Dunsfold Park
Volume 1
Planning Statement

April 2008

Strategic Planning Advice Ltd
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Executive Summary

Introduction

1. This planning statement accompanies a planning application for a mixed use development on Dunsfold Aerodrome near Cranleigh. In this summary we set out the main existing features of the site, its ownership and history and then the salient features of the development proposals.

2. The site extends to 248 hectares. The site was developed as a wartime aerodrome in 1942, when the A281 was re-aligned (Alfold by-pass) to enable the airfield to be built. The site is owned by Dunsfold Park Ltd (DPL), a joint venture between the Rutland Group and the Royal Bank of Scotland.

3. The site is situated entirely within the Borough of Waverley, mostly within Alfold parish but partly within Dunsfold parish.

4. Dunsfold Aerodrome has been in active use as an airfield throughout its history and remains active today. Whilst under the ownership of the Hawker Aircraft Co and then BAE Systems several famous aircraft, the Hunter, Hawk and the Harrier, were developed and assembled at Dunsfold. It has permanent planning permission for the “the production, repair and upgrading of aircraft”, subject to limits on the number of aircraft movements and the numbers employed.

5. Physically the site is dominated by the three runways, the main one of which and part of the cross-runway are still in active service, by extensive hardstandings and aircraft dispersal areas, by the perimeter track and by the 44,721 sq.m of industrial buildings that are mainly concentrated on the higher ground on the north side of the site.

6. Since the acquisition of the site by Dunsfold Park Ltd in 2002 a wide range of industrial, commercial, distribution and storage activities have taken up much of the space and occupied some of the open areas, providing employment for some 638 people. Most of the buildings are used under temporary consents expiring in 2010.

7. Outside the site boundary the settlements making up Alfold lie to the south of the site, Dunsfold to the west and Hascombe to the north. These villages have few services. The main local service centre is Cranleigh, which is 6.9 kms from the planned centre of the proposed village. Guildford, the nearest regional centre, is 17.7 kms to the north of the site on the A281.

8. Waverley BC has been considering the future of the Aerodrome since the closure of their operations by BAe in 2000. No proposals or policies for the site have been produced. Whilst the current proposals therefore do not comply with development plan policies for the location of development, those policies are increasingly out of date and there are several compelling material considerations which, in accordance with s.38(6) of the Planning and
Compulsory Purchase Act 2004, justify the proposals contained in this application.

9. Non-compliance with development plan policies to focus development mostly within existing urban areas is outweighed by the greater focus now being placed on new settlements, by recognition of clusters of settlements as a means of achieving sustainable development, by the inheritance of a brownfield site and the employment potential it offers and by the ability of Dunsfold Park Ltd, who are committed to create an exemplar of sustainable development, to deliver all the benefits set out in this statement.

10. The application is put forward for positive consideration at this time because there is a substantial shortfall in the supply of land for housing in Waverley (and adjoining Boroughs) in the coming decade according to the test set out in PPS3 Housing. Furthermore, the substantial and wide-ranging benefits of the proposals outweigh any conflict with development plan policies on the location of development.

11. We now set out the key benefits of the proposals:

I. Building 910 affordable homes that will address acute shortages in the local housing market.

II. Providing a sustainable alternative way for Waverley BC to meet their housing needs.

III. Mixed use development creating a balanced and integrated community.

IV. Expanding the supply of labour for the benefit of the local and regional economies.

V. A Master Plan that promotes biodiversity and the conservation of resources throughout the site.

VI. Creating 2,601 homes that will achieve Level 6 of the Code for Sustainable Homes in relation to water and energy use.

VII. Promoting the health of a market town and rural area.

VIII. Optimising the use of existing employment land and premises.

IX. An ambitious land use and transport strategy to manage demand for travel and promote alternatives to the car.

X. Private funding and innovative and effective delivery of the proposals.

Key Benefits

12. Building 910 affordable homes that will address acute shortages in the local housing market

13. The Waverley Community Strategy (Waverley BC website) acknowledges that affordable housing was a major issue in all their consultation exercises and the Waverley Local Plan confirms the seriousness of the housing shortage. For
Waverley and Guildford Savills have estimated a need for 2,000-2,800 affordable units per annum for five years to clear the backlog of need. (For comparison, Waverley have achieved 61 units per annum in the five years to 2006/7 and Guildford have targeted 950 units in the period 2003-8 or 190 units per annum.)

14. These shortages have serious impacts for the cohesion of families and communities, for labour supply and more generally for the inclusion of all in the benefits of development.

15. The scale of the Dunsfold Park proposals allows for a wide range of housing types – market rental and sale, social rented and intermediate, provision for students and the elderly – which will make it an inclusive community. There will also be opportunities to progress towards homeownership.

16. The planned provision of affordable housing complies with the current policies of the Local Plan.

17. **Mixed use development creating a balanced and integrated community.**

18. The essence of the proposals is to create a balanced community, building on the employment potential of the inherited land, buildings and infrastructure. Jobs, expected to number some 2,000 on completion of the development, will be matched by 2,601 homes, of which 910 will be affordable.

19. A village centre, containing local shops, primary school, a special needs school, primary health care, an ecumenical church, a multi-purpose community centre, health club, hotel and aviation museum, will be located at the heart of the community, readily accessible on foot to residents and employees.

20. The industrial space will be progressively upgraded, expanded and diversified over the 10 year development period to provide for the expansion of existing firms, for the development of business in environmental and other emerging technologies, for the relocation of local firms and to encourage the business synergies that are already developing on the site.

21. The Master Plan provides for a compact settlement with residential and employment areas separate but readily accessible one from the other. Access within the village is designed to favour walking, the inner core of the village providing only limited access for vehicles.

22. The impact of climate change will be considered through the supply of energy and heat from an on-site combined heat and power plant that will be fuelled from a renewable source: local woodland produce. This and the reduction of water demand, through water saving measures and the capture of rainwater for non-potables uses, will enable the village to achieve Level 6 of the Code for Sustainable Homes in relation to energy and water. The village will be served by Sustainable Urban Drainage.

23. 80% of the output of the on-site treatment of domestic waste is expected to be recovered including recycling.
24. About 42% of the site will be developed, the rest of the site being largely devoted to open space, which will create a new country park open to the public, extensive areas for nature conservation, landscaped screening and recreational areas.

25. In addition to mixed use and other measures to reduce the need to travel, the proposals include a novel and ambitious Transport Strategy, including a cordon charge on vehicles leaving the village and personal and public transport fuelled by electricity or bio-diesel.

26. On a wider canvas the proposals are designed to promote greater self-containment within Cranfold\(^1\) and to enable this part of the South East to contribute to the economic success of the key Greater South East economy.

27. Overall the Master Plan will deliver benefits across all the key facets of sustainable development: environmental protection and enhancement, conservation of resources, inclusion and economic development.

28. **Providing a sustainable alternative way for Waverley BC to meet their housing needs**

29. Despite widespread acknowledgement (e.g. Waverley Community Strategy and the Local Plan) that housing supply is seriously inadequate in Waverley (and in other Boroughs within the local market of Dunsfold Park), the Council continues to achieve a low level of completions. Whilst recent completions have equalled or exceeded Plan allocations, they have been at the expense of heavy reliance on windfall sites, which has meant progressive intensification of development within the four main towns, or, as it is widely known, garden development or town cramming. (Furthermore the Local Plan accepts that neither allocations nor completions meet the need for additional housing.)

30. Many of the disadvantages associated with urban intensification do not arise with larger mixed use developments. The disadvantages include deleterious changes in the character of towns, inability to mitigate the cumulative impacts or to provide needed infrastructure and affordable housing, insufficient economies of scale to provide district wide services such as Combined Heat and Power and lack of opportunity to provide a range of housing options.

31. Government policy in Planning Policy Statement 3, Housing, now proposes that the sustainability of a range of forms of development, especially in areas of high demand, should be considered. The sustainability appraisal carried out for DPL shows that a new settlement at Dunsfold Park, if it were permitted, performs well enough to enable the Council(s) to resist at least some of the more damaging forms of urban intensification.

32. Furthermore we believe that the Council in their monitoring of housing land supply has been unduly optimistic about their ability to meet their allocated housing production numbers. Dunsfold Park, developed over a period of about ten years, would meet about a quarter of the estimated combined shortfall in

\(^1\) The cluster of villages which may be affected, generally positively, by Dunsfold Park and which tend to look to Cranleigh for shops and services. See Figure 1.
the three Boroughs of Waverley, Guildford and Horsham, allowing the Councils to achieve a higher housing output without incurring all the disadvantages of urban intensification.

33. A Master Plan that promotes biodiversity and the conservation of resources throughout the site

34. The compact nature of the development allows very large parts of the site to be devoted to increasing biodiversity and the conservation of resources especially rainwater through Sustainable Urban Drainage.

35. Detailed surveys have been undertaken of the ecology and landscape on and adjacent to the site. A variety of landscaped areas will be created, totalling some 143 hectares, and including a new country park of 72 ha, copses, meadows, pitches and kickabout areas, allotments and a community orchard. In addition, the Master Plan provides for a more formal Park on the line of the existing main runway,

36. Within these different areas five types of site have been identified according to their nature conservation interest. Each will have a different regime for habitat and access management.

37. A sense of a village in open countryside has been created by bringing spurs of open space into the developed area. Within the developed area there will be a series of local open spaces and play areas accessible to each part of the village.

38. This emphasis on conservation and biodiversity not only achieves the objectives of development plan policies, the scale achieved is way beyond what could be delivered and managed in a series of smaller urban developments.

39. Creating 2,601 homes that will achieve Level 6 of the Code for Sustainable Homes in relation to water and energy use.

40. DPL are committed to achieving Level 6 of the Code in relation to water and energy use. Their aim is to achieve the same level in relation to other components of the Code but that will depend on detailed design of buildings and on the technologies that are available in the future to achieve that level.

41. Demand management – energy efficiency measures in all homes – will reduce the gross requirement for electricity. The residual demand will be met from a 3.5 MWe capacity combined heat and power plant fuelled by locally sourced biomass from sustainable forestry and woodland. The plant will also provide district heat to all the homes and commercial premises.

42. The carbon emissions of the industrial premises will be offset by sales of electricity from the same renewable source to the national grid. The scheme will achieve Level 6, higher than any current policy requirement.

43. A similar approach of demand management and local sourcing will be used to achieve Level 6 in relation to water consumption. Water meters and water
efficient devices will be installed in all homes to reduce consumption to 80 litres per person per day, a proportion of which, for non-potable uses, will be sourced from the collection of rainwater via the Sustainable Urban Drainage that will serve the site. The balance of the supply will be sourced from a licensed water company. Waste water will likewise be treated off-site by a licensed company.

44. Other measures to reduce carbon emissions include the treatment on site of domestic waste to reduce the volume going to landfill or other unsustainable disposal: it is expected that Government targets for the diversion of waste from landfill in 2020 will be exceeded (Waste Strategy, Volume 16).

45. **Optimising the use of existing employment land and premises.**

46. Dunsfold Park enjoys the unusual advantage of an inheritance of some 44,721 sq.m of industrial space and its associated infrastructure. The economic value of this inheritance has already been demonstrated by the attraction of some 80 firms employing around 638 people to the site. This level of economic activity provides a strong foundation for a balanced community, an element that is often weak in urban extensions that are led by residential development.

47. Dunsfold Park has already attracted a large number of small and medium enterprises (SME’s) and a number of start-up businesses. The firms operate in a wide range of sectors: manufacturing, transport and distribution and other business services. Key growth sectors represented on the site include media and environmental technologies, the latter currently being expanded with the development of a plant for the production of bio-ethanol (a spin-out from Surrey University research).

48. Firms are reporting the benefits of clustering on the site (local intertrading) and services have developed to meet the needs of the employee population: a diner and a day nursery.

49. The Master Plan proposals will provide further stimuli to increased productivity and the development of growth sectors: the expansion and diversification of the range of premises offered, access to a local labour force including second earners and older people with potential for part-time or flexible working, improved public transport to the site and investment in new technologies to serve the village (energy production and the treatment of domestic waste).

50. The proposed CHP plant will create a demand for underused forestry and woodland products, improving the commercial viability of other forestry products (e.g. timber) and stimulating growth in the related supply chain.

51. Total jobs are expected to increase to about 2,000, including some 1,700 in the industrial and commercial area and about 300 in village services and utilities. This will increase opportunities for firms to enjoy the benefits of a significant and varied cluster of business activity, including skills development and intertrading. This variety of jobs will widen the choice of job opportunities accessible to local people in Cranfold, especially those served by new public transport routes, since the jobs at Dunsfold Park are currently inaccessible for those with no access to a car.
52. A further benefit of the proposals will be the closure of the airfield (except for its use by the Surrey Air Ambulance).

53. The Master Plan proposals for employment and economic development will meet important policy objectives of promoting productivity increases, supporting growth sectors, diversifying the rural economy, support for new and small firms and providing a range of industrial and commercial premises.

54. **Expanding the supply of labour for the benefit of the local and regional economies.**

55. Labour shortages affect the viability of economic activity in both major sectors of the economy: the ‘export’ sectors that are key to the competitiveness of the UK in a rapidly changing global economy, many of which are located in the Inner South East and London, and the local economy that provides public and private services to local people and businesses. The ability of firms to recruit and retain staff is hampered by the high cost and limited supply of housing.

56. The Master Plan is designed to achieve two complementary objectives in relation to the supply of labour: to promote a higher degree of self-containment within Dunsfold Park and Cranfold and, recognising the nationally important role of areas such as this to accommodate skilled workers for the export sectors, to provide housing and improved access for this group.

57. The wide choice of housing, the priority given to local workers in the allocation of housing and the high quality of life that Dunsfold Park will offer will make it very attractive for those who work in Dunsfold Park or Cranfold to live in the village.

58. Universal broadband access and shared IT facilities in the village centre will also make Dunsfold Park an efficient and attractive location for working at or from home.

59. In the interests of creating a socially diverse community and of meeting the housing needs of skilled workers in the export sectors, Dunsfold Park will offer a choice of larger housing together with improved access by public transport to the larger employment centres and transport interchanges e.g. Guildford and Horsham.

60. The housing mix is not only designed to deliver economic benefits. Within the framework of a mixed use development, it is designed to reduce the need to travel, to create a diverse and inclusive community and to offer a distinctive quality of life.

61. As a privately funded development, the commercial success of Dunsfold Park depends on this distinctive quality of life being recognised by potential residents of the village. DPL believe that a growing sector of the population is ready to enjoy and buy into a community with jobs and services, with less need to travel and a high quality built and landscaped environment.

62. The Master Plan will comply with policies relating to the promotion of healthy economies, including in rural areas, with policies to promote higher productivity.
and with wider policies to promote housing that is well served by jobs, services and public transport.

63. **An ambitious land use and transport strategy to manage demand for travel and promote alternatives to the car.**

64. A fundamental purpose of DPL’s mixed use proposal is to reduce the need to travel for jobs or services, both within Dunsfold Park and within Cranfold. Priority in the allocation of housing will go to those working in these local areas and home-working will be encouraged.

65. The Master Plan is also designed to maximise accessibility on foot within the village through a compact layout (all homes and workplaces within 650 m of the village centre) and a safe and attractive environment for pedestrians. There will be limited access for vehicles in the inner residential area and the village centre.

66. The Transport Strategy then addresses the remaining demand for travel, to minimise reliance on cars driven by fossil fuels, by a twin approach of deterrents to the use of cars and the promotion of environmentally friendly alternatives.

67. The first deterrent is a cordon charge levied on vehicles leaving the village, which is varied according to the emissions generated by the vehicle and the time of travel. The second deterrent is a workplace parking levy. The net proceeds of both charges will be available to support alternative forms of transport.

68. In the inner residential area restrictions on access by conventional cars will be complemented by the provision of parking barns near to homes, the provision of cycles for all households and the use of electric vehicles for personal transport and the delivery of goods to homes.

