considered in relation to the primary school location.</u>”</p> <p>Additional text to be added to point 13 in section 10.3:</p> <p>The Council's preferred location for the primary school is a central parcel in close proximity to the centre. <u>The illustrative sketch masterplan identifies a potential location to the west of the village centre.</u> The position of the parcel within the runway space, <u>could</u> offers an exciting opportunity to establish a unique, contemporary 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. <u>If a location in the runway park is pursued, proposals should demonstrate how the school avoids any potential barrier effect, avoiding attractive 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.</u>”</p>
DAL	The village centre has been pulled eastwards and elongated the outer neighbourhood petals to the west, the edges of which now appear more remote from the centre.	34	Part B	The SPD indicative framework drawing has been prepared in the context of the realisation of the full 2,600 homes which is considered to offer benefits in the event that the original consent does not come forward.	N/a
DAL	A major feature of the DAL Masterplan is the Brook, which contains and defines the village centre and provides convenient primary access to all parts of the village. It also contains a linear park and continuous water feature (and key part of the SUDS strategy) which envelops the whole of the centre. The proposed housing typologies, building heights and densities emphasis the distinctive urban character of the centre and the contrast with the lower density outer neighbourhoods. This is a key characteristic which distinguishes a village from a housing estate.	35	Part B	The SPD supports the crescent concept, but the indicative framework illustrates a reduced reliance on this form across the central part of the settlement. The crescent form is retained (indicatively) for the central village green. The SPD does not preclude the consent from coming forward as planned which would be welcomed by WBC.	N/a

	All this is lost in the SPD Masterplan, which significantly reduces the extent to the village centre and downgrades the 'Brook' into a set of disjointed streets with no linear park or water feature. Instead of the clear distinction between centre and petals, a gradual change of density from centre to edge is proposed. This increases the risk of a bland sameness across much of the village.			DSE comments on the SPD framework are supportive about the approach to streets and spaces and the potential to integrate water as part of the approach.	
DAL	The SPD claims to appreciate the heritage value of the Peri-track, but actually eliminates a large section and combines it with the canal towpath. DPGV can have both Peri-track and towpath and deserves to have both.	36	Part B	Noted - there is potential to retain the entirety of the peri-track through a detailed scheme which is how the SPD is drafted. Wording to be added to reflect a positive stance.	Section 4.3.4 - Cycling Peri-track bullet point - additional sentence to be added: <u>A scheme which retains the peri-track in its entirety would be welcomed.</u>
APC	The text does not always align with the plan diagrams; this is important as a potential developer could point to a plan and interpret it to say that the Council wanted/envisaged something, which in fact was only implied and not part of policy. Key example - 'Movement' (p29 summary, section 4.3.4 and Figs 20 and 23)	37	Part B	The text and plans have been synchronised and align. The plans are intended as a framework, and do not seek to prescribe the detail of subsequent masterplanning and detailed design.	N/a
Chapter 3 vision and key principles					
DAL	There does not appear to be an existing adopted LP1 policy that mandates DPGV to be a carbon neutral settlement. Whilst proposals are likely to aspire to this objective, the SPD cannot mandate a new policy in this regard. Furthermore; (1) the WBC bid for Garden Village Status does not mandate carbon neutrality (2) the T&CPA Guidance on Garden villages does not mandate carbon neutrality (3) there is not a S106 planning obligation that mandates carbon neutrality (4) there is not a planning condition that mandates carbon neutrality The draft wording may impose an unduly onerous obligation in cost, or resources.	38	3.2 (pp.23) <i>'DPGV will be a carbon neutral settlement'</i>	Agreed - the wording of the sustainability aspects of the vision statement will be updated to reflect the policy position.	Sustainability theme within Vision statement to be tweaked to reflect aspirational / good practice: DPGV will <u>aspire</u> to be a carbon neutral settlement... Buildings <u>will take inspiration</u> from the highest standard in sustainable design and construction
CTI	This is not a requirement of LPP1 or the extant permission. It is suggested that this is amended to say that the development should aspire to be carbon neutral or achieve significant reductions in carbon emissions.	39	3.2 (pp.23) <i>'DPGV will be a carbon neutral settlement'</i>	See comment 38	See comment 38
WFOE	Our assessment is that the guidance in this SPD as drafted has no prospect of achieving a carbon neutral development "in every aspect of its planning, design and delivery" - in other words achieving neutrality in both construction and operation which is the stated intention of the SPD.	40	3.2 (pp.23) <i>'DPGV will be a carbon neutral settlement'</i>	See comment 38	See comment 38.
DAL		41	3.2 (pp.23)	See comment 38	See comment 38

	<p>There does not appear to be an existing adopted LP1 policy that mandates DPGV to secure the highest standard in sustainable design and construction.</p> <p>Whilst proposals are likely to aspire to this objective, the SPD cannot mandate a new policy in this regard.</p> <p>Furthermore;</p> <p>(1) the WBC bid for Garden Village Status does not mandate "the highest standard"</p> <p>(2) the T&CPA Guidance on Garden villages does not mandate "the highest standard"</p> <p>(3) there is not a S106 planning obligation that mandates the "highest Standard"</p> <p>(4) there is not a planning condition that mandates the "highest standard"</p> <p>The draft wording may impose an unduly onerous obligation in cost, or resources.</p>		<p><i>'Buildings will demonstrate the highest standard in sustainable design and construction.'</i></p>		
CTI	<p>This is not a requirement of LPP1 or the extant permission. It is suggested that the SPD should be amended to reflect the requirement of Policies CC1 and CC2 of LLP1.</p>	42	<p>3.2 (pp.23)</p> <p><i>'Buildings will demonstrate the highest standard in sustainable design and construction.'</i></p>	See comment 38	See comment 38
DPC	<p>The draft SPD does not seek to ensure that the new settlement should be welcoming to the existing settlements and be supportive of their continuing economic and social success and intended to do as little harm as possible to such existing communities. Those objectives should form part of these themes</p>	43	<p>3.2 Vision themes (pp.23)</p>	<p>The vision themes are explicitly focused on the SPD study area. There is value in noting additional points to be added to reflect the importance of integration, co-existence and identity of existing settlements in section 3.1.2 ahead of the themes.</p>	<p>Section 3.1.2: Additional sentence <u>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.</u></p>
SM WBC	<p>Cllr Williams is keen to incorporate the 20-minute neighbourhood concept within the SPD.</p>	44	<p>3.2 Vision themes (pp.23)</p>	<p>Noted - this concept aligns with the proposed approach and could be positively added.</p>	<p>Section 3.2 - theme 2 (health and well-being): Additional text: The new settlement will promote cycling and walking to a range of nearby services and facilities within the different neighbourhoods and the village centre (<u>similar to the 20-minute neighbourhood concept</u>).</p>
TL WBC	<p>Vision themes come across as insular</p>	45	<p>3.2 Vision themes, community and</p>	See comment 38	<p>Section 3.2 - theme 2 (health and well-being): Additional text:</p>

SM WBC	Community and place-making theme only covers interaction and integration with surrounding communities in terms of visitors from Alfold and Dunsfold. In reality, DPGV will only be sustainable with successful resident access to the services available in Cranleigh (shops, leisure centre, secondary schooling, etc.)		place-making (pp.23)		DPGV will be an inclusive place to live, making provision for the whole community including those with disabilities, <u>and creating sustainable connection to destinations outside the SPD area.</u>
TL WBC SM WBC	Vision themes come across as insular Health and well-being theme, again, refers to promoting “cycling and walking to a range of nearby services and facilities within the different neighbourhoods and the village centre”. Full active travel and leisure integration with the surrounding infrastructure and communities is key to enable travel beyond the site itself. Key links include Cranleigh Leisure Centre, Wey South Path, Sidney Wood, Downs Link / NCN223.	46	3.2 Vision themes, health and well-being (pp.23)	These specific points best picked up in section 4.3.4.	Additional sentence in section 4.3.4, ahead of “access points” <u>Opportunities to connect into surrounding areas should be pursued including Cranleigh Leisure Centre, Wey South Path, Sidney Wood, Downs Link / NCN223.</u>
TL WBC	Sustainability theme rightly states DPGV “demonstrates a biodiversity net-gain across the settlement” however it should similarly demonstrate carbon negative operations.	47	3.2 Vision themes, sustainability (pp.23)	See comment 38 Re. biodiversity: Opportunity to strengthen section 4.3.3 re. landscape framework guidance. See also section 9.4	Section 4.3.3 Additional bullet point at end of first list: <u>“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 9.4 in incorporating ecological improvements and habitat provision”</u>
DPC	We would also suggest that the SPD’s vision as to sustainability is insufficiently ambitious: the existing local communities demand that this development delivers a countrywide (and possibly a global) leading example of a sustainable new settlement for the 21st century rather than just setting out some comforting platitudes.	48	3.2 Vision themes, sustainability (pp.23)	The vision statement (see amendments noted in this table) is ambitious and appropriate in tone and level of detail. It should be read in conjunction with the Design Code which communicates a hierarchy of guidance relating to policy / best practice and beyond.	N/a
HPC	The SPD stresses time and again the need for “sustainability”, but this must be considered in the wider context. It is not in the spirit of sustainability to blight surrounding communities. There is much about the “vision” for the new village and its residents, but nothing about the impact it will have on existing communities.	49	3.2 Vision themes, sustainability (pp.23)	See comment 38 above for amended text in vision, and refer to Part B for clear statements in relation to assessment of impact / mitigation.	N/a
Chapter 4 a flexible framework					
DAL	The north western hover pad is not a listed asset	50	4.2.1 – Fig 11 embracing heritage (pp.25)	Figure is illustrative to display the site’s heritage assets. Although not listed, the launch pads are important to the history of the space. New heritage section will be provided in Part B with more specific plan.	See new heritage section in part B including plan.
TL WBC	Update to ‘Embracing heritage: Utilising and enhancing existing features’	51	4.2.1 – Fig 11 embracing heritage (pp.25)	Agreed, update text.	Section 4.2.1, point 1 Expand text: Utilising <u>and enhancing</u> the existing features...
CTI	The north western hover pad is not a listed asset.	52	4.2.1 – Fig 11 embracing heritage (pp.25)	See comment #50	See above.
APC		53		See comment # 50	See above.

	The SPD contains no plan showing the various Listed heritage assets on site (Fig 11 is vague and inadequate), nor makes reference to appropriate ways they could be preserved and celebrated, apart from the main runway (p31). We would urge WBC to seek a statement of intent from the interested parties to allow clear objectives to be put in the SPD.		4.2.1 – Fig 11 embracing heritage (pp.25)		
DAL	We do not share the view of prioritising the canal edge towpath, in favour of the southern peri-track route. Whilst we share the integration and use of the canal towpath, we do not believe that it should become the "primary" southern connectivity route, due to ecology and amenity requirements.	54	4.2.1 – Fig 12 ease of movement (pp.25)	See comment #36	See above
TL WBC	Only explicitly refers to village and business park movements. Should encompass connectivity to surrounding facilities and communities using the LCWIP 2km walking and 10km cycling radius guidance.	55	4.2.1 – Fig 12 ease of movement (pp.25)	Additional text.	Section 4.2.1, point 2 Additional text: <u>Proposals should consider linkages beyond the site to connect into wider walking routes and cycling connections.</u>
CTI	Use of the canal edge towpath as a primary route may not be feasible due to ecology and amenity requirements.	56	4.2.1	Fig 12/14 is diagrammatic and is not explicit.	N/a
APC	We suggest that on Figures 14 and 15 a strip of 'green' native planting running east-west be introduced along the northern site boundary, adjacent to the business park, to join up existing Ancient Woodland at Mill Copse, Furtherfits and Sayers Land. This would have the double benefit of forming a wildlife corridor, and also screening of the built form of the business units from the north (AONB/AGLV and residential areas).	57	4.2.1 – Fig 14 and Fig 15 (pp.25/26)	Agreed - this is a sensible suggestion.	Update Fig 14/15
DAL	The provision of the new Jigsaw School is subject to commercial arrangements and it is not an obligation of either the S106 obligations, nor planning conditions. <i>'and re-provided Jigsaw school'</i>	58	Paragraph 6. An accessible centre of mixed uses (pp. 26)	There is a strong expectation that the Jigsaw School would be reprovided. Clarification over status is best incorporated in section 4.3.5 (see comment 113 below)	N/a
CTI	It should be clarified that provision of the new Jigsaw School is subject to commercial arrangements and it is not an obligation of LPP1 or the extant permission.	59	Paragraph 6. An accessible centre of mixed uses (pp. 26) <i>'and re-provided Jigsaw school'</i>	See comment 58 and 113.	N/a
TL WBC	A vague and ill-defined principle. 'Promoting' could be a few leaflets in a homes starter pack.	60	4.2.1 – Fig 17 A sustainable active neighbourhood (pp.26)	This information provides overarching principles. Details in Design Code section provide the more detailed guidance.	N/a
DAL	We do not share the view of prioritising the canal edge towpath, in favour of the southern peri-track route. Whilst we share the integration and use of the canal towpath, we do not believe that it should become the "primary" southern connectivity route, due to ecology and amenity requirements.	61	4.3.2 Fig 20 – development framework (pp.28)	See comment #36	N/a

CTI	Use of the canal edge towpath as a primary route may not be feasible due to ecology and amenity requirements.	62	4.3.2 Fig 20 – development framework (pp.28)	See comment #56	N/a
TL WBC	Missing footpath access points at either end of the canal (towpath), to FP299 (in SW) and BW282 (in NW and key walking / cycling link to Dunsfold Village), BW490 (in the E)	63	4.3.2 Fig 20 – development framework (pp.28)	Cross-reference Fig 24 which shows further detail re. movement hierarchy.	Fig 20 - caption: <u>Please cross-reference Fig 24 which shows further details in relation to movement.</u>
PP SCC	Previous iterations of the masterplan for this site have committed to retain the full length of the runway area as a greenspace in some form and the County Council have commented favourably on this approach. The council would be keen to see this commitment reinstated so the full runway line can be maintained throughout the site as the main heritage priority. The park could run through the middle continuously, separating the business park area from the residential with a coherent green evocation of the runway route. This could also assist with the east-west connectivity through the proposal.	64	4.3.2 Fig 20 – development framework (pp.28)	The indicative proposals illustrate a significant retention of the runway as a green park, with the very central portion having a strong identity as the heart of the settlement.	N/a
TL WBC	Missing consideration of key access NE to Cranleigh via Alfold Road. As a direct route to Cranleigh it is at risk of becoming a rat run for motor vehicles yet offers the opportunity for use as a low traffic active travel corridor linking to west Cranleigh and central Cranleigh via BW394a. - Also missing consideration of W cycling access point to Dunsfold Village (via upgraded BW282).	65	4.3.2 – movement summary (pp.29)	As set out in section 4.3.4 , detailed assessment of impact and mitigation will be required as schemes come forward.	N/a
CTI	This does not appear to be consistent with the routes proposed/agreed under the hybrid planning permission. Not all routes connect to the A281 along the new access road.	66	4.3.2 – movement summary (pp.29) States that “the bus route will connect ... back to the A281 via the new access road”	The indicative guidance continues to rely on the new primary street to the A281. All routes ultimately connect to via this route.	N/a
DAL	The impacts of the existing hybrid planning permission have been assessed and agreed within the EA. <i>‘to avoid impact on the adjacent settlements’</i>	67	4.3.2 – movement summary (pp.29) (1 st paragraph) <i>‘to avoid impact on the adjacent settlements’</i>	Noted and agreed. Section 4.3.4 and 4.4 set a clear context.	N/a
DAL	This does not appear to be consistent with the routes proposed/agreed under the hybrid planning permission. Not all routes connect to the A281 along the new access road <i>“the bus route will connect ... back to the A281 via the new access road”</i>	68	4.3.2 – movement summary (pp.29) (3 rd paragraph) <i>“the bus route will connect ... back to the A281 via the new access road”</i>	See comment #66	N/a

CTI	This is not a requirement of LPP1 or the extant permission. The draft wording should be adjusted to ensure that additional obligations that may impact deliverability are not imposed.	69	4.3.2 – land use summary (pp.29) States that “A new canal basin will be required”	Policy SS7 sets out that a new development should provide the canal basin. Condition 29 includes the canal basin as does the description of development and the basin is acknowledged as a benefit at para 87. Minor amendment to section 4.3.2 Land use summary	Section 4.3.2 - Land use summary A new canal basin will be required <u>should be provided</u> in an accessible and appropriate location.
DAL	There does not appear to be an existing adopted LPI policy that mandates that a new canal basin will be required Whilst proposals are likely to aspire to this objective, the SPD cannot mandate a new policy in this regard. Furthermore; (1) there is not a S106 planning obligation that mandates the provision of a new canal basin (2) there is not a planning condition that mandates the provision of a new canal basin The draft wording may impose an unduly onerous obligation in cost, or resources. <i>‘A new canal basin <u>will be required</u>’</i>	70	4.3.2 – land use summary (pp.29) (4 th paragraph) <i>‘A new canal basin <u>will be required</u>’</i>	See comment #69	See above
CTI	This is not a requirement of LPP1 or the extant permission. The draft wording should be adjusted to ensure that additional obligations that may impact deliverability are not imposed.	71	4.3.3 Landscape and open space (pp.29) 4 th paragraph States that “A new canal basin will be required”	See comment #69	See above
CTI	Whilst the integration of the Primary School in the Village Centre should be appropriate it should not necessarily become the “primary” feature on the Runway Park.	72	4.3.3 Landscape and open space (pp.29) 6 th paragraph States that “ <i>The central portion of this space will be suitable for village centre uses and activities and a primary school</i> ”	See comment #33 Minor amendment to text in section 4.3.3	Section 4.3.3 The central portion of this space will be suitable for village centre uses and activities and, <u>potentially</u> a primary school, but the majority will be occupied by landscape and park functions as a strong reminder of the site’s heritage.
FC	the current wording states: <i>“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.”</i> We would ask that this wording be amended to “Exact buffers should be agreed by the Council, Natural England and the	73	4.3.3 Landscape and open space (pp.30)	Section 4.3.3 Include reference to Forestry Commission, but retain remaining wording as drafted, as it allows for specific negotiation.	Section 4.3.3 “Exact buffers should be agreed by the Council, <u>Natural England and Forestry Commission</u> on future schemes, but a working assumption of 15m is considered to be broadly appropriate.”

	Forestry Commission on future schemes, but a minimum of 15m must be applied in all instances, with a larger buffer zone applied where direct and indirect impacts are likely to be greater." This will reflect the joint FC/NE standing advice on development affecting ancient woodland, which is a material planning consideration.				
DAL	<p>We do not share the view of locating the primary school on the centre of the Runway Park. Whilst we share the integration of the Primary School in the Village Centre we do not believe that it should become the "primary" feature on the Runway Park.</p> <p><i>'The central portion of this space will be suitable for village centre uses and activities and a primary school'</i></p>	74	<p>4.3.3 Landscape and open space paragraph 8 (pp.30)</p> <p><i>'The central portion of this space will be suitable for village centre uses and activities and a primary school'</i></p>	See comment #72	See above
DPC	<p>The Parish Council considers that these policies should place greater emphasis on the need for the new settlement to be designed so as to be an enhancement to the view over the new settlement from Hascombe Hill.</p> <p>In light of the importance given to the need to provide a large swathe of undeveloped land occupying the western portion of the site, the SPD needs to ensure that no expansion of the built environment for any residential or commercial purpose will be allowed in perpetuity in respect of such land.</p> <p>In addition, so as to reduce the pressure for development on rural land immediately adjoining the Garden Village's peripheral boundary, the Parish Council would support SPD policies intended to ensure that substantial landscaping is provided along such boundary.</p>	75	4.3.3 Landscape and open space (pp.30)	<p>Section 4.3.3 Specific reference to be added to Hascombe Hill. The guidance sets an appropriate context re. the development extent.</p>	Section 4.3.3 - additional sentence, 2nd bullet point <u>The view from Hascombe Hill should be carefully considered.</u>
HPC	To further protect nearby villages, it is essential that all vehicle traffic enters and exits the new settlement via the A281 and is not directed onto inappropriate narrow roads, which will encourage rat-running. The entrance at Compass Gate must be closed to day-to-day traffic. Salt Lane and Markwick Lane must have enforceable restrictions to limit HGV use and to deter any further increase in traffic.	76	4.3.4 Movement and access points (pp.32)	<p>Section 4.3.4 The existing drafting seeks to maximise movement via the new route, and identifies access point guidance which replicates the approach identified in the existing scheme.</p> <p>This is consistent with the outline approval.</p>	N/a
DPC	It is the view of the Parish Council that all day-to-day car and commercial vehicular access to the site must be routed through the new access route from the A281 (described as the "runway road"). The other access routes, including exits leading to Stovold's Hill and Compass Gate as well as the exit at Tickners Heath must be limited to public transport and emergency services (merely restricting private vehicles is not acceptable, there needs to be a total prohibition). Save for the limited exception mentioned below the Parish Council does not support any use of Compass Gate for "local journeys".	77	4.3.4 Movement and access points (pp.32)	Comments noted. The guidance in the document replicates the approach agreed in relation to the planning consent.	N/a

