
WPIL's Responses to the Examining Authority's Second Written Questions

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1. Introduction

- 1.1. This document provides Wisley Property Investment Limited's (WPIL) responses to the Examining Authority's Second Written Questions in respect of the proposed M25 Junction 10 upgrade (ExQ2). It refers where necessary to the Written Representation (WR) submitted by WPIL in November and WPIL's responses to the First Written Questions (December).
- 1.2. WPIL is the principal landowner of Wisley Airfield, which is allocated for a new settlement by allocation A35 of the adopted Guildford Local Plan 2015-2034 (GBLP). Appendix 1 of our WR demonstrates WPIL's land ownership on the basis of the previous planning application submitted in 2014 (which was dismissed at Appeal in June 2018, 'the Appeal Scheme'). Part of the new settlement allocation is affected by Highways England's (HE) Development Consent Order (DCO) application for the upgrading of M25 Junction 10. A planning application for the new settlement will be submitted later in 2020, with implementation envisaged alongside the HE's proposed works from 2022. The first occupations in 2022/23 will coincide with the practical completion of the Junction 10 works.
- 1.3. As outlined in our WR, notably Section 3, WPIL is broadly supportive of the DCO scheme and the necessity to make enhancements to the strategic road network on the A3/ M25 at and around Junction 10. Subject to satisfactory resolution of the issues identified in the WR (see Sections 4 and 5 of the WR), the improvements will enable the delivery of the GBLP allocation, as noted by the Plan itself (for example Section 3: *Spatial Vision for the Borough*, Policy ID2: *Supporting the Department for Transport's "Road Investment Strategy"*, allocation A35: *Former Wisley Airfield, Ockham* and Appendix 6 - *Infrastructure Schedule*). In particular, allocation A35 acknowledges the relationship between the delivery of the new settlement and the M25 Junction/A3 Wisley interchange upgrade. The delivery of the Junction upgrade is supported by Guildford Borough Council's (GBC) Infrastructure Delivery Plan (IDP).
- 1.4. Where relevant, resolutions to some of the Written Questions may be achieved by a Statement of Common Ground, in progress with HE (see paragraphs 4.5-4.7 of the WR).
- 1.5. As an update to the Examination, the Examining Authority will be aware that the Judicial Review of the GBLP was concluded on 4 December ([2019] EWHC 3242 (Admin)). It has now also been confirmed that a Court of Appeal challenge to this Judgement has not been given leave to Appeal. Full weight can now be applied to the adopted GBLP.

2. Responses to Examining Authority's Second Written Questions for WPIL

2.1. This section outlines the questions addressed to WPIL in the Examining Authority's (ExA) Second Written Questions and WPIL's responses. WPIL has only responded to the questions directed.

12. Socio-Economic Impacts

2.12.4

Given that to date there is no extant planning application concerning the airfield's redevelopment before GBC for determination, how realistic is the proposition that works associated with the airfield's redevelopment would commence in 2022, with first occupations in 2022/23 [Table 2.1 of REP1-048]?

2.2. WPIL still intends to submit a Planning Application in 2020. The timetable was outlined in our WR. Initial works to deliver Wisley new settlement would therefore come forward in 2022, subject to planning.

2.3. Owing to the High Court decision on the GBLP, the Examiners will be aware that GBC has recently undertaken a consultation on the Spatial Development Framework (SDF) Supplementary Planning Document (January 2020) (Appendix 1). WPIL assumes that GBC will move to adopt it as soon as possible (the published Local Development Scheme, dated 2018 is silent on its production/ adoption). WPIL will have regard to the principles of the emerging SDF in the preparation of the planning application. A principal element of the SDF is outlined in the GBLP and is the requirement to follow a robust design and masterplanning and design review process (as per policy D1). Figures 2 and 66 of the SDF outline the anticipated planning and design process. This is not an unexpected process, and WPIL will have regard to it, in order to:

- Undertake masterplanning/ adhere to the GBLP policy D1 requirements;
- Bring forward an outline planning application;
- Consider whether any element of the outline planning application can be made in full detail, for example the SANGs and initial primary infrastructure – this will speed up delivery;
- Progress Design Codes for the residential and other built form at a later date and prior to the submission of Reserved Matters for these phases (noting the focus of the Design Codes, as per SDF paragraphs 9.3.7 – 9.3.11).

2.4. In preparing an outline planning application, regard will be had of SDF Appendix A. The documents, plans and EIA requirements outlined are not new to WPIL, owing to the production of the original planning application in 2014 (as amended in 2015 and at Appeal in 2017). The Examiners will also recall that WPIL had agreed a Section 106 at Appeal with GBC and SCC. It is likely, in WPIL's opinion, that many of the obligations in the original Section 106 remain valid today, as consistent with the GBLP and emerging SDF.

The SDF includes, at Part 4, a framework for implementation and delivery of the strategic sites including Wisley, and sets out a process map at p.179. WPIL considers that this would not present an obstacle to timely delivery in line with expectations.

- 2.5. The Examiners will also be aware that GBC published a Five Year Housing Land Supply update in November 2019 (Appendix 2). The housing trajectory therein confirms the anticipated delivery of Wisley new settlement of 175 dwellings from 2022-24, and the balance by 2034.
- 2.6. The Garden Village bid referred to in our WR remains before the Government for consideration.
- 2.7. **In summary, there is every opportunity to ensure that the delivery of the DCO 'dovetails' with the first delivery of Wisley new settlement from 2022, notably should an initial focus / phase of the DCO be to enable the new Wisley Lane, and associated utilities/ infrastructure.**

2.12.5

What degree of overlap is there likely to be between the construction phases for the Proposed Development and the airfield's potential redevelopment were the former to be consented and the latter was to be granted planning permission?

- 2.8. Given the position on strategic highways, as agreed in the Position Statement (June 2018) (see Appendix 1, in our Written Representation to the Examination) and updates since in discussions between Highways England and WPIL, we do not envisage any dwelling occupations until the Proposed Development is constructed and open to public traffic. The current timetable for the DCO works is consistent with the delivery of dwellings 2023.
- 2.9. Enabling infrastructure and phasing of the proposed SANGs can, and will need to, commence in the interim. Subject to planning, these infrastructure works can proceed alongside the planning process / Design Codes and Reserved Matters for the first phases of houses, and in particular the establishment of the SANG is likely to require early works. This work was envisaged as "Preparatory Operations" at para 6 of the June 2018 WPIL / HE Agreed Position Statement.
- 2.10. The delivery of initial infrastructure and enabling works such as translocation of species and SANG ground works at Wisley new settlement could proceed early in 2021, subject to planning. Through measures such as shared construction access, initial phases of infrastructure could be coordinated with the delivery of the Proposed Development. WPIL agreed with Surrey County Council in the agreed conditions / S.106 for the Wisley Airfield appeal scheme (see Appendix 10 of our Written Representation to the Examination) that construction access to the site from Old Lane in the east would be limited, and it is likely that SCC will look for the site's principal construction access to be from the West via diverted Wisley Lane or Ockham Park roundabout.
- 2.11. The coordination of these activities has obvious benefits to all parties.

13. Traffic, transport and road safety

2.13.1

Does Figure 2.3 on page 6 of your responses to the ExA's FWQs [REP2-052] continue to be your best estimate of the distribution of the traffic that would exit or enter an airfield redevelopment scheme via either Old Lane or the Ockham Park junction?

2.12. Figure 2.3 on page 6 of WPIL's responses to the ExA's FWQs [REP2-052] was our best estimate of the distribution of the traffic that would exit or enter the airfield redevelopment scheme via Old Lane or the Ockham Park junction based on the previous work carried out. However, this should be qualified by the fact that the following would have some effect on the distribution given in Figure 2.3:-

1. The access arrangements, because the previous distribution assumed no access into the site southbound via Old Lane and no direct link from Wisley lane to Ockham Park junction.
2. The model to be used, as the traffic model used previously in generating this distribution was not the same model as is likely to be used in future.
3. The trip generation of the site to various destinations, as the number of dwellings in any application and the trip generating characteristics (e.g. motorised vs non-motorised users) have yet to be agreed with SCC and HE.
4. Traffic calming that affects speeds of traffic through the centre of Ripley could alter drivers' route choices.

Therefore, if any future planning application for development on the Airfield does not include a southbound restriction on traffic entering the site from the north via Old Lane, this would reduce the proportion of traffic entering the site via Ockham Park. The distribution of traffic leaving the site via Ockham Park would be largely unaltered, again subject to caveats 2-4 above.

2.13. This will be further tested by means of a new Transport Assessment in support of a new application for Wisley Airfield, however we would seek to improve the modal share to sustainable means by improving cycling facilities and bus services in liaison with SCC.

2.13.2

Of the proportion of the traffic exiting or entering any redevelopment of Wisley Airfield (pursuant to Local Plan allocation A35) via the Ockham Park junction, please provide a projection for the traffic expected to route via the B2215/High Street Ripley, having regard to the trip distribution shown in Figure 2.2 on page 5 of REP2-052.

2.14. Subject to the caveats set out in our answer to 2.13.1, and using the previous sources of information used in the planning application and the proof of Evidence to the Appeal Inquiry, approximately 44% of traffic at the Ockham Park junction would route via the B2215/High Street Ripley. Based on Figure 2.3 [REP2-052]

Responses to Examining Authority's Second Written Questions

Wisley Airfield



this yields the following projection of traffic in and out of the Airfield development during the peak hours:-

	AM		PM	
	In	Out	In	Out
Airfield traffic via B2215 Ripley High Street	74	197	255	70

- 2.15. Please note that the actual traffic will be determined in more detail in the Transport Assessment for the Wisley Airfield development in due course, taking full account of all the caveats in 2.13.1.

2.13.3

The ExA notes that currently the Applicant is ‘... encouraging the promoter of the Burnt Common slips to progress their assessments so that the feasibility of the north-facing slips can be demonstrated ...’ (item 2.8.1 on page 25 of the draft SoCG between the Applicant and SCC [REP3-012]):

- a) **When is it expected that the above-mentioned assessment will be completed by the promoter for the Burnt Common slips?**
- 2.16. WPIL’s current understanding of the position relating to the Burnt Common slips assessment is that Highways England do not question the technical feasibility of the slips in terms of their design or construction, *per se*. At the time, that WPIL and HE were in dialogue over the scheme, the concern expressed by Highways England related to the potential effects of traffic generated by the Burnt Common slips on the A3 further north. This was in the context that at that time an application had not been made for the DCO that is now before this ExA. The context is now different. Further progress on the slip roads assessment would need to reflect the position on the DCO Proposed Development at the time, in that if the slip roads assessment was made prior to the DCO Proposed Development being consented, the context would be broadly the same as for that previously carried out but the findings would lack certainty due to the potential DCO. If the slip roads assessments were made after the DCO Proposed Development was consented, the context and the potential findings would be different but more certain.
- b) **If the completion of the above-mentioned assessment is to post-date the closure of the Examination for this NSIP application or the assessment concludes that the provision of the Burnt Common slips would be unfeasible, please comment on the implications that might have for the ability of the B2215 to accommodate the traffic it is predicted to receive as a consequence of the Proposed Development were it to be consented and implemented.**
- 2.17. The effect of the Burnt Common slips scheme is to attract traffic to join or leave the A3 further south than it currently does. In doing so it removes traffic from the B2215 through Ripley. However, the Burnt Common slips also add traffic to some parts of the local area. If the Proposed Development is consented and the Burnt Common slips proved “unfeasible”, the Applicant’s assessment of the B2215 through Ripley would be unchanged i.e. Highways England would conclude that the effects are as it predicts in its various traffic

assessments. As set out in our response above to 2.13.3 a) if the completion of the assessments post-dates the closure of the Examination for this NSIP application, the implications for the B2215 would remain unclear until the DCO was made. If the findings are that the Burnt Common Slips are feasible, implementation of the Burnt Common slips would increase the ability of the B2215 to accommodate the traffic from the Proposed Development. In other words, the ability of the B2215 to carry the traffic of the Proposed Development will only change if the Burnt Common slips are granted planning consent. That would only happen if the slips are considered to be feasible, and that can only be fully assessed once a decision on the DCO is made. So there is a circular dependency between the assessments of the two infrastructure schemes.

- 2.18. It should further be noted that it was agreed as part of the Appeal scheme for Wisley Airfield that the Burnt Common slips would come forward in satisfaction of a Grampian Condition prior to the occupation of the 1,000th dwelling on Wisley Airfield. Highways England agreed that the slips were a suitable candidate for such a condition in the June 2018 Agreed Position Statement with WPIL.

2.13.29

In submitting your respective updated SoCG at Deadline 5 (D5) please ensure that the following matters are addressed in those SoCGs:

- a) **Confirmation as to whether the base year (2015) traffic flows identified by the Applicant in the submitted application documentation for the B2215 (Portsmouth Road/Ripley High Street), Newark Lane and Rose Lane are or are not agreed.**
- 2.19. WPIL will seek to include reference to traffic flows in the next iteration of the SOCG submitted to the ExA.
- b) **Assuming the Proposed Development were to be consented and implemented, confirmation as to whether the predicted AM peak, Inter-peak and PM peak hour traffic flows for the Do-minimum and Do-something scenarios in 2022 and 2037 identified by the Applicant in the submitted application documentation are or are not agreed.**
- 2.20. WPIL will seek to include reference to traffic flows in the next iteration of the SOCG submitted to the ExA.
- c) **Confirmation as to whether any of the B2215's links between its junctions with the A3 and A247 and the B2215's junctions with Newark Lane and Rose Lane are or are not currently operating at capacity.**
- 2.21. WPIL will seek to include reference to traffic flows in the next iteration of the SOCG submitted to the ExA.
- d) **For any link or junction referred to in c) above for which it is predicted that the capacity will be exceeded in the future (ie post-dating the operation of the Proposed Development should it receive consent), please provide an indication when it is expected the capacity of the link or junction would be exceeded and what the reason for the capacity exceedance would be.**

2.22. WPIL will seek to include reference to traffic flows in the next iteration of the SOCG submitted to the ExA.

Compulsory Acquisition (CA)

2.16.6

Reference is made in the Deadline 3 draft SoCG [REP3-014] to various matters that are not currently agreed being addressed through the conclusion of a side agreement between the Applicant and WPIL. Please provide a position statement for the side agreement that has been referred to. The position statement should include, as a minimum, the heads of terms for the matters to be covered in the agreement. Please confirm that the aforementioned side agreement will be executed prior to the close of the Examination and if not then explain what alternative measures will be undertaken.

- 2.23. WPIL's objection to the compulsory acquisition of its land remains pending a legal agreement (the Side Agreement) to provide comfort to WPIL as landowner over the delivery of the DCO scheme. The Side Agreement would: set out the practical interface between the DCO works and the retained land (to prevent stymieing of the development of the Airfield); detail the reinstatement of land used temporarily; seek to minimise environmental impacts; and, agree the basis for compensation, among other key items necessary to ensure WPIL's proposals and land are not prejudiced. The Side Agreement has not progressed; Highways England is still yet to provide a fees undertaking at an acceptable level, which is necessary to progress negotiations (in accordance with relevant Government and RICS guidance), and as such, regrettably WPIL is not yet in a position to update the Examination. WPIL hopes to make progress with negotiations and it is hoped that the parties will engage meaningfully to facilitate an update ahead of the next round of Hearings.
- 2.24. WPIL has every intention of pursuing a Side Agreement with Highways England to enable the DCO works to proceed in a manner that does not conflict with the timely delivery of the Wisley Airfield development, and to ensure that the objection to the Compulsory Acquisition powers can be withdrawn.



Appendices



Appendix 1 GBC Spatial Development Framework SPD (consultation draft January 2020)

DRAFT

Strategic Development Framework
Supplementary Planning Document

January 2020



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Foreword

Guildford Borough is set to embark on a period of major growth to ensure it provides the homes to meet the needs of the community over the coming decade and beyond to 2034. To facilitate this level of growth, greenfield and Green Belt sites have been identified for the delivery of approximately 9,000 homes in Guildford Borough Council's Local Plan. To safeguard and enhance the future success and reputation of Guildford, the Council regards it as essential that these sites deliver the highest possible quality homes, placemaking and infrastructure; it is not seeking suburban housing estates, but instead wants to encourage a philosophy of town building to achieve integrated, healthy and beautiful neighbourhoods where communities can grow and prosper.

The quality objectives set out in this Supplementary Planning Document (SPD) respond to a national agenda for development which is better designed, more beautiful, responds to the challenge of climate change and creates healthy and active places. The National Planning Policy Framework is a key consideration in this regard and is augmented by national initiatives including the Minister of Housing's "Building Better, Building Beautiful" campaign, the NHS's Healthy New Towns and Putting Health into Place, and Sport England's Active Design, all of which should be taken into account when masterplanning new development.

The SPD reflects the policies contained within the Council's adopted Local Plan and presents over-arching design principles and Strategic Development Frameworks (SDFs) that provide comprehensive planning guidance for the five strategic locations addressed in this SPD.

All the strategic locations have their similarities and therefore the application of a set of common design principles is appropriate. The design principles set out in Part 2 of the SPD will ensure that new development delivers high standards of sustainability and urban design and promotes good human health, whilst minimising the impact of development on climate change.

Equally, the strategic locations each have their unique characteristics which need to be drawn out in development proposals, to establish unique identities for the new communities. The SDFs set out the specific design expectations relevant to each strategic location.

Key to the successful implementation of the SPD is a sound understanding of place to establish locally distinctive and responsive designs. Applicants for planning permission will be expected to demonstrate that they have fully explored and understood the context within which they are bringing forward proposals and have developed a strong narrative for masterplanning and placemaking which is drawn from this contextual understanding.

The background of the page is an aerial photograph of a city, showing a dense network of streets, buildings, and green spaces. A semi-transparent teal color is overlaid on the entire image. In the center-right, there is a dark teal rectangular box containing the title text.

Part 1 BACKGROUND AND CONTEXT

Part 1 BACKGROUND AND CONTEXT

1.1 Background

- 1.1.1 The identification of strategic locations for development within Guildford Borough represents a major and unprecedented opportunity to plan for urban growth in a comprehensive manner, to ensure that the development of new homes goes hand in hand with the provision of essential physical and community infrastructure.
- 1.1.2 The objective is not simply to meet housing targets, but to plan for the long-term delivery of sustainable urban communities and associated infrastructure and amenity space. This is to avoid the need for piecemeal small-scale housing development which may harm the character and well-being of established communities.
- 1.1.3 The five locations subject to this Supplementary Planning Document (SPD) are:
- Slyfield Area Regeneration Project (Policy A24 of the Local Plan);
 - Gosden Hill Farm (Policy A25);
 - Blackwell Farm (Policy A26 and A27);
 - Ash and Tongham Sites (Policies A29-A31); and
 - Former Wisley Airfield (Policy A35).
- Nevertheless, the principles discussed for each of the named sites are able to be transferred and applied to other developments within the Borough.

1.2 The Purpose of this Document

- 1.2.1 This SPD has been produced by Guildford Borough Council as a guide for future masterplanning, planning and development of the strategic sites and to establish the Council's expectations of design quality.
- 1.2.2 Once adopted, the SPD will be a material consideration in determining the appropriateness of planning applications and in moving forward through implementation, including the preparation of master plans by the developers to inform their planning applications as required by Policy D1 of the Local Plan. For the avoidance of doubt, any standards or requirements set out in this document will also apply to Reserved Matters and Full applications.
- 1.2.3 The SPD builds on the Adopted Local Plan policies for each location and therefore should be read in conjunction with the Local Plan, as well as with other relevant planning documents, including those set out in Section 2.1 of this SPD.
- 1.2.4 The SPD has been prepared in accordance with the provisions of the Town and Country Planning (Local Development) (England) Regulations 2017 (as amended).

- 1.2.5 The Strategic Development Frameworks (SDFs) for each of the strategic sites have been prepared through a process involving stakeholders, representatives from public sector agencies, landowners, and Officers and Members of the Council. The SDFs aim to respond to the aspirations and objectives of these groups within the context of the Local Plan policies and acknowledged best practice principles for the design and development of sustainable, high quality places.

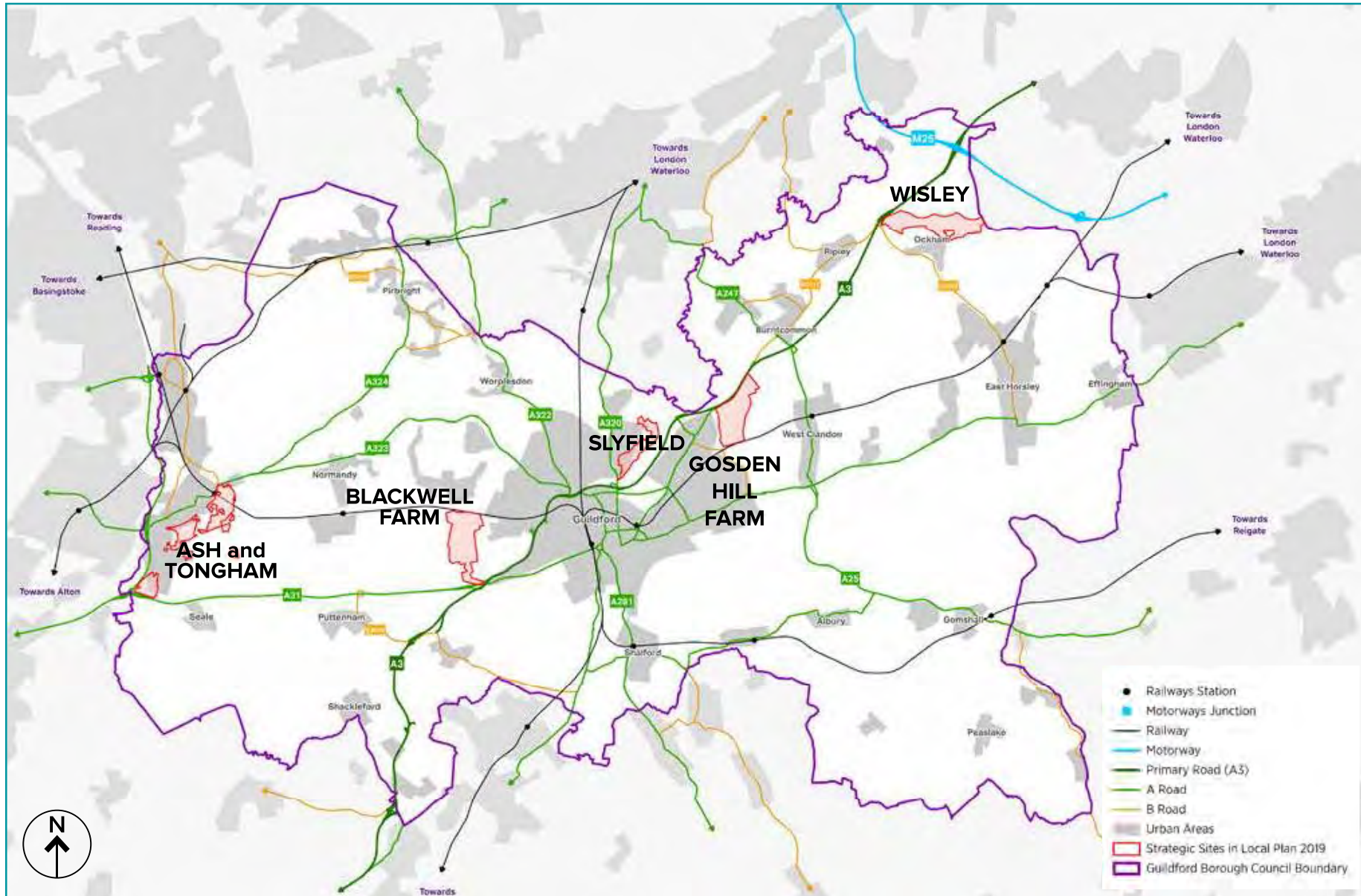


Fig 1: Strategic development locations plan

1.3 The Role of the SPD: Establishing Good Design and Delivery

- 1.3.1 This SPD establishes high expectations for design and placemaking. It provides comprehensive supplementary planning and design guidance for the masterplanning and design of the strategic sites of Guildford. As envisaged in the National Planning Policy Framework (para. 126), the SPD adds further detail to the policies in the adopted Local Plan and provides further guidance for the development of the sites, as the basis for creating distinctive places, with a consistent and high-quality standard of design.
- 1.3.2 The key elements of the SPD are:
- a spatial framework plan which should form the applicant's starting point for masterplanning the strategic site;
 - design principles aimed at delivering a high-quality scheme;
 - requirements for addressing sustainable design;
 - requirements relating to the scheme's phasing and delivery; and
 - requirements which should be met at the Outline planning application stage and beyond to ensure adequate and consistent approaches to quality and delivery.

- 1.3.3 The remainder of this SPD covers the following:
- **Background and Context (Part 1):**
A summary of the location of the strategic sites, planning policy framework and consultation events.
 - **Overarching Design Principles and Requirements (Part 2):** The design principles and requirements applicable across all strategic locations.
 - **Strategic Development Frameworks (Part 3):** A summary of the overall vision and design expectations and an expectation of what will be required in the development proposals in order to meet the key design principles for each of the five strategic sites.
 - **Implementation and Delivery (Part 4):**
A summary of the requirements for Outline application submissions, conditions and planning obligations and mechanisms for securing design excellence through the phased delivery of development.
- 1.3.4 The guidance provided in this SPD is intended as part of an ongoing design process. The Council will require the preparation of master plans by the developers which have been subject to local consultation and design review process to inform outline planning applications. Design codes will also be required in advance of Reserved Matters applications in order to build upon the guidance, themes and principles set out in this document.

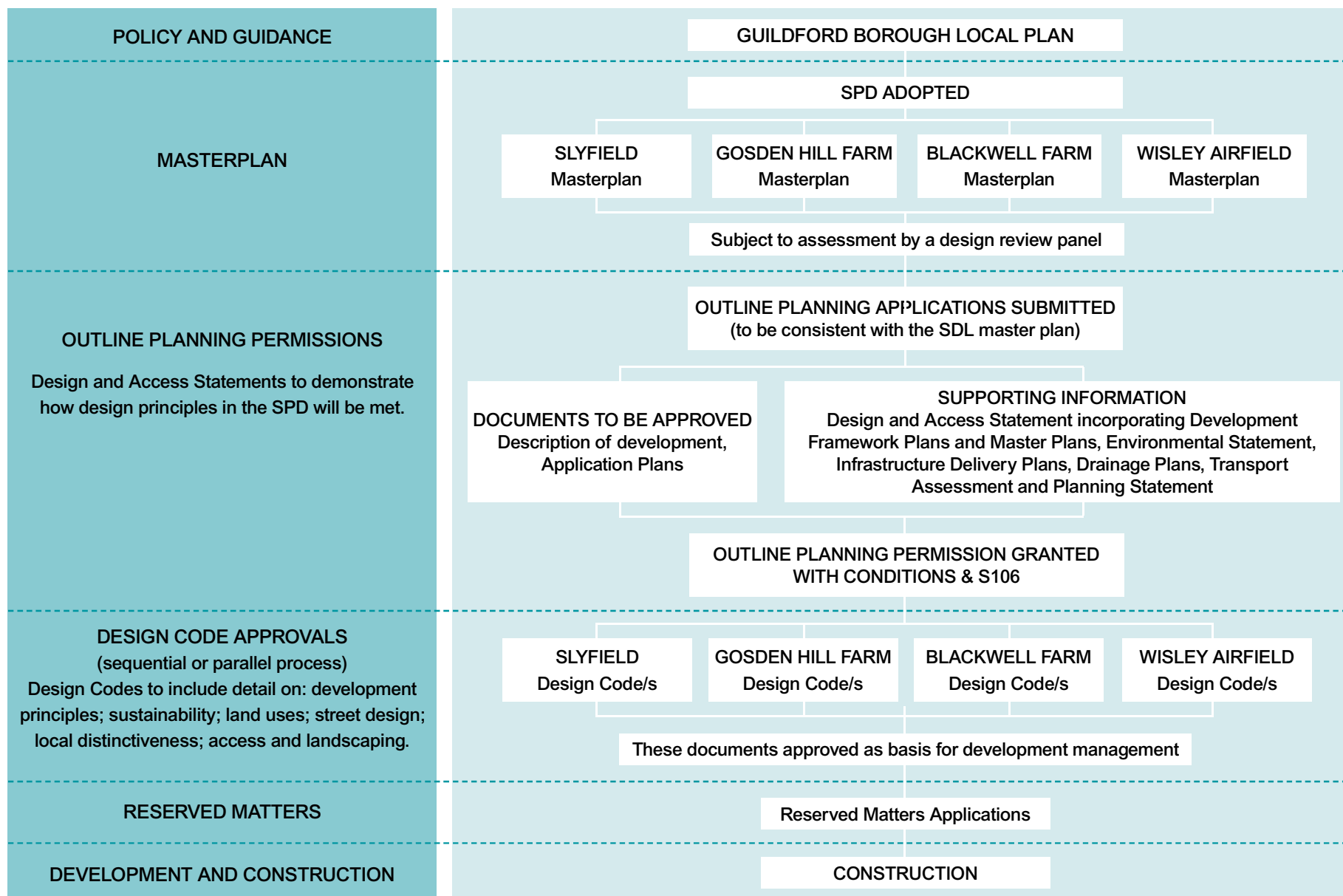


Fig2: Anticipated Planning and Design Process

2 Context Of The Strategic Development Sites

2.1 Planning Policy Framework

2.1.1 The SPD elaborates on the principles set out in both national and local planning policy documents and guidance and how development proposals can achieve them. Relevant policies and guidance are summarised here.

National Planning Policy Framework

2.1.2 The National Planning Policy Framework (NPPF) sets out high-level design policies relating to sustainable development, transport, housing and health. The importance of good design is expressed throughout the document and is emphasised as a key aspect of sustainable development.

2.1.3 There are several paragraphs in the NPPF that are considered relevant to both the production of this SPD and in the determination of planning applications for the strategic sites. These include but are not necessarily limited to Paragraphs 124-132.

2.1.4 The key design principles set out in the NPPF are summarised in Table 1: Policy Summary.

National Planning Practice Guidance

2.1.5 The National Planning Practice Guidance (NPPG) supports and expands on the design-related content in the NPPF. The guidance is intended to be a live resource that is continually updated.

National Design Guide

2.1.6 The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice based upon the following 10 key characteristics:

- context • identity • built form • movement
- nature • public spaces
- uses • homes and buildings
- resources • lifespan

It supports and expands on the National Planning Policy Practice Guidance (NPPG) and objectives for good design as set out in the National Planning Policy Framework (NPPF).

Guildford Local Plan

2.1.7 The Council's Local Plan sets strategic objectives for the development of the Borough. The Local Plan was adopted on the 25th April 2019. Several policies within the document support the Council's ambition to promote high-quality design in Guildford and progress opportunities to improve the quality of the environment throughout the Borough. Whilst the Local Plan in its entirety has been considered in the preparation of this SPD, the most relevant policies are:

- Site Policies A24, A25, A26 and A27, A29 – A31 and A35;
- Policy D1: Place shaping;
- Policy D2: Climate Change, sustainable design, construction and energy;
- Policy D3: Historic environment;
- Policy ID1: Infrastructure and delivery;
- Policy ID3: Sustainable transport for new developments; and
- Policy ID4: Green and blue infrastructure.

Local Plan Evidence Documents

2.1.8 Local Plan documents must be based on robust evidence about the economic, social and environmental characteristics and prospects of the area. These evidence documents can also be used by applicants to inform the type and design of development proposals they put forward for consideration by the Council. Key documents that could and should be used by applicants include, but are not limited to:

- Guildford Borough Infrastructure Delivery Plan (2017);
- Guildford Borough Transport Strategy (2017);
- Guildford Open Space, Sport and Recreation Assessment (2017);
- Guildford Residential Design Guide and Update (2004 and 2010);
- Guildford Sustainable Design and Construction SPD (2011); and
- West Surrey Strategic Housing Market Assessment and Update (2015 and 2017)

2.1.9 More information on these documents can be found on the Council's website. More detail on the space standards is set out below.

National Planning Policy Framework	Guildford Borough Local Plan	Strategic Sites SPD
Enable and support healthy lifestyles and promote social interaction through the layout of pedestrian and cycle routes.	Policy ID3 Sustainable transport for new developments Policy D1 Place shaping	Making connections: C1, C2
Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.	Policy ID3 Sustainable transport for new developments Policy D1 Place shaping	Making connections: C2, C4 Urban design principles: E1, E3
Provide community facilities and other local services to enhance the sustainability of communities and residential environments.	Policy E9 Local Centres	Building in sustainability: A3 Making connections: C2, C4
Promote sustainable transport modes for all users.	Policy ID3 Sustainable transport for new developments Policy D1 Place shaping	Making connections: C1, C2, C4, C6
Developments that function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.	Policy D1 Place shaping Policy D2 Climate change, sustainable design, construction and energy Policy D3 Historic environment	Building in sustainability: A1, A2, A3 Context and local identity: B1, B2, B3 Making connections: C1, C2, C4, C6 Strategic masterplanning: D1, D2, D3, D4, D5, D6
Places are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.	Policy D1 Place shaping	Building in sustainability: A2 Context and local identity: B1, B2, B3 Strategic masterplanning: D1, D2, D3, D4, D5, D6 Urban design principles: E1, E2, E3, E4, E5, E6
Respond to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.	Policy P1 Surrey Hills AONB and AGLV Policy D1 Place shaping Policy D3 Historic environment	Building in sustainability: A2 Context and local identity: B1, B2, B3 Making connections: C6 Urban design principles: E4, E5, E6
Establish a strong sense of place, using streetscapes and buildings to create attractive and distinctive places to live, work and visit.	Policy D1 Place shaping	Urban design principles: E1, E2, E3, E4, E5, E6, E7

Table 1: Policy Summary: The relationship between design principles expressed in the NPPF, Local Plan and the SPD.

Nationally Described Space Standards

2.1.10 The Council has adopted minimum space standards for dwellings of different sizes as set out in Policy H1 of the Local Plan, which accord with the nationally described space standards. This is based on the minimum gross internal floor area (GIA) relative to the number of occupants and considers commonly required furniture and the spaces needed for different activities and internal circulation.

2.1.11 Development proposals for the strategic locations will be required to conform to these minimum space standards. Applicants for strategic proposals should state the number of bed spaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. This will need to be provided at the detailed design stage, when a mix of house types and sizes should be forthcoming.

2.1.12 The space standards are the minimum which applicants should meet.

		Minimum gross internal floor areas and storage (square metres)			
Number of bedrooms (b)	Number of bed spaces (persons (p))	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	1p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Table 2: Space Standards

*Where a studio / one bedroom one person one bed space (i.e. one single bedroom) dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39 sqm to 37 sqm, as shown bracketed. The Gross Internal Area (GIA) of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (sqm). Built-in storage areas are included within the overall GIA and include an allowance of 0.5 sqm for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

Guildford Borough Parking SPD

2.1.13 The forthcoming Guildford Borough Parking SPD will set out the Council's parking standards relating to new development in the Borough. At present, the parking standards set out in the Guildford Development Framework Vehicle Parking Standards SPD (2006) apply to new development.

In advance of the forthcoming Guildford Borough Parking SPD, Part 3 sets out requirements for electric vehicle charging for the strategic sites, and also key guidance on the design of on-street car parking within new developments and the minimum dimensions of car parking spaces and garages. These requirements and guidance take precedence, where there is any difference, over the design guidance set out in the Guildford Development Framework Vehicle Parking Standards SPD (2006).

Gypsies and Travellers

2.1.14 The Local Plan has allocated a quantity of gypsy and traveller pitches to each of the strategic sites (excluding Ash and Tongham). Design standards are also set out within the policy and require the integration of pitches with other residential development and the creation of high-quality places which reflect modern Traveller lifestyles. In formulating their proposals, applicants should enter into a dialogue with the Council to identify the specific needs for each strategic location.

Additional Resources

2.1.15 In addition to the policies and background evidence documents set out in this section, there are several non-statutory design documents that may provide useful information or guidance when applicants are developing a scheme for a strategic site, including:

- *Active Design* by Sport England and David Lock Associates;
- *Building for Life 12* by Design Council CABI;
- *Building in Context Toolkit* by Design Council CABI, Design South East and Heritage England;
- *Good Practice Advice Note: The Setting of Historic Assets* by Heritage England;
- *Guidelines for Landscape and Visual Impact Assessment* by Landscape Institute and Institute of Environmental Management and Assessment;
- *Manual for Streets* by DCLG and DfT and *Manual for Streets 2* by CIHT;
- *Putting Health into Place* by NHS England [working title pending publication in 2019]; and
- *Secured by Design Guides* by Official Police Security Initiative.

2.2 Community Engagement

- 2.2.1 This SPD has been prepared in consultation with key local and technical stakeholders and potential developers.
- 2.2.2 Five workshops were held to help inform the initial options phase of the SPD process as follows:

Technical Stakeholder Workshop: Community Wellbeing (10th October 2018 Guildford Borough Council Offices)

- 2.2.3 The community and well-being workshop involved a half-day event comprising invited technical stakeholders and the developer consortia from each strategic site. It provided an early opportunity for issues and opportunities to be highlighted and key strategic site constraints to be discussed.

The workshop was divided into three themes, comprising:

- Education
- Health and emergency services, sport and recreation and crime
- Community meeting spaces, cultural heritage and housing.

- 2.2.4 The key objectives were to:
- understand the nature of the infrastructure and facilities required to achieve sustainable development;
 - understand site constraints and how a development could respond to these;
 - identify opportunities arising from strategic scale development and how high-quality places could be achieved.

Technical Stakeholder Workshop: Green and Blue Infrastructure (10 October 2018)

- 2.2.5 The green and blue infrastructure workshop involved a morning session comprising invited technical stakeholders and the developer consortia from each strategic site. It provided an early opportunity to discuss and understand the nature of green and blue infrastructure and how the existing assets and challenges can help shape a strategic framework for each site.

The key objectives were to:

- Identify green assets and future opportunities in terms of landscape, open space and ecology.
- Identify areas of flood risk, sustainable drainage opportunities and known environmental schemes;
- Explore policy and design standards;
- Discuss available data and other information sources that could be of use in developing the SPD; and
- Discuss local perceptions and opinions of green and blue assets.

Technical Stakeholder Workshop: Transport Infrastructure (11 October 2018)

2.2.6 The transport infrastructure workshop involved a half-day event comprising invited technical stakeholders and the developer consortia from each strategic site. It provided an early opportunity to discuss and understand the nature of transport infrastructure and how the existing assets and challenges can help shape a strategic framework for each site. The key objectives were to:

- Identify locally consented developments and proposed transport and environmental schemes;
- Understand known constraints and opportunities;
- Explore any site-specific issues;
- Explore policy and design standards;
- Establish what available data sets and models might be available for use in developing the SPD; and
- Discuss local perceptions and opinions of transport and environmental matters.

Community Representatives Workshop (16 November 2018)

2.2.7 The Members and Parish Council Workshop involved an afternoon session comprising Members and Parish Councils for each strategic site. All councillors from across the Borough were invited.

2.2.8 Attendees were invited to explore key questions and themes and encouraged to participate through the usage of the software CHLOE. CHLOE is a masterplanning tool that enables stakeholders to interactively explore and understand the complexities behind the layout of development proposals by enabling participants to place housing, open space and key infrastructure across a given area taking account of known constraints.

Local Residents Associations Workshop (11 December 2018)

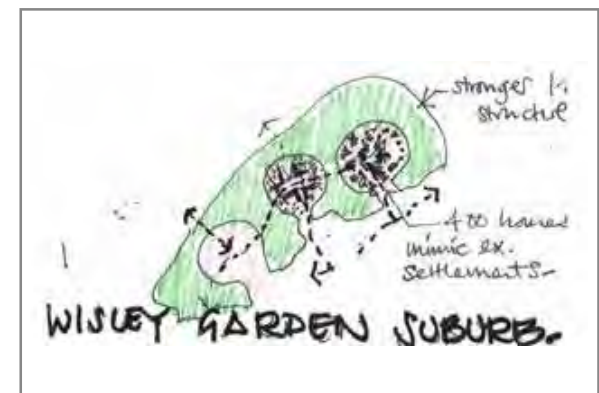
2.2.9 The local Residents Associations Workshop took place over a half-day, comprising Resident Associations from across the Borough. It provided the opportunity to discuss with key local people the existing assets and challenges that can help shape a strategic framework for each strategic site. The key objectives were to:

- Understand the nature of the infrastructure and facilities required to achieve sustainable development;
- Understand site constraints and how a development could respond to these; and
- Identify opportunities arising from strategic scale development and how high-quality places could be achieved.

Evolution of the Strategic Development Framework SPD

2.2.10 As part of an iterative design approach feedback from the technical workshops was used to inform the SDFs.

2.2.11 The outcomes of the series of informal consultations were a significant part of the process and were influential in preparation of the draft SPD.



An aerial photograph of a city, likely San Francisco, is shown with a semi-transparent teal overlay. The map details street grids, building footprints, and natural features like hills and water bodies. A dark teal horizontal bar is positioned on the right side of the page, containing the section title.

Part 2 DESIGN PRINCIPLES

Part 2 DESIGN PRINCIPLES

The Council expects the proposals for each of the strategic sites to adhere to the following common design principles, which stem from best practice and evidence of successful places, and which are informed by policies at national and local levels:



Building in Sustainability



Context and Local Identity



Making Connections



Strategic Masterplanning



Urban Design Principles

Each of these considerations are discussed in more detail over the following pages.

3.1 Building in Sustainability

3.1.1 The way places and buildings are designed and constructed has an impact on the quality of our lives, health and on energy use, natural resources and our natural environment. Developers will be expected to demonstrate how the design and layout of strategic site master plans have:

- A1. Provided opportunities to minimise the consumption of energy to heat, cool, ventilate and light buildings and spaces
- A2. Integrated sustainable drainage measures into the design and layout
- A3. Identified opportunities for development resilience and sustainable energy generation



Sustainable drainage should be a key master plan consideration

3.1.2 Energy consumption can be reduced where sustainability measures are incorporated into the design and layout of the strategic sites at the outset. Energy efficiency measures can deliver considerable savings in running costs during the life of the building. One of the simplest methods of reducing energy demand is to use passive solar design to provide heat and light. Building orientation, materials and landscaping also have a significant localised effect on climatic conditions.

3.1.3 Individual site appraisals should assess how the site is orientated in relation to the local topography and weather patterns, including the sun, prevailing wind conditions and to consider other site features that will influence local micro-climates. Master plans, development layouts and building design should respond, with the aim of achieving improved energy efficiency.

3.1.4 Policy D2 requires both an Energy Statement and a Sustainability Statement to be prepared as part of the Outline planning application for each strategic location. These Statements will be required to address how the matters raised in Policy D2 have been addressed, including details on mitigation measures to reduce energy consumption across the proposed development.

3.1.5 Details will also be required to be included within the Statement on an energy-efficient lighting strategy for the public realm. Opportunities to minimise energy consumption should be explored through energy efficient lighting, optimising control systems and using renewable energy to meet demand. Good lighting design, management and consideration of life expectancy of systems will lessen carbon impacts. In formulating a lighting strategy, the following considerations should be considered:

- **Safety:** Ensure a safe, secure environment for all users and properties
- **Landscape:** Take a sensitive approach to the landscape character
- **Ecology:** Adopt a sensitive approach to biodiversity and ecology
- **Sustainability:** Pursue a sustainable approach to lighting
- **Clutter:** Avoid the creation of a cluttered landscape and townscape
- **Design:** Pursue best practice for lighting design

3.1.6 The Sustainability Statement must demonstrate conformity with the latest building regulations and energy requirements, including the Government's currently awaited Future Building Standard, as well as the Council's own policy requirements.



Energy from renewable resources is strongly encouraged

A2. Integrating SuDS

3.1.7 Sustainable Drainage Systems (SuDS) will provide surface water management within landscape and built areas. Assessing the hydrology of the strategic locations, along with landform, geology, drainage and flood risk will reveal the form of SuDS that will work best for each strategic site. Minimal disruption to the existing topography of the strategic locations should occur, and master plans should work with the existing site form and watercourse in order to retain the unique character of each site.

3.1.8 SuDS features should be designed so that they maximise opportunities for habitat creation and wildlife and provide an attractive setting to new development, as placemaking features. Opportunities should be explored for betterment of existing hydrological and biodiversity conditions at each strategic site.

3.1.9 Surface water drainage should ensure volumes and peak flow rates of surface water leaving the strategic locations are no greater than the rates prior to the proposed development. The existing network of watercourses, ponds and drainage ditches on the strategic sites will be required to be incorporated as part of the overall flood attenuation and open space strategy. Developers will be expected to make contributions to the maintenance of SuDS



Formal swales incorporated within an urban context, drawing green infrastructure into the streetscape.



Where attenuation areas are mainly dry, other than in storm events, they can be used as open space.

and other agreed measures in accordance with Environment Agency advice. Regard will also need to be given to the Flood and Water Management Act 2010 in respect of SuDS maintenance.

3.1.10 Where SuDS features are present in streets, they should be designed to fit that context and to be an integral part of the street. The choice of surface materials for hard landscape areas will consider the opportunity for comprehensive SuDS; this will need to be demonstrated at the Reserved Matters stage as detailed landscape schemes begin to emerge.

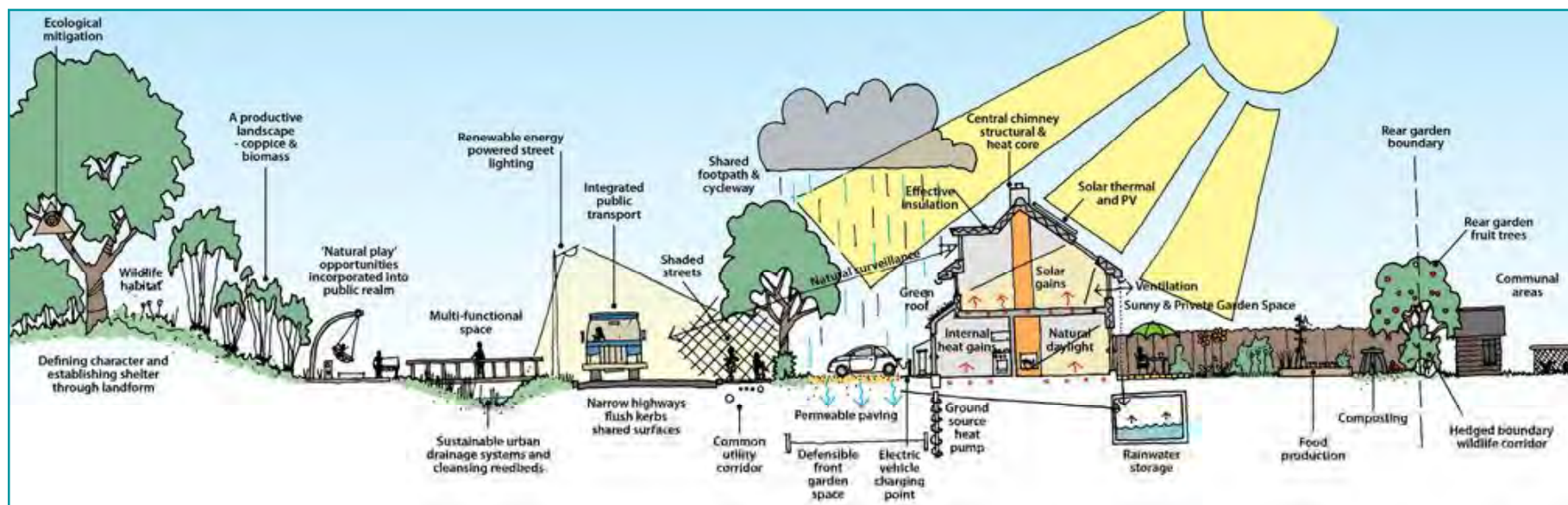
3.1.11 The integration of SuDS as part of the drainage strategy will be demonstrated through the Design and Access Statement (DAS) and Flood Risk Assessment (FRA).