69. Information on alternative forms of transport, car sharing and home-working will be provided through a transport hub and travel coordinator. Residents will have the benefit of individual travel marketing.

70. For trips outside the village a wide range of measures has been designed to meet the needs of different trip types (commuting, shopping, leisure, personal business, education etc.).

71. Pedestrian and cycle routes within the village connect to external routes to Cranleigh and nearby villages, facilitating walking and cycling.

72. New bus services will connect Dunsfold Park to the main centres for shopping, employment, leisure, and transport connections: Cranleigh, Guildford, Horsham and Godalming. Scheduled services will be complemented by demand responsive services for destinations or times with lower flows. The buses will also link the main parts of Dunsfold Park itself, facilitating internal movement (no home more than 300m from a stop). The buses will be electric, or bio-fuel powered.
73. For a residual number of trips that require individual transport residents will be encouraged to use car clubs or purchase electric vehicles.

74. Improved bus services and the additional range of jobs at Dunsfold Park will also reduce the need to travel overall and by car for residents of the wider Cranfold area.

75. The transport measures are expected to reduce car trips by 39% overall for Dunsfold Park residents (72% for trips to Cranleigh) and to reduce car trips by employees travelling to Dunsfold Park by 20% overall (48% of trips originating in Cranleigh). The remaining trips on the highway network are not expected to cause undue additional congestion that cannot be mitigated by the works within highway land that are proposed in the Transport Assessment.

76. The combination of the land use, Master Plan and transport measures demonstrate that Dunsfold Park can become a location that is not unduly dependent on conventional car transport.

77. **Promoting the health of a market town and rural area.**

78. Dunsfold Park will introduce an additional 6,094 people to the 'Cranfold' cluster of villages which may be affected, generally positively, by Dunsfold Park and which tend to look to Cranleigh for shops and services. The day to day shopping and service needs of residents will be met largely within Dunsfold Park; they will however represent a valuable source of additional custom and patronage for shops and services in Cranfold, especially the market town of Cranleigh.

79. Cranleigh is an important centre for local public services, including primary and secondary education, an arts centre, leisure centre, library, village hospital and several churches. The quest for economies in public services is particularly acute for small rural centres because of their low population base.

80. The village hospital has been threatened with closure for years and funding for the arts centre is insecure; the only cinema in Cranleigh has already closed. Glebelands Secondary School is projected to have over 140 spare places, reflecting falling birth rates and an aging population. 6,094 additional users for services in Cranleigh will improve the case for retaining and improving them. For example pupils from Dunsfold Park will not only take up the spare places at Glebelands but also instigate the funding by DPL of additional places and improved facilities.

81. Cranleigh has about 120 retail and consumer service outlets, including a department store and three supermarkets. The increasing mobility of shoppers has made it vulnerable to competition from larger centres and stores; internet shopping has introduced a new dimension of competition. A share of the potential retail spending of 6,094 residents at Dunsfold Park (about £26m per annum) would be valuable additional trade for Cranleigh shops and services, underpinning their viability and enabling them to expand and modernise their business.
82. Clearly if Dunsfold Park is the catalyst for retaining and improving services in Cranfold, then all the residents of the area will benefit.

83. As described above the proposed CHP plant will provide a stimulus for the development of forestry and woodland industries in the area around Dunsfold Park. Viable management of forests and woodland will support their vital role in underpinning the landscape and biodiversity of important areas such as the Surrey Hills. Similarly the provision of a basin off the Wey and Arun Canal will help to stimulate interest in and the restoration of the Canal and tourism.

84. These benefits to the wider rural area and communities are wholly supported by policies to improve the economic and social health of rural areas and market towns to serve them. They also support the retention and enhancement of local natural and man-made assets, consistently with conservation and recreational policies.

85. **Private funding and innovative and effective delivery of the proposals.**

86. Not only is Dunsfold Park free from the constraints that hinder the development of many sites (the Green Belt and other protective landscape designations, land assembly, flood risk) but it also has the advantages of a single developer with a vision to create an exemplar of sustainable development and with the imagination and financial means to deliver the vision.

87. The whole development, including off- and on-site infrastructure, affordable housing and community facilities, will be funded by the developer.

88. Single ownership and control of the development and single management of the completed village will enable a unified and comprehensive approach to be taken to, for example, housing management and the implementation of the Transport Strategy and Travel Plans.

89. Novel methods are being employed to make major steps towards a truly sustainable development, for example car user charges and new technologies for waste treatment and energy generation.

90. DPL have the means to deliver the Master Plan, there are no constraints to delay implementation and the scheme, in its overall holistic conception and in the detailed measures being introduced, will be an exemplar of new approaches to sustainable lifestyles.
Figure 1– Cranfold
1. Introduction

1.1. Outline of the Master Plan Proposals

1.1.1. This Planning Statement accompanies a planning application for the development of a mixed use new community founded on the existing employment uses at Dunsfold Park near Cranleigh. The proposed development is described in full in the application.

1.1.2. Dunsfold Park Ltd, the owner and developer of the site, has adopted the goal of creating an exemplar of sustainable development. In pursuit of this goal the proposals have been designed to:

- Create a balanced community that builds on the existing and future employment potential offered by the site.
- Promote the sustainable development, in social, economic and environmental terms, of the wider Cranfold area.
- Support the economic development of the wider region which is the engine of the UK economy.
- Manage the demand for resources.
- Deliver innovative technologies for energy, transport and waste to reduce the environmental footprint of the development.
- Create a diverse housing stock that offers choice for new residents, a broad social mix and opportunities for mobility between tenures.
- Develop housing that performs to the highest feasible environmental standards.
- Make no call on public funds for the delivery of the development.
- Enhance the natural qualities of the site which sits adjacent to very important landscape features.
- Minimise negative impacts on the surrounding areas and communities.

1.1.3. The main elements of the proposals, which are designed to achieve these objectives, are (formal description in Appendix A):

- Closure of the airfield except for use by the Surrey Air Ambulance.
- Retention of most of the existing industrial space and the addition of new commercial space in order to provide for the growth of firms and to diversify the business property offer.
- Development of 2,601 houses and flats (made up of 2,405 Use Class C3 dwellings and 196 C2 units in residential institutions (46 for students and 150 for elderly residents) to provide greater opportunities for people to live and work locally, either in Dunsfold Park or the wider surrounding rural area of Cranfold.
• Development of a village centre including local shops, cafes and restaurants, a primary school, sports centre, health care and other services to meet day-to-day needs.

• Retention of the majority of the site as open space and enhancement of the landscape for biodiversity, recreation and amenity.

• In pursuit of the objective of generating as much of the resources required for the community locally as possible, the extensive measures to reduce energy and water consumption, a CHP plant on site fuelled by renewable woodland produce and rainwater recycling.

• To minimise the export of waste from the site for disposal, an innovative waste treatment plant on site producing recyclable/recoverable material.

• Re-use and refurbishment of the infrastructure on the site and recycling of the materials in, for example, the extensive areas of runways and hardstandings.

• A land use and transport strategy designed to reduce the need to travel and to maximise the opportunities and incentives to travel by sustainable modes.

1.1.4. Overall it is intended that the site will be used as follows in the Master Plan:

| Table 1: Land use on the site |

<table>
<thead>
<tr>
<th>Use</th>
<th>Area (ha)</th>
<th>% of site</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Residential Area</td>
<td>80</td>
<td>32.3</td>
<td>Excluding peripheral landscape, Business Park and mixed-use district.</td>
</tr>
<tr>
<td>(Of which Net Residential Area)</td>
<td>57</td>
<td>23.0</td>
<td>Excluding peripheral landscape, business park, mixed-use district and community facilities; including small open spaces and access roads.</td>
</tr>
<tr>
<td>(Of which Community Facilities)</td>
<td>23</td>
<td>9.3</td>
<td>Includes roads, public open spaces, School, Museum, Shops, Energy and Utilities Centre</td>
</tr>
<tr>
<td>(Of which Runway Park)</td>
<td>8</td>
<td>3.2</td>
<td></td>
</tr>
<tr>
<td>Business Park</td>
<td>26</td>
<td>10.5</td>
<td>Includes mixed-use district.</td>
</tr>
<tr>
<td>TOTAL BUILT AREA</td>
<td>105</td>
<td>42.3</td>
<td></td>
</tr>
<tr>
<td>PERIPHERAL LANDSCAPE</td>
<td>143</td>
<td>57.7</td>
<td>Excluding Runway Park</td>
</tr>
<tr>
<td>TOTAL SITE AREA</td>
<td>248</td>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>

Note: Figures may not add due to rounding
1.1.5. A complete schedule of the proposed buildings and their areas and uses is included in Appendix 1.

1.1.6. In order to create a compact village with high standards of accessibility within it and to create an attractive setting, which has an effective interface with the surrounding countryside, the major areas of open space are outside the built area but with green spurs penetrating the housing. Different approaches to landscaping and public access have been adopted in relation to the structural open spaces, which total some 143 hectares (see Open Space, Recreation and Access to Nature Strategy), the approaches being determined by location and by the nature conservation interest of each area.

1.1.7. The largest of the structural open spaces is Benbow Country Park (72 has), which in addition to meeting nature conservation priorities provides for active and passive recreation (open to the public) with football and cricket pitches and kickabout areas. Provision is also made for allotments, a community orchard and sites for events and displays e.g. country fairs.

1.1.8. Within the built up area there will be highly accessible local open spaces, especially for children’s play.

1.1.9. The proposed housing mix is described in detail in the Housing Strategy. The planned mix by tenure, size and type of dwelling is set out in the table below:

Table 2: Size and Tenure of Dwellings

<table>
<thead>
<tr>
<th></th>
<th>Open market</th>
<th>Intermediate</th>
<th>Social</th>
<th>Institutional (Student and Elderly)</th>
<th>TOTAL</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studios</td>
<td></td>
<td></td>
<td>46</td>
<td>46</td>
<td>100</td>
<td>1.8%</td>
</tr>
<tr>
<td>1 Bed Flats</td>
<td>208</td>
<td>80</td>
<td>87</td>
<td>100</td>
<td>475</td>
<td>18.3%</td>
</tr>
<tr>
<td>2 Bed Flats</td>
<td>215</td>
<td>75</td>
<td>75</td>
<td>50</td>
<td>415</td>
<td>16.0%</td>
</tr>
<tr>
<td>2 Bed Houses</td>
<td>237</td>
<td>58</td>
<td>70</td>
<td>0</td>
<td>365</td>
<td>14.0%</td>
</tr>
<tr>
<td>3 Bed Houses</td>
<td>330</td>
<td>63</td>
<td>130</td>
<td>0</td>
<td>523</td>
<td>20.1%</td>
</tr>
<tr>
<td>4 Bed Houses</td>
<td>335</td>
<td>50</td>
<td>130</td>
<td>0</td>
<td>515</td>
<td>19.8%</td>
</tr>
<tr>
<td>5 Bed Houses</td>
<td>170</td>
<td>25</td>
<td>67</td>
<td>0</td>
<td>262</td>
<td>10.1%</td>
</tr>
<tr>
<td>Sub- Totals</td>
<td>1,495</td>
<td>351</td>
<td>559</td>
<td>196</td>
<td>2,601</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL %</td>
<td>57.5%</td>
<td>15.3%</td>
<td>21.5%</td>
<td>5.8%</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

1.1.10. The affordable housing represents 37.8% of the total excluding warden, extra care accommodation for the elderly, and student housing.

1.1.11. It is estimated that, in total, housing at Dunsfold Park across all tenures will accommodate some 6,094 people.

1.1.12. The gross density of the housing is expected to be 32.5 dwellings per hectare and the net density 45.6 dph.
1.1.13. The details of the how employment space is to be developed are set out in the Economic Development, Shops and Services Strategy. The site currently accommodates some 44,721 sq.m of mixed industrial, office and distribution floorspace. This will evolve over the period of the Master Plan (which is expected to be implemented over about ten years):

- 8,029 sq.m will be demolished to remove buildings located outside the main industrial area and to remove obsolete premises; this will leave 36,692 sq.m of existing space being retained in the long term.
- Capacity within the existing industrial area will be used to add up to 15,247 sq.m of additional industrial space, much of it to accommodate firms relocating from elsewhere in the locality.
- Diversification of the property offer will be achieved by developing up to 7,915 sq.m of B1 (a/b) space adjacent to both the industrial and residential areas.
- The resulting total of employment space, apart from that in the village centre and the on-site utilities, will be up to 59,854 sq.m.

1.1.14. Employment on the site is expected to total about 2,000 employees, comprising:

- 1,670 employees in the above industrial and commercial premises;
- 280-310 employees in the village centre, on-site utilities and the management and maintenance of the village.

1.1.15. The innovative on-site utilities will comprise:

- A 3.5 MWe Combined Heat and Power plant, fuelled by locally sourced forestry and woodland produce, providing electricity to all the residential properties and heat to the commercial premises, and offsetting the carbon emissions from the energy consumption of the industrial premises.
- A waste treatment plant which will operate on the residual waste after sorting of recyclables by households; through autoclaves (heat and pressure treatment, not combustion) and materials separation the residual waste will be converted to fibre product suitable for recycling or recovery for bio-ethanol, recyclables and residual fractions for disposal.

1.1.16. Both plants will be located in a designated energy park adjacent to the main access to the site.

1.1.17. The village services are designed to meet the day-to-day needs of residents and workers and those of visitors attracted by Dunsfold Park as an exemplar and by the aviation history. They are intended to complement, not compete with, the much more extensive services in Cranleigh. The facilities planned for Dunsfold Park are:

- 6 shops (100 sq.m per unit);
- 1 convenience store (300 sq.m);
- 4 units for restaurants & cafes (100 sq.m per unit);
• 2 schools: 1 primary school (capacity for two-form entry and 420 students) and 1 special needs school (80 students);
• 1 unit for primary health care;
• ecumenical church;
• health club/sports centre;
• 100 bedroom hotel;
• aviation museum (celebrating the history of the site); and
• community centre (multi-purpose including shared IT facilities)

1.1.18. Secondary schooling is planned to be accommodated by taking up spare capacity at Glebelands School in Cranleigh (some 140 places) and by providing for its expansion to cater for the demand for places arising at Dunsfold Park.

1.1.19. The land use and transport strategy is based on a structured series of measures to reduce demand and provide sustainable forms of transport for the journeys that quite properly need to be made:

• A land use mix (housing, jobs and services) that reduces the need to travel, including incentives: a degree of self-containment within Dunsfold Park and a further degree of self-containment based on the extensive services and jobs in Cranleigh.
• Deterrents to the use of the car for journeys for which attractive and efficient alternatives exist or will be supported by Dunsfold Park Ltd.
• Provision of attractive alternatives for journeys that lend themselves to environmentally friendly, shared transport.
• Use of zero carbon alternatives to the car for journeys that need to be made by individual transport.
• A network of alternatives to the car that will be of benefit to Cranfold residents as well as Dunsfold Park residents, reducing the need to travel by car in the wider Cranfold community.

1.1.20. The Master Plan is designed to reduce the need to travel and to encourage movement on foot or by bicycle:

• close juxtaposition of the residential and employment areas with the village centre readily accessible to each;
• measures to facilitate working at home;
• compact layout and relatively high density (33 dph gross);
• creation of safe and attractive pedestrian environments within the village through: controlled access for vehicles in the inner residential area and village centre, layouts that encourage slow driving, separate access for the vehicles serving the commercial area;,
• priority in the allocation of housing firstly to those working at Dunsfold Park and secondly to those working in Cranfold;
• development and pricing of affordable housing to be available to those working in business and services in Dunsfold Park and Cranfold; and
• routing of the buses serving external destinations such that residents and employees are within 300m of a stop.