	<p>Physical barriers on all exits other than the runway road should be provided which can be opened for use only by the designated vehicles.</p> <p>The Parish Council is concerned by any suggestion that the new runway road might be subject to any alternative scheme. The Parish Council has always understood that the new junction onto the A281 was considered by the planning authority to be a key component of this development and an important mitigation as to the adverse impact the new settlement will have on the existing road network.</p> <p>The Parish Council does not support the suggestion of a secondary network serving The Woods area and leading to Tickners Heath which could lead to pressure for that exit to be used by residents' vehicles.</p> <p>The one possible exception to the principle that there should be no access through Compass Gate by private vehicles would be to serve a small short term parking facility to the south of any electronic or other physical barrier preventing all private vehicle movement further into the Garden Village. We envisage that such short term car park would be used by local residents from, for example, Alfold and Dunsfold to park their cars and then walk into the Garden Village, so as to use the retail and community facilities in the village centre or to facilitate parents' access to the primary school in all cases without having to use the A281.</p> <p>The Parish Council would wish the envisaged highway improvements to include legally enforceable limits on the use by lorries and other commercial vehicles on the surrounding existing highways (other than obviously the A281). In addition, so as to prevent the development of "rat runs" by commuting residents from the new development the Parish Council is expecting the SPD to emphasise delivery of physical pinch points and other traffic calming measures on the existing road network at the cost of the developer of the new settlement.</p>				
DPC	<p>we are disappointed that the SPD does not contain any innovative proposals for a distribution hub on the edge of the residential area intended to transit home delivery goods from individual vans onto more sustainable local delivery systems using small electric vehicles or, even better, cargo cycles for sub distribution to individual homes within such residential areas.</p>	78	4.3.4 (pp.32)	This is a positive suggestion which will be referenced in section 4.3.4.	<p>Section 4.3.4 Additional sentence after 3rd para: <u>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.</u></p>
CTI	<p>This is not a requirement of LPP1 or the extant permission and such matters would be determined at the detailed design stage. The SPD should not seek to mandate this requirement.</p>	79	<p>4.3.4 Movement, Access points, 2nd bullet point (pp.32)</p> <p>States that <i>"Compass Gate access: Prioritised for walking and</i></p>	<p>Section 4.3.4: Minor refinement to wording to reflect condition.</p>	<p>Section 4.3.4: Bullet to be replaced as follows: <u>"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."</u></p>

			<i>cycling and suitable for local journeys for vehicles..”</i>		
CTI	We would encourage the consideration of restricted vehicular access via Tickners Heath for the small number of residents / occupiers of the Woods Neighbourhood. This would enable the early delivery / phasing of the Woods Neighbourhood.	80	4.3.4 Movement, Access points, 5 th bullet point (pp.32) <i>Tickner’s Heath access: Suitable for walking, cycling, horse, bus and emergency vehicles only.</i>	Section 4.3.4: The guidance in the document replicates the approach agreed in relation to the planning consent. The final para before “Runway road” reflects the requirement for a detailed site access strategy to be submitted and agreed - proposed alternatives would be assessed at this point against the SPD requirements / policy / conditions etc.	N/a
APC	There is serious ambiguity about what motor vehicle 1 access will be provided into the settlement, given that current planning permission is very explicit about the new primary access road and restrictions/closures of other existing access points. The plans shown are ambiguous/inconsistent in respect of Compasses Gate and Stovolds Hill. Even brief mentions (on p 29 and p79) of opening up a north-south route between Compasses Gate and Stovolds Hill could be seized on by developers and this would open the floodgates to rat-running through to the new settlement. It would be completely unacceptable to local residents to both south and north of the DPGV. The SPD should set in stone the restrictions on the secondary accesses placed by the Planning Inspector as Conditions. In particular, the only route in/out for HGVs must be the new access road off the A281.	81	‘Movement’ (p29 summary, section 4.3.4 and Figs 20 and 23)	Clarify text in section 4.3.2 Addition of access point labels to fig 23 to cross reference guidance in section 4.3.4.	Section 4.3.2 Amend sentence: A north-south connection will be established <u>within the site, with access points carefully managed as set out in section 4.3.4.</u> between Stovold’s Hill and Compass Gate. Fig 23 Add labels to annotate access points and cross reference
DAL	There does not appear to be an existing adopted LPI policy that restricts Compass Gate access to suitable for local journeys for vehicles . Furthermore; (1) there is not a S106 planning obligation that restricts the use of Compass Gate to suitable for local journeys for vehicles (2) there is not a planning condition that restricts the use of Compass Gate to suitable local journeys for vehicles The SPD cannot mandate a new policy in this regard	82	4.3.4 Movement, Access points, 2 nd bullet point (pp.32) <i>‘Compass Gate access: Prioritised for walking and cycling, and suitable for local journeys for vehicles’</i>	See comment #79	
DAL	We would encourage the consideration of restricted vehicular access via Tickners Heath for the small number of residents/ occupiers of the Woods Neighbourhood. This would enable the early delivery/ phasing of the Woods Neighbourhood.	83	4.3.4 Movement, Access points, 5 th bullet point - Tickner’s Heath access (pp.32)	Noted - this is not included in the current access point approach in the consented material.	N/a

TL WBC	Missing cycle and walking access W to Dunsfold via BW 282, opposite solar farm. Missing Wey South Path, regional walking trail	84	4.3.4 Movement, Fig 24 (pp.33)	Fig24 Add routes to fig 24	Fig 24 Add cycle and walking access W to Dunsfold via BW 282, opposite solar farm Add Wey South Path, regional walking trail
H SCC	Footpaths are shown running along the 'green fingers' between the petals, but it is considered that cycle paths should also be provided on these routes and should be segregated from the footpaths i.e not designed as shared paths. I suggest that labels or symbols are added to the map, showing the modes of transport that can use each of the external site access points, as per the requirements of the Condition on the Outline consent.	85	4.3.4 Movement, Fig 24 (pp.33)	Fig 24 Add cycling routes along green wedges Re. Fig 23 , see comment #81	Fig 24 Add cycling routes along green wedges
WFO E	Figure 24 presents a range of illustrative cycle connections. One sentence reads "Proposals must ensure that key destinations such as the village centre, school, 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." We favour the inclusion of "including Cranleigh"" to give absolute clarity – not least because Cranleigh is the location of the secondary school which children from DPGV will attend. Although outside the site itself, we also think that a safe cycle route to Chiddingfold should be created or secured.	86	4.3.4 Movement, Fig 24 (pp.33)	Section 4.3.4 - Cycling: Text amendments	Section 4.3.4 - Cycling: Amend text: Proposals must ensure that key destinations such as the village centre, school, 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 <u>including Cranleigh</u> . Additional bullet point: <u>Opportunities to create new cycle routes to wider locations will also be considered.</u>
WFO E	Crossing of A281: We think there should be a legal commitment that a developer will secure a safe crossing for pedestrians and cyclists under or over the A281; a suitable crossing point would appear to be at the Fast Bridge, thus connecting with the peri-way, and we ask that this be added to Figure 24 of the consultation document.	87	4.3.4 Movement, (pp.33)	Detailed provision of off-site improvements should be agreed as part of the detailed design of any future scheme as set out in the SPD.	N/a
DAL	In connection with the existing Hybrid Permission, arrangements for movement beyond the site boundary have already been agreed.	88	4.3.4 Movement, Access points, 1 st paragraph (pp.33) <i>'Movement beyond the site boundary at these two access points must prioritise active travel including walking and cycling'</i>	Noted - the SPD text does not require any explicit amendment to the approach in the hybrid application.	N/a
CTI	In connection with the existing Hybrid Permission, arrangements for movement beyond the site boundary have already been agreed.	89	4.3.4 Movement, Access points, 1 st paragraph (pp.33)	See comment #88	N/a

			States that "Movement beyond the site boundary at these two access points must prioritise active travel including walking and cycling"		
DAL	The obligation is not included in the S106 Agreement. It is a planning condition.	90	4.3.4 Movement, Access points, 2 nd paragraph (pp.33) "Prior to development taking place (as set out in the S106 for the existing consent)"	Noted -amend text accordingly	Section 4.3.4 Movement , Access points, 2 nd paragraph (pp.33) Amend text: "Prior to development taking place (as set out in the S106 <u>planning conditions</u> for the existing consent)"
CTI	The obligation is not included in the S106 Agreement. It is a planning condition.	91	4.3.4 Movement, Access points, 2 nd paragraph (pp.33) "Prior to development taking place (as set out in the S106 for the existing consent)"	See comment #91	See above
DAL	In connection with the existing Hybrid Permission, arrangements for impact and mitigation in relation to the adjacent road network <u>have already been agreed</u> .	92	4.3.4 Movement, Access points, 2 nd paragraph (pp.33) '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.'	Noted - this aspect of the SPD relates clearly to the details of the access points - both in the context of the existing consent (where the approach has been considered already), and in relation to the full allocation (which has been considered in strategic terms for the allocation, but not in relation to the detail of a scheme).	N/a
CTI		93		See comment #92	N/a

	In connection with the existing Hybrid Permission, arrangements for movement beyond the site boundary have already been agreed.		4.3.4 Movement, Access points, 2 nd paragraph (pp.33) <i>'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.'</i>		
WFOE	Cycle route between Dunsfold village and Dunsfold Park. This is a vital link, especially for school children. The obvious direct route is the public bridleway east of Dunsfold (which needs surface improvement), then turning south. The connection from the southern end of High Loxley Road needs to be more than a footpath but also a legal right of way for cycling, thus connecting this with the peri-track.	94	4.3.4 Movement, Cycling (pp.34)	Noted - indicative position of connections is illustrated in Fig 24.	N/a
WFOE	Responding to the sentence "Recreational cycling will be supported along the Wey & Arun Canal at the southern edge of the site", the first word is unnecessary as the towpath would potentially also be used by cyclists for other than recreational purposes – e.g. cycling to work. We would also like to see a stronger wording so that cycling and walking this section of towpath is a legal entitlement (rather than "permissive") and we suggest in addition a specific reference to suitable surfacing. We therefore propose the above sentence be replaced by the following wording: "Cycling as of right will be required along the whole length of the Wey & Arun canal towpath at the southern edge of the site, this to be suitably surfaced."	95	4.3.4 Movement, Cycling (pp.34) 2 nd bullet point	Agreed - deletion of the word "recreational". More detailed design of the towpath and discussion re. management to be progressed following the SPD.	4.3.4 Movement - cycling - 2nd bullet: Amend text: Recreational -Cycling will be supported along the Wey and Arun canal
DAL	In connection with the existing Hybrid Permission, assessment of potential transport impact and associated mitigation strategies etc have <u>already been agreed</u> .	96	4.3.4 Movement, Highways improvements, 1 st paragraph (pp.34) <i>'Proposals must provide a comprehensive assessment of potential transport</i>	Noted - the guidance refers to any future proposals for the full allocation in the round (where the existing consent is progressed, it is acknowledged that some aspects / strategies are agreed / subject to condition or legal agreement).	N/a

			<i>impact and associated mitigation strategies...'</i> etc		
CTI	In connection with the existing Hybrid Permission, arrangements for movement beyond the site boundary have already been agreed.	97	4.3.4 Movement, Highways improvements, 1 st paragraph (pp.34) <i>'Proposals must provide a comprehensive assessment of potential transport impact and associated mitigation strategies...'</i> etc	See comment #96	N/a
TL WBC	Public transport. Reference to "Tickners Heath junction with Alfold Road in the south-west" is incorrect as this is the Dunsfold Road at this location.	98	4.3.4 Movement, public transport, 2 nd paragraph (pp.34) <i>"Tickners Heath junction with Alfold Road in the south-west"</i>	Noted - update reference accordingly.	4.3.4 Movement, public transport, 2nd paragraph (pp.34) Amend text: "Tickners Heath junction with Alfold <u>Dunsfold</u> Road in the south-west"
DPC	The Parish Council would question the intent to encourage cycling beyond the new settlement: the existing road network is already not cycling friendly and will become even more unfriendly with the feared increase in traffic levels. The Parish Council is also concerned that encouraging the use of the canal towpath by cyclists will only increase the potential for conflicts between such cyclists and other users of the towpath particularly through Sydney Wood.	99	4.3.4 Cycling (pp.34)	It is good practice to enhance cycle connectivity, well-established in Local Plan policy. Further detailed design will be required to resolve specific local concerns / conflicts.	N/a
DAL	We do not share the view of replacing the southern section of the Peri-track, in favour of the canal towpath. Whilst we share the integration and use of the canal towpath, we do not believe that it should become the "primary" southern connectivity route, due to ecology and amenity requirements	100	4.3.4 Movement, Cycling, 3 rd bullet point (pp.34) <i>'the towpath might replace the southern section of the Peri-track'</i>	See comment #36 re. peri track. See comment #208	
CTI	The SPD should not seek to determine that the canal path should favour the southern section of the Peri-track. Use of the canal edge towpath as a primary route may not be feasible due to ecology and amenity requirements.	101	4.3.4 Movement, Cycling, 3 rd bullet point (pp.34) <i>'the towpath might replace the</i>	See comment #100	

			<i>southern section of the Peri-track'</i>		
DAL	In connection with the existing Hybrid Permission, the provision of paths. which connect beyond the site etc have already been agreed.	102	4.3.4 Movement, Walking, 4 th bullet point (pp.35) <i>'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.'</i>	Noted - it is important that the aviation museum, if provided off-site, is accessible from the main settlement.	N/a
CTI	In connection with the existing Hybrid Permission, arrangements for movement beyond the site boundary have already been agreed.	103	4.3.4 Movement, Walking, 4 th bullet point (pp.35) <i>'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.'</i>	See comment #102	
APC	Fig 24 does not show any bus routes via Stovolds Hill (the current draft masterplan has main services to/from Cranleigh etc. using this route). Clarity on all access point restrictions and the meaning of 'primary routes' (compared to others) is required.	104	4.3.4 Fig 24 (pp.33)	Please 4.3.4 which confirms access point restrictions. Precise public transport routing TBC, subject to these restrictions.	N/a
BPC	The document considers the village almost in isolation without any reference to the negative environmental and community quality of life impact on the surrounding villages in respect of the over-congested A281, distances to nearest stations and narrow country lanes. There is nothing within the document giving details of the impact of the garden village on surrounding infrastructure. What will be the impact of residents travelling to and from work and school on surrounding roads, rail links, etc? Proposed traffic mitigation at Bramley and Shalford will do nothing to address traffic density and resulting air quality concerns, and bus services with (subsidised) daily returns of over £7 per person are too costly and too infrequent to be a satisfactory solution.	105	4.3.4 Movement (pp.32)	Section 4.3.4 acknowledges that future planning applications for the cumulative total of 2,600 homes will need test impacts and mitigation.	N/a
APC	The public transport solutions outlined consist entirely of fixed-route bus services (Fig. 24). This is based on the solution provided	106	Section 4.3.4 - Public transport	These are positive suggestions. Additional sentence to be added to section 4.3.4 - Public transport	Section 4.3.4 - Public transport Additional sentence at end of first para:

	<p>in the current s106 agreement, but we would suggest lacks vision and realistic chances to radically change public travel behaviour.</p> <p>We would like to see much bolder aspirations in the SPD, such as encouraging new forms of flexible transport technology (e.g. small electric vehicles, electric bike hire), with specific ideas that possibly could make use of the existing transport corridor of the former railway line (now Downslink) or funding the electrification of the existing Hoppa 'on demand' bus service.</p>				<p><u>The Council will explore opportunities for new forms of public transport utilising emerging technology across the lifespan of the development.</u></p>
APC	<p>We agree with locating the primary school centrally, however there is some concern over moving it onto the old runway, so close to the Business Park.</p>	107	<p>4.3.5 Land uses and density, Primary school, (pp.36)</p>	<p>The planning consent illustrates the education in close proximity to the Business Park. The indicative framework indicates that a neighbourhood petal would buffer the school and the Business Park.</p>	N/a
CTI	<p>Whilst the integration of the Primary School in the Village Centre should be appropriate it should not necessarily become the "landmark" building as this may place a financial burden the Local Education Authority.</p>	108	<p>4.3.5 Land uses and density (pp.36)</p> <p>States that: <i>"Potential location of the primary school within the western portion of Runway park"</i></p> <p><i>"The Framework identifies an aspiration to locate the school within the runway"</i></p> <p><i>"The school will be a landmark community facility"</i></p>	<p>See comment #33</p>	N/a
APC	<p>Until very recently DAL has continued to state that an aviation museum would be built on the historic airfield, but the SPD states that this has been dropped in favour of the consented museum off-site to the south.</p> <p>There is no additional information on the future of mobile and fixed historic assets at DP, including the Reg Day museum and large aircraft, currently on-site but which should be publicly displayed and accessible. The SPD contains no plan showing the various Listed heritage assets on site (Fig 11 is vague and inadequate), nor makes reference to appropriate ways they could be preserved and celebrated, apart from the main runway (p31). We would urge WBC to seek a statement of intent from the interested parties to allow clear objectives to be put in the SPD.</p>	109	<p>4.3.5 Land uses and density, Aviation museum, (pp.37)</p>	<p>See comment #33 re. museum</p> <p>See comment #50 re. heritage</p>	N/a
CPC	<p>CPC would like to comment on community facilities. They are mentioned within the Supplementary Planning Document but are not defined. The new settlement will attract families and will need</p>	110	<p>4.3.5 (pp.35)</p>	<p>These comments and priorities are noted and welcomed. It is beyond the scope of the SPD to be more prescriptive in relation to community facilities. These elements will be</p>	N/a

	<p>provision for a community building, Parish Council office, CAB, Scouts and Guides - building and outside space and public toilets.</p> <p>The Parish Council would like to see more detail about these proposed facilities included in the Supplementary Planning Document.</p>			considered as part of future discussions regarding the scheme for DPGV.	
DPC	<p>Whilst welcoming the intention to create a mixed-use village the Parish Council is not convinced that the policies in the SPD are sufficiently strong to deliver a successful outcome in this respect. In any event, since the envisaged business activities appear to be intended to be of a character which would be compatible with a residential area a far greater degree of mixture ought to be deliverable and that greater mixture should help in achieving the social and economic cohesion which should be part of this vision.</p>	110	4.3.5 Land uses and density (pp.35) Village centre	The character area guidance includes additional guidance and indicative material to assist in setting the context for the village centre, Business Park, residential and their integration. The Council and SPD is supportive of a balanced mix and character.	N/a
DPC	<p>The Parish Council understands that it is envisaged that the junior school will serve not only the new settlement but also some of the neighbouring existing settlements including Alfold and Dunsfold. On that basis Dunsfold Parish Council cannot support locating the school at the centre of the village but would suggest that such new junior school should be located towards the edge of the site so as to be welcoming to children coming from such existing communities as well as the new settlement.</p>	112	4.3.5 Primary School (pp.36)	Noted - there is a strong rationale for a central location for the school. It is important to note that this area would be well-served by all modes of transport. Any detailed proposals would need to consider the strategy for movement for students living outside the SPD area.	N/a
CTI	<p>The SPD should not seek to indicate a suitable location for the Jigsaw School. It is envisaged that co-location in the village centre provides real and material opportunities for integration and use of facilities.</p>	113	4.3.5, Jigsaw school	Text to clarify status of Jigsaw School guidance and location to be added in section 4.3.5	<p>Section 4.3.5 - Update text: 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).</p> <p><u>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.</u></p> <p>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. <u>There is also potential to consider a village centre location for the Jigsaw School which might offer benefits of co-location.</u></p> <p>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, <u>although phasing should be carefully considered to avoid temporary relocations.</u></p>
CTI		114		These points reflect the general position of the LEA in relation to the full allocation. It is acknowledged that	Included as part of summary of context .