Attractive access to SuDS features can provide multiple benefits.



SuDS can add an attractive amenity asset to new residents whilst providing biodiversity benefits



Building in sustainability through a range of design measures

A3. Resilience and Adaptability

3.1.12 New development should be capable of adapting to changing technology, innovation and demands over time. Neighbourhoods and their buildings need to be designed to respond to the current and future needs of people, by being able to be modified easily for new uses or mobility requirements.

3.1.13 Dwellings should be capable of adapting to the needs of the occupants, for example extensions or the need for wheelchair accessibility. The neighbourhood as a whole should be adaptable to changing economic, environmental and technological conditions, for example flexible floorspace

within local centres which allow units to be used for a range of uses and functions.

3.1.14 Adequate space for servicing and storage must be considered at the outset and provided for within each strategic site. This must include provision for wheeled bin and recycling provision, utility meters, cycle and more general storage space, including for pushchairs and lawnmowers and for the servicing of commercial and business premises. As a rule, such features must be seamlessly integrated as part of the overall design and built envelope of the building, be unobtrusive from the public realm and readily accessible. As set out in Policy D1, design proposals must have regard to and perform positively against

the recommendations set out in the latest Building for Life guidance. This must be demonstrated within the Sustainability Statement.

3.1.15 Sustainable construction practices are strongly supported, and development must make efficient use of mineral resources and incorporate a proportion of recycled and/or secondary aggregates, where this is possible. This must be demonstrated in the Sustainability Statement.

3.1.16 The longevity of new development is essential and details on adaptability to climate change and changing weather patterns will need to be provided within the Sustainability Statement.

3.1.17 To support the resilience of neighbourhoods in terms of micro-climate and avoiding over-heating, detailed layouts should, where possible:

- Position buildings to avoid overshadowing of southern elevations and maximise use of natural daylight;
- Use landscape to reduce effects of wind and to provide shade during summer months; and
- Use thermally efficient construction methods and materials.

3.1.18 In accordance with Approved Document G – Sanitation, hot water safety and water efficiency and Building Regulations, strategic locations will be required to reduce water use and to incorporate water efficiency measures, to limit usage to 110 litres per person per day maximum.

3.1.19 Fibre optic broadband should be available to all new homes, schools and business premises.



CHECKLIST: Design Principle A

Building in Sustainability

Design and Access Statement, including:

- Site appraisal to assess how the proposed development incorporates passive solar design.
- Integration of SuDS to provide surface water management, habitat creation and placemaking features.
- Integration of refuse storage provision.

Flood Risk Assessment and Surface Water Drainage Strategy including:

- Integration of SuDS to provide surface water management, habitat creation and placemaking features.

Sustainability Statement, including:

- Details included in the forthcoming 'Climate Change, Energy and Sustainability SPD' anticipated to be published for consultation in early March 2020.

Energy Statement, including:

- Details included in the forthcoming 'Climate Change, Energy and Sustainability SPD' anticipated to be published for consultation in early March 2020.

3.2 Context and Local Identity

- 3.2.1 The starting point for every strategic development proposal must be a detailed observation of the strategic site and its physical context. The study will be expected to be thorough and detailed given the nature and complexities of each site. This is of key importance in gaining an understanding of place and to ensure locally distinctive and responsive designs.
- 3.2.2 The findings of the study should be carefully evaluated to highlight the key features and assets which will shape and drive the master plan. Each set of site proposals should play to the strengths and characteristics of the location, whilst working hard to overcome any inherent weaknesses.
- 3.2.3 The Design and Access Statement (DAS) submitted with the Outline planning application for each strategic location will be required to demonstrate how this has been achieved.
- 3.2.4 To ensure that new development takes into account the characteristics of an existing place, the Council will require proposals to demonstrate how the design and layout has responded to:
 - B1. The wider setting
 - B2. The land use, social and economic context
 - B3. The landscape context

3.2.5 Part 3 of this SPD provides an initial analysis of constraints and opportunities for each of the strategic locations. Further site surveys will be required to be undertaken to provide a detailed understanding of site conditions in order to respond appropriately.

B1. Anchoring development in its setting

3.2.6 It is vital that the quality and design of the strategic sites are harmonious with their surroundings. This will help to establish a coherent narrative of place, anchoring new developments in their immediate and wider historical, social, cultural and physical contexts.

3.2.7 Developers will be required to demonstrate how local references have been observed and evaluated to inform their proposals, through the preparation of master plans, a DAS and Design Codes. A well-designed scheme will be expected to interpret and respond to the character of those areas of the Borough that provide the best and most sustainable examples of urban development. This includes development which successfully responds to the landscape features and topography of the Borough to produce buildings, structures, streets, and spaces which, when combined, demonstrate good placemaking. Examples of development at varying levels of intensity and grain should be cited.

3.2.8 Architectural form, detail and materials also have a significant impact on the character and identity of a place. The site appraisal will record any key features that contribute to a place's identity including an audit of local materials. Good design uses this information to create a proposal that is distinctive yet locally relevant, without resorting to pastiche or to justify more of the same.

3.2.9 There are many parts of Guildford which have a positive and attractive character. In areas that have a less distinct or attractive character, the Council will expect proposals to establish a positive benchmark for change with design quality that raises the bar. In assessing character, regard must also be given to the prevailing character within the sites (see Part 4).

3.2.10 Scale is used to describe the size of blocks and also the size of individual buildings. Mass relates to the overall volume. Analysing the scale and massing of existing development in the Borough should inform the design of proposals and help integrate them with the existing context.



New build examples of the ongoing appeal of an Arts and Crafts aesthetic can be found in Guildford



Examples of the Arts and Crafts influence can be found in several parts of Guildford including Burpham and Merrow

3.2.11 The Arts and Crafts Movement is an important part of Guildford's architectural history and has been re-interpreted in a more modern and contemporary style across the Borough. Its focus is on the interrelationship between art and architecture and the principles of simple honest design, taking inspiration from nature and using natural local materials and hand-craftsmanship where possible. Typical features include white roughcast render, exposed wooden beams, dressed windows and door openings, low roof lines and an asymmetric built form.

3.2.12 This style is an important part of the character of Guildford and should be considered, but it is one of many characteristics and is not prescriptive to the strategic sites. A balanced approach needs to be taken. Development may take design cues from this style; but it also must respond to the immediate built form and landscaped context.



Residential character across Guildford is varied. Whilst two storey development is predominant, there are examples of both tight urban grain (leading to higher densities) and looser urban grain (with very low densities). Also of interest is the manner in which development patterns respond to the town's topography to create interest and local distinctiveness.

- 3.2.11 The intensity and grain of an area respond to a variety of factors. When creating a narrative of place, it will be important to consider why intensity and grain may have developed in some places rather than in others. Places with a high degree of intensity will typically have a finer grain of buildings, plots, streets and movement networks. Understanding how local examples of this have led to good urban places can inform placemaking.
- 3.2.12 Intensity is related to density, but intensity encompasses wider qualitative issues. It will be important to consider density alongside built form, intensity and grain, rather than in isolation, to ensure density makes a valid contribution to placemaking and variety. Whilst average site densities will vary to a limited degree across the strategic locations, within each site it is expected that there will be occurrences of much lower and much higher densities, related to placemaking and site characteristics.
- 3.2.13 The following illustrations demonstrate how different densities, utilising a range of built forms, can be achieved whilst integrating parking and green infrastructure into the streetscape. These density typologies indicate a range of densities which already exist in Guildford. Similar variety should be achieved at the strategic sites and refined in conjunction with the relevant SDF (see Part 3 of this SPD).

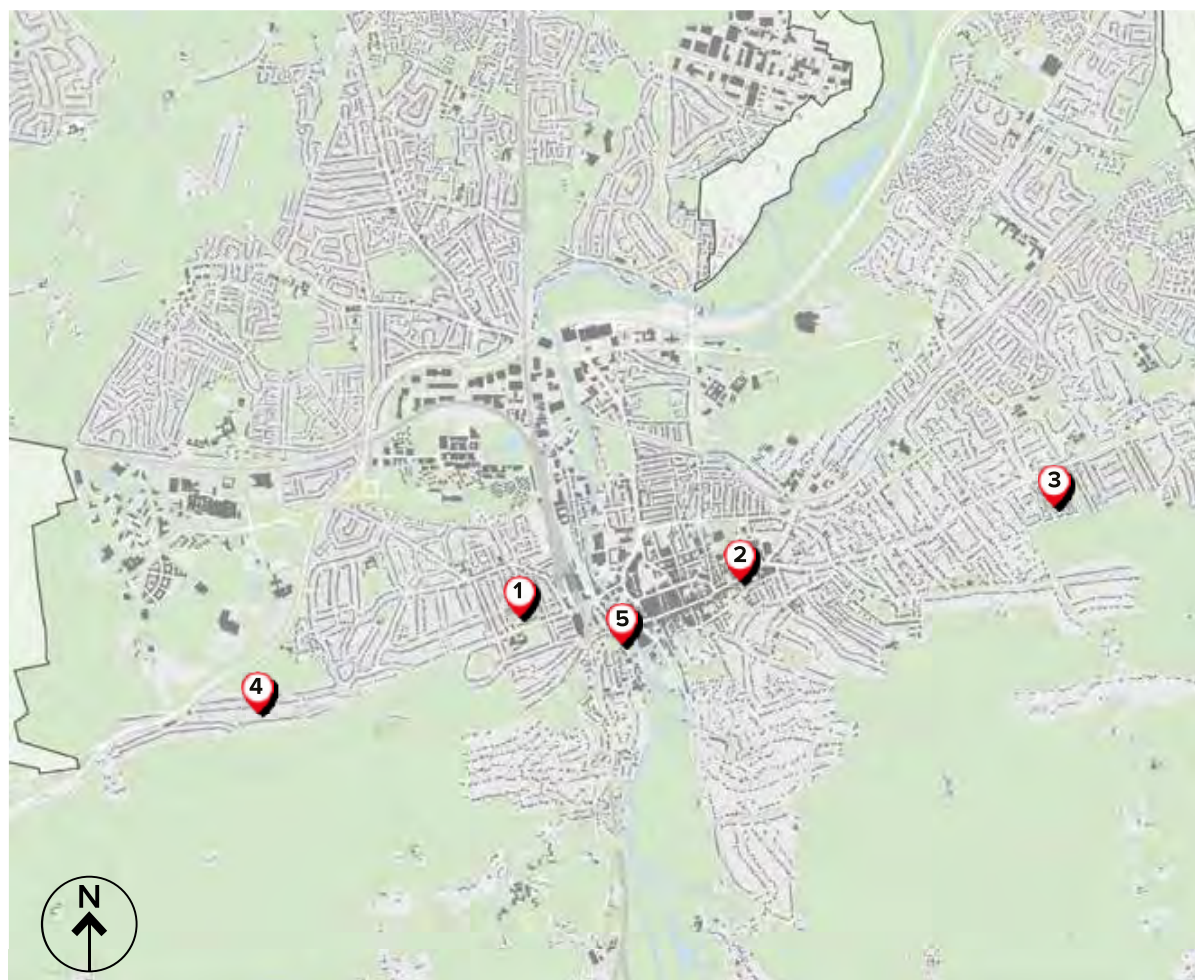


Fig 3: Location of character typology studies

CHARACTER TYPOLOGY 1

Railway hub

Study Area

Land west of Guildford Railway Station

Predominantly built within the second half of the 19th century, this study area lies to the west of Guildford Railway Station.

It consists of a series of straight interconnecting residential streets with short terraces or semi-detached dwellings. This provides an approximate density of 60-70 dwellings per hectare (dph).

Key design influences

- Strong building line;
- Compact form;
- Clear distinction between public and private space;
- Retention of key views;
- Creation of a relatively high density with a mix of buildings between 2-4 storeys;
- Natural surveillance of the streets is facilitated by a continuous urban form on both sides providing overlooking;
- Red brick is the dominant materials in both older and more modern development; and
- Impact of car parking leads to compromised street environment.



Architectural detailing: distinctive door detailing, bay windows, brick wall boundary treatment



Built form retains key views of Guildford Cathedral



Built form responds to the topography



Built form responds to the topography

CHARACTER TYPOLOGY 2

Neighbourhood Core

Study Area

Epsom Road and London Road

This study area provides an example of how a mix of uses (predominantly retail and residential) along with appropriate public realm can create a vibrant core to a neighbourhood.

It consists of three arterial roads interconnecting along with a small activated public open space.

Key design influences

- Mix of uses with retail and community uses on ground floor with residential above;
- Opportunity for apartments of 5-6 storeys at key corners;
- The creation of strong corners with key landmark buildings which promotes legibility;
- Opportunity for a good quality public space which landscaping and street furniture; and
- Scope for redevelopment and regeneration without undermining the integrity of the place.



Architectural detailing: distinctive architecture and detailing



Retail units front onto the pavement providing an active frontage

CHARACTER TYPOLOGY 3

Main residential area

Study Area

Merrow (north of Merrow Downs)

This study area lies in the south-eastern suburbs of Guildford and consists of a series of straight interconnecting streets which house a variety of different house types, achieving a density of approximately 30-40 dph.

Key design influences

- Use of architectural detail, materials, entrances to create variety within the housing stock;
- The use of a good landscaping strategy enhance amenity;
- The range of housing sizes and types create interest within the street-scene and a mixed community; and
- Garden suburb character influences apparent in the layout and design.



Street trees and green verges give structure to the street



Regular semi-detached homes with different brick detailing provide variety but also a coherence to the street.



Architectural detailing: brick detailing, distinctive entrances, green hedges providing a boundary



Landmark trees provide an entrance to the housing parcel

CHARACTER TYPOLOGY 4

Residential edge

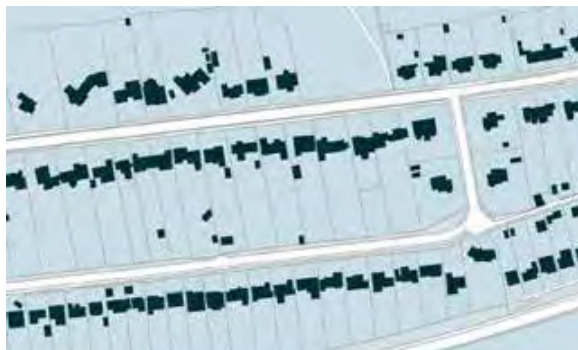
Study Area

Onslow Village

This study area sits on the periphery of Guildford, to the south-west. Here development sits in a heavily green context and consists of larger homes which achieve an approximate density of 10 dph.

Key design influences

- Appropriate integration of dwellings with open green space. Dwellings which front onto open space provide natural surveillance;
- Appropriate boundary treatment achieved through planting (hedges and landmark trees);
- Buildings are setback creating a lack of enclosure in the street-scape. This creates a more private feel to the place; and
- Garden suburb character influences are apparent.



Detached dwellings which clearly distinguish public and private space



Strong boundaries created by green hedges



Architectural detailing: bay windows, brick detailing, green hedge providing a boundary



Key landmark trees signify an entrance and create variety

CHARACTER TYPOLOGY 5

Riverside development

Study Area:

Town centre riverside

This study area lies in the centre of Guildford and reveals the relationship between development and the River Wey.

Prominent buildings create a strong building edge along the river, creating a very urban character.

Key design influences

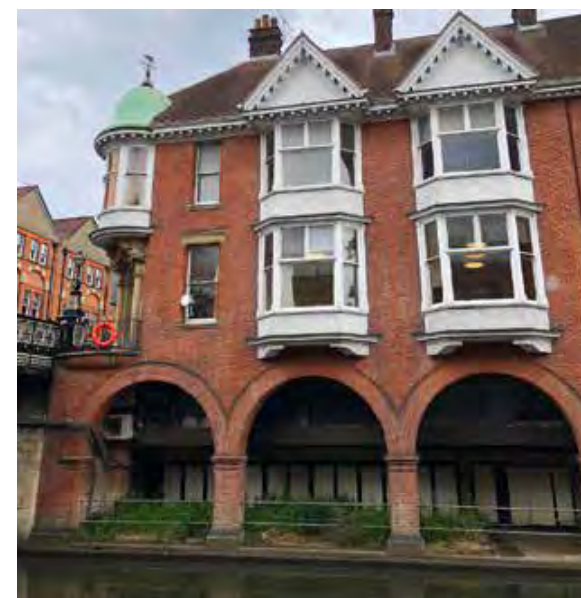
- Bulk and mass restrict access in places;
- Strong frontages along the river define it as a key feature and asset;
- A green corridor created through appropriate landscaping in the banks of the river; and
- Changing function of the river over time leads to different design responses.



Strong frontage along the river; industrial heritage



Architectural detailing: Distinctive architectural features give the river character



Distinctive architecture overlooking the river

Density Arrangement

- 3.2.14 Whilst taking key design influences from the above character typologies, it is important to create urban extensions which are contemporary and distinctive to their surrounding context.
- 3.2.15 Since many of the houses above were built, modern life challenges have changed the urban form. Most notably, the integration of car parking into development needs to be resolved.
- 3.2.16 To understand how the requirements of density, private and public space, and car parking shape the urban form the drawings below considers how a typical block can be designed to achieve a range of densities.

30 DPH

30dph can be achieved by a mixture of detached, semi-detached and terraced houses with generous rear gardens.

2-storey detached houses with on-plot parking

Generous rear gardens

2-storey semi-detached houses

2-storey terraced houses with frontage onto main street and courtyard car parking

40 DPH

40dph could be achieved through 2½–3 storey town houses with patio gardens and roof terraces.

2½-storey town houses with patio garden and roof terrace

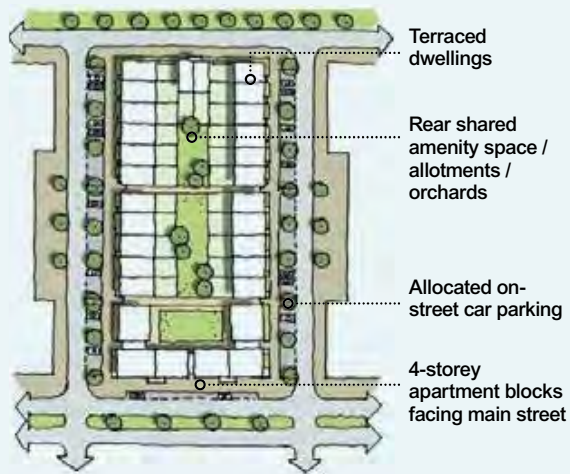
Shared amenity spaces / allotments / orchards

Allocated on-street car parking

3-storey town houses

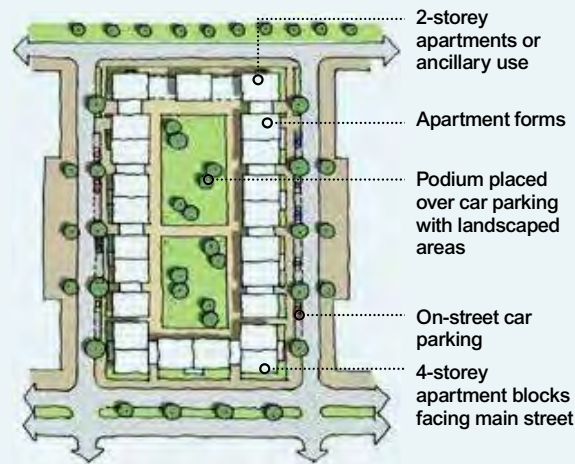
60 DPH

5–60dph could be achieved through a mix of apartments and short terrace forms.



110 DPH

110dph can be achieved through apartments only, with parking primarily at basement level with a shared landscaped courtyard over the podium.



Parking Considerations

3.2.17 The forthcoming Guildford Borough Parking Supplementary Planning Document (SPD) will set out the parking requirements for new developments. At present, the parking standards set out in the Guildford Development Framework Vehicle Parking Standards SPD (2006) apply to new developments.

Design – On-street car parking within developments

3.2.18 In advance of the forthcoming Guildford Borough Parking SPD, below are set out requirements for electric vehicle charging for the strategic sites, and also key guidance on the design of on-street car parking within new developments and the minimum dimensions of car parking spaces and garages. These requirements and guidance take precedence, where there is any

difference, over the design guidance set out in the Guildford Development Framework Vehicle Parking Standards SPD (2006).

3.2.19 Through the design process, careful consideration will need to be given to the balance between on-street and off-street car parking.

Electric Vehicle Charging Provision

3.2.20 The requirements for the provision of charging sockets for electric vehicles is set out in Table 4.

Design – minimum dimensions of car parking space size (on-street and off-street)

3.2.21 The council considers that the minimum dimensions of a car parking space are 2.5 metres by 5 metres. Where spaces are parallel to the highway or access road they should be 6 metres in length and 2.5 metres in width.

Design – Garages

3.2.22 Garages should have minimum internal dimensions of 7m by 3m to be counted as one car parking space and one cycle parking space. An access door to the rear of the garage should be provided if possible.

3.2.23 A minimum of one cycle parking space per dwelling should be provided. A garage of 7m by 3m allows for a cycle parking space to be incorporated into the garage. If cycle parking requirements are met elsewhere within the curtilage of the dwelling or through the use of communal cycle stores on a residential development then there is flexibility for the garage size to be a minimum of 6m by 3m as set out in Manual for Streets (DCLG and DfT: 2007).

3.2.24 Parking arrangements should be designed to discourage obstruction of footways.

Electric Vehicle Charging Provision

Electric vehicle charging*	Allocated	Unallocated
*No requirement if car-free development	1 fast charge socket per socket per house 7kw Mode 3 with Type 2 connector 230v AC 32 Amp Single Phase dedicated supply	20% of available spaces to be fitted with a fast charge socket

Table 4: EV Charging Standards

B2. Responding to the land use, social and economic context

3.2.25 Within the DAS, developers will be required to demonstrate how the design for each strategic location relates to the function of and connectivity with the surrounding area. This will help to inform the way in which the site relates and links to its surrounds, and the composition and disposition of uses within the site.

3.2.26 The adjacent land uses of a site must be clearly identified and accounted for as part of the design process and will have a significant impact on the type of design response required. This will include issues of maintaining privacy and amenity where residential development edges a strategic site; protecting against noise and disturbance where major infrastructure, industrial or employment uses edge a strategic site; or ensuring that development positively addresses edges that comprise an area of open space, waterbody, or riverside, notably the River Wey.

3.2.27 The key industrial and employment areas relevant to the strategic locations are Slyfield Industrial Estate (Slyfield) and Surrey Research Park and Royal Surrey County Hospital (Blackwell Farm). Connections to these areas especially on foot, by bicycle and public transport, must be provided to encourage sustainable travel.

3.2.28 Sites within or close to these areas have a challenging context to work with and in most cases the design response will need to consider the proximity and scale of these uses and how their impacts could affect new development. Whilst offices and research and development use (B1 uses) are acceptable next to residential, where there are other employment uses that could be detrimental to amenity, site layout and orientation must be carefully considered.



At Blackwell Farm the development should demonstrate strong physical connections to important employment areas at the Royal Surrey County Hospital and Surrey Research Park

B3. Responding to the landscape context

3.2.29 Where a strategic site is located and how it relates to the wider landscape context of the Borough is a natural starting point for developing the design narrative for a new development. A robust site appraisal should begin with an understanding of the site in relation to the geology, topography, soils, habitats and watercourses of the area, and importantly, how built development has responded to these characteristics. Sensitive landscapes, areas of woodland, designated areas and views between places are also relevant and should be fully evaluated, and an account of how the relevant elements have informed the development proposals set out in the DAS and followed through in design codes and detailed proposals.

3.2.30 Green infrastructure relates to the wide variety of landscape, vegetation and habitat features that exist within the Borough. Guildford's green infrastructure includes a wide variety of open spaces and natural features, from the expanse of the Hogs Back, woodlands and wetlands, parks, highway verges, private gardens and ponds, trees and vegetation. The spaces provide multiple functions including recreation, cultural heritage, wildlife habitat, flood management and cleaner air and water. To gain the most from new green infrastructure they need to be designed and managed for multiple benefits and to be connected to the wider network of spaces by recreational routes and wildlife corridors. Strategic site development proposals will be expected to:

- Integrate existing open spaces in to the new development, with pedestrian and cycle routes designed to provide ease of access to these spaces from homes;
- Create new spaces that are well integrated with nearby spaces and green infrastructure networks, including SANGs provision (where relevant);
- Sit comfortably within the varied landscapes of Guildford;
- Minimise the impact on the Borough's biodiversity and habitats and provide net gains, where possible;
- Manage surface water on-site using Sustainable urban Drainage systems (SuDS); and
- Provide an appropriate setting and response to designated landscape and heritage considerations.



Landscape structures the context of Blackwell Farm

3.2.31 The site appraisal should inform how strategic site proposals can respond to its landscape setting and draw green space and infrastructure into the strategic site developments to form part of a robust landscape framework.

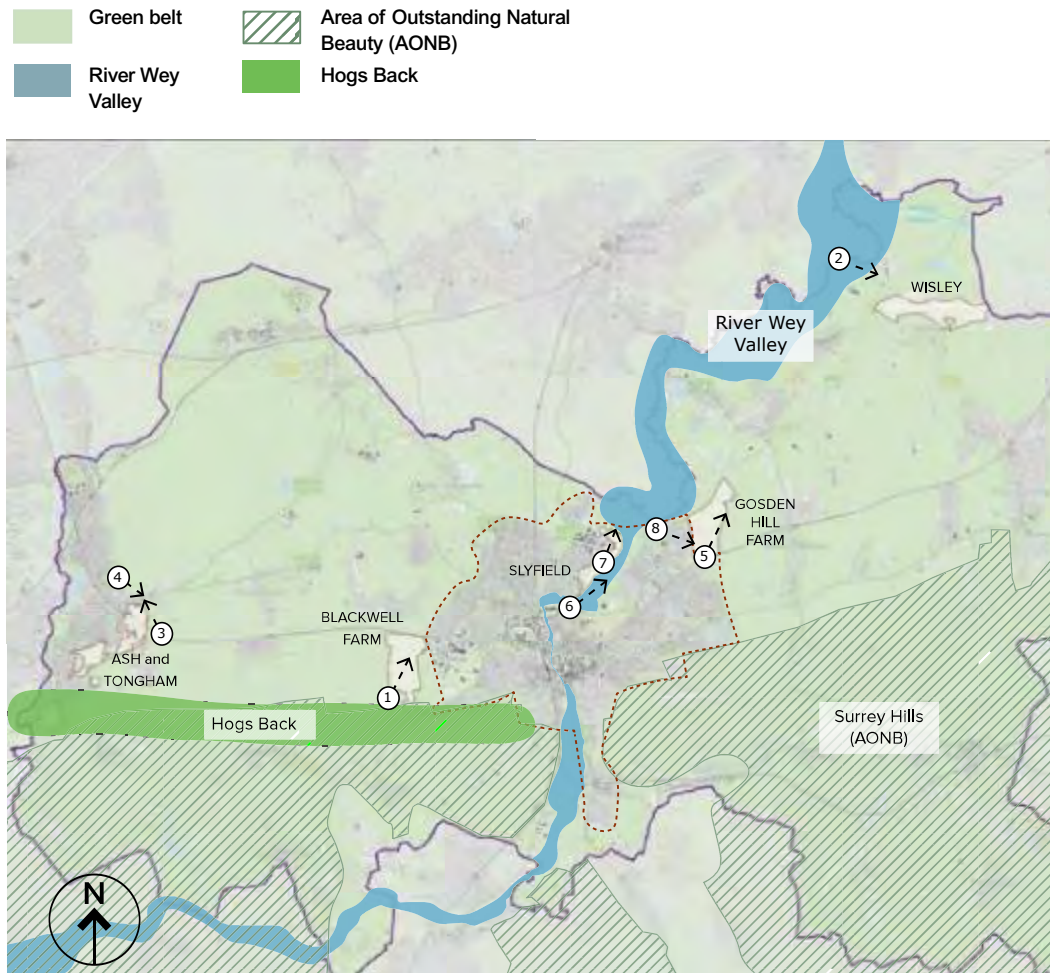


Fig 4: Green infrastructure context in Guildford Borough





CHECKLIST: Design Principle B

Context and Local Identity

Design and Access Statement, including:

- A local character and context appraisal, demonstrating how an understanding of the wider context has informed the design and layout of development proposals, including in relation to:
 - Heritage assets, as relevant.
 - The landscape and natural features including any landscape designations.
 - The local built context; the nature, combination and appearance of buildings, structures, streets and spaces, including structure, grain, scale and density.
 - Architectural detail and local materials (where a less distinct or attractive character is present, identifying a positive benchmark for change with design quality that raises the bar).
 - Adjacent land uses at edges of strategic sites.

Landscape and Visual Impact Assessment, including:

- Demonstration of how any important existing views of landscape and heritage assets will be protected and enhanced.



5
New development needs to be sensitive to extensive areas of ancient woodland



7
New development has the opportunity to maximise the amenity value of the River Wey Valley



6
The River Wey valley provides a ecological green link through the urban area of Guildford.



8
The urban-rural fringe of the east of Guildford

3.3 Making Connections

- 3.3.1 A key consideration in the design process is establishing integrated, accessible and safe connections for all modes, maximising the use of the sustainable transport (walking, cycling and public and community transport) between the strategic sites and their surroundings. This will facilitate the integration of new development into existing settlement patterns as well as encourage sustainable and healthier patterns of movement. Connected places also assist in establishing stronger communities, particularly where the co-location of shared facilities, such as new schools, can benefit existing as well as future residents.
- 3.3.2 Development proposals for the strategic sites will be expected to build on guidance offered through external documents, including *'Active Design'*, *'Manual for Streets'* and *'Manual for Streets 2'*, to ensure that schemes consider quality of place as well as movement and safety.

Key considerations must include:

- C1. Strategic access and movement
 - C2. Active travel
 - C3. Cycle infrastructure
 - C4. Street hierarchy
 - C5. Promoting travel by bus and future Bus Rapid Transit on the SMC
 - C6. Future proofing
- 3.3.3 Traffic levels in Guildford have an impact on the quality of everyday life for all residents and the development proposals for the strategic locations should lead the way in establishing a new benchmark for sustainable travel.
- 3.3.4 Design and Access Statements, Transport Assessments and Travel Plans will be required to demonstrate how the design and layout of the strategic sites will maximise the use of sustainable transport modes. Clear targets will be required to be established, demonstrating how measures will be incorporated from day one of the development to encourage sustainable travel behaviour. Off-site interventions should be identified, where relevant, to improve travel by sustainable means, between the strategic sites and the wider town.

C1. Strategic access and movement

3.3.5 In Guildford, a wide variety of movement networks have been established over time. These include strategic networks of major roads and rail corridors which provide access across the Borough and beyond but can sometimes prove to be a barrier to local movement patterns.

3.3.6 The Local Plan and Guildford Borough Transport Strategy include a proposal for a town-wide Sustainable Movement Corridor (SMC) which will link the strategic sites to the wider area of Guildford by sustainable modes of transport, to encourage modal shift and reduce reliance on the private car.

3.3.7 New rail stations are proposed to support the development of the Gosden Hill Farm and Blackwell Farm sites at Guildford East (Merrow) and Guildford West (Park Barn) respectively, as set out in the Local Plan. The Guildford West (Park Barn) railway station is allocated by site Policy A28. A new Park and Ride at Gosden Hill Farm with links to the new rail station will help to promote the accessibility and use of public transport services. The Ash and Tongham site will utilise the opportunity provided by the existing Ash Station to enhance accessibility to the wider area of Guildford.

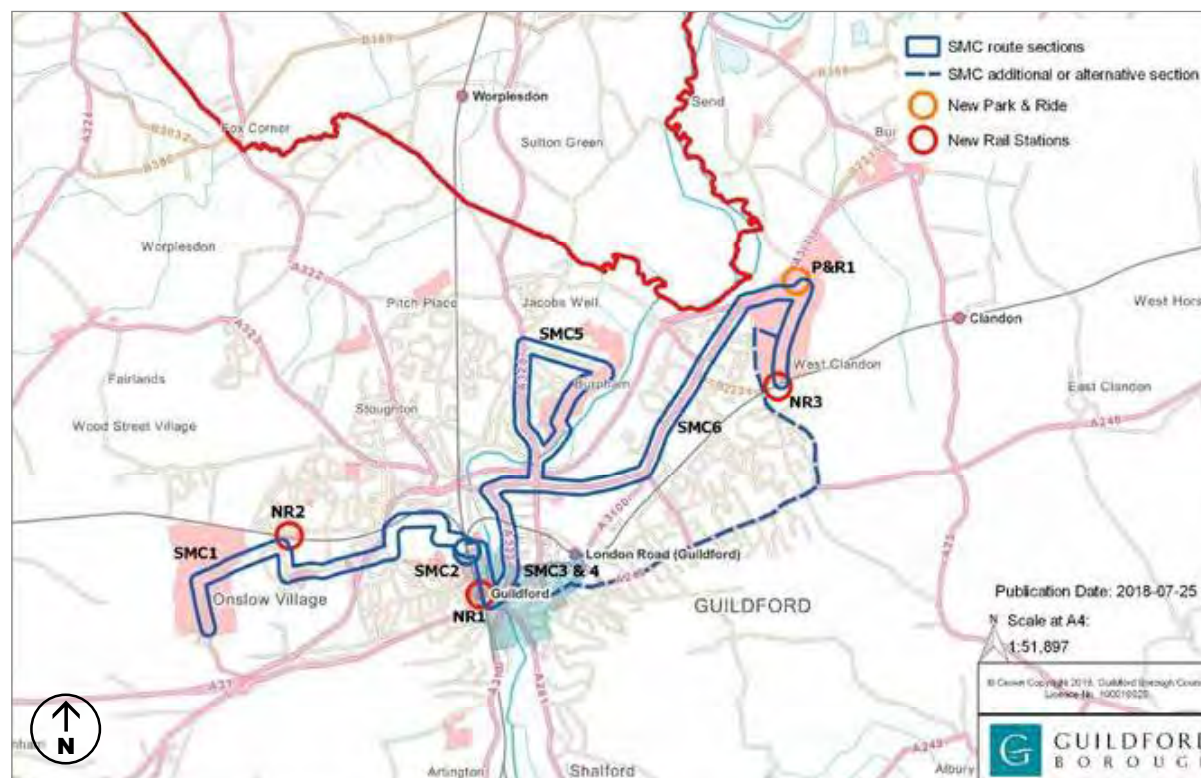


Fig 5: SMC route

C2. Active travel

- 3.3.8 Travel provides one of the greatest opportunities to integrate physical activity into people’s daily routines. The principle of ‘active travel’ is to encourage active modes of travel for everyday journeys, with walking and cyclists having priority over motorists within the movement network, as shown in Figure 6. Reference should be made to the Sport England publication ‘Active Design’ (2015). The NHS England publication ‘Putting Health into Place’ (2019) also provides essential guidance.
- 3.3.9 Promoting active travel requires interventions beyond a site’s boundary to ensure continuous links to key destinations. Streets that are well connected to existing active movement networks, public transport services and local facilities have the potential to increase travel choice. Locating new facilities such as shops, schools and health centres close to each other within the strategic sites, with clear active travel links, will help to encourage walking and cycling.

- 3.3.10 Integrating walking and cycling routes as part of the strategic sites with a network of open spaces, green corridors and recreational routes will also promote active recreational lifestyles including walking and cycling for leisure, sport and play. Street networks within strategic sites must link together key locations, uses, and high-quality public spaces within and around the site, providing access for all modes but giving clear and absolute priority to pedestrians, cyclists and public transport.
- 3.3.11 Compact neighbourhoods designed to provide a connected street network

help support active travel by providing community services and facilities within easy walking and cycling distance of homes. Positive mental health benefits can also result from connected streets, where rates of social interaction are generally higher.

- 3.3.12 Demonstration of how the design of new strategic site communities can provide compact neighbourhood forms which support connected streets and active travel, will be required to be set out in the DAS.



Fig 6: Hierarchy of movement to support active travel (Sports England, 2015 - Active Design)

C3. Cycle infrastructure

- 3.3.13 The provision of cycling infrastructure should reflect the best practice set out in the London Cycling Design Standards.
- 3.3.14 Good design for cycling should achieve the six core design outcomes of safety, directness, comfort, coherence, attractiveness and adaptability.
- 3.3.15 The design of the strategic sites will provide exemplar cycling infrastructure. This will set a new standard in Guildford Borough.
- 3.3.16 When designing cycle routes within new strategic sites, consideration should be given to the different cycle users. If a cycle

network includes direct cycle routes along primary streets as well as separate leisure routes through green spaces, it can meet different demands.

- 3.3.17 Cycle movement within the strategic sites should be made without causing conflicts with other vehicles and pedestrians. To encourage residents to cycle, cycle paths should be safe and attractive. Where possible, cycle routes should be located where they are overlooked by nearby houses, shops or offices, to ensure natural surveillance.
- 3.3.18 Secure and usable cycle parking and storage facilities should be incorporated

into new development, as part of the street or development block, and at employment uses and schools. Within the public realm, cycle stands should be located at key locations, particularly at local centres and adjoining the proposed public transport infrastructure in each strategic site. Public cycle infrastructure will be required to conform to the Secured by Design specifications and specified in the Design Code for each strategic site.



Cycle hire schemes



'Cycle hub' parking



Segregated cycle lanes

C4. Street hierarchy

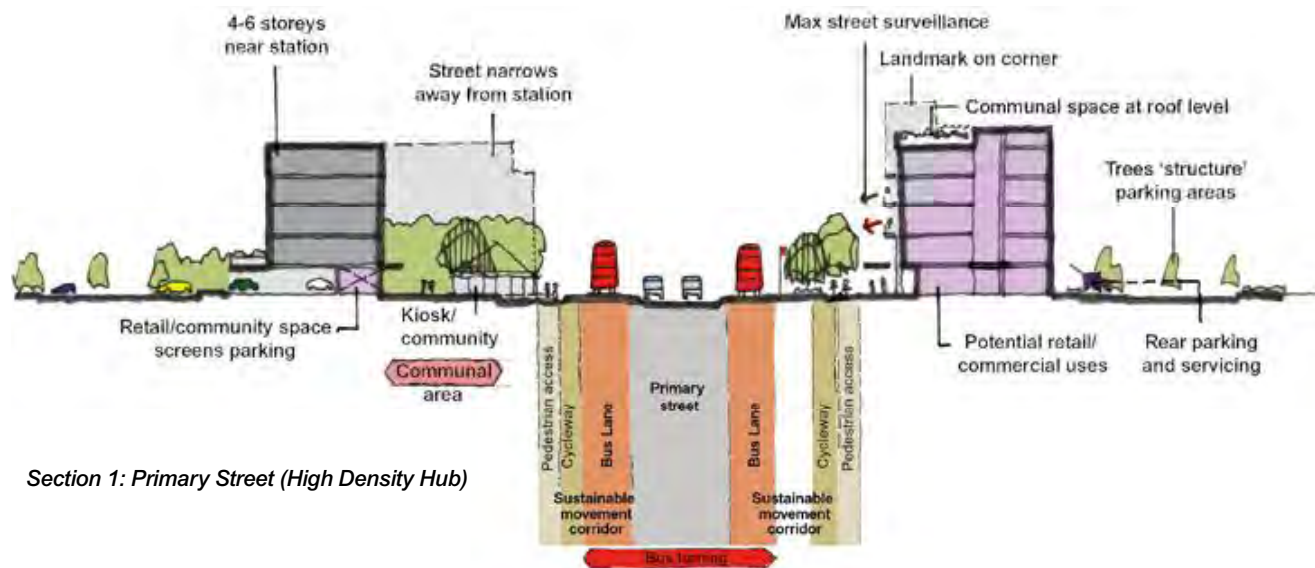
- 3.3.19 The strategic developments should connect into the adjoining network of local streets, footpaths and cycleways. Site appraisals as part of the developer master plans and within the DAS should where possible, incorporate or connect to existing public rights of way, bridle ways or cycle routes to ensure different neighbourhoods and communities are linked.
- 3.3.20 In locations where the existing context is characterised by cul-de-sac layouts, it will be important to make the most of the few opportunities that do exist to integrate connections to and through the strategic sites. The context of existing development

and movement patterns will influence the design of a logical network and hierarchy of streets. A route network that is easy to navigate is important to the creation of a favourable image of a place.

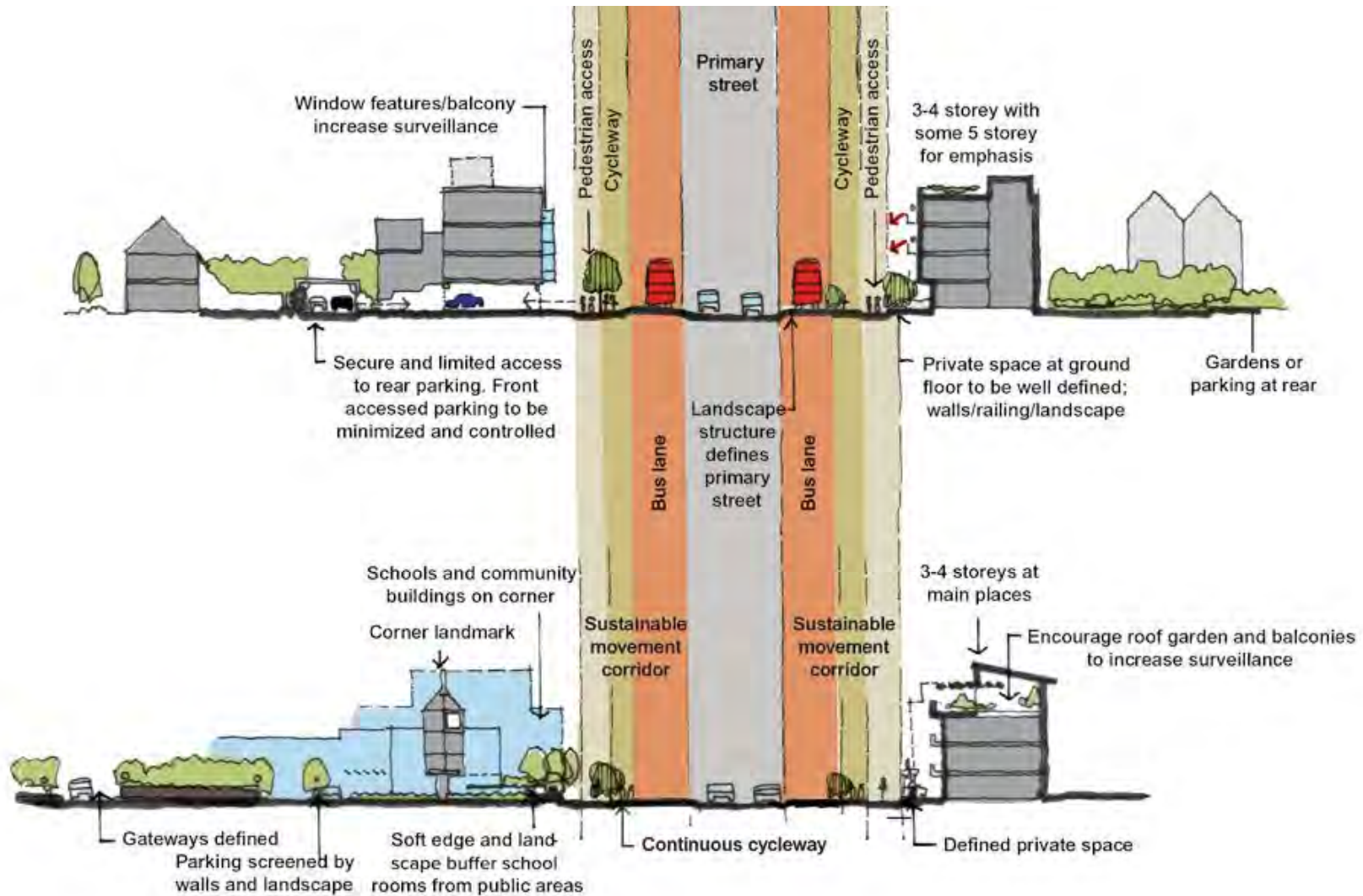
- 3.3.21 Development should ensure pedestrian permeability within its layout and be accessible for all ages and abilities. Encouraging pedestrian movement and sustainable travel will also improve the health of Guildford’s residents. Local streets can make an important contribution to people’s quality of life and in placemaking terms. High quality landscape design such as street trees and swales will be positively encouraged to improve the sense of place and to mitigate against climate change.

3.3.22 Establishing a clear hierarchy of streets is important to promote understanding of place and inform legibility. Illustrations below illustrate how design features create a character for the street at different tiers within a hierarchy.

- 3.3.23 Primary streets form the main points of access capable of integrating public transport routes and providing an attractive environment for pedestrians and cyclists. The primary streets identified in the SDFs should include segregated cycle lanes to avoid conflict with vehicles. At Gosden Hill, Blackwell Farm and Slyfield, the primary streets will accommodate the Sustainable Movement Corridor.



Section 1: Primary Street (High Density Hub)

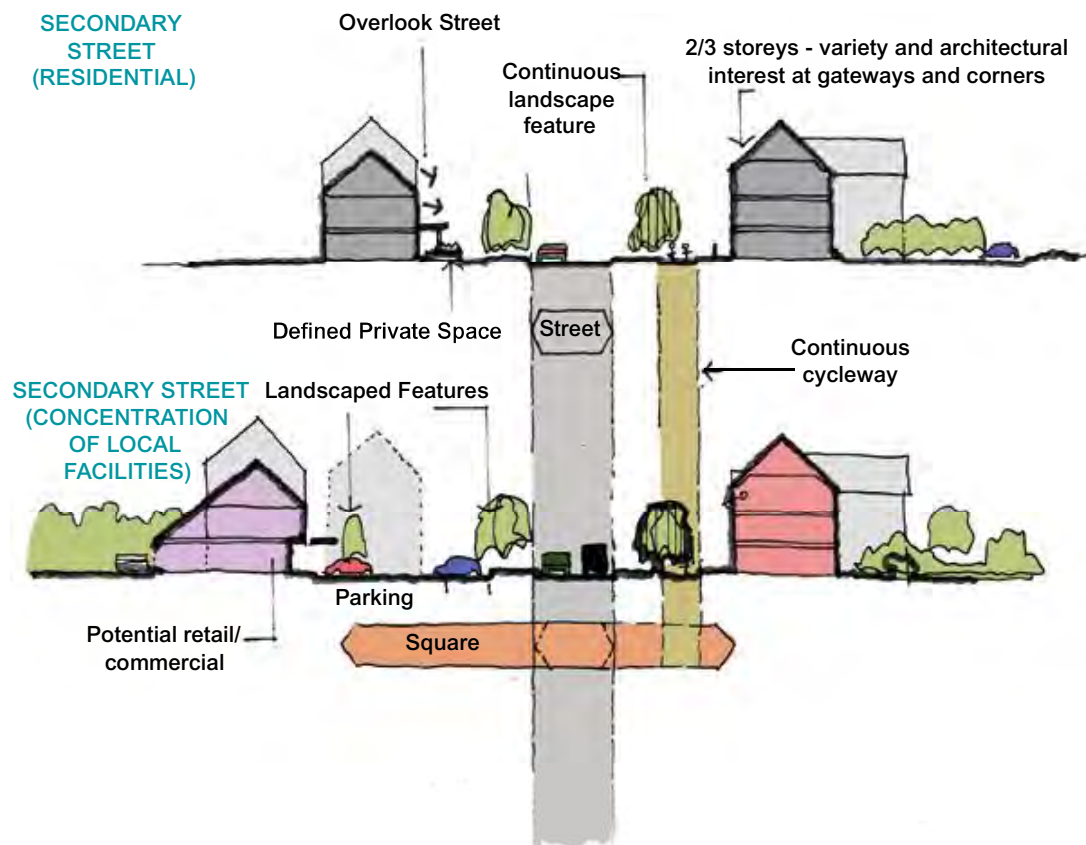


Section 2: Primary Street (Residential and concentration of local facilities)

3.3.24 The design of the primary street should indicate its primary role in facilitating through movement, and it should be afforded a stature which distinguishes it from other more minor routes.