1.1.21. The Transport Strategy is designed to provide sustainable and attractive alternatives to the car for different trip purposes, to the key destinations at appropriate times of the day. The aim of the internal transport strategy is for all internal trips by employees and residents to be by alternative, non-fossil fuel car mode where possible. The measures proposed are as follows:

• Controlled Access Zone encompassing the inner part of the village and the village centre;
• Comprehensive pedestrian and cycle network;
• Bicycle rental scheme;
• Parking restrictions and ‘parking barns’;
• Promotion of community neighbourhood electric vehicles for use by residents and employees;
• Local bus service integration to enable bus use for internal trips
• Neighbourhood electric delivery vehicles and central deliveries centre;
• Transport ‘hub’ for information and transport connections;
• Transport coordinator;
• Social networking database for Dunsfold Park; and
• Individualised travel marketing.

1.1.22. The external transport strategy addresses principally the need to provide good access by sustainable means to Cranleigh, Guildford, Godalming and Horsham, with connections to local villages, for work, shopping, leisure and other purposes. The measures proposed are:

• Commuter bus services, with additional services for shoppers and demand responsive services, and “yellow” buses for school journeys;
• Electric and bio-fuel vehicle promotion;
• Social network and car sharing database; Car club
• Cycle & walk links;
• Car user charging: an exit charge on vehicles leaving the site, varied by emissions and time of day;
• Workplace travel plans; and
• Workplace parking levy, also varied by emissions.

Further consideration of parking provision can be found in the Transport Strategy.
1.2. **Evolution of Local Policy Relating to Dunsfold Park since BAe Closure**

1.2.1. The current policy context for the Dunsfold Park proposals is provided by PPS3, Housing which, amongst other outcomes, is aiming for the planning system to deliver a sufficient quantity of housing taking into account need and demand. A positive climate for housing development is also created by Draft PPS4, Planning for Sustainable Economic Development, which includes housing within the definition of economic development and which creates a presumption in favour of economic development in certain circumstances.

1.2.2. DPL purchased the site some months after the Waverley BC Local Plan was adopted in April 2002. W.S. Atkins prepared a report in 2000 for the County and District Councils on the implications of the BAe closure and on possible futures for the site (one of which was a mixed use development).

1.2.3. The local plan acknowledges that there are alternative possible futures for the site. It states that supplementary planning guidance (SPG) or a planning brief for the site might be the most appropriate way forward. This process commenced but there is now no timetable for the preparation of an Area Action Plan (AAP) for Dunsfold Park under the Local Development Framework (LDF) system.

1.2.4. In January 2003 Waverley BC resolved to prepare SPG for Dunsfold Park and indicated an adoption date of late summer 2004. By March 2003 Waverley BC officers anticipated that the planned SPG would evolve into an AAP under the LDF regime. In late 2003 Waverley BC prepared a Dunsfold Park ‘aims and options’ document and consulted the public. The draft local development scheme (LDS) submitted to the Government Office for the South East (GOSE) in late 2003 included an AAP for the site. By March 2004 Waverley BC were indicating adoption of this AAP by mid-2005, but by November 2004 this date had slipped to 2007. The LDS of March 2005 included this AAP as one of 13 “other development plan documents” (in addition to the Core Strategy and the Housing DPD, to which priority would be given) which will be progressed “when resources are available” i.e. there was no date attached to their preparation, five years after BAe had closed their operations on the site.

1.2.5. The appropriate way (PPS3, paras 37 and 38) in which the future of a site of the strategic importance of Dunsfold Park could have been resolved was through the Core Policies that Waverley BC submitted as a Draft for Consultations in July 2006. At the Issues and Options stage in the preparation of the Core Policies the Council considered the option of a new settlement as one of four means of accommodating the future growth needs of the Borough.

1.2.6. However consideration of this or any of the options could only be very superficial as the location of a new settlement was not identified, neither was there any scale of development attached to the options. Given the importance of local circumstances, for example the existence of nearby sources of employment or services, and the importance of economies of scale, for example in relation to the delivery of sustainable district level energy, DPL argued that the issues and options stage of the Core Policies had failed to
examine soundly the real spatial alternatives for accommodating an appropriate scale of housing development in the Borough.

1.2.7. The Council’s eventual decision to focus development, the scale of which was still unspecified, in the main settlements of the Borough was not only based on a very inadequate consideration of the options and their consequences, it was also based on a misinterpretation of the now superseded Government Guidance on Housing in PPG3. The Council wrote to GOSE in April 2005 asking “if we put our eggs in one basket and developed a new settlement and, as a consequence, restricted housing development in urban areas, how the Government would respond.” In GOSE’s reply to the Council and in a subsequent email to Strategic Planning Advice Ltd GOSE made it clear that PPG3 defined clear circumstances in which a new settlement could be justified, that there might then be less need for development in urban areas (heavy reliance on that having been demonstrated to be a less sustainable solution), but that it would be unlikely to be acceptable to propose a policy that prevented all housing development on windfall sites in urban areas (alongside proposals for a new settlement).

1.2.8. The Council, in their subsequent justification for rejecting the new settlement option, frequently stated that a new settlement would not help the Council to address the acknowledged problem of over-development in the existing urban areas. The Council failed to apply the tests set out in PPG3 and their request for GOSE’s view was so phrased (“eggs in one basket and “restrict housing development in urban areas”) as to allow for only one answer.

1.2.9. DPL repeatedly made clear their objections to the Council’s treatment of the new settlement option and to the unsoundness of the Core Policies preparation. In December 2006 the Council was obliged by the Government to withdraw the Core Policies as unsound before the appointed inspector had opened the hearings stage of the Examination in Public (EiP).

1.2.10. The process of identifying the future role and use of Dunsfold Park has, as a result of the withdrawal of the Core Policies, been set back yet again. The current timetable for the preparation of the Core Strategy (agreed with GOSE in January 2008 but subject to change) shows issues and options being completed June – October 2008, consultations on preferred options mid 2009, EiP in mid 2010 and adoption at the end of 2010. There is no timetable for the preparation of an AAP for Dunsfold Park. The Council have however said that, in anticipation of an increase in their housing allocation, they will consult widely on all the options for accommodating housing development.

1.2.11. Thus Waverley BC acknowledge Dunsfold Park as a major site in need of an agreed permanent planning solution. But Waverley BC have continually deferred action, have made no effective progress for some eight years and do not offer any firm timetable for future progress on an AAP. This is part of the context within which DPL now feel compelled to progress the masterplan as a planning application. DPL’s timing in submitting a planning application is endorsed by PPS3 Housing, paras 68-74, in particular para 71, which requires the local planning authority to consider favourably applications for planning permission for housing development if they are unable to demonstrate a
deliverable supply of land for housing for a five year period and provided the proposals comply with the requirements of PPS3.

**DPL’s Consultations**

1.2.12. Aware that proposals of this scale and significance for local communities should be subject to full consultations, DPL have maintained a continuous dialogue with local parishes, the public at large, the Council and interested bodies such as the Cranleigh (Market Towns) Initiative, Cranleigh Village Hospital Trust, Friends of the Earth and many others. The details of the consultations are described in the Statement of Community Involvement. In brief the key milestones in the programme have been:

- Introduction to the new owners and to the planning team.
- Presentation of alternative futures for the airfield and of alternative master plans.
- Presentation of a revised master plan, building on the alternatives and on the comments received.
- Presentations of the key features of the proposals relating to innovative infrastructure and the Transport Strategy.
- Dialogue with nearby parishes on options to mitigate impacts and enhance benefits.

1.3. **Structure of the Planning Statement**

1.3.1. In the second chapter we set out the basic information about the nature, history and location of the site. We then in the third chapter describe the major benefits that will be generated by the proposals in the context of the sustainable development agenda adopted by the Government and expressed for the SE Region in the Regional Economic Strategy.

1.3.2. In Chapter 4 we describe additional details of the proposals that will enable them to deliver the intended benefits, principally the Section 106 commitments.

1.3.3. The proposals are then evaluated against national, regional and local policies (Chapter 5) starting with the key policies relating to the location of development and housing numbers.

1.3.4. Finally, by way of conclusions, the proposals are summarised against the criteria set out in the Prospectus for Eco-towns and in PPS3 for applications submitted in compliance with para 71.
2. **Background to the Site**

2.1.1. The site extends to 248 hectares, comprising 214 hectares acquired by Dunsfold Park Ltd from BAe Systems and additional lands (34 has) purchased subsequently. Having previously been in agricultural use and crossed by the A281 as it was then aligned, the site was developed as a wartime aerodrome in 1942. The A281 was re-aligned (Alfold by-pass) to enable the airfield to be built.

2.1.2. The airfield has remained in aviation use since that time, the most significant period being under the control of the Hawker Aircraft Co and then BAe Systems. Several famous aircraft, the Hunter, Hawk and the Harrier, were developed, tested, assembled and upgraded at Dunsfold.

2.1.3. Dunsfold Park Ltd (DPL) is a joint venture between the Rutland Group and the Royal Bank of Scotland. Day to day management of the site is provided by Rutland Management Limited, acting on behalf of DPL. Other occupiers have short leases or licences, reflecting the temporary planning permission governing many of the uses (see planning history below).

2.1.4. Since the acquisition of the site by Dunsfold Park Ltd a wide range of industrial, commercial, distribution and storage activities have taken up much of the space and occupied some of the open areas, providing employment for some 638 people. Other activities include police driver training and filming, for example Top Gear and parts of Casino Royale. The airfield is still fully operational, being used for example by the Surrey Air Ambulance and for the annual “Wings and Wheels” Airshow.

2.1.5. Physically the site is dominated by the three runways, with the main runway and part of a cross runway still in active service. Also present on the site are extensive hardstandings and aircraft dispersal areas, a perimeter track and 44,721 sq.m of industrial buildings concentrated on the higher ground on the north side of the site. Within these areas the intervening spaces are mainly managed grassland. Areas of woodland and hedgerows remain on the site, mainly near the edges. The site is bordered by farmland and woodland on its north, west and east sides, but for a substantial length on the south side by the Wey and Arun Canal which is being restored by the Canal Trust.

2.1.6. Currently access to the Park is through either of two entrances – one at the south end of Stovolds Hill (giving access to the B2130 Godalming to Cranleigh road and to the A281 north), and the other at Compasses Bridge (giving access to the A281 south at Alfold Crossways). There is a third access at Tickner’s Heath, on Dunsfold Road, but this is not in use at present except for special events such as “Wings & Wheels”. High Loxley Road and Benbow Lane also join the local road network to the Dunsfold Park boundary, but at the moment these have restricted access into the site.

2.1.7. The site is situated entirely within the Borough of Waverley, mostly within Alfold parish but partly within Dunsfold parish. It is mainly in Alfold, Cranleigh Rural and Ellens Green ward, but partly within Chiddingfold and Dunsfold ward. The
settlements making up Alfold lie to the south of the site, Dunsfold to the west and Hascombe to the north. These villages have few services. The main local service centre is Cranleigh, which is 6.9 kms from the planned centre of the proposed village. Guildford, the nearest regional centre, is 17.7 kms to the north of the site on the A281. Lower order services are located in Horsham, 18.2 kms south east of the site via the A281, and in Godalming, 15.1 kms to the north west of the site via the B2130.

Figure 3: The Sub-Regional Context

Planning History

2.1.8. The planning history of the site is complex. The aerodrome was built in 1942 and over 200 planning permissions have been granted in respect of the site since 1951. In 1999 BAe sought permission to remove restrictions which required that only BAe use the site and that the land be returned to agriculture upon cessation of the permitted uses. These restrictions were removed by permissions granted in 2000.

2.1.9. The site now has permanent permission for “the production, repair and upgrading of aircraft”. The 2000 permissions did, however, introduce new restrictions – in particular, a cap on aircraft movements of 5,000 per year, an unladen aircraft weight limit of 70 metric tonnes and a limit of 1,350 on the number of employees working at the site.
2.1.10. Since DPL’s acquisition of the site in 2002, a number of temporary planning permissions have been granted and implemented. The result is that Dunsfold Park is currently a large and thriving industrial park. It houses 80 businesses with a total of some 638 employees.

2.1.11. The principal temporary permissions granted include:

- Permission until 2010 for non-aviation B1, B2 or B8 use of the great majority of the 160 buildings on the site. This also allows for 2.2 ha of outdoor storage to a height of 2m. This permission restricts traffic movements to 2,723 per day for the site as a whole.
- Further outdoor storage to a height of 2m on some 5.1 ha until 2010 – on the smallest of the three runways.
- Outdoor filming and car evaluation until 2010.
- Outdoor driver training for Mercedes until 2010.
- Use of one building as a crèche until 2010.
- Erection of a temporary building for B1 (Light industry/ research) until 2018 – the building will be occupied by a company researching and developing the production of bio-ethanol.

2.1.12. In addition, planning permission has been granted for the permanent use of Buildings 56 and 106, totalling 3,794 sq.m for a variety of employment uses.

2.1.13. A current live application seeks to extend the principal temporary planning permission until 2018. The application provides a breakdown as to the intended uses for the buildings (a combination of B1, B2 and/or B8 uses). In addition a number of areas to be used for parking and storage are proposed. In essence, this application is comparable to the current permission which allows the use of the land and buildings to 2010 for aviation and non-aviation uses.

**Previously Developed Land**

2.1.14. The case for Dunsfold Park being considered as previously developed land and the implications of that view are considered in detail in Chapter 5 under the heading of the Location of Development. At this point we record only that both DPL and the Council (see section 5.1, Location of Development, Baseline Position below) regard the whole site as previously developed land or brownfield land.
3. **Addressing National, Sub-Regional and Local Sustainable Development Challenges**

In this chapter we set out the case for the mixed use development proposed at Dunsfold Park. We first identify the roles that this part of the region plays in the wider context of the Government’s definition of sustainable development. We use the Regional Economic Strategy to define the challenges that face the region and the rural areas within it, in performing better against the objectives of sustainable development in the future. Against this background we assess the contribution that the proposed development at Dunsfold Park will make to meeting those challenges under the following headings:

- the economy;
- the environment; and
- housing

3.1. **Planning for Sustainable Development**

3.1.1. PPS1 Delivering Sustainable Development puts sustainable development at the core of planning and then spells out the four aims for sustainable development:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- the prudent use of natural resources; and
- the maintenance of high and stable levels of economic growth and employment."

(paras 3 and 4)

3.1.2. It then defines six key principles that should be applied to ensure that development plans and decisions taken on planning applications contribute to the delivery of the four aims of sustainable development (para 13)

3.1.3. From these aims and principles we have defined key issues, which have been addressed in the development of the proposals for Dunsfold Park:

1. High levels of economic growth and employment and the inclusion of all people in the benefits of economic development are as central to sustainable development as the protection of the environment and natural resources.
2. Development should be pursued in an integrated or holistic manner not a piecemeal approach.
3. Planning for climate change including promotion of the use of renewable energy resources are central concerns.
4. Spatial planning, which is concerned with the relationships between physical, social and economic strands of community life, supports the aim of using development to promote the improvement of a wider area.

5. Accessibility matters both in terms of where development is located and how movement is managed and accommodated.

6. Communities need to be involved in the creation of sustainable development.

3.1.4. We now consider how the challenges expressed in these issues are manifested in the SE Region, as set out in the Regional Economic Strategy and related reports.

3.2. The Regional and National Context for Dunsfold Park

**Regional Economic Strategy**

3.2.1. PPS1 at para 27 points to the Regional Economic Strategy (RES) as the foundation for “a positive planning framework for sustainable economic growth to support efficient, competitive and innovative business, commercial and industrial sectors.” Whilst the RES is not the Regional Spatial Strategy, it is a valuable document in setting out an agenda for areas such as Cranfold (the proposals are evaluated against the Draft SE Plan in Chapter 5):

- the RES is adopted;
- its significance is likely to increase when the Government implements its proposal to place regional planning functions within the Regional Development Agencies;
- the RES addresses the functions of different parts of the South East, specifically in the present case the Rural Areas;
- the RES addresses all the components of sustainable development;
- the RES is underpinned by a strong sense of the dynamics of the SE region: what are the next round of challenges that face different parts of the region if sustainable development goals are to be met.