	In connection with the existing Hybrid Permission, the dates for the provision and opening of the primary school have been agreed in the S106 agreement.		4.3.5, Jigsaw school (pp.36) 3 rd paragraph States that <i>"The phasing of the construction and opening of the new school can then be agreed in the light of the updated pupil forecasts"</i>	conditions / S106 agreement relating to the 1,800 home consent establish a clear approach / process in the event that the consent is progressed.	
CTI	In connection with the existing Hybrid Permission, the provision and form of early Year provision has been agreed in the S106 agreement.	115	4.3.5, Jigsaw school (pp.36) 4 th paragraph States that <i>"Consultation is therefore needed to determine the most appropriate form of early years provision"</i>	These points reflect the general position of the LEA in relation to the full allocation. It is acknowledged that conditions / S106 agreement relating to the 1,800 home consent establish a clear approach / process in the event that the consent is progressed.	Included as part of summary of context .
APC	We note that the indicative parameter plan in Fig 26 generally adopts similar heights and distributions to the current masterplan, however there is no mention of a maximum building height (not just number of storeys). We would urge WBC to set a maximum acceptable building height, to preserve landscape and distant views, as well as maintain a Garden Village character. 'Landmarks' (6.2) should also comply with this maximum height restriction.	116	4.3.6 Building heights (pp.38)	Section 4.3.6 states that buildings will be up to 4 storeys which is defined as a maximum.	N/a
DPC	The Parish Council objects in the strongest possible terms to the proposal to include buildings of up to four storeys. We consider development above three storeys to be incompatible with the vision of a new garden village as well as having a materially adverse impact on the surrounding countryside and on the view from Hascombe Hill over the new settlement.	117	4.3.6 Building heights (pp.38)	Noted - please be aware that the principle of 4-storey development is secured through the existing planning consent. The approach taken in the SPD is broadly reflective of this strategy.	N/a
APC	Fig 28 and Fig 31 The Indicative Layout shows a very dense tight-knit layout of the Business Park with development apparently spreading into zones currently used for sustainable energy generation (solar farm and anaerobic biodigester), and into an area of the Gordon Murray planning consent WA/2018/2032 that is open space/planting. This cannot be consistent with limiting the size of the BP to 26,000 sq.m., as currently consented. The fact that the SPD is silent on specific limits for the density and size of the Business Park, leaves the door open to unwelcome proposals from the new owner/developer.	118	4.4, Fig 28 (pp.40)	The site allocation provides a clear limit to the overall size of the Business Park. The SPD does not allow deviation from this. The exact approach to the design and delivery of the Business Park will be assessed as schemes come forward. A range of business unit types could be supported including some retention and refurbishment of existing, larger footprint units or more urban typologies where the Business Park meets the centre. Proposals will need to include suitable landscape provision and integration as set out in the character area section.	N/a

DAL	We do not share the view of locating the primary school on the central portion of the Runway Park. It is unlikely that the County Education Authority would meet the funding required for a "landmark" building in this location.	119	4.4.5 Land use and density, Village centre, 3 rd bullet point(pp.36) <i>'Potential location of the primary school within the western portion of Runway park'</i>	See comment #33	See above
DAL	We do not share the view of locating the primary school on the central portion of the Runway Park. It is unlikely that the County Education Authority would meet the funding required for a "landmark" building in this location.	120	4.4.5 Land use and density, Primary school, 1 st bullet point(pp.36) <i>'The Framework identifies an aspiration to locate the school within the runway'</i>	See comment #33	See above
DAL	It is unlikely that the County Education Authority would meet the funding required for a "landmark" building in this location.	121	4.4.5 Land use and density, Primary school, 2 nd bullet point(pp.36) <i>'The school will be a landmark community facility'</i>	See comment #33	N/a
DAL	We do not share the view of locating the Jigsaw School in the south-eastern edge of the scheme. A co-location in the village centre provides real and material opportunities for integration and use of facilities.	122	4.4.5 Land use and density, Jigsaw school, 1 st bullet point(pp.36) <i>'The framework identifies an indicative location for the school in the south-eastern edge of the scheme.'</i>	See comment #113	See above
DAL	In connection with the existing Hybrid Permission, the dates for the provision and opening of the primary school have been agreed in the S106 agreement.	123	4.4.5 Land use and density, Jigsaw school, 5 th paragraph (pp.36) <i>'the phasing of the construction and opening of the new school can then be</i>	See comment #114	See above

			<i>agreed, in the light of the updated pupil forecasts.'</i>		
DAL	In connection with the existing Hybrid Permission, the provision and form of early Year provision has been agreed in the S106 agreement.	124	4.4.5 Land use and density, Jigsaw school, 6 th paragraph (pp.36) <i>'Consultation is therefore needed to determine the most appropriate form of early years provision'</i>	See comment #115	See above
APC	We are concerned about the impact of construction traffic, both on existing communities and also on new residents in DPGV itself; much stronger wording is needed on management of construction traffic in the SPD. We suggest establishing an aspiration for bulk materials/waste to be balanced within the site to minimise transport off-site. Strong advice is also needed on management of noise, dust, lighting etc. during construction, including a communication strategy (with the local community).	125	4.5 Delivery strategy	It is too prescriptive to identify the specific approach to phasing and associated access within the SPD. However, the principle of a future scheme doing so should be covered in the SPD. See section 4.5.3.	Additional bullet point in section 4.5.3 after first bullet point: <ul style="list-style-type: none"> • <u>Phasing proposals should consider the approach to construction including access.</u>
DAL	In connection with the existing Hybrid Permission, there is no condition that requires the preparation of a design code.	126	4.5.2 Planning strategy, Conditions, 2 nd bullet point (pp. 43) <i>'Requirement to prepare a masterplan design code and phasing plan'</i>	Noted. The 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, relates to any <u>future</u> planning permission.	N/a
CTI	In connection with the existing Hybrid Permission, there is no condition that requires the preparation of a design code.	127	4.5.2 Planning strategy, Conditions, 2 nd bullet point (pp. 43) <i>'Requirement to prepare a masterplan design code and phasing plan'</i>	See comment #126	N/a
DAL	The sequence and phasing of the scheme, should have regard to the necessary site logistics required, to enable the suitable handling, recycling and movement of materials contained within the site.	128	4.5.3 Phasing conditions, 5 th bullet point (pp.43)	Noted - add note as suggested.	4.5.3 Phasing conditions, 5th bullet point (pp.43) Additional text.

			<i>'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.'</i>		<i>'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.'</i>
CTI	The sequence and phasing of the scheme, should have regard to the necessary site logistics required, to enable the suitable handling, recycling and movement of materials contained within the site.	129	4.5.3 Phasing conditions, 5 th bullet point (pp.43) <i>'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.'</i>	See comment #129	See above
DPC	The Parish Council is concerned that the comments relating to phasing do not reference the construction of community related benefits nor the village centre area and supporting features. A concern must be that the owner will appoint different housebuilders (house builders) to progress different parts of the new settlement and that those parts with the highest profit margins will be given priority. The phasing considerations should be driven by, or at least heavily influenced by, community need since otherwise community benefits risk not being delivered but replaced by more commercial aspects on the basis of viability (once the super profitable elements have been undertaken). It is essential that the SPD recognises this risk and prescribes appropriate preventative policies.	130	4.5.3 Phasing conditions (pp.43)	The first bullet point in section 4.5.3 seeks to deal with issue.	N/a
DPC	The Parish Council supports the idea of a non-profit community trust being established but would be interested in understanding how such a trust would be financed. In addition, the Parish Council would ask Waverley Borough Council to consult on the possible local government implications of the new settlement and whether a separate Town Council, carved out of the two existing Parish Councils, will be a possibility.	131	4.5.4 Stewardship (pp.44)	Comments noted - the detail of a future stewardship strategy will be discussed and agreed alongside a future scheme.	N/a
DAL	We would suggest adding "residents and business" located at Dunsfold Park.	132	4.5.4 Stewardship, 2 nd paragraph (pp.44) <i>'The Trust should comprise representatives from the landowner, WBC</i>	Agreed - minor text amendment to be included.	Section 4.5.4 Stewardship, 2 nd paragraph Additional text: The Trust should comprise representatives from the landowner, WBC and SCC, residents and businesses <u>located at Dunsfold Park.</u>

			<i>and SCC, residents and businesses.'</i>		
CTI	We would suggest adding "residents and business" located at Dunsfold Park.	133	4.5.4 Stewardship, 2 nd paragraph (pp.44) <i>'The Trust should comprise representatives from the landowner, WBC and SCC, residents and businesses.'</i>	See comment #132	See above
DAL CTI	We consider that it is unlikely that a Community Trust would take on responsibilities for the operation and management of a canal basin. It is more likely that this would remain with the operator of the canal.	134	4.5.4 Stewardship, 3 rd paragraph (pp.44) <i>'Community Trust would be tasked with management responsibilities for...the canal basin'</i>	Noted - the preceding para states "could include", so there is flexibility in this regard.	N/a
CPC	The Parish Council does have concerns about the stewardship of the Dunsfold Park Garden Village and potential denuding of democratic accountability for the new settlement. The Governance and Management Strategy for the Dunsfold Park Garden Village proposes a non-profit Community Trust is established at the application stage for the management of open spaces and community buildings. The site lies mostly in Alfold parish and some in Dunsfold parish. Both parishes have active Parish Councils that have the democratic mandate for their community and should be given the opportunity to have a full and active role in the new community democracy, and its community facilities through the management of the open spaces and community buildings. The Parish Council asks whether WBC should consider the parish boundaries in the future in a Community Governance Review to ensure that the new settlement has adequate democratic representation.	135	4.5.4 Stewardship (pp.44)	Comments noted - the detail of a future stewardship strategy will be discussed and agreed alongside a future scheme.	N/a
Part C SITE WIDE DESIGN CODES					
General comments					
APC	We feel much of this is good, though there is some feeling that the designs put forward by DAL previously were better. We wholeheartedly support the principles in Sustainable Building Design; flexible space within house footprints is good, though we question the encouragement of loft conversions as these impact the street appearance. We draw to WBC's attention that APC adopted the freestanding 'Alfold Neighbourhood Plan Design	136	Part A (section 2.3.1)	Comments noted. Reference to Neighbourhood Plans to be added in Part A (section 2.3.1).	Part A (section 2.3.1) Additional sentence: <u>The Council will also encourage reference as appropriate to adopted and future Neighbourhood Plans where these overlap with the SPD area.</u>

	Code' (by Aecom, August 2020) and would request that attention is drawn in the SPD to this specifically, and to the advanced stage of development of the Parish's Neighbourhood Plan.				
DPC	Dunsfold Parish Council welcomes and supports the concept of site-wide design codes. However, subsequent alterations, extensions and minor works could be proposed by residents of individual dwellings in conflict with the design codes but within permitted development rights. Therefore, in order to ensure continuing compliance with these design codes, the Parish Council would propose that the planning authority should progress a suitable Article 4 Direction and state in the SPD that in respect of applications for express planning consents, which are in conflict with the letter and/or spirit of the design codes, will only be granted in exceptional circumstances.	137	Part C	At this stage it would be premature to progress an Article 4 direction.	N/a
PP SCC	We welcome the reference to the need for 'waste and construction management plans' as part of any planning application for the garden village (paragraph 5.4.2). However, we would suggest that this reference be expanded so that it is couched in terms of the Waste Hierarchy i.e. minimising/preventing the generation of waste during construction and maximising the reuse and recycling of waste as part of any development.	138	Section 4.5.2	This section relates primarily to the preparation of this document in the future. The principle of the waste hierarchy guidance is established elsewhere in the policy hierarchy.	N/a
6 Urban design					
DPC	Whilst appreciating the ambition described in this section, the Parish Council queries deliverability since in broad terms a lower density supports a higher value thereby making tenure neutral less economic. In a similar vein, the residential typologies are admirable but are the stacked apartments and mixed-use podium blocks really appropriate in a garden village located in rural south west Surrey? (We would refer you to our earlier comments questioning four storey developments.)	139	6.1 Density and mix (pp.47)	The Council is keen to promote innovative design. The detailed approach will be considered in relation to detailed design.	N/a
DAL CTI	There does not appear to be an existing adopted LPI policy that requires the provision of custom, modular, self-build or community lead housing schemes	140	<i>UD.2: Housing mix and choice (pp.47)</i> <i>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.</i>	The wording encourages consideration of these models, rather than a requirement.	N/a
DPC	DPC concerned that regarding views from the surrounding landscape the high density housing, including four stories at the	141	6.2 Views and landmarks (pp.49)	Noted - the SPD provides guidance and context for development in relation to landscape integration and impact. Four storey development at the centre of the	N/a

	heart of the new settlement, creates internal inconsistencies within the SPD.			village has been previously assessed through the existing planning consent.	
SP	<p>We are pleased to see this reference to SbD, but the only way to ensure that the Secured by Design standards are complied with for the development, is to have a planning condition that requires the development to attain the Secured by Design Gold award certification.</p> <p>The standards required to attain this are set out in the following document:</p> <p>HOMES_BROCHURE_2019_update_May (61).pdf</p> <p>(see original PDF for link)</p> <p>X:\P\21122\WORK\ADMIN\2_KEY INFO\Consultation responses_December 2021</p>	142	<p>6.4 Boundaries, U.D 9: Boundary treatments (pp.52) point d.</p> <p><i>'All proposals must show how they respond to Secured by Design principles whilst responding to different contexts and character areas.'</i></p>	Noted - this condition would be most appropriately logged through any planning conditions on future schemes.	N/a
SP	<p>It is important that boundary's between public and private areas are clearly indicated in order to create a "defensible space". Dwelling frontages should however be open to view; any boundary treatments used at the front of a dwelling should therefore be no higher than 1m.</p> <p>The layout and ongoing management of the open spaces is very important. These should be well overlooked by neighbouring properties where possible in order to deter antisocial behaviour occurring within them. Pathways should be well lit, as straight as possible and planting should be designed and managed so as not to be cover over grown and creates dark spaces.</p> <p>I would recommend that any vegetation used across the development does not impede the opportunities for natural surveillance or create areas of concealment. Where natural surveillance is encouraged vegetation should be no higher than 1m and trees that possess no foliage below a height of 2m should be used</p>	143	6.4 Boundaries, U.D 9: Boundary treatments (pp.52)	Noted - these points are picked up in point "e" of UD.9 in section 6.4.	N/a
7 Sustainable building design					
DPC	<p>Dunsfold Parish Council is concerned that the SPD is insufficiently ambitious regarding sustainable building design; for example, by even considering at this stage that offsetting might be necessary. Building Regulations seldom impose stretch targets and, historically, the current owner has promised a much deeper green commitment than the SPD seems to be suggesting.</p> <p>Dunsfold Parish Council believes that the planning authority should be demonstrating in the SPD a real ambition for sustainability reflecting the climate change emergency resolutions which have been passed by both the planning authority and Surrey County Council.</p>	144	General comment	The SPD seeks to maximise opportunities to encourage high standards of sustainability. As noted in comment #10 above, the SPD is being updated to use an appropriate hierarchy of language - this is particularly important for sustainability, as it provides an opportunity to retain aspirations to meet and exceed best practice targets	Additional reference has been made to key metrics and standards in Sustainable Building Design Chapter, and additional appendix listing best practice references.
CTI		145	General comment		A number of key elements have been updated in the SPD:

	<p>Chapter 17 of the LPP1 does not mandate “the highest standards” in sustainable design and construction. Whilst it is the ambition of CTI to deliver highly sustainable buildings we believe the ambiguous nature of the SPD text could lead to unnecessary confusion and delay with respect to agreeing what constitutes “the highest standards”. We suggest that the SPD should be amended to reflect the requirement of Policies CC1 and CC2 of LLP1.</p> <p>The SPD will provide a useful guide to consider when developing the sustainability strategy however it should be clear that the measures within the SPD are options for consideration and that the standards set out in adopted Policies CC1 & CC2 provide the statutory policy basis.</p> <p>LPP1 does not include any requirements relating to Carbon Neutrality. Accordingly, it would not be appropriate for the SPD seek to indicate that Dunsfold Park should be a carbon neutral settlement. Whilst CTI are happy to aspire to this objective, the SPD cannot mandate a new policy that is not present within LPP1 particularly given the significant commercial and technical implications of this standard. Achieving Carbon Neutrality (i.e. no carbon emissions from the development over its lifetime) is a significant commercial and technical challenge at this time however it is possible that with future technological advances this may become more feasible for future phases. Furthermore, it is important to note that the WBC bid for Garden Village Status nor T&CPA Guidance on Garden villages does not mandate carbon neutrality.</p> <p>Therefore we suggest that the SPD should be amended to say that the development should aspire to be carbon neutral or achieve significant reductions in carbon emissions.</p>			Noted - see comment #10 above. The sustainability section (and other aspects of the Design Code) will be updated to reflect an appropriate hierarchy of language in relation to policy / good practice.	<p>Vision statement (cpt 3): wording adjusted to reflect aspirations rather than requirements in relation to sustainability requirements which are not policy</p> <p>Sustainable Building Design cpt: All sections have been reviewed and checked to bring wording into line with existing policy position.</p>
WFoE	The text to this section is sound but we think all 3 illustrations should be removed and other more suitable examples as the illustrations should represent best practice taken from the South East of England. Illustrations of ‘best practice’ from other regions of England which are not suitable for Surrey (e.g. use of London yellow brick and a contemporary take on a Georgian building) are not helpful.	146	7.1 Character (pp.54) images	Images under review with alternatives to be considered.	Images have been reviewed. Examples are not from a South East context but reflect high quality precedents appropriate for the character of Dunsfold Park Garden Village.
WFoE	The draft states that “Proposals that meet Building Regulations M4(2) and in some cases M4(3) to facilitate easy alterations that accommodate different accessibility requirements;” (our emphasis). This is inconsistent with ALH3 of the adopted WBC LPP1 which requires all residential buildings with 3+ bedrooms to comply with M4(3). We also think that 20% of 2 bedroom buildings should also meet this standard as we think this will encourage “downsizing” by the older generation.	147	7.2 Flexibility and adaptability, Accommodating changing lifestyles SB.13 (pp.55)	Policy ALH3 of LPP1 does not cover these requirements and it is not the role of the SPD to create new policy.	N/a
DAL CTI	The section should be consistent with adopted Policy CC2, which “ <u>encourages</u> the use of natural lighting and ventilation” but does not include the metrics proposed in DC15.	148	SB.15: Designing for daylight (pp.57)	The SPD seeks to maximise opportunities to encourage high quality design and high standards of sustainability. As noted in comment #10 above, the SPD is being updated to use an appropriate hierarchy of language.	<p>Section SB.15 amended to read</p> <p><u>Policy CC2 of LPP1 encourages the use of natural lighting and ventilation. This enables easy access to fresh air,</u></p>

					<p><u>daylight and sunlight, all of which are essential to residents' health and well-being as well as reducing the need for artificial lighting.</u></p> <p>Proposals for homes <u>should</u> demonstrate how a design process has sought to achieve getting maximum natural light into dwellings spaces and outdoor spaces.</p>
FC	We appreciate the note in section 7.4 – Gardens, balconies and terraces, whereby back gardens should back onto other back gardens. Gardens should not be permitted where they would back onto ancient woodland, as this can lead to 'garden creep', unauthorized/informal access, and the risk of fly-tipping of garden and other waste, which will affect the ancient woodland soils. The Council may wish to consider adding this requirement into the SPD.	149	7.4 Gardens, balconies and terraces (pp.57)	This issue is noted but should be avoided in the context of buffers noted in Part B.	N/a
DAL CTI	There does not appear to be an existing adopted LP1 policy that requires this	150	SB.16: Privacy and use (pp.57) <i>'Applicant 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'</i>	The SPD seeks to maximise opportunities to encourage high quality design and high standards of sustainability. This aspect has been highlighted as a concern through stakeholder discussions in relation to amenity standards. This is included in the SPD as a "should" reflecting good practice.	N/a
DAL CTI	There does not appear to be an existing adopted LP1 policy that requires this	151	7.6 Roof form, SB.19: Variegated roofline (pp.59) <i>'Photovoltaic panels should be included wherever practical including a target of 70% roof are coverage on large apartment blocks'</i>	The SPD seeks to maximise opportunities to encourage high quality design and high standards of sustainability. This is considered to be a good practice target. The use of "should" and "wherever practical" and "target" mean that there is flexibility to adopt an alternative approach.	N/a
WFo E	Our overriding concern is that design is driving form and functionality in the roof design and that this will severely compromise the achievement of carbon neutrality. One of the Waverley Friends of the Earth local members has extensive experience in retrofitting solar pv using the community energy model and has been involved in completed solar pv	152	7.6 Roof form, SB.19: Variegated roofline (pp.59)	Please note that the illustration is not intended to be a design proposal. It seeks to highlight the principle of variety. Detailed design will need to consider this aspect alongside broader sustainability guidance in due course. Roof pitch text amended to reflect the solar energy virtues of shallower pitches (<45 degrees) but prescribing all	Section 7.6 SB.19 to read: A variety of symmetrical and asymmetrical pitches will be welcomed, <u>where most should be in excess of 45 degrees to allow habitable space to be concealed within the roof line.</u>

	<p>installations on around 130 commercial or institutional buildings to date (and counting).</p> <p>Proposed SB.19 is inconsistent with ambitions for a carbon neutral development and will prevent the effective design and use of roofs for solar photovoltaics, which is a crucial component of the built environment contributing towards carbon neutral by using otherwise unused roofs for electricity generation required by the development.</p> <p>The roofline and individual roofs should be designed to be optimised for solar generation, so by far the major proportion of the roof space should be oriented east/west or south of that orientation. Such roofs should be uncluttered, without gables, dormers or chimneys to avoid shading and should be designed to prevent self-shading and one roof shading another. Pitch should not exceed 45 degrees (steeper pitches reduce solar generation - pitches should be between 30 - 45 degrees).</p> <p>Note: optimum roof pitch for generation according to the MCS tables is 39 degrees if south facing and 35 degrees if SE/SW facing, and even shallower on E/W facing roofs.</p> <p>Parapet walls should be avoided to the greatest extent feasible (except when the flat roof is to be used as a terrace rather than for solar pv) as they shade and either prevent or reduce the use of solar pv. Apartment blocks at the least should be on a microgrid to optimise use of solar generation, otherwise much generation will be exported. Preferably the entire site will be on a microgrid providing a smart energy service to the entire development, which will minimise imported electricity, increase energy efficiency and optimise use of the differently orientated solar roofs. The microgrid should be part of the community trust assets (see below).</p>			<p>roofs are designed in pitch and orientation to maximise photovoltaic energy generation may well result in widespread poor quality architecture.</p> <p>Point to be added to demonstrate potential photovoltaic efficiency is not overtly compromised by dormers, chimneys or parapets.</p>	<p><u>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.</u></p> <p><u>Roofs should be predominantly oriented 10-15 degrees of south, and avoid unnecessary self-shading through dormer windows and chimney stacks.</u></p> <p><u>Flat roofs should be concealed behind parapets and used as terrace spaces where practical.</u> <u>Where dormers, chimneys and parapets are used, applicants should demonstrate that potential photovoltaic efficiency is not overtly compromised (now or in the future post-installation).</u></p>
PP SCC	<p>We also welcome the reference to the need for integrated storage for refuse (Section 7.7) in relation to any dwelling. However, we would appreciate clarification that this need will be extended to any appropriate commercial premises.</p>	153	7.7 Refuse and utilities (pp.59)	Noted - this section does not exclude commercial buildings.	SB.20 - final bullet point: Collective refuse storage for apartments, <u>commercial</u> , or mixed use buildings can be internal
DAL CTI	<p>The section should be consistent with adopted Policy CCI and CC2, which does not require any of the metrics proposed in DC2.</p>	154	7.8 Resources, SB.21: Embodied carbon (pp.60)	The use of "should" reflects a good practice approach. The bullet points are suggested ways of realising the guidance.	N/a
WFO E	<p>The draft states: '<i>Design 'light' structures as substructures and superstructures account for between 57% and 67% of housing embodied carbon;</i>'</p> <p>So called "light structures" particularly in commercial, institutional and larger residential blocks of flats can result in buildings which are less flexible and adaptable. A detailed technical study by the designers of the new Dolby Court at Pembroke College</p>	155	7.8 Resources, SB.21: Embodied carbon (pp.60) Point a, 3 rd bullet point	Noted - the exact approach would be explored at the detailed design stage.	N/a

	Cambridge has concluded that in fact it would be better to use concrete in construction to retain future flexibility.				
WFO E	The ambition in SB.23 is that “DPGV will be a pioneering new settlement that is carbon neutral. That is a worthy aspiration, but we think that without a significant strengthening of the energy strategy and the incorporation of a microgrid, carbon neutrality will not be achieved.	156	SB. 23: Energy hierarchy (pp.61)	Wording updated accordingly. See comment #157 re. amendment to point (a)	Section SB.23 changed to read DPGV will be a pioneering new settlement <u>that aims for carbon neutrality</u> . SB.23 updated to reference opportunity for a microgrid. See comment 157
DAL	There does not appear to be an existing adopted LP1 policy that mandates DPGV to be a carbon neutral settlement. Whilst proposals are likely to aspire to this objective, the SPD cannot mandate a new policy in this regard. Furthermore; (3) the WBC bid for Garden Village Status does not mandate carbon neutrality (4) the T&CPA Guidance on Garden villages does not mandate carbon neutrality (5) there is not a S106 planning obligation that mandates carbon neutrality (6) there is not a planning condition that mandates carbon neutrality The draft wording may impose an unduly onerous obligation in cost, or resources.	157	SB. 23: Energy hierarchy (pp.61) <i>‘DPGV will be a pioneering new settlement that is carbon neutral’</i>	Wording amended to reflect aspiration rather than requirement.	SB.23: Point (a) updated to note “aims for carbon neutrality”
TL WBC	1. building location, orientation and form 2. fabric element design 3. airtightness and ventilation 4. renewable technology 5. appliances and lights 6. use (review at RIBA stage 7)	158	SB. 23: Energy hierarchy (pp.61)	The wording of this section will be reviewed to reflect the importance of location, orientation and form in the energy hierarchy.	Section SB.23 to read <u>Focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation and form.</u>
CTI	This is not a requirement of LPP1 or the extant permission. Whilst proposals are likely to aspire to this objective, the SPD cannot mandate a new policy and the imposition of such standards would give rise to significant commercial and technical implications. We suggest that the SPD should be amended to say that the development should aspire to be carbon neutral or achieve significant reductions in carbon emissions.	159	SB. 23: Energy hierarchy (pp.61) <i>‘DPGV will be a pioneering new settlement that is carbon neutral’</i>	See comment #157	See above (#157)
DAL CTI	The section should be consistent with adopted Policy CC2, which does not require the systems proposed in SB23.F	160	SB. 23: Energy hierarchy, Be clean: supply energy efficiency (pp.61)	This specific point is now articulated as an opportunity rather than a requirement.	Second point under Be Clean - amended ans cast as an opportunity.