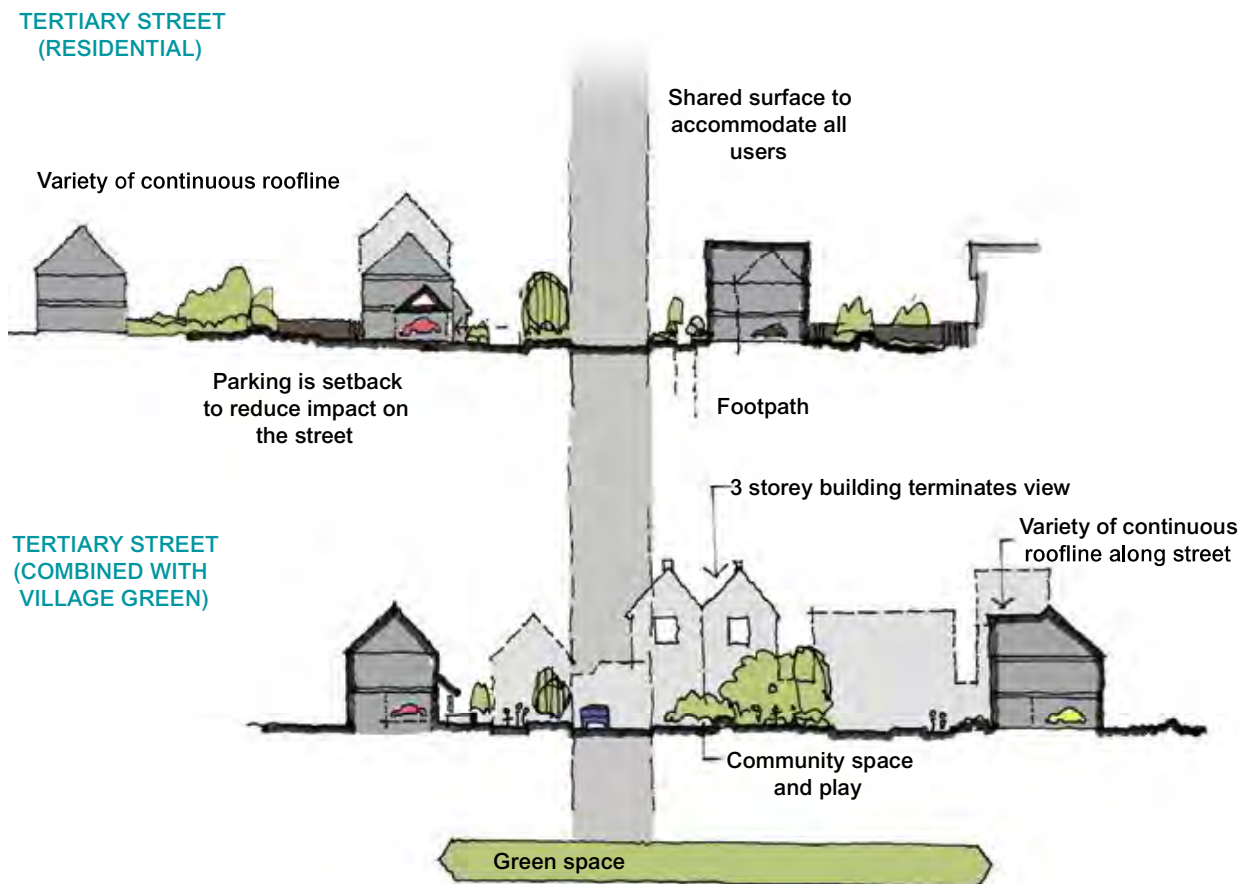
3.3.25 Detailed designs should explore the opportunities for varying degrees of formality and informality along the route, informed by the surrounding land uses and character of the development. Within built up areas, primary streets are usually defined by development that is greater in form, scale and density with a focal point for schools, shops and community facilities. Larger tree species with formal planting arrangements are typical. Within open areas, primary streets may have a more relaxed approach to planting, although trees should still be large. Different approaches are illustrated in the accompanying street sections.

3.3.26 Secondary streets are generally narrower than primary streets, with mostly residential frontages. These streets should be designed with alignments, building lines or other public realm features that establish a traffic calmed environment. Careful consideration should be given to managing on-street car parking.



Section 3: Secondary Street (Residential and concentration of local facilities)

3.3.27 Tertiary streets refer to narrower streets providing local connections. These streets contribute towards the overall permeability of the development. Tertiary streets should comprise shared surfaces wherever possible, and their design should draw on examples of best-practice from across the UK and Europe. They should ensure pedestrian safety, well integrated parking solutions and an attractive landscape design, all of which should come together to create active and people friendly streets.



Section 4: Tertiary Street (Residential and combined with village green)

C5. Promoting travel by public transport

- 3.3.29 Public transport infrastructure should promote safe, convenient and efficient travel for all ages and physical capabilities in order to encourage more people to travel by bus.
- 3.3.30 The Sustainable Movement Corridor (SMC) will provide the route of the new bus network through the strategic sites in the Guildford urban area at Blackwell Farm, Gosden Hill and Slyfield. Within these strategic sites, the design format of the SMC will provide segregated and continuous lanes for buses, segregated and continuous cycleways and generous pedestrian paths. Priority will be given to the SMC at junctions. The space provided for the bus lanes and any adjacent landscaping will be sufficient to allow the future upgrading of the SMC to allow Bus Rapid Transit (BRT).
- 3.3.31 On all sites where public transport routes are planned (whether the SMC or otherwise), their location and alignment should ensure as many homes and workplaces as possible lie within a 400m walking distance of a bus stop, and at most a 600m walking distance of a bus stop. Regular bus stops will be provided, including adjacent to key destinations such as employment uses, schools and local centres. To improve the attractiveness and convenience of bus travel, bus stops



Real time information on bus routes

should be sheltered, and initiatives to communicate real-time travel information should be delivered.

- 3.3.32 Design requirements for the on-site sections of the SMC will be provided in the forthcoming Sustainable Movement Corridor SPD.
- 3.3.33 A Framework Travel Plan should be submitted at the outline planning stage explaining the ways in which sustainable travel will be actively promoted. In the early stages of the development, this should include a raft of incentives to encourage bus use by new residents, including, for example, subsidised or free bus travel for a limited period. A Travel Plan coordinator should be appointed, with funding secured through a S106 Agreement.



Electric car charging points

C6. Future proofing

- 3.3.34 Strategic sites will be required to meet the latest technological and energy mitigation requirements at the time, to ensure the long-term sustainability of new development.
- 3.3.35 The strategic sites will be required to demonstrate the provision of electric vehicle infrastructure within the public realm. Every dwelling with a dedicated parking space should be equipped with an electric vehicle charging point (EVP). Each charging point shall be independently wired to a 32A spur to enable minimum 7kW charging. A minimum of twenty percent of non-allocated parking spaces across all uses should be provided with rapid charging points.
- 3.3.36 The strategic sites of Slyfield, Gosden Hill Farm and Blackwell Farm will each provide a car club. A car club provides cars for short term hire on a pay per trip basis. This allows individuals and businesses



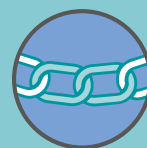
Electric bus

affordable access to a vehicle without the need for ownership. Appropriate on-street locations for car club bays will be provided.

- 3.3.37 Opportunities for autonomous vehicles to utilise the street network should respect the street hierarchy which prioritises pedestrians, cyclists, public transport and other vehicular motorists, in that order. Walking, cycling and active travel must remain the best options for short urban journeys.



Potential opportunity for autonomous vehicles



CHECKLIST: Design Principle C

Making Connections

Design and Access Statement / Transport Assessment, including:

- Application of guidance in 'Active Design', 'Manual for Streets' and 'Manual for Streets 2' in delivering quality of place, movement and safety.
- Clear targets demonstrating how modal shift to active forms of travel will be delivered, including any off-site interventions.
- Delivery of the town-wide Sustainable Movement Corridor as an integral part of the movement strategy for the strategic sites.
- Integration of convenient and attractive walking and cycling routes between residential areas and key destinations to support active travel.
- A street hierarchy which prioritises pedestrians, cyclists, public transport and other vehicular motorists, in that order.
- Demonstration of how compact neighbourhood forms will be supported.
- Integration of cycle routes for different cycle users and segregated from pedestrians and motorists.
- Connectivity of proposed pedestrian and cycle routes with existing Public Rights of Way and communities beyond the strategic sites.
- Utilisation of unobtrusive parking, in accordance with the standards in this SPD.
- Application of the latest transport technology and energy mitigation requirements.
- Integration of electric vehicle charging points per property with off-road parking and in the public realm.

Design Code, including:

- Conformity of public cycle infrastructure to 'Secured by Design' specifications.

3.4 Strategic Masterplanning

- 3.4.1 The masterplanning process for the strategic sites should be well-informed by, but not driven by, site constraints and characteristics. By understanding and incorporating important natural assets, historic buildings and views of these natural and built features, the strategic sites will develop a unique identity and help nurture a sense of place.
- 3.4.2 Master plans should seek to work with existing site features rather than seek to change the configuration and disposition of natural features such as watercourses, landscape, views and the topography. Integrating existing landscape features such as trees and hedgerows, where practicable and of good quality, will create characterful places with high-quality green spaces and landscaping.
- 3.4.3 Embedding walking and cycling routes alongside natural features to key destinations will make walking and cycling an attractive choice for the people who eventually live there, helping residents to make healthy lifestyle choices.

3.4.4 Development on strategic sites will be expected to have a strong emphasis on enhancing the natural environment and creating mixed, accessible and affordable new communities. Furthermore, the strategic sites at Gosden Hill Farm Blackwell Farm and Former Wisley Airfield are of a sufficient

scale to enable them to achieve a variety of character areas across the site and therefore deliver a development that reflects the housing mix identified in the SHMA. Reference should be made to achieving the Garden City Principles as set out by the Town and Country Planning Association (TCPA).



Onslow Garden Village

Garden City Principles



Strong vision, leadership and community engagement



Land value capture for the benefit of the community



Community ownership of land and long-term stewardship of assets



Mixed-tenure homes and housing types that are affordable for ordinary people



A strong local jobs offer in the Garden City itself, with a variety of employment opportunities within easy commuting distance of homes



Beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities



Generous green space linked to the wider natural environment, including a surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces



Opportunities for residents to grow their own food, including generous allotments



Strong local cultural, recreational and shopping facilities in walkable neighbourhoods



Integrated and accessible low-carbon transport systems – with a series of settlements linked by direct and reliable sustainable transport providing a full range of employment opportunities

(Source: The Garden City Principles TCPA April 2014)



Onslow Garden Village

3.4.4 In appraising a site's features and immediate context, the Council will expect proposals to demonstrate how the design and layout of a strategic site master plan has responded to:

- D1. Green infrastructure
- D2. Blue infrastructure
- D3. Topography
- D4. Views in and out
- D5. Heritage assets
- D6. Site constraints and opportunities
- D7. Compact neighbourhoods



Amenity green space providing opportunities for dog walking and informal recreation



Equipped children's play area set within an attractive landscape setting, overlooked by housing



High quality landscaping integrated within the streetscape



Formal sports pitches



Sports activities in formal open space



Landscaped interface between development and countryside



Food production

D1. Green infrastructure

3.4.5 New developments must carefully integrate open space into the layout, in accordance with the strategic site Landscape Framework. Green infrastructure should be used as a key structuring device in the masterplanning process, utilising trees, hedgerows and woodland (including ancient woodland). Opportunities to create focal points around landscape features or spaces should be exploited to help enhance the sense of place. More informal spaces can also be valuable for linking wider green corridors and protecting and enhancing biodiversity and habitats.

3.4.6 Where existing hedgerows are assessed to be of low value (Category Grade C and U) through the Arboricultural Impact Assessment, they should be removed, and their loss compensated for elsewhere within the strategic site.

3.4.7 Where high value hedgerows are present (Category Grade A and B), they should be retained in accordance with the following retention criteria:

- i. To be integrated within green corridors or green spaces as a functioning and integral part of the landscape framework;
- ii. Shall not be retained adjacent to a carriageway; and



Hedgerows retained and integrated within open space.

- iii. The long-term management of open space and landscaping through a management company or appropriate organisation, shall be secured through the Section 106 Agreement.

3.4.8 Guildford Borough Council will reject proposals that have failed to appropriately consider the importance of open space and opportunities to use open space as an integral part of the development layout.



A place for people to meet and play



Housing facing green corridor



Opportunities for growing food

Creating a Valuable Community Asset

8.4.9 Generous provision of open green space within new development can deliver real benefits for residents and users of the place. This includes:

- a heightened sense of wellbeing derived from improved visual amenity and proximity to nature;
- opportunities for active lifestyles, including leisure, sport, recreation and active travel;
- areas for food production, in the form of allotments, community orchards and community food gardens, and potentially woodland managed for coppicing;
- exciting and imaginative places for children's play;

- a place for nature, with net gains for ecology and biodiversity; and
- a place for people to meet and interact, and the basis for community activities such as sports clubs and walking clubs.

8.4.10 In addition, green space can add value to the development for both the developer and the homeowner. To ensure all benefits are optimised, investment in a high-quality landscape should be evident from the early phases of the development. Landscape proposals presented at the outline planning stage should include a strategy for advance planting of any structural woodland, and for the delivery of formal open space and green corridors, ensuring landscape and green space are provided alongside new homes.

8.4.11 Long term management and maintenance of the landscape will be critical to safeguarding the investment. A strategy for this, including details of funding mechanisms, will need to be agreed with the Council prior to the commencement of development. More information on this is set out in Part 9 of this SPD.



Long term maintenance of landscaping is vital



Pocket park in landscape setting

D2. Blue infrastructure

3.4.12 Guildford has a variety of water features that include rivers, lakes and water courses with the River Wey being the most significant asset. The River Wey provides a historic focus for Guildford as well as supporting marsh and grassland habitats adjoining the river for a diverse range of species, particularly birds. The surface water management strategy within the Flood Risk Assessment must demonstrate how drainage features will be designed to provide biodiversity benefits.

3.4.13 Where water features are included at the edge of or within a strategic site, development must be designed to have a positive relationship including active frontages and a well-integrated public realm. Water features can also be used to create focal points in new developments.

3.4.14 New drainage features are required to be landscape-led, working with the topography. Engineering-led solutions which do not appropriately respond to the natural site features will not be acceptable.



Dwellings overlooking a green landscape with integrated swales

D3. Topography

3.4.15 The landform of a strategic site can constrain development if it includes steep slopes or highly visible areas with a sensitive natural or built setting. The master plans for the strategic sites should consider whether there are prominent areas which could create opportunities for new viewpoints and locations for landmark buildings. Developments that work with the contours of a strategic site will help to create a logical structure and can provide wider benefits, by utilising the natural drainage points of the site to develop a drainage strategy.



Built form which responds to the sloping nature of the site.

D4. Views in and out

3.4.16 The topography of the strategic site and wider landform, in combination with natural and built features, all influence how development will affect views. Views to and from the site can be important especially if development is likely to affect the setting of existing heritage assets and designated landscapes. Retaining such views can contribute to the structure and legibility of a new development. Important public views should be protected and opportunities to create attractive new vistas and roofscapes are encouraged.



Maintaining views to key landmarks.

D5. Heritage assets

3.4.17 Heritage assets include formally designated listed buildings and their setting, conservation areas, historic parks and gardens and scheduled monuments. There are other buildings, structures or other features that could be of historic or cultural interest even though they aren't formally listed.

3.4.18 For strategic sites affecting the setting of a heritage asset, the Council will expect an analysis of views within and around a site to be undertaken as part of the DAS and Heritage Impact Assessment (HIA), setting out how these have been accounted for by the design process. Depending on the strategic site, surrounding features, and the scale and type of development proposed, a robust heritage and landscape assessment may be required to establish existing conditions and assess the potential effects on the wider setting.

3.4.19 Within the strategic sites there may also be wider historical cultural references that could be exploited to create a place that is distinctive and locally grounded. Such features must be carefully considered as part of the design process, to not only preserve or enhance their character and setting but also as features around which proposals can be shaped. This will contribute towards establishing local character and place identity.



Old Manor Cottage, half of the original medieval Ash Manor House (Grade II Listed), is located adjacent to the Ash and Tongham site*



The Hauntboy, Ockham, (Grade II Listed)*

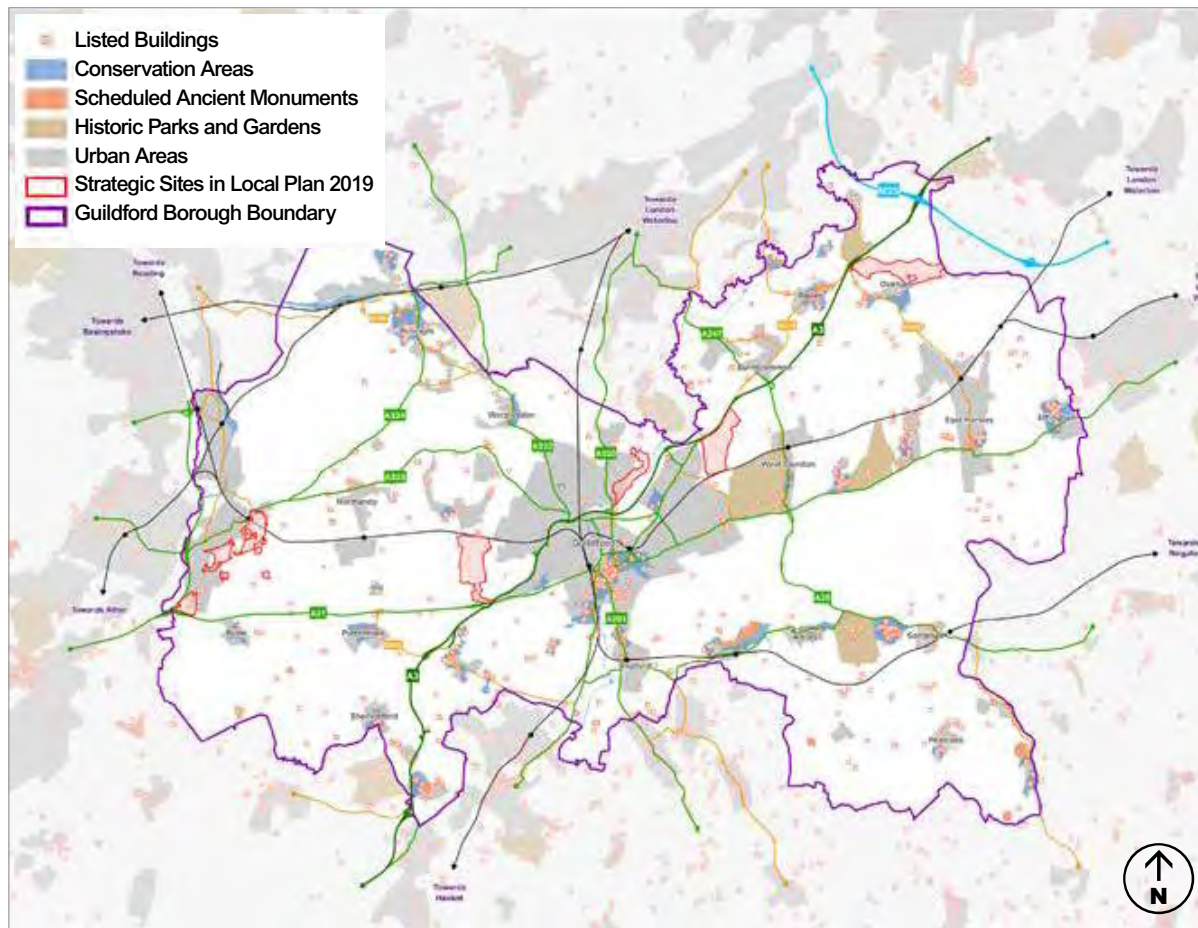


Fig 7: Heritage Context in the Borough of Guildford

D6. Site constraints and opportunities

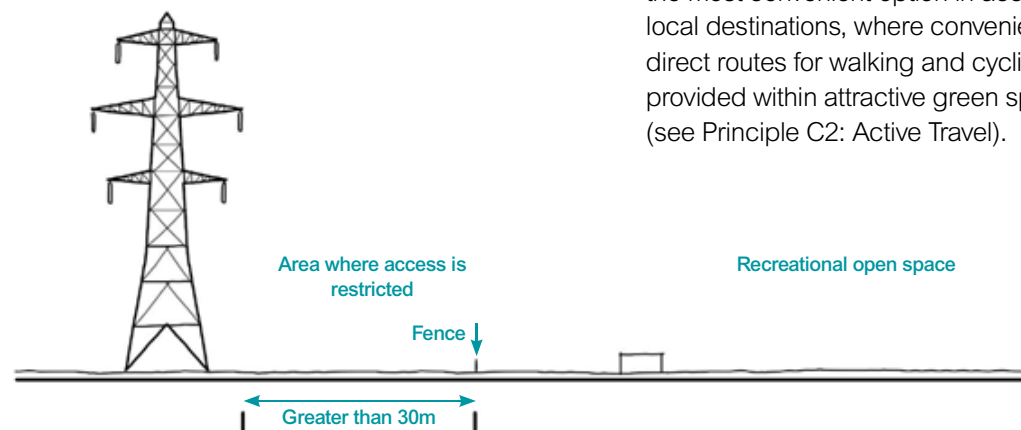
3.4.20 In addition to green infrastructure and landscape considerations, there are other site features that must inform the site appraisal process and eventual design proposal. Physical constraints can include redundant buildings, access roads, hard standings and overhead transmission lines. Hidden constraints include underground services and areas of potential contamination. Whilst some of these constraints can be moved, others will need to be integrated into the development design and layout, with any sources of contamination appropriately addressed.



Offsetting the views of pylons will help make them less prominent (*'A Sense of Place: Design Guidelines for development near high voltage overhead lines' – National Grid, page 36*)

3.4.21 Site constraints can also provide opportunities for a unique character and sense of place in a strategic site. These opportunities include heritage assets, topography, vistas and blue and green infrastructure, as discussed in more detail above.

3.4.22 Where overhead power lines are present on strategic sites, the master plan will need to demonstrate how a good living environment for all households will be achieved, with reference to National Grid's *A sense of place: design guidelines for development near high voltage overhead lines*.



D7. Compact neighbourhoods

3.4.23 The strategic sites should be designed as compact neighbourhoods, with homes located within easy and convenient walking and cycling distance of places and facilities that residents need to access on a day to day basis, such as schools, local shops, recreation facilities and employment. This is essential to help shape healthy behaviours such as increased physical activity through active travel, and an enhanced sense of well-being through social interaction with neighbours. Figure 8 provides an indication of the types of land uses typically found at the local neighbourhood and town/city scale.

3.4.24 Active travel should be encouraged as the most convenient option in accessing local destinations, where convenient and direct routes for walking and cycling are provided within attractive green spaces (see Principle C2: Active Travel).

The relationship between an overhead powerline and recreational open space (*'A Sense of Place: Design Guidelines for development near high voltage overhead lines' – National Grid, page 85*)

3.4.25 Higher density housing should be focussed at local centres and along primary streets to support viability, walkable neighbourhoods and access to public transport services

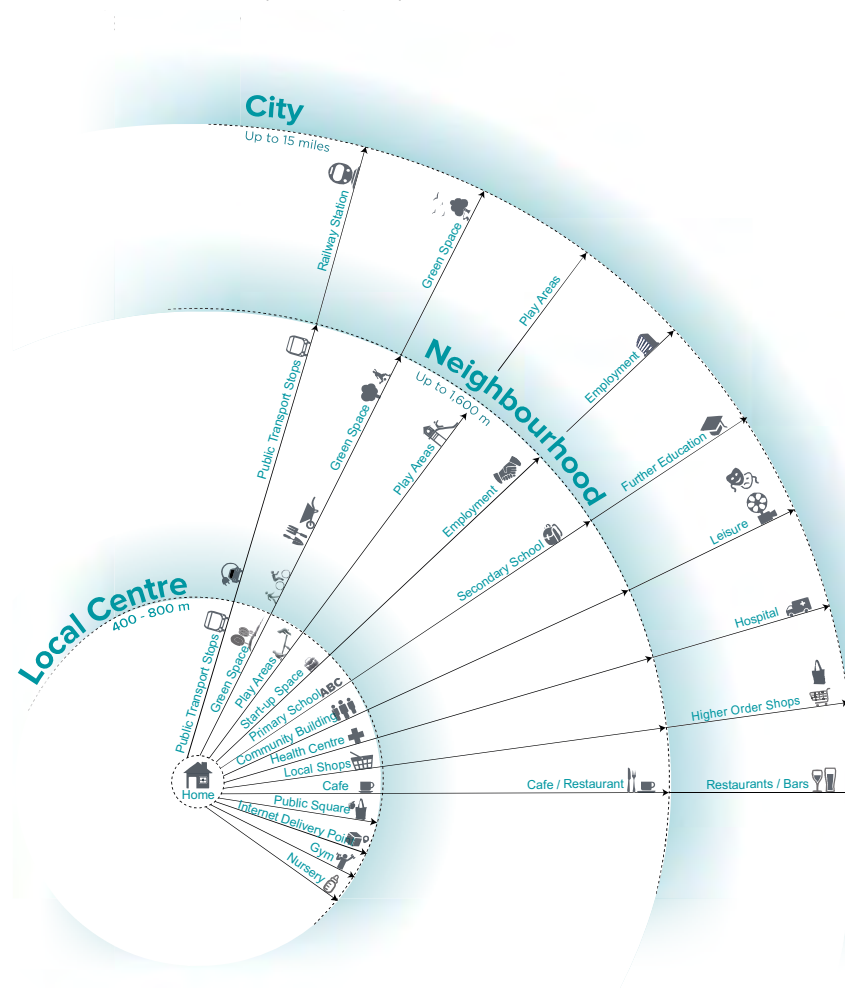


Fig 8: Walkable neighbourhood concept diagram



CHECKLIST: Design Principle D

Strategic Masterplanning

Design and Access Statement, including:

- Utilisation of existing natural site features, including landscaping and topography, to structure the design and layout of the master plan.
- Demonstration of how high value hedgerows will be retained, in accordance with the hedgerow retention criteria.
- New development designed to have a positive relationship with active frontages onto existing blue and green infrastructure.
- Where overhead lines and underground services are present, demonstration of how the master plan will integrate these and deliver a good living environment for residents.
- Demonstration of how the development proposal for the strategic site will support compact neighbourhood forms, to support active travel.

Flood Risk Assessment and Surface Water Drainage Strategy including:

- Demonstration of how existing drainage features will be designed to support biodiversity.

Heritage Impact Assessment / Landscape and Visual Impact Assessment, including:

- Analysis of views within and around the site of any landscape and heritage assets.
- Demonstration of how important public views of natural and heritage assets will be integrated and enhanced.

3.5 Urban Design Principles

3.5.1 Drawing on local policy and best practice design guidance, the following urban design principles set out the requirements for the strategic sites. They address:

- E1. Built elements
- E2. Height and mass
- E3. Enclosure
- E4. Materials
- E5. Landscape function
- E6. Open space typologies

3.5.2 The application of these urban design principles must be demonstrated through the DAS and Design Code.

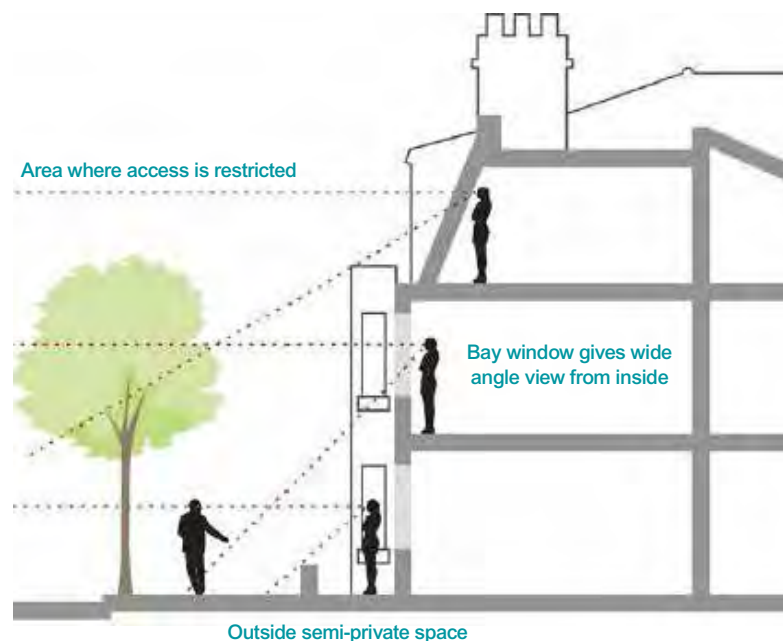


Fig 9: Creating natural surveillance whilst maintaining privacy through configuration of windows, doors and vegetation.

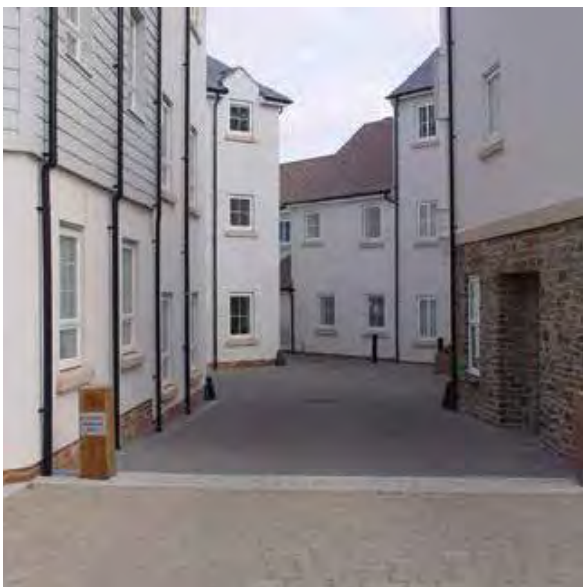
E1. Built elements

Residential streets

3.5.3 A feeling of urban well-being is gained through a positive relationship between groups of buildings, giving the place a sense of individuality, bridging the gap between public and private life. All residential areas should be organised according to the following performance-based criteria:

- Streets fronted by buildings to provide natural surveillance, as shown in Figure 9;
- Clear demarcation between public and private spaces;

- A good degree of privacy and daylight between neighbouring dwellings;
- Built form well-integrated with the public realm and the wider natural landscape;
- Built elements hang together as a place rather than being led by its highways function;
- Heights of buildings to be proportionate to the width of the intervening public space, to achieve enclosure (see Manual for Streets);
- Built form designed to provide views and vistas and focal points to aid variety and visual interest; and
- Public realm designed as social spaces, accommodating a range of users and amenity.



Visual variety as a pedestrian navigates a space is created by stimulating interest through the configuration of buildings, public spaces, landscaping and routes

Legibility

3.5.4 A successful and legible development is a place with a structure, form and function that has areas of identifiable character and can be easily understood. An interesting and contextually responsive townscape should be related to the human scale and perspective. A legible place incorporates visual 'clues', providing an intuitive understanding of how buildings, public spaces and routes are laid out.

3.5.5 An environment which can be easily understood can encourage walking and cycling as people know how to reach their destination quickly and easily. People use all sorts of visual clues to help them know where they are and how to move from one area to another. Visual design cues help people to develop 'mental maps' of an area and can often be quite subtle. They might include distinctive buildings, landscape planting or artwork. Signage along pedestrian and cycle routes should only be used as necessary, to complement built and natural wayfinding measures.

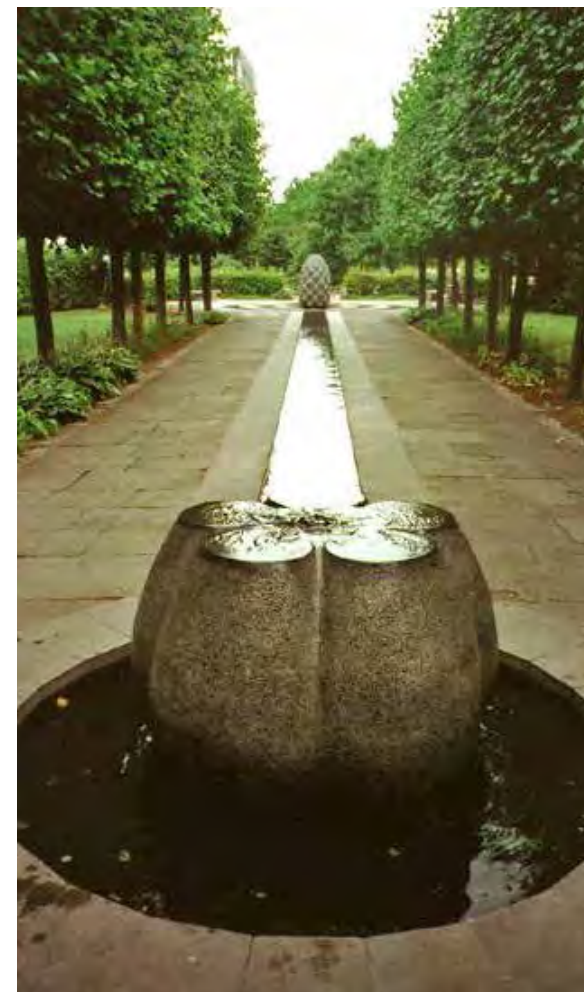
3.5.6 Permeability should be promoted to facilitate ease of movement, particularly by pedestrians and cyclists, by several different routes. At the design code and detailed design stage, the intended experience of the pedestrian should be a key driver of the proposed solution, with thought given to serial vision as pedestrians move through the built environment. Places should provide delight, drama and discovery. Visual variety is therefore an important factor in stimulating interest and contrast, which is what helps to make places distinctive.

Nodes

- 3.5.7 Public spaces should be designed to encourage public life. In order to attract the greatest number and mix of users to public spaces, account must be taken of its scale, function, layout and design, allowing flexibility for changing trends and habits.
- 3.5.8 The clustering of a range of facilities such as schools, shops, health centres, dentists and youth facilities creates multiple reasons to visit a location. Co-location of social infrastructure generates activity within a community, reinforcing local centres as places for community interaction. This is particularly the case where the street network is designed to provide a choice of routes and paths which converge at local centres, along the primary street network.
- 3.5.9 An urban design framework plan in the DAS will be required to identify the location of nodes in the context of the primary street network, walking and cycling routes. Strategic Sites will also be expected to demonstrate how they are aiming to achieve a good quality, safe and active public realm.

Paths

- 3.5.10 Designing buildings and landscapes so that paths directly follow the routes that people want to travel can help direct pedestrians and cyclists around an area. Designing paths and public spaces using distinctive materials and including public art can aid orientation by directing users to key 'nodes' and providing points of reference along a path.



Public art to aid orientation and direct users to key nodes

Fig 10: A demonstration of how key design principles of built form can optimise placemaking potential.



Landmarks

- 3.5.11 Landmarks can contribute to a coherent image of an area. Landmark buildings should be designed and located to emphasise the role and status of a particular building or place. Landmark buildings should include those with a special architectural character, those incorporating distinctive features and those with special functions.
- 3.5.12 Buildings do not necessarily need to be tall to be landmarks. Built form emphasis, such as massing, roof forms and architectural features in certain locations can be used to aide legibility. Landmarks should be used in limited instances, such as to help terminate vistas, provide gateway features and at key junctions, to define important spaces. These include buildings within the local centre, at the gateway to strategic sites and those defining important public and green spaces.



Street furniture and structures can create landmarks in public open space



Configuration of built form & materials provide local landmarks



Artwork can provide visual cues to provide legibility within the development



Landmark buildings provide gateways

Edges

3.5.13 The relationship between the built-up area at the edge of strategic sites and the surrounding built form or landscape is important. When considering the transition between new and existing developments a thoughtful approach should be used, to help enhance the interface between existing and proposed developments such as by utilising shared public open spaces, pedestrian, vehicular and/or landscape connections. Where existing properties back onto the development land, generous rear boundary planting is encouraged to soften views from existing properties.

3.5.14 Where there is an interface between the edges of the strategic sites and existing landscape or open countryside, development should always create frontage development, providing a defined edge to the development. The edge of a built-up area should be designed in such a way as to allow landscaping to filter through residential areas.

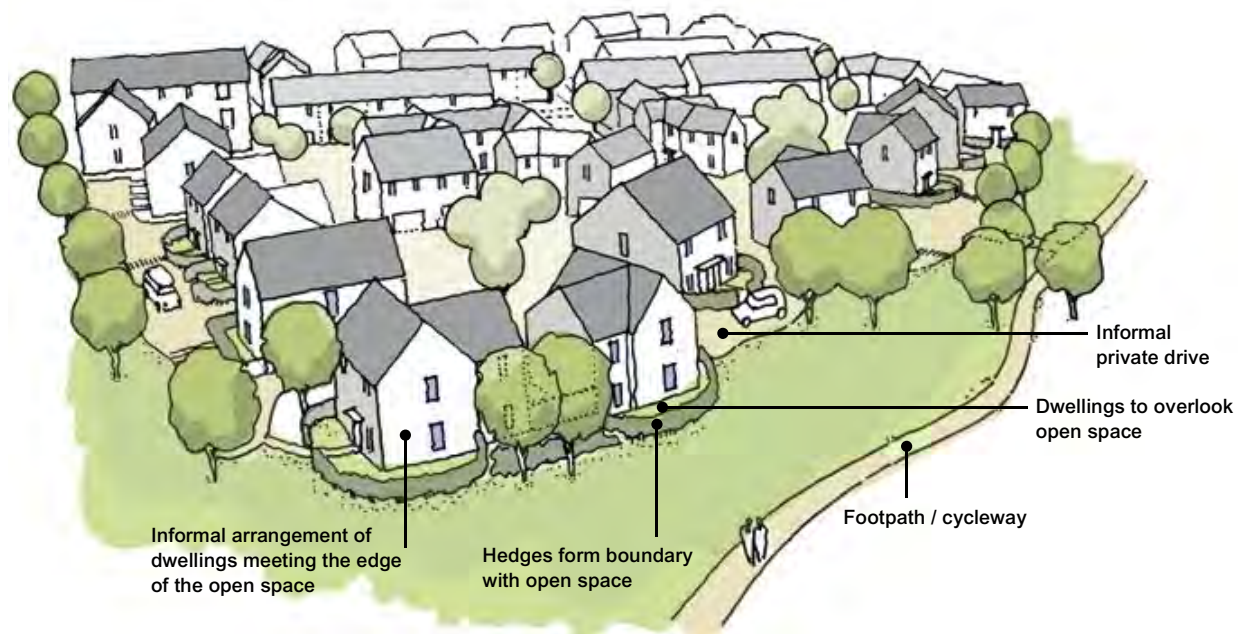


Fig 11: Design features create a positive relationship between development and green open spaces



Housing overlooking green open space with a defined edge



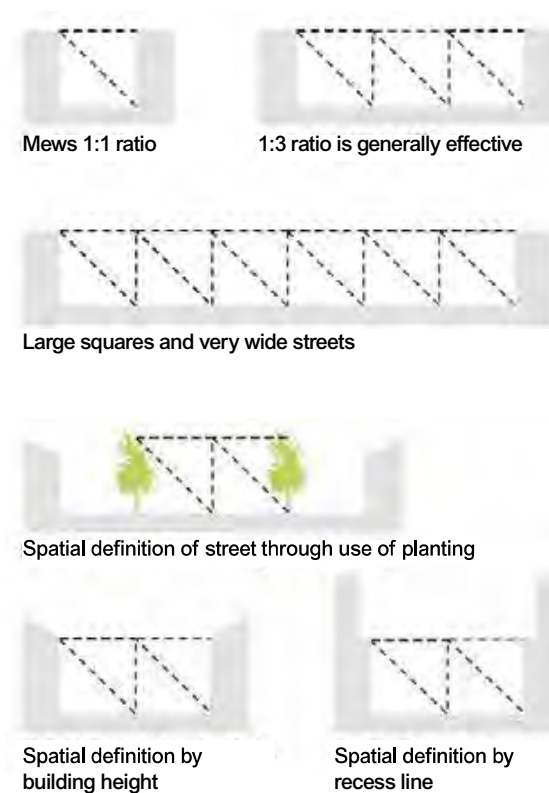
Strong residential frontage along the river

E2. Height and mass

- 3.5.15 The scale and intensity of buildings should reflect the importance of adjacent spaces. For instance, increases in building heights should reinforce the presence of the Local Centre. Landmarks should be used as orientation points within the local environment to aid legibility (see above). Memorable buildings and structures which stand out from their background by virtue of their height, size or some other aspect of design can significantly contribute to the character of an area. A building heights strategy should be established to support the spatial hierarchy of streets and pattern of land use.
- 3.5.16 The combined effect of the arrangement, volume and shape of a group of buildings will help develop a distinctive character and identity from afar. Consideration should be given to the design of the neighbourhood skyline or silhouette. Views to and from landmark buildings and landscape features should be incorporated into the planning application master plan.

E3. Enclosure

- 3.5.17 The layout of buildings, walls, trees and hedges can create a sense of defined space. Enclosure is achieved where these features form a strong continuous edge and where the ratio of the width of the space or street to the height of the enclosing features is enough for the observer to feel that they are in an enclosed rather than in an open space. Enclosure is important as it creates a sense of safety and protection and can nurture social interaction.
- 3.5.18 Whilst well enclosed streets and spaces are generally encouraged, there will be exceptions where a looser grain of development is appropriate in response to other character and placemaking considerations. A more continuous frontage is not always necessary as changes in the building line and small changes in heights can create interest. In more fringe locations at the edge of the strategic sites, there should be a less continuous building line but still with frontages overlooking key streets and pedestrian routes.



Achieving appropriate enclosure through height to width ratios ('Manual for Streets' page 54)



Wide, curved junctions where inconsistent frontage reduces enclosure



Landscape design can help to create enclosure in lower density areas

E4. Materials

3.5.19 A strategy for a restrained palette of colours and materials across the strategic sites should be prepared as part of a Design Code and implemented at the Reserved Matters stage. High quality materials should firmly establish the character and identity of the strategic sites, both in respect of the public realm and the built form. The image of place will also be reinforced by decorative detailing, public art and even basic features such as windows and doorways, all of which should be inspired by the best examples of urban development within the Borough.

E5. Landscape function

3.5.20 Within the wider green infrastructure network, landscape spaces should be informed by their function. People will benefit from improved health and well-being where good landscape design and nature is provided near people's homes.

3.5.21 To maximise the benefits of landscape within the strategic sites, the following range of functions should be considered and provided for:

- **Microclimate:** Trees and other vegetation provide shade and cooling to enhance comfort in urban environments as well as overall benefits to human health by providing oxygen and absorbing air pollution;
- **Amenity:** Landscaping and provision of green spaces throughout residential areas offers contact with nature which improves mental wellbeing;
- **Activity and relaxation:** Green spaces provide for a range of uses, activities and spaces to support improved physical and mental health through formal and informal sport and recreation and by offering places for relaxation;

- **Connectivity:** Green corridors can provide pedestrian and cycle connectivity between green spaces and other community spaces and facilities;
- **Boundary treatment:** Soft boundary treatment such as hedging and planting contribute to the character and quality of the public realm, providing demarcation between public and private spaces;
- **Green buffers:** Open space and/or buffer planting can provide amenity space between different land uses and existing properties. Buffers should also be used to provide a setting to heritage assets and to ancient woodland (at least a 15-metre buffer to be provided to ancient woodland);
- **Drainage:** Open spaces can incorporate Sustainable Urban Drainage (SuDS) which also maximise opportunities for habitat creation and wildlife;
- **Biodiversity:** Trees, hedgerows and ponds provide habitats for a range of species; and
- **Food production:** Private gardens provide opportunities for growing spaces whilst allotments and community orchards provide larger areas for community growing.



Well maintained and appropriately sized allotments overlooked by homes



Informal green space has ecological and amenity value



Informal and 'natural' play areas promote a sense of play

E6. Open space typologies

3.5.22 There are a number of open space typologies that are required as part of strategic sites, to provide a range of spaces to cater for a range of activities and needs. These comprise:

Open Space Typology	Function
Amenity green space	Informal recreation spaces, communal green spaces in and around housing and greens.
Natural and semi-natural green spaces	Woodland, scrub, grassland, wetlands, open and running water, and open access land
Green infrastructure connectivity	Green corridors linking a network of green spaces and public spaces, including walking and cycling routes
Designated play areas	Designated areas for children and young people containing a range of facilities and an environment that has been designed to provide focused opportunities for outdoor play comprising casual or formal playing space within housing areas. These play areas comprise: <ul style="list-style-type: none"> • Local Areas for Play (LAP) • Local Equipped Areas for Play (LEAP) • Neighbourhood Equipped Areas for Play (NEAP)
Sports pitches	Playing pitches including football, rugby union, rugby league, hockey, lacrosse, cricket and American football
Parks and Gardens	Formal green spaces including urban parks, country parks, forest parks and formal gardens
Allotments, community orchards, community gardens	Opportunities for those people who wish to grow their own produce beyond private gardens
Suitable Alternative Natural Green Space (SANG)	Suitable Alternative Natural Green Spaces that provide recreation opportunities in a natural setting, to reduce visitor pressure within the Thames Basin Heaths Special Protection Area.

Table 5: Open Space Typologies



Good quality play space which is well integrated with landscaping

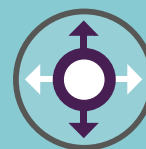


Playing pitches and pavilion provides a place for the community to gather

3.5.23 The local open space standards relevant to each strategic site are set out in Part 3 of this SPD.



Integrated SUDS into informal public open space



CHECKLIST: Design Principle E

Urban Design Principles

Design and Access Statement, including:

- An Urban Design Framework plan, demonstrating the approach taken in the master plan to deliver 'legibility', 'nodes', 'landmarks' and 'edges'.
- A local character and context appraisal, demonstrating how an understanding of the wider context will inform the local distinctiveness of the strategic site.
- Demonstration of how 'serial vision' has been incorporated as part of the master plan.
- Demonstration of how views to and from landmark buildings and landscape features inform the configuration of the master plan.
- Provision of a range of formal and informal open spaces to cater for a range of activities, needs and landscape functions, in accordance with this SPD.

Design Code, including:

- Application of performance-based criteria for residential streets.
- A Building Heights Strategy plan, which provides higher buildings in appropriate locations, such as along the primary street and to frame key public spaces.
- Identification of a restrained palette of colours and building materials to deliver a high-quality image of place.