**The Economic Challenge: Current and Future**

3.2.2. In setting out what needs to be achieved in the region the RES addresses directly three key challenges: global competitiveness and the rise of new economic powerhouses; spreading prosperity to all through smart growth; and achieving and maintaining environmentally and socially sustainable prosperity.

**Alternative Future Scenarios**

3.2.3. The RES moves from diagnosis of the challenges to the evaluation of future possible scenarios for the South East. Among key risks to the achievement of the preferred goal of a World Class Region are failure to invest in affordable housing, inadequate investment in infrastructure and paying insufficient
attention to the needs and ambitions of bright young people (not the wealthy and comfortable, by whom the impact of resource scarcity can be mitigated) (pages 9-10).

3.2.4. The main conclusions from assessing these scenarios are that, despite its headline affluence, the region is at a challenging juncture. Some areas appear already to be at their peak of success but on the edge of a tipping point, with others seeing no way out of a spiral of decline or facing a slow death through complacency (page 10).

**Strategy: the Region**

3.2.5. The RES sets a strategy for the region as a whole: in pursuit of the RES Vision that “by 2016 the South East will be a world class region achieving sustainable prosperity”, the Strategy sets out three values and three headline targets, the latter being:

- achieve an average annual increase in GVA per capita of at least 3%;
- increase productivity per worker by an average 2.4% annually; and
- reduce the rate of increase in the region’s ecological footprint.

3.2.6. Of 14 specific targets seven are directly relevant to a spatial development project such as Dunsfold Park:

8. Transport: reduce road congestion and pollution levels.

9 Physical Development: ensure sufficient and affordable housing and employment space of the right quality, type and size and the efficient use of land resources, including mixed-use developments.

10 Employment: improve the productivity of the workforce and increase economic activity.

11. Climate Change and Energy: reduce CO2 emissions and increase the contribution of renewable energy.

12 Sustainable Consumption and Production: reduce per capita water consumption and increase GVA generated per tonne of materials entering the waste stream by 2016.

13 Natural Resources and the Environment: achieve measurable improvements in the quality, biodiversity and accessibility of green and open space.

14 Sustainable Communities: enable more people to benefit from sustainable prosperity across the region and reduce polarisation between communities.

(pages 46-47)

3.2.7. Among a number of sectoral priorities, the RES promotes global leadership in environmental technologies – to exploit the business opportunities created by reducing carbon emissions and waste generation.
3.2.8. The RES identifies the Greater South East (the South East and East of England Regions and London) as one globally significant and interlinked (in terms of workforces, incomes, services, markets, supply chains and migration patterns) economic area.

3.2.9. The RES examines the roles and challenges of three functional areas within the SE Region:

- The Inner South East, which extends south into Surrey as far as Guildford and which forms a generally wealthy core around London where a strong relationship with a World City sits alongside centres of economic vitality as strong as any in Europe and delivering much of the South East’s world class performance.
- The rural South East.
- The coastal South East.

3.2.10. Within the Inner South East the challenges facing the Blackwater Valley are described as including the need to support the development of the knowledge economy (page 27). One of the five priorities for sustaining the performance of this sub-region is investment in public transport to support access to airports and links to the rest of the region. (page 29)

3.2.11. The RES describes some of the key features of, and challenges for, the Rural South East:

- it accounts for 80% of the region’s land mass, a third of its business base and a quarter of its population (page 4);
- increasing numbers of knowledge-based high value added businesses are attracted by the high quality of life (page 4);
- the route away from slow decline is not yet assured (page 4);
- new solutions will be needed to maintain and manage landscape assets in a sustainable manner (page 4);
- ICT offers new possibilities for remote working and businesses in rural locations (page 4);
- rural communities must remain places where people both live and work; they provide services and offer opportunities to improve the work-life balance and to create more sustainable travel patterns through home or remote working (page 30);
- “Over the last few decades the centralisation of many services has led to a decline in services available in rural areas, and mechanisms to halt any further decline or improvements are essential (page 31);
- “Among the priorities for the Rural South East are investment in the economic viability of villages and market towns, exploiting the potential of the knowledge economy for new business creation and development, stimulating the take-up and effective use of Broadband, investing in the
area’s cultural, heritage and landscape assets, and developing the visitor economy linked to the conservation of a high quality environment.” (pages 32-33).

3.2.12. In order to situate outer Surrey, where Dunsfold Park is located, within a spatial and historical context and to present the challenges for the future, based on the picture created in the RES, Figures 4 to 7 show how the role of outer Surrey has evolved in relation to the Inner South East (Inner Surrey and the Thames Valley/M3 corridor) and to London in three broad time periods:

- prior to the development of the railways (Figure 4);
- after the development of the railways (Figure 5); and
- the age of mass transport, public and private (Figure 6).

3.2.13. Major factors in the current role of the area are:

- The growth of export activities in Central London, which is planned to continue in the London Plan.
- The more recent development to the west and south west of London of major centres of export activity, which have given these areas greater self-sufficiency in terms of the range of jobs available to their residents; this growth extends to Guildford which is some 17.7 kms from Dunsfold Park.
- Initially public transport made many more areas attractive residential locations for those working in Central London, including successively inner and outer Surrey.
- Subsequently widespread car-ownership enabled those living in Surrey to travel to an almost infinite variety of locations for work.
- The out-movement of many staff encouraged employers to move parts at least of their operations to follow their staff, for example in Surrey to towns such as Leatherhead, Dorking and Guildford.
- The town centres in turn developed to respond to increased resident and employee markets.
- The main roles of outer Surrey including Cranfold are:
  - The provision of high quality housing, including that for skilled employees travelling to export centres outside the area.
  - An increasingly diverse rural economy where rural business parks and industrial estates have developed to complement shops and service activities and land based activity.
  - A very high quality landscape which contributes to tourism, biodiversity, quality of life and the character of the area.

3.2.14. The final diagram shows some of the challenges facing these different parts of the Greater South East, focusing particularly on the outer Surrey area.

3.2.15. Key points emerging from this review of the wider context for the Cranfold area are:
• The rural parts of the South East are closely bound up with the economy of the Greater South East: they draw wealth from it, they supply skilled labour and their businesses are involved in the supply chains.

• The rural parts of the South East are fundamental to the performance of the region and the country on any measure: with a third of the region’s businesses and a quarter of its population, achieving economic growth goals or reductions in carbon emissions at the regional level will be seriously handicapped unless the rural areas are contributing their important share.

• There is an urgency to the issues that is unprecedented: the pace of change in global markets and in the world’s climate mean that action is needed in all parts of the region now.
Figure 4: London & the South East: a Dynamic Region – Phase 1 Pre-Railways/Early 1800’s

**London**
Major employment centre
Largely self-sufficient for labour
Transport infrastructure limited and largely for the few
Comprehensive housing stock

**Inner Surrey**
Small relatively self-contained settlements, the foundations of the present pattern of distinctive communities.
Negligible commuting

**Outer Surrey**
Largely rural economy, much of it woodland-based
Poor agriculture
Negligible links with London
Figure 5: London & the South East: a Dynamic Region – Phase 2 - Post-Railways/1850’s-1950’s

**London**
- Major employment centre
- Largely self-sufficient for labour
- Transport infrastructure expanding & more accessible to lower paid
- Comprehensive housing stock expanded by suburban development

**Inner Surrey**
- Traditional settlements expanding
- Increased commuting, but largely for better off

**Outer Surrey**
- Largely rural economy, much of it woodland-based
- Poor agriculture
- Improving links with London
- First signs of London-driven development e.g. Arts & Crafts housing
**Other Commuting Destinations e.g. Thames Valley & M3 Corridor**
- Very dispersed commuting patterns as new ‘export’ employment centres develop
- Airport as growth stimulus
- Dispersed patterns offer little scope for public transport
- Widespread congestion

**Inner Surrey**
- Increased commuting across most of the income range
- Traditional settlements expand on large scale
- Town centres developing to retain residents’ spending
- Local employment increasing as employers follow staff
- High travel dependency

**Outer Surrey**
- Longer distance commuting esp by higher paid & more specialised staff.
- Sub-regional & rural hubs develop with strong identities
- Decline of land-based industries

**Sussex & Hampshire**
- Housing more affordable than in Surrey
- Commuting to service jobs in Surrey

**London**
- Major employment centre, but some employers moving out of London
- Commuters now important to labour force
- Transport infrastructure under stress, increasing congestion
- Further suburban development within Green Belt constraints
- Increasing segregation of communities
Figure 7: London & the South East: a Dynamic Region – Phase 4 – A Sustainable Future: the Drivers?

Other Commuting Destinations e.g. Thames Valley & M3 Corridor
Self-containment developing as economy matures
Environmental constraints biting e.g. Thames Basin Heaths
Increasing road congestion
Questions over future expansion of air travel
Address one planet living

London
Congestion charge
Improved public transport e.g. Crossrail
The London Plan: London to look after more of its own needs e.g. housing & waste
Increasing global competition
Address one planet living
Lack of affordable housing

Inner Surrey
Congestion & bottlenecks on commuter rail services
Increasing road congestion
Preserve identity of towns and villages
Lack of affordable housing
Address one planet living

Outer Surrey
Need to preserve identity & viability of towns and villages
Economic development based on knowledge economy & natural resources
Address one planet living
Conserve important landscapes e.g. Surrey Hills
Lack of affordable housing

Sussex & Hampshire
Address one planet living
Other issues
3.3. **The Contribution of Dunsfold Park: Economy**

3.3.1. The proposals for Dunsfold Park have been developed from the outside in, that is, in order to maximize their contribution to the sustainable development of the surrounding area. We now consider how the proposals for Dunsfold Park respond to the economic challenges described above, including those relating to the rural areas.

3.3.2. In relation to economic development the proposals will make a major contribution through improved labour supply, retention and diversification of premises for business and stimulus to leading industrial sectors.

3.3.3. 36,692 sq.m of good quality, existing employment floorspace will be retained and progressively refurbished as the requirements of tenants evolve. (The employment space is currently operated under temporary planning permissions.) The quality of the space is evidenced by the take-up since marketing started in 2002: some 80 firms employing around 638 workers.

3.3.4. There is evidence from the current tenants that the industrial area will contribute to a number of the priorities identified by the South East England Economic Development Agency (SEEDA):

- 86% of firms are small businesses employing fewer than 10 employees; only 2 firms employ more than 50; a number of the firms are new start-ups, using the opportunity of flexible space at affordable rents.
- The firms operate in a wide range of sectors: 16% of firms in manufacturing, 19% in wholesale and retail business, 10% in transport and distribution and 41% in other business services.
- The site also accommodates a number of yard-based activities which provide valuable services to the local economy, but which often have difficulty in locating suitable premises; provision is made for them in the Master Plan.
- New growth sectors, including environmental technologies, are represented by firms developing new vehicle technologies and by the imminent opening of a plant for the production of bio-ethanol, based on research undertaken at Surrey University; other firms are in media production, veterinary science and oceanography.
- Anecdotal evidence indicates that valuable clustering effects are developing, with increasing trading contacts between firms; already in response to local demand a diner and a day nursery have opened on the site, demonstrating the potential for the employees on site to support shops and other services that will be provided through the Master Plan.

3.3.5. The development of business in environmental technologies will be further stimulated by the planned establishment of a 3.5 MWe Combined Heat and Power plant on the site and of a high technology plant to extract valuable organic fibre from municipal waste, (which can then be recycled or converted on-site to bio-ethanol). These facilities will encourage the development of
appropriate skills and the creation of supply opportunities, both attractive to new firms entering the sector or existing firms relocating.

3.3.6. In order to provide for the expansion and modernization of existing firms, business expansion in new technologies, new start-ups and relocations, the Master Plan provides for an expansion and diversification of the employment space over the ten-plus years of the Plan:

- the demolition of 8,029 sq.m of space that is either obsolete or located outside the main industrial area;
- the development of up to 15,247 sq.m of industrial space, which is expected to be taken up largely by local relocations; and
- the development of up to 7,915 sq.m of B1 (a/b) space (offices and studios) to accommodate the increasing range of business activities that require office premises.

3.3.7. This will significantly improve the office and industrial premises offer in the Cranfold area, creating opportunities for emerging sectors as well as existing businesses.

3.3.8. In relation to environmental technologies and land based industries, the planned Combined Heat and Power plant will provide a valuable stimulus to the development of skills and of related businesses. The plant, which will provide the electricity and heating for the residential and business premises in the village, will use some 60,000 tonnes of woodchip, creating a major new market for forestry and woodland produce. Whilst Surrey is England’s most densely wooded county and woodland is the foundation of much of the landscape (e.g. the Surrey Hills), of the biodiversity and of the amenity of the County, much of the woodland is uneconomic to operate. By creating a steady demand for woodchip Dunsfold Park will increase the viability of the source woodlands. The Forestry Commission have estimated that the annual increment, through growth, of timber within a ten-mile radius of Dunsfold Park is 110,000 cu.m. (roughly equivalent to tonnes) and a further 245,000 cu.m. in a 10-20 mile radius.

3.3.9. Demand from the CHP plant will also improve the competitiveness of other complementary woodland products (e.g. sawn timber) as the costs of maintaining the woods will be spread over more than one product. Improving the viability of woodlands, not only in Surrey but also in adjacent counties with extensive woodland, will underpin the ability of woodland owners to manage their woods for other important purposes, for example nature conservation, recreation and landscape value. Additional economic benefits will flow from the additional activity and employment generated in other supply chain businesses, for example forestry contractors and hauliers.

3.3.10. A key plank in the smart growth approach (higher output with lower resource consumption) of the RES is the use of ICT, including for the purposes of promoting increased working from home. 18% of working residents in Dunsfold Park are expected to work mainly at or from home, reducing the need to travel, especially in the peak hour and providing opportunities for remunerative work to people who might otherwise be impeded from working, for example because of
Homeworking will be promoted in the village by universal wired or wireless broadband access for the dwellings and the provision of shared IT facilities in the village centre to enable homeworkers to benefit from the social aspects of working.

3.3.11. The promotion of broadband access across the site, including the industrial area, will assist in achieving other objectives of the RES:

- facilitating access to self-employment and the establishment of new businesses through reducing entry costs;
- improving the competitiveness of rural businesses;
- encouraging more people to enter the labour market; and
- improving productivity through enhanced access to information.

3.3.12. Another plank of the smart growth approach is to increase the productive output of the existing population, for example through raising employment rates amongst older people. Demographically there is likely to be a significant older population in Dunsfold Park (estimated at about 30% of households) and it is equally likely that, because of shortfalls in pension provision, a number will seek opportunities to supplement their incomes, albeit on a flexible or part time working basis. Dunsfold Park will offer an increasingly wide range of jobs in shops and other services and in the industrial and commercial areas; they will be highly accessible on foot to all the homes in the village. Part time employment of experienced workers is also likely to be attractive to new and small firms as a means of addressing special skill needs and meeting peaks in demand for their products. It will therefore provide an excellent opportunity for meeting the skill needs of employers and providing additional income for groups that might not otherwise be available for work.

3.3.13. Encouraged by the speed with which space on the existing industrial estate has been taken up since marketing started in 2002 and by the growing trading links between firms on the estate, Dunsfold Park Ltd are confident the village can become a truly integrated and highly productive mixed use community, based on:

- a wide range of opportunities for work within the village: part-time, flexible time and full time, self-employment, home-working;
- an increasingly diverse array of employment: manufacturing, distribution, shops and consumer services, caring (e.g. in the Jigsaw School), modern technologies such as environmental industries and the green utilities serving the village and other modern technologies such as ICT;
- shared use of the village centre;
- convenient and safe accessibility between the main residential and employment areas without their proximity putting the amenity or efficient operation of either at risk.