			<i>'Design a '5th generation' ambient loop district heat sharing system that redistributes a range of temperatures...'</i>		
WFOE	<p>By a "5th Generation" ambient loop heat sharing system we understand the document to mean "close to ground temperature networks that use direct exchange of warm and cold return flows and thermal storage to balance thermal demand as much as possible. 5GDHC offers a way to incorporate low temperature renewable heat sources including shallow geothermal energy, as well as reduce total demand by recuperating generated heat from cooling and generated cold from heating."</p> <p>Perhaps this could be specified for those not familiar with this particular term.</p>	161	SB. 23: Energy hierarchy, Be clean: supply energy efficiency (pp.61)	Noted - the existing drafting provides a summary of what this technology would entail.	N/a
WFOE	<p>"g. Use a heating and hot water generation system that is fossil fuel free;"</p> <p>Can we suggest you explicitly state somewhere that an offsite supply of 'blue' hydrogen into this system will not accord with this policy particularly given the proximity of the proposed UKOG exploration site for oil and gas at Dunsfold.</p> <p>Introduction of a Microgrid</p> <p>A microgrid is essential to maximise solar pv since it reduces export and increases behind the meter consumption; this has a major impact on cost effectiveness. The microgrid also enables cost effective community scale batteries and demand management, with central management of those features.</p> <p>Waverley Friends of the Earth maintains that there should be a community wide microgrid and smart energy system incorporating the existing industrial estate, solar farm and anaerobic digesters as well as any new development. (Nottingham Trent Basin provides an earlier UK example of this)</p> <p>Community owned renewable energy</p> <p>We note that here us is no mention of community owned renewable energy but community owned renewable energy is wholly consistent with, and a modern expression of, the ideas of the original garden city movement and of eco towns and reflects the ideas behind the Community Land Trust you envisage. It can help build a sense of place and community. It further delivers some of the aims of Garden Villages.</p> <p>The community ownership aspect although not unique would be a radical and pioneering form of ownership and governance of</p>	162	<p>SB. 23: Energy hierarchy, Be green: use renewable energy (pp.61)</p> <p>Point g.</p>	<p>The issue around offsite supply of blue hydrogen is considered too detailed for the SPD and will be better addressed in more detail studies.</p> <p>Additional point on microgrids to be added in this section alongside greater clarity over community stewardship of energy generation and demand management via the Community Trust.</p>	<p>Part C Section SB.23 to read:</p> <p>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.</p> <p>Part B Section 4.5.4 Stewardship to read:</p> <p>It is likely that the Community Trust would be tasked with management responsibilities for various aspects of settlement governance which could include the following elements:</p> <p><u>Central management of smart energy services such as a district heat sharing system and electricity microgrid:</u></p>

	<p>energy. It enables delivery of radical carbon reduction, benefits reinvested for community and much greater participation.</p> <p>Referring back to 4.5.4 Stewardship in Section B, the Community Trust should be the steward of the electricity microgrid, smart energy system and the district heating system. It would operate the energy centre and this is also likely to be a valuable educational facility and visitor attraction.</p>				
DAL CTI	<p>There does not appear to be an existing adopted LPI policy that requires this.</p> <p>The section should be consistent with adopted Policy CC1 and CC2, which does not require this metric</p>	163	<p>SB. 23: Energy hierarchy, Be green: use renewable energy (pp.61)</p> <p><i>j. On individual dwellings target 100% of annual energy requirement to be delivered on-site</i></p>	Point amended to be cast as a target.	SB.23 Point updated to read “should target 100% of...”
DAL CTI	<p>There does not appear to be an existing adopted LP1 policy that requires this.</p>	164	<p>SB. 23: Energy hierarchy, Be green: use renewable energy (pp.61)</p> <p><i>k. On residential apartment blocks, target a 70% roof area coverage of photovoltaic panels.</i></p>	See comment re. SB.19 above (comment #151). Reference to PV panels is noted as a principle and suggestion in point (b) which proposals “should” refer to.	See above.
TL WBC	<p>Under item h of Energy hierarchy: what is a photovoltaic cell water cylinder?</p> <p>If it is diversion of excess PV electricity production to a hot water tank then that may be less energy efficient than using a heat pump. Might be better to just say – “related electrical (battery) and thermal storage options”.</p>	165	<p>SB. 23: Energy hierarchy, Be green: use renewable energy, paragraph 5 (pp.61)</p>	Text included was a typo and now corrected.	<p>Part C Section SB.23 to read:</p> <p><u>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;</u></p>
TL WBC	<p>I don’t think this is quite right. A ‘fabric first’ approach might apply for retrofit but for new builds building location, orientation and form are at the top of the hierarchy. This includes considerations of optimal site location, out of the wind, orientation, shading / overshadowing / overheating and form factor.</p>	166	<p>SB.24 Energy efficiency, paragraph a (pp.61)</p>	Sequencing has been reordered and additional bullet point added to emphasise passive design through the importance of location, orientation and form first and foremost in the energy hierarchy	<p>Part C section SB.23 to read:</p> <p><u>Focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation and form.</u></p>
SM WBC	<p>Passive design should feature under energy efficiency, I don’t think I have seen it included. Roof orientation is key for solar PV incorporation.</p>	167	<p>SB.24 Energy efficiency (pp.61)</p>	See above.	See above.

DAL CTI	There does not appear to be an existing adopted LPI policy that requires this The section should be consistent with adopted Policy CCI and CC2, which does not require this metric	168	SB.24: Energy efficiency, point b., 3 rd bullet point (pp. 61) <i>'Maximum air-tightness leakage of 1 m3/h/m2 at 50Pa is considered best practice;'</i>	Wording amended to identify the maximum air tightness leakage as a target.	Text amended to re-cast the metric as a target.
APC	This is a conundrum – while the aspiration to reduce dependency on the car is laudable (hence minimising parking), this is subject to a reality check as experience shows that new residents' expectations are still to rely on the motor car. This may be a short-term issue, if societal change does indeed take place, but once the plan layout has been set, with a certain level of parking provision, it will not be easy to change and risks unsightly on-street car parking.	169	7.9 Car parking in building design (pp.62)	Noted - this area is acknowledged as an area requiring further debate and discussion as schemes come forward.	Additional heading and text to be added in section 4.3.4 after "Walking" Parking <u>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.</u>
DPC	It is disappointing that the planning authority does not specify appropriate car parking provision in the SPD. Despite the objectives of public transport provision and on site employment, the reality is that car usage and, therefore, ownership will be higher in this new settlement than in the Borough's existing town centres and so parking provision in excess of the current Waverley standards will be essential. In this respect we would draw the authority's attention to the Car Ownership and Parking Analysis being prepared by the Parish Council's planning consultants for the Dunsfold Neighbourhood Plan.	170	7.9 Car parking in building design (pp.62)	See comment #169 Noted re. analysis of parking.	See above
SP	Careful consideration must be given to secure parking with good natural surveillance. The Parking Barns, Parking Court and Podium Parking, will need to be well lit and secured from vehicle and pedestrian access, to prevent crime and antisocial behaviour.	171	7.9 Car parking in building design (pp.62)	Agreed - additional text	SB.25 - bullet points Additional text: <u>Parking should be well lit and secure to avoid crime or anti-social behaviour.</u>
PP SCC	Car parking principles are discussed at section 7.9 and we wish to highlight that centralised parking models such as podium parking or parking barns can have travel demand management benefits by moving the car away from the front door thereby helping avoid the car being the 'default' choice when leaving the property.	172	7.9 Car parking in building design (pp.62)	Noted - agreed.	N/a
H SCC	We note that Design South East in their feedback on the SPD have stated; <i>"The proposals need to work with the parking requirements. At the moment some of the diagrams do not seem to take into account the presence of parking, and do not reflect the reality of the parking requirements. Some diagrams in this section show parking in front of houses whereas some omit it. Generally,</i>	173	7.9 Car parking in building design (pp.62)	Noted - images adjacent to section 7.9 to be updated. See text update at comment #169.	Section 7.9 Image updates. See text update at comment #169

	<p><i>in order to benefit the street scene, we recommend putting parking to the side or rear, but the actual locations where this parking will go need to be specified and shown. The relationship between parking and boundary treatments should also be shown. The document needs to be clearer about what is intended, and consistent in demonstrating it.”</i></p> <p>We disagree with any substantial provision of parking to the side or rear rather than the frontage of dwellings. Parking provision at the side or rear of houses accessed via secondary streets should be avoided where possible. Evidence has shown that such parking provision is rarely used, and result in unacceptable and unplanned parking occurring on streets adjacent to front curtilage of houses, and therefore does nothing to benefit the street scene.</p> <p>Garages – Where cycle storage is to provided within a garage, the minimum internal dimensions should be 7m x 3m, to provide sufficient space for bikes and a car.</p> <p>There is no mention of EV Charging Provision for dwellings. It should be stated that there should be one ‘fast-charge’ unit per dwelling.</p>				<p>Add clear reference to electric vehicle charging points in section 4.3.4:</p> <p><u>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.</u></p>
H SCC	Our key concern is the provision of rear courtyard type parking remote from each dwelling. We would have no objection to well-designed driveway parking on the side of dwellings ‘on-plot’.	174	7.9 Car parking in building design (pp.62)	See comment #173 (images)	See above
H SCC	To ‘future-proof’ the dwellings and deliver an exemplar sustainable community, all ‘on-plot’ cycle storage should be fitted with a dedicated power-supply for charging electric bikes.	175	SB. 26: Cycle parking principles, (pp.63)	Comment now reflected.	Part C Section SB.26 to read: <u>All ‘on-plot’ cycle storage should be fitted with a dedicated power-supply for charging electric bikes.</u>
DAL CTI	There does not appear to be an existing adopted LPI policy that mandates this These are not requirements of LPP1 or the extant permission and are matters that should be determined at the detailed design stage having regard to the individual merits of each proposal.	176	SB. 26: Cycle parking principles, point b, 2 nd bullet point (pp.63) <i>Individual homes must provide more than sufficient bicycle storage which is covered, secure and easily accessible;</i>	Amend to read “should” rather than “must”.	SB.26 Text amended to read “should” rather than “must”.
DAL	There does not appear to be an existing adopted LPI policy that requires this	177	SB. 26: Cycle parking principles, point b, 3 rd bullet point (pp.63) <i>Storage should cater for larger cycles, including</i>	This will be retained as a “should” with a view to encouraging best practice.	N/a

			<i>adapted cycles for disabled people;</i>		
ST WBC	Possible typo on final bullet point? "indication priority of motor vehicles". 'over motor vehicles'?	178	7.10 SB. 26: Cycle parking principles, point b, final bullet point (pp.63) <i>This space must be well-lit, provide wayfinding to entrance and exit points, as well as indicating priority of motor vehicles.</i>	Typo amended	Text amendment
8 Streets and public realm					
DAL	There does not appear to be an existing adopted LPI policy that precludes the consideration of cul-de-sacs	179	8.1 Street network, SP.27: Street hierarchy, point b, 6 th bullet point (pp.64) <i>'cul-de-sacs ... are therefore inappropriate'</i>	Wording updated to reflect design guidance rather than a formal requirement.	Section 8.1 SP.27 changed to read: Cul-de-sacs typically result in buildings being arranged around a highway layout, undermining placemaking aspirations and <u>should therefore be avoided, unless forming part of a well conceived approach to urban design and movement.</u>
ST WBC	Surface materials and crossings states that street junction should be designed to give priority to pedestrians then has a photo of a junction that gives priority to motor traffic!	180	8.4 Surface materials and crossings (pp.67) images	Image replaced	Image replaced
PP SCC	It would be good to see a strong emphasis on local materials in sections such as SP.30-32 for example and Surrey location-specific design principles mentioned elsewhere, even if these are updated to become more contemporary in nature.	181	8.4 Surface materials and crossings (pp.67)	See wording in point A.	N/a
APC	Lighting; a brief mention is made of Dark Skies, but only that '...levels should be reduced to minimise adverse impacts on areas of dark skies'. Since the whole area is currently a Dark Sky zone, and both Alfold and Dunsfold have Dark Sky policies in their emerging Neighbourhood Plans, what specific design policies will DPGV adopt to respect this? The light spillage from shops, vehicles, house lighting and external wall lighting all contributes, together with street lighting, to a warm glow over the DPGV and needs to be carefully designed out.	182	SP.34 Lighting (pp.68)	The guidance covers the key points - it is overly prescriptive to get into specific detail for individual uses / activities.	N/a
SP	The external lighting scheme should be designed in such a way that it distributes a uniformed level of light across the entire site and not light specific areas whilst throwing others into darkness. Lighting should be lit to the relevant levels as defined by the appropriate British Standard. It is important that the landscape	183	SP.34 Lighting (pp.68)	Noted - these aspects will be considered at a detailed design stage.	N/a

	architect and lighting engineer co-ordinate their plans to avoid conflict between lighting and tree canopies.				
DPC	In response to public consultation on Dunsfold's emerging Neighbourhood Plan, residents expressed continuing support for the village's current "Dark Skies" approach. The Parish Council is, therefore, most disappointed by the lack of ambition and detail in the SPD relating to lighting in general and street lighting in particular. We had hoped to see some real ambition in this respect. Whilst a pure dark skies policy may not be feasible for a new garden village, policies designed to limit light spill must be considered particularly in a new development adjoining land designated as AONB and AGLV. We would also suggest proscribing some part of the night as dark where street lighting is turned off (save of course where required for road safety requirements). (See in that respect the work undertaken by Surrey County Council's highways department.). This might mean that some low level lighting has to be provided on the junctions on the runway road but elsewhere in the settlement innovative solutions should be invited and implemented.	184	8.5 Street furniture (pp.68)	The guidance covers the key points - it is overly prescriptive to get into specific detail for individual uses / activities. These aspects will require consideration at the detailed design stage.	N/a
H SCC	Any car parking in the public realm allocated to specific dwellings should be provide with a EV fast-charge unit. Visitor parking and short stay type parking should be provided with an appropriate number of rapid-charge units.	185	8.6 Car parking in the public realm, SP.35: Car parking (pp.69)	See comment #173	See above
DAL	There may be some settings where more than three parallel parking bays may be appropriate and should not be excluded	186	8.6 Car parking in the public realm, SP.35: Car parking, point d, (pp.69) <i>'d. ...with a recommended maximum of three parallel parking bays.'</i>	This is clearly defined as a "recommended" maximum in general terms. The wording does not preclude exceptions in specific circumstances.	N/a
CTI	This is not a requirement of LPP1 or the extant permission and are matters that should be determined at the detailed design stage having regard to the individual merits of each proposal.	187	8.6 Car parking in the public realm, SP.35: Car parking, point d, (pp.69) <i>'d. ...with a recommended maximum of three parallel parking bays.'</i>	See comment #186	See above
ST WBC	Good but should include minimum 5% provision for disability and diversity (larger cycles) as with cycle storage in building design.	188	8.7 Cycle parking in the public realm SB.36 (pp.69)	Points now captured	Section 8.7 SP.36 to read:

	Should reference cycle parking distance best practice (25m from destination for short term parking, 50m for longer term (sheltered, secure) parking.				<p><u>Proposals should include a minimum 5% provision for larger cycles, providing space for adapted cycles for disabled people.</u></p> <p><u>Proposals should not exceed cycle parking distances of 25m from destination for short term parking and 50m for longer term (sheltered and secure) parking.</u></p>
H SCC	<p>To deliver the exemplar sustainable community, a cycle hire facility in the village centre – perhaps integrated with the cycle hub – should be provided. These should use a fleet of electric bikes.</p> <p>Cycle parking in the public realm should be provided with the necessary power supply infrastructure for charging electric bikes.</p>	189	8.7 Cycle parking in the public realm SB.36 (pp.69)	<p>Noted - add reference to cycle hire / hub in section 10.3 (Village centre character area)</p> <p>Power supply point added.</p>	<p>Section 10.3 - point 4 Additional sentence:</p> <p><u>There is an opportunity to incorporate a cycle hire facility, potentially alongside a cycle hub within the village centre.</u></p> <p>Section 8.7 SP.36 to read:</p> <p><u>Cycle parking should be future proofed and provided with necessary power supply infrastructure for charging electric bikes.</u></p>
9 Landscape and green infrastructure					
WFo E	We regard the section on biodiversity as too brief and think this important section needs substantially more work.	190	Misc sections	<p>Noted - as discussed with DSE, opportunities exist to strengthen these sections in relation to:</p> <ul style="list-style-type: none"> - Policy context - summary of context / Part A - Part B - overview of approach - Detailed aspects of design code <p>Various changes collated adjacent.</p>	<p>Reference and concise summary to be added in new section “summary of context” ahead of Part A.</p> <p>To include high level summary around:</p> <ul style="list-style-type: none"> ● Climate Change emergency ● Biodiversity concerns ● Garden Community funding / principles <p>Add new section in Part A ahead of National Planning Policy context:</p> <p>2.X Broader policy trends</p> <ul style="list-style-type: none"> ● Climate Change emergency ● Biodiversity concerns ● Health and wellbeing <p>Additional bullet point in Section 6.3 UD.8 to read “<u>Soft boundary treatments including hedgerows and planting should prevail across the settlement as a key component of the Garden Village character</u>”.</p> <p>Part B- section 4.3.3: Additional bullet: “<u>the Council will encourage provision of community gardens and allotments in convenient and accessible locations across the site.</u>”</p> <p>Section 4.3.3 Additional bullet point at end of list: “<u>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</u>”</p>