Well-landscaped communal open space

The background of the page is an aerial photograph of a city, showing a dense network of streets, buildings, and green spaces. A semi-transparent teal color is overlaid on the entire image. In the center-right, there is a dark teal rectangular box containing the title text.

Part 3 STRATEGIC DEVELOPMENT FRAMEWORKS

4 Slyfield Area Regeneration Project

4.1 Location

- 4.1.1 Slyfield is a strategic regeneration opportunity aimed at delivering housing on brownfield land within Guildford. Located north of the A3, the site is allocated for comprehensive redevelopment to deliver new homes and light industrial/trade counter units (B2) on land currently occupied by Slyfield Waste Water Treatment Works (SWWTW) and a depot of Guildford Borough Council.
- 4.1.2 The Council intends to work in partnership with Thames Water to secure the relocation of the SWWTW to land further north in order to release well-located land for new homes. The homes will be delivered in the later part of the Local Plan period, following this relocation.
- 4.1.3 The site lies approximately 2km north of the Guildford town centre. To the immediate west lies Weyfield Primary School and a large allotment site owned by the Council. Beyond that lies the area of Bellfields, which is a low rise, low density suburb dating in the main from the 1950's (some small areas of Victorian housing also exist in the south-west of the suburb), comprising mainly homes with front and back gardens and off-road car parking. The River Wey forms the eastern boundary of the site, giving way to floodplain on the opposite bank. In the south, the site tapers to a narrow point on land currently occupied by the Council depot, before joining Woking Road. To the north is the Slyfield Industrial Estate and open fields leading to Clay Lane.

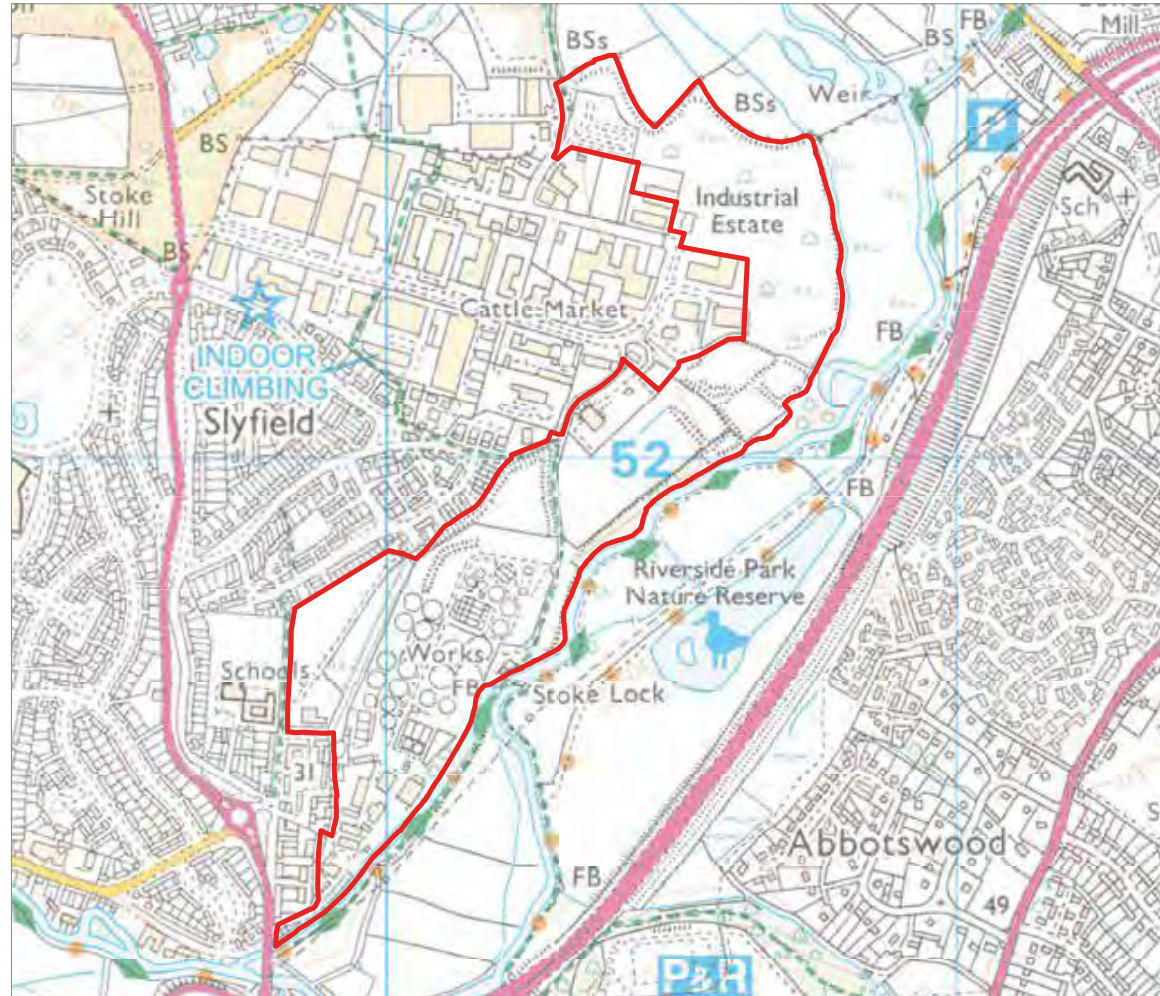


Fig 12: Strategic Site Boundary



Slyfield has a rich and varied context

4.2 Relevant Planning Policy Framework

- 4.2.1 The Guildford Borough Local Plan identifies the site at Slyfield (site Policy A24) as a location for strategic development, with capacity for approximately 1,500 dwellings, community facilities and 6,500 sqm of B2 uses over the plan period.
- 4.2.2 The site-specific policy requirements are set out in Appendix 10. The policy establishes the land uses for the site, which are aimed at providing a new urban residential quarter. Sustainable transport measures include the northern-most section of the Sustainable Movement Corridor to deliver rapid transit and improved pedestrian and cycle connections between the site, the town centre and the station. Land is required to facilitate the expansion of Weyfield Primary School.

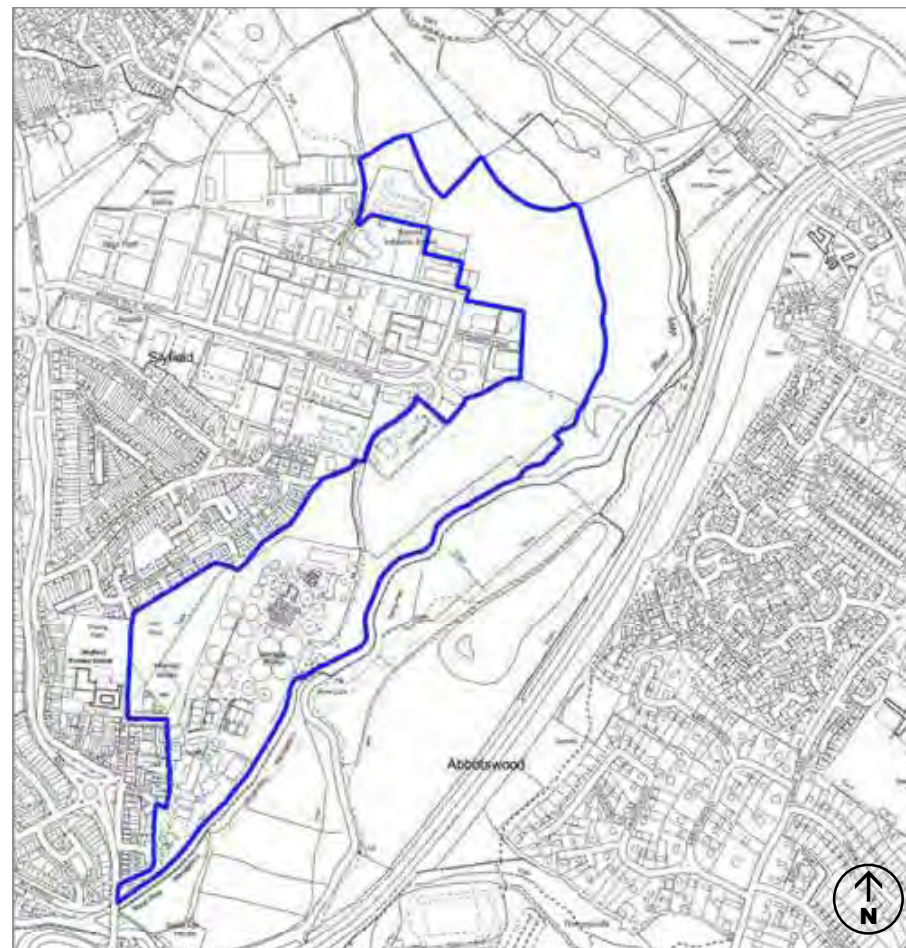


Fig 13: Slyfield Local Plan Site Allocation Boundary

4.3 Vision and Design Objectives

It will become a vibrant riverside quarter within Guildford. The setting of the site will ensure homes will enjoy an outlook across the River Wey to open meadows beyond. References to historic riverside development in Guildford indicate intense form and a tight urban grain abutting the water's edge. Older examples of riverside development will assist in developing a narrative for the architecture of Slyfield. A riverside park will open access to the waterside and will include new footpaths linking north to open countryside.



4.3.1 When the SWWTW is relocated, the site will in effect become a blank canvas, opening opportunities for a unique character and form of development. The site will be developed intensely and to a higher density, creating a new urban community of an unprecedented scale within proximity of the town centre and railway station. The riverside location is the main asset of the site, and buildings will be orientated to the water, and designed in such a way as to maximise views for as many residents as possible.

4.3.2 Strategic scale growth in homes and employment will combine to create a unique place within the town. Most homes will be apartments, but some family housing will also be included. The scale of development provides the opportunity to deliver a wide mix of tenures in order to achieve a diverse and equitable community. A policy requirement for 40% affordable homes will open opportunities for affordable home ownership and rented housing. They should be designed for energy efficiency in accordance with the Council's sustainability policies, and to meet the needs and requirements of 21st Century living.

4.3.3 A high-quality public realm will encourage active travel and patronage of buses along the Sustainable Movement Corridor for journeys within the locality and to Guildford station and the town centre. Careful attention to the detail of hard and soft landscaping, lighting, direct connections and secure cycle parking facilities will incentivise the use of a network of cycle and footpaths through the site and along the river frontage, which will also provide convenient points of onward connection.

4.4 Master Plan Principles for Slyfield

4.4.1 The application master plan should be borne from a process of thorough site analysis, and an evaluation of the findings, leading to a considered design response. The design response should be informed by, but not driven by, the site constraints, and it should make the fullest use of the opportunities within the site and its location to create a place which is distinctive and contextually appropriate.

4.4.2 The existing framework at Slyfield creates a starting point for the master plan. Four broad areas can be identified:

- A lengthy river frontage along the River Wey. There is some mature planting, the value of which will need to be established as part of any site investigations;
- Land currently occupied by allotments (to be relocated), near homes at Bellfields;
- A southern section closely related to existing homes and easy access to Woking Road and the town centre; and
- A northern area in close proximity to Slyfield Industrial Estate.

-  Site boundary
-  Surrounding development
-  Woodland (incl. Ancient Woodland)
-  Site of Nature Conservation Interest (SNCI)
-  Existing pedestrian routes
-  Roads
-  River
-  Route of proposed sewer
-  Existing allotments (to be relocated)
-  Opportunity for existing buildings to be re-used
-  Opportunity for development to have strong link with SNCI
-  Sensitivity to key views
-  Potential site access
-  Potential site circulation
-  Potential junction improvements
-  Potential expansion of existing primary school
-  Possible residential development
-  Possible employment and industrial users



Fig 14: Constraints and opportunities plan

- 4.4.3 This varied character can inform the structure and character of the development, and the master plan should seek to demonstrate how the landform, vegetation and habitat of the site has helped to shape the proposals and the future character of the site.
- 4.4.4 The site will need to accommodate a deep sewer to the relocated SWWTW. Achieving a cost-effective alignment for the sewer, with appropriate access for maintenance, will be a key development consideration and will be influential in shaping the layout of the site at the masterplanning stage. A clear account of this should be set out at the Outline application stage. One option will include running the sewer underneath a north-south spine road, which responds to the linearity of the site. An alternative would be to accommodate the sewer beneath a riverside park.




















Fig 15: Existing Character



Existing Slyfield context and character



- 4.4.5 The development will be visible from the A3 south-bound carriageway and will be one of the first views from what is otherwise a tree-lined approach to the town. This places a particular responsibility on the design team to ensure that first impressions of Slyfield signal a positive message about the town, its quality of life and its attention to good design. Elevational treatment, roofscape, form, scale and mass will be key to achieving a good outcome.
- 4.4.6 Strong and attractive connections for walking and cycling between the site and the town centre will be a fundamental component of the master plan in order to anchor the development with the existing town and important employment and sustainable travel opportunities. Current cycle connections along the River Wey Navigation are more suited to recreational use, and an alternative is needed to avoid conflict between leisurely pedestrian movement and functional active travel.
- 4.4.7 Facilities within the site should be located where they can best benefit from support and patronage by the widest possible number of people, including residents, employees and users of the riverside park. This can bring vibrancy to the development, enhancing the appeal of the riverside park as a place to live and visit. These uses should be concentrated together in the centre of the site adjacent to the river.
- 4.4.8 Numerous access points into the site, for pedestrians, cyclists and vehicles should be achieved to help integrate Slyfield with its neighbouring community. In addition, strong east-west routes through the new development will provide all residents, including those from Bellfields, with good access to the riverside park. The SDF indicates several points of access which are deemed suitable for some degree of access. These should be explored in more detail and firm proposals to deliver good levels of accessibility and connectivity established through the planning and highway design process.
- 4.4.9 The requirement for strong connectivity and the intense level of development that will arise in delivering the allocated housing number indicates that the site can be planned and developed most effectively and efficiently with a series of urban blocks. The SDF indicates an appropriate design response to this requirement and should be used as the starting point for further detailed masterplanning and architectural design. Blocks should be capable of accommodating apartments and houses, with the latter forming the main frontage to the river. Blocks should include shared gardens or outdoor space for apartments. Landscape planting should permeate these areas, to add to the amenity of the area.
- 4.4.10 Employment uses should be in the north of the site in proximity to Slyfield Industrial Estate. Pedestrian, cycle and bus access between residential and employment areas should be facilitated to minimise journey times.

-  Site Boundary
-  Development Area
-  Mixed Use
-  Employment / Industrial
-  Informal Open Space
-  Water Course
-  Existing Buildings
-  Focal Points
-  On-Site Primary Routes
-  Access to development areas
-  Key Off-Site Routes
-  Primary Site Access
-  Sustainable Movement Corridor
-  Key Pedestrian and Cycle Routes / PRow
-  Primary School
-  Modal Filter for Bus, Pedestrian and Cycle Only Connection
-  SANG Suggested Location for Suitable Alternative Natural Green space

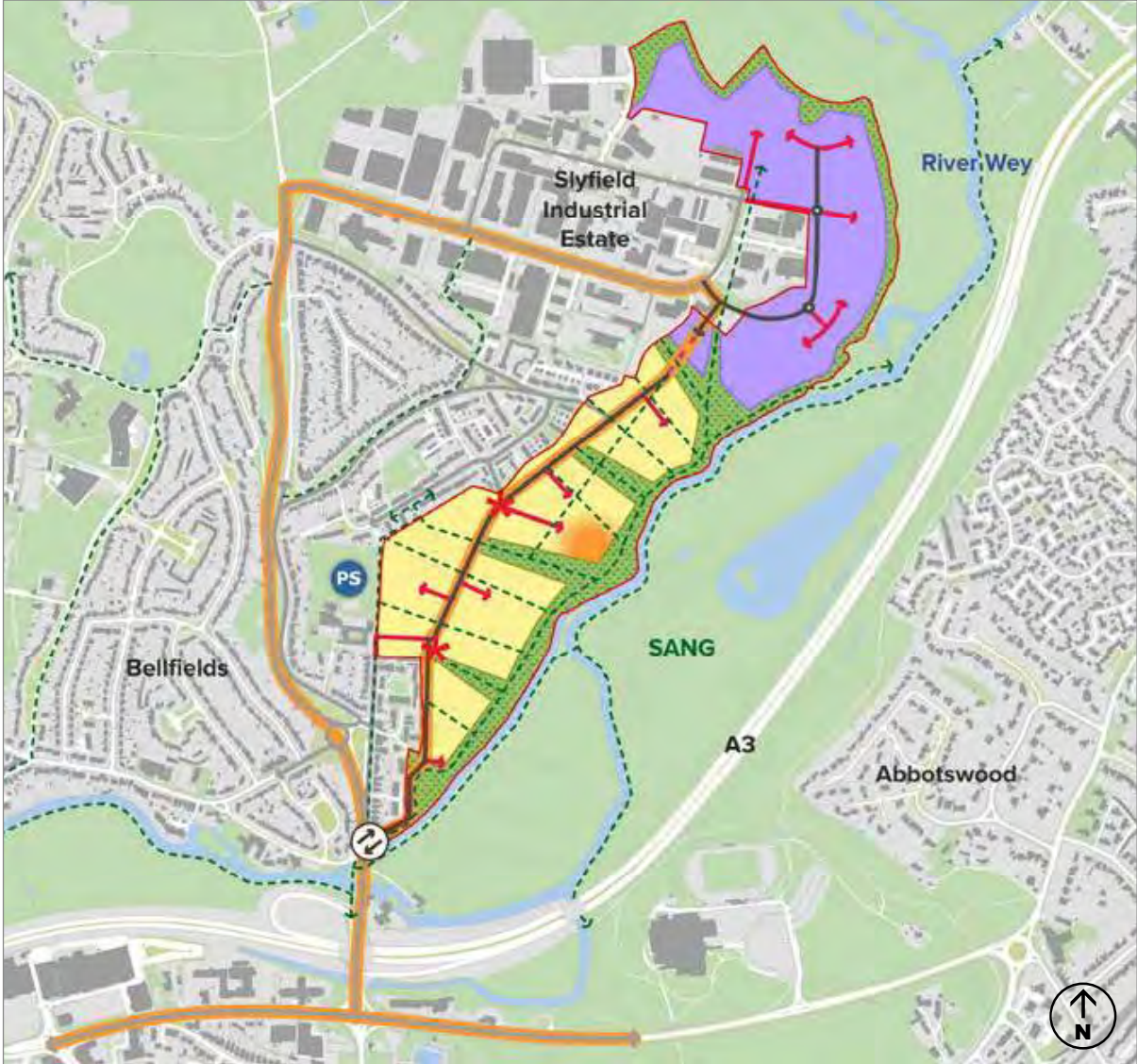


Fig 16: Slyfield Strategic Development Framework

4.5 Landscape Framework

4.5.1 Figure 17 illustrates the required green infrastructure and open space components of the site. Several landscape interventions will be required to create a framework for the planned development.

Open Space Standards

4.5.2 The Council's open space standards provide the minimal requirements for formal and informal open space.

4.5.3 The following table provides an indication of the Council's normal expectations for open space provision. However, given the requirement for high density development on the site, it may be necessary to consider off-site open space provision, or alternatively financial contributions may be made for the upgrade or improvement of existing facilities within the town. At the Outline planning stage, the applicant should agree with the Local Planning Authority how this will be achieved, with appropriate obligations secured through a Section 106 Agreement.

Open Space Standards (based on the Local Plan 2003 Standards)

Types of Open Space	Quantity (ha)
Total Open Space (excluding SANG)	10.63
Formal Playing Fields	6.07
Children's Play Space	3.04
Amenity Space	1.52
SANG	30.36

Table 6: Open space requirements for Slyfield

-  Site Boundary
-  Development Area
-  Informal Open Space (including New Woodland)
-  Local nature reserve
-  Ancient woodland
-  Existing on-site woodland
-  Off site woodland
-  Potential SUDS
-  Water-courses
-  Key pedestrian and cycle routes / PRoW
-  Green spine road and SMC
-  Focal Points
-  SANG Suggested Locations for Suitable Alternative Natural Green Space
-  Existing Buildings
-  On-Site Primary Route
-  Key Off-Site Route
-  Access to development areas



Fig 17: Slyfield Landscape Framework

4.6 Movement Framework

- 4.6.1 Figure 18 and 19 highlight the key connections to and within the site for all modes of travel.
- 4.6.2 A priority in bringing forward strategic development at Slyfield should be to ensure the promotion of active travel for trips within the local area and to the town centre and station. For journeys that cannot be made on foot or by bicycle, buses should present an obvious and affordable alternative, with high frequency services through the site using the SMC.
- 4.6.3 The design of the primary street should indicate its principal role in facilitating movement through the site. Given the intense grain and higher densities planned at Slyfield, the primary street design should create a formal boulevard lined with large tree species planted at regular distances within broad verges to help soften the urban character of the development. In the light of the likely abnormal costs and constrained nature of the site, special consideration may need to be given to the design of the on-site SMC.



Fig 18: Slyfield – Highways and Public Transport Framework

- 4.6.4 Guidance on street design, including illustrative street sections, is provided in Part 2 of this SPD.
- 4.6.5 The success of the public realm at Slyfield will be dependent on the input of experienced landscape architects at each stage of the design process:
- A palette of high-quality and durable hard landscape materials should be identified at the design code stage to reinforce the character and attractiveness of the development. Where possible, local examples of successful urban realm should inspire a narrative for the public realm at Slyfield.
 - Tree, shrub and plant species should draw inspiration from the existing vegetation on the site, playing careful attention to those native species which are evidently thriving.

Off-Site Movement & Travel

- 4.6.6 Figure 18 and 19 also identify the minimum off-site highway interventions in order to support sustainable and active travel beyond the site, in order to encourage fewer people to travel by car.

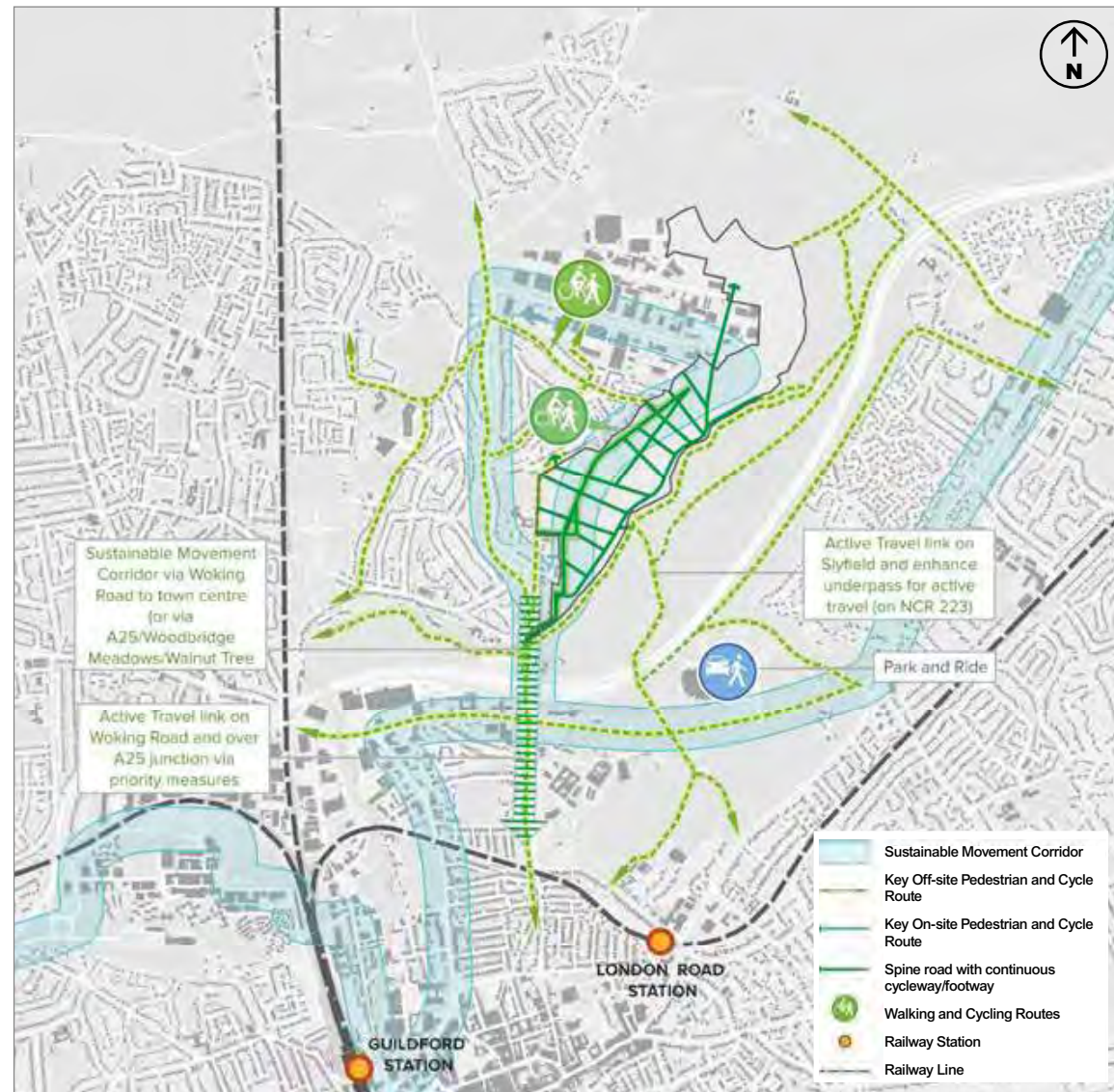


Fig 19: Slyfield - Active Travel Framework

4.7 Anchors and Destinations

4.7.1 The SDF identifies a single focal point on the site: a local community hub with local shops and riverside cafés.

4.8 Land Use

4.8.1 The SDF illustrates the anticipated configuration of land uses. The anticipated quantum of land for each use is set out in the table below:

Indicative Quantum of land for each use (land use table)

Type	Approximate Quantity (ha)
Overall Development Land	27
Residential (and community uses)	14
Residential requirement	1,500 units
Average density per hectare	107 dph
Industrial / Employment	13
Informal Green Space	11

Table 7: Indicative Land Use Budget for Slyfield

4.9 Development Character

4.9.1 As part of the masterplanning exercise developers are asked to build a narrative of character and place which responds to these opportunities. Design and Access Statements should provide a clear indication of how the development will be enriched by the drawing together of function, landscape, architecture and detail to create a development which is well routed in its location.

4.9.2 At Slyfield, the river-front location will be a key driver of character. Figure 20 indicates the scope for different character areas within the new development. Figure 21 provides an inset study illustrating the way in which the development could be designed to achieve the intended character.

4.9.3 The SDF is predicated on the basis that land at Slyfield should be used efficiently, with high residential densities. To achieve a high quality living environment, equal emphasis should be paid at the detailed design stage to landscape. Examples of best practice and popular places within Guildford, where more intense development form is evident, should inform the design narrative, and in addition, examples from other places which have successfully achieve residential development at high densities should be examined for their relevance.



4.9.4 The design of the development will require particular attention to be given to the provision of resident's car parking. It will not be possible to accommodate all of this at grade, and the SDF is predicated on the assumption that apartments will include podium and basement parking, with communal gardens over the top to provide semi-private amenity green space for each block. A balanced parking approach needs to be undertaken and the relationship between density and parking space numbers will need to be refined within the masterplanning stage.

-  Site Boundary
-  Riverside Park
-  Formal river front with intense, medium height and fine grain. Suitable for houses at medium density.
-  Formal blocks with compact grain and intense level development, buildings at around 5 storeys. Higher density.
-  Formal frontage and compact grain to boulevard, giving way to less formality and looser grain at site boundary. Decreasing height, medium density family houses.
-  Community focal space with opportunity for retail uses facing on to riverside park
-  Employment / Industrial uses, large scale building similar to adjacent industrial estate
-  Main Vehicular Access Point
-  Formal boulevard character
-  Access to Development

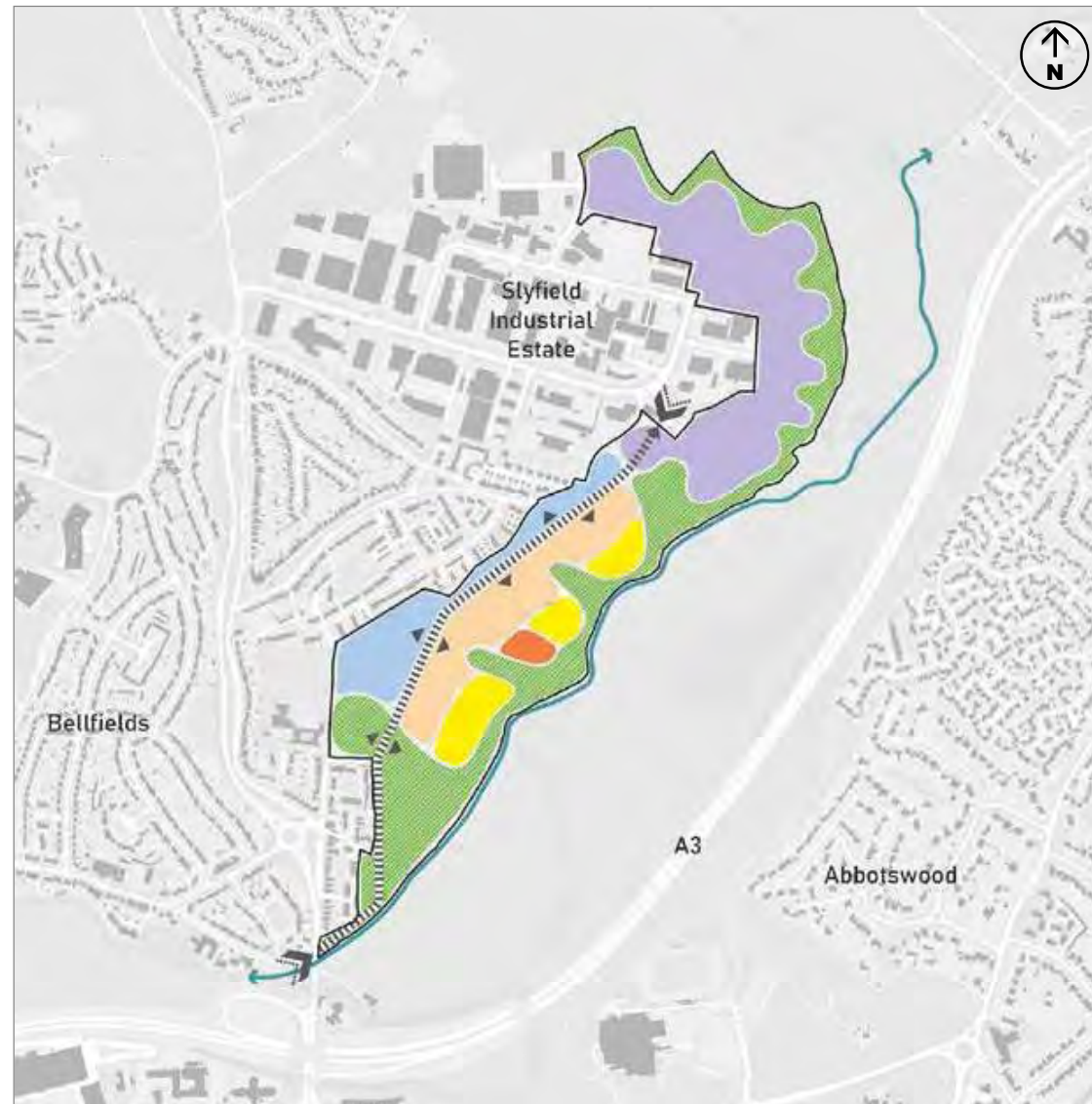
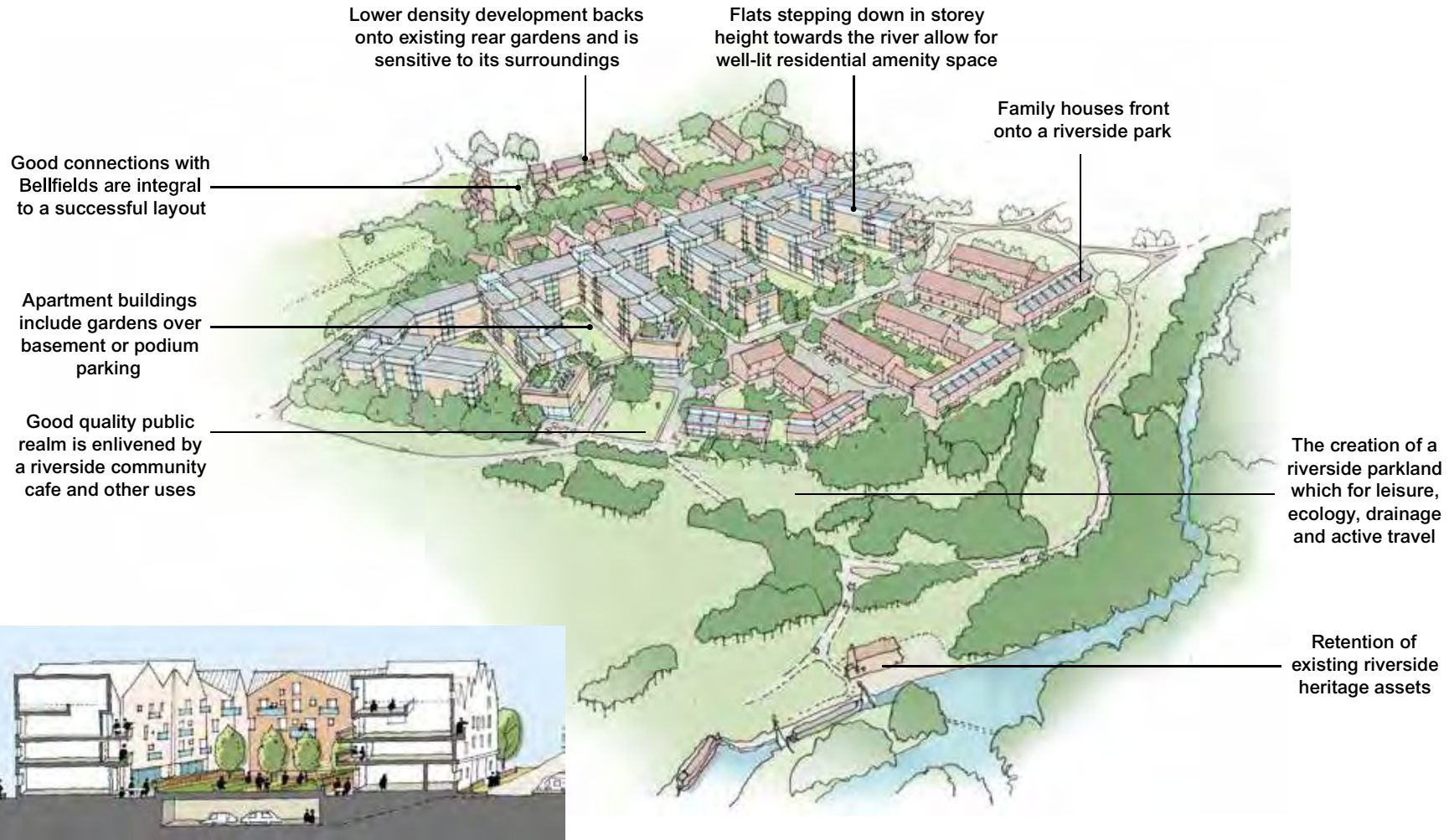


Fig 20: Development Character

4.9.5 The riverside frontage is an exciting opportunity for mixed use development, forming a focal point for the community. Special attention should be paid to the design and detail of this area to ensure it becomes very attractive to users.



Fig 21: Illustrative drawing of a residential section of Slyfield



Opportunity to integrate car parking within the basement, with communal garden above

Fig 22: Illustrative visualisation of a residential section of Slyfield looking north

5 Gosden Hill Farm Regeneration Project

5.1 Location

- 5.1.1 The Gosden Hill Farm Strategic Site is intended as an urban extension to the north-east of Guildford, on land to the east of the existing neighbourhoods of Merrow and Burpham, to the south of the A3 and to the north of the railway line.
- 5.1.2 Burpham and Merrow are established residential suburbs which have grown up around the historic villages from which they take their names. Major suburban expansion occurred in the 1950s, predominantly carried out by the Council, and again in the 1980s by the private sector. The areas include some examples of the garden suburb style, and as a whole they are characterised by low density family housing with gardens. As the areas have become established and the landscape has matured, they offer an attractive living environment. Local schools, churches, play areas, shops, GP surgeries, and community facilities ensure that day-to-day services are easily accessed, but the area is car dependent, with no local station, limited bus services and no comprehensive network of cycle routes.

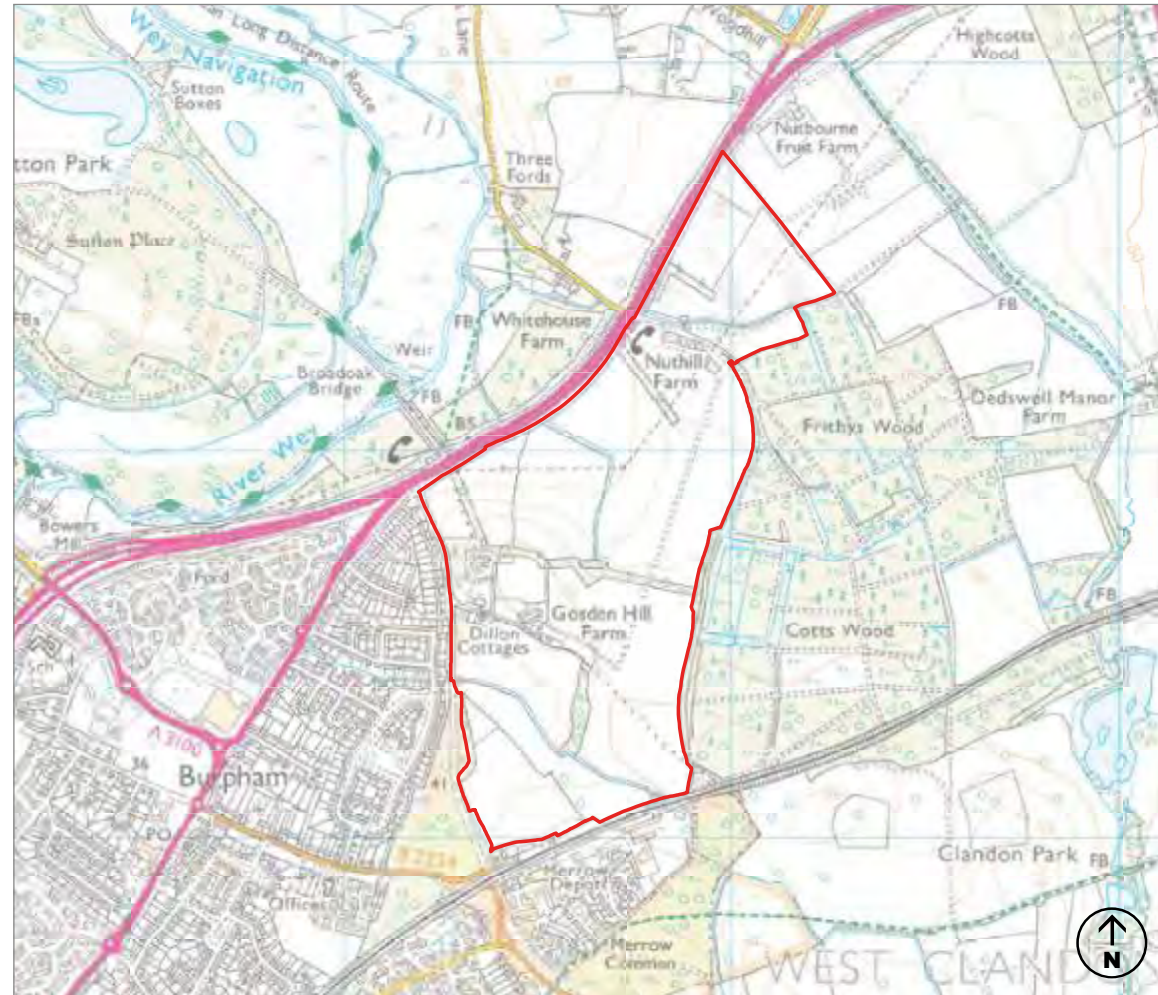


Fig 23: Strategic Site Boundary



The attractive residential suburbs of Burpham and Merrow

Gosden Hill Farm
Regeneration Project

5.2 Relevant Planning Policy Framework

- 5.2.1 The Guildford Borough Local Plan identifies the site at Gosden Hill Farm, Merrow Lane, Guildford (site Policy A25) as a strategic site for mixed-use development, with a requirement for 1,700 dwellings during the plan period, and 1,800 dwellings in total.

- 5.2.2 The site-specific policy requirements are set out in the Appendix 10. The policy establishes the land uses for the site, aimed at delivering a new community well served by local services, including a new primary and secondary school, and open space, including SANG. The policy also establishes a requirement for new employment use on site.

- 5.2.3 Significant transport infrastructure including measures to improve sustainable travel choices will be required including a new Park & Ride facility, proportionate financial contributions towards and land reserved for Guildford East (Merrow) railway station, an improved junction on the A3 and the eastern route section of the SMC. A raft of off-site transport interventions will also be required to ensure sustainable travel between the site, the town centre and the wider town, including a proportionate contribution to delivering the SMC on the local road network.



Fig 24: Gosden Hill Local Plan Site Allocation Boundary

5.3 Vision and Design Objectives

Gosden Hill should become a sustainable and highly attractive area of the town – a garden community in the fullest sense of the word.

In the future, the development will be identified for its rich and abundant landscape, its convenient transport connections and its successful integration with neighbouring suburbs.



5.3.1 The site's strong landscape framework provides a clear opportunity to bring forward a master plan which is landscape-led. The Anglo-Saxon place name of Gosden' meaning 'valley, and 'Hill' give a clear indication of the undulating landscape and distinctive topography of the site. There are many mature trees and hedgerows capable of adding to a sense of place in the early years of the development. These features create the basis for masterplanning a locally distinctive development. Over the medium and longer term, new planting will strengthen this quality to create a garden community within a generous landscape setting.

5.3.2 Growth at a strategic scale to provide 1,800 homes will establish a new neighbourhood with a variety of tenures and house types and sizes, capable of facilitating a mixed and vibrant community. A policy requirement for 40% affordable homes will help to deliver diversity and greater housing equality, opening up a range of choices including affordable home ownership and rented housing. Homes should look 'of their time'; they should be informed by the best examples of urban development within the Borough, with a modern interpretation to meet the needs and requirements of 21st Century living.




















5.3.3 Added to this is the opportunity provided by the proposed Park & Ride and Guildford East (Merrow) railway station to deliver a sustainable transport-oriented development. The public realm should be designed with careful attention to detail, with good quality materials and inspiring landscape design aimed at encouraging active travel, including walking and cycling to local schools, businesses, shops and services, and public transport stops. Strong and legible links to neighbouring communities should be included to encourage cohesion and integration over the longer term.

5.4 Master Plan Principles for Gosden Hill

5.4.1 The application master plan should be borne from a process of thorough site analysis, and an evaluation of the findings, leading to a considered design response. The design response should be informed by, but not driven by the site's constraints, and it should make the fullest use of the opportunities within the site and its context to create a place which is distinctive and contextually responsive.

5.4.2 The existing landscape framework at Gosden Hill creates an appropriate starting point for the master plan.

5.4.3 The site has a distinct topography, rising gently away from the railway line to a localised ridge, before falling towards the A3. Land either side of the ridgeline has a distinctly different character and outlook, and the application master plan should seek to use this to good effect in creating a varied and interesting place.

-  Site boundary
-  Surrounding development
-  Historic Park and Garden
-  Woodland (incl. Ancient Woodland)
-  2m Contours
-  Existing pedestrian routes
-  Roads
-  Railway Line
-  Proposed Park and Ride
-  Overhead power lines
-  Opportunity to create links with new railway station
-  Opportunity for existing buildings to be re-used
-  Opportunity for green links
-  Sensitivity to key views
-  Potential site access
-  Potential site circulation
-  Potential activity node
-  Noise pollution from railway line and A3
-  Potential junction improvements

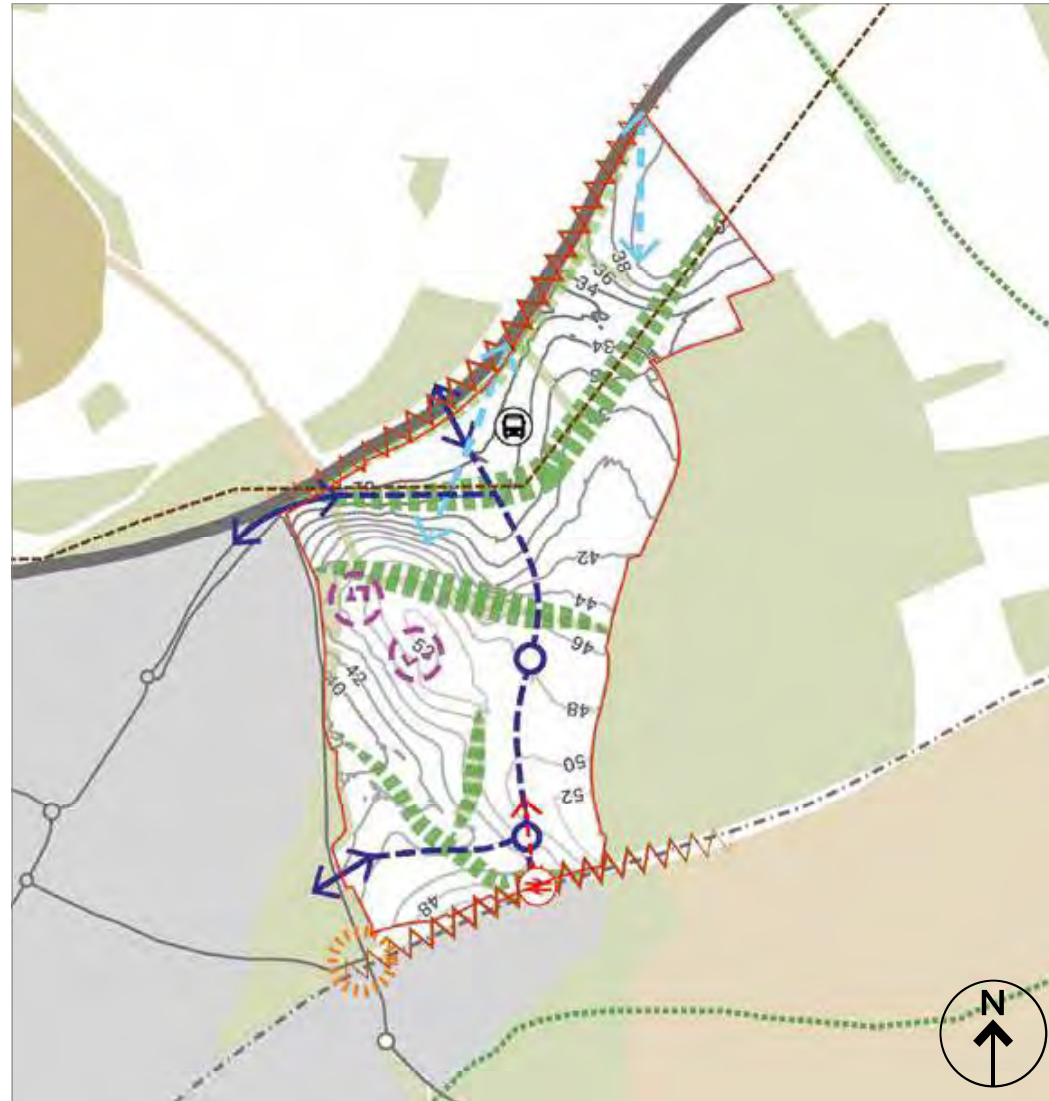


Fig 25: Constraints and opportunities plan

5.4.4 Studies of local examples of how the topography of Guildford has led historically to different design responses at a variety of scales, from settlement structure to urban grain, should be used to inform the plan for Gosden Hill at each stage of the design process. Where possible, homes on south-facing slopes should be designed to capture solar gain whilst in areas that are subject to prevailing winds, additional shelter planting should be added.