3.3.14. A major benefit of an integrated and diverse community such as this is the contribution it makes to inclusion: the more work opportunities that are available on varied and flexible terms, the greater the chances of people with
any type of disadvantage (whether related to disability or caring responsibilities) being able to find remunerative work to suit their needs. This reflects a major advantage enjoyed by Dunsfold Park as a location for residential development: a large and increasingly varied range of jobs already being established on the site. Most residential developments, being constrained by their small size, their inappropriate location and their lack of viability for employment development, include little more than token employment opportunities, meaning that all residents have to travel off-site to work.

3.3.15. Additional benefits to the regional and local economy will arise from improving the supply of labour and generating more customers and users for local services; these are considered below when the planned housing is examined.

3.4. The Contribution of Dunsfold Park: Environmental

3.4.1. Just as the economic performance of the rural areas of the South East (containing a third of the region’s businesses and a quarter of its population) is fundamental to the economic performance of the region as a whole, so the reduction in the region’s environmental footprint (RES headline target to reduce the rate of increase in the region’s ecological footprint, stabilise it and seek to reduce it by 2016 (RES, page 6)) requires significant improvement in the rural areas’ environmental performance.

3.4.2. Dunsfold Park will contribute to the achievement of this target through its green utilities, through the land use and transport strategy, through the landscape and biodiversity strategy and through the environmental performance of the housing.

Green Utilities

3.4.3. Dunsfold Park Ltd’s aim is that the village should become carbon neutral over the life of the development. Clearly Government policies, technologies and people’s behaviour in relation to environmental impacts and mitigation will change significantly in the fifteen or so years between now and the completion of the development. Those changes may enable the environmental performance of later phases of the village to be improved. At this stage in putting the Master Plan forward DPL has used the best available methods appropriate to the location and circumstances of Dunsfold Park.

3.4.4. The principles behind DPL’s strategies for the utilities serving the site are firstly to reduce the overall volume needed through demand management and then to satisfy the remaining demand from sustainable sources, preferably sources on or near the site.

3.4.5. Exploiting the economies of scale provided by a mixed use development of the size of Dunsfold Park under the control of a single landowner and using the potential of the surrounding wooded areas, Dunsfold Park Ltd propose to build a 3.5 MWe combined heat and power plant on the site. DPL have set a target of a zero carbon development with respect to energy consumption, which corresponds to the achievement of Level 6 in the Code for Sustainable Homes
and a similar standard for new industrial and commercial premises. This will be achieved by:

- Energy efficiency measures in all homes to reduce CO2 emissions by 25% compared with Part L of the Building Regulations (2006).
- Active generation of energy from renewable sources, using a 3.5 MWe capacity CHP plant fuelled by locally sourced biomass from sustainable forestry and woodland.
- Supply of electricity to all homes and district heat to all homes and commercial premises from the CHP plant.
- Offsetting of the carbon emissions from the energy consumption of the industrial premises through sales of electricity from a renewable source to the national grid.

As part of the Utilities Assessment, further detail is included in the Energy Strategy.

3.4.6. DPL's aim is to minimise the amount of domestic waste that leaves the site, especially the volume that goes to landfill or other unsustainable disposal. This is to be achieved by sorting and treating waste as close as possible to its source and using on-site resources in the process where economic to do so. As part of the Utilities Assessment, further detail is provided in the Waste Strategy.

3.4.7. Households will sort recyclables (textiles, glass and dense plastics) for collection and distribution off-site once a fortnight. Residual waste will be collected each week for on-site treatment. Through autoclaves (the Fibrecycle process: heat and pressure treatment, not combustion) and materials separation the residual waste will be converted to:

- Fibre product suitable for recycling or recovery for bio-ethanol
- Recyclables, mainly metals and plastics
- Residual fractions, for disposal.

3.4.8. Dependent on the use to which the fibre product is applied, the process will enable waste management of the development to exceed Government targets for recycling and recovery and EU/Government targets for the diversion of waste from landfill sites.

3.4.9. Dunsfold Park Ltd is currently developing premises at Dunsfold Park for a company spun out of Surrey University to test, on industrial scale, a process for converting any cellulosic material into bio-ethanol. The process has already been tested in the laboratory. Tests have shown that the cellulose produced in the Fibrecycle process (see above) can be used as feedstock.

3.4.10. Once the company has proved the conversion process, the plant will have sufficient capacity to handle all the cellulosic material produced from village waste. The output of bio-ethanol (E85) fuel could be marketed in Dunsfold Park with incentives for residents and employees to use suitable vehicles. The remaining material after bio-ethanol production, lignin, can be burned in the CHP plant.
3.4.11. The South East is a relatively dry region within the UK and yet has some of the strongest pressures for development. Conservation of water and the use of sustainable sources of supply are therefore fundamental to the proposals for Dunsfold Park. It is intended to reduce consumption from the current national average of 153 litres per person per day to 80 lpppd by means of:

- universal metering of homes in the village; and
- fitting water efficient devices in all the homes from the outset.

The collection of rainwater, which will be recycled for non-potable uses, will contribute to meeting the residual demand for 80 lpppd.

3.4.12. A Sustainable Urban Drainage System is to be installed at Dunsfold Park. Water bodies created on the site will serve several purposes: collection of rainwater for re-use, reduction of storm water run-off, amenity and habitat enhancement. Key features of proposed SUDS are:

- The development has been designed to incorporate SUDS.
- An integrated SUDS scheme will discharge to the newly formed attenuation lake and ponds, generally in the south east of the site.
- The outlet of the lake/ponds will discharge into the wetlands, reed beds or ponds, attracting fauna and flora before discharging into the canal.
- The development master plan has been predefined, with the area effectively being split into seven sub-catchments by distributor roads. To the southeast of the development the land has been designated as an area of public open space.

A Flood Risk Assessment is included as Volume 4.

3.4.13. In line with Environment Agency (EA) policy it is proposed that waste water be taken off-site for treatment at Cranleigh Treatment Works, to which Dunsfold Park is already connected. The EA favours discharge to a foul sewer and treatment in a public/Thames Water works as a more sustainable solution than private works on the site, unless the cost penalty on the former is heavy (£6-7,000 per dwelling more expensive). It is likely that the treatment works at Cranleigh will need upgrading to accommodate the additional flows from Dunsfold Park.

As part of the Utilities Assessment, further detail, including details of foul sewerage treatment, is included in the Water Strategy.

Land Use and Transport Strategy

3.4.14. The Transport Strategy is based on a structured series of measures to reduce demand and provide sustainable forms of transport for the journeys that quite properly need to be made:

1. a land use mix (housing, jobs and services) that reduces the need to travel, including incentives: this is aiming for a degree of self-containment within Dunsfold Park and a further degree of self-containment based on the extensive services and jobs in Cranleigh;
2. deterrents to the use of the car for journeys for which attractive and efficient alternatives which either exist or will be supported by Dunsfold Park Ltd;
3. provision of attractive alternatives for journeys that lend themselves to environmentally friendly, shared transport;
4. use of zero carbon alternatives to the car for journeys that need to be made by individual transport; and
5. a network of alternatives to the car that will be of benefit to Cranfold residents as well as Dunsfold Park residents, reducing the need to travel by car in the wider Cranfold community.

3.4.15. The Master Plan is designed to reduce the need to travel and to encourage movement on foot or by bicycle through:

- close juxtaposition of the residential and employment areas with the village centre readily accessible to each; all the homes and employment buildings are within 650 metres of the village centre and most are much closer;
- measures to facilitate working at home: 100% coverage of the village with wired or wireless internet access and an IT centre within the village to give homeworkers access to shared facilities and the social benefits of working with others; already, according to the 2001 Census 15% of the Cranfold workforce work at home and this is expected to increase;
- compact layout and relatively high density (33 dph gross);
- creation of safe and attractive pedestrian environments within the village through: limited access for vehicles in the inner residential area and village centre, layouts that encourage slow driving with negligible signage, separate access for the vehicles serving the commercial area;
- priority in the allocation of housing firstly to those working at Dunsfold Park and secondly to those working in Cranfold;
- development and pricing of affordable housing to be available to those working in business and services in Dunsfold Park and Cranfold; and
- routing of the buses serving external destinations such that residents and employees are within 300m of a stop.

3.4.16. DPL has examined a range of economic instruments to reduce the demand for travel and to encourage travel by environmentally friendly modes. Two measures have been selected for implementation in the Master Plan:

- a road user charge levied on residents that would be a cordon charge on all trips leaving the village; the proceeds would be dedicated to supporting public transport (or other community services in Dunsfold Park);
- a workplace parking levy.

3.4.17. The Transport Strategy for Dunsfold Park comprises a set of measures to address internal movement and one to address trips to and from external destinations. The internal strategy measures proposed are:
• Controlled Access Zone encompassing the inner part of the village and the village centre;
• Comprehensive pedestrian and cycle network;
• Bicycle rental scheme;
• Parking restrictions and ‘parking barns’;
• Promotion of community neighbourhood electric vehicles for use by residents and employees;
• Local bus service integration to enable bus use for internal trips
• Neighbourhood electric delivery vehicles and central deliveries centre;
• Transport ‘hub’ for information and transport connections;
• Transport coordinator;
• Social networking database for Dunsfold Park; and
• Individualised travel marketing.

3.4.18. The key to the success of Dunsfold Park with regards to transport is a comprehensive external strategy comprising the following measures:

• Commuter bus services, with additional services for shoppers and demand responsive services, and “yellow” buses for school journeys;
• Electric vehicle promotion;
• Social network and car sharing database;
• Car club
• Cycle & walk links;
• Car user charging: an exit charge on vehicles leaving the site, varied by emissions and time of day;
• Workplace travel plans; and
• Workplace parking levy, also varied by emissions.

Further consideration of parking provision can be found in the Transport Strategy.

3.4.19. DPL will support public transport alternatives to the car by means of electric or bio-fuel buses, both energy sources being carbon neutral and potentially produced within Dunsfold Park. The routes to be served are those that provide access to the key centres for jobs, shops and services:

• buses serving external destinations will also connect the main activity areas within the village, facilitating local movement for the less mobile;
• frequent services, including a dedicated school bus, to Cranleigh, which provides a wide array of shops and services to meet weekly needs and also secondary schooling, arts and leisure facilities; and
services to Guildford, Horsham and Godalming, the latter being the closest centre but offering fewer shops and a more limited range of rail services; Horsham serves different termini in London from Guildford.

3.4.20. These services will be launched early in the development of the village, their initial customers coming mainly from the employees at Dunsfold Park, currently about 638 and increasing.

3.4.21. Whilst DPL fully expect that people’s travel habits will be changed by the measures they propose, there will nevertheless be a residual demand for trips that lend themselves badly to public transport (e.g. multiple destinations, carrying infirm people, transporting awkward and heavy loads). DPL’s approach is to provide for people to own cars if necessary, but to reduce the need to use them and to provide cars, or incentives for the use of cars, that are carbon neutral – either electric or bio-fuel powered, the energy being generated in Dunsfold Park. Suitable vehicles are currently being tested at Dunsfold Park. The take-up of these vehicles will be encouraged by incentives: e.g. attracting a reduction in the proposed cordon charge.

3.4.22. Given the frequency with which people on average change jobs (about once every four years2) or move house (about once every ten years3) and the fact that access to public transport is a factor in both these choices, there will be many opportunities for people to change, on a long term basis, to the more sustainable and higher quality of life offered by the Dunsfold Park proposals. Over the lifetime of the development this tendency will be reinforced when the Government implements the promised national measures to reduce greenhouse gas emissions such as car user charging, especially in congested areas such as North-West Surrey.

3.4.23. The overall effect of these measures on travel patterns and modal choices is expected to be:

- The transfer of 72% of vehicle trips to Cranleigh by residents to alternative modes, of 39%-47% of vehicle trips to Guildford, Godalming and Horsham and commensurate transfers of trips to other nearby destinations (see Transport Strategy (Volume 7 – Chapter 6)).

- The transfer of 42% of vehicle trips by employees from Cranleigh to alternative modes, and lesser transfers from other origins (see Transport Strategy (Volume 7 – Chapter 6)).

- a reduction in kilometres travelled and in carbon emissions of 6% compared with the situation if the Transport Strategy was not implemented (see Carbon Emissions Statement);

- reductions in kilometres travelled and in carbon emissions, compared with the impacts of developing a similar number of dwellings at the alternative locations considered in the Sustainability Appraisal:

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2 National Statistics feature: Job mobility and job tenure in the UK, November 2003
3 General Household Survey, Tenure: by length of time at current address, 1998-99: Social Trends 30
of 8% in kilometres travelled and 35% in carbon emissions in the case of development as an urban extension of Guildford

- of 31% on both counts in the case of development in the four main towns of Waverley

- of 19% on both counts in the case of development as an urban extension of Cranleigh (see Carbon Assessment – Volume 10).

**Landscape, Biodiversity and Recreation**

3.4.24. In strategic terms the landscape of this part of Surrey, the dominant feature of which are the Surrey Hills, is fundamental to the quality of life that makes it so attractive for living, working, visiting and for business investment. We now consider how the proposals will contribute to the natural features of the area and their use. In the spirit of an holistic approach to development, the greenspace proposals have been conceived as an integral part of the Master Plan and will be managed as part of the overall management of the village in the future – benefits that can only be delivered when a large area in single ownership is being planned and developed. This also creates the opportunity for the whole to be managed flexibly to adapt to changing future demands.

3.4.25. Dunsfold Park can best be described as a compact village within green surroundings. Only 42.3% of the total airfield site will be developed, allowing almost every part of the built up area to be bordered by greenspace. The structural landscaped areas are listed in the table below; they total 143 hectares.

**Table 3: Landscaped Areas**

<table>
<thead>
<tr>
<th>Greenspace Area</th>
<th>Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benbow Country Park</td>
<td>72</td>
</tr>
<tr>
<td>Roundless Copse and Fields</td>
<td>9</td>
</tr>
<tr>
<td>Southland Corridor</td>
<td>22</td>
</tr>
<tr>
<td>Eastlands Meadow</td>
<td>11</td>
</tr>
<tr>
<td>Furtherfits</td>
<td>22</td>
</tr>
<tr>
<td>Farnhurst Meadow</td>
<td>7</td>
</tr>
<tr>
<td><strong>Total Landscape</strong></td>
<td><strong>143</strong></td>
</tr>
</tbody>
</table>

Note: Runway Park is omitted from this table, though represents a landscaped area of 8 ha within the built area.

Landscaping Details are included in the Landscape and Visual Amenity chapter of the Environmental Statement, which follows from the design concept in the Design and Access Statement,

3.4.26. The principal component of the landscape scheme is an informal country park, Benbow Park (72.4 hectares), in the English parkland style, creating a transition between the large scale of monumental landscape elements such as the Runway Park and the intimate, mosaic ‘Wealden’ landscape beyond. The landscape is contained by the existing strong boundary landscape structure and creates links to the intricate network of shaws and woodlands beyond.
through partial restoration of the pre airfield landscape to the perimeter (visual and ecological connectivity).

3.4.27. Specific areas of landscape screening to fulfil both visual and ecological/connectivity functions have been introduced as part of the proposals. These consider the relationship with the scarp slopes within the Surrey Hills Area of Outstanding Natural Beauty (AONB) and long views to and from the site (e.g. Hascombe Hill).

3.4.28. In considering the wider visual impact of the scheme, emphasis has been given to creating a dappled, irregular roofscape, broken by green roofs and areas of street trees and trees within areas of greenspace, which also creates the sense of a porous development where landscape and townscape connect.

3.4.29. The Country Park incorporates a varied mosaic of landscape elements and habitats, including woodland, species rich grassland and meadow, wetlands and lakes/pools as parts of the SuDS scheme, in addition to new hedgerows, ditches and field ponds. Benbow Country Park will also include sports and events areas:

- four junior pitches and outfields (football);
- one cricket wicket and outfield area; and
- three rugby/senior football pitches.