					<p>net gain. Proposals should cross-reference section 9.4 in <u>incorporating ecological improvements and habitat provision</u></p> <p>-</p> <p>Bullet point C in Section 6.3 UD.9 to read “<u>A number of treatments are appropriate in a residential setting <i>though a variety of hedgerows planting is preferred to unify the Garden Village identity and reinforce distinct character areas.</i> These must be used to define the home from the street, or the home from the neighbour where relevant</u>”.</p> <p>Section 9.2, LG41 - amendment: Amendment to text: Planting with more intensive maintenance requirements, such as green walls...are not generally recommended, unless robust maintenance strategies are in place in perpetuity.</p> <p>Section 9.3 - additional sentence: <u>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.</u></p> <p>Section 9.4 - LG.43 - add sentence: <u>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.</u></p>
DPC	Two obvious issues are whether mature trees are to be provided (at least in key areas) so as to immediately ground the landscaping and second, the strategy for funding, in perpetuity, the costs of the care and replacement of trees and other landscaping. Historically, local authorities have reduced or even ceased to care for trees growing as part of the highway and although we may have greater enlightenment currently there is no guarantee that such attitudes will survive the next local authority financial cut backs. The SPD should, therefore, explain how the local planning authority expects the developer to approach this whole question. After all, the provision and retention of new trees is acknowledged at IG 3.9 to be a key part of the green agenda for this new settlement.	191	9.1 Trees and planting (pp.70)	Additional text to be added in section 9.2	<p>Part C- section 9.2: Additional point: <u>Proposals for tree planting should include details about how trees will be maintained, their lifespan and the approach to stewardship.</u></p> <p>Part C - Section 9.2 LG.40 new text to read: <u>“Use of trees must 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.”</u></p>
PP SCC	The tree planting strategy should emphasise the importance of species diversity to maximise resilience to pests and diseases as well as climate change. There should also be a preference towards the use of long-lived species and designing to accommodate large-canopy trees which provide a greater contribution to green infrastructure (e.g. cooling and rainwater interception). Those areas at the edges of the site and larger open	192	9.1 Trees and planting (pp.70)	See comment #191	See above

	spaces should favour native species in order to integrate with local landscape character and habitats. Best practice on biosecurity should be followed, including sourcing UK grown tree stock from nurseries certified to the Plant Healthy standard (or equivalent).				
Part D CHARACTER AREAS DESIGN GUIDANCE					
DPC	With respect, this section of the SPD feels incomplete and lacks much of the detail provided in the previous section.	193	General comment	Noted - additional illustrative drawings and commentary is being added.	See character area section - new drawings.
APC	<p>There is very limited Design Guidance in the SPD concerning the Business Park, which forms the majority of the northern boundary/built zone, with views both from within the new village and from outside inwards (not mentioned in UD.5 on p49 'Views & Landmarks').</p> <p>There should be special consideration to variety of heights/roof lines, finishes, external lighting and 'green gaps'. In respect of the latter, we would like to see a green buffer strip along the northern boundary (see Biodiversity below). What types of business use would be deemed 'acceptable'? It would not, for example, be acceptable in traffic terms if the majority were to be warehousing or manufacturing. We suggest that a separate section in Part C be introduced to specifically address all aspects of the Business Park.</p> <p>Size of the Business Park - this is very vague, with reference to '... grow(ing) as a regionally significant centre for employment' (10.2). There is no reference to balancing the size of the business park with residential and other the developments at the DPGV. There is no reference to the need to minimise inward commuting to work (constrained by the transport network). Although reference is made to current policy permitting around 26,000 sq m of business and commercial uses, the plans (Figures 28 and 31) show a lot more buildings than would be consistent with that capacity, and a very dense built environment; this is one of the inconsistencies we refer to between text and diagrams, that could mislead the developer and lead to a wholly unacceptable expansion/intensification of this part of the Masterplan. These diagrams show development spreading into zones currently used for sustainable energy generation (solar farm and anaerobic biodigester), and into an area of the Gordon Murray planning consent that is open space/planting.</p> <p>We agree with comments made by DSE about the need to seriously consider HGV movements and routes to and within the Business Park. The SPD currently talks about movements within the site (p77), but we consider that it should also address the impact on surrounding existing settlements and residents. We believe that all HGV access to/from the DPGV should be via the new access road, and this should be clearly stated in the SPD.</p>	194	10.2 Business Park (pp.76)	<p>UD.5 includes the Business Park.</p> <p>Sizing of the Business Park - the size identified in the allocation will continue to be treated as the maximum quantum. The indicative drawing suggests a potential block arrangement but is not a definitive measured scheme.</p> <p>Additional guidance note to be added to section 10.2 - character and scale (rather than Design Code). Green aspects covered under landscape subheading.</p> <p>Additional sketch study and commentary to be added in this section.</p> <p>Further more detailed guidance on the specific types of business would be too specific. The Council is keen to adopt a flexible approach encouraging an appropriate range as described in the SPD.</p> <p>It is important to note that although linear in nature, the street hierarchy framework drawing defines the route east of the access from Stovold's Hill as being a "connecting street". It is not envisaged to be a busy route with access mainly focused on residential neighbourhoods in the petal adjacent to the runway park (although some of this traffic is likely to arrive via the central crescent route from the south. We have developed a sketch to illustrate the nature of the street condition as part of the Business Park / residential interface.</p>	<p>Additional point to be added to section 10.2 - streets</p> <p><u>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.</u></p> <p><u>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.</u></p> <p>Additional drawing under preparation - Section D</p> <p>Additional points to be added to section 10.2 - character and scale:</p> <p><u>Proposals should demonstrate consideration of a variety of heights / rooflines and a careful consideration of external lighting.</u></p> <p><u>It is anticipated that areas currently identified for sustainable energy generation and waste processing will be retained.</u></p> <p><u>Buildings will use active frontages and facade design to convey an active and animated character, creating natural surveillance into the public realm.</u></p> <p><u>Building lines will establish a strong frontage to the street, with buildings only deviating if providing public space.</u></p> <p><u>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.</u></p>
DPC	Business park: where is the ambition to deliver innovative business park designs as against simply repeating a late 20th century approach? (Part of that may be due to the linear nature of	195	10.2 Business park (pp.76)	See point 9 of section 10.2 - it is beyond the scope of the SPD to explore design in more detail, but future schemes should adopt an innovative approach.	N/a

	the envisaged business park zone but surely that restraint should be encouraging innovation?)				
DAL	The proposed framework should not be so prescriptive, to mandate that the village centre will straddle the employment area. This guidance has been prepared without regard to the existing function, management and operation of the business park.	196	10.2 Business park, Vision, 1 st paragraph (pp.76) <i>'The village centre will straddle the employment area'</i>	Noted - amend text accordingly.	Section 10.2, Vision Amendment to text: The village centre <u>could</u> will straddle the employment area...
CTI	The SPD should not be prescriptive as due regard should be had to the existing function, management and operation of the business park. There should be further consultation with the landowner to more accurately appraise the development potential of this area.	197	10.2 Business park, Vision, 1 st paragraph (pp.76)	Noted - text addition to be made.	Section 10.2, Land Use and Activities, point 10 Additional sentence: <u>Future proposals should have regard for the existing function, management and operation of the business park in defining a more detailed strategy.</u>
DAL	It seems that the indicative layout at figure 31 has been prepared in the absence of any consideration of the site typography and levels and is therefore unlikely to be a suitable basis for the evaluation of proposals.	198	10.2 Business park, Vision, 2 nd paragraph (pp.76) <i>'Figure 31 shows an indicative layout plan... that any proposals coming forward will be expected to respond to'</i>	The text relates to "key opportunities and design consideration" and is not intended to be a rigid framework.	N/a
DAL	The proposed framework should not be so prescriptive, to mandate that the village centre will straddle the central part of the Business Park. This guidance has been prepared without regard to the existing function, management and operation of the business park.	199	10.2 Business park, Land use and activities, point 12, (pp.77) <i>12 The Village Centre will straddle the central part of the Business Park</i>	See comment #196	See above
ASC SCC	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.	200	10.3 Village centre (pp.78)	Noted - this is articulated in Part B.	N/a
DAL	The proposed framework should not be so prescriptive, to mandate that the village centre will straddle the central part of the Business Park. This guidance has been prepared without regard to the existing function, management and operation of the business park.	201	10.3 Village centre, Fig 32 Indicative layout for village centre (pp.78)	See comment #196 above.	See above.
CTI	The SPD should not be prescriptive as due regard should be had to the existing function, management and operation of the business park.	202	10.3 Village centre, Fig 32 Indicative	see comment #33	See above.

	Whilst the integration of the Primary School in the Village Centre should be appropriate it should not necessarily become the "landmark" building in this location as this may place a financial burden the Local Education Authority.		layout for village centre (pp.78) States that "The Council's preferred location for the primary schools is a central parcel immediately west of the centre.		
APC	VC - we cannot find any detailed mention of the proposed community centre (size, location, uses), although briefly mentioned as 'community provision' (p35) and under Stewardship (p44). The plan for the central area is still very 'blocky' (Fig.32), more like a city CBD than a Garden Village.	203	10.3 Village centre (pp.78)	The exact size and position of community uses will be linked to detailed design and planning proposals. Section 2.4.2 repeats the policy requirement. Detailed design of the centre will evolve in future stages, although worth noting that the form of the centre in the framework is not dissimilar to the block structure of "Garden City" centres..	N/a
DAL	We do not share the view of locating the primary school on the central portion of the Runway Park. It is unlikely that the County Education Authority would meet the funding required for a "landmark" building in this location	204	10.3 Village centre, Land use and activities, point 12, (pp.79) <i>13 The Council's preferred location for the primary school is a central parcel immediately west of the centre.</i>	See comment #33	See above.
DPC	Village centre: if it is to be more than just a large roundabout (see comments in para 2 of this area guidance re movement framework), surely public parking will need to be provided e.g. short term if only to allow for the purchase of a coffee!	205	10.3 Village centre (pp.79)	The guidance references a need for public parking in the village centre.	N/a
DPC	Canal basin: one area where residents from outside the new settlement should be encouraged which will mean providing facilities such as public car parking. Canal housing based on Amsterdam would seem to be overly ambitious even fanciful especially since the Way and Arun Canal originally failed because of issues with ensuring sufficient water to the canal.	206	10.4 Canal basin (pp.80)	Noted re. parking. The relationship between buildings and the water will be specific to this location, but the aspiration for a contemporary design approach is relevant.	Section 10.4 - Canal basin - transport Additional principle to be added to 10.4, under "Streets and movement": <u>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</u>
APC	Canal Basin; this seems a good idea and the location in some respects makes sense. Have the Wey & Arun Canal Trust been consulted? There may be an issue if this feature becomes a 'destination' in terms of traffic accessing via Compasses Gate. On p81 the SPD cites 'the reinstated route between Compasses and Stovolds Hill' – see 'Movement' under part B above – it is imperative that this statement and its implications are removed.	207	10.4 Canal basin (pp.80)	See comment #206 re movement.	Section 10.4, point 3: Vehicle access will be provided via the re-instated route between Compasses Bridge and Stovolds Hill. This route will to allow direct links to the main village centre and business park to the north.

DAL	<p>The original concept for the "Canal Basin" was to provide a small "turning head" to enable long boats to turn at the summit of the canal. Whilst of course providing excellent amenity opportunities, the concept has always been to provide a suitable turning head.</p> <p>However, the framework vision now seems to be something of a different scale and magnitude for this area, with an ambition for a more "Wharf" like setting, with "Dutch canal houses" and an "Amsterdam style" waterfront.</p> <p>It would seem that this vision has been prepared in the absence of any evaluation of hydrology, engineering, viability, management, operation or canal traffic.</p>	208	10.4 Canal basin, Vision (pp.80)	Add clarification statement.	<p>Section 10.4, after vision Add point:</p> <p><u>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.</u></p>
CTI	<p>The original concept for the "Canal Basin" was to provide a small "turning head" to enable long boats to turn at the summit of the canal. Whilst of course providing excellent amenity opportunities, the concept has always been to provide a suitable turning head.</p> <p>The SPD indicates something of a different scale and magnitude for this area, with an ambition for a more "Wharf" like setting, with "Dutch canal houses" and an "Amsterdam style" waterfront.</p> <p>This vision does not reflect the original concept and should be reviewed with due consideration to matters including hydrology, engineering, viability, management, operation and canal traffic.</p>	209	10.4 Canal basin, Vision (pp.80)	See comment #207	See above.
	<p>We would ask you to consider a new green type of community space and garden along the lines of the Vlinderhof in Maximapark, the urban extension to Utrecht which I have visited. It is a community founded and volunteer run "butterfly garden". It isn't easy to find a good explanation in English of what it is and how it is organised but this link gives some idea.</p> <p>https://springhillstories.com/2019/08/20/vlinderhof/</p>	210	10.5 Typical neighbourhood (pp.82)	Noted - additional text to be provided.	<p>Section 10.5 - landscape Additional point: <u>Opportunities to explore innovative community and volunteer run spaces will also be encouraged.</u></p>
DAL	<p>We would encourage the consideration of restricted vehicular access via Tickner's Heath for the small number of residents / occupiers of the Woods Neighbourhood.</p> <p>This would enable the early delivery / phasing of the Woods Neighbourhood.</p>	211	10.6 The Woods, Streets and movement, point 2 (pp.84)	See comment #80	See above.
		212		See comment #80.	See above.
CTI					

	We would encourage the consideration of restricted vehicular access via Tickner's Heath for the small number of residents / occupiers of the Woods Neighbourhood. This would enable the early delivery / phasing of the Woods Neighbourhood.		10.6 The Woods, Streets and movement, point 2 (pp.84) <i>It is anticipated that the access at Tickners Heath will only allow permit walking, cycling and public transport. Private vehicle access will not be allowed.</i>		
DPC	The Woods: as mentioned previously, difficult to see how tenure blind can be applied to this neighbourhood. As also mentioned previously, need to be clearer in ensuring that the use of the Tickner's Heath entrance is limited with use by private and commercial vehicles being prohibited and not just restricted. However, in reality, how many typical residents of these lower density houses are actually expected to be users of public transport? Some ambition might see the provision of computer controlled on demand self-driving vehicles which would serve this and other outlying parts of the new settlement although, of course once in the new village centre what public transport service would take then to Godalming, Horsham ad Guildford? Perhaps reopen the Guildford, Cranleigh, Horsham rail link and build a spur to this new settlement?	213	10.6 The Woods (pp.84)	Comments noted - guidance in relation to site access is consistent with the planning consent. Aspirations for tenure to be retained in the document. Comments re. movement strategy noted.	N/a
DAL CTI	The Country Park is intended to provide spaces for both <u>active and passive recreation</u> .	214	11.3 Landscape character: study area B, 11.3.1 Country park (pp.88) <i>The country park will be a large open space for passive recreation.</i>	Agreed - amend text	Section 11.3.1 - amend text The country park will be a large open space for <u>active and passive recreation</u> .

APPENDIX 3: Online consultation responses

The following schedule sets out comments received online via the INOVEM system. Responses are also identified below.

Survey results are set out graphically following the table of freeform comments.

Q9 Are there any topics which are missing from the SPD, or could it be strengthened?			
#	Consultee Response	Response	Changes
1	Current infrastructure surrounding the proposed village	The SPD acknowledges that assessments of any development over and above the 1,800 dwelling consent would be required alongside any mitigation.	N/a
2	There is NOTHING in the SPD to limit the impact of increased traffic of neighbouring villages both in Surrey and West Sussex. There is no mention of limiting building traffic to A Roads only for example!	See Part B, movement section (4.3.4) which identifies requirements to test impact and identify mitigation associated with any development at DPGV. The site allocation in the Local Plan has incorporated a strategic assessment of this scale of development.	N/a
3	Transport	See comment #2	N/a
4	There are, in a document of 90 pages, just 53 words on the effect of the plan on local road infrastructure and use (p34). These words have no facts, just a requirement to consult. It is blindingly obvious that 2600 houses and the associated number of vehicles and visits will seriously affect usage of already busy roads in the vicinity. No SPD can be considered serious without detailed and binding highway mitigation measures to be agreed before any development goes ahead.	See comment #2	N/a
5	how the surrounding roads will be affected by the additional traffic generated by the development. Also access to Doctors, hospitals and secondary schools.	See comment #2 re. transport. DPGV will include a range of community facilities including primary school and GP provision. Access to secondary schools / hospitals will be considered in relation to public transport strategies and movement planning as schemes come forward.	N/a
6	Transport and connectivity not covered.	See part B, section 4.3.4	N/a
7	There is insufficient information and emphasis on traffic management to mitigate the effects of increased traffic on surrounding villages and B roads. We live in an AONB and have major concerns about traffic from DPGV turning from both the A281 and from the Stovolds Hill access road onto the Dunsfold Road B2130 to short cut to the A3 beyond Godalming. This route is totally unsuitable both for heavy car traffic and HGV's which already make the road dangerous and threaten the AONB environment.	See comment #2	
8	There are no details as to how the infrastructure of utilities can be provided. It assumes this will be made available. There is a history of failure to provide robust infrastructure around Dunsfold. Thames Water for example have failed to provide and support the provision of Foul Water drainage in this area, and there is a lack of capacity at the Cranleigh Treatment works. The development of this settlement will totally swamp the existing resources.	Policy SS7/SS7A make clear that utilities will be required to serve the new development. The SPD (section B and Design Code) provide further guidance in relation to key priorities around energy and drainage. Future planning applications will be required to provide detailed information on utilities strategy as required in policy / the SPD.	N/a
9	P 14 2.4.3 and p19 3.2 The general strategy and vision fail to consider how the proposed village/town will relate to the existing villages of Dunsfold and Alfold. Will it suck the lifeblood out of those communities leaving them as pretty but soulless adjuncts? Alfold has already lost its school and its pub the shop is poor and the church is run from Loxwood. There is also no mention of Cranleigh with its supermarkets, health centre and other amenities on which the new village will depend.	The strategic vision for DPGV has been established through the Local Plan process. As set out in Appendix 1 (comment #43), a further statement will be added to chapter 3 to highlight the importance of considering linkages to, and the identity of existing settlements as detailed proposals come forward.	See comment #43, Appendix 1.

10	Transport	See comment #2	N/a
11	No reference to homes without gas boilers. An opportunity for communal heating using woodchips etc. or highest building standards and airsource heatpumps fitted to all properties. Ref. to Passive House standards P114 but not fully developed this point elsewhere. Need better thought through links to access off the site for cyclists - e.g., to Cranleigh, especially for school children.	See Design Code section which sets out aspirations for sustainable energy strategies across DPGV. High quality cycle links are proposed within the site, including opportunities to connect into the wider network of cycling connections.	N/a
12	Reinstatement of the former Public Rights of Way lost under the aerodrome.	The proposals allow for a large number of vehicle free cycling, walking and bridleway connections across the site including the peri-track / country park.	N/a
13	Stronger emphasis on the FULL Master Plan, with less "flexibility" for future Developers to make changes based on costs.	The SPD strengthens the ability of the Council to require schemes to come forward which are in keeping with the DPGV vision. The context for flexibility is carefully defined topic-by-topic - supporting delivery, but without compromising on quality.	N/a
14	i. low carbon solutions including microgrid and battery ii. there is nothing about the potential for community owned renewables iii. the design section with best practice needs to find some best practice architectural solutions that actually RELATE to this area	See comment #162 in Appendix 1 Precedent examples to be updated to identify examples more in keeping with the DPGV vision. Future schemes will need to consider materials and architecture.	See comment #162 in Appendix 1 Updated examples in Design Code section
15	Additional details could be given to the facade and materials required by the SPD, to help create a distinctive local character and improve the quality of the new buildings. Restrictions can be made by architects and planners on: - brick type or colour to be used for all facades throughout the development (exceptions may be allowed with adequate justification). - the proportion of the facade finished in brick (eg. 60% minimum). - colour/ material of window frames and doors, etc (eg. Oak).	Comments noted - future schemes will need to identify the details of materiality and style.	N/a
Q10 To what extent do you agree or disagree that the spatial principles in the SPD set the right context for the development?			
	Consultee Response	Response	
16	adequate parking for large families with older children.	Noted - section 4.3.4 (as amended) will require compliance with SCC parking standards	N/a
17	This is not a garden village, it is a small town. The housing density is too great. Compare Letchworth, the original Garden City. The words 'urban' and 'street' appear frequently in Allied and Morrison's report and most of the illustrations are taken from urban environments – excellent designs, but not appropriate here.	The approach taken responds positively to the Garden Community aspirations. Densities are in broad accordance with the consented scheme. The settlement places an emphasis on a landscape-first approach, but it is important to note that the site allocation necessitates a level of density which exceeds those of Letchworth.	N/a
18	Without leaving this questionnaire to refresh my memory, I'm not sure what this refers to.	Noted	N/a
19	Reinstate the Lost PROWs By email to Zac Ellwood, copied to Nancy Edwards (Dunsfold Park), I am forwarding a map of these Lost Ways.	See comment #12	N/a
20	The Principals are fine, it is the implementation of those Principals that I have an issue with.	Noted	N/a
21	What exactly is "green and blue infrastructure"…?	See new Glossary which includes a definition.	See new Glossary

22	<p>The area of the SPD describing acceptable buildings heights ('Building Heights', p38) notes an area in the centre of the plan as allowing up to 4 stories. In my view, this is acceptable as long as these buildings are of an exceptional architectural quality and use local materials.</p> <p>If exceptional quality architecture is not commercially viable, I would argue that the area for which 4 stories are deemed acceptable is reduced in size. This is justified as local town centres, such as Godalming and Cranleigh, typically have 2-3 stories.</p>	<p>Please note that the existing planning consent includes 4 storey buildings at the centre of the settlement. The majority of the settlement would be 2-3 storeys.</p>	N/a
<p>Q12 What sort of activities might be of interest to you within the new village? (For example, the village centre, business park or the country park).</p>			
23	<p>More green space.</p>	<p>The guidance sets out requirements for a significant quantum of open space.</p>	N/a
24	<p>None - it is a completely unrealistic plan, and ill-thought through.</p>	<p>The SPD complies with the Local Plan site allocation which has been subject to Examination.</p>	N/a
25	<p>might be tempted if it had a LIDLs if there is good access to wildlife may be worth a visit.</p>	<p>Noted - retail and biodiversity will be provided for at DPGV.</p>	N/a
26	<p>All provided in Cranleigh.</p>	<p>Noted</p>	N/a
27	<p>Linkages for those on foot or cyclists to the Surrey Hills ANOB, and especially to The Greensand Way; as well as The Downs Link and Cranleigh.</p>	<p>Noted - these aspects are supported in the guidance.,</p>	N/a
28	<p>Country Park Medical Facilities if there are to be any F&B Outlets</p>	<p>Noted - these elements are all anticipated in the settlement,</p>	N/a
29	<p>Village centre, shopping, social and recreational facilities.</p>	<p>Noted - to be provided as part of the proposals</p>	N/a
30	<p>Business park for employment.</p> <p>Homes.</p> <p>Village centre for possible social activities (eg. traditional style Surrey pub). Unlikely to use village centre for services as quicker to use nearby centres eg. Cranleigh, Guildford.</p>	<p>Noted - these are core elements of the proposals.</p>	N/a
<p>Q13 Part B includes a series of framework plans and accompanying area-wide guidance in sections 4.3 to 4.5. Please let us know if you have any comments on these sections of the SPD.</p>			
31	<p>not too happy about 3 storey properties think should stick to 1800 houses until the impact of the development has been analysed</p>	<p>The existing site allocation in the Local Plan is for 2,600 homes (the planning consent secures 1,800 homes of this capacity).</p>	N/a
32	<p>P30 4.2.4 As the gardens are small, there should be a substantial area allocated for allotments for residents to grow vegetables.</p> <p>Given that this is an old aerodrome, the gardens and allotments should not include any land contaminated by aircraft fuel, glycol etc without being made safe beforehand. This is essential for public health.</p>	<p>The SPD requires private and public amenity space and references community gardening and allotments.</p> <p>Any scheme would need to consider and incorporate a strategy for remediation.</p>	N/a