-  Site boundary
-  Railway line
-  Landscape Slopes towards A3
-  Gentle South Facing Valley with glimpses of existing town
-  Edge Adjacent to Railway with visual connection to existing town
-  Vegetation
-  Ridge Line
-  Tree line denotes shift in outlook, with increased distance from Merrow / Burpham
-  Contours



Fig 26: Existing Character

5.4.5 Watercourses naturally follow the site's topography, with streams flowing towards the A3 and the railway. It is preferable to retain these water courses on their current alignments, and to tailor strategies for surface water management and water attenuation which work with the existing drainage and landscape characteristics of the site. In particular land within the northern-most part of the site, adjacent to the A3, is suited to water management and the creation of water-based habitat.



Views of Gosden Hill Farm from the south west, showing its woodland setting

5.4.6 The site contains extensive woodland (including ancient woodland) and mature tree belts which are subject to a blanket Tree Preservation Order and which should be retained and incorporated as the basis for a green infrastructure network comprising formal and informal open space, sustainable drainage, enhanced planting and species-rich habitat. These areas should be connected by green corridors to link habitat and create a framework for active travel. Hedgerows should be retained and enhanced where they provide valuable habitat or placemaking potential, subject to the application of the principles set out in Part 2 of this SPD.



- 5.4.7 It is likely that new development will be visible from the rural surroundings, and at the same time will potentially benefit from views out of and across the site. This potential should be fully explored at the masterplanning stage with the aim of enhancing the sense of place and the quality of placemaking.
- 5.4.8 The new development will need to be sensitively designed to respect the setting of the heritage assets located within the immediate context of the site. Sutton Park is a Grade II* registered park and garden located to the north-west of the site, which contains a number of listed buildings including the Grade I listed Sutton Place. Clandon Park is located to the site's south-east and is a Grade II registered park and garden, containing a range of listed buildings including the Grade I listed Clandon Park Country House. A full assessment of the impact of the application master plan on nearby heritage assets will be required, and pre-application discussions with Historic England are strongly encouraged to ensure the design approach is responsive to this constraint.



Merrow Lane, along the western edge of Gosden Hill, is a highly attractive green route with potential for pedestrian and cycle priority



Merrow Lane

- 5.4.9 The site should be linked, physically and functionally, with the surrounding neighbourhoods and with the wider town. It should be well connected to the wider town, and in particular to Burpham and Merrow so that neighbouring communities can become integrated over the longer term. The development of a range of community facilities at Gosden Hill, including primary and secondary education, will also enhance provision for the existing resident population. Local services and facilities should be located at the most connected points within Gosden Hill to ensure they are within walking distance of all homes.
- 5.4.10 Travel between places at the neighbourhood scale on foot or by bicycle should be made easy and safe through the creation of a network of connected routes (including some segregated routes), which should integrate existing public rights of way and points of connection or be newly created roads. This should also aim to provide easy access for existing residents to new SANG, which is planned for the eastern edge of Gosden Hill.

- 5.4.11 The site is bounded to the north by the A3 which will be a new vehicular access to the site and a new 'first impression' of the town, with onward connections via the planned Park & Ride and the Sustainable Movement Corridor. The visual, air quality and acoustic impacts of the A3 corridor require consideration at the masterplanning stage. The addition of overhead power lines running broadly in parallel with the A3 creates a zone with reduced potential to deliver the healthy and attractive living environment that is required by the SPD. This zone is more suited to a range of non-residential uses including employment, landscape and open space and Park & Ride, and should be planned accordingly.
- 5.4.12 The master plan should include a new green gateway to Guildford, maximising the opportunity to make a statement about both the quality and identity of the town, whilst providing strategic open space as a buffer to the A3. New business development set back from the junction within a richly planted landscape presents an opportunity for a unique, architect designed building of substantial quality and integrity.
- 5.4.13 The site's southern boundary is formed mainly by the Guildford to London Waterloo rail line (also known as the New Guildford Line). This offers an important opportunity to connect development on the town's eastern flank to the town centre by rail, in order to reduce car travel. Land and proportionate financial contributions will be required to be made available for the Guildford East (Merrow) railway station. Road improvements will be required along Merrow Lane and at the Merrow Lane/ New Inn Lane junction, to facilitate the secondary site access onto New Inn Lane or Merrow Lane and improved accessibility to the new rail station.
- 5.4.14 Existing residential and farm buildings on the site offer opportunities for retention, to be re-purposed for community uses or residential dwellings.

- Site Boundary
- Development Area
- Employment Space/HQ Building
- Mixed Use (Including Employment)
- Informal Open Space
- Formal Playing Fields (Public)
- Secondary School Playing Fields
- Existing Buildings
- Focal Points
- On-Site Primary Routes
- Access to development areas
- Key Off-Site Routes
- Potential Link for all junction movements of A3 trunk road with A3100 London Road, B2215 London Road and A247 Clandon Road
- Access to c.100 homes and Gosden Hill Farm only
- Sustainable Movement Corridor
- Key Pedestrian and Cycle Routes / PRoW
- Road downgraded to pedestrian and cycle priority
- Overhead Power Cables
- Railway Line
- ⚓ Railway Station
- PS Primary School Location
- SS Secondary School Location
- ★ Local Centre
- ⦿ Primary Site Access
- ↔ Left-in / Left-out Junction
- 🚗 Park and Ride
- SANG Suggested Location for Suitable Alternative Natural Green space
- 15m Buffer to Woodland (inc. Ancient Woodland)



Fig 27: Gosden Strategic Development Framework

5.5 Landscape Framework

5.5.1 Figure 28 illustrates the required green infrastructure and landscape components of the site. Drawing extensively on the existing landscape framework evident on the site, several new landscape interventions will be required to create a framework for the planned development.

Open Space Standards

5.5.2 Guildford Borough Council's open space standards provide the minimal requirements in relation to formal and informal open space. Typically, strategic scale development on greenfield sites will deliver in excess of local space standards due to the need to retain existing vegetation, retain or replace habitat, and manage surface water run-off. This is likely to be the case at Gosden Hill. The following table provides an indication of the Council's expectations for open space provision – the outline application master plan should demonstrate how this will be achieved:

Open Space Standards (based on the Local Plan 2003 Standards)

Types of Open Space	Quantity (ha)
Total Open Space (excluding SANG)	12.75
Formal Playing Fields	7.29
Children's Play Space	3.64
Amenity Space	1.82
SANG	36.43

Table 7: Open space requirements for Gosden Hill Farm

- Site Boundary
- Development Area
- Informal Open Space (including New Woodland)
- Formal Playing Fields (Public)
- Secondary School Playing Field
- Ancient woodland
- Existing on-site woodland
- Off site woodland
- * Potential SUDS
- Water-courses
- Key pedestrian and cycle routes / PRoW
- Road downgraded to pedestrian and cycle priority
- Green spine road and SMC / PRoW
- * Focal Points
- Railway line
- Primary site access
- SANG Suggested Location for Suitable Alternative Natural Green space
- Existing Buildings
- On-Site Primary Routes
- Key Off-Site Routes
- Access to development areas
- 15m Buffer to Woodland (inc. Ancient Woodland)

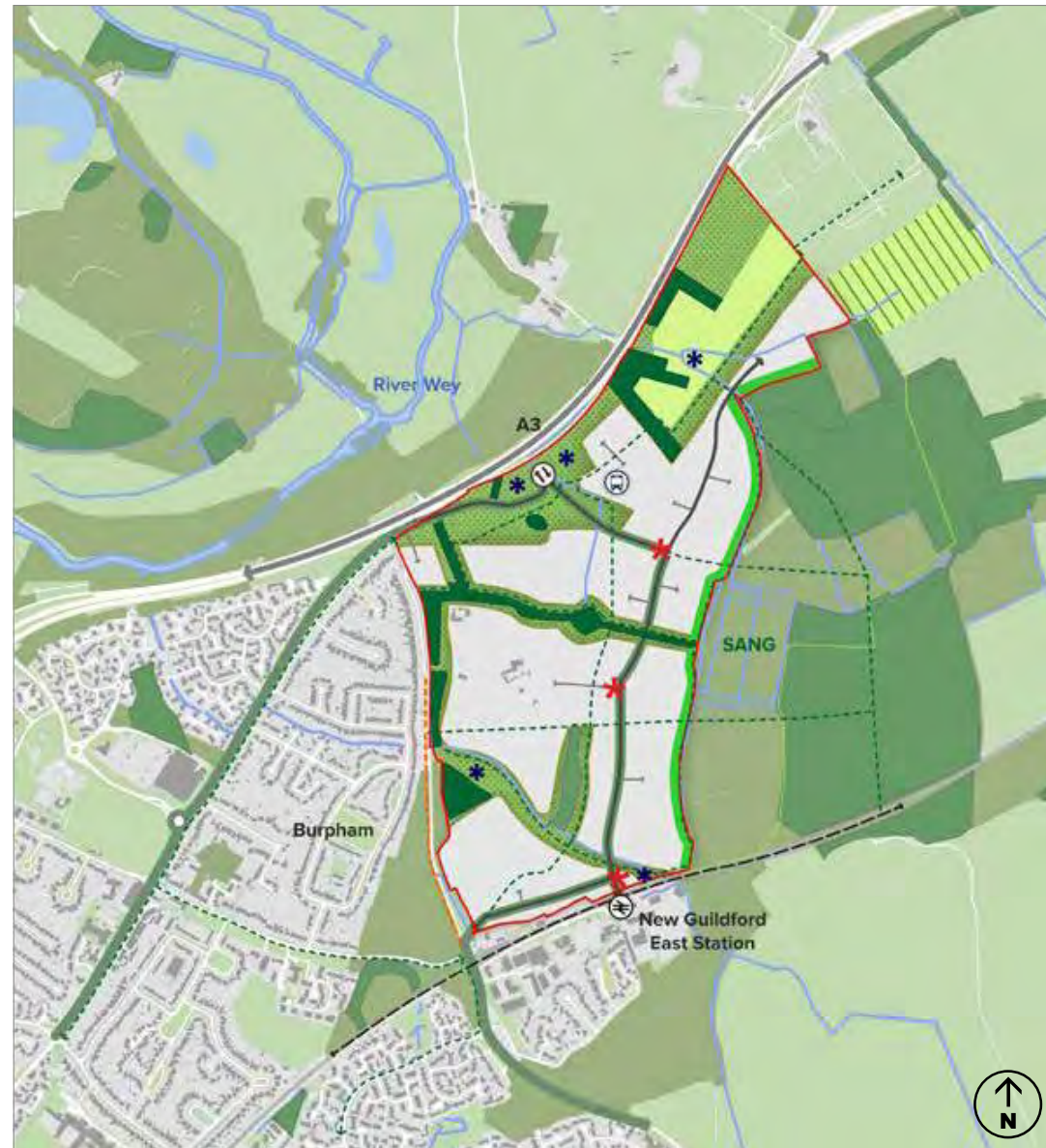


Fig 28: Gosden Landscape Framework

5.6 Movement Framework

- 5.6.1 Strategic development at Gosden Hill should be planned to ensure the need to travel for everyday purposes is minimised. Beyond that, the movement network at Gosden Hill should prioritise active travel and the use of public transport.
- 5.6.2 The eastern-most section of the SMC will be delivered at Gosden Hill. Within the site the SMC will connect the Park & Ride, the community hub and the future station. The SMC should be given priority at junctions entering and leaving the site.
- 5.6.3 Figure 29 highlights the key connections to and within the site for all modes of travel.

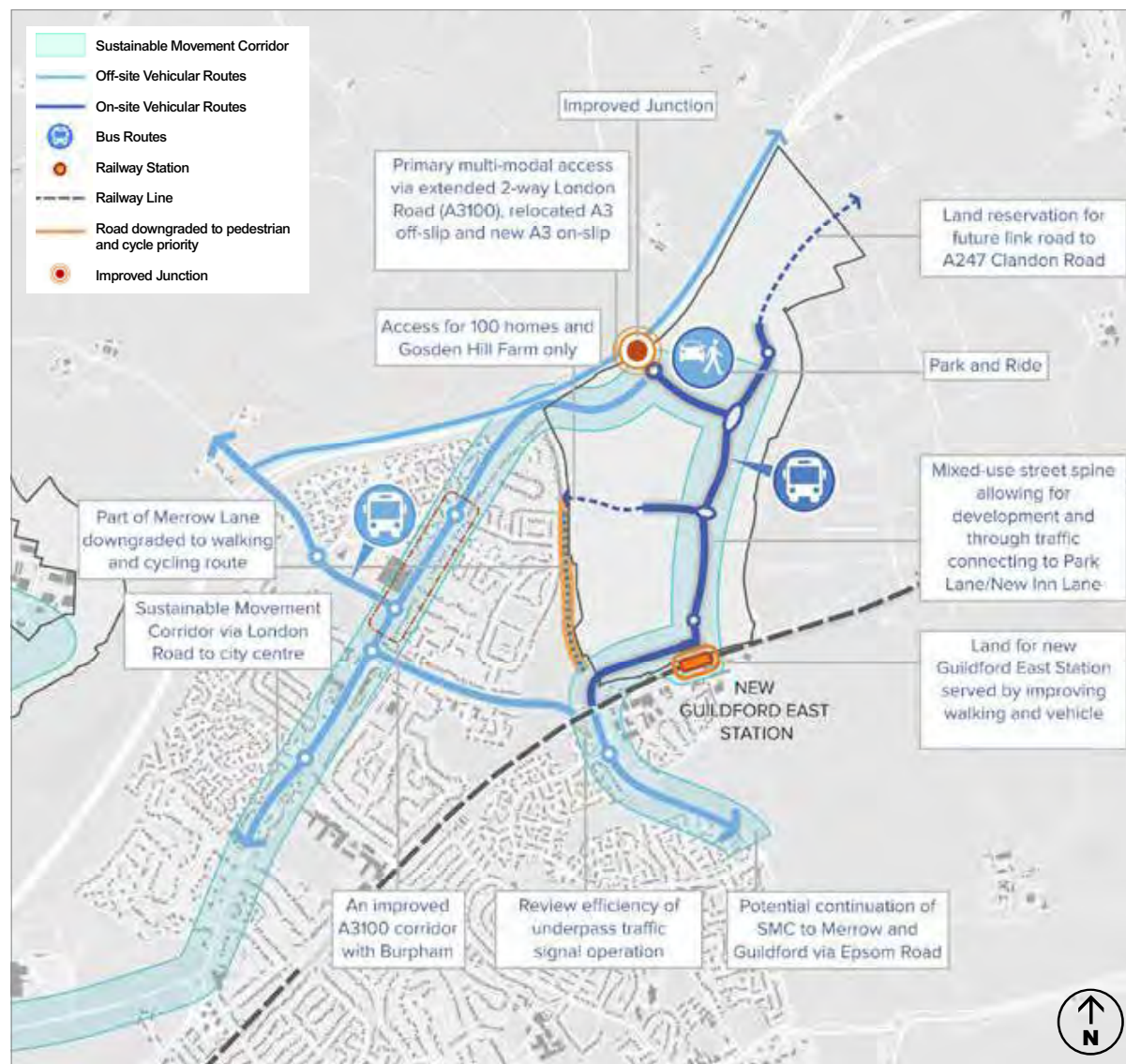


Fig 29: Gosden Hill Highways and Public Transport Framework

5.6.4 Access to the site from New Inn Lane / Merrow Lane and the A3100 / London Road will be required. The primary street through the site should connect these points of access, and within the site should pass immediately by other key destinations including the station, community hub and the Park & Ride.

Off Site Movement & Travel

5.6.5 Figure 30 identifies the minimum off-site highway interventions which the developer must deliver in order to support sustainable and active travel beyond the site, to encourage fewer people to travel by private car.



Fig 30: Gosden Hill Active Travel Framework

5.6.7 Establishing a clear hierarchy of streets is important in order to promote understanding of place and to inform legibility. Differentiating streets from one another should be achieved by using subtle variations in design and landscape. Shared surfaces should be included wherever possible, and their design should draw on examples of best-practice from across the UK and Europe.

5.6.8 The design of the primary street should explore the opportunities for varying degrees of formality and informality along the route, informed by the surrounding land uses and character of the development. Guidance on street design, including illustrative street sections, is set out in Part 2 of this SPD.

5.6.9 Secondary and tertiary streets will expand the network of connections across the site. Guidance on secondary and tertiary street design is set out in Part 2 of this SPD.



Swales integrated into the streetscape to provide linear green corridors.



Segregated walking/cycling routes



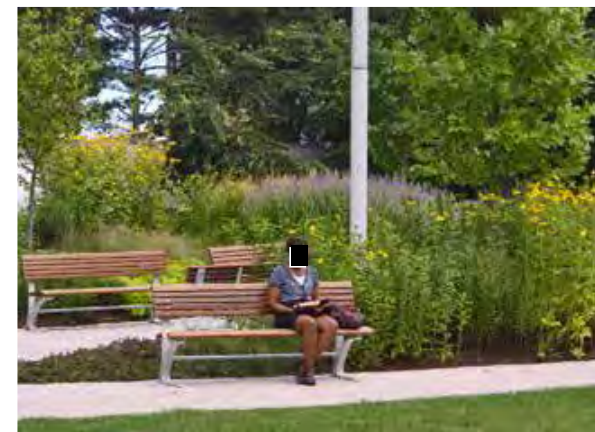
Shared surface tertiary street



Well defined walking and cycling routes through development

5.6.10 The success of the public realm at Gosden Hill will be dependent on the input of experienced landscape architects at each stage of the design process:

- A palette of high-quality and durable hard landscape materials should be identified at the design code stage to reinforce the character and attractiveness of the development. Where possible, local examples of successful urban realm should inspire a narrative for the public realm at Gosden Hill.
- Tree, shrub and plant species should draw inspiration from the existing vegetation on site, paying careful attention to those native species which are evidently thriving on site.



High quality landscaping and public realm

5.7 Anchors and Destinations

5.7.1 The Strategic Development Framework locates important land uses where they will be easily accessed by as many people as possible, and where they can be accessed by public transport and active modes.

5.8 Land Use

5.8.1 The Strategic Development Framework illustrates the anticipated configuration of land uses. The anticipated quantum of land use for Gosden Hill is set out in Table 9 (right).













Type	Approximate Quantity (ha)
Overall Development Land	47
Residential (and community/retail uses)	41
Residential requirement	1,800 units
Average density per hectare	44 dph
Park and Ride	2
Employment	0.8
Primary School	2
Secondary School	1.5 (with 3.5ha of playing fields off-site)
Formal Green Space	7.8 (3.5ha of which is shared with the secondary school)
Informal Green Space	28.5

Table 9: Indicative Land Use Budget for Gosden Hill Farm

5.9 Development Character

5.9.1 Figure 31 provides an indication of differing character areas within the Gosden Hill site. At the outline master plan stage, developers are asked to build a narrative of character and place which responds to the current site. Design & Access Statements should provide a clear indication of how the development will be enriched by the drawing together of function, landscape, architecture, and detail, to create a development which is well rooted in its location.

-  Site boundary
-  Primary Road
-  Access to Development
-  Vegetation
-  Landscape Dominated Gateway
-  Medium intensity and formal / semi-formal layout, medium and higher density homes with compact urban form. Generally three with some four storey forms. Formal planting.
-  Medium density and intensity with a semi-formal layout giving way to lower intensity and adjacent to ancient woodland. Compact urban form and fine grain to maximise walkability. Mainly two and three storey. Green streets, generously planted.
-  Less intense development with informal layouts characterised by generous planting. Lower density and height, with loose grain, becoming tighter and more dense to define and enclose focal points.
-  Village Focus
-  Mixed Use High Density hubs

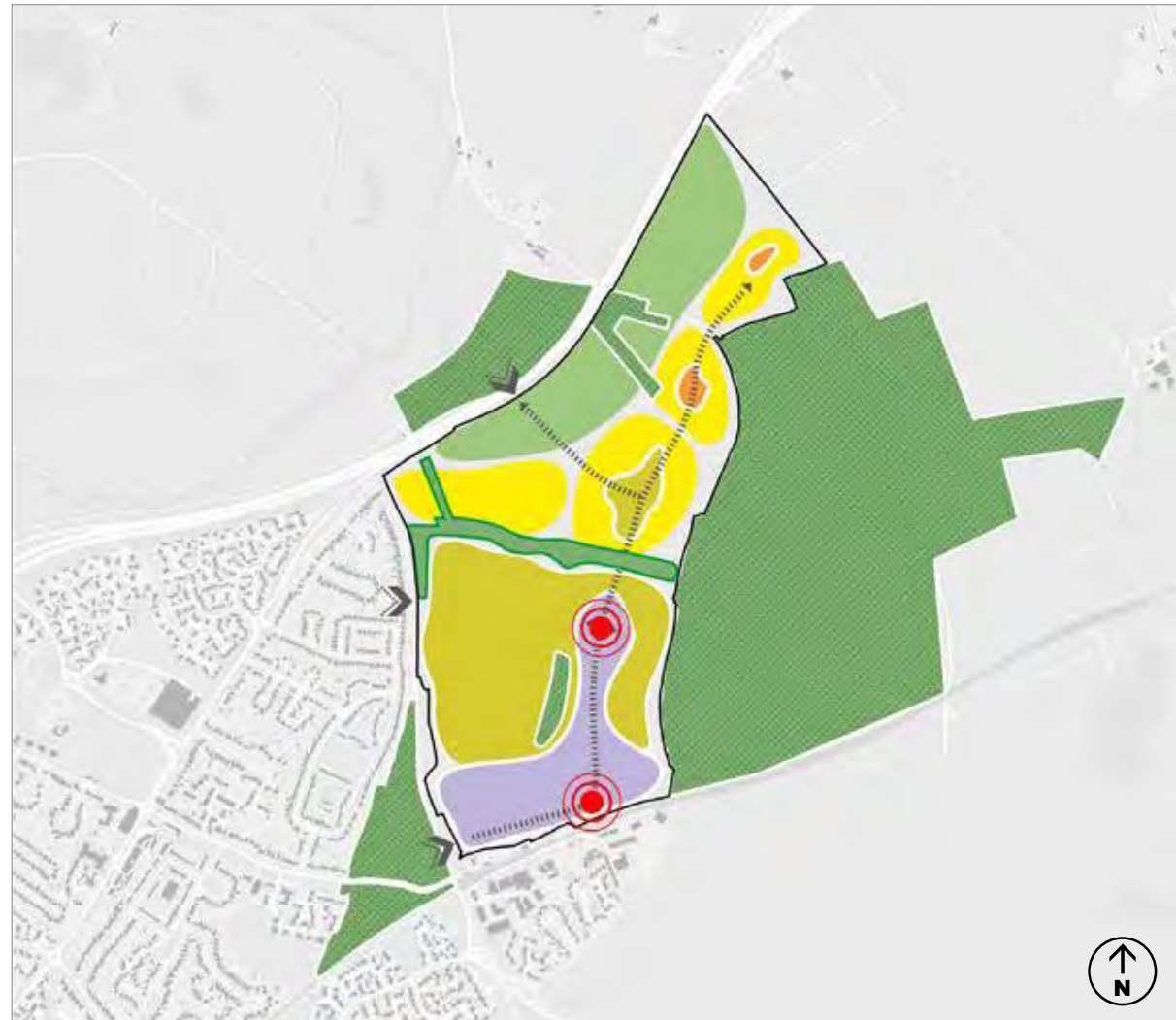


Fig 31 : Gosden Development Character

5.10 Development Intensity

5.10.1 The Strategic Development Framework is predicated on the basis that land at Gosden Hill should be used to maximum efficiency, with residential densities above the typical suburban average of around 30-35 dwellings per hectare, and closer to 40-45 dwellings per hectare. This will demand rigorous approach to design to ensure a high-quality living environment, with attention given to the integration of car parking and the provision of private outdoor space. Again, examples of best-practice and popular places within Guildford should inform the design narrative, and in addition, examples from other places which have successfully achieved residential development at higher than average densities should be examined for their relevance.

5.10.2 Within the site, development intensity should be a product of a series of design decisions about the current character, the movement network, key destinations, topography and impact on views. It is anticipated that the highest densities will be developed within easy walking distance of the station and community hub, and that densities will reduce towards the northern and eastern peripheries of the site.



Examples of different residential densities



Gosden Hill Farm
Regeneration Project

- 5.10.3 At the outline master plan stage and design code stage, developers should build a density profile, illustrated in 3D, to show how development intensity will respond to these factors to produce a varied and locally responsive outcome.
- 5.10.4 Figure 32 provides an indicative illustration of the Guildford East (Merrow) railway station and its integration within the development. It will be important for the outline application master plan to demonstrate not only that space has been allocated for a new station, but that thought has been given to how the station will be accessed, and how the character and density of the adjacent development will create an attractive gateway into the site for rail users.
- 5.10.5 In the event that the Guildford East (Merrow) Station is delivered, it will be important to capitalise on the placemaking opportunities provided by this important public transport infrastructure. In particular, higher residential densities could be developed around a small public square. Provision for drop-off, cycle parking and bus interchange should also be carefully considered at the design stage to encourage maximum use.



Fig 32: Illustrative drawing of the station square and surrounding residential uses at Gosden Hill Farm



Fig 33: Illustrative visualisation of the Local Centre and surrounding residential uses at Gosden Hill Farm looking north

6 Blackwell Farm

6.1 Location

- 6.1.1 The Blackwell Farm Strategic Site is intended as an urban extension to the west of Guildford, on land to the west of Surrey Research Park, Royal Surrey County Hospital and Surrey Sports Park, to the north of the A31 and to the south of the North Downs railway line.
- 6.1.2 The site is separated from the nearby residential communities of Wood Street Village and Broadstreet Common by the North Downs railway line, and consequently opportunities to integrate the new community at Blackwell Farm with existing residential areas should be explored and optimised through the planning process.



Fig 34: Strategic Site Boundary



6.1.3 The research park and hospital form a major employment hub at the western edge of the city and locating new homes in proximity presents an excellent opportunity for people to live and work in close proximity, negating the need to travel. Added to this is the planned Guildford West railway station adjacent to the hospital. There is very clear logic in locating new homes within easy reach of all these facilities.



6.2 Relevant Planning Policy Framework

6.2.1 The Guildford Borough Local Plan identifies the site at Blackwell Farm, Hogs Back, Guildford (site Policy A26) as a strategic site for mixed-use development, with capacity for a minimum of 1,500 dwellings during the Local Plan period, and a total of 1,800 dwellings overall. Site 26a identifies an area of search for a new strategic access between the A31 and Site 26.

6.2.2 The site-specific policy requirements are set out in Appendix 10. The policy establishes the land uses for the site, which are aimed at providing a new residential community well served by local facilities including a primary school and secondary school alongside new public open space and SANG provision. The policy also includes a sizeable expansion of the Surrey Research Park. Sustainable transport measures include the western-most section of the Sustainable Movement Corridor, to enter the site through the research park, aimed at ensuring rapid transit between the site, new station, the hospital and the town centre. A new road link to the A31 in the south is also required.

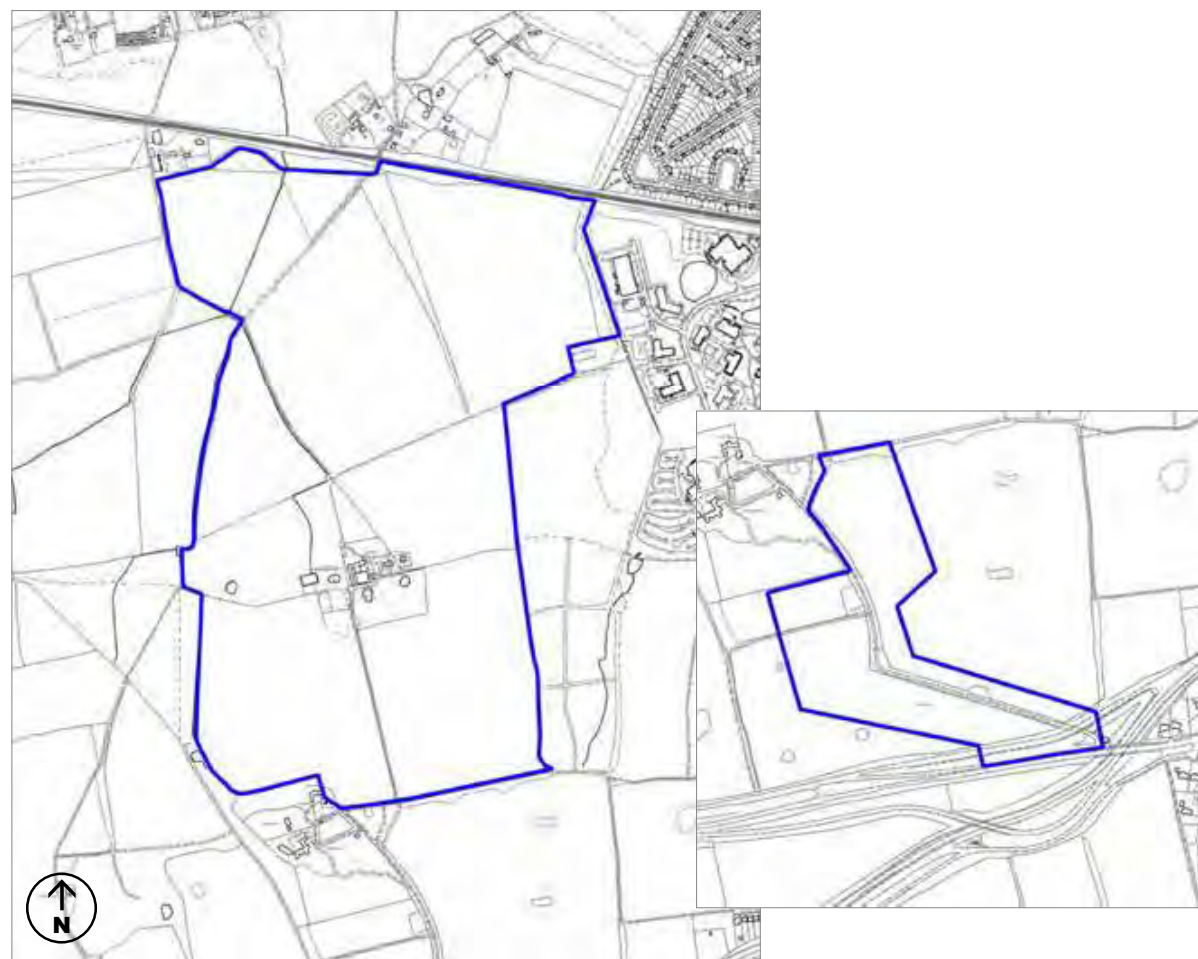


Fig 35: Blackwell Farm Local Plan Site Allocation Boundary including land for access road between A31 Farnham Road and Blackwell Farm

6.3 Vision and Design Objectives

Blackwell Farm will become a vibrant and distinctive quarter within Guildford. The combined opportunity to locate living, working and sustainable travel choices in very close proximity indicate that it could become an exemplar for 21st Century sustainable development. To achieve this, it will need to harness the inherent opportunities of the location, including its highly attractive landscape setting, and deliver best practice and innovation in building and placemaking.



6.3.1 The site's landscape character provides a useful starting point for masterplanning. The name Black'well' indicates the presence of watercourses within the site, and the undulations within the landscape indicate that it has been shaped by water over time. Whilst generations of farming have left the site devoid of extensive hedgerows, some remain, along with areas of mature woodland. These features should be embraced by the master plan to create a place which is responsive to its landscape character. The site is visible from the Hogs Back and from the north and should be designed to ensure it nestles comfortably within its wider setting. New landscape planting and careful attention to building location, scale, mass and configuration each have a role to play in this.

6.3.2 Strategic scale growth in homes and employment will combine to create a unique place within the town. The scale of development provides the opportunity to deliver a wide mix of housing types and tenures in order to achieve a diverse and equitable community. A policy requirement for 40% affordable homes will open up opportunities for affordable home ownership and rented housing. The style and character of the built development could be inspired in part by new modern, hi-tech research facilities. They should

be designed for energy efficiency in accordance with the Council's sustainability policies, and to meet the needs and requirements of 21st Century living.
























6.3.3 A high-quality public realm will encourage active travel and patronage of buses along the Sustainable Movement Corridor for journeys within the locality and to the planned Guildford West station, nearby supermarket and wider town. Careful attention to the detail of hard and soft landscaping, lighting, direct connections and secure cycle parking facilities will incentivise the use of a network of cycle and footpaths through the site, which will also provide convenient points of onward connection.

6.4 Master Plan Principles for Blackwell Farm

6.4.1 The application master plan should be borne from a process of thorough site analysis, and an evaluation of the findings, leading to a considered design response. The design response should be informed by, but not driven by the site constraints, and it should make the fullest use of the opportunities within the site and its context to create a place which is distinctive and contextually appropriate.

6.4.2 The existing landscape framework at Blackwell Farm creates a starting point for the master plan. Three broad areas can be identified:

- a sloping area to the north of the A31 which is prominent and, due to policy constraints, cannot be used for built development except for access to the site;
- a gently undulating central area centred on farm buildings, with free standing mature trees and flanked along its eastern edge by ancient woodland; and
- a northern area with tree belts, varying and often steeper gradients and a stream running north towards the railway line.

-  Site boundary
-  Surrounding development
-  Surrey Research Park
-  Hospital
-  Superstore
-  Surrey Sports Park
-  School and College (Park Barn)
-  Area of Outstanding Natural Beauty
-  Woodland (incl. Ancient Woodland)
-  5m Contours
-  Existing pedestrian routes
-  Roads
-  Railway Line
-  Opportunity to create links with new railway station
-  Opportunity for existing buildings to be re-used
-  Opportunity for green links
-  Sensitivity to key views
-  Potential site access
-  Potential site circulation
-  Potential activity node
-  Noise pollution from railway line
-  Potential junction improvements
-  Opportunity to integrate the site with surrounding uses

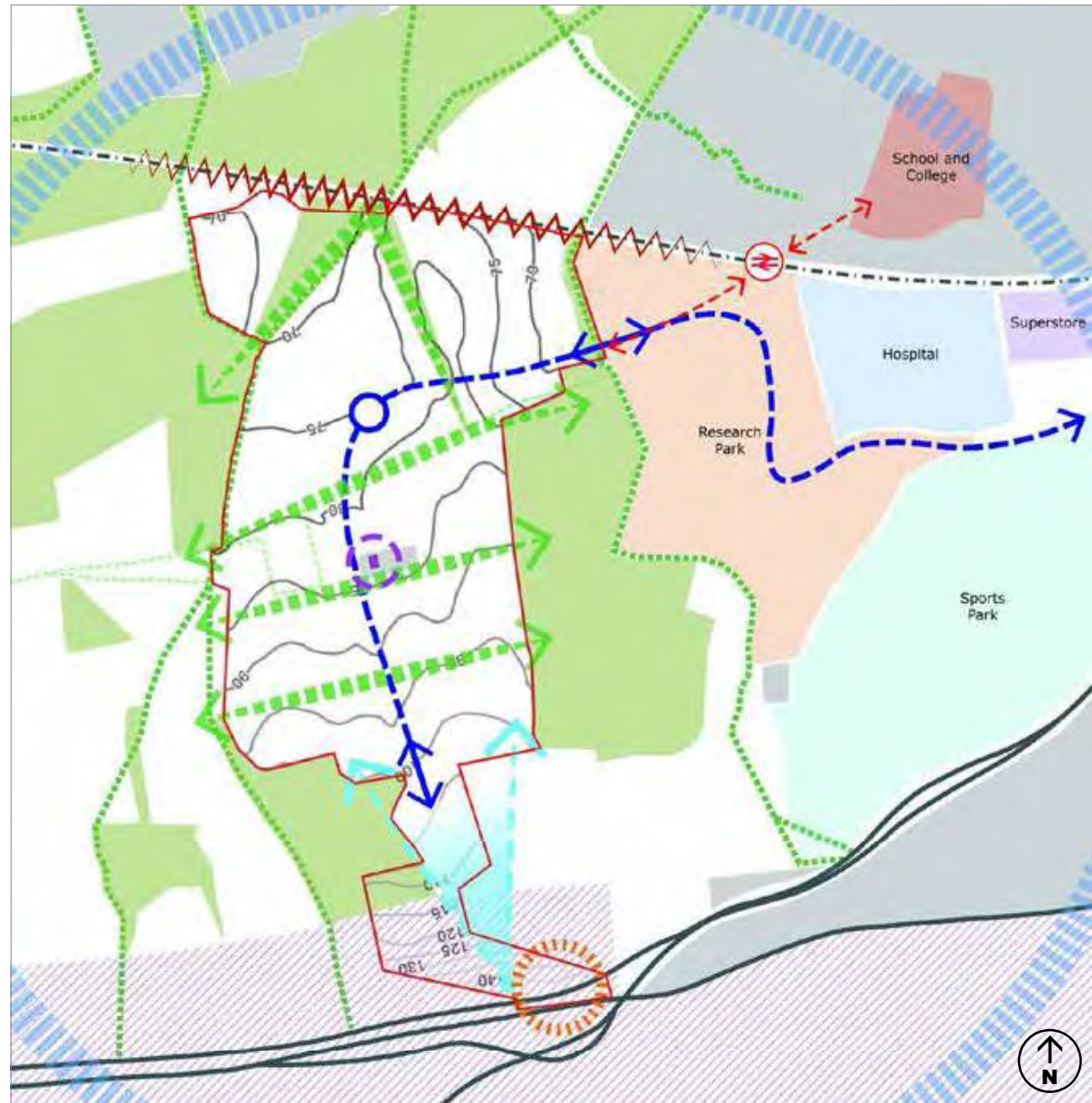


Fig 36: Constraints and opportunities plan

Blackwell Farm

6.4.3 This varied landscape can inform the structure and character of the development, and the master plan should seek to demonstrate how the landform and vegetation of the site has helped to shape the proposals and the future character of the site.

6.4.4 The visibility of the development from higher ground in the north and south should be managed in part by a planting strategy. Areas of new woodland running east-west should be incorporated to break-up the roofscape and help absorb buildings into the landscape. The design and configuration of buildings should avoid rows of roofs aligned east-west, particularly in the central area of the site, and particular thought should be given at the detailed design stage to the layout of homes to avoid a dominant roofscape.

- Site boundary
- ←→ Railway Line
- Mature Woodland
- Individual Significant Trees
- Ancient and Established Footpaths
- 'Rolling' Slopes from Hogs Back with some screening in South
- Relatively flat land with some existing buildings and footpaths
- Sloping and enclosed areas between Mature Woodland blocks
- Contours

























Fig 37: Existing character



Housing local to Blackwell Farm

Blackwell Farm

- 6.4.5 Watercourses naturally follow the site's topography. It is preferable to retain these on their current alignments, and to tailor strategies for surface water management and water attenuation which work with the existing drainage and landscape characteristics of the site. Attenuation ponds should adopt a natural form rather than an engineered form, and wherever possible there should be minimal changes to site levels.
- 6.4.6 Strong and attractive connections for walking and cycling between the site and the Surrey Research Park, Guildford West station and the Royal Surrey County Hospital will be a fundamental component of the master plan in order to anchor the development with the existing town and important employment and sustainable travel opportunities. Good active travel links through to the Surrey Sports Park and adjacent Park & Ride should also be created.
- 6.4.7 There is an existing network of Public Rights of Way (PROW) around the site with informal pedestrian access located on a broadly east-westerly alignment through the site. A network of new east-west footpath and cycle connections should connect to existing PROWs for recreational use.
- 6.4.8 Facilities within the site should be located where they can best benefit from support and patronage by the widest possible number of people, including residents and employees. The planned expansion of the Surrey Research Park may support the provision of a wider range of uses including a hotel, shops, cafés, a gym and nursery; these uses can bring vibrancy to the development, enhancing the appeal of the research park as a place to invest and work, and they can also benefit residents. Furthermore, links between research park users and the new secondary school, particularly in relation to STEM or design subjects may be possible. These uses should be concentrated together in the northern area of the site, close to the connection with the existing research park and the SMC corridor.
- 6.4.9 Facilities aimed principally at residents, including the primary school and community centre, should be located centrally to maximise the number of homes within walking distance. Existing buildings at the centre of the site could be reused as part of a local centre.

-  Site Boundary
-  Development Area
-  Extension to Research Park & Mixed Use (including Housing)
-  Mixed Use
-  Informal Open Space
-  Secondary School Playing Fields
-  Existing Buildings
-  Focal Points
-  On-Site Primary Route
-  Access to development areas
-  Key Off-Site Route
-  Sustainable Movement Corridor
-  Key Pedestrian and Cycle Routes / PRoW
-  Railway Line
-  Railway Station
-  Primary School Location
-  Secondary School Location
-  Primary Site Access
-  Local Centre
-  SANG Suggested Location for Suitable Alternative Natural Green space
-  Area for Provision of New Signalised Junction to A31 and Access Road at Blackwell Farm
-  15m buffer to Ancient Woodland

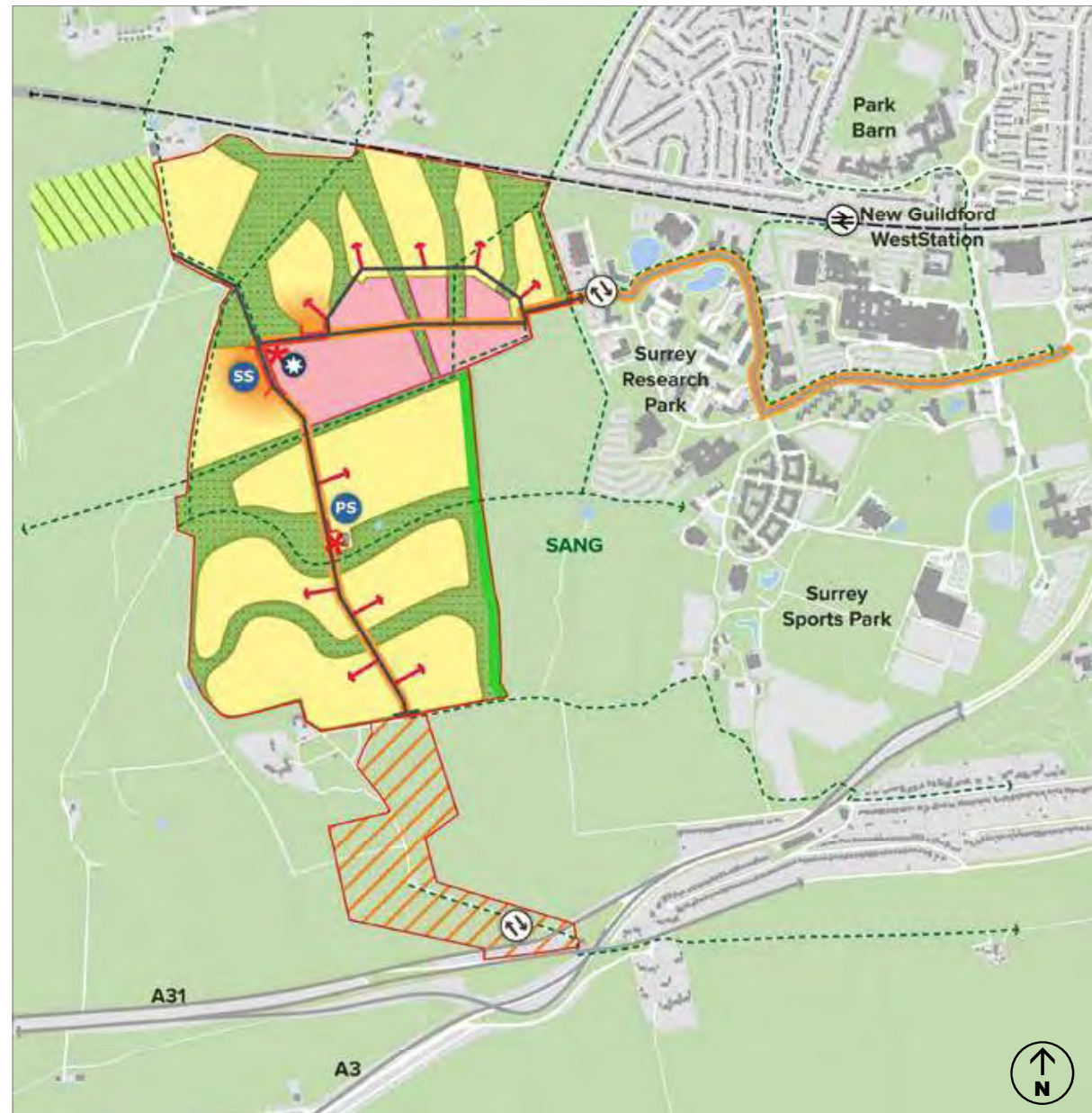


Fig 38: Blackwell Farm Strategic Development Framework

6.5 Landscape Framework

6.5.1 Figure 39 illustrates the required green infrastructure and open space components of the site. Drawing extensively on the existing landscape framework evident on site, several new landscape interventions will be required to create a framework for the planned development.

Open Space Standards

6.5.2 The Council's open space standards provide the minimal requirements for formal and informal open space. Typically, sites of a strategic scale on greenfield land will deliver in excess of local space standards due to the need to retain existing vegetation, retain or replace habitat, and manage surface water run-off. This is likely to be the case at Blackwell Farm, where SANG will also be required. Discussions with the Council at the time of the Outline planning application will indicate the extent to which sports pitches might be accommodated outside of the allocated site (the landscape framework assumes that secondary school playing fields will be accommodated in this way).

6.5.3 The following table provides an indication of the Council's expectations for open space provision – the Outline application master plan should demonstrate how this will be achieved.

Open Space Standards (based on the Local Plan 2003 Standards)

Types of Open Space	Quantity (ha)
Total Open Space (excluding SANG)	12.75
Formal Playing Fields	7.29
Children's Play Space	3.64
Amenity Space	1.82
SANG	36.43

Table 10: Open space requirements for Blackwell Farm





















-  Site Boundary
-  Development Area
-  Informal Open Space (including New Woodland)
-  Secondary School Playing Fields
-  Ancient woodland
-  Existing on-site woodland
-  Off site woodland
-  Potential SUDS
-  Water-courses
-  Key pedestrian and cycle routes / PRoW
-  Green spine road and SMC
-  Focal Points
-  Railway line
-  Primary site access
-  SANG Suggested Location for Suitable Alternative Natural Green Space
-  Existing Buildings
-  On-Site Primary Route
-  Key Off-Site Route
-  Access to development areas
-  15m buffer to Ancient Woodland



Fig 39: Blackwell Farm Landscape Framework

Blackwell Farm

6.6 Movement Framework

- 6.6.1 Figure 40 highlights the key connections to and within the site for all modes of travel.
- 6.6.2 A priority in bringing forward strategic development at Blackwell Farm should be to ensure the need to travel for everyday needs is minimised by locating local shops and schools within walking distance of homes. Active travel should be promoted within the site and beyond, and for journeys that cannot be made on foot or by bicycle, buses should present an obvious and affordable alternative.
- 6.6.3 The western-most section of the SMC will be delivered at Blackwell Farm. The route will come through the existing research park and into the site at its northern end. The University of Surrey, who own the existing research park and the Blackwell Farm site, should enter into discussions with the Local Highway Authority to seek to secure the adoption of the highway including the SMC route through the research park. The SMC should be given priority at junctions entering and leaving the site. The route will include stops at the Local Centre and will also facilitate the turning of the bus within the site for the return trip (the SMC will not utilise the A31 access).