3.4.30. The emphasis given to the protection and enhancement of biodiversity is evidenced by the five designations that have been created to cover nearly the whole site, including the built area:

- Areas of particular sensitivity with controlled public access.
- Areas managed for wildlife with controlled public access.
- Habitat management and creation for wildlife and informal recreation.
- Intensively managed areas and wildlife habitats adjacent to urban areas.
- Green infrastructure and features for wildlife within urban area.

A Biodiversity Survey and Report is included in the Environmental Statement.

3.4.31. Additional open space for informal recreation will be located throughout the village: two Neighbourhood Equipped Areas of Play (NEAPs), five Local Equipped Areas of Play (LEAPs) and 23 Local Areas of Play (LAPs). Other open space will include:

- allotments;
- community orchard;
- green links and pedestrian/cycle access corridors around and through the site; and
- site for displays and events e.g. country fair.
3.5. **The Contribution of Dunsfold Park: Housing**

3.5.1. In the Regional Economic Strategy, described above, the close links between the London and Thames Valley economies and the South East have been identified together with the key role played by the rural areas in providing housing for skilled workers in those economies.

3.5.2. PPS3, Housing, creates the national context for housing supply, including in rural areas:

“A principal aim of the new PPS3 is to underpin the Government’s response to the *Barker Review of Housing Supply* and the necessary step-change in housing delivery, through a new, more responsive approach to land supply at the local level.

“This PPS reflects the Government’s commitment to improving the affordability and supply of housing in all communities, including rural areas, informed by the findings of the Affordable Rural Housing Commission. The delivery of housing in rural areas should respect the key principles underpinning this PPS, providing high quality housing that contributes to the creation and maintenance of sustainable rural communities in market towns and villages.” (paras 2 and 3)

3.5.3. Para 9 makes a specific point about addressing supply at the level of local communities:

“The Government’s key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.”

3.5.4. Further valuable national policy context is provided by PPS4 Planning for Sustainable Economic Development which the Government has published as a draft for consultation. At Para 13 it includes housing in the definition of economic development, adding that there is a need for “flexible policies which are able to respond to economic change and the need for coordination with infrastructure and housing provision.”

3.5.5. PPS4 goes on to recommend that “Local Planning Authorities (LPAs) should adopt an evidence based approach to proposals which do not have the specific support of plan policies……consider proposals favourably unless there is good reason to believe that the economic, social and/or environmental costs of development are likely to outweigh the benefits.” (para 29)

3.5.6. At Para 32 the Draft PPS recommends that the merits of development in rural areas should not be dismissed: “In rural areas, recognising that accessibility – whether by private transport, public transport, walking and cycling – is a key consideration, local planning authorities should:……recognise that a site may be an acceptable location for development even though it may not be readily accessible by public transport.”
3.5.7. This express link between housing provision and sustainable economic development has been an important element of the case for housing development at Dunsfold Park, as is shown later in this section.

3.5.8. Before describing the contribution of Dunsfold Park to regional and local housing issues, we review briefly the findings of three reports which identify the economic, social and environmental impacts of severe housing shortages in Surrey and the rural areas of Southern England.

3.5.9. Having reviewed the findings of the reports we then consider the contribution that Dunsfold Park will make to the challenges identified.

3.5.10. The first report, quoted in PPS3 above, is that of the Affordable Rural Housing Commission, which was established in 2005 by DEFRA to inquire into the scale and nature of the issues and to propose solutions. The Commission considered both social affordable housing and market housing that was affordable. The inquiry revealed “an acute shortage of affordable housing in rural areas of all regions of England” (Executive Summary, page 2).

3.5.11. In Chapter 2 the Commission refer particularly to the South of England. They describe the often long distances that households, especially young people, have to move away from the countryside to find affordable housing. Informal support networks, including one generation caring for another, are disrupted; and formal support services are undermined by the inability of care workers to find affordable housing. The viability of local services, such as schools and shops, is eroded.

3.5.12. The Commission describe the recruitment difficulties in the public and private sectors, especially for rural activities such as landscape maintenance and more generally a stifling of rural enterprise. The Commission encapsulates the risk of not addressing the lack of affordable housing:

   “Villages will increasingly become the preserve of those who are better off, who travel long distances to well paid jobs; not places for a mix of people to live, work, educate their children and use local services.”

   (Chapter 2, page 14)

3.5.13. While the Commission’s Review analyses the common difficulties rural communities face in their internal servicing and support systems, the second report by Deloitte takes a wider regional and national economic perspective on Surrey.

3.5.14. In a report prepared for SEEDA, the Surrey Economic Partnership and the Thames Valley Economic Partnership, “Strategies and solutions for sustaining success in Surrey and the Thames Valley”, in September 2005 Deloitte concluded that, for the two sub-regions to maintain their contribution to the economic growth of the SE Region and their international competitiveness, they would need to implement significant measures additional to what could be achieved through “smart growth” (broadly meaning productivity gains).
3.5.15. Deloitte identify one of the key roles for Surrey housing as providing accommodation for workers in the wealth creating or export sectors of London and other locations (Page 13).

3.5.16. On recent levels of investment in housing and related infrastructure they conclude that growth without commensurate investment in housing and transport infrastructure has led to skyrocketing house prices, and has contributed to increased levels of commuting, congestion and skills shortages (Page 18).

3.5.17. In setting out their proposals for the future Deloitte extend their concerns on future labour supply to the services (e.g. public sector services) as well as the export sectors and they address the need for additional housing in both the market and subsidized sectors. They perceive a risk that many of the cost advantages which originally lured companies out of London into the Thames Valley and parts of Surrey are gradually eroding. Affordable housing, as well as the affordability of housing, must be a key priority if Surrey and Thames Valley are to maintain their competitiveness (Page 36).

3.5.18. They make a positive point about the growth in working from home, which facilitates growth with little additional infrastructure, i.e. higher productivity (Page 23).

3.5.19. Deloitte are clear that more housing (than the Draft SE Plan provides, Deloitte page 36) is needed in the two sub-regions. There are two parts to Deloitte’s approach to maintaining economic growth and the competitiveness of the two sub-regions: to achieve more self-containment of labour markets and a, possibly increasing, need, for Surrey to provide skilled labour for the wealth creating economic activity in other parts of London and the South East.

3.5.20. Further evidence of the impact on labour supply of housing shortages in Surrey is provided by research undertaken by N. Morrison and S. Monk in the Department of Land Economy, Cambridge University (Job – Housing Mismatch: affordability crisis in Surrey, South East England, published in Environment and Planning, 2006, pages 1115-1130). The purpose of the paper was “to provide evidence on the nature and extent of the key-worker problem in a high-cost growth area outside London”. The research drew on published statistics and in-depth interviews with thirty public and private sector employers in Surrey.

3.5.21. Key findings from the research include particular problems faced by public sector employers in recruiting and retaining qualified professional staff, whose skills allow them to compete in the national job market; many turn down an offer or withdraw their application when they enquire about housing costs.

3.5.22. Public sector employers encountered fewer problems with administrative or clerical staff, who were recruited locally and who were often the second earner in their household.

3.5.23. Similar problems of recruitment and retention of staff were found in the private sector, especially lower paid service sector companies. The impacts in terms of loss of experienced and skilled staff and long distance commuting were similar.
3.5.24. The integrated land use and transport proposals for Dunsfold Park address these regional and local housing issues in a variety of ways, a variety that is inherent in the diversity and vitality of the planned community.

3.5.25. In pursuit of the client’s goal of creating an exemplar of sustainable development, the housing numbers and mix have evolved in response to a number of objectives:

- To address the shortage of affordable housing in both the social and market sectors.
- To address local labour shortages.
- To contribute to the role of Surrey’s rural areas in providing housing for skilled workers in the main export employment centres of the Greater South East.
- To achieve reductions in the distances people need to travel to work.
- To respond to trends in demand e.g. the ageing of households.
- To create a mixed and balanced community.
- To provide for social mobility in the housing market.

3.5.26. The foundation of the proposals is the inheritance of a brownfield site with a ready capacity to accommodate some 2,000 jobs. This, together with the existence of some 5,900 jobs in Cranfold, provides the opportunity to offer housing at Dunsfold Park that will be highly accessible to both sets of jobs. The details of how the housing numbers have been derived are set out in the Housing Strategy. The key outturns that DPL are seeking in terms of travel to work and making labour more accessible to local jobs are described in the Table below.

**Table 4: Target travel-to-work patterns of residents at Dunsfold Park**

<table>
<thead>
<tr>
<th></th>
<th>Cranfold Residents 2001</th>
<th>Dunsfold Park Residents 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>No fixed place of work, or works overseas</td>
<td>789</td>
<td>7</td>
</tr>
<tr>
<td>Works mainly at or from home</td>
<td>1,617</td>
<td>15</td>
</tr>
<tr>
<td>Less than 2km</td>
<td>1,803</td>
<td>16</td>
</tr>
<tr>
<td>2km to less than 10km</td>
<td>2,210</td>
<td>20</td>
</tr>
<tr>
<td>10km and over</td>
<td>4,631</td>
<td>42</td>
</tr>
<tr>
<td>ALL RESIDENTS Aged 16-74 and in work</td>
<td>11,050</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: Census 2001 and Dunsfold Park Master Plan
3.5.27. In setting the above targets DPL have taken account of the different character of the jobs in Cranleigh (stronger representation of retail and consumer services than in Dunsfold Park), the opportunities for people to change the relationship between their homes and workplaces when moving jobs or home, relative house prices in Surrey and adjacent areas, growing awareness of the environmental impacts of current lifestyles, especially travel and the associated stress, and the growing importance and attraction of working at home.

3.5.28. Overall DPL are aiming for a significant shift in travel patterns for the benefit of the economy, of the quality of life in families and communities and of the environment. It is not however an aim of DPL to create a self-contained community in the sense that there is limited reliance on external centres for jobs, services or other necessities of life. Firstly it would be an unrealistic aim given how lifestyles have evolved to give (many) people much greater choice than they had in the past over where they live, work and find their recreation. Secondly it would militate against the diversity of the community if it were highly self-contained.

3.5.29. DPL do however believe that the timing is right, from the perspective of the demands of the economy, the cohesion of rural communities and the need to curb the environmental impact of current lifestyles, to offer an alternative which creates a different quality of life based on a mixed use settlement that works in concert with the surrounding communities.

3.5.30. At the heart of this offer is the aim of enabling the proportion of Dunsfold Park residents working within 2kms, that is within Dunsfold Park, to increase from 16% to 20%. This reflects the proximity of 2,000 jobs on the site and the increasing diversity of those jobs as the industrial area matures and village services are developed (see Economic Development Shops and Services Strategy – Volume 11). It also reflects the layout of the Master Plan which favours movement within the village, including to the jobs in the centre and the industrial area, and the planned priority allocation of housing.

3.5.31. Another central feature of the offer is supportive facilities for the increasing proportion of people choosing to work at or from home. The aim is to increase the proportion from 15% of all residents in work in Cranfold in 2001 to 18%, reflecting both wider growth in this sector and the measures that will be put in place to facilitate home working at Dunsfold Park:

- universal wired or wireless broadband access for the dwellings; and
- the provision of shared IT facilities in the village centre to enable homeworkers to benefit from the social aspects of working).

3.5.32. In order to address housing and labour shortages in the wider Cranfold area (and to reduce their need to travel) the group of Dunsfold Park residents working between 2kms and 10kms from home, mainly within Cranfold, is targeted to increase from 20% to 25%. This reflects the range of 5,905 jobs in Cranfold and the transport improvements that will be put in place as a result of the Master Plan being implemented together with the number of new residents
who will already hold local jobs. Priority will also be given to these workers in the allocation of housing.

3.5.33. However the analysis of the role of rural areas such as this in the wider regional context has demonstrated that an appropriate and regionally significant role for Surrey is to provide housing for those working in the wealth creating activities, the main concentrations of which lie outside the County. This role will be recognized and accommodated in the Master Plan through the provision of appropriate housing and of improved and environmentally more friendly transport to the key external centres and interchanges, such as Guildford. Residents in this group, assumed to travel more than 10 kms to work, are expected to represent 29% of all residents in work (cf 42% in Cranfold in 2001).

3.5.34. The 3,236 residents in work in Dunsfold Park converts to 1,821 households (at 1.78 economically active persons per economically active household). Additional provision is made for retired households such that they constitute 30% of the overall total. The addition of retired households reflects the fact that Dunsfold Park is likely, as it matures, to reflect the demographic characteristics of the wider community. It is also consistent with the desire to create a mixed and inclusive community at Dunsfold Park. The overall total is 2,601 dwellings.

3.5.35. The tenure and dwelling size mix have been designed to achieve the key objectives set out above. It is described in detail in the Housing Strategy.

**Table 5: Housing Mix by Tenure**

<table>
<thead>
<tr>
<th>Tenure</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open market, of which</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sale</td>
<td>1393</td>
<td>53.6</td>
<td>1495</td>
<td>62.2</td>
</tr>
<tr>
<td>Rent</td>
<td>102</td>
<td>3.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total affordable, of which</td>
<td></td>
<td></td>
<td>910</td>
<td>37.8</td>
</tr>
<tr>
<td>Social, of which</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rented</td>
<td>524</td>
<td>20.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temporary to permanent</td>
<td>35</td>
<td>1.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intermediate, of which</td>
<td>351</td>
<td>13.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared ownership</td>
<td>271</td>
<td>10.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Discounted rent</td>
<td>80</td>
<td>3.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub-total</td>
<td></td>
<td></td>
<td>2405</td>
<td>100</td>
</tr>
<tr>
<td>Institutional (C2), of which</td>
<td></td>
<td></td>
<td>196</td>
<td></td>
</tr>
<tr>
<td>Extra care</td>
<td>30</td>
<td>1.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warden</td>
<td>120</td>
<td>4.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Student</td>
<td>46</td>
<td>1.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>2,601</td>
<td></td>
</tr>
</tbody>
</table>

3.5.36. The proposal will have positive benefits in the Local Housing Market area by increasing the provision of affordable housing and freeing up existing stock for other tenants/purchasers. The proposals will provide a wide range of housing options, which will make for both a balanced community and for easy
movement between tenures, for example a progression from social housing to intermediate and thence by staircasing into full home ownership. To realise these benefits, the scheme will:

- provide 37.8% of C3 dwellings as Affordable Housing without Social Housing Grant; the 102 open market rental units will be transferred to the affordable housing provider to subsidise the social housing;
- fill an identified affordability gap in the local market area with a range of intermediate tenures to match a variety of client groups. 351 units will be provided in these tenures;
- accommodate the needs of the elderly, providing supported housing and sheltered accommodation. 150 Units will be provided for this purpose;
- provide 524 socially rented dwellings with further provision of 35 dwellings for the homeless; and
- provide 1,393 homes for sale of which up to 30% can be expected to be made available for letting.

3.5.37. The availability of the affordable units will be targeted (through priority allocations and sales) at those working at Dunsfold Park and the wider Cranfold area to underpin the sustainable live-work patterns that the scheme is founded on.

3.5.38. The mix of dwellings (including C2 institutional accommodation) by number of bedrooms is shown in Table 6.

Table 6: Housing Mix – Type of Units

<table>
<thead>
<tr>
<th>Size</th>
<th>Type</th>
<th>No.</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>Flat</td>
<td>521*</td>
<td>20.1</td>
</tr>
<tr>
<td>2 bed</td>
<td>Flat</td>
<td>415</td>
<td>16</td>
</tr>
<tr>
<td>2 bed</td>
<td>House</td>
<td>365</td>
<td>14</td>
</tr>
<tr>
<td>3 bed</td>
<td>House</td>
<td>523</td>
<td>20.1</td>
</tr>
<tr>
<td>4 bed</td>
<td>House</td>
<td>515</td>
<td>19.8</td>
</tr>
<tr>
<td>5 bed</td>
<td>House</td>
<td>262</td>
<td>10</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>2,601</td>
<td>100</td>
</tr>
</tbody>
</table>

*Includes 46 studios for student accommodation

3.5.39. The mix shows an emphasis on smaller units, for which Savills’ Report (see Housing Strategy – Volume 5 (Section 5) and Appendix A to the Housing Strategy (Section 4) has indicated an unmet demand in the Local Market Area, and which reflects the need to increase the number of households for young people with no children who are potential or actual employees of firms and organisations in Dunsfold Park and Cranfold.