	<p>P33 4.3.4 The planned footpaths and cycleways should feed safely into the external network of roads and rights of way. Note that at Tickners Heath the Alfold-Dunsfold road is narrow and windy, unsuitable for pedestrians and dangerous for cyclists.</p> <p>P37 New Neighbourhoods and 6.1 UD2 The mix of housing (large/affordable and owner occupied/rented) should be set by Waverley reflecting local needs.</p> <p>P38 4.3.6 and P79 Item 10 The density of houses near the centre and the ubiquity of three and even four storey buildings are more appropriate to the outer London suburbs than to rural Surrey. Compare the centres of Cranleigh, Haslemere and Billingshurst.</p> <p>P43 4.5.3 There should be a clear phased plan in order to ensure that the infrastructure (school etc) and the provision of affordable homes keep pace with the completion of houses for sale. Waverley must be able to enforce this.</p>	<p>Detailed proposals for movement will need to identify the detailed approach to access at each point of access to the site (in response to the key principles in the SPD).</p> <p>Any proposals for housing mix would be set by the applicant in response to local planning policy for assessment by WBC.</p> <p>See comment #22 re. building heights</p> <p>See section 4.5 re. phasing guidance.</p>	
33	Without leaving this questionnaire to refresh my memory, I'm not sure what this refers to.	Noted	
34	<p>4.3.1 - Potential Urban Structure... I believe Urban relates to Towns and Cities and not Villages</p> <p>4.3.3 - More Info' on the Visual Impact on the AONB & AGLV - Most of the high density buildings are to the North/ North East</p> <p>4.3.4 I am concerned that the North South Road Connection will have an Impact on the Compasses Gate Access which leads out to Dunsfold Road (a Road with currently no Pavements) and Alfold Crossways, a junction that is confusing. What will be done to ensure that HGVs do not use this access?</p> <p>4.3.5 I fail to see how 4 story Apartment Blocks would be considered appropriate in a VILLAGE, whilst to recognise that the density levels reduce, there are still 2.5 storey properties in the lower density areas.</p> <p>The provision of the Primary School Health services - See rather too "Flexible"</p> <p>4.3.5 Village Centre proposes at least 3750sq m Gross floor space with shops, Financial Services, Restaurant, Cafes, bars & Takeaways. I was unable to find that amount in the Original Masterplan (2,150sq m). Presuming that these facilities should be part of the Masterplan I would hope to see a detailed breakdown of what this includes.</p> <p>I would also like to see details of the Health, Community and Early years education. Still seems a bit light on detail.</p> <p>It would be useful to have an indication of how the s106 Details would be amended to incorporate the additional 800 New homes from the original Outline Application</p> <p>The Aviation Museum is not included in the SPD - Presumably because of the Granted Application for WA/1026/1954 for the Wings & Dunsfold Museum next door?</p> <p>4.3.6 As above 4 Stories in a Garden Village?</p> <p>4.4.1 Sketch Masterplan - Looks like an Urban Development and not in keeping with the design principals for a Garden Village</p>	<p>Urban structure refers to the form of a settlement and is common parlance within the discipline of urban design. The principles of good urban design relate to many differing contexts including cities, towns, villages, hamlets and suburbs,</p> <p>The massing is broadly in accordance with the consented scheme. Any revised scheme, or additional development would require landscape assessment.</p> <p>See section 4.3.4 of report which clarifies the approach to the access points. Detailed layouts and access strategy will be required as part of future schemes.,</p> <p>See comment #22 re. heights.</p> <p>The quantum of village centre uses and community uses is set out in the Local Plan policy for DPGV.</p> <p>The aviation museum is referenced in the final SPD.</p>	N/a
35	4.36 Building heights. The references to '2 to 2.5 storeys' suggests you are going to rely on dormers. Please don't - unless on north facing roofs they break up roofs and totally wreck the potential for solar pv or solar thermal. Make them 2 and 3 storey. Ditch the dormers.	Noted - these heights are not intended to dictate the approach to sustainability. See Design Code section for approach to sustainability..	N/a
36	<p>The masterplan appears to provide an excellent framework for developing a successful, coherent yet varied community.</p> <p>In particular I consider that the green 'runway' element and green 'fingers' separating neighbourhoods and providing close proximity to green space to all residents appear successful.</p>	<p>Positive comments noted.</p> <p>The planning policy establishes a context fo the village centre uses. This will be subject to development and agreement as part of future schemes. Similarly community provision.</p>	N/a

	<p>Close attention should be paid to Use Classes of the village centre commercial space, ie, which services are necessary here? Does the development really need much more than a village pub, a cafe, a dry cleaners, a pharmacy, and a local grocery store?</p> <p>Clearly, something may also be required for children and youths - a youth hall, school, etc. This should be placed just outside of the village centre, perhaps, to allow noise to be made, and not to disturb other residents.</p> <p>It seems to me that the business park will provide employment not only to the new inhabitants of the Dunsfold Garden Village, but also to residents from further afield. This is very welcome. The needs of these workers should also be considered.</p>		
<p>Q14 We have set out guidance relating to urban design, sustainable building design, streets and public realm and landscape and green infrastructure in Part C. Please let us know if you have any feedback on the proposed codes.</p>			
37	don't like 3 storey houses	Noted.	N/a
38	Street design is likely to lead to cars parked all over the place; leading to difficulties for cyclists, emergency vehicles and service vehicles	See Design Code section for approach to car parking. The SPD provides ample guidance to promote a high standard of walking and cycling provision.	N/a
39	<p>P57 7.4 The SDP should indicate a minimum garden size. The illustrations show tiny gardens making a mockery of the term 'garden village'. The gardens should be large enough to grow flowers or vegetables or for children to play.</p> <p>P61 SD23 and 24 Obviously the heat insulation of the buildings should be of the highest standard in order to achieve heat efficiency.</p>	The SPD defines a context for public, private and community based spaces for growing. The site allocation necessitates an appropriate level of density to meet the residential targets.	N/a
40	I was deeply disappointed in the street scene where many homes do not have direct access to integrated carparking. This would enable EV charging points to be installed by home owners. Where I live in Binscombe / Godalming many properties have a wide verge or large grassed area between the road and their homes. Lots of onstreet parking and a nightmare to find places suitable for EV charging points to be installed. Imagine using a on street charging point hooking up in the early evening. So charging is finished later in the evening and car owner would need to go out to move car or it will block the Charging point for the rest of the night. Would need a communal car charging rota and residents going out in the small hours to move vehicles to ensure everyone who needs to get their car charged is able to do so. Ludicrous.	See comment #173 in Appendix 1 re. EV charging. Design Code updates include further guidance on car parking.	See comment #173 in Appendix 1
41	<p>Part C. I do not feel URBAN Design principals are appropriate to this location Sustainable Buildings are good and should be conditioned.</p> <p>Streets should be safe and accessible for all. I would like to see what lighting is proposed - Low Level lighting may be acceptable, however some of the "Urban Design" appears to show high level street lights.</p> <p>Some of the examples of Sustainable Building Design relate to Developments adjacent to large Towns and Villages with Travel Infrastructure.</p> <p>Clay Farm ,Abode & Trumpington Meadows adjacent to Trumpinton Village Population of 8034 (2011 Census) Hardly in the Middle of the Countryside as Dunsfold Park is.</p> <p>Facade & Materials. I know this is a personal opinion but I am afraid the examples shown are inappropriate for this location.</p>	<p>Noted re. urban design. The SPD has undergone a process of Design Review with DSE and has received strong endorsement.</p> <p>Re. lighting, need for low lighting is identified in SPD. Urban design diagrams are not intended to be detailed proposals, but identifying principles as set out in that section.</p> <p>The examples illustrate good precedents of contemporary development. The exact architectural approach and materiality is not fixed in the SPD.</p>	N/a
42	The answer is repeated for question 9 above. I strongly support this section of the SPD, and would argue that further restrictions on facade and materials should be made by the planners and architects of this document to help create a distinctive local character, and improve the quality of the final homes and other buildings.	Noted - the exact approach to architectural details and materiality to be agreed through future schemes in response to the SPD. Positive and constructive comments noted.	N/a

	<p>Further restrictions on facade and materials should not be seen as 'restrictive', but rather positive in the sense that good planning and architecture leadership is required to create a community with a real sense of local quality and coherency.</p> <p>I would refer the authors to the masterplan of 'Borneo Sporenburg' in Amsterdam by masterplanners 'West 8'. Here, a reinterpretation of the traditional Dutch canal house was achieved through commissioning different architects to design dwellings within a masterplan which had strict controls on the height and brick material of buildings, and a required minimum percentage of the facade to be clad in brick.</p> <p>As such, I suggest additional restrictions can be made by the architects and planners of the Dunsfold Garden Village on:</p> <ul style="list-style-type: none"> - brick type or colour to be used for all facades throughout the development (exceptions may be allowed with adequate justification). - the proportion of the facade finished in brick (eg. 60% minimum). - colour/ material of window frames and doors, etc (eg. Oak). - clay tile type to be used for all roofs <p>- Natural, light coloured brick and natural clay tiles should be used to relate to vernacular buildings in Surrey.</p> <p>Part C is a key element of the document which will help to determine if this is a successful project creating a lively, successful community, or an unsuccessful project which results in a sink estate.</p> <p>In my personal opinion, Part C of this document already appears to provide excellent guidance. Some additional restrictions as mentioned above should be carefully considered to fine-tune this section.</p>		
<p>Q15 Part D of the SPD describes our vision and guidance for the key character areas at DPGV. Do you have any feedback on any of these new places and spaces that will be created in the new settlement?</p>			
43	1800 homes is too many already and you want to increase it to 2600. There is not enough room for meaningful public space and 2600 homes.	See comment #31	N/a
44	<p>P 76 SP19 g and h Photovoltaic cells should be applied to all available roofs. It should be made clear who is responsible for cleaning and servicing them and the associated equipment and who receives payment from any electricity supplied to the grid.</p> <p>P78 SB23 h Heat pumps should be installed as standard in the absence of any other carbon-neutral heating. P80 Item 10.4 and p88 11.2.3 (also 4.3.4) Canal Basin Looking ahead to when the canal is fully open, the canal basin is small and will accommodate only a few boats as a planned mooring. It should be larger as in the illustration on p81. There should be movement of water to prevent the growth of duckweed and other organisms.</p> <p>P87. 11.2.1 The brook needs moving water to stop it stagnating.</p>	<p>See Design Code which has been updated in relation to a further review of sustainability targets.</p> <p>Design of canal basin and Brook to be developed through future detailed schemes.</p>	N/a
45	Without leaving this questionnaire to refresh my memory, I'm not sure what this refers to.	Noted	N/a
46	Whilst Design Concepts are lovely and the Vision and Guidance are good when this development is apportioned out to Various Developers; as would appear to be the case, it will be interesting to see how many of the Concepts come to fruition. This I am afraid will most likely become a Patch work of Housing styles which despite this SPD or perhaps because of it will have very little in common with this SPD unless this Guidance is strictly enforced, and I simply do not believe it will be.	Comments noted - the SPD seeks to avoid this scenario.	N/a
47	<p>This is a fantastic section of the SPD which clearly draws from good precedent to create guidance on the key character areas.</p> <p>In my view, the precedent development of Eddington in Cambridge is a very good one and should be referred to often in this SPD (although it should be noted this development is in Surrey, and as such should use traditional red bricks not yellow Cambridge bricks).</p>	Noted - see comment#42 re. materials. Positive sentiment noted,	N/a

	<p>Furthermore, Borneo-Sporneburg in Amsterdam is referred to in this SPD, and again, I consider this is a very positive precedent and should be referred to often.</p> <p>The above precedents are important to use in communicating the design intent with locals - they have provided me with a real confidence in the scheme and are part of the reason I am giving it my full support.</p>		
<p>Q16 Do you have any other comments to make on the proposed SPD?</p>			
48	<p>Not enough consideration or thought has been given to the surrounding areas infrastructure. With already traffic congested roads during all times of day. Proposing a village of this magnitude would be disastrous to the local area.</p>	See comment #2	
49	<p>Unsustainable and not in keeping with the area - would be hugely disruptive to all villages in the area. Transport and existing infrastructure would not cope. Nearby by villages are already getting overdeveloped. It is an unrealistic and over-ambitious plan that will do more harm than good.</p>	The SPD seeks to set a positive context for shaping future proposals which are set out as policy / allocation in the Local Plan.	N/a
50	<p>Highway use concerns, particularly relating to the A 281 have, throughout the planning process of this development, always been the main concern of those in adjoining communities such as Bramley and the 53 words on p 34 (out of 90 pages) provide no comfort whatsoever that there has been any serious consideration of these concerns.</p> <p>Before any more development of this site proceeds there needs to be specific and binding commitments, with proper research and consultation, to effectively mitigate to the satisfaction of the local communities, the effect of 2,600 new homes and a school and other facilities, with associated cars and visits, on the local highway network.</p> <p>A commitment to consultation between local authorities, both with vested interests in the development, is totally inadequate.</p>	See comment #2	N/a
51	<p>There is a lot of talk about walking and cycling. When Crest applied to build in Cranleigh they stated that there would be improved access to the shops along the DownsLink to enable residents to cycle to the shops. None of this appears to have happened.</p> <p>There appears to be nothing about how the A281 with it's current bottlenecks will cope. Also the road through Hascombe to the large supermarkets and DIY superstore will be the obvious choice for the new residents - how will this cope.</p> <p>The developments in Cranleigh have lead to regular road closures to the dismay of residents - in particular Thames Water seem unable to cope with demand.</p> <p>Electric car charging points - the new development north of Horsham has had to reduce charging points from 100% to 30 %. The new guidelines are that 100% new houses should have charging points. Is this achievable?</p>	It is beyond the scope of the SPD to comment on schemes elsewhere. The SPD sets a strong line on energy and movement with a view to achieving exemplary development.	N/a
52	<p>Transport and connectivity are not really covered. Without this it becomes a car fed settlement with all the implications for congestion and pollution, both on site and in the wider area. Bramley is already jammed during busy periods.</p> <p>Although there are some warm words about cycling, the essential connectivity to Cranleigh for shopping and schools in particular is not covered. There needs to be a good, ideally lit, all weather route for cyclists between Cranleigh and Dunsfold Park which is usable by all from 8 to 80. I would suggest a cycle track to join the Alfold Rd., with the A281 lifted over the crossing, or at minimum a toucan crossing. 60 mph traffic on the A281 is difficult for most cyclists to cope with, so mostly they avoid it.</p> <p>A regular, frequent bus service Cranleigh - Dunsfold - Bramley - Guildford Rail Station would make it possible for many of the car users to take an alternative. It should have off vehicle ticketing, so that the driver only needs to drive, and pax can get on rapidly. It should run ideally every half hour, linking with the train times at Guildford station and be electric with charging at</p>	See section 4.3.4 which provides guidance on all aspects of movement. The details of public transport will evolve as part of future schemes. Guidance on EVG charging updated in the final SPD.	N/a

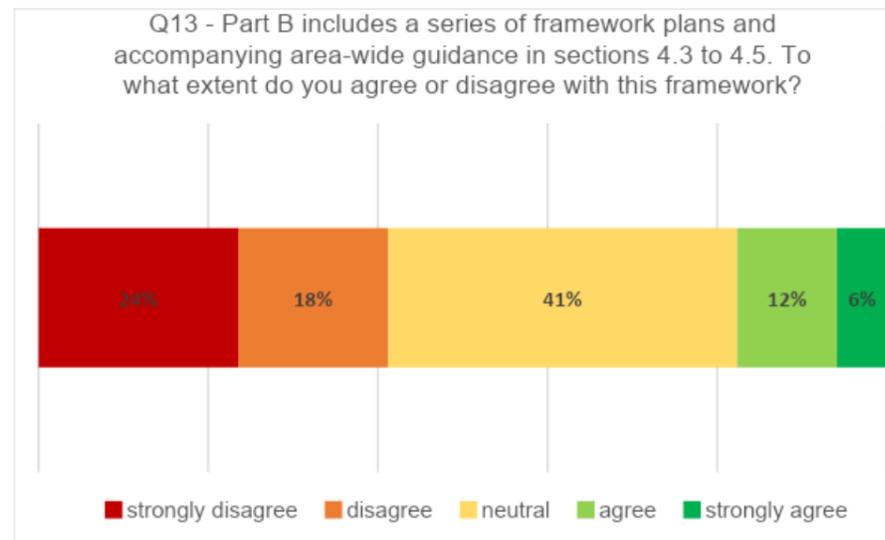
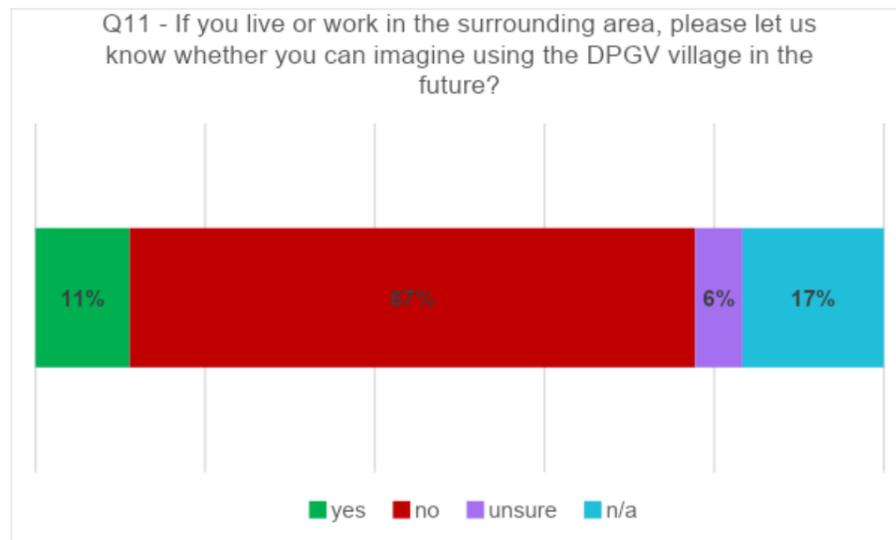
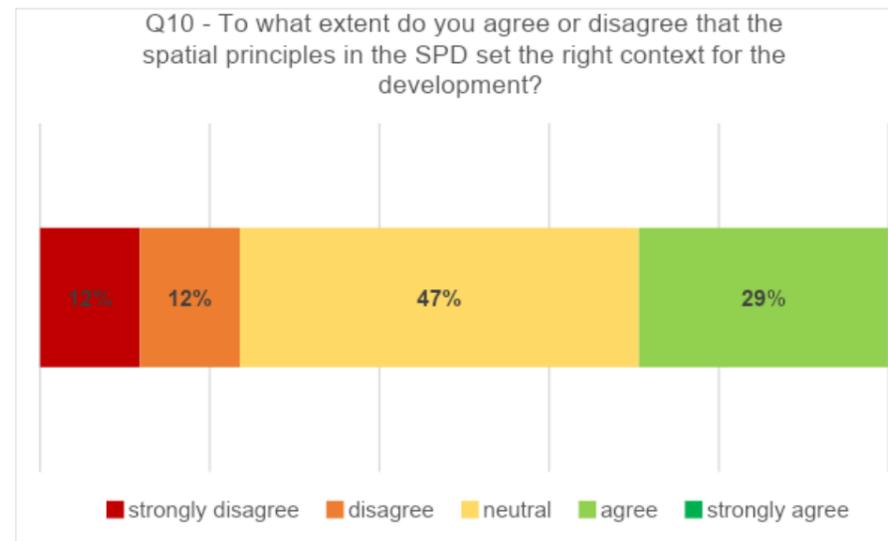
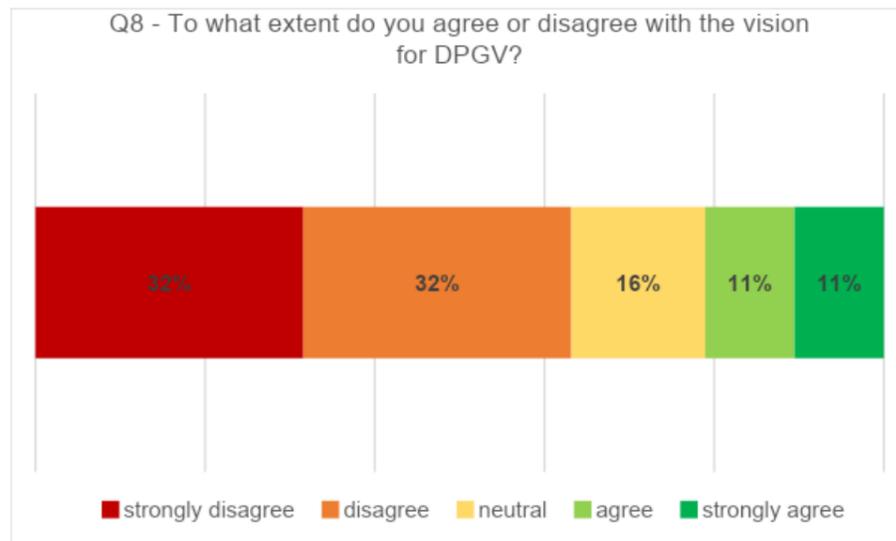
	<p>Cranleigh and Guildford. As it will take around 30 min for the journey, 3 physical buses will be needed - 2 travelling, and one on charge, also enabling the timetable to be recovered if there is significant delay.</p> <p>Moving onto cars, there seems to have been no real consideration of the need for relatively low power (3-7kw) overnight type electric car charging. Soon electric cars will be all that's available, and that means there will need to be easily accessible charging points for at least 2 vehicles per household. I've already mentioned the street treatment which looks like it assumes about 1/2 a car per household; the reality of this sort of remote site, even with the public transport and cycle measures I have mentioned, is that there will be 1, 2 or more.</p>		
53	<p>I think it is the wrong concept for a rural tract of land which is no longer required for aviation. There is an established industrial area of the site that should be expanded to form a University backed Science Park. There is not an established need for this volume housing in this area. The site is too far from any rail links, and will generate excessive vehicle movements on the A281.</p>	<p>The principle of development has been set out in the adopted Local Plan.</p>	N/a
54	<p>I really don't think the consultants cycle regularly to work or the shops.</p> <p>Cycling whether by person power or electric cycle comes across as an add on rather than being integral to the design.</p> <p>I'm not sure why the proposals comment with pride on not having wiggly roads. Wiggly roads reduce car speeds in residential areas. The design using many nest crescents looks lovely from above - like a design for Paris streets. I hope the features of houses in each street look different or the street scenes might leave people not knowing where they are.</p>	<p>Cycling is a key component of the proposals. Off-road cycling (including along green wedges and peri track / towpath) identified in guidance. There is flexibility for street design (and building design) to evolve as schemes come forward.</p>	N/a
54	<p>Every encouragement and support should be given to Dunsfold Park Ltd in securing what may need to be additional access routes off Dunsfold Park to the PROW network in the surrounding area.</p> <p>This needs to include at least two places of which I am already aware where safety considerations will necessitate bridging over the B2130.</p>	<p>See section 4.3.4 re. access points.</p>	N/a
55	<p>Whilst I understand that 1800 New homes was approved on appeal and 2600 was in LPP1 I cannot help but feel that this development in either form is too great for this Rural area. You can put as many buses on the road in perpetuity - But the roads are not getting any bigger to accommodate them or the additional cars, Deliveries and the inevitable increase in HGVs to the site.</p> <p>As stated in the Transport for New Homes document of June 15th 2020 Jenny Raggett, Project Coordinator at Transport for New Homes, said: "Put forward by the government as an alternative to characterless estates, Garden Villages may well end up with more tarmac than garden, limited public transport, and few 'village' amenities to walk or cycle to." Many Garden Communities are backed by Government funding, the criteria for which are laid out in the MHCLG's Garden Communities Prospectus [6]. Communities should "be largely self-sustaining and genuinely mixed-use" with "public transport, walking and cycling" enabling "simple and sustainable access to jobs, education and services". Instead, Transport for New Homes found strong evidence that: All 20 of the Garden Communities examined in detail will encourage car dependent lifestyles with the car the primary mode of transport at every single one. These 20 settlements will create up to 200,000 car dependent households.</p> <p>Only one settlement (Aylesham – although itself not funded by Homes England) offers amenities and a railway station within 1 mile of every home, though the train service is infrequent and there are no safe cycle routes to access it. All other settlements failed to provide access to amenities and a railway station within 1 mile of all new homes with safe walking and cycling routes.</p> <p>None of the 20 settlements will provide bus services to all households all day, all week. Cycle routes from Garden Villages into nearby towns will often be long and dangerous. Residents will have to walk up to 7 miles to access a railway station or go to the nearest town centre"</p> <p>Steve Chambers, Sustainable Transport Campaigner at Transport for New Homes, said:</p>	<p>Comments noted - the SPD seeks to set a context for sustainable modal choices in the context of the site allocation. The points raised are important and there is an onus on all parties to work collaboratively to secure the best outcome for the new settlement.</p>	N/a