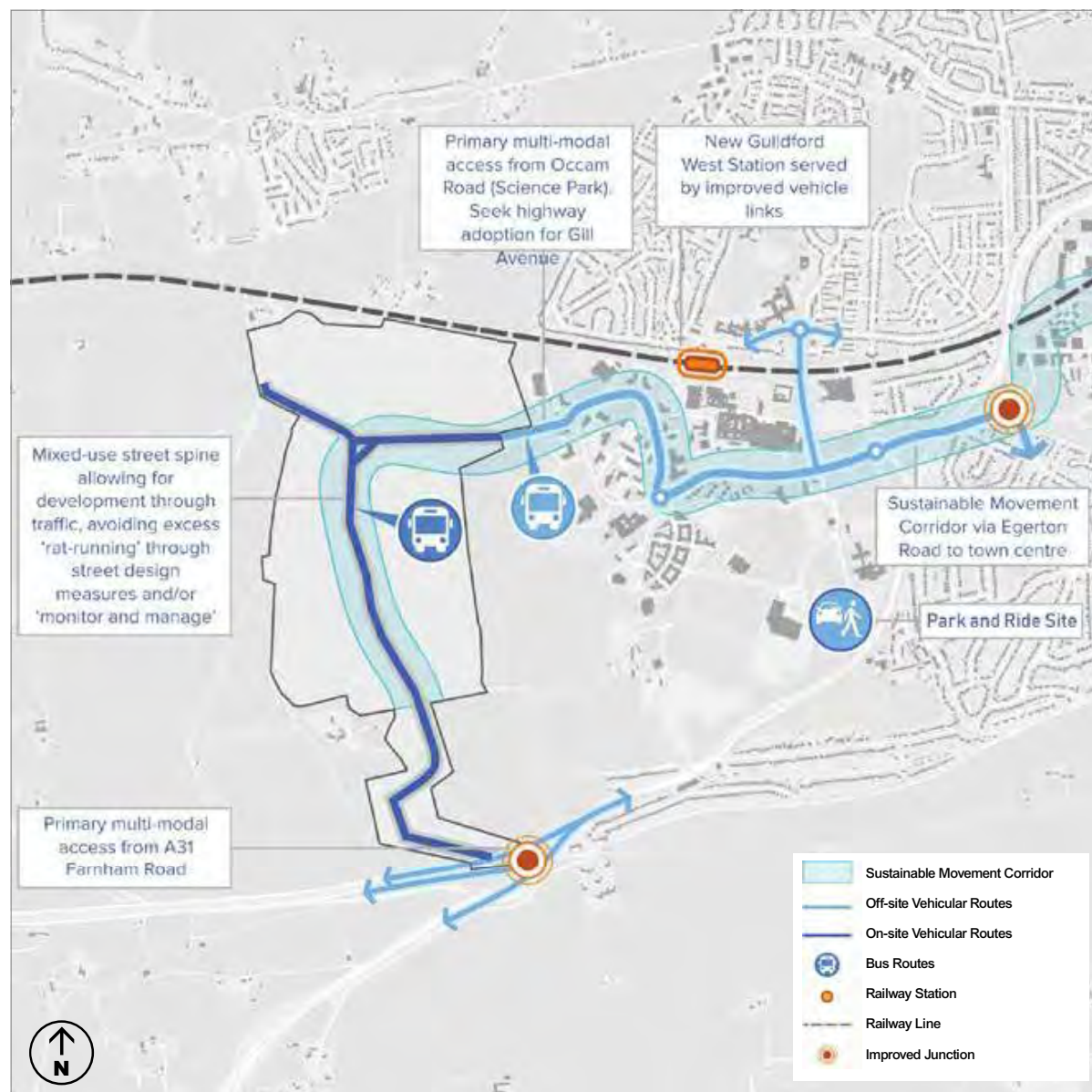


Fig 40: Blackwell Farm – Highways and Public Transport Framework

- 6.6.4 Establishing a clear hierarchy of streets is important in order to promote understanding of place and to inform legibility. Differentiating streets from one another should be achieved by using subtle variations in design and landscape.
- 6.6.5 The design of the primary street should indicate its principal role in facilitating movement through the site and it should be afforded a stature which distinguishes it from other more minor routes. Means of controlling vehicular access through the site will be agreed prior to the commencement of development. Guidance on street design, including illustrative street sections, is provided in Part 2 of this SPD.

Off-Site Movement & Travel

- 6.6.8 Figure 41 identifies the minimum off-site highway interventions which the developer must deliver in order to support sustainable and active travel beyond the site, to encourage fewer people to travel by car.

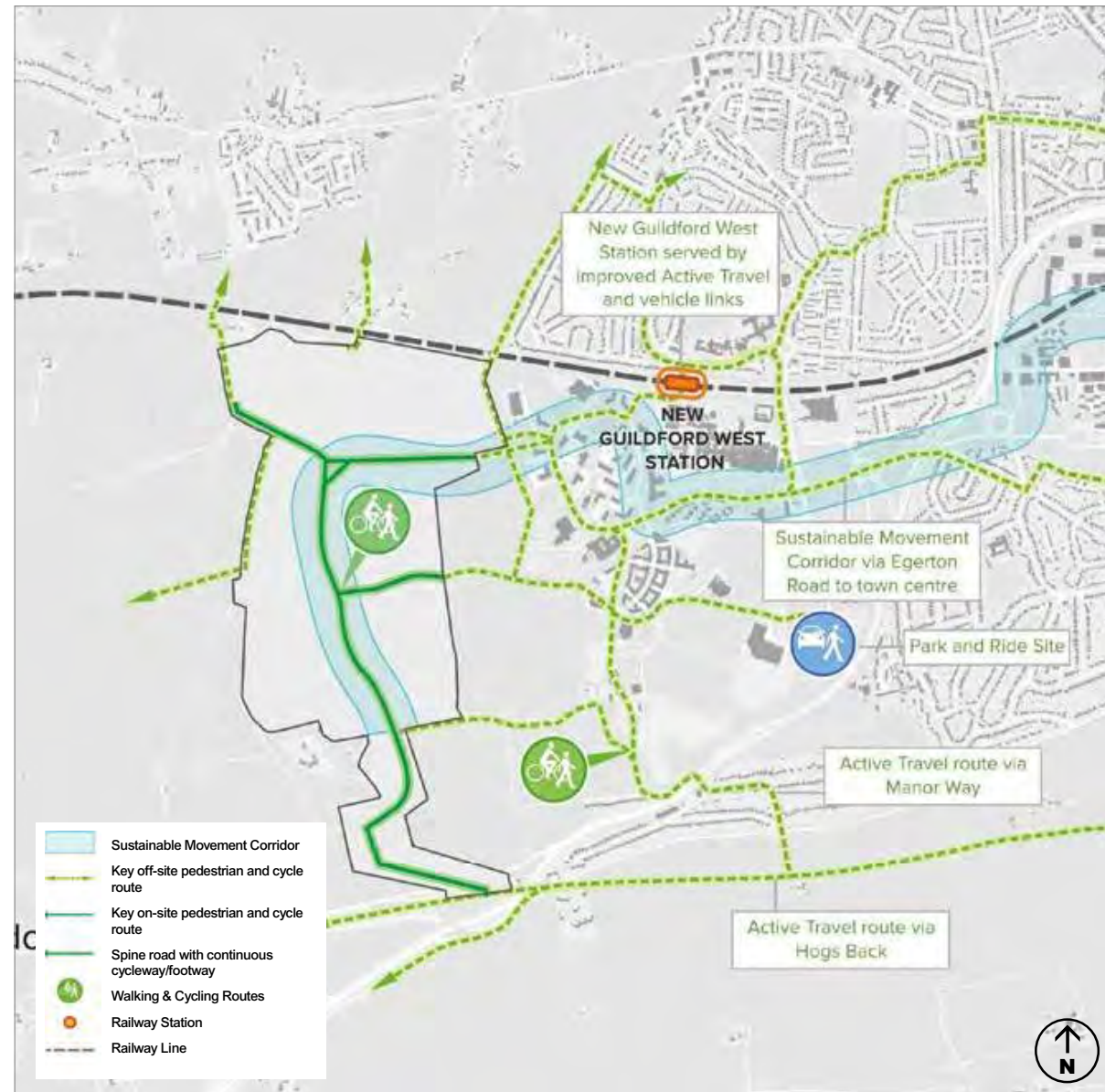


Fig 41: Blackwell Farm – Active Travel Framework

- 6.6.9 The success of the public realm at Blackwell Farm will be dependent on the input of experienced landscape architects at each stage of the design process:
- A palette of high-quality and durable hard landscape materials should be identified at the design code stage to reinforce the character and attractiveness of the development. Where possible, local examples of successful urban realm should inspire a narrative for the public realm at Blackwell farm
 - Tree, shrub and plant species should draw inspiration from the existing vegetation on the site, playing careful attention to those native species which are evidently thriving.

6.7 Anchors and Destinations

- 6.7.1 The SDF identifies two focal points on the site: a local community hub with a primary school and a community hall, and a larger mixed-use centre incorporating employment uses, secondary school, local shops and leisure facilities and homes.

6.8 Land Use

- 6.8.1 The SDF illustrates the anticipated configuration of land uses. The anticipated quantum of land for each use is set out in the table below:

Indicative Quantum of land for each use (land use table)

Type	Approximate Quantity (ha)
Overall Development Land	53
Residential (and community uses)	40
Residential requirement	1,800 units
Average density per hectare	45 dph
Employment	9
Primary School	2
Secondary School	2 (with 4ha of playing fields off-site)
Formal Green Space	4ha provided off-site and shared with school
Informal Green Space	27

Table 11: Indicative Land Use Budget for Blackwell Farm

6.9 Development Character

- 6.9.1 Blackwell Farm presents an opportunity for variety and different choices of living environment. The central and northern areas are distinctly different in terms of their landscape and intended land uses, and this should be reflected in the design of the buildings and the public realm.
- 6.9.2 As part of the Outline masterplanning exercise developers are asked to build a narrative of character and place which responds to these opportunities. Design and Access Statements should provide a clear indication of how the development will be enriched by the drawing together of function, landscape, architecture and detail to create a development which is well routed in its location.





Fig 42: Development Character

Fig 43: Illustrative visualisation of the extension of Surrey Research Park looking east



Blackwell Farm

6.10 Development Intensity

6.10.1 The SDF is predicated in the basis that land at Blackwell Farm should be used efficiently, with residential densities above the typical suburban average of 30-35 dwellings per hectare, and closer to 40-45 dwellings per hectare. This will demand a rigorous approach to design to ensure a high-quality living environment, with

attention given to the design of car parking and the provision of private outdoor space. Examples of best practice and popular places within Guildford should inform the design narrative, and in addition, examples from other places which have successfully achieved residential development at higher than average densities should be examined for their relevance.

Fig 44: Illustrative drawing showing residential development in the south of the site. More intense built forms line the primary street becoming increasingly loose and more green towards



6.10.2 Figure 44 illustrates the general pattern of built intensity across the site. Development intensity should be the product of design decisions about character, the movement network, key destinations, topography and visibility from the wider setting of the site. For example, a higher density area achieving approximately 50-60 dph could be located within the northern area to provide housing targeted at young

professionals working in the adjacent Research Park or hospital complex. The public realm and amenity space of this area of the site will need to be of good quality design to ensure it fulfils the needs of the new community and provides a strong connection with Surrey Research Park and Park Barn. The research park extension will be mixed-use with employment, residential, commercial and

community uses. Development will need to achieve this intensity of uses, alongside good quality public realm to safeguard this research park extension

6.10.3 Design codes should include a density profile, illustrated in 3D, to show how development intensity will respond to these factors to produce a varied and interesting place.

7 Ash and Tongham

7.1 Location

- 7.1.1 Land at Ash & Tongham has been identified as a location for strategic growth. The settlements lie approximately 10 km west of Guildford, close to Aldershot and the borough boundary with Rushmoor. The Ash & Tongham allocation includes several sites, and planning permission for new homes has already been granted for the majority of these. This Part of the SPD addresses only the largest of the sites; it sits adjacent to Ash Station and covers an area which surrounds the Grade II* listed Ash Manor.
- 7.1.2 Ash is an enlarged village which now forms part of the Aldershot urban area. It has gradually increased in size from a small medieval settlement, with notable pockets of Victorian homes and considerable 20th Century development spanning several decades.
- 7.1.3 To the south of the site lies Ash Green, a small hamlet comprising mainly Victorian semi-detached villas. The Grade II* listed Ash Manor and its various outbuildings sit at the centre of the site.

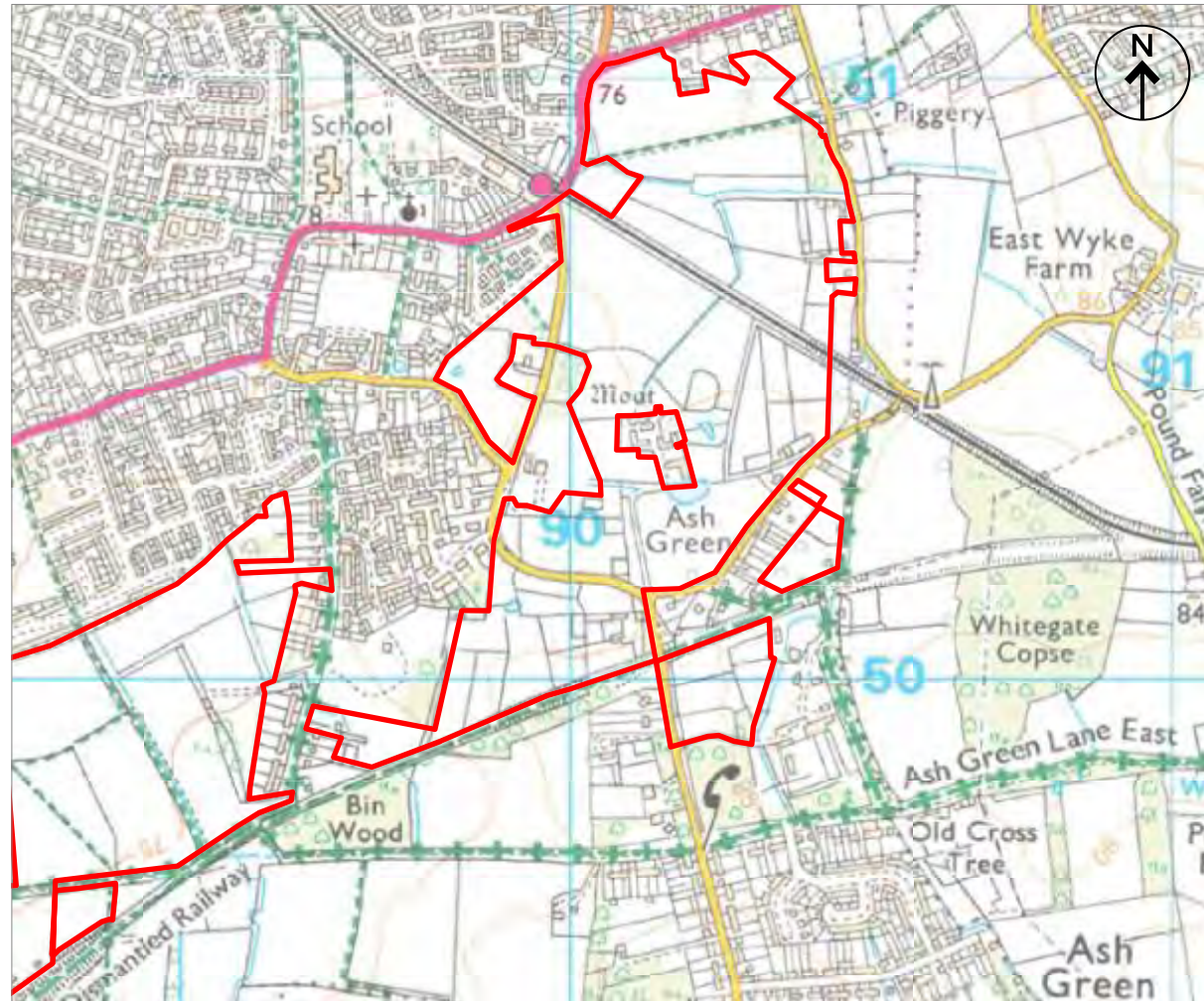


Fig 45: Strategic Development Location Boundary



7.1.4 The site is bisected by the Reading-Gatwick railway line. Guildford Borough Council has secured Housing Infrastructure Funding (HIF) from the Ministry of Homes, Communities and Local Government towards a new road bridge over the railway. The bridge is intended to support the delivery of new homes and alleviate congestion by removing a level crossing at Ash Station. Financial contributions towards the bridge will be required from developers to help meet the full cost of delivering the bridge.

7.1.5 The site adjacent to Ash Station comprises several areas of land in separate ownerships. A key function of the SPD is to ensure the comprehensive masterplanning of the site to deliver good physical connections and strategic green space commensurate with the scale of the development. Two land-ownerships have already been granted planning permission, one in outline and the other in detail; they are included in the comprehensive masterplanning to ensure they become fully integrated over time as adjoining parcels come forward.

7.2 Relevant Planning Policy Framework

- 7.2.1 The Guildford Borough Local Plan allocates 1,750 homes to Ash and Tongham (site Policy A31). Over 1000 homes are to be delivered on consented sites, with the remainder to be developed on land adjacent to Ash Station.
- 7.2.2 The site-specific policy requirements are set out in the Appendix 10. The Local Plan includes a number of design requirements aimed at maintaining the integrity of the settlement pattern, providing new green infrastructure and protecting Ash Manor.

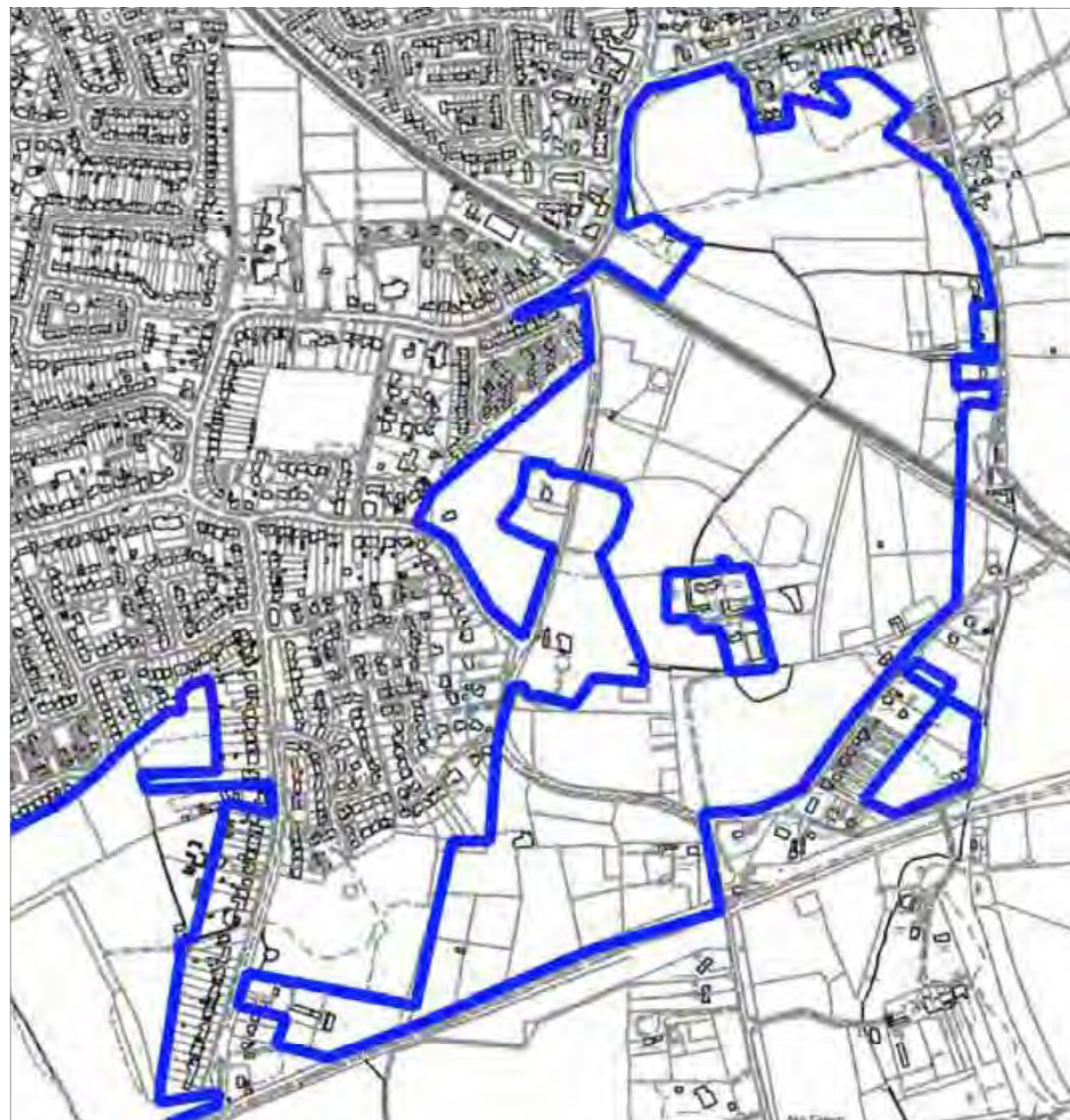


Fig 46: Land to the south and east of Ash and Tongham Local Plan Site Allocation Boundary

6.3 Vision and Design Objectives

Land adjacent to Ash Station lends itself to development of a garden settlement character. New homes within walking distance of Ash Station will help to create a sustainable development, with easy access by rail to several towns and employment centres. Focused around and taking inspiration from Ash Manor, new development will be set within a strong green infrastructure framework with good access to outdoor play and open spaces.



7.3.1 The site's strong landscape framework provides a clear opportunity to bring forward a master plan which is landscape-led. There are many mature trees and hedgerows, including those surrounding Ash Manor, which can add to a sense of place in the early years of the development. These features create the basis for masterplanning a locally distinctive development. Over the medium and longer term, new planting will strengthen this quality to create a garden community within a generous landscape setting.

7.3.2 Growth at a strategic scale will establish a new neighbourhood with a variety of tenures and house types and sizes, capable of facilitating a mixed and vibrant community. A policy requirement for 40% affordable homes will help to deliver diversity and greater housing equality, opening up a range of choices including affordable home ownership and rented housing. Homes should look 'of their time'; they should be informed by the best examples of urban development within the Borough, with a modern interpretation to meet the needs and requirements of 21st Century living.

7.3.3 Added to this is the opportunity provided by the proposed Ash Station to deliver a sustainable transport-oriented development. The public realm should be designed with careful attention to detail, with good quality materials and inspiring landscape design aimed at encouraging active travel, including walking and cycling to local schools, businesses, shops and services, and public transport stops. Strong and legible links to neighbouring communities should be included to encourage cohesion and integration over the longer term.



7.4 Development Principles for Ash

7.4.1 Applications for separate land-ownerships within the allocated site will come forward at separate times. Each application should adhere to the SDF, which indicates where principal access routes will connect separate parcels, and where strategic green space to serve the whole development will be located.

7.4.2 The SDF concentrates much of the new open space around Ash Manor to reduce the impact of development on the listed building and its setting. Consequently, the responsibility for strategic open space provision does not fall equally or proportionally across the land ownerships, and it may therefore be necessary for a form of agreement to be in place at the time the applications are submitted to ensure the delivery of the strategic elements indicated in the SDF.

7.4.3 Each application should be borne from a process of thorough site analysis, and an evaluation of the findings, leading to a considered design response. The design response should be informed by, but not driven by the site's constraints, and it should make the fullest use of the opportunities within the site and its context to create a place which is distinctive and contextually responsive.



Fig 47: Constraints and opportunities plan

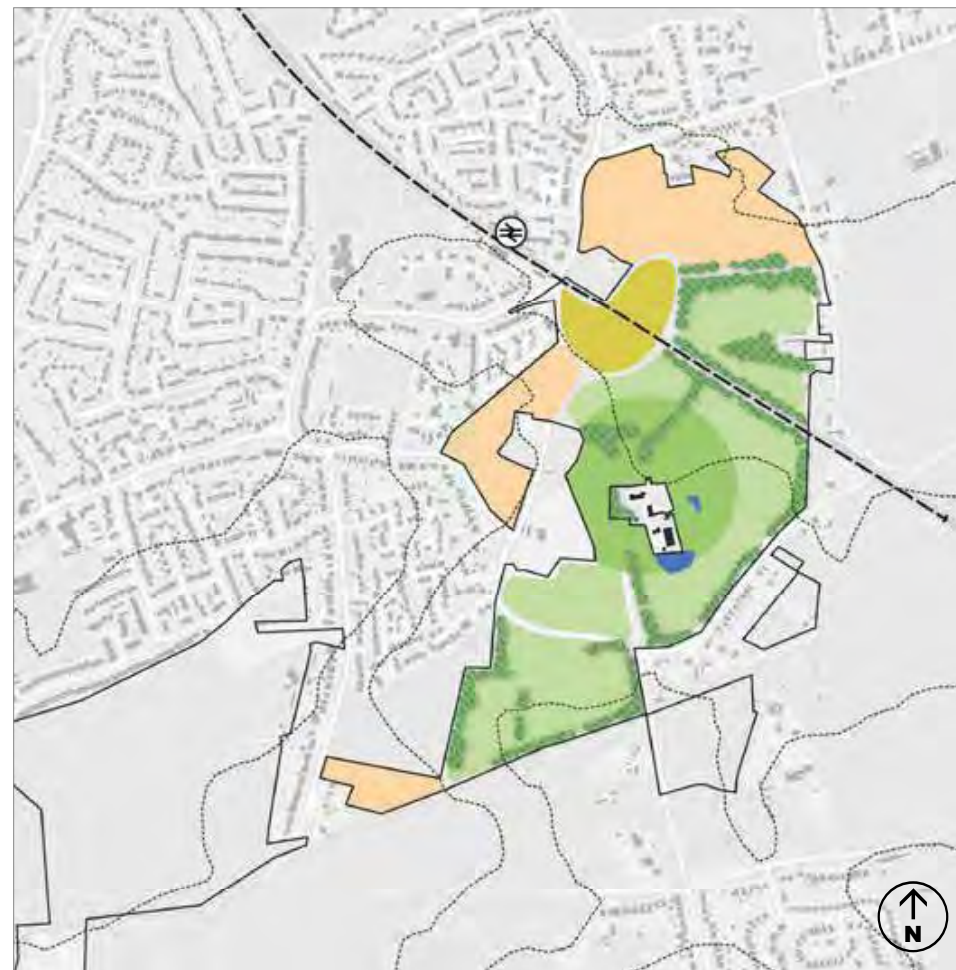
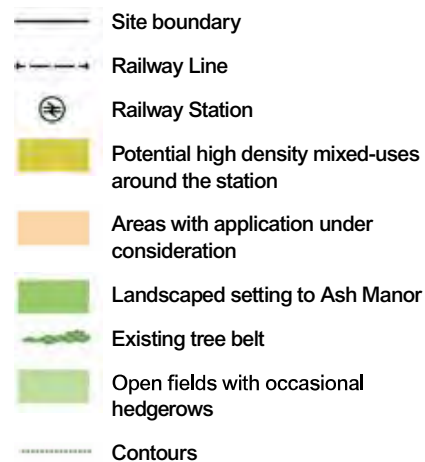


Fig 48: Existing Character

7.4.4 Crucial to the success of comprehensively planned development at Ash will be an understanding of the impact of the planned road bridge.





















7.4.5 The site is relatively flat. However, the proposed road bridge will create an elevated structure, and its embankments will change the three-dimensional qualities of the site, with subsequent effects on surface water drainage and access. Applications should demonstrate that they have taken account of new site levels and new drainage requirements, with adequate land provided for surface water management where necessary.



The setting of Ash and Tongham has a rural character

Ash and Tongham

- 7.4.6 The site's existing landscape framework should be an integral part of any proposed development. Trees which form part of the wider setting of Ash Manor should be retained wherever possible, with new planting to supplement existing tree belts. Other trees, which create important habitat should form part of the green infrastructure framework, as part of a connected network of open spaces and green corridors.
- 7.4.7 Similarly, hedgerows should be retained and enhanced where they provide valuable habitat or placemaking potential, subject to the application of the principles set out in Part 2 of this SPD.
- 7.4.8 The new development will need to be sensitively designed to respect the setting of Ash Manor. A full assessment of the significance of any impact of the applications on Ash Manor will be required, and pre-application discussions with Historic England are strongly encouraged to ensure the design approach is responsive to this constraint.
- 7.4.9 The site should be linked, physically and functionally, with the surrounding neighbourhoods and with the wider village. New points of connection to the existing highway network should ensure adequate space is given to safe pedestrian and cycle movement and crossing.
- 7.4.10 Each application should clearly indicate how connections to adjoining development parcels will be achieved. Layouts which do not facilitate good levels of connectivity between land in different ownerships will not be permitted.
- 7.4.11 Pedestrian routes within the site should be provided to facilitate good east-west access to overcome the barrier-effect of the proposed bridge. A continuous pedestrian connection along the railway line to the south should be provided to allow residents in the eastern part of the site and those at Ash Green to have easy access to Ash Station without the need to use the car.

-  Site Boundary
-  Development Area
-  Informal Open Space
-  Formal Playing Fields (Public)
-  Existing Buildings
-  Enclosed Public Spaces
-  On-Site Primary Routes
-  Access to development areas
-  Key Off-Site Routes
-  New Roundabout
-  Access to Ash Manor Only
-  Key Pedestrian and Cycle Routes / PRoW
-  Ash Road Bridge
-  Railway Line
-  Railway Station
-  Existing Gypsy and Traveller's Site
-  Water bodies
-  Provision of flood compensation land (area subject to detailed assessment)
-  Allocated land not included in study area
-  Possible Access

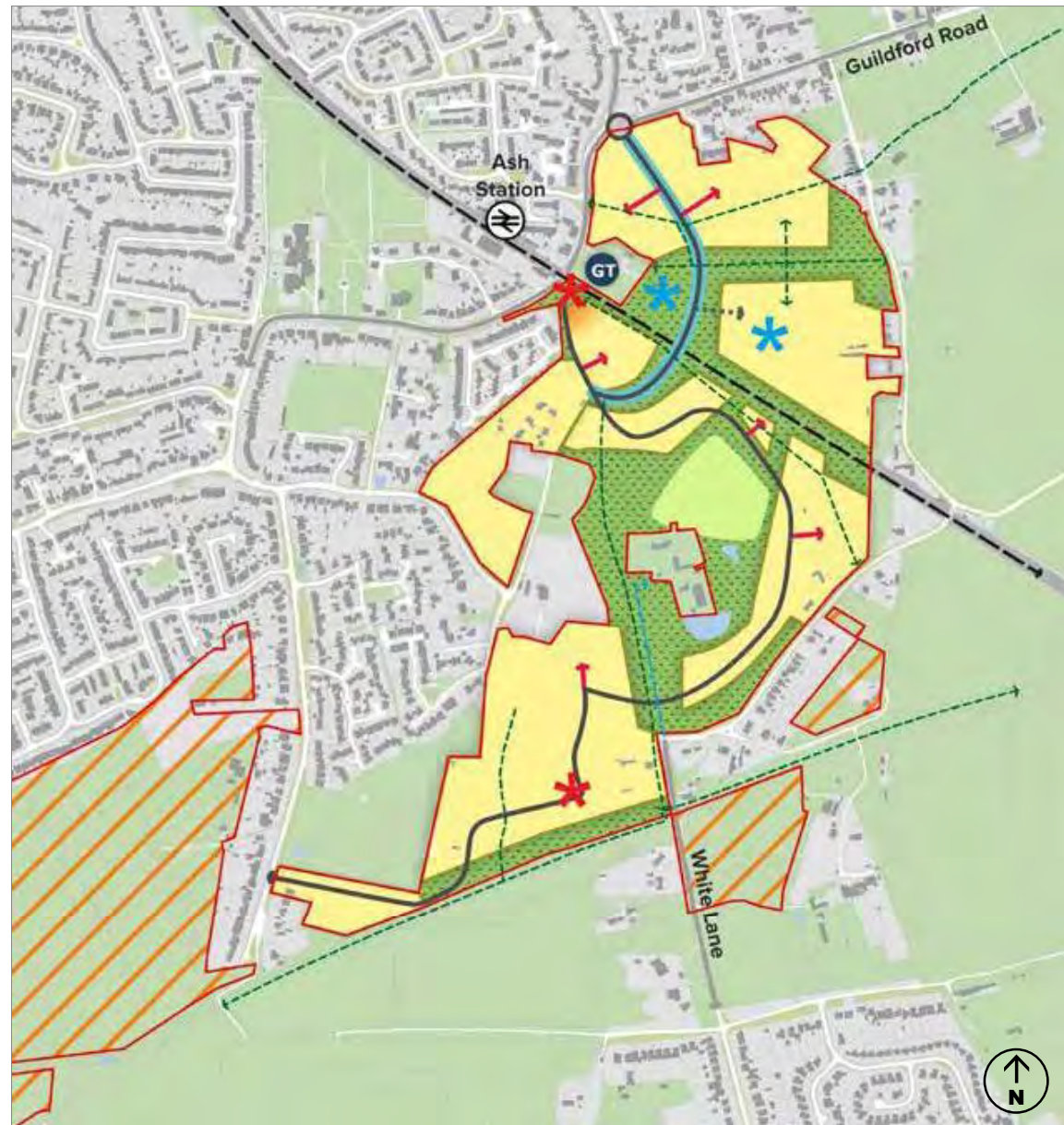


Fig 49: Ash and Tongham Strategic Development Framework

Landscape Framework

7.4.12 Figure 50 illustrates the required green infrastructure and landscape components of the site. Drawing extensively on the existing landscape framework evident on the site, and the need to manage the impact of development on Ash Manor, several new landscape interventions will be required to create a framework for the planned development.

Open Space Standards

7.4.13 Guildford Borough Council's open space standards provide the minimal requirements in relation to formal and informal open space. Typically, strategic scale development on greenfield sites will deliver in excess of local space standards due to the need to retain existing vegetation, retain or replace habitat, and manage surface water run-off. This is likely to be the case at Ash. The following table provides an indication of the Council's expectations for open space provision.

Open Space Standards (based on the Local Plan 2003 Standards)

Types of Open Space	Quantity (ha)
Total Open Space (excluding SANG)	5.51
Formal Playing Fields	3.15
Children's Play Space	1.57
Amenity Space	0.79
SANG	15.75

Table 12: Open space requirements for land adjacent to Ash Station

- Site Boundary
- Development Area
- Informal Open Space (including New Woodland)
- Formal Playing Fields
- Ancient Woodland
- Existing on-site woodland
- Off site woodland
- * Potential SUDS
- * Provision of flood compensation land (area subject to detailed assessment)
- Water-courses
- Key Pedestrian and Cycle Routes / PRoW
- Green spine road
- * Focal Points
- Railway line
- Existing Buildings
- On-Site Primary Route
- Key Off-Site Route
- Access to development areas



Fig 50: Ash and Tongham Landscape Framework

7.5 Movement Framework

- 7.5.1 A priority in bringing forward strategic development at Ash should be to ensure the need to travel for everyday purposes is minimised by providing opportunities for onward travel to Ash's existing shops and services. The movement network at Ash should prioritise active travel and the use of public transport.
- 7.5.2 Buses will run along the primary street. They will share the carriageway with other vehicles but should be given priority at junctions entering and leaving the site.
- 7.5.3 Figure 51 highlights the key connections to and within the site for all modes of travel.
- 7.5.4 Vehicle access to the site should be from Guildford Road in the north and Foreman Road in the west and south. No direct access from Ash Green Road will be permitted except for pedestrians and cyclists (and potentially a temporary access for construction traffic), although a parallel street within the site should be developed, providing a further link to Foreman Road. As shown in the Figure this will create a circular primary street within the site allowing development land to be opened up.
- 7.5.5 The primary street should be designed to accommodate all types of travel, including buses, cyclists and pedestrians; cyclists should benefit from segregated routes, which should be clearly sign posted.

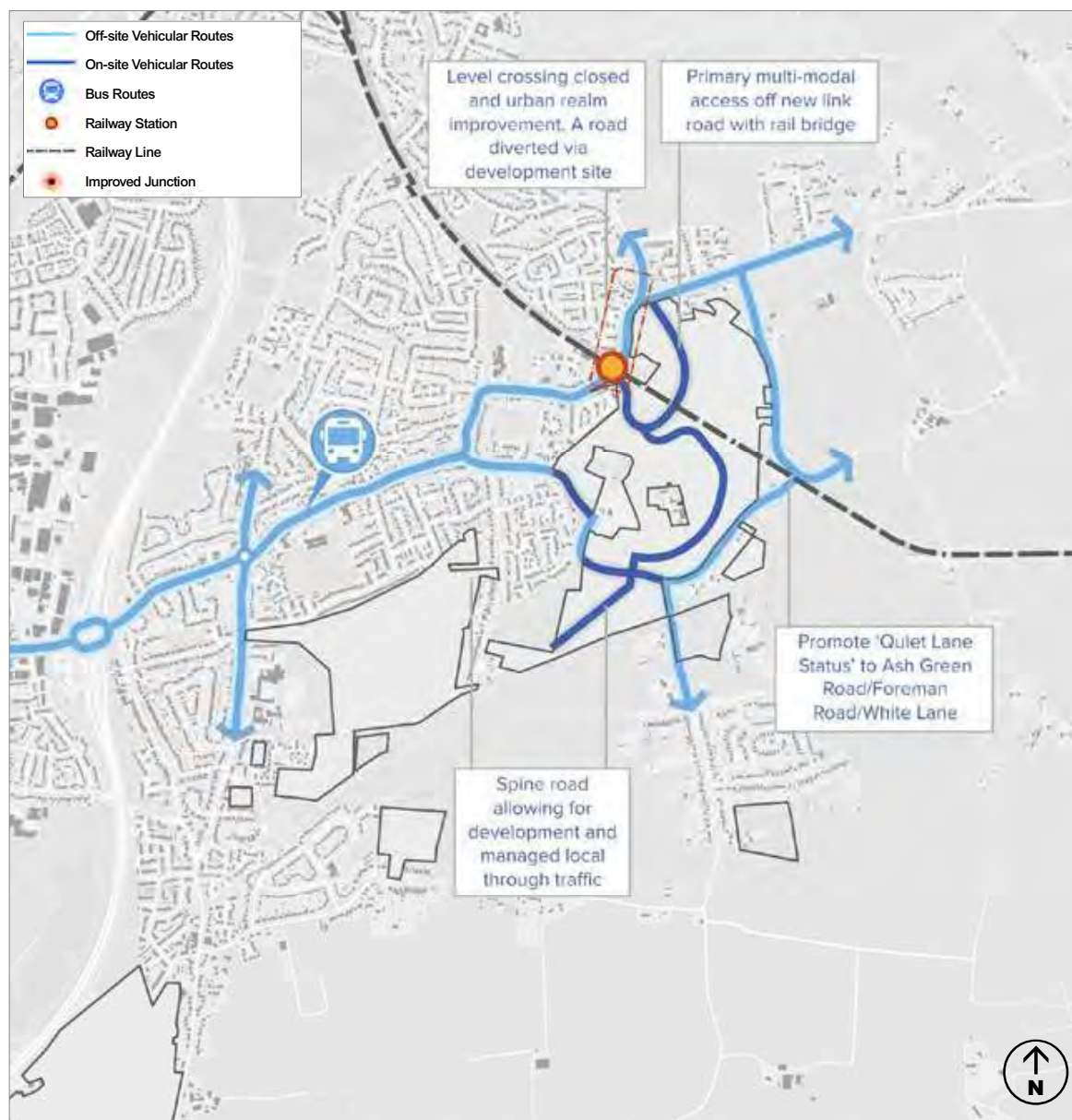


Fig 51: Ash – Highways and Public Transport Framework

7.5.6 Establishing a clear hierarchy of streets is important in order to promote understanding of place and to inform legibility. Differentiating streets from one another should be achieved by using subtle variations in design and landscape. Shared surfaces should be included wherever possible, and their design should draw on examples of best-practice from across Europe. Guidance for street design is provided in Part 2 of this SPD.

Off Site Movement & Travel

7.5.8 Figure 52 identifies the minimum off-site highway interventions which the developer must deliver in order to support sustainable and active travel beyond the site, to encourage fewer people to travel by private car.

7.5.7 The public realm at Ash will be the means by which the separate development parcels are drawn together around a commonality of hard and soft landscape materials and design detailing.

- A palette of high-quality and durable hard landscape materials should be identified at the design code stage to reinforce the character and attractiveness of the development. Where possible, local examples of successful urban realm should inspire a narrative for the public realm at Ash.
- Tree, shrub and plant species should draw inspiration from the existing vegetation on site, paying careful attention to those native species which are evidently thriving on site.



Fig 52: Ash – Active Travel Framework



7.6 Anchors and Destinations

7.6.1 Ash Station is a key destination, and its integration within the development through good design will be critical. As part of the works to remove the level crossing, a scheme of public realm works should be delivered to improve passenger experience and facilitate drop-off. Opportunities may exist for local shops on land adjacent to the station.










7.7 Land Use and Quantum

7.7.1 The SDF illustrates the anticipated configuration of land uses. The anticipated quantum of land use for Ash is set out in the following table:

Indicative Quantum of land for each use (land use table)

Type	Approximate Quantity (ha)
Overall Development Land	26
Residential (and community uses) which are available	26
Residential requirement	778 units (within study area)
Average density per hectare	30 dph
Formal Green Space	2.1
Informal Green Space	11.4

Table 13: Indicative land use budget for land adjacent to Ash Station

-  Site Boundary
-  Railway line
-  Railway station
-  Primary road
-  Compact urban form with tight grain and medium density development to define and enclose area around station. Up to three storeys
-  Semi-formal layout with medium density housing, generally two storey. Fine grain to encourage walking and cycling
-  Informal layout and low intensity development with generous tree planting within the public realm, low density response to setting of Ash Manor. Materials to be sympathetic to listed buildings – muted tones including red brick and clay tiles
-  Landscape buffer
-  Radiating landscape structure

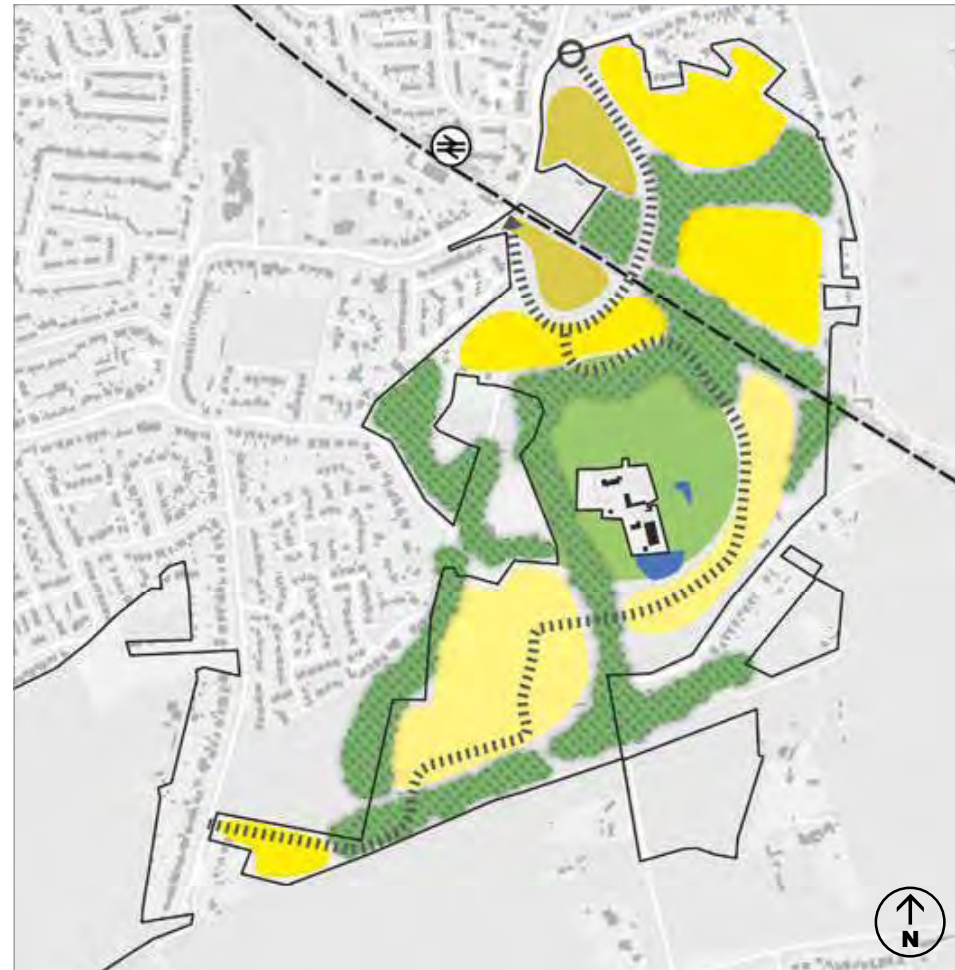


Fig 53: Development Character

7.8 Development Character

7.8.1 Figure 53 provides an indication of areas of differing character areas within the Ash site. Developers are asked to build a narrative of character and place which responds to the current site. Design & Access Statements should provide a clear indication of how the development will be enriched by the drawing together of function, landscape, architecture, and detail, to create a development which is well rooted in its location.

Fig 54: Illustrative visualisation of Ash from the proposed Ash Road Bridge

Following the closure of the level crossing the creation of a good quality public space which creates a people-centred multi-modal transport interchange



Opportunity for Ash Railway Station to be enhanced and redeveloped into a mixed use hub

The creation of a compact urban form taking advantage of the excellent transport links that Ash Railway Station provides

Open space will accommodate sustainable drainage measures and ecological habitats

7.9 Development Intensity

7.9.1 The SDF is predicated on the basis that land at Ash could deliver a sustainable green character with residential densities around a typical suburban average of 30-35 dwellings per hectare. Variations to achieve a range including development at below and above the average are encouraged. In contrast, land around Ash Station provides an opportunity for more intense development form to establish variety and create interest. It should be developed to nearer 50 dwellings per hectare and may include apartments.

7.9.2 Within the site, development intensity should be a product of a series of design decisions about the current character, the movement network, key destinations and views to and from the site. It is anticipated that the highest densities will be developed within easy walking distance of the station.