3.5.40. The important benefits that the housing provision will deliver can be summarised:
1. Major additions to the stock of affordable housing, both social rented and intermediate, enabling many more households currently excluded from housing to occupy a decent home, a home that will be accessible to a range of employment opportunities and which will offer opportunities to progress towards home-ownership.

2. The affordable housing will be privately funded with no call on public funds, as will the infrastructure necessary for the scheme. Planning Obligations relating to affordable housing and infrastructure contributions are included in the Draft Heads of Terms Section 106 (Voulme 20) (Also see Chapter 4 of this Planning Statement).

3. Major additions to the stock of market housing, some of which will be sized to extend affordability to younger households; this will improve the supply of readily accessible labour to local employers, especially those providing services to the local community.

4. A proportion of the housing will be larger properties suitable for higher earning households (e.g. 170 five-bedroom houses); this will be a source of housing that offers a distinctive quality of life for skilled workers in the nationally important export sectors, for example in the Inner South East and London. It is important that, for these often highly mobile workers, the quality of the UK housing offer be maintained and improved; Dunsfold Park will assist in maintaining a competitive housing offer.

5. The additional housing will accommodate some 6,094 people, whose shopping and other service needs will be met on a day-to-day basis in Dunsfold Park, and for weekly and other less frequent needs in Cranleigh or the larger local towns of Godalming, Horsham and Guildford. Shops and services in rural areas have long been vulnerable to competition from larger stores and larger centres; internet shopping now poses a new competitive threat. Cranleigh is the largest service centre within Cranfold with 60 retail shops, including a department store and three supermarkets, and a similar number of other retail service outlets. The population at Dunsfold Park will be an important source of additional customers for consumer businesses in Cranleigh, underpinning their viability.

6. The additional population will also help to support public services in Cranleigh, which has several primary schools and a secondary school, Cranleigh School (private), several churches, an Arts Centre, a Leisure Centre, a library and a village hospital. But these services are not secure: the cinema has already closed, the Arts Centre is threatened by funding cuts and the Village Hospital has been under threat for many years. In particular Glebelands (secondary) School is projected to have spare capacity of about 140 places; pupils from Dunsfold Park will not only take up the spare places, they will provide the need for DPL to fund additional capacity and improved facilities at the school.

7. The villages near to Dunsfold Park have already lost a number of services. For example in the adjacent Dunsfold village, the primary school has already closed and children have to travel to Cranleigh, the one shop has recently been halved in size and the parish church is threatened with merger with two adjacent parishes. The Church of England have expressed strong interest, if Dunsfold Park is built, in not only cancelling the proposed
merger but also in building a new ecumenical church in Dunsfold Park. Similarly if the new village is built, primary school children in Dunsfold will be able to walk less than a mile to school in Dunsfold Park. Shops and services to serve the new population in Dunsfold Park will be within easy reach of several underserved local villages.

8. Whilst the scale of the housing proposed has been determined by employment opportunities, travel patterns and the desire to create a balanced community, it also offers **economies of scale for some of the key items of infrastructure**. For example it is unlikely that a Combined Heat and Power plant of the type proposed could be operated efficiently at significantly smaller scales of development.
4. **Section 106 Agreement**

4.1.1. Policies D13 and D14 of the Waverley Local Plan provide for developers to make contributions or undertake works in order to mitigate the effects of proposed developments. In compliance with these policies and with Circular 05/05 and in order to deliver the benefits set out above in creating a balanced and sustainable community, this planning application is supported by a schedule of commitments on the part of DPL (Draft Heads of Terms, Volume 20). The Planning Obligation will contain commitments on the part of the developer to fund and/or provide land for a range of benefits including contributions to services to be provided by others, together with commitments on the part of the Councils to deliver the required facilities or services.

4.1.2. The planning gains secured by the Planning Obligation will be provided at trigger points in step with the pace of residential occupations. In this way the needs of the new community will be met as they arise.

4.1.3. Land will be reserved and set aside for the following land uses:

1. new areas of woodland and parkland extending over 143 hectares. These will be laid out, landscaped and made available for public use on a permissive basis.
2. wild life habitat creation;
3. market and affordable housing;
4. neighbouring employment;
5. new primary school;
6. open spaces, playing fields and a new pavilion;
7. canal basin;
8. transportation improvements;
9. the creation of a self-contained Village Centre including medical centre; village shops; a place of worship; site for two schools; a community centre incorporating resource centre.
10. crèche/pre-school provision;
11. combined heat and power facilities;
12. public art;
13. on-site waste recycling facilities
14. a site for displays and events e.g. a farmers market or country fair

4.1.4. Contributions will be payable either to the Council or the Community Trust for the maintenance and upkeep of various works and facilities both on and off site. These will include contributions towards the following:
I. Learning - per dwelling contributions to be payable towards construction of new library facilities off-site or towards establishment of Resources Centre on-site.

II. Secondary Schools - per dwelling contributions will be levied on every open market dwelling towards additional secondary school places in so far as justified and to the extent that the new population exceeds existing and planned increases in capacity of existing schools.

III. Public Transport – as set out in the Transport Strategy – Volume 7

IV. Local Highway Schemes - contribution to be payable towards alleviation of assessed problem areas in the locality with a view to improving highway safety and relieving congestion for both new and existing residents in the locality.

V. Off-Site Footpaths and Cycleways - Contribution will be payable in instalments

VI. Primary School On-site - a primary school is to be provided on site (subject to Education Act procedures). This will either be constructed by the developer or funded by developer contributions payable to the local education authority

**Village Centre Facilities**

4.1.5. The following facilities will be constructed as part of the Village Centre:-

- Medical centre (subject to funding)
- Primary school
- A Community Centre incorporating a Resources Centre
- Aviation museum
- Village stores and shops
- Public House/Restaurant/Takeaway (2 x Class A3, 1x A4 and 1x A5 uses)

4.1.6. The phasing of the development of the above facilities is to be agreed. Other facilities may be provided in the village centre at the developer’s discretion.

**Facilities within the wider development**

4.1.7. The following facilities shall be constructed/laid out as part of the wider development:-

- On site/landscaping both strategic and ornamental
- A major new parkland/community woodland with permissive public access
- Playing fields and a new sports pavilion
- Informal amenity areas
• Local Areas of Play (LAPs), Local Equipped Areas of Play (LEAPs) and Neighbourhood Equipped Areas of Play (NEAPs)
• Public park
• A comprehensive network of footpaths/cycleways and bridleways on site designed to connect to existing footpaths/cycleways
• Woodlands and water features
• Allotments
• Habitat creation areas
• Public art
• A site for displays and events e.g. a farmers market or country fair

Management and Maintenance Obligations

4.1.8. It is proposed that open spaces/playing fields and woodlands will be managed and maintained by the Developer in accordance with Planning Conditions pending hand over to Dunsfold Park Trust Company (a trust company to be established with specific facilities for managing the Dunsfold Park Estate)

4.1.9. Funding of the Trust will be secured through rent charge or service charge arrangements whereby the costs of maintenance are met by those with the greatest incentive to ensure the upkeep of the works and facilities (i.e. the residents and occupants of the new development).

Other Initiatives Integral to the Scheme

A Co-ordinated Internal Transport Strategy

4.1.10. The internal transport strategy measures proposed as follows:

• Controlled Access Zone;
• Comprehensive pedestrian and cycle network;
• Cycle hire service;
• Parking restrictions and secure "parking barns";
• Community Neighbourhood Electric Vehicles;
• Local Bus Service integration;
• Neighbourhood electric Delivery Vehicles and Central Deliveries Centre;
• Transport 'Hub';
• Transport Coordinator;
• Social Networking Database for Dunsfold Park;
• Individualised Travel Marketing; and
• Travel Packs for new residents and employees
**External Commuting, Shopping and Business Trips**

4.1.11. It is proposed that the following measures are implemented to reduce the levels of car trips into and out of the Site:

- Commuter and shopper bus services
- Electric vehicle promotion;
- Social network and car sharing database;
- Cycle & Walk links;
- Car User Charging;
- Workplace Travel Plans;
- Workplace parking levy;
- Introduction of a Transport Charging Scheme which encourages car sharing and use of public or green transport option and discourages use of fossil fuel car and high emission vehicles;
- Production of residential and commercial travel plans
- A Travel Plan Coordinator and travel planning steering group will be appointed to co-ordinate, monitor and manage the travel plans and other transport initiatives within the Community Building.

**Measures relating to school trips**

4.1.12. The following measures will assist with reducing and in some case eliminating the need for car borne school trips off site:

- Provision of a Primary and Special School on site
- Electric Vehicle promotion;
- Car sharing database;
- Cycle & Walk links; and
- Car User Charging.

**Other Measures**

- Establishment of a combined heat and power facility to serve the Development (with surpluses sold to the National Grid)
- Energy efficiency improvements to dwellings to contribute to achievement of Level 6 of Code for Sustainable Homes
- Introduction of sustainable drainage and waste water, and rainwater recycling where practicable.
- Establishment of a waste treatment plant on site, allied to household recycling.
Home Working

4.1.13. ICT connections - broadband connections will be available and connection points provided in all dwellings.

4.1.14. The Resources Centre within the Community Building will include provisions for ICT and other support services to assist home working and smaller businesses.

Affordable Housing

4.1.15. 37.8% of all dwellings (excluding sheltered/elderly and student accommodation) will be affordable.

4.1.16. Affordable Housing will be delivered in step with pace of Open Market Dwellings. It is currently proposed that Affordable Housing will be provided entirely without Housing Corporation grant. The mixed tenure and type of Affordable Dwellings is described in Chapter 6 of the Housing Strategy (Vol. 5) and Chapter 5 of the Planning Statement. The Affordable Housing will be privately funded but managed by a registered social landlord.

4.1.17. The Affordable Dwellings to be provided will be the subject of reservation for an agreed priority period in relation to their first residential occupation for those with jobs in the locality. It is intended that there should be a strong connection between those living and working on the Development with priority being given to those with jobs, or the offer of jobs on site and in the wider Cranfold area. Mortgagee protection and right to buy provisions are to be included. Affordable Housing is to be dispersed in several clusters throughout the development.
5. Policy Appraisal

In this chapter we assess the performance of the proposals for Dunsfold Park against relevant planning policies. We firstly address the strategic issues of the location of development and the scale and timing of housing development, then evaluate specific aspects of the scheme against appropriate national, regional and local policies. The appraisal is then drawn together into an overall assessment in the Conclusion (Chapter 6).

5.1. Location of Development

5.1.1. In this section we identify the policies which indicate a general preference for locating development within existing urban areas, which seem to create a presumption against development at a location such as Dunsfold Park. We then review the performance of the proposals against relevant policies under the following headings:

- The baseline position of the site
- Implementation
- Delivering the benefits sought by planning policy
- Dunsfold Park vs. alternative locations

5.1.2. National policy for the location of housing development is set out in paras 36 and 37 of PPS3 Housing, where there is support for creating mixed and sustainable communities, ensuring that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure and giving priority for development on previously developed land.

5.1.3. The Regional Spatial Strategy should identify broad strategic locations for new housing developments so that the need and demand for housing can be addressed in a way that reflects sustainable development principles. Locations offering the opportunity to reduce carbon emissions through good accessibility and renewable energy production should be favoured. Need and demand have to be addressed and where they are high, a range of locational options, including new settlements, need to be considered.

5.1.4. PPS3 in addition advises local planning authorities to have regard to any physical, environmental, land ownership, land-use, investment constraints. In rural areas Local Planning Authorities should consider the relationship between settlements so as to ensure that growth is distributed in a way that supports informal social support networks, assists people to live near their work and benefit from key services, minimise environmental impact and, where possible, encourage environmental benefits.

5.1.5. Regional Planning Guidance 9 (South East)(March 2001) which is based on the four principles of sustainable development in the Government’s Strategy for Sustainable Development, recognises that environmental quality and variety of the countryside are among the defining characteristics of the South East.
However little of the South East’s countryside is far from a town or city and most of the Region’s population is employed in the urban-based economy. (para 3.15).

5.1.6. Policy Q1 states that urban areas should be the prime focus for new development and for redevelopment. Policy Q7 urges that a multi-purpose countryside be secured, the quality and character of the rural environment be maintained and enhanced, while securing necessary investment and change to meet the economic and social needs of local people and visitors.

5.1.7. The submitted draft Regional Spatial Strategy (RSS) for the South East has been through its EiP and the Panel’s Report was published in August 2007. The next stage will be publication of the Secretary of State’s Proposed Changes for consultation.

5.1.8. Draft RSS stresses the need for sufficient infrastructure capacity to support housing development ((Policy CC5) and it carries forward the emphasis on focusing development in urban areas and on previously developed land (CC8a)

5.1.9. Policy CC12, stresses the need to encourage the conservation, and where appropriate the enhancement of the character, distinctiveness, and sense of place of settlements and landscapes throughout the region. Policy H1 acknowledges that in rural areas some housing development will be needed in order to meet identified social or economic needs.

5.1.10. Policy BE5 The Role of Small Rural Towns requires local planning authorities to encourage and initiate schemes and proposals that help strengthen the viability of small rural towns, recognising their social, economic and cultural importance to wider rural areas and the region as a whole.

5.1.11. Dunsfold Park Ltd made representations at various stages in the development of the draft RSS, including at the Examination in Public. The Panel at paragraph 26.86 recommended against “a strategic scale development at Dunsfold Park”:

“We share the view of a number of participants that elements of the proposal are innovative and worthy of application more generally. Nonetheless, in our view the proposal for about 2,500 dwellings and 2,000 jobs at Dunsfold Park would seriously unbalance the regional strategy and it would be likely to remain unsustainable. The area is relatively remote from service centres, public transport accessibility and the local road network would not be capable of being improved to an appropriate level, and it would be difficult to secure the level of self-containment that might overcome these disadvantages. Accordingly, we would not recommend the scale of development proposed at this location.”

5.1.12. Before addressing the policy issues raised by this conclusion and by the previously quoted policies relating to the location of development, we repeat the view that DPL have expressed to the Government Office that it was
inappropriate for the Panel to conclude in this manner, for the following reasons:

- DPL had not asked for a site allocation for Dunsfold Park (but rather for stronger policies to underpin the sustainable development of rural areas) and accordingly had not provided anything like the level of information that would enable such an allocation to be made
- It is inappropriate for either the RSS or the Panel to consider specific site allocations
- It is doubtful whether a development of 2,601 homes can be considered strategic at a regional scale
- In specific terms the Panel describes “the proposal for about 2500 dwellings and 2000 jobs at Dunsfold Park”, which is factually inaccurate as the basis for their conclusion, in that the site is already occupied by some 44,721 sq.m of employment floorspace with a permanent consent for business activities (subject to conditions as to the nature of the activities). It is the pre-existence of these premises and their capacity for some 2000 jobs (already some 638 jobs have been established in the premises) that creates the case for a new settlement and the development of new housing. It is not a proposal for 2000 jobs.

5.1.13. The Surrey Structure Plan (LO1) repeats the emphasis on new development to be located primarily within the existing urban areas and through the re-use of previously developed land and buildings. Major development in the open countryside will be inappropriate (also LO4). In South West Surrey the policy is to restrict development to previously developed land and buildings within the market towns of Cranleigh, Dorking, Godalming and Haslemere and to small scale development within other settlements to meet local needs.