	<p>“Our visits to sites of Garden Towns and Garden Villages highlighted the chasm between the proposed visions and the built reality. We found that because of remote locations, public transport was rarely already provided, and funding had not been secured to make it available when residents move in. Walking and cycling were clearly afterthoughts and even in the better examples did not provide safe and convenient routes to basic amenities beyond the development boundary. Garden Villages were typically too small to support any amenities and are not being built on a sustainable scale. Larger Garden Towns typically located new housing beyond a ring road, on the edge of an established town and poorly connected with it. Car dependency is being built into the Garden Towns and Garden Villages by design.”</p> <p>Steve Gooding, Director of the RAC Foundation and a Chair of the Steering Group for Transport for New Homes, said: “The vision for garden developments is laudable but is at grave risk of being missed – far from being delivered in a way that would encourage us to leave our cars at home the reality looks set to ingrain car dependence.</p> <p>These People know far more than I do - So I end on their words</p>		
56	<p>My concern is the impact on the area around Dunsfold Park. I have two comments on WBC’s proposals:</p> <p>1. The houses have been placed further west than previously i.e. closer to the village of Dunsfold. Indeed, some of the proposed houses now fall in the Parish of Dunsfold (which was not previously the case). It is essential that a significant space is maintained between the two settlements to preserve their separate identities. Dunsfold Park should be placed further east and a firm commitment made to allow no further development to the west.</p> <p>2. It is proposed that buildings will go up to four stories. This is totally inappropriate in a rural area. It would create a visual intrusion, especially from the adjacent Area of Outstanding Natural Beauty, which is expected to be extended around Dunsfold.</p>	<p>The framework drawings are largely indicative, and the western extent of development are considered to be appropriate in the context of the existing consent. Any future scheme which bridges the gap to 2,600 homes from 1,800 would need to undertake assessment of these aspects.</p> <p>As noted above, building heights are in accordance with the consented material. The majority of dwellings, particularly away from the centre would be 2-3 stores.</p>	N/a
57	<p>The focus is on active travel by residents of Dunsfold Park however the new settlement will also be a destination from the surrounding villages of Dunsfold, Alfold and Cranleigh and the cycling network in particular should support this.</p> <p>1) The ~Wey and Arun Canal Trust (WACT) is already constructing a cycle, pedestrian and equestrian bridge over the canal at Tickners Heath and this will be the most direct off road route into the development for active travels from Alfold coming through the Springbok Estate. The towpath is flagged up as an active travel route and it is important that this connects right through to Tickners Heath. The new road entrance for cyclists, walkers and buses at Tickner’s Heath to the museum area will be a longer way round for travellers from Alfold and will be less favoured. There should be good access to the peri track from towpath to allow users direct access to facilities in the core area.</p> <p>2) Equally, at the east end of the site WACT is planning to construct a new crossing under the A281. Although cycle provision is being made along the main access road from the new roundabout on the A281 once the new canal crossing is constructed and the canal is restored through to Elmbridge village, the canal towpath will provide a complete off road active travel route between Dunsfold Park and Cranleigh. Access along this route is referred to in the Site Wide Travel Plan August 2016 Para 2.13. There should be a presumption that this route will become available in the medium term and feeder routes into it should be incorporated into the plans and no construction should be permitted that would obstruct it.</p> <p>3) Provision should be made for cycle access from High Loxley Lane instead of the current proposed footpath access route. There is a Bridleway (BW282) that links this entrance to the centre of Dunsfold Village and could eventually be a cycle route between Dunsfold Village and Dunsfold Park suitable for children to cycle to the school.</p> <p>4) There are two representations of possible canal basins (Fig33 and Para 11.23). The more open design in 11.23 would obstruct the canal towpath and the route would need to be taken behind it. The enclosed design in Fig33 would permit the towpath to be taken on a bridge over the entrance arm. Any design of the canal basin should provide for continuity of the towpath.</p>	<p>These detailed comments are welcomed and noted. Future schemes will need to resolve the detailed points of integration and connection as highlighted, including canal basin design (which is indicative at this stage).</p>	N/a
58	<p>I think this is a failure as a consultation. It is wholly superficial and certainly not suitable for stakeholders or organisations trying to make a serious effort to engage. Of course that may reflect your actual level of interest in the responses because you just need to be able to say you have consulted.</p> <p>I will submit my comments in writing and hope that you do actually want some constructive comments.</p>	<p>Comments noted - WBC has arranged a wide range of engagement activities for the consultation process. We are grateful for the variety and depth of comments received. The final SPD seeks to respond to a large number of comments.</p>	N/a
59	<p>This is a fantastic SPD. It is, in my view, both encouraging, and highly necessary in today’s context of embattled planning debates, to see an SPD produced by a collaboration of local planners and high quality architects which enlightened, optimistic and carefully put together.</p>	<p>Comments noted, and reference to examples welcomed.</p>	N/a

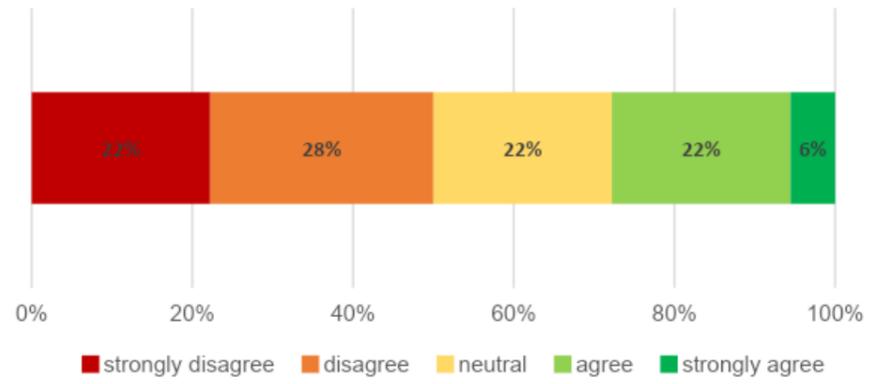
In my view, great emphasis should be given to the precedents of Eddington in Cambridge and Borneo-Sporenburg in Amsterdam.

Emphasis should also be given to the restrictions on building heights, facade layouts and materials.

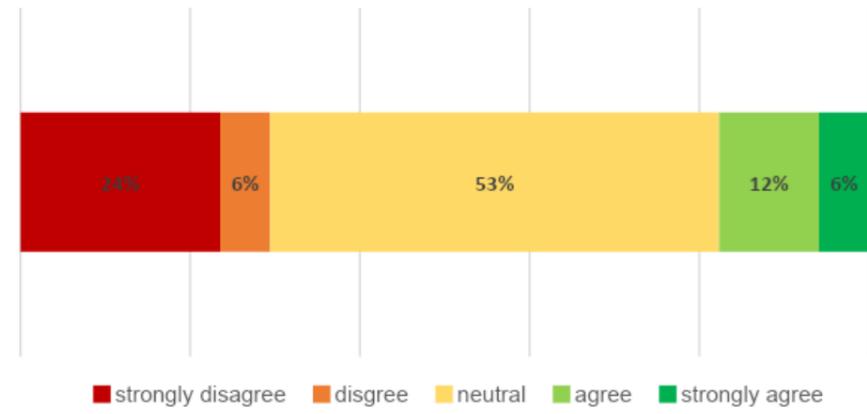
The following diagrams summarise the responses to the consultation questions.



Q14 - We have set out guidance relating to urban design, sustainable building design, streets and public realm and landscape and green infrastructure in Part C. To what extent do you agree or disagree with this guidance?



Q15 Part D of the SPD describes our vision and guidance for the key character areas at DPGV. To what extent do you agree or disagree with this approach?



APPENDIX 4

Overview and Scrutiny Panel November 2021 Comments and responses

O&S comment	Post-consultation response
The inclusion of a glossary of terms and abbreviations would be helpful for readers of the document.	Glossary for the website before consultation, added to the document post consultation.
Clearer identification of the village centre car park, car free zones, and pedestrian-priority zones.	Indicative reference to these is set out in Part B and Part C of the final document.
There should be design coherence across the development, reflective of the local area.	Additional text provided in Design Code section referencing Garden Community characteristics, and local materials
Caution against reducing private amenity space (gardens) because of availability of shared green open space; private amenity space is important.	Noted – the SPD identifies a need for both private and public amenity space
Countryside stewardship requirements to be clarified re active management of woodland, protection of ancient woodland, landscape management. Responsibility for these should be transferred to the Community Trust.	Updated in section 4.5.4 stewardship.
Landscaping should include mature trees as part of planting schemes.	Part C provides guidance for tree planting.
Design should be sensitive to and accepting of wildlife.	Additional references made to biodiversity in part B of SPD.
Clarify that in addition to shared EV charging facilities, individual dwellings will have their own charging facilities as part of planning permission conditions.	Clarification text added to link the SPD to SCC guidance in relation to parking EV points.
Concern about the lack of recognition of the location of Dunsfold Park in relation to Alfold parish and village. The document should recognise the	First vision strand and 4.3.4 to be updated to reference the villages and where appropriate Dunsfold and Alfold specifically.

potential for both spill over benefits and harms.	
Concern at potential traffic impacts off-site not recognised in the SPD, and highway safety at the Compasses Bridge route to the Alfold Crossways and the village as a whole. Which contradicts the importance for the new road being built onto the A281.	The SPD highlights the importance of assessment and consideration of mitigation in relation to any increase over and above the consented 1,800 homes.
The previously mooted inclusion of a museum would provide a valuable amenity for the village. This has potentially been included as a condition requiring a memorial to the history of Dunsfold Aerodrome.	Caption added to Fig. 22
Listed buildings to be preserved and integrated into the new development.	Additional heritage context and guidance in parts A and B.
Maximum building height should be lowered – 3 storeys would be more appropriate rather than 4.	This cannot be limited as it was agreed as part of the outline applications and reflects the approved parameter plans.
All parking provided should be provide for access by people with disabilities. There should be a recognition that disability ca be unpredictable and unforeseeable.	Updated section 4.3.4 to cover this point.
In light of other developments which have recently been approved, which are still experiencing flooding, SUDS and flood mitigation need to be addressed.	This is identified as a priority in Part B and Part D.
The need for good quality and affordable public transport provision should be emphasised within the vision.	Additional reference made on this point in the vision themes (sustainability).

APPENDIX 5: D:SE comments and responses

Please note that section references relate to the original SPD.

Comment	Response	Changes
General comments		
<p>D:SE - The document needs to be as up to date with recent discourse (including around COP26 and carbon reduction) as possible, to be forward looking and ambitious. It should not just address existing guidance, but also look ahead to future issues and address how these will need to be tackled.</p>	<p>Agreed - the final document could make explicit reference to the broader policy background - including Climate Emergency declaration and biodiversity. Also important to add explicit reference to Garden Community context.</p>	<p>Reference and concise summary to be added in new section “summary of context” ahead of Part A.</p> <p>To include high level summary around:</p> <ul style="list-style-type: none"> ● Climate Change emergency ● Biodiversity concerns ● Garden Community funding / principles <p>Add new section in Part A ahead of National Planning Policy context:</p> <p>2.X Broader policy trends</p> <ul style="list-style-type: none"> ● Climate Change emergency ● Biodiversity concerns ● Health and wellbeing <p>Within 2.X National Planning Context, add reference to NMDC, Building for a Healthy Life.</p> <p>Also add additional section - 2.X Garden Community context re. funding / principles identifying key qualities of Garden Communities...</p> <ul style="list-style-type: none"> • <u>Clear identity</u> • <u>Sustainable scale</u> • <u>Well-designed places</u>

		<ul style="list-style-type: none"> • <u>Great homes</u> • <u>Strong local vision and engagement</u> • <u>Transport</u> • <u>Healthy places</u> • <u>Green space</u> • <u>Legacy and stewardship arrangements</u> • <u>Future-proofed</u>
D:SE - Phasing and access requirements need to be considered, explained and specified, particularly in relation to how residents will move around the site during construction.	It is too prescriptive to identify the specific approach to phasing and associated access within the SPD. However, the principle of a future scheme doing so should be covered in the SPD. See section 4.5.3.	<p>Additional bullet point in section 4.5.3 after first bullet point:</p> <ul style="list-style-type: none"> • <u>Phasing proposals should consider the approach to construction including access.</u>

Part B MASTERPLAN FRAMEWORK

General comments

D:SE - Biodiversity and climate should be mentioned more frequently and specifically. The document needs to be as up to date with recent discourse (including around COP26 and carbon reduction) as possible, in order to be forward looking and ambitious. It should not just address existing guidance, but also look ahead to future issues and address how these will need to be tackled.	See notes above in relation to explicit updates to new summary of context and Part A . Opportunity to strengthen section 4.3.3 re. landscape framework guidance. See also section 9.4	<p>Section 4.3.3</p> <p>Additional bullet point at end of list:: <u>“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 9.4 in incorporating ecological improvements and habitat provision ”</u></p>
D:SE - There is a strong emphasis visually on the heritage of the airfield, but there should be more on the wider historical	Agreed - opportunity to expand historic context in the document.	Section 2.1.2

<p>context. This should include the older pre-war history, such as historic routes, field boundaries and hedgerows. It should also include the heritage of innovation in aerospace design, and by association technological innovation more broadly, which could help to strengthen and underpin the forward-thinking parts of the rest of the document.</p>	<p>Add and expand to section 2.1.2</p> <p>Additional guidance under review for Section B</p>	<p>Add figure (“historic evolution of Dunsfold Park Garden Village”) - sequence of 5 sketch plans</p> <p>Additional para: <u>“Figure X 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.</u></p> <p>Section B Additional heritage statement under preparation.</p>
<p>D:SE - There should be more detail on how construction access should work in practice, to avoid the scheme being seen as undeliverable by potential developers.</p>	<p>See comment above re. section 4.5.3</p>	<p>See amendment re. section 4.5.3 above.</p>
<p>Chapter 3 vision and key principles</p>		
<p>D:SE - The vision should have more detail and be more of a ‘vision statement,’ and a mechanism against which future masterplan frameworks can be tested and measured. It must be possible to tell clearly and coherently where future proposals match or deviate from the vision.</p>	<p>The Vision themes in section 3.2 are established and signed through the political process. We do not envisaged the development of a further simple statement. The suggestion around measuring proposals against the themes is helpful. We have developed simple “target outcomes” which could be used to benchmark proposals.</p>	<p>Section 3.2 - add target outcomes to each theme to assist in measurement of future masterplan proposals.</p>

<p>D:SE - As well as mention of local policy there should also be reference to other supporting national planning policy and garden city guidance including the TCPA's Garden City Principles.</p>	<p>Agreed. As noted above, additional reference will be made to Garden Communities in new summary of context and Part A.</p>	<p>See above - additional text to be added to summary of context / Part A.</p>
<p>Chapter 4 a flexible framework</p>	<p>Noted - scale bars will be added to framework diagrams in Part B. Drawings in Part C, and sketch illustrations are purely illustrative and are not to scale. In general terms, it is important to highlight that the SPD does not seek to explicitly control street widths and block size.</p>	<p>Scale bars to be added to framework drawings in Part B.</p>
<p>D:SE - Many of the diagrams are missing scale bars. Including these will make sure that the scale is clear, which is particularly important for the illustrative block and street sizes. It will help to demonstrate there is a logic/rationale to the size, and to make sure, that the blocks and streets are implemented as intended when the scheme is delivered.</p>	<p>The challenges of the location of the school site are noted. The illustrative masterplan will retain the school in this position, but clear reference to overcoming the challenges will be made in section 4.3.5 and section 10.3</p>	<p>Additional text to be added to section 4.3.5: “Potential location of the primary school within the western portion of Runway park as a key community anchor. <u>Section 10.3 articulates the key design considerations which should be considered in relation to the primary school location.</u>”</p> <p>Additional text to be added to point 13 in section 10.3:</p> <p>The Council's preferred location for the primary school is a central parcel in close proximity to the centre. <u>The illustrative sketch masterplan identifies a potential location to the west of the village centre.</u> The position of the parcel within the runway space, <u>could</u> offers an exciting opportunity to establish a unique, contemporary design which inspires young residents at DPGV.</p>

		<p>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. <u>If a location in the runway park is pursued, proposals should demonstrate how the school avoids any potential barrier effect, avoiding attractive 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.</u></p>
<p>D:SE - We have some reservations about the route between the business park and the village centre. There is a risk of it feeling too much like a busy main road and therefore being unattractive to walk alongside, leading to a disconnect between the business park and the village centre. There is the potential for the school to help with integration, but as mentioned above, it feels like it will be a barrier. An attractive and direct route for pedestrians should be sought between the business park and the village centre.</p>	<p>Noted - it is important to note that although linear in nature, the street hierarchy framework drawing defines the route east of the access from Stovold's Hill as being a "connecting street". It is not envisaged to be a busy route with access mainly focused on residential neighbourhoods in the petal adjacent to the runway park (although some of this traffic is likely to arrive via the central crescent route from the south. We have developed a sketch to illustrate the nature of the street condition as part of the Business Park / residential interface.</p>	<p>Additional point to be added to section 10.2</p> <p><u>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.</u></p> <p>Additional drawing under preparation - Section D</p>
<p>D:SE - Retaining the D-shaped route makes sense, but there needs to be more information about how it is crossed and how it interacts with other routes - particularly the landscape petals - to avoid it becoming too much of a barrier.</p>	<p>This is best dealt with in section 11.2 which defines the village green and crescent in a landscape context.</p>	<p>Part D Study drawing to articulate relationship between Crescent and routes</p>
		<p>In Part A:</p>

<p>D:SE - The document also needs to demonstrate the landscape designations, such the Area of Outstanding Natural Beauty (AONB) and the Area of Great Landscape Value (AGLV) more prominently than it does at the moment and give more detail about how these should inform the response.</p>	<p>Agreed - opportunity to do this in Part A and Part B</p> <p>Given the technical nature of this aspect, and the desire to retain the approach / extents established through the OPC, it is considered that tighter reference to policy requirements is the most appropriate approach.</p>	<p>Fig 4 - Policy designations: Add key including AONB / ALGV designations</p> <p>In Part B: Amend text in Landscape summary (4.3.2) to read "...responding to the setting of the Surrey Hills Area of Outstanding Natural Beauty, in line with Policy RE3, <u>and the Area of Great Landscape Value.</u>"</p> <p>Amend text in opening paragraph of 4.3.3 to read "Proposals must demonstrate how they have responded to the existing natural and landscape context of the site and its strategic setting, including topography..."</p>
<p>D:SE - This is a big, open and flat site. There needs to be more definition of how enclosure will be achieved and how exposure will be reduced. This can be achieved through topography, tree planting and architecture.</p>	<p>Agreed - we have added further detail to section 4.4.2. 4.3.3 (pp.30)</p>	<p>Section 4.4.2: Add existing topography plan, existing landscape features plan, biodiversity strategy plan and green & blue infrastructure plan ahead of an annotated indicative landscape strategy.</p> <p>Additional text commentary (section 4.4.2)</p> <p><u>Fig X illustrates the flat and open nature of the site. Much of the area is grassland, with a number of clusters of woodland which define edges and points of interest across the site. Some of these are Ancient Woodland, and a small number are designated as SSSI. The indicative landscape strategy has a number of key dimensions. Any proposals should consider existing topography, landscape features and habitats in defining strategic biodiversity</u></p>

		<u>corridors, green infrastructure and blue infrastructure. Proposals should seek to create enclosure through creative responses to topography, tree planting in combination with new built edges.</u>
D:SE - The placing of the multi-use games area (MUGA) feels logical at a framework scale, although the approach to setting and meeting open space standards needs to be clearer. There should be clearer metrics to demonstrate and support open space needs and requirements.	Key metrics are established through the policy framework. It is sufficient to reference key policy references rather than calculating on an indicative basis.	No changes
D:SE - The aspirations for transport modes could be stronger. The large amount of parking feels like it is based on outdated guidance and principles. In places the parking has a negative impact on the streets and homes.	Opportunity to be more explicit in relation to car parking. This is most appropriately dealt with in Part B (section 4.3.4)	Additional heading and text to be added in section 4.3.4 after “ Walking ” <u>Parking</u> <u>The Council will work with future applicants and Surrey County Council to agree an appropriate approach to car parking. 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. Subject to a consideration of the strategy, the Council will encourage a low level of parking provision with a view to achieving a sustainable pattern of movement, and creating attractive streets, spaces and homes.</u>
	See comments above regarding the strategic approach in section 4.5.3	See note on amendment to section 4.5.3 .