New development at Ash

Ash and Tongham

8 Former Wisley Airfield

8.1 Location

- 8.1.1 The Strategic Site comprises the former Wisley Airfield in the north-east of the Borough. The site lies a short distance south of Junction 10 of the M25 motorway and Wisley Common. The A3 passes close to the north-western end of the airfield. The settlements of Martyr's Green (to the east), Bridge End and Ockham (to the south) and Ripley (to the west) lie in close proximity. Bridge End Farm occupies a small area in the central southern part of the site.
- 8.1.2 The site is in a rural location, with the nearest higher order settlement located at East Horsley, approximately 4km south. Wisley Common to the north is one of several Thames Basin Heaths identified as a Special Protection Area (SPA), and consequently, new SANG will need to be provided. Royal Horticultural Society's (RHS) Garden at Wisley lies on the opposite side of the A3, and new access proposals to the garden (Ockham Interchange), put forward by Highways England, will provide the principal access for the Strategic Site.

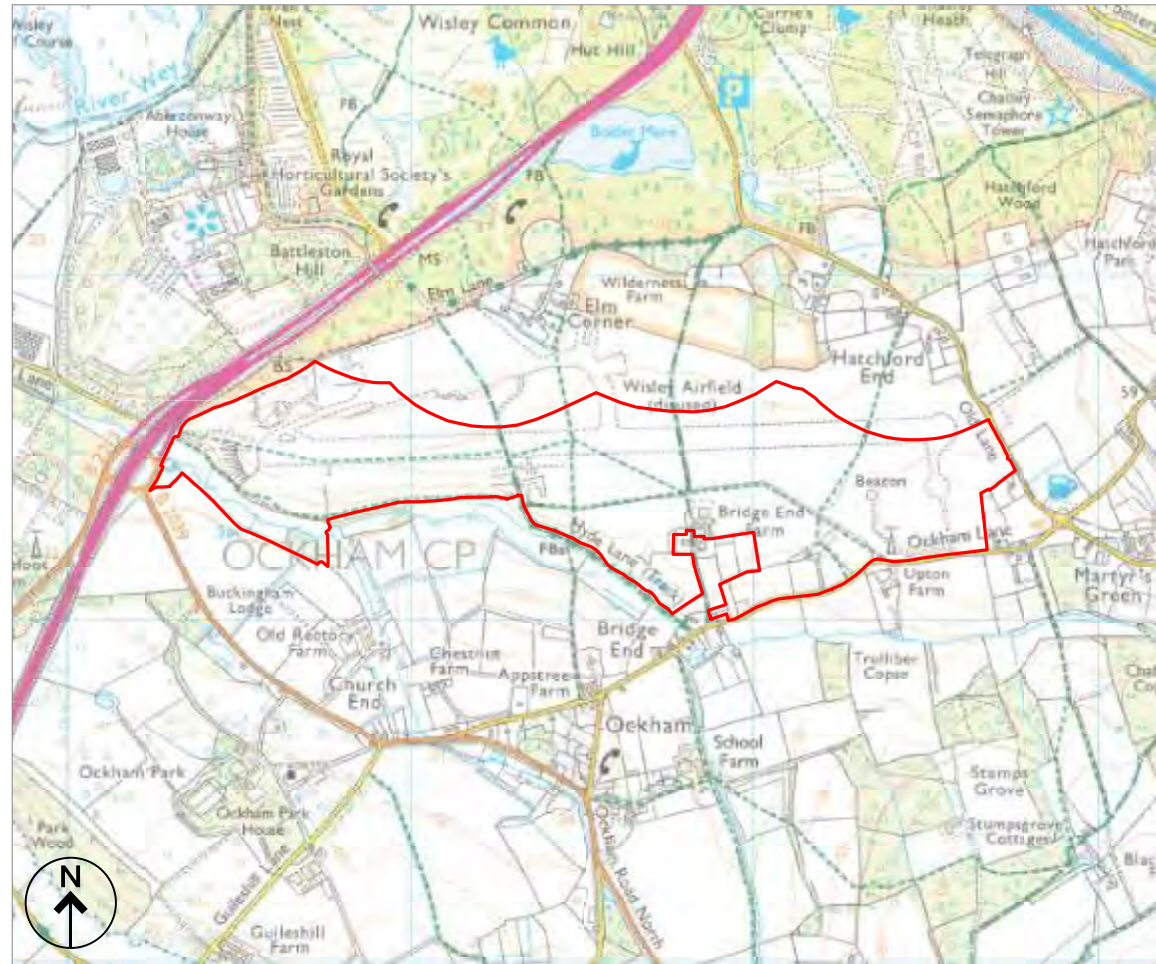


Fig 55: Strategic Development Location Boundary



Local housing examples near Wisley

8.2 Relevant Planning Policy Framework

- 8.2.1 The Guildford Borough Local Plan identifies the site at former Wisley Airfield (Site A35) as a strategic site for mixed use development, with capacity for 2,000 homes over the plan period.
- 8.2.2 The site-specific policy requirements are set out in Appendix 10. The policy establishes the land uses for the site, which are aimed at providing a new residential community well served by local facilities including a primary school and four-form entry secondary school alongside new public open space and SANG provision. The policy also includes office and employment space, local retail and community uses. Access between Ockham Interchange and Old Lane in the east of the site is also required. Public transport requirements will include a bus service, in perpetuity, to Effingham station, and/or Horsley railway station, Guildford and Cobham. Investment in off-site cycling is also required to establish safer cycle routes to surrounding destinations including Effingham station, Ripley, Byfleet and Horsley Station. The development must also ensure any impact on the surrounding highway network is mitigated in accordance with the Local Plan requirements.

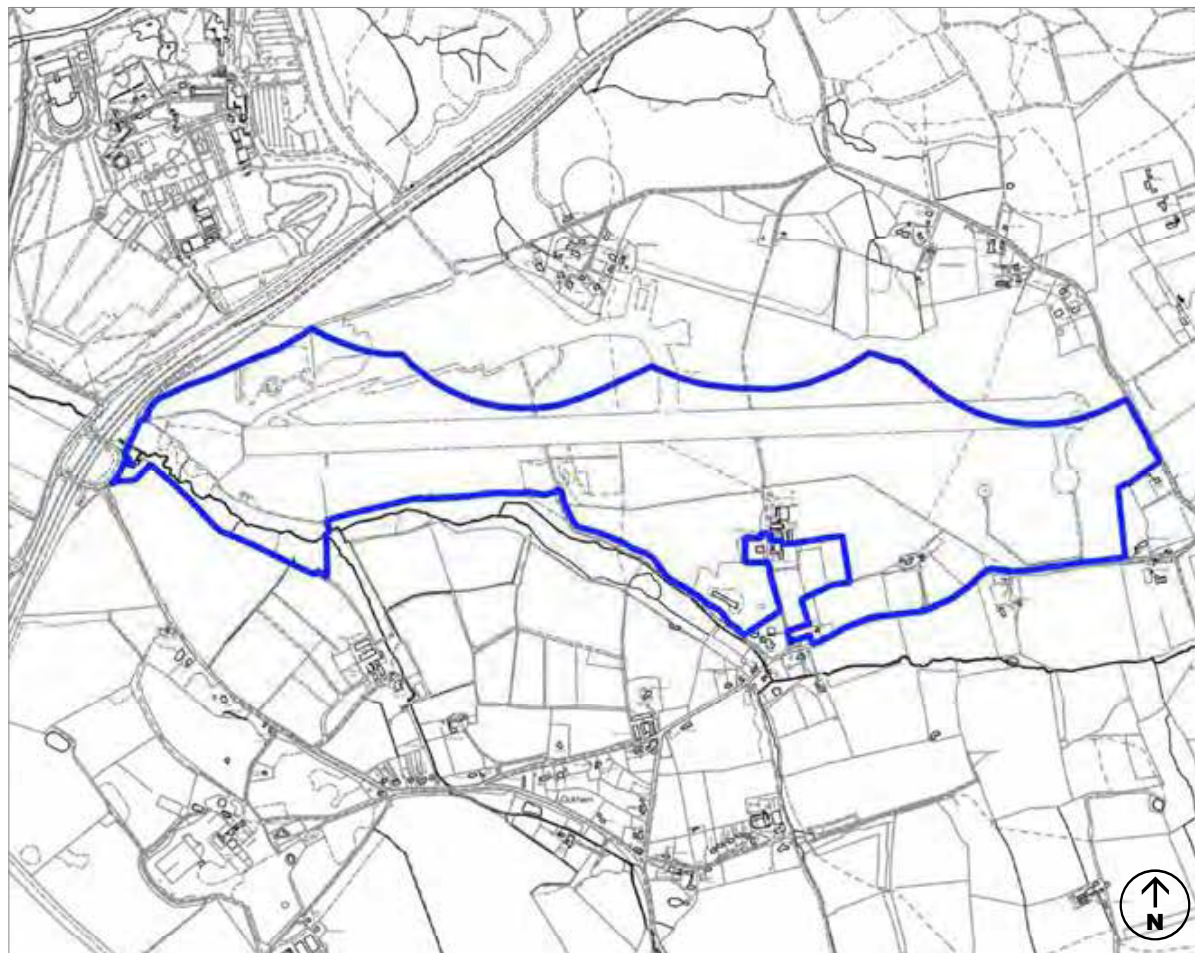


Fig 56: Wisley Airfield Local Plan Boundary

6.3 Vision and Design Objectives

Wisley presents a rare opportunity to create a new free-standing settlement in an attractive location, with excellent opportunities for access to the national highway network. Given the absence of any attachment to a host settlement, the Strategic Site is less fettered by an established built character but can draw inspiration from the nearby villages. In response, the opportunity exists to create a distinctly contemporary village, with excellent sustainability credentials and a good range of local services.



8.3.1 Prior to the development of Wisley Airfield the site was farmed, with historic maps illustrating a patchwork field pattern crossed by hedges and old lanes or tracks linking Bridge End to Wisley Common. These lanes remain today as Public Rights of Way (PROW) running through the site in a broadly north-south direction. They provide some structure and can be used as a design tool for configuring the master plan. The surrounding countryside also features small rural lanes, and the character of these lanes can influence the design of the development.

8.3.2 The integration of the development within the landscape should be well managed, having regard to building height and mass, but also by using new planting to help 'absorb' the development into the wider setting. The Anglo-Saxon term Wis'ley' implies a clearing within a wood, and this provides a possible starting point for a design concept for a series of smaller villages, physically distinguished by old lanes and embraced by new woodland planting.

8.3.3 Wisley will be home to a mixed community. The scale of development provides the opportunity to deliver a wide mix of housing types and tenures in order to achieve a diverse and equitable community. A policy requirement for 40% affordable homes will open up opportunities for affordable home ownership and rented housing. The style and character of the built development will be 'rural-contemporary', fitting in with its rural context and with architecture of its time. Homes will be designed for energy efficiency in accordance with the Council's sustainability policies and will cater for the needs and requirements of 21st Century living.

8.3.4 Wisley's rural location will not undermine opportunities for sustainable travel. Bus services to Effingham Station and/or Horsley Station, Guildford and Cobham will be frequent and convenient. Within the site, walking and cycling will be the first-choice mode of transport for local journeys. Careful attention to the detail of hard and soft landscaping, lighting, direct connections and secure cycle parking facilities will incentivise the use of a network of cycle and footpaths through the site, which will also provide convenient points of onward connection.

8.3.5 New business and employment uses can ensure a local job offer is part of the motivation to live at Wisley. Local schools, shops and community facilities will bring the new village to life on a daily basis, and opportunities to access and enjoy the wider countryside will be a distinctive feature of the development.

8.4 Master Plan Principles for Wisley

8.4.1 The application master plan should be borne from a process of thorough analysis of the site and its setting and an evaluation of the findings, leading to a considered design response. The presence of an SNCI on site will be a key consideration, with the impact of development on ecology and habitat requiring full assessment through an Environmental Impact Assessment. The design response should be informed by, but not driven by physical constraints, and it should make the fullest use of the opportunities within the site and its context to create a place which is distinctive.



Fig 57: Constraints and opportunities plan

8.4.2 The existing landscape framework at former Wisley Airfield creates a starting point for the master plan.

8.4.3 Wisley is a long narrow site running in an east-west direction, mainly flat, but with short, steep slopes falling away at the west and south-western edges, and a large hollow to the north-west where aircraft hangars were previously located. Whilst the site is sheltered from the A3 by dense woodland to the north, it is exposed to the A3 at its western most part. The application master plan should avoid development in these areas, having regard to the impact of noise from the A3 and the visibility of development from the surrounding countryside.






















Wisley Context

- Site boundary
- ↔ Proposed access to adjacent RHS Wisley
- ↔ Rural lanes
- ↔ Existing footpaths run north-south
- Attractive, south-facing slopes define southern edge of the site
- Flat central area falling away at the eastern edge, containing the runway
- Sensitive edge looking north over green open space
- Existing farm buildings create historic interest and possible nucleus for focal point
- Contours



Fig 58: Existing Character

- 8.4.4 A wooded belt runs along the south western boundary between the A3 and Bridge End. This area is designated as SNCI, and development should not occur in this area. Sensitive habitats including the SPA to the north, indicate a need to manage the demand for recreation. Landscape design should play a role in this by creating an environment within the site, which is attractive, accessible and richly planted.
- 8.4.5 Old lanes, now PROW, give structure to the site. The master plan should utilise these lanes as a means to configure the master plan. In particular they can be used to break up the east-west linearity of the site by establishing three distinct villages separated by strong north-south green corridors.
- 8.4.6 The new development may be visible from several places within its surroundings. Managing the visual impact of development should be achieved to a significant extent by new woodland planting. The Outline master plan should establish a woodland framework within which development can occur, and a strategy for advance planting should be agreed with the Council prior to the commencement of development to ensure new woodland reaches maturity within the shortest possible time-frame.
- 8.4.7 The new development will need to be sensitively designed to respect Ockham Conservation Area, and to maintain the integrity of the collection of old buildings which make up Bridge End Farm. A full assessment of the impact of the application master plan on nearby heritage assets will be required.
- 8.4.8 The site will have two principal points of access, from the realigned Wisley Lane and from Old Lane. Minor access points from Ockham Lane may be permissible where they serve a limited number of dwellings (to be agreed with Surrey County Council), and where there is no onward vehicular connection to the wider site.
- 8.4.9 The rural location of the Strategic Site indicates a requirement for a credible sustainable transport strategy which seeks to overcome the free-standing nature of the site. Connections to Effingham Station by bus and bicycle should be delivered in the first phase of the development in order to encourage positive travel behaviour from the outset. Cycle links should be explored in detail with Surrey County Council prior to the submission of the Outline planning application and included as part of a package of off-site travel mitigation measures.
- 8.4.10 On site, the existing PROW provides the starting point for a network of pedestrian and cycle routes around the site. The network should connect residential areas with important destination including schools, formal open space, businesses, local shops and community uses.
- 8.4.11 Facilities within the site should be located where they can best benefit from support and patronage by the widest possible number of people, including residents and employees. Schools, shops and community uses should be centrally located within the site, as should office use (B1). Other employment uses, which may be less compatible with residential development, should be in the west of the site where there will be a good connection to the A3.

-  Site Boundary
-  Development Area
-  Employment
-  Mixed Use
-  Informal Open Space
-  Formal Playing Fields (Public)
-  Existing Buildings
-  Focal Points
-  On-Site Primary Routes
-  Access to development areas
-  Access to a limited number of homes (up to 100)
-  Key Off-Site Routes
-  Key Pedestrian and Cycle Routes / PRoW
-  Primary School Location
-  Secondary School Location (incl. Dual Use Playing Fields)
-  Primary Site Access
-  Local Centre
-  SANG Suggested Location for Suitable Alternative Natural Green space
-  Highways England's M25 Junction 10/A3 Wisley Interchange Scheme

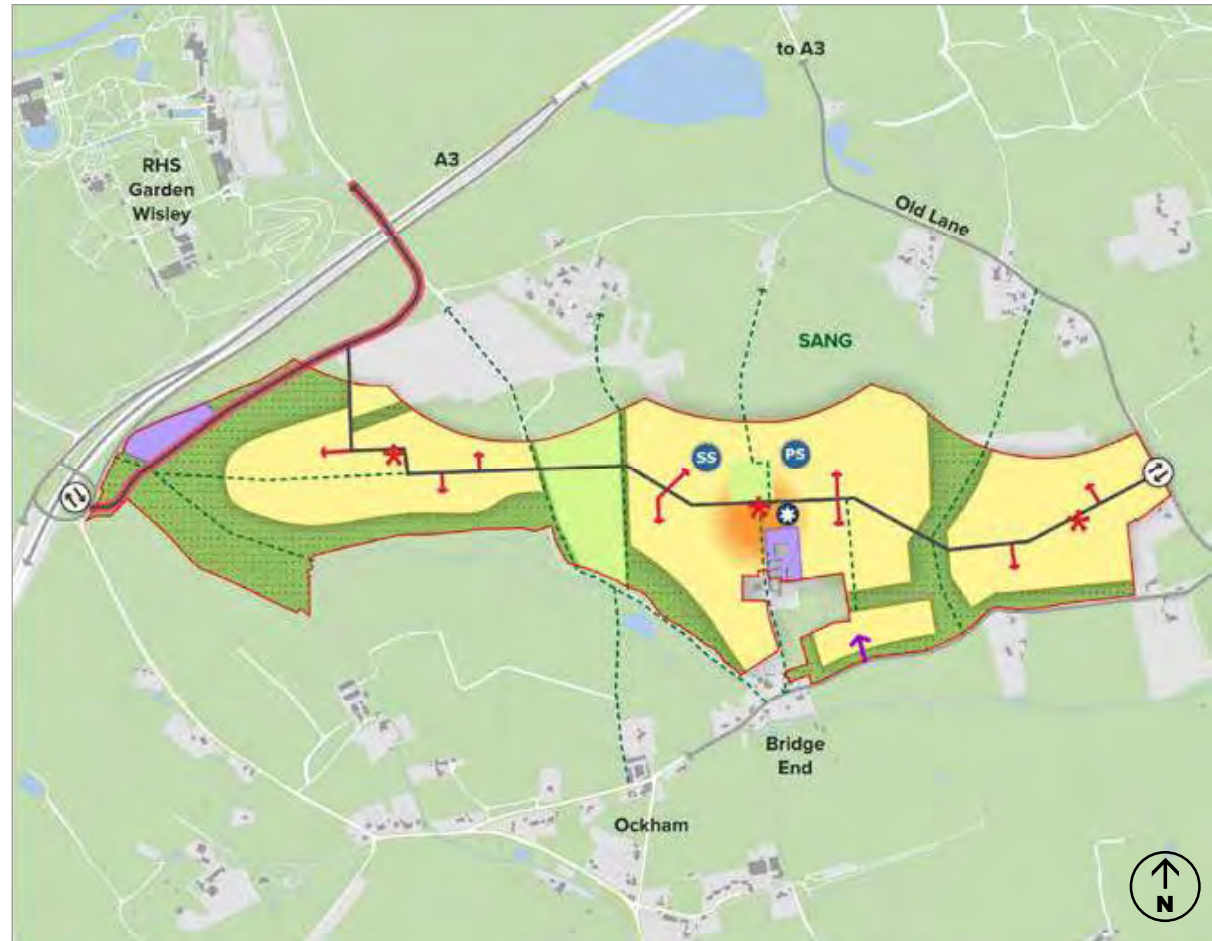


Fig 59: Wisley Strategic Development Framework

8.5 Landscape Framework

8.5.1 Figure 60 illustrates the required green infrastructure and open space components of the site. Drawing extensively on the existing landscape, SNCI and PROW evident on site, several new landscape interventions will be required to create a framework for the planned development.

Open Space Standards

8.5.2 The Council's open space standards provide the minimal requirements for formal and informal open space. Typically, sites of a strategic scale on greenfield land will deliver in excess of local space standards due to the need to retain existing vegetation, retain or replace habitat, and manage surface water run-off. This is likely to be the case at Wisley, where SANG will also be required.

8.5.3 The following table provides an indication of the Council's expectations for open space provision – the Outline application master plan should demonstrate how this will be achieved.

Open Space Standards (based on the Local Plan 2003 Standards)

Types of Open Space	Quantity (ha)
Total Open Space (excluding SANG)	14.17
Formal Playing Fields	8.10
Children's Play Space	4.05
Amenity Space	2.02
SANG	40.48

Table 14: Open space requirements for Wisley



Creating a strong relationship between development and the adjacent SANG (Image reproduced with the permission of Proctor & Matthews Architects Practice)

-  Site Boundary
-  Development Area
-  Informal Open Space (including New Woodland)
-  Formal Playing Fields (public)
-  Ancient woodland
-  Existing on-site woodland
-  Off site woodland
-  SCNI
-  Potential SUDS
-  Water-courses
-  Key pedestrian and cycle routes / PRoW
-  Green spine road
-  Focal Points
-  Railway line
-  Primary site access
-  SANG Suggested Location for Suitable Alternative Natural Green space
-  Existing Buildings
-  On-Site Primary Route
-  Key Off-Site Route
-  Access to development area



Fig 60: Wisley Landscape Framework

8.6 Movement Framework

8.6.1 Figure 61 highlights the key connections to and within the site for all modes of travel.

8.6.2 A priority in bringing forward strategic development at Wisley should be to ensure the need to travel for everyday needs is minimised by locating local shops and schools within walking distance of homes. Active travel should be promoted within the site and beyond, and for journeys that cannot be made on foot or by bicycle, buses should present an obvious and affordable alternative.

8.6.3 Within the site, buses will run along the primary street; buses will share the carriageway with other vehicles but should be afforded priority over cars as it enters and leaves the site. Establishing a clear hierarchy of streets is important in order to promote understanding of place and to inform legibility. Differentiating streets from one another should be achieved by using subtle variations in design and landscape. Guidance on street design is set out in Part 2 of this SPD.

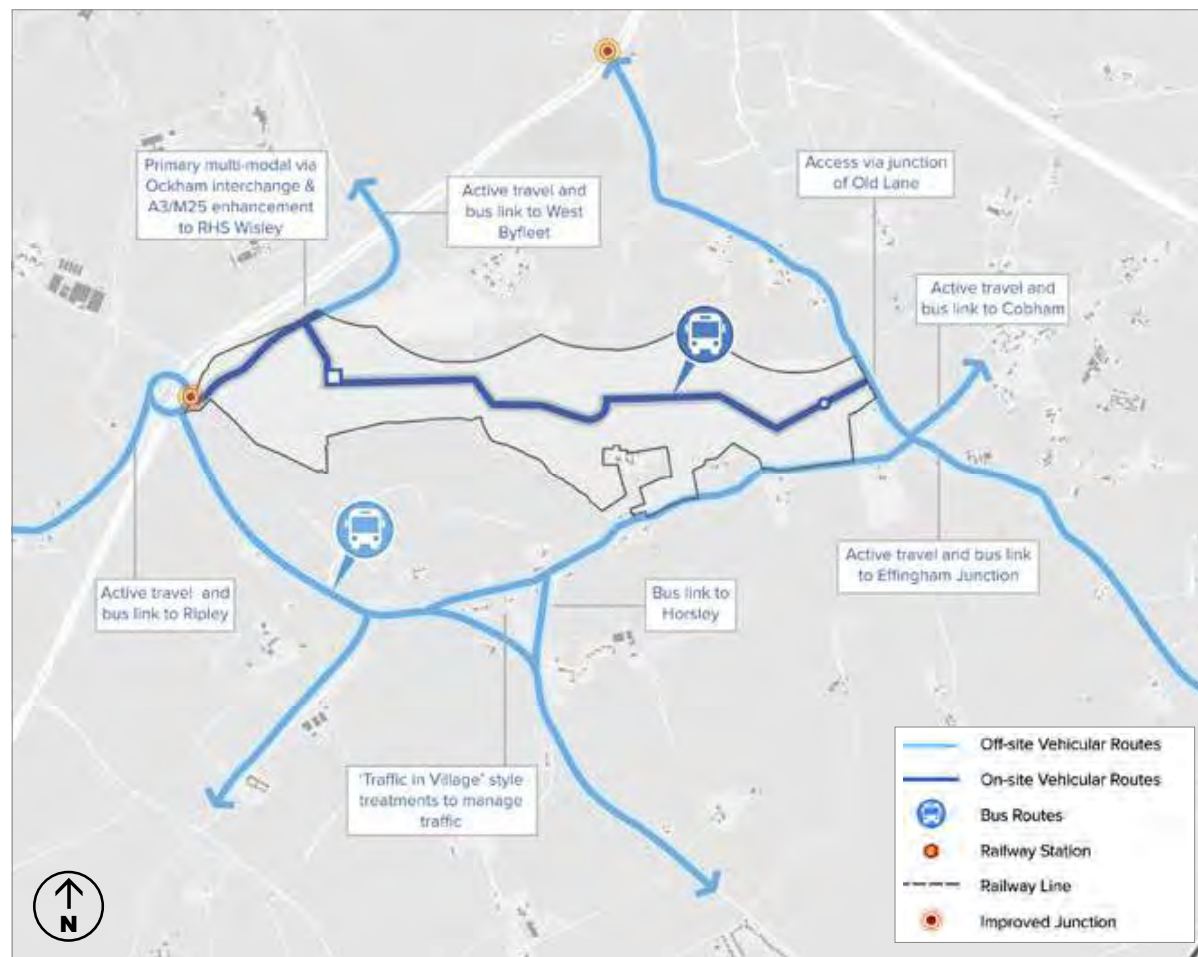


Fig 61: Wisley – Highways and Public Transport Framework

8.6.4 The success of the public realm at Wisley will be dependent on the input of experienced landscape architects at each stage of the design process:

- A palette of high-quality and durable hard landscape materials should be identified at the design code stage to reinforce the character and attractiveness of the development. Where possible, local examples of successful public realm in neighbouring villages should inspire a narrative for the public realm at Wisley
- Tree, shrub and plant species should draw inspiration from the existing vegetation on the site and within the locality, playing careful attention to those native species which are evidently thriving, and which support local wildlife.

Off-Site Movement & Travel

8.6.5 Figure 62 identifies the minimum off-site highway interventions which the developer must deliver in order to support sustainable and active travel beyond the site, in order to encourage fewer people to travel by car.

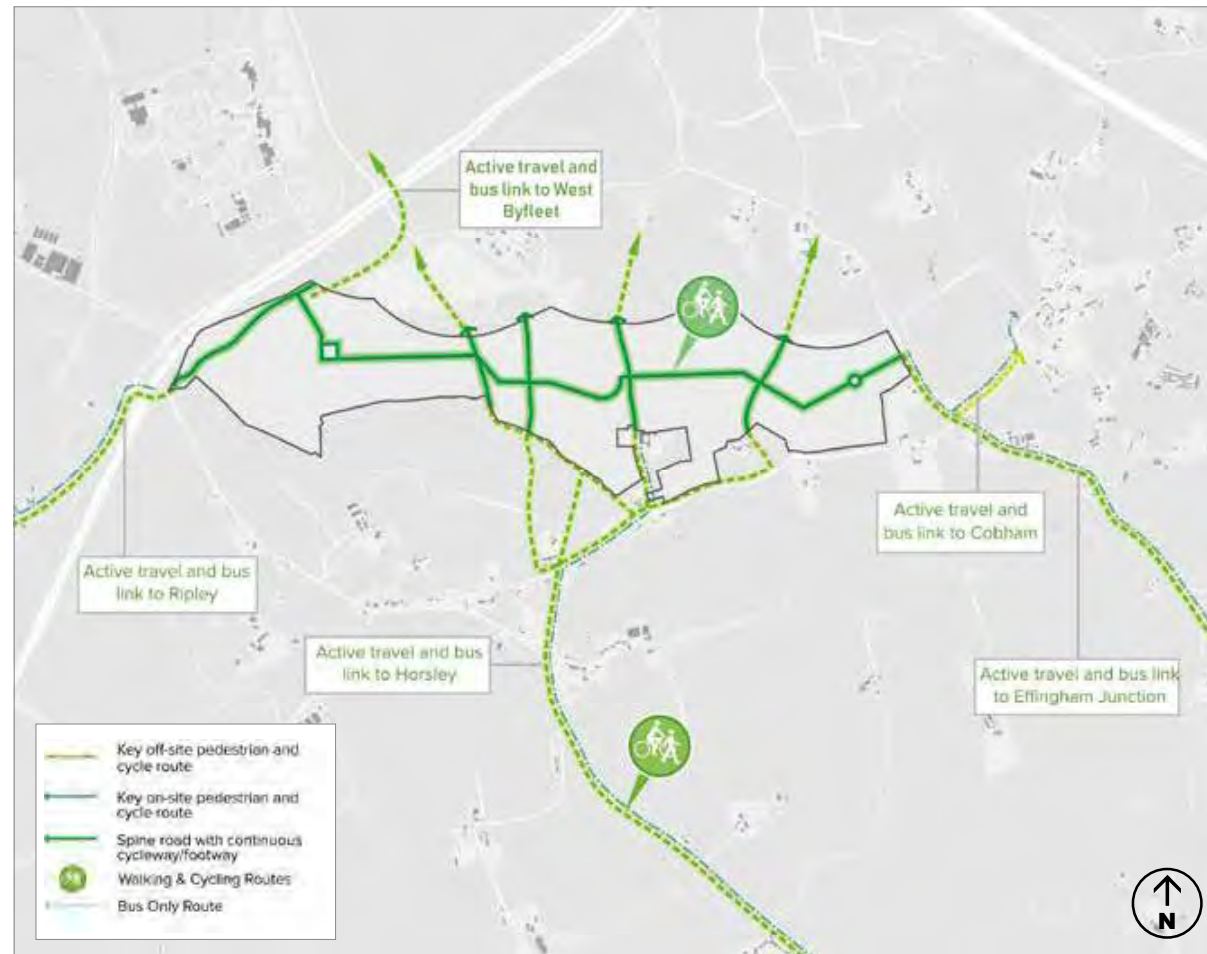


Fig 62: Wisley – Active Travel Framework



8.7 Anchors and Destinations

8.7.1 The SDF identifies two focal points on the site: a local community hub with a primary school, secondary school, community and retail uses and office development at the centre of the site, and an employment area in the west of the site.

8.8 Land Use

8.8.1 The SDF illustrates the anticipated configuration of land uses. The anticipated quantum of land for each use is set out in the following table:

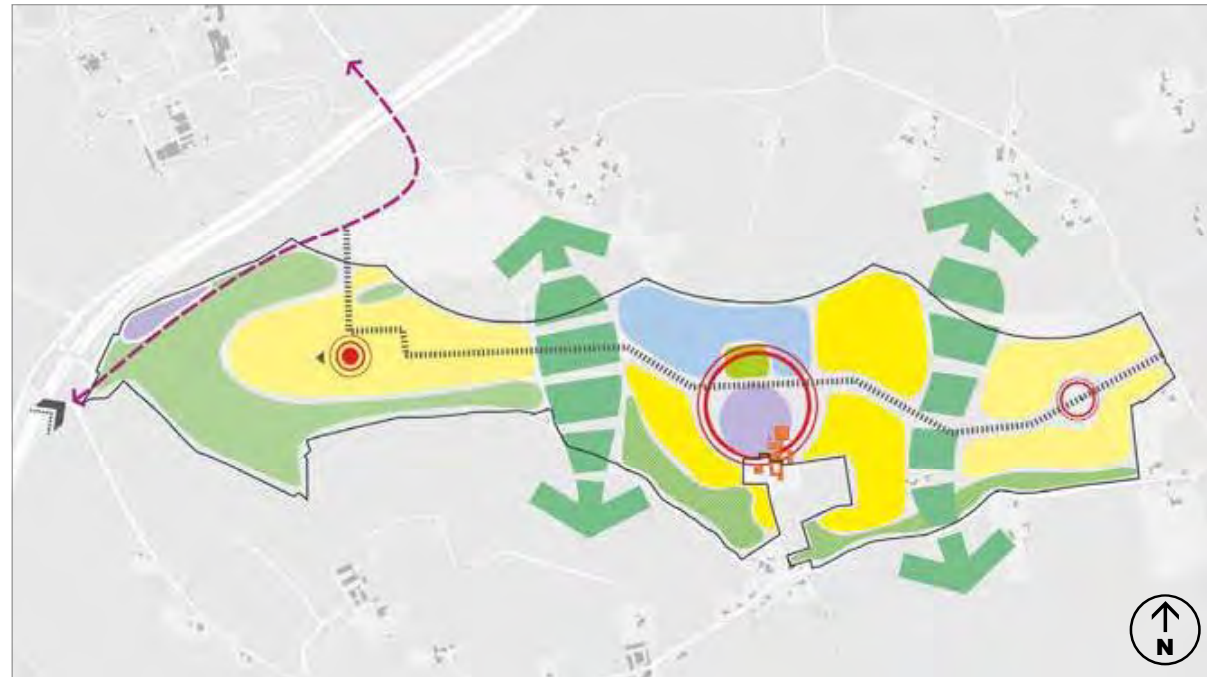
Indicative Quantum of land for each use (land use table)

Type	Approximate Quantity (ha)
Overall Development Land	57
Residential (and community uses) which are available	48
Residential requirement	2,000 units
Average density per hectare	42 dph
Employment	2
Primary and Secondary School	7 (incl. playing fields)
Formal Green Space	8.7 (3.5ha of which are shared with the school)
Informal Green Space	28

Table 15: Indicative land use budget for Wisley

8.9 Development Character

- 8.9.1 Wisley presents an opportunity for variety and different choices of living environment. The structuring of the site to form three distinct villages provides scope for a related but varied architectural and landscape narrative.
- 8.9.2 As part of the Outline masterplanning exercise developers are asked to build a narrative of character and place which responds to these opportunities. Design and Access Statements should provide a clear indication of how the development will be enriched by the drawing together of function, landscape, architecture and detail to create a development which is well routed in its location.



	Site boundary		Central village formal layout with green streets. Medium level of intensity and tight, fine grain, medium height development with decreased density towards Ockham Lane
	Primary Road		East and west villages – formal layout and higher intensity along primary street giving way to looser, less intense development towards north and south
	Access to Development		Formal layout around a public space to create good sense of enclosure, as a focus for public life
	Proposed access to adjacent Wisley Gardens		Schools
	Maintain sensitive landscaped edges		Village focus – mixed use
	New major landscaped wedges help define three villages		
	Central green square		

Fig 63: Development Character

8.10 Development Intensity

8.10.1 The SDF is predicated in the basis that land at Wisley should be used efficiently, with residential densities above the typical suburban average of 30-35 dwellings per hectare, and closer to 40-45 dwellings per hectare. This will demand a rigorous approach to design to ensure a high-quality living environment, with particular attention given to the design of car parking and the provision of private outdoor space. Examples of best practice and popular villages within the Borough should inform the design narrative, and in addition, examples from other places which have successfully achieve residential development at higher than average densities should be examined for their relevance.

8.10.2 Figure 64 illustrates the general pattern of built intensity across the site. Development intensity should be the product of design decisions about character, the movement network, key destinations, topography and visibility from the wider setting of the site. For example, a higher intensity area achieving approximately 50-60 dph could be located within the central area to provide more homes near local jobs and services.

8.10.3 Design codes should include a density profile, illustrated in 3D, to show how development intensity will respond to these factors to produce a varied and interesting place.



Fig 64: Illustrative drawing showing how residential density in Wisley reduces towards the edge of the site.



Fig 65: Illustrative visualisation showing residential uses and the Local Centre looking north



An aerial photograph of a city, likely San Francisco, is shown with a semi-transparent teal overlay. The map details street grids, building footprints, and natural features like hills and water bodies. A dark teal horizontal bar is positioned on the right side of the page, containing the section title.

Part 4 IMPLEMENTATION AND DELIVERY

Part 4 IMPLEMENTATION AND DELIVERY

9.1 Introduction

- 9.1.1 To achieve the quality of place and infrastructure that is required in the Local Plan and this SPD, a comprehensive and coordinated approach is needed to the planning and design process and to the future management maintenance and management of the strategic sites. This section of the SPD provides guidance on:
- The approach to planning applications;
 - Achieving well designed places;
 - Planning Conditions;
 - Planning Obligations and infrastructure delivery;
 - Strategic phasing principles; and
 - Management, maintenance and governance.

9.2 The Approach to Planning Applications

- 9.2.1 Policy D1 requires master plans to be prepared by the developers and these should extend to the whole allocated site (except for Ash and Tongham). The next section provides further details on achieving well designed places and the site master plans.
- 9.2.2 The Council will seek single outline planning applications to be submitted for the whole of the allocated strategic site areas. Where this is not possible, separate planning applications should be coordinated and consistent with the SPD framework plans and the submitted site master plans. Planning applications will need to demonstrate that they do not prejudice the delivery of the strategic site. Piecemeal and ad hoc planning applications which fail to deliver coherent and integrated strategic infrastructure will be resisted.
- 9.2.3 At Ash and Tongham, several different landowners and developers have planning permission or have submitted separate planning applications. Planning applications will be judged against their consistency with the SDF and principles of this SPD.

In particular, the applications will need to demonstrate:

- A road connection between individual development sites within the allocation and from the proposed road bridge over the railway line to Foreman Road;
- Integration between sites for cyclist and pedestrians (active travel links); and
- Coordinated provision of green infrastructure to ensure enough space is made available to mitigate Ash Manor heritage assets and for recreation, drainage and biodiversity needs of the allocation as a whole.

- 9.2.4 Appendix A includes a schedule of documents and information requirements expected to be submitted with the outline planning applications on the strategic sites at Gosden Hill Farm, Blackwell Farm, former Wisley Airfield and Slyfield. The scale of the proposed developments is likely to trigger the need for an environmental impact assessment (in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017). Requests for Scoping Opinions should be submitted by the developers and Scoping Opinions will be issued by the Council.

9.2.5 Some of the other key site wide documents and strategies include:

- Design and Access Statement;
- Transport Assessment and Framework Travel Plans;
- Green Infrastructure Strategy;
- Framework Special Protection Area Impact and Avoidance Strategy (where necessary);
- Flood Risk Assessment;
- Surface Water Drainage Statement;
- Sustainability Strategy (covering energy, water and waste);
- Infrastructure Delivery Statement (including S106 Heads of Terms);
- Health Impact Assessment; and
- Management and Governance Strategy.

9.2.6 This list is not exhaustive and further documents may be required. The information requirements can be scoped and agreed as part of pre-application discussions.

9.2.7 The documents to be submitted with the separate, smaller planning applications at Ash and Tongham will be judged separately and be based on the national requirements (as set out in National Planning Practice Guidance; para 022 ref ID: 14-022-20140306) and the Council's Local Validation List.

9.2.8 A bespoke pre-application advice service will be offered to the developers to ensure a smooth and constructive process up to submission of the applications. The payment of fees will be expected from the developers to the Council to resource the pre-application service and depending on the level of service agreed. Planning Performance Agreements (PPAs) will be encouraged in order to structure the service including shared objectives and expectations, key information requirements, key milestones and timetable.



9.3 Achieving well designed places

9.3.1 Policy D1 and the site-specific allocation policies of the Local Plan set out various requirements to achieve unique places, high quality design and well-designed streets and spaces ('well designed places'). This SPD is one important document to influence and, where necessary, control the quality of the design but it sits within a hierarchy of policy, guidance, review processes and application documents, as illustrated on Figure 71.

Pre-application master plan process

9.3.2 The master plans should be consulted on and subject to design review. The master plans should be consistent with the principles and strategic framework of this SPD and ensure development creates functional places; supports mixed use tenures; includes successful public spaces; is adaptive and resilient; has a distinctive character; is attractive; encourages ease of movement; and creates a sustainable environment in relation to access to services and facilities.

9.3.3 The master plans should include, as a minimum:

- a clear vision for the place;
- the intended disposition of land uses;
- primary highway accesses and routes;
- routes for the Sustainable Movement Corridor (SMC), both within and adjoining the site;
- green infrastructure including strategic, formal and informal open space, play area and sports provision;
- the retention of existing site features; and
- an indication of proposed development character, density and building heights.

Design Review

9.3.4 Design Review Panels provide an independent service in which peers can comment on major development schemes. The strategic site proposals will be reviewed by the South East Design Review Panel, organised by Design South East (DSE), a not-for-profit charity and independent provider of expert design advice. A review of the site master plans should take place at an early stage of pre-application discussions in order to allow for the recommendations of the review panel to be taken into account in preparing the proposals. Subsequently Design Review could occur on outline planning applications, design codes or reserved matters.

Building for Life Assessment

9.3.5 Building for Life (BfL) assessments score the design quality of planned or completed developments. BfL was introduced by CABI to provide a tool for Local Authorities and developers to achieve greater design consistency and is based upon design criteria. The latest BfL guidance is: Building for Life 12: The sign of a good place to live (Design Council, Third Edition 2013). In preparing a Design and Access Statement for the Strategic sites, the 12 BfL criteria should be considered.

Design and Access Statements

9.3.6 Design and Access Statements are required and should be prepared in accordance with Town and Country Planning (Development Management Procedure (England) Order 2015). The documents are a key opportunity for the developers to articulate the design vision and proposals for the strategic sites. In outline planning applications, key design principles should be identified which can be referred to in planning conditions and taken forward into subsequent design codes and reserved matters applications.

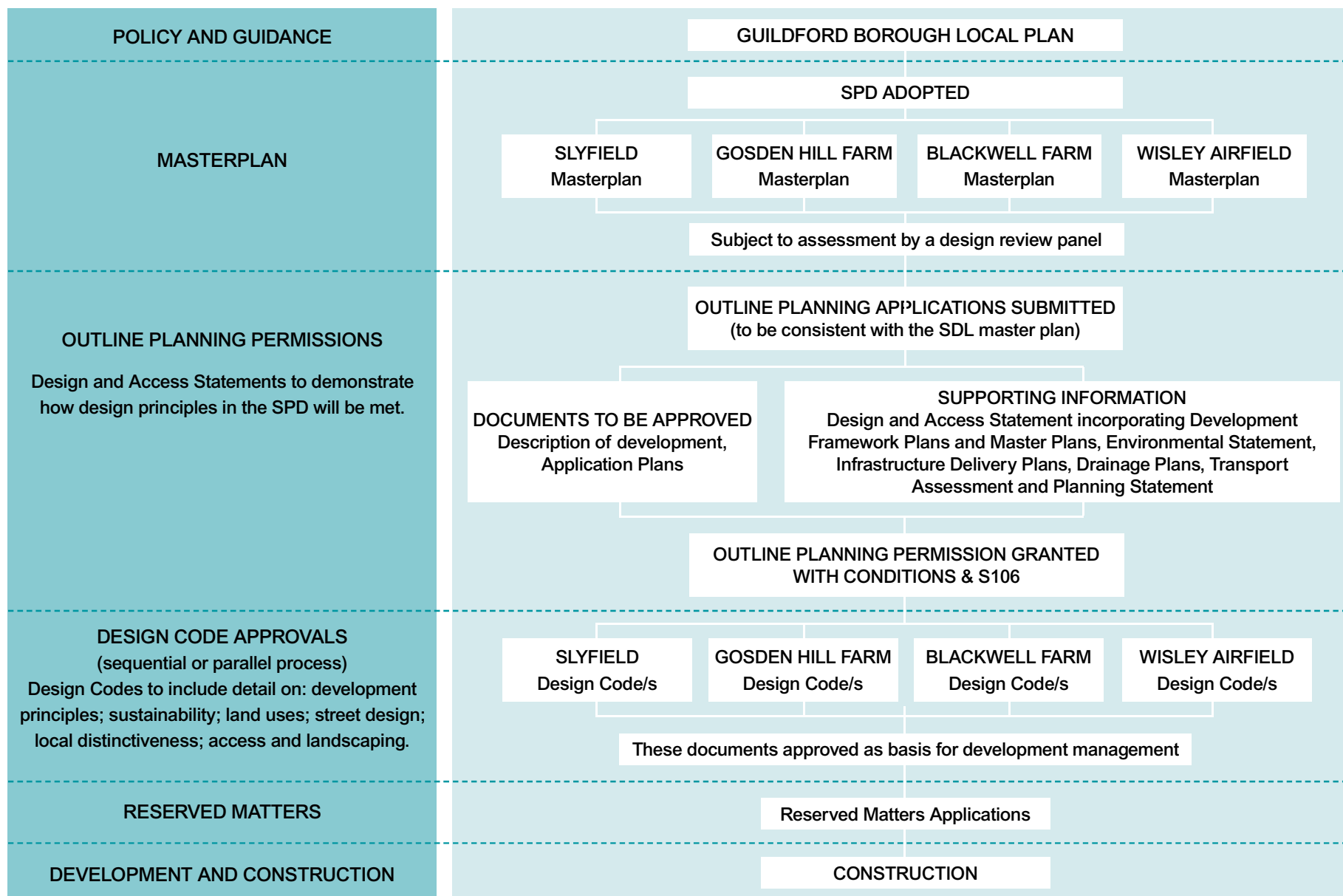


Fig 66: Anticipated Planning and Design Process

Design Codes

- 9.3.7 It will be necessary for design codes to be submitted and approved following outline stage and prior to submission of Reserved Matters. Reserved Matters will need to be in accordance with the approved design codes.
- 9.3.8 Design codes set out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles of this SPD, site master plans and subsequent approved principles set out in the Design and Access Statements.
- 9.3.9 Design codes will help to deliver the highest feasible and viable design standards and provide certainty and clarity to developers and other stakeholders about the form of development expected at the detailed stage. The codes can be prepared in relation to different areas or phases; or alternatively as strategic design codes to coordinate the quality of the green and grey infrastructure across sites. The type and number of design codes will be determined in partnership with the developers depending on site specific circumstances.

- 9.3.10 The content of the design codes should also be prepared in partnership with Guildford Borough Council as local planning authority, services providers and other stakeholders. The design codes should prescribe design, including the following matters where relevant:
- primary, secondary and tertiary streets;
 - edges, gateways and corners;
 - local and neighbourhood centres including community buildings and facilities;
 - public spaces;
 - layout and block sizes;
 - built form, character and materials;
 - appropriate parking solutions;
 - building heights and set-backs;
 - green open spaces including formal sports, informal areas, play space and allotments;
 - tree and shrub species to be used; and
 - hard and soft landscape materials.
- 9.3.11 Greater flexibility should be applied to building style within the guiding principles of ensuring distinctiveness, character and high-quality.

9.4 Planning Conditions

- 9.4.1 As part of the planning application process, draft planning conditions that are required to mitigate the impacts of otherwise unacceptable development will be prepared by the Council. This will be done in consultation with Surrey County Council, and other statutory consultees, for discussion with the applicants. Conditions should be in accordance with the national planning policies (paragraphs 54 and 55 of the NPPF in particular) or subsequent replacement advice. They should be necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.
- 9.4.2 Due to the scale of the strategic sites, applications should be carefully considered in terms of protecting the amenities of existing residents, and with regards to proposed environment mitigation, and conditions imposed as necessary.

9.5 Planning and infrastructure delivery

Planning obligations

- 9.5.1 Legal agreements under Section 106 of the Town and Country Planning Act 1990 (as amended) will be negotiated between the Council and applicants prior to the granting of planning permission to ensure appropriate delivery of key infrastructure and facilities and long term management of infrastructure and public spaces. Section 106 Agreements will be negotiated in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010 so that they are necessary to make development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. Draft Heads of Terms should be submitted with Outline (and full) planning applications to inform negotiations. Legal Agreements under Section 278 of the Highway Act 1980 will also be sought by Surrey County Council to ensure any highways works being undertaken by developers are carried out to their satisfaction.
- 9.5.2 It is not the purpose of this document to prescribe the precise infrastructure requirements or timing for each of the strategic sites. Infrastructure requirements are as are set out in the Local Plan (especially specific site allocation policies and policies

ID1-4) and the Council's Infrastructure Delivery Plan, including the infrastructure schedule. The infrastructure schedule should be regarded as a 'living document' that will be reviewed and modified as required throughout the plan period as further information becomes available. Further detail regarding planning obligations and infrastructure delivery is included in the Council's Planning Contributions Supplementary Planning Document (2017), as may be updated from time to time, together with any other relevant SPDs.