5.1.14. Policy LO4 acknowledges that on major developed sites in the countryside further infilling or redevelopment and re-use and adaptation of buildings in the countryside may be acceptable, subject to safeguards.

5.1.15. The Waverley Local Plan, 2004, has no policies for the strategic location of development, except Policy C2: “In the Countryside beyond the Green Belt defined on the Proposals Map and outside rural settlements identified in Policy RD1, the countryside will be protected for its own sake. Building in the open countryside away from existing settlements will be strictly controlled.”

5.1.16. It is acknowledged that the prime focus for urban development in the South East and Surrey should be on urban areas. However that is not an exclusive focus and the policies expressly entertain the possibility that the needs of other communities may make development outside existing urban areas acceptable in planning terms (e.g. policies Q7 of RPG9 and H1 of Draft RSS, both relating to rural areas, and policy BE5 of draft RSS relating to market towns).
How the Proposals Respond to the Location of Development Policies

5.1.17. In this section we examine how the Dunsfold Park proposals meet the above policy requirements in terms of:

1. the baseline position of a brownfield site with major inherited assets;
2. the facility with which the proposals can be implemented;
3. the delivery of the same benefits as are sought by the above policies but in the circumstances of the Cranfold area; and
4. an overall appraisal of the sustainability of developing at Dunsfold Park compared with alternative locations in Waverley and Surrey.

Baseline Position

5.1.18. Policies universally give priority to the development of brownfield sites (in the absence of overriding contrary factors). The formal definition of brownfield sites or previously developed land (PDL) is given in PPS3:

“Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.” (PPS3 Annex B Definitions)

5.1.19. The definition excludes certain classes of land but not airfields. The Annex does however add a rider: “There is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be adopted.”

5.1.20. PPS7 makes a similar distinction between brownfield status and suitability for development (para 1)

5.1.21. Whether PDL such as Dunsfold Park should be developed for housing and the scale of such development depend firstly on the extent of the PDL, which expressly includes the curtilage and secondly, implicitly, on wider planning policy considerations. There is no unambiguous and universally applicable definition of curtilage; it is a matter of fact and degree, each case being considered on its merits.

5.1.22. In the case of Dunsfold Park, the attached plan indicates that the site as a whole operates as an airfield:

- The three runways enclose an area that is essential to their operation, for example for maintaining the visibility of aircraft movements.
- The perimeter track encloses a wider area within which similar operational considerations apply.
- Extensive additional hardstandings, originally dispersal areas for aircraft in the war, are set out beyond the perimeter track, making an even wider area an essential part of the operational airfield.
- Safety considerations mean that other areas, particularly adjacent to and off the ends of the runways, were operationally part of the core airfield activity.
5.1.23. Surrey CC (in their Structural Plan Technical Paper 2) and Waverley BC (in a now withdrawn Local Development Scheme) have both described Dunsfold Park as a Major Developed Site.

5.1.24. Waverley BC came to a similar view in their Committee Report accompanying application WA/2006/1280 "Modification of condition 2 of planning permission WA/2004/0880 to allow some additional small scale temporary uses... at Dunsfold Aerodrome" (dated 8th November 2006), in which the conclusion was reached: "On balance your officers consider that the whole site, or at least all the land lying within the footprint of the buildings and runways (including the grassed areas between the runways) at Dunsfold Park should properly be considered to be curtilage."

5.1.25. For these reasons, the whole site should be regarded as previously developed land in accordance with the definition in PPS3 Annex B.

5.1.26. However DPL accept the view that PDL status does not create a presumption in favour of housing development, only a preference for housing development over greenfield land, other things being equal. DPL have never approached the site with the aim of developing the whole site. They have considered what might be the most sustainable future for the site given the context of the Cranfold area and the wider sub-region and given the character and circumstances of the site itself. This process led to the proposal for a mixed use development, comprising 2,601 dwellings, the retention and development of the industrial area, the creation of a village centre with local services and a compact master plan, which occupies only 42% of the site.

5.1.27. Not only is the site brownfield; it also contains about 44,721 sq.m of valuable industrial and related buildings, extensive roads and all the infrastructure to service this existing development. The re-use of existing buildings is also endorsed by policy. The status of the development in planning terms is as follows:

- Buildings 56 and 106, totalling 3,794 sq.m have permanent consent for a range of employment uses.
- All other buildings have permanent consent for aviation-related employment uses, subject to the conditions described in permissions WA99/1913, WA99/1915, WA99/1924 and WA99/1925. This means that Dunsfold Park has permanent consent as an operational airfield.
- 44,439 sq.m have temporary consent until 2010 for a range of employment uses.
- Other temporary consents relate to outdoor storage on the shortest of the three runways, outdoor filming and car evaluation for BBC Top Gear, outdoor driver training, use of one building for a crèche and the erection of a new building for TMO, a spin-out company from Surrey University which is developing innovative processes for the production of bio-ethanol.
- An application has been submitted to the Council for consent for employment uses to be extended to 2018 on the whole stock of 44,721 sq.m.
5.1.28. The starting point for consideration of the future of the site is not an empty site but one which is brownfield and which contains an extensive stock of built assets and infrastructure. The efficient use of such land assets is supported by policy (e.g. Policy RE2 in the Draft RSS, Employment and Land Provision and Structure Plan Policies LO1 and LO4). On the basis that the site is developed and used efficiently over a reasonable planning period, it is estimated that the employment potential of the site could be about 2,000 jobs.

5.1.29. This represents an exceptionally valuable basis for the development of a new community in that the creation of employment is often the weak link in the development of balanced communities. The result is dormitory settlements with a built-in requirement to travel off-site for work, creating high peak demand on transport systems.

**Implementation**

5.1.30. Much emphasis is placed in the policies quoted relating to the location of development, especially in the Draft RSS, on the limits to development posed by Green Belt and other protective designations, by limited infrastructure capacity and by other constraints such as flood risk and complex ownerships.

5.1.31. Dunsfold Park can be delivered very expeditiously, being largely free of such constraints:

- The site is in the control of a single owner committed to developing an exemplar of sustainable development and with a track record of high quality development. This factor facilitates a number of other measures for improving the sustainability of the site, which would not be deliverable on sites in multiple or small ownerships:
  - the ability to introduce a Transport Strategy and Travel Plans for residents and employees, including the opportunity to levy charges on employee car parking and on residents’ car usage, in order to reduce the demand for travel by car and assist in funding community services including, if necessary, public transport;
  - the ability to retain a higher proportion of affordable housing in the social rented sector long term whilst offering some opportunities for progression from affordable housing to homeownership; this will promote inclusion and social mobility;
  - the ability to secure high standards of design across the whole site either through direct development or through building leases and a design code that will maximize performance against, inter alia, the Code for Sustainable Homes; and
  - the ability to provide access across the site to zero carbon energy, to district heating and to local waste recycling.

- The land required for off-site infrastructure is either controlled by Dunsfold Park Ltd, the highway authority (Surrey CC) or the agency responsible for the relevant service e.g. Thames Water.
• All the infrastructure, including affordable housing and community facilities required to enable the development to work as a sustainable and balanced community, will be funded by the developer. Planning Obligations relating to the provision of affordable housing and infrastructure contributions are included in the Draft Heads of Terms (Section 106). (Also see Chapter 5 of this Planning Statement).

• The site is not constrained by Green Belt, Area of Outstanding Natural Beauty, Area of Great Landscape Value or any other compelling constraint. In the Local Plan the site is covered by Policy C2 which provides that “in the countryside beyond the Green Belt defined on the Proposals Map and outside rural settlements identified in Policy RD1, the countryside will be protected for its own sake. Building in the open countryside away from existing settlements will be strictly controlled.” Given that the character of the countryside (“for its own sake”) has already been changed dramatically by the development of the aerodrome and its subsequent history, this policy is not seen as imposing a serious constraint on the strictly controlled development that is proposed. Furthermore PPS7, Sustainable Development in Rural Areas at paras 24 and 25 questions the value of local landscape designations, advocates criteria based policies and requires that they should be based on robust and formal assessment of the qualities of the landscape concerned. Clearly the designation of Dunsfold Park within policy C2 is not based on such an assessment.

• The site is not within an area subject to flooding and sites of nature conservation interest on or near the site have been respected and improved in the landscape strategy for the village. A Flood Risk Assessment is included as an Appendix to the Environmental Statement.

• Unlike many brownfield sites, land on the site has no requirements for remediation due to previous contamination. A Land Contamination Assessment is included in the Environmental Statement.

**Delivering the Benefits Sought by Planning Policy**

5.1.32. Alongside the urban focus of policy, the claims of other areas, particularly rural areas and market towns, to be the subject of development and investment are acknowledged. This acknowledgement is a reflection that such areas need to enjoy similar benefits to those targeted by the urban focus: access to jobs, community facilities and transport alternatives to the car; sufficient housing to meet local needs; lower carbon emissions through transport modal shifts and energy from renewable sources; sustainable, mixed and inclusive communities; a multi-purpose countryside; support for informal social support networks; viable market towns; innovative approaches to the key sectors of development; and enhancement of the character and distinctiveness of settlements.

5.1.33. The proposals for Dunsfold Park will deliver these benefits not only for the residents and workers of the village itself, but also for the wider rural area around Cranleigh.

5.1.34. Housing in a wide range of tenures and prices/rents will be offered in Dunsfold Park. It will be highly accessible on foot and by bicycle to the 2,000 jobs in
Dunsfold Park and it will be readily accessible by enhanced bus services and by bicycle to the many jobs in Cranleigh. Priority will be given in the allocation of all the housing to those working in Dunsfold Park, and to those working in Cranfold. Ready access to jobs is particularly important for lower income groups, e.g. those in affordable housing, as the costs of travel and care services can be barriers to taking employment.

5.1.35. The same housing, with the attached priority for local workers, will also support the viability of local services and employers by providing an additional source of locally accessible labour.

5.1.36. The additional and diversified range of jobs at Dunsfold Park will be similarly accessible to Cranfold residents by bicycle and by additional bus services. This will increase the range of job opportunities available.

5.1.37. Access to commercial and public services will also be improved for Dunsfold Park and Cranfold residents and employees directly through the provision of services (largely to meet day-to-day needs) in Dunsfold Park and indirectly through the support that additional resident and employee populations will give to existing services in Cranleigh (and in other villages where they still retain services, for example the Sun PH in Dunsfold).

5.1.38. The proposals will also create a new country park of some 72 hectares which will be open to the public and highly accessible to the adjacent villages.

5.1.39. The Transport Strategy for Dunsfold Park will contribute through innovative measures to improving accessibility and to reducing carbon emissions: the demand for travel will be reduced by the degree of self-containment achieved within Dunsfold Park and between the village and Cranleigh and by the use of charging for car use. Carbon emissions will be reduced whilst promoting improved accessibility by the use of low or zero carbon vehicles for individual and shared transport.

5.1.40. The proposed Combined Heat and Power plant will promote the health of forestry and woodland and other businesses in the woodchip and servicing supply chains, supporting a multi-purpose rural economy.

5.1.41. The fact that the industrial estate has already developed a diversity of business activities where trading linkages are growing and where services have been established in response to the demand from employees, together with the integrated proposals for varied housing, shops, services and a wider range of jobs, encourages the expectation that Dunsfold Park will become a sustainable, mixed and inclusive community providing support for informal social (and business) networks.

5.1.42. Another key element of the vitality of local communities that will be addressed by the proposals is the growing tendency for young people and families to be excluded from those communities by high prices and the lack of affordable housing. This manifests itself partly in labour shortages but also in the spare capacity in local schools (Glebelands Secondary School with some 140 spare places projected and a proposal to merge two infant schools in Cranleigh, Dunsfold primary school having already closed). Whilst there is expected to be
significant demand from retired people for housing at Dunsfold Park, the bias of the housing provision in terms of size and pricing, together with the priority to local workers, will favour younger people. Where now sons and daughters are required to move away to find affordable housing, Dunsfold Park will offer the opportunity for families to remain together and communities to be more balanced. Again there will be benefits for informal social networks and for the viability of services for younger people.

5.1.43. In relation to the distinctiveness and character of existing settlements, Dunsfold Park offers the opportunity, if it is considered a more sustainable solution to Waverley’s (and adjacent districts’) housing needs than some parts of the current reliance on development in existing towns, for some of that latter development to be resisted. One of the key disadvantages of the intensification of development in existing settlements is the gradual but eventually serious change in the character and distinctiveness of the host settlements that it engenders. Dunsfold Park provides the opportunity for greater weight to be attached to this factor and other disadvantages of focusing development in existing urban areas.

5.1.44. In the next section we look more closely at how new settlements have been compared to alternative approaches.

Dunsfold Park vs. Alternative Locations

5.1.45. The sustainability appraisal (SA) carried out by Land Use Consultants for DPL (Sustainability Appraisal of Alternative Locations, Volume 17) indicate that the development of 2,601 dwellings at Dunsfold Park compares well with the continuation of present policies of focusing development within the existing urban areas of Waverley. The four Waverley towns option performed relatively poorly primarily because small scale and incremental development would not be able to bring the infrastructure, affordable housing, employment opportunities and community facilities and services that a larger scale development could bring, and could place further pressure on existing services and facilities in the four towns, and on their special character. Dunsfold Park also performed well against an urban extension to Cranleigh and an urban extension to Guildford.

5.1.46. A particular issue that has caused widespread public disquiet and led to extensive poorly serviced development is the focusing of development within existing urban areas, or, as it is widely known, town cramming or garden development. The main negative features of this approach, which is that adopted in the Local Plan and was the favoured approach in the withdrawn Core Policies, are:

- The incremental changes in the character of communities.
- The inability to mitigate efficiently, or even at all, the cumulative impacts of a series of smaller developments in different parts of the urban areas; even if contributions are collected through Section 106 agreements (and it is often not worthwhile to negotiate such agreements), it is not practical to
provide additional infrastructure (e.g. school capacity, public services such as libraries, improved roads) to serve such scattered developments.

- Affordable housing is frequently not provided in spite of the Local Plan requirement because the schemes fall below the size threshold or because exceptional costs make the provision unviable.
- There is little or no scope to provide the wide range of housing tenures and types, which will offer choices and social mobility at Dunsfold Park.
- The economies of scale to justify innovative measures to address climate change are not available, for example the sourcing of energy from renewable sources and the use of charging to discourage car use.

5.1.47. If the Council were to consider a new settlement at Dunsfold Park a more sustainable solution to some at least of their housing needs than intensifying development in existing urban areas, then PPS3, in putting new settlements on a similar footing to urban development (paras 37 and 38), provides the opportunity for the Council to resist more of the damaging town cramming development proposals.

5.1.48. Surrey County Council, in preparation for the review of the Structure Plan, prepared Technical Paper 1 (Options for Future Housing Development in Surrey, November 2002). The evaluation included a new settlement, but it was conducted in accordance with the now withdrawn PPG3 Housing, in which a sequential test for the identification of sites for housing was required. New settlements came last in the order of preference in PPG3. Without in this Paper examining particular sites, the County Council concluded that a new settlement would be inappropriate in Surrey.

5.1.49. We disagree with the Council’s conclusion on the grounds that:

- The sustainability of development proposals should be evaluated in a specific local context and for a locally appropriate scale of development, particularly in the light of more recent recognition (e.g. in relation to eco-towns) that new settlements can properly be considered in the context of a cluster of settlements.
- Dunsfold Park is not subject to any significant constraints
- Dunsfold Park Ltd have shown that, for a locally appropriate scheme, private funding will cover development and the attendant infrastructure costs.
- The Council’s view that even a large new settlement (say more than 25-30,000 population) would be unlikely to achieve self-containment reflects an unrealistic objective and a denial of the recognised role of the South East and Surrey in providing labour for major export activities, which is an important contribution to regional and national well-being.

5.1.50. A further Technical Paper (2: Evaluation of Locations as New Communities, SCC, November 2002) considered Dunsfold Park as one of several possible locations for a new settlement. Dunsfold Park was