<p>D:SE - There should be more detail on how construction access should work in practice, to avoid the scheme being seen as undeliverable by potential developers.</p>		
<p>D:SE - Surrey County Council (SCC) design guidance around streets and movement is being updated. The document should engage with and reflect these changes, as the updates to the SCC document may offer the opportunity for this SPD to be more ambitious in this respect.</p>	<p>Cross-reference guidance in section 4.3.4.</p>	<p>Amendment to text at beginning of section 4.3.4: Proposals for DPGV must respond to the Council's aspirations for a sustainable pattern of movement <u>and current SCC guidance on movement and streets</u>, providing choice with an emphasis on active travel.</p>
<p>D:SE - Making a local centre around the canal is fully supported, but we have some concerns about access to this part of the site. The nearest bus stop to the second centre appears to be one petal along, rather than in the centre itself. If this is to be truly a centre it needs to be easily accessed by public transport and directly served by a bus stop.</p>	<p>Noted - the exact public transport locations and canal basin location is to be determined.</p>	<p>Additional principle to be added to 10.4, under "Streets and movement": <u>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.</u></p>
<p>D:SE - In Fig 23 the cycleways do not continue along green wedges, but they should do; these could be important and attractive routes.</p>	<p>Agreed - amend fig 24 – sustainable movement framework in Part B</p>	<p>Fig 24: Add cycle connections adjacent to indicative walking desire lines within green wedges.</p>
<p>D:SE - The entire site being 2 storeys around the edge could make it feel monotonous. Introducing more variety around the edge could help enliven and add interest and profile to the edges.</p>	<p>Additional text would be beneficial in section 4.3.6</p>	<p>Section 4.3.6 - additional text: 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. <u>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.</u></p>

Part C SITE WIDE DESIGN CODES

General comments

<p>D:SE - Character areas should come ahead of the codes, as the former informs the latter.</p>	<p>Agreed - this is a helpful suggestion which has been adopted.</p>	<p>Part C and Part D - order swapped in final document so character areas appear before design codes.</p>
<p>D:SE - The public art, wayfinding and heritage elements are strong.</p>	<p>Noted - no changes</p>	<p>N/a</p>
<p>D:SE - The code should be clearer about hierarchy and be clear about whether instructions are a 'must,' or a 'should' or a 'could.' Locking in key principles will mean that developers cannot undermine the core qualities of the scheme. Providing this will retain the core qualities whilst allowing for flexibility and innovation from developers.</p>	<p>Agreed - this suggestion has also been identified in stakeholder representations with a view to establishing clarity from the perspective of the relationship between the SPD and planning policy.</p>	<p>Part C: Audit of the design codes - a threefold hierarchy will be embedded:</p> <ul style="list-style-type: none"> ● "must" - minimum requirement (policy compliant) ● "should" - expectation (target best practice compliant) - not a requirement ● "could" - aspiration (opportunity to exceed best practice) - not a requirement
<p>D:SE - There should also be more information about control mechanisms, relating to how the codes get checked and how they evolve. This is key because changes will almost certainly need to be made, and it is important that they benefit the scheme rather than undermine it. The document should cover this in more detail and should consider how the existing and future community in and around the site can be a part of this long-term stewardship.</p>	<p>These aspects are covered clearly in Part B of the document - see section 4.5</p>	<p>N/a</p>

<p>D:SE - On central spine streets there is the opportunity to echo lessons learnt from Surrey villages. In these locations there is a mix of wide-fronted houses, setback houses and narrow terrace houses. At the moment, on some key routes, including the route to the canal, there is not enough variety. As well as a variety of building types, lots of Surrey streets have distinctive features every 60-100 metres, including feature trees, a building pushed forward or back, or a small green. Introducing these will help to break up the larger streets and make them more characterful and more appropriate to the Surrey context.</p>	<p>This discussion and feedback was helpful and welcome. We intend to include a sketch study in the character area section to explore these suggestions.</p>	<p>Part D Inclusion of additional illustrative sketch to explore the character of a central spine street and adjacent blocks.</p>
<p>D:SE - The social space and social qualities of this code need to be specified more. For example, there should be detail and focus on multi-generational living.</p>	<p>This is an important area of guidance and is covered in section 7.2.</p>	<p>N/a</p>
<p>D:SE - There should be more information and specificity about refuse and servicing and how these will work.</p>	<p>This is an important area of guidance which is covered in section 7.7. Further more prescriptive guidance is not considered appropriate within the SPD.</p>	<p>N/a</p>

6 Urban design

<p>D:SE - There should be more reference to the uniqueness of this location and the of this site and more guidance about how should inform and influence proposals. Whilst the examples given are generally high quality and instructive, care needs to be taken to emphasise the particular qualities of a garden village, and specifically one that is located in this particular part of Surrey. For example, whilst the examples from Cambridge are good, the risk is that emulating them too closely will not give a distinctly local character. Using a pattern book of local materials could be a good way to ensure the</p>	<p>Further contextual reference will be made to the Garden Community principles in Part A as noted above.</p> <p>We are reviewing the precedent images to give greater emphasis to softer / greener character in terms of streets.</p> <p>The generation of a pattern book of local materials is beyond the scope of the SPD and is overly prescriptive. Section 7.5 makes reference</p>	<p>Changes as set out in adjacent column to Part A/C.</p>
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<p>document suitably draws on local precedents and reflects local characteristics.</p>	<p>to the preparation of a site materials strategy as part of a future masterplan.</p>	
<p>D:SE - As well as recent examples, the document should acknowledge the mature characteristics of existing garden cities. This will help consider how this development could and should look in 100 years and set aspirations for how it evolves over time.</p>	<p>Noted - opportunity to make additional reference in section 9.1</p>	<p>Additional sentence in section 9.1: <u>“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.”</u></p>
<p>D:SE - The use of courtyards has potential and turning some dwellings around to have front doors in the courtyards would help to activate these spaces.</p>	<p>Noted - will amend text to emphasise the importance of fronted and overlooked courtyards, as well as the drawing in section 7.9</p>	<p>Final bullet point in Section 7.9 SB.25 - “Parking courts must be overlooked through use of windows and designed as positive prospects; <u>using dual frontage buildings and front doors where appropriate</u>; designed to prevent damage to hard and soft landscaping; and include a robust management plan.”</p> <p>Parking court drawing in Section 7.9 to be reworked to illustrate frontage onto courtyards rather than backs.</p>
<p>D:SE - The specifics of the variegated roofscape could be explored more, as this offers a chance for a distinctive silhouette for the site.</p>	<p>Noted - relationship to silhouette to be drawn out specifically within the text.</p>	<p>Additional bullet point in Section 7.6 SB.19 to read - <u>“Variation in roofline can establish a rich townscape and silhouette across the settlement. A family of idiosyncratic rooflines, pitches, eaves and gables could contribute to a distinctive character but must form part of a well conceived architectural composition”</u></p>

<p>D:SE - The framed views of the different parts of the site work well and we would like to see more of them. Views between and into neighbouring adjacent character areas should be included.</p>	<p>Noted - we agree there is would be a valuable addition but consider it beyond the project scope.</p>	<p>N/a</p>
<p>D:SE - The reference diagrams and the use of 3D imagery is helpful, and there could be more of these within the document.</p>	<p>Noted - we are mindful of not providing an excessive level of detail and prescription.</p>	<p>N/a</p>
<p>D:SE - In the 'UD.11: Addressing the corner' section the typology is taken from elsewhere and looks uncomfortable with the surroundings. The example is not really turning the corner but instead is just a flat façade onto it. Drawing on Surrey examples, potentially through a contemporary interpretation of a historic vernacular, would be welcomed here.</p>	<p>Section 6.6 Agreed - we are updating this image with a more appropriate typology, drawing on typical Garden Village / Suburb examples.</p>	<p>Section 6.6 Image to be updated</p>

7 Sustainable building design

<p>D:SE - The Flexibility and adaptability (7.2) sections work well and could be expanded upon further, with more details about how this scheme will need to evolve in the future.</p>	<p>This is an important area of guidance which is covered in section 7.2. Further more prescriptive guidance is not considered appropriate within the SPD.</p>	<p>N/a</p>
<p>D:SE - The graphics in the 'SB.14: Alternative futures' section are a little vague and should be tied more closely to the images shown elsewhere to avoid misinterpretation.</p>	<p>Please note that these images reflect general design and sustainability principles rather than specific elements of design.</p>	<p>N/a</p>
<p>D:SE - The proposals need to work with the parking requirements. At the moment some of the diagrams do not seem to take into account the presence of parking, and do not reflect the reality of the parking requirements. Some diagrams in this section show parking in front of houses whereas some omit it. Generally, in order to benefit the street scene, we</p>	<p>Please note that these drawings are intended to describe particular conditions, relevant to the topic in hand. It is not possible to resolve aspects such as parking without getting into more comprehensive and detailed matters of design</p>	<p>N/a</p>

<p>recommend putting parking to the side or rear, but the actual locations where this parking will go need to be specified and shown. The relationship between parking and boundary treatments should also be shown. The document needs to be clearer about what is intended, and consistent in demonstrating it.</p>	<p>which sit more appropriately with the next steps of the masterplanning process by an applicant.</p>	
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8 Streets and public realm

<p>D:SE - There should be more information and specificity about car clubs and electric vehicle charging. Every plot will need to have charging and how this integrates into the design needs to be shown.</p>	<p>Charging points currently are mentioned in section 8.6</p>	<p>Add clear reference to electric vehicle charging points in section 4.3.4:</p> <p><u>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 matter.</u></p>
<p>D:SE - The variety in street widths is a positive but we would like to see even more variety and some even tighter streets. This will help diversify the character and introduce a sense of enclosure. Variable street widths along streets and lanes will also help with this.</p>	<p>Noted - additional text to be added to section 8.1</p>	<p>Section 8.1- additional sentences. <u>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.</u></p>
<p>D:SE - The proposed street sections adhere to garden design principles well but need to include more detail to ensure the reality of how they are implemented is in line with these</p>	<p>Noted - additional points to be added in section 8.1.</p>	<p>Section 8.1 Additional sentence:</p>

principles. Junctions should be shown in plan and section. Utilities locations, visibility splays and information about trees should be included. For trees, there should be information about sightlines, the amount of porous paving required, the specific soil volume required for different species, and the extent of specific tree growth over 5, 10 and 30 years. This will help to understand the canopies, and in turn will help to show how tree planting is coordinated with lighting. The input of Surrey County Council should be sought on these matters, so that it can be ultimately implemented and maintained without any issues.

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.

9 Landscape and green infrastructure

D:SE - Allotments are important and a mix of approaches would be welcome in terms of allotments and community gardens, spread across the site. More information should be provided about how the allotments will be integrated across the masterplan framework.

Additional clearer reference to allotments will be made in Part B (**section 4.3.3**)

Part B - section 4.3.3:
Additional sentence at end of penultimate bullet point: “ the Council will encourage provision of community gardens and allotments in convenient and accessible locations across the site.”

D:SE - The inclusion and consideration of trees is appreciated, as street trees are a key part of garden communities. However, more detail is required to show how they are incorporated into the design. They should be shown within blocks and within courtyard and enclosed spaces, using 3D imagery.

Noted - an important consideration in placemaking but deemed a too detailed aspect of design and beyond the SPD scope.

Part C - Section 9.2 LG.40 new text to read:
“Use of trees must 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.”

<p>D:SE - There needs to be robust consideration of how trees will mature over the longer term. As well as the information about how they relate to street layout as detailed above, there needs to be details about how trees will be maintained, and the stewardship for them. Their benefits, in terms of maximising value in the public realm, also needs to be emphasised. The lifespan of the trees also needs to be taken into account, in order to consider what happens after this time.</p>	<p>Additional more detailed guidance is beyond the scope of the SPD, but the importance of providing these details as part of future design could be referenced.</p>	<p>Part C- section 9.2: Additional point: <u>Proposals for tree planting should include details about how trees will be maintained, their lifespan and the approach to stewardship.</u></p>
<p>D:SE - Hedgerows are incredibly important for ecology as well as enclosure. They are a distinctive and iconic part of existing garden cities. Whilst Dunsfold should seek to avoid having ubiquitous privet hedges, the importance of species-rich hedges should be reflected and there should be more scope for their inclusion.</p>	<p>Noted - the importance of hedgerows and soft boundary treatments in character and ecology will be drawn out in wording, drawings and precedents. Focus on Sections 6.3 and 6.4 but will audit all precedents to demonstrate the importance as a unifying theme.</p>	<p>Additional bullet point in Section 6.3 UD.8 to read “Soft boundary treatments including hedgerows and planting should prevail across the settlement as a key component of the Garden Village character”.</p> <p>Bullet point C in Section 6.3 UD.9 to read “A number of treatments are appropriate in a residential setting <u>though a variety of hedgerows planting is preferred to unify the Garden Village identity and reinforce distinct character areas.</u> These must be used to define the home from the street, or the home from the neighbour where relevant”.</p>
<p>D:SE - Green walls are important for biodiversity and hydrology, and we would welcome more mention of them.</p>	<p>Noted - this is not generally recommended due to maintenance issues, but possibility to be reflected.</p>	<p>Section 9.2, LG41 - amendment: Amendment to text: Planting with more intensive maintenance requirements, such as green walls...are not generally recommended, unless robust maintenance strategies are in place in perpetuity.</p>
<p>D:SE - The Sustainable Drainage Systems (SuDs) section (9.3) needs more detail. SuDs contribute to the hydrology but</p>		<p>Section 9.3 - additional sentence:</p>

<p>there will need to be significant areas of attenuation as the site is flat. The language of SuDs elements could be stronger and more tied to the qualities of Dunsfold. The section needs to emphasise the network of SuDs and drainage systems and how they are integrated with other qualities of the scheme including the street pattern. The relationship between servicing strips and swales needs to be explained in more detail.</p>	<p>Noted - additional text to be provided, but further prescriptive detail is beyond the scope of the SPD.</p>	<p><u>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.</u></p>
<p>D:SE - The biodiversity sections (9.4 and LG.43), need to make more reference to the distinctive landscape character of woodlands and meadows. The right type and diversity of habitat structure needs to be provided across the site.</p>	<p>Noted - additional text to be provided, but further prescriptive detail is beyond the scope of the SPD.</p>	<p>Section 9.4 - LG.43 - add sentence: <u>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.</u></p>

Part D CHARACTER AREAS DESIGN GUIDANCE

<p>D:SE - This part of the document is particularly strong. The relationship with the rest of the document and the wider master plan is apparent but the order of the main sections needs to be considered. The key next step is ensuring that the most important details are implemented.</p>	<p>Noted - some aspects of this section will be further strengthened ahead of adoption.</p>	<p>See amendments below (and noted above as appropriate).</p>
<p>D:SE - Being more prescriptive about a few key moments in the site could help to reinforce the sense of something special happening at these locations and provide focal points and emphases for the character of the site.</p>	<p>Noted - a number of additional drawings are under preparation which will illustrate and assist in describing the potential features of particular conditions.</p>	<p>Additional drawings to be provided in Part D. Illustrative status to be made clear.</p>
<p>D:SE - We think the sketches shown in the meeting should be used in the document. They are really helpful and inspiring and will help demonstrate the ambition required.</p>	<p>Noted - a number of additional drawings are under preparation which will illustrate and assist in describing the potential features of particular conditions.</p>	<p>Additional drawings to be provided in Part D. Illustrative status to be made clear.</p>

D:SE - The walkability of these character areas and the distances should be shown – both in distance and also in walking time. Undertaking this exercise will help to show if there are any key routes which should be made more direct.	Noted - further information not added to avoid confusion.	
D:SE - It would be good to see more detail about the main junction on the runway within the site - it makes sense to pull traffic off to the business centre at this point, but more specific detail should be provided about how it works, both in traffic engineering terms but also in relation to character and distinctiveness, as it is a key entry point for the whole site.	See movement framework section 4.3.4 and character area which defines the context. It is beyond the scope of the SPD to provide further detail.	N/a
D:SE - The lanes at the edges of the site need more thought. Having private drive solutions around the edge risks a discontinuous route along the edges, which undermines the benefits of being able to cycle or walk along this space. There should either be a continuous edge lane here which is adopted, or buildings that front onto the edge with a continuous footpath. If well designed and not over-engineered, an edge lane could help provide some activity here. A further advantage of a continuous edge lane condition would be that hammerheads and turning would not be required on the adjoining streets.	Part D - Noted - this is subject to a further sketch study to illustrate a potential condition. Some degree of street access is likely to be required, but any risk of undermining a continuous walking and cycling route are avoided. A continuous edge lane might not be desirable as a monotonous form.	Part D - additional drawing under preparation.
D:SE - Traffic calming needs to be considered and should not be put in as an afterthought. Interventions such as chicanes (created by the placing of buildings, and not highway engineered) could integrate well with pocket parks, creating more public space as well as reducing traffic speeds.	Additional text to be provided in Part B - section 4.3.4 to pick this up.	Part B - section 4.3.4 Additional sentence <u>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.</u>
D:SE - Hierarchy between the spine roads and the different areas within each petal needs to be understood. Details of	Additional text to be provided in Part D, section 10.5	Part D, section 10.5 Additional sentence

<p>how the spine roads will be crossed and how the junctions work are important to include, as it will impact on the open spaces.</p>		<p><u>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.</u></p>
<p>D:SE - Each of the petals are unique and should be considered differently. For example, the relationship with the sun, and therefore the impact on open spaces and trees will be different depending on the orientation of each petal. Therefore, care should be taken to avoid giving the impression there will be one uniform 'standard' petal type.</p>	<p>Additional text to be provided in Part D, section 10.5, point 10</p>	<p>Part D, section 10.5, point 10 <u>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.</u></p>
<p>D:SE - A farmstead typology could work in The Woods and should be considered as an option.</p>	<p>This could be explored as an opportunity. Additional text to be provided in Part D, section 10.6, point 10.</p>	<p>Part D, section 10.6, point 10 <u>There is potential to consider a farmstead typology as an effective approach in this area.</u></p>
<p>D:SE - The relationship between the central green and the housing needs some more thought. The formality of the space needs to be considered, so that it can work for all types of use, from events or fairs to more informal everyday usage. A comparison with Surrey market squares and surrounding precedents should be made and may provide examples for ensuring the space is welcoming and well used, rather than being unduly formal and ornamental.</p>	<p>Part D Agreed - add additional text to highlight the need to explore character and function of space.</p> <p>An additional study drawing is under preparation to consider the relationship between the green and the housing.</p>	<p>Part D Additional point re. Landscape Character area study A: <u>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.</u></p> <p>Section 10.5: Additional drawing to be provided to consider relationship between central green and the housing.</p>

D:SE - The MUGA, skate park, and older children's social space could all be integrated with each other. Providing some of this type of space on the runway could make use of the character and existing hard surface of the runway.

Part D - section 11.3

Add sentence to cover this point.

Part B - section 4.3.3

Cross-reference flexibility in MUGA location

Part D - section 11.3.2

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.

Part B - section 4.3.3

Additional sentence to clarify MUGA position: 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 11.3.2.

D:SE - The runway park needs to transition from the strong boulevard further to the east approach. The sequence of spaces could become looser, more organic and more naturalistically driven.

Section 11.3.2

Noted - add sentence to reflect this consideration.

Part D - Section 11.3.2

Additional sentence: 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.