- 9.5.3 The Council will expect applicants to include in their planning application documents details of the nature, scale and timing of proposed infrastructure to be delivered or contributions towards infrastructure. The Council will work with applicants to define and refine Draft Heads of Terms, which should include proposed triggers, prior to Planning Committee meetings.

Shared infrastructure delivery

- 9.5.4 Where strategic sites are being brought forward by more than one developer or landowner, the Council will encourage the different developers / landowners to cooperate over the delivery of shared infrastructure items. In circumstances where shared infrastructure is to be delivered by one developer / landowner, the other relevant developers / landowners will

be expected to contribute proportionally (on a pro-rata basis) towards the cost of the infrastructure item.

Infrastructure works-in-kind and provision of land

- 9.5.5 In relation to some items of infrastructure, the Council will be open to discussing the possibility of the developer constructing all or part of them and paying a reduced section 106 contribution towards that item of infrastructure, as appropriate. Such discussions will be subject to the developer agreeing appropriate fall-back provisions to ensure the delivery of infrastructure when it is needed. The decision on whether to accept infrastructure works in-kind shall be at the Council's discretion, bearing in mind all relevant circumstances.
- 9.5.6 In relation to land required for the relevant item of infrastructure to be built on, in some cases the Council may expect a developer/ landowner to provide and / or transfer such land at nil cost to the Council, recognising that the delivery of that item of infrastructure 'unlocks' value in the remainder of the land parcel held by that developer/landowner. In other cases (and where the Council has not acquired the land from the developer/ landowner at market value) the Council may be willing to offset part or all the value of the land provided against the section 106 contribution ordinarily required.

Forward-funding and retrospective contributions to infrastructure

- 9.5.7 Early delivery of certain items of infrastructure may be beneficial or necessary in order to enable or encourage development.
- 9.5.8 In appropriate cases the Council may decide to forward-fund and bring forward delivery of those items of infrastructure which are to be wholly or partly funded through section 106 contributions, before all of those section 106 contributions have been paid and/or secured via section 106 obligations.
- 9.5.9 However, the Council must be able to recoup such forward-funding when planning applications for development which will be enabled by and/or benefit from such infrastructure do come forward. Therefore the Council will seek retrospective section 106 contributions, at the appropriate contribution rate, in relation to such planning applications, even if they are not made until after the relevant item of infrastructure has been fully completed and/or fully (or partially) funded. As the final costs of the relevant item of infrastructure may not be known at the time a section 106 agreement requiring a contribution towards that infrastructure is entered into, every section 106 agreement will, where appropriate, contain a mechanism

for review once the relevant item of infrastructure (or, if more than one, all such items) has been fully paid for and constructed so as to secure payment of additional contributions to cover the costs of the infrastructure.

9.6 Utilities Infrastructure and Digital Connectivity

- 9.6.1 Developers will be expected to consider the capacity of existing utilities supply and networks and any implications for the phasing of development. This should include electricity, gas, water supply, foul drainage and telecommunications. Details should be included in the Infrastructure Delivery Statements submitted with planning applications.
- 9.6.2 National Planning Policy considers advanced, high quality and reliable communications to be essential for economic growth and social wellbeing (NPPF Paragraph 112). The importance of digital connectivity is also supported in the Local Plan and the policy supports the provision of necessary infrastructure (Policy ID1). The strategic sites present an opportunity for a ‘future-proof solution’ known as Fibre to the Premises (FTTP). FTTP is considered next generation Access (NGA) technology and will avoid the need for retrofitting developments in the future

and ensure the strategic sites are attractive places for businesses to locate and residents to live.

- 9.6.3 The strategic site developments should enable Fibre to the Premises (FTTP) to all residential and employment buildings. Where it can be shown it is not practical, other technologies should be provided to achieve Broadband speeds in excess of 24Mbps. Details on the proposed approach to digital connectivity should be included in the Infrastructure Delivery Statements submitted with planning applications.

9.7 Strategic phasing principles

9.7.1 The strategic sites will deliver housing and other development needs over the plan period (up to 2034) and beyond. It is critical that development and infrastructure are delivered in tandem and in the right location to ensure a high quality and sustainable community is established. As already stated, piecemeal and ad hoc planning applications which fail to deliver coherent and integrated strategic infrastructure will be resisted.

9.7.2 Developers will be expected to submit a phasing strategy and phasing plans which should be in accordance with the following strategic phasing principles:

- establish key public transport and active travel routes at an early stage;
- begin development on parcels where integration with surrounding areas or existing infrastructure can be maximised;
- ensure each development phase can contribute to wider infrastructure but avoid later phases becoming unviable;
- develop outwards with integrated neighbourhoods and avoid isolated pockets of residential development;
- where a local centre or public transport hub has been established, concentrate residential development in close proximity to encourage walking and public transport use;
- establish key community facilities and onsite green infrastructure on a phased basis to meet a growing population; and
- establish early years and primary school provision at an early stage and on a phased basis to meet a growing population.



9.8 Management, maintenance and governance

- 9.8.1 How well a place is managed and maintained is critical for sustaining high quality streets, spaces and buildings and for embedding the social component of sustainable development.
- 9.8.2 Different types of open space and infrastructure are likely to be adopted, managed and maintained by different private and public bodies and at different stages of development. Table 16 summarises the likely diversity of management bodies that can occur for a strategic site.

Sustainable drainage features	Various – Private or adopted by Lead Local Flood Authority or Highways Authorities
Highway land including green verges, footpaths and cycle ways	If adopted, Surrey County Council
Railway stations	Network Rail
Park and Ride sites	Surrey County Council
Accessible open spaces	Private (via management company), trust or Parish Council
Schools	Academy Trust or Free School
Suitable Alternative Green Spaces (SANGs)	Guildford Council, other organisations or private
Community buildings	Private, Parish Councils or Guildford Council
Health care buildings	Private and/or NHS Estates

Table 16: Examples of different management responsibilities

- 9.8.3 The likely management, maintenance and governance arrangements for the sites should be considered at an early stage.
- 9.8.4 Infrastructure to be adopted by authorities must be built to appropriate standards and with sufficient funding from the developer to cover maintenance and other costs.
- 9.8.5 Developers of the strategic sites should consider setting up overarching management and maintenance coordination bodies in partnership with key management organisations, new and existing residents and/ or Parish Councils. Longer term, the transfer of assets to the community or other organisations representing the communities will be encouraged.
- 9.8.6 A Management and Governance Strategy should be included with Outline Planning Applications which sets out the proposed arrangements to manage the site and in particular public spaces and community buildings, with reference to how quality will be maintained. It should cover both the short-term interim arrangements, the longer-term options that are to be sought and the proposed approach mechanisms to ensure a transition will occur in a successful way.





An aerial photograph of a city, showing a dense network of streets and buildings. A dark, semi-transparent rectangular box is overlaid on the right side of the image, containing the title text. The text is white and centered within the box. The background image is in grayscale.

APPENDIX A Requirements for Outline Planning Applications

Appendix A: Requirements for Outline Planning Applications

The following list should be used as a starting point for the information requirements of the strategic sites outline planning applications. It does not apply to smaller or detailed applications where reference should be made to the national requirements (as set out in National Planning Practice Guidance; para 022 ref ID: 14-022-20140306) and Local Validation List. This list is also not exhaustive and further requirements may be identified through pre-application discussions and through the scoping of environmental assessments.

Main Requirements for Strategic Sites Outline Planning Applications	
Application form, certificates and requisite fee	
Site Plan (Red Line Plan)	
Parameter Plans/s	
Design and Access Statement	
Affordable Housing Statement	
Environmental Statement	Likely to include assessments of: <ul style="list-style-type: none"> • Socio economics • Landscape, visual impact and arboriculture • Ecology and biodiversity • Flood risk and hydrology • Cultural Heritage • Transport • Air Quality • Noise • Ground conditions and soils
Flood Risk Assessment	
Surface Water Drainage Strategy	
Heritage Statement	
Green Infrastructure Strategy	
Framework Habitat Regulations Assessment	
Sustainability Statement	
Energy Statement	
Infrastructure Delivery Statement (including Section 106 – draft Heads of Terms)	
Planning Statement	
Retail Impact Assessment (where town centre developments are proposed)	
Statement of Community Involvement	
Transport Assessment	
Framework Travel Plan	
Health Impact Assessment	
Management and Governance Strategy	



APPENDIX B Local Plan Policy

POLICY A31: Land to the south and east of Ash and Tongham

Allocation **This is a strategic location for development.**
The site is allocated for approximately 1,750 homes, including some self-build and custom house building plots (C3)

Requirements

(1)	Appropriate financial contributions to enable expansion of Ash Manor Secondary School by additional 1FE
(2)	Appropriate financial contributions towards expansion of existing GP provision in the area or land and a new building for a new GPs surgery
(3)	Ensure that sufficient capacity is available within Ash Vale wastewater treatment works to accept wastewater from this development within its permitted limits
(4)	Appropriate surface water flooding mitigation measures, with specific regard to the Ash Surface Water Study
(5)	Where likely to produce positive outcomes, and it is reasonable to do so, work with landowners of nearby development sites to help reduce surface water flooding in the local area
(6)	Development proposals in the vicinity of Ash Green to have recognition of the historic location of Ash Green village. The properties along Ash Green Road form part of Ash Green village. Proposals for the land west of this road must respect the historical context of this area by preventing the coalescence of Ash, Tongham and Ash Green. Any development as a whole will not be of a size and scale that would detract from the character of the rural landscape. This must include the provision of a green buffer that maintains separation between any proposed new development and the properties fronting onto Ash Green Road. This will also help soften the edges of the strategic development location and provide a transition between the built up area and the countryside beyond
(7)	Sensitive design at site boundaries that has regard to the transition from urban to rural
(8)	Sensitive design at site boundaries with the adjacent complex of listed buildings at Ash Manor. Views to and from this heritage asset, including their approach from White Lane, must be protected
(9)	Land and provision of a new road bridge which will form part of the A323 Guildford Road, with an associated footbridge, to enable the closure of the level crossing on the A323 Guildford Road, adjacent to Ash railway station
(10)	Proposed road layout or layouts to provide connections between both the individual development sites within this site allocation and between Ash Lodge Drive and Foreman Road, providing a through road connection between Ash Lodge Drive and Foreman Road, in order to maximise accessibility and to help alleviate congestion on the A323 corridor
(11)	The loss of greenfield requires provision of sufficient integrated green infrastructure to enable connectivity of spaces and habitats between land parcels within this site, and to outside of this site
(12)	Green buffer to minimise potential noise and air quality issues adjacent to the A31 and A331

POLICY A26: Blackwell Farm, Hogs Back, Guildford**Allocation This is a residential led mixed use development, allocated for:**

(1)	Approximately 1,800 homes of which a minimum of 1,500 homes (C3) will be delivered within the plan period, including some specialist and self-build plots and
(2)	6 Gypsy and Traveller pitches and
(3)	Approximately 35,000 sq m of employment (B1) on a 10-11 ha extension to the Surrey Research Park of which a minimum of 30,000 sq m will be delivered within the plan period and
(4)	Approximately 500 sq m of comparison retail (A1) in a new Local Centre and
(5)	Approximately 660 sq m of convenience retail (A1) in a new Local Centre and
(6)	Approximately 550 sq m services in a new Local Centre (A2 –A5) and
(7)	Approximately 500 sq m of community uses in a new Local Centre (D1) and
(8)	A primary school (D1) (two form entry) and
(9)	A secondary school (D1) (up to six form entry, of which two forms are needed for the housing on the site, and the remainder for the wider area) and
(10)	That part of the site south of land parcel H2 as identified in the Green Belt and Countryside Study is allocated solely for access and the junction with the A31 Farnham Road

Requirements – Transport Strategy

(1)	Vehicular access to the site allocation will be via the existing or a realigned junction of the A31 (see Policy A27), and from the site to Egerton Road, preferably via Gill Avenue
(2)	A through vehicular link which will be controlled is required via the above accesses between the A31 Farnham Road and Egerton Road to provide a new route for employees and emergency services to the Surrey Research Park, the University of Surrey's Manor Park campus and the Royal Surrey County Hospital, as well as a choice of vehicular access for the new residents/occupiers. This will reduce impact on the A31/A3 junction, in advance of the delivery of Highways England's A3 Guildford scheme
(3)	The provision of the western route section of the Sustainable Movement Corridor on-site, and a necessary and proportionate contribution to delivering the western route section off-site, having regard to the Sustainable Movement Corridor Supplementary Planning Document
(4)	The provision of extended and/or new bus services to serve the site and which will also serve the western suburbs of Guildford and the town centre
(5)	Permeability for pedestrians and cyclists into and from the development
(6)	Necessary and proportionate contribution towards the provision of the Guildford West (Park Barn) railway station
(7)	Other off-site highway works to mitigate the impacts of the development

Requirements - Other Infrastructure

(8)	When determining planning application(s), and attaching appropriate conditions and obligations to planning permission(s), regard will be had to the delivery and timing of delivery of the key infrastructure requirements on which the delivery of the plan depends, set out in the Infrastructure Schedule in the latest Infrastructure Delivery Plan, or otherwise alternative interventions which provide comparable mitigation
(9)	Other supporting infrastructure must be provided on the site, including a local retail centre including a GPs surgery and community building, open space (not associated with education provision) including playgrounds and allotments; and a two-form entry primary school to serve the development
(10)	Secondary educational need will be re-assessed at the time a planning application is determined at which time any recent new secondary school provision will be taken into account. The associated off site playing fields must be dual use and secured through the planning application process. The location of a secondary school should be carefully considered so as to ensure convenient access via public transport and from the urban area of Guildford,
(11)	Green corridors and linkages to habitats outside of the site, and the adjoining SNCI
(12)	Minimise surface water flood risk through appropriate mitigation, to ensure that run-off from the site is no greater than run-off rates from the site before development
(13)	Bespoke SANG to avoid adverse effects on the integrity of the SPA (See the IDP for further information)

Requirements - Traveller Pitches

(14)	The pitches will be public (tenure) forming part of the affordable housing contribution (1 pitch equates to 1 affordable home)
(15)	Once completed, the pitches will be provided to the registered provider, for the Local Authority to allocate the occupancy and manage
(16)	Traveller pitches should reflect modern Traveller lifestyles. They should be serviced pitches, providing hard standing, garden and connections for drainage, electricity and water. Service meters should be provided. Utility blocks are not required
(17)	Traveller pitches should not be isolated, and should be reasonably integrated with other residential development, with services and facilities accessible, helping to create sustainable, mixed and inclusive communities for all
(18)	The pitches should not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community
(19)	Within the area set aside to provide pitches, bricks and mortar housing, or any buildings capable of being converted to bricks and mortar housing, is not appropriate and will be resisted
(20)	Delivery to be phased alongside delivery of new homes (C3), with two Traveller pitches completed per 500 homes (C3) completed

POLICY A26: Blackwell Farm, Hogs Back, Guildford**Allocation This is a residential led mixed use development, allocated for:**

(1)	Approximately 1,800 homes of which a minimum of 1,500 homes (C3) will be delivered within the plan period, including some specialist and self-build plots and
(2)	6 Gypsy and Traveller pitches and
(3)	Approximately 35,000 sq m of employment (B1) on a 10-11 ha extension to the Surrey Research Park of which a minimum of 30,000 sq m will be delivered within the plan period and
(4)	Approximately 500 sq m of comparison retail (A1) in a new Local Centre and
(5)	Approximately 660 sq m of convenience retail (A1) in a new Local Centre and
(6)	Approximately 550 sq m services in a new Local Centre (A2 –A5) and
(7)	Approximately 500 sq m of community uses in a new Local Centre (D1) and
(8)	A primary school (D1) (two form entry) and
(9)	A secondary school (D1) (up to six form entry, of which two forms are needed for the housing on the site, and the remainder for the wider area) and
(10)	That part of the site south of land parcel H2 as identified in the Green Belt and Countryside Study is allocated solely for access and the junction with the A31 Farnham Road

Requirements - Transport Strategy

(1)	Vehicular access to the site allocation will be via the existing or a realigned junction of the A31 (see Policy A27), and from the site to Egerton Road, preferably via Gill Avenue
(2)	A through vehicular link which will be controlled is required via the above accesses between the A31 Farnham Road and Egerton Road to provide a new route for employees and emergency services to the Surrey Research Park, the University of Surrey's Manor Park campus and the Royal Surrey County Hospital, as well as a choice of vehicular access for the new residents/occupiers. This will reduce impact on the A31/A3 junction, in advance of the delivery of Highways England's A3 Guildford scheme
(3)	The provision of the western route section of the Sustainable Movement Corridor on-site, and a necessary and proportionate contribution to delivering the western route section off-site, having regard to the Sustainable Movement Corridor Supplementary Planning Document
(4)	The provision of extended and/or new bus services to serve the site and which will also serve the western suburbs of Guildford and the town centre
(5)	Permeability for pedestrians and cyclists into and from the development
(6)	Necessary and proportionate contribution towards the provision of the Guildford West (Park Barn) railway station
(7)	Other off-site highway works to mitigate the impacts of the development

Requirements - Other Infrastructure

(8)	When determining planning application(s), and attaching appropriate conditions and obligations to planning permission(s), regard will be had to the delivery and timing of delivery of the key infrastructure requirements on which the delivery of the plan depends, set out in the Infrastructure. Schedule in the latest Infrastructure Delivery Plan, or otherwise alternative interventions which provide comparable mitigation
(9)	Other supporting infrastructure must be provided on the site, including a local retail centre including a GPs surgery and community building, open space (not associated with education provision) including playgrounds and allotments; and a two-form entry primary school to serve the development
(10)	Secondary educational need will be re-assessed at the time a planning application is determined at which time any recent new secondary school provision will be taken into account. The associated off site playing fields must be dual use and secured through the planning application process. The location of a secondary school should be carefully considered so as to ensure convenient access via public transport and from the urban area of Guildford,
(11)	Green corridors and linkages to habitats outside of the site, and the adjoining SNCI
(12)	Minimise surface water flood risk through appropriate mitigation, to ensure that run-off from the site is no greater than run-off rates from the site before development
(13)	Bespoke SANG to avoid adverse effects on the integrity of the SPA (See the IDP for further information)

Requirements - Traveller Pitches

(14)	The pitches will be public (tenure) forming part of the affordable housing contribution (1 pitch equates to 1 affordable home)
(15)	Once completed, the pitches will be provided to the registered provider, for the Local Authority to allocate the occupancy and manage
(16)	Traveller pitches should reflect modern Traveller lifestyles. They should be serviced pitches, providing hard standing, garden and connections for drainage, electricity and water. Service meters should be provided. Utility blocks are not required
(17)	Traveller pitches should not be isolated, and should be reasonably integrated with other residential development, with services and facilities accessible, helping to create sustainable, mixed and inclusive communities for all
(18)	The pitches should not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community
(19)	Within the area set aside to provide pitches, bricks and mortar housing, or any buildings capable of being converted to bricks and mortar housing, is not appropriate and will be resisted
(20)	Delivery to be phased alongside delivery of new homes (C3), with two Traveller pitches completed per 500 homes (C3) completed

Requirements - Other Issues

(22)	Both the existing Surrey Research Park and the new extension will be together treated as an Office and Research & Development Strategic Employment Site
(23)	Sensitive design at site boundaries that has significant regard to the transition from urban to greenfield
(24)	Create unique places that combine the highest standards of good urban design with well designed streets and spaces
(25)	Incorporate high quality architecture that responds to the unique context of the site
(26)	Create a sustainable urban extension with bus, cycle and pedestrian links into the adjoining urban area, and the town centre

Opportunities

(1)	Reduce the risk of flooding elsewhere as far as practicable
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Description

	Location	Guildford Urban area
	Ward	Shalford and Worplesdon
	Ownership	Private
	Area (size)	86 ha
	Existing use	Farmland
	LAA reference	Site 311

Key considerations

(1)	AONB
(2)	AGLV
(3)	Ancient woodland
(4)	Access
(5)	Surface water flood risk
(6)	Principal Aquifer
(7)	Policy E4: Surrey Research Park
(8)	Potential air quality issues

POLICY A25: Gosden Hill Farm, Merrow Lane, Guildford**Allocation This is a residential led mixed use development, allocated for:**

(1)	Approximately 1,800 homes of which a minimum of 1,700 homes (C3) will be delivered within the plan period, including some specialist housing and self-build plots and
(2)	6 Gypsy and Traveller pitches and
(3)	Approximately 10,000 sq m of employment floorspace (B1a/b) and
(4)	Approximately 500 sq m of comparison retail (A1) in a new Local Centre and
(5)	Approximately 600 sq m of convenience retail (A1) in a new Local Centre and
(6)	Approximately 550 sq m services in a new Local Centre (A2 –A5) and
(7)	Approximately 500 sq m of community uses in a new Local Centre (D1) and
(8)	A primary school (D1) (two form entry) and
(9)	A secondary school (D1) (four form entry, of which two forms are needed for the housing on the site, and the remainder for the wider area)

Requirements - Transport Strategy

(1)	An improved junction on the A3 comprising the relocated A3 southbound off-slip, a new A3 southbound on-slip and connection via a new roundabout to the A3100, with associated infrastructure on the A3100 corridor within Burpham
(2)	Deliberative process of consideration to be undertaken as part of the development management process of the potential opportunity to provide an all movements junction of the A3 trunk road with the A3100 London Road, the B2215 London Road and the A247 Clandon Road. Land could potentially be required to be safeguarded for the provision of a connector road to the B2215 London Road/A247 Clandon Road
(3)	Land and park and ride facility of a sufficient scale as required by projected demand and in order to operate without public subsidy in perpetuity
(4)	The provision of the eastern route section of the Sustainable Movement Corridor on-site, and a necessary and proportionate contribution to delivering the eastern route section off-site, having regard to the Sustainable Movement Corridor Supplementary Planning Document
(5)	The provision of extended and/or new bus services to serve the site and which will also serve the eastern suburbs of Guildford and the town centre
(6)	Permeability for pedestrians and cyclists into and from the development
(7)	Land made available for Guildford East (Merrow) railway station, and necessary and proportionate contribution towards the provision of the station
(8)	Other off-site highway works to mitigate the impacts of the development

Requirements - Other Infrastructure

(9)	When determining planning application(s), and attaching appropriate conditions and obligations to planning permission(s), regard will be had to the delivery and timing of delivery of the key infrastructure requirements on which the delivery of the plan depends, set out in the Infrastructure. Schedule in the latest Infrastructure Delivery Plan, or otherwise alternative interventions which provide comparable mitigation
(10)	Other supporting infrastructure must be provided on the site, including a local retail centre including a GPs surgery and community building; early years provision; open space (not associated with education provision) including playgrounds and allotments; and a two-form entry primary school to serve the development
(11)	Secondary educational need will be re-assessed at the time a planning application is determined at which time any recent new secondary school provision will be taken into account. The associated off site playing fields must be dual use and secured through the planning application process. The location of a secondary school should be carefully considered so as to ensure convenient access from the proposed Park and Ride / public transport.
(12)	Bespoke SANG to avoid adverse effects on the integrity of the SPA (See the IDP for further information)
(13)	Green corridors and linkages to habitats outside of the site, and the adjoining SNCI
(14)	Minimise surface water flood risk through appropriate mitigation, to ensure that run-off from the site is no greater than run-off rates from the site before development

Requirements - Traveller Pitches

(15)	The pitches will be public (tenure) forming part of the affordable housing contribution (1 pitch equates to 1 affordable home)
(16)	Once completed, the pitches will be provided to the registered provider, for the Local Authority to allocate the occupancy and manage
(17)	Traveller pitches should reflect modern Traveller lifestyles. They should be serviced pitches, providing hard standing, garden and connections for drainage, electricity and water. Service meters should be provided. Utility blocks are not required
(18)	Traveller pitches should not be isolated, and should be reasonably integrated with other residential development, with services and facilities accessible, helping to create sustainable, mixed and inclusive communities for all
(19)	The pitches should not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community
(20)	Within the area set aside to provide pitches, bricks and mortar housing, or any buildings capable of being converted to bricks and mortar housing, is not appropriate and will be resisted
(21)	Delivery to be phased alongside delivery of new homes (C3), with two Traveller pitches completed per 500 homes (C3) completed

Requirements - Other Issues

(22)	The employment floorspace (B1a/b) to be split over two parts of the site. When developed the new employment area on the north side of the site is expected to deliver a new HQ building of around 7,000 sq m and will be treated as an Office and Research & Development Strategic Employment Site. Employment on the remainder of the site is likely to be delivered as part of the new local centre
(23)	Sensitive design at site boundaries that has significant regard to the transition from urban to greenfield
(24)	In order to ensure that sufficient separation is maintained between the site and Send Marsh, part of the site adjacent to the A3, will need to remain open as a green buffer
(25)	Increased landscaped buffer/strategic planting with frontage development set back from the A3 with significant additional measures to mitigate the visual impact of development in this location
(26)	Create unique places that combine the highest standards of good urban design with well-designed streets and spaces
(27)	Incorporate high quality architecture that responds to the unique context of the site
(28)	Create a sustainable urban extension with bus, cycle and pedestrian links into the adjoining urban area, and the town centre

Opportunities

(1)	Potential to provide a through route within the site to divert the B2234 to form a more direct link to the A3 at the improved junction
(2)	Reduce the risk of flooding elsewhere as far as practicable
(3)	Provide land on-site which would form part of the future route of a connector road to the B2215 London Road/A247 Clandon Road, and so realise an all movements junction of the A3 trunk road with the A3100 London Road, the B2215 London Road and the A247 Clandon Road

Description

Location	Guildford Urban area
Ward	Burpham and Clandon and Horsley
Ownership	Private
Area (size)	89 ha
Existing use	Farmland
LAA reference	Site 46

Key considerations

(1)	A Tree Preservation Order covers the site
(2)	A small Area of Ancient Woodland towards the central part of the site
(3)	Borders a Site of Nature Conservation Importance (SNCI) to the east of the site
(4)	Burpham Neighbourhood plan
(5)	Potential air quality issues

POLICY A24: Slyfield Area Regeneration Project, Guildford**Allocation This is a mixed use redevelopment site, allocated for:**

(1)	Approximately 1,500 homes of which 1,000 homes (C3) will be delivered within the plan period and
(2)	6 Gypsy and Traveller pitches and
(3)	Approximately 6,500 sq m Light industrial (B1c) / Trade counters (B8) and
(4)	New council waste management depot (relocated on site) and
(5)	New or enhanced waste management facilities (including a waste transfer station and a community recycling centre) and
(6)	New sewage treatment works and
(7)	Community facilities (D1)

Requirements - Transport Strategy

(1)	Other off-site highway works to mitigate the impacts of the development
(2)	The provision of the northern route section of the Sustainable Movement Corridor on-site, and a necessary and proportionate contribution to delivering the northern route section off-site, having regard to the Sustainable Movement Corridor Supplementary Planning Document

Requirements - Other Infrastructure

(3)	When determining planning application(s), and attaching appropriate conditions and obligations to planning permission(s), regard will be had to the delivery and timing of delivery of the key infrastructure requirements on which the delivery of the plan depends, set out in the Infrastructure. Schedule in the latest Infrastructure Delivery Plan, or otherwise alternative interventions which provide comparable mitigation
(4)	Appropriate financial contribution to enable expansion of Weyfield Primary Academy by additional 1FE – 2FE
(5)	Achieve flood risk betterment, appropriate mitigation and flood risk management, and have regard to the recommendations of the Level 2 SFRA
(6)	Sensitive design at site boundaries that has significant regard to the transition from urban to Green Belt, particularly with regards to the open fields between Clay Lane and the site, and the visual setting of the Navigations and the River Wey Conservation Area
(7)	Green corridors and linkages to habitats outside of the site, given the site's proximity to greenfield, natural floodplain and SNCI

Requirements - Traveller Pitches

(8)	The pitches will be public (tenure) forming part of the affordable housing contribution (1 pitch equates to 1 affordable home)
(9)	Once completed, the pitches will be provided to the registered provider, for the Local Authority to allocate the occupancy and manage
(10)	Traveller pitches should reflect modern Traveller lifestyles. They should be serviced pitches, providing hard standing, garden and connections for drainage, electricity and water. Service meters should be provided. Utility blocks are not required
(11)	Traveller pitches should not be isolated, and should be reasonably integrated with other residential development, with services and facilities accessible, helping to create sustainable, mixed and inclusive communities for all
(12)	The pitches should not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community
(13)	Within the area set aside to provide pitches, bricks and mortar housing, or any buildings capable of being converted to bricks and mortar housing, is not appropriate and will be resisted
(14)	Delivery to be phased alongside delivery of new homes (C3), with two Traveller pitches completed per 500 homes (C3) completed
(15)	Create unique places that combine the highest standards of good urban design with well designed streets and spaces
(16)	Incorporate high quality architecture that responds to the unique context of the site

Opportunities

(1)	Reduce flood risk on site and elsewhere
(2)	Potential to provide access to the site from A320 Woking Road, Bellfields Road, Slyfield Green and Woodlands Road
(3)	Potential to serve the light industrial (B1c)/trade counters from a vehicular connection to the permitted 'internal access road between Westfield Road and Moorfield Road' highway layout (Planning permission reference 16/P/01704)

Description

Location	Guildford Urban area
Ward	Stoke
Ownership	The land is owned principally by Guildford Borough Council and Thames Water with Surrey County Council having a minority interest
Area (size)	40 ha
Existing use	Sewage treatment works, former landfill site, Council depot, community hall and allotments
LAA reference	Site 245

Key considerations

(1)	The site is subject to abnormal costs
(2)	11 ha of the site is allocated for waste management purposes in the Development Plan for the area (under Policy WD2 of the SWP)
(3)	The site borders the River Wey, Local Nature Reserve, Site of Nature Conservation Importance (SNCI) and a small area of ancient woodland
(4)	Allotments
(5)	Flood Risk
(6)	Design
(7)	Green Infrastructure
(8)	Potential air quality issues
(9)	SPZ1 and historic landfill on part of site

POLICY A35: Former Wisley airfield, Ockham**Allocation This is a residential led mixed use development, allocated for:**

(1)	Approximately 2,000 homes (C3), including some specialist housing and self-build plots and
(2)	Approximately 100 sheltered/Extra Care homes (C2 use) and
(3)	8 Gypsy and Traveller pitches and
(4)	Approximately 1,800 sq m of employment floorspace (B1a) and
(5)	Approximately 2,500 sq m of employment floorspace (B2/B8) and
(6)	Approximately 500 sq m of comparison retail (A1) and
(7)	Approximately 600 sq m of convenience retail (A1) and
(8)	Approximately 550 sq m services in a new Local Centre (A2 –A5) and
(9)	Approximately 500 sq m of community uses in a new Local Centre (D1) and
(10)	A primary school (D1) (two form entry) and
(11)	A secondary school (D1) (four form entry, of which two forms are needed for the housing on the site and two for the wider area)

Requirements - Transport Strategy

(1)	Primary vehicular access to the site allocation will be via the A3 Ockham interchange
(2)	A through vehicular link is required between the A3 Ockham interchange and Old Lane
(3)	Other off-site highway works to mitigate the impacts of the development. This will include mitigation schemes to address issues:
	(a) on the A3 and M25 and at the M25 Junction 10/A3 Wisley interchange
	(b) on B2215 Ripley High Street
	(c) at the junctions of Ripley High Street with Newark Lane/Rose Lane
	(d) on rural roads surrounding the site
	(e) at junction of Old Lane with A3 on-slip (Guildford bound).
(4)	The identified mitigation to address the impacts on Ripley High Street and surrounding rural roads comprises two new slip roads at A247 Clandon Road (Burnt Common) and associated traffic management
(5)	A significant bus network to serve the site and which will also serve Effingham Junction railway station and/or Horsley railway station, Guildford and Cobham. This will to be provided and secured in perpetuity to ensure that residents and visitors have a sustainable transport option for access to the site
(6)	An off site cycle network to key destinations including Effingham Junction railway station, Horsley railway station/Station Parade, Ripley and Byfleet to be provided with improvements to a level that would be attractive and safe for the average cyclist

Requirements - Other Infrastructure

(7)	When determining planning application(s), and attaching appropriate conditions and obligations to planning permission(s), regard will be had to the delivery and timing of delivery of the key infrastructure requirements on which the delivery of the plan depends, set out in the Infrastructure. Schedule in the latest Infrastructure Delivery Plan, or otherwise alternative interventions which provide comparable mitigation
(8)	The airfield site hosts an aeronautical navigation beacon, known as the Ockham DVOR/DME. This is an integral part of the UK aeronautical infrastructure and serves a number of major airports in the South East. When considering planning application(s), engagement with the operator (NATS En Route PLC) should be sought as early as practicable in order to ensure that any impact may be assessed and so that any relevant conditions and obligations to planning permission(s) can be attached
(9)	Other supporting infrastructure must be provided on the site, including a local retail centre including a GPs surgery and community building, open space (not associated with education provision) including playgrounds and allotments; and a two-form entry primary school to serve the development
(10)	Secondary educational need will be re-assessed at the time a planning application is determined at which time any recent new secondary school provision will be taken into account. The associated playing fields must be dual use and secured through the planning application process
(11)	Every effort must be made to reduce the harm to the SNCI through appropriate avoidance and mitigation measures
(12)	Green corridors and linkages to habitats outside of the site, and the adjoining SANG
(13)	Bespoke SANG to avoid adverse effects on the integrity of the SPA (See the IDP for further information)
(14)	Appropriate mitigation for flood risk and flood risk management, and have regard to the recommendations of the Level 2 SFRA
(15)	Ensure that sufficient capacity is available within Ripley wastewater treatment works to accept wastewater from this development within its permitted limits

Requirements - Traveller Pitches

(16)	The pitches will be public (tenure) forming part of the affordable housing contribution (1 pitch equates to 1 affordable home)
(17)	Once completed, the pitches will be provided to the registered provider, for the Local Authority to allocate the occupancy and manage
(18)	Traveller pitches should reflect modern Traveller lifestyles. They should be serviced pitches, providing hard standing, garden and connections for drainage, electricity and water. Service meters should be provided. Utility blocks are not required
(19)	Traveller pitches should not be isolated, and should be reasonably integrated with other residential development, with services and facilities accessible, helping to create sustainable, mixed and inclusive communities for all
(20)	The pitches should not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community
(21)	Within the area set aside to provide pitches, bricks and mortar housing, or any buildings capable of being converted to bricks and mortar housing, is not appropriate and will be resisted
(22)	Delivery to be phased alongside delivery of new homes (C3), with two Traveller pitches completed per 500 homes (C3) completed

Requirements - Other Issues

(23)	Limit development in flood zones 2 and 3, and no increase in flood risk on site or elsewhere
(24)	Sensitive design at site boundaries that has significant regard to the transition from village to greenfield
(25)	Create unique places that combine the highest standards of good urban design with well designed streets and spaces
(26)	Incorporate high quality architecture that responds to the unique context of the site

Opportunities

(1)	Reduce the risk of flooding elsewhere as far as practicable
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Description

	Location	New settlement
	Ward	Lovelace
	Ownership	Private
	Area (size)	95.9 ha
	Existing use	Former airfield and fields
	LAA reference	Site 53 and 54

Key considerations

(1)	Partially previously developed land
(2)	Flood risk
(3)	Part of the site is designated as a Site of Nature Conservation Importance (SNCI)
(4)	Setting of listed buildings on boundary of site
(5)	Setting of Conservation Area on boundary of site and on views
(6)	Transport and access
(7)	Located within a minerals safeguarding area
(8)	16.98 ha in the north west corner of the site is allocated for waste use in Surrey Waste Plan 2008, and has an existing planning permission for an in vessel composter with associated highways and other improvements, although the Plan recognises that not all of this area would be needed
(9)	Potential noise and air quality issues



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Appendix 2
GBC Statement of Five Year Housing Land Supply (April
2019 – March 2024) (November 2019)

Five Year Housing Land Supply

1 April 2019 - 31 March 2024

Guildford Borough Council

2019

Introduction

1. In accordance with paragraph 74 of the NPPF, a five-year supply of deliverable housing sites, with the appropriate buffer, can be demonstrated where it has been established in a recently adopted plan. The Council adopted the Local Plan: strategy and sites (LPSS) on 25 April 2019. The accompanying Inspector's Report concluded that the Council could demonstrate a five-year land supply of 5.93 years at adoption. However as clarified in footnote 38, a plan adopted between 1 November and 30 April will only be considered recently adopted until 31 October in the same year. The Council therefore needs to update its land supply position as at 1 April 2019.

Calculating the five-year requirement

2. Paragraph 73 of the NPPF states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies. As established in the recently adopted LPSS, the Council's annual housing requirement is 562 dwellings per annum (2015 – 2034).
3. In addition to the annual housing requirement, it is necessary to address the deficit of homes since the start of the plan period. Given the step change in housing requirement compared to past delivery rates which have been constrained by Green Belt policy, the accrued backlog of homes since the beginning of the plan period (2015) is significant. National Planning Practice Guidance states that "*the level of deficit or shortfall will need to be calculated from the base date of the adopted plan and should be added to the plan requirements for the next 5 year period (the Sedgefield approach), then the appropriate buffer should be applied. If a strategic policy-making authority wishes to deal with past under delivery over a longer period, then a case may be made as part of the plan-making and examination process rather than on a case by case basis on appeal.*" (Reference ID: 68-031-20190722)
4. Given the scale of deficit at adoption together with the lead-in time for strategic sites, the Council demonstrated that the alternative approach to addressing the deficit, namely the Liverpool approach, is justified. This is set out in the Inspector's Report (paragraph 45). The Liverpool approach seeks to meet the accrued deficit over the remaining plan period rather than the first five years.
5. The NPPF requires that the supply of specific deliverable sites should additionally include an appropriate buffer (moved forward from later in the plan period). Where the Housing Delivery Test (HDT) indicates that delivery was below 85% of the housing requirement, a 20% buffer should be included. The intention is that the buffer will improve the prospect of achieving the planned supply. Guildford's currently published HDT 2018 measurement is 75% and the 20% buffer is therefore applicable. It should be noted that the 20% buffer is applied to both the housing requirement and deficit contribution.

The five-year housing land supply

6. Section 4 and Appendix 2 of the [LAA 2019](#) sets out the components of housing supply that are anticipated to be delivered within the first five-year period (namely sites assessed as being 'deliverable'). This is a mixture of planning permissions and sites identified in the LAA. The table below provides a breakdown of how the five-year housing supply has been calculated.

A		Housing requirement (2015 - 2034)	10,678
B	A/19	Annual requirement	562
C	B*4	Completions required (1 April 2015 - 31 March 2019)	2,248
D		Completions delivered (1 April 2015 - 31 March 2019)	1,331
E	C-D	Accrued deficit (1 April 2015 - 31 March 2019)	917
F	E/15	Deficit annualised over the remaining plan period (Liverpool approach)	61
G	B+F	Annual housing requirement taking account of deficit	623
H	G*5	Housing requirement (1 April 2019 - 31 March 2024)	3,116
I	H*1.2	Plus 20% buffer due to significant under delivery	3,739
J		Housing supply (1 April 2019 - 31 March 2024)	5,113
K	J/I*5	Five-year housing land supply	6.84

Table 1: Five-year housing land supply position 1 April 2019 - 31 March 2024

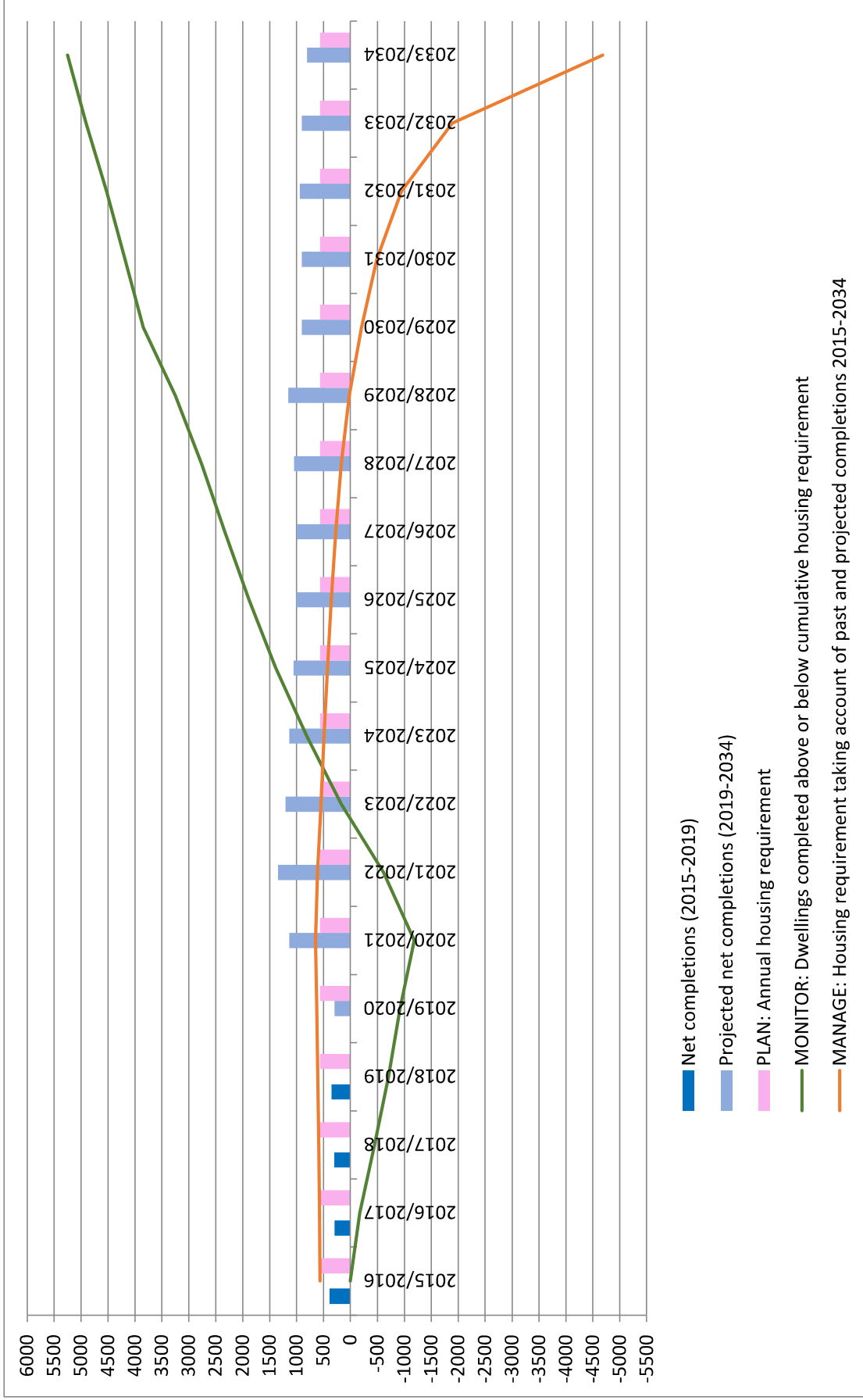
7. The Housing Trajectory and accompanying graph are set out below. Information regarding how sites have been phased in the housing trajectory is set out in more detail in the LAA 2019, Appendix 7.

Housing Trajectory

Category	Pre-adoption					1 - 5 YEARS					6 - 10 YEARS					11 - 15 YEARS					Total
	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034		
Completions	387	294	299	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1331	
C3 Outstanding capacity (Commenced)	0	0	0	0	289	273	87	87	86	0	0	0	0	0	0	0	0	0	0	0	822
C3 Outstanding capacity (Approved) - detailed permissions	0	0	0	0	0	252	427	375	275	0	0	0	0	0	17	18	18	18	18	1418	
C3 Outstanding capacity (Approved) - outline permissions	0	0	0	0	4	83	95	60	60	146	120	85	85	83	0	0	0	0	0	821	
Student Accommodation and Care Homes (C3 equivalent) - detailed permissions	0	0	0	0	0	308	114	76	76	0	0	0	0	0	0	0	0	0	0	574	
LAA sites																					
Student and other communal accommodation (C3 equivalent)	0	0	0	0	0	83	264	94	94	0	0	0	0	56	0	0	36	0	0	439	
Windfall	0	0	0	0	0	0	47	94	94	94	94	94	94	94	94	94	94	94	94	1175	
Rural exception sites	0	0	0	0	0	0	6	6	6	6	6	6	6	6	6	6	6	6	6	78	
Guildford Town Centre	0	0	0	0	0	0	0	0	156	156	156	157	157	157	15	15	15	15	15	857	
Guildford urban area (excluding SARP and urban extensions)	0	0	0	0	0	0	0	0	53	17	17	17	17	17	16	16	16	17	17	280	
Ash and Tongham urban area (excluding urban extension)	0	0	0	0	0	0	3	3	3	5	5	5	5	5	2	3	3	3	3	48	
Villages (excluding new village)	0	0	0	0	0	135	295	375	234	129	29	29	29	30	11	11	11	11	12	1341	
Previously developed land in the Green Belt	0	0	0	0	0	0	0	0	0	23	23	23	23	24	0	0	0	0	0	116	
Strategic site allocations/location	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Silverfield Area Regeneration Plan (SARP)	0	0	0	0	0	0	0	0	100	100	100	100	100	100	100	100	100	100	100	1000	
Guildford urban area extension (Gosden Hill)	0	0	0	0	0	0	0	0	50	100	100	100	150	200	200	200	200	200	200	1600	
Guildford urban area extension (Blackwell Farm)	0	0	0	0	0	0	0	50	100	100	100	100	100	100	170	170	170	170	170	1500	
Ash and Tongham urban extension	0	0	0	0	0	0	0	0	83	83	83	83	83	83	71	71	71	71	72	771	
New village (former Wisley airfield)	0	0	0	0	0	0	0	25	150	175	200	200	200	200	200	200	200	200	200	2000	
Total housing provision	387	294	299	351	293	1134	1345	1204	1059	1008	998	1069	1155	902	904	940	905	807	16171	16171	
Total within each period																					

Category	Pre-adoption					6-10 YEARS					11 - 15 YEARS								
	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034
Net completions (2015-2019)	387	294	299	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projected net completions (2019-2034)	0	0	0	0	293	1134	1345	1204	1137	1059	1008	998	1049	1155	902	904	940	905	807
Cumulative completions (past and projected)	387	681	980	1331	1624	2758	4103	5307	6444	7503	8511	9509	10558	11713	12615	13519	14459	15364	16171
Cumulative annual target	562	1124	1686	2248	2810	3372	3934	4496	5058	5620	6182	6744	7306	7868	8430	8992	9554	10116	10678
PLAR: Annual target	562	562	562	562	562	562	562	562	562	562	562	562	562	562	562	562	562	562	562
MONITOR: Dwellings completed above or below cumulative target	0	-175	-443	-706	-917	-1186	-614	169	811	1386	1883	2329	2765	3252	3845	4185	4527	4905	5248
MANAGE: Housing requirement taking account of past and projected completions 2015-2034	562	572	588	606	623	647	609	548	488	423	353	271	167	20	-207	-484	-947	-1891	-4686

Housing Trajectory Graph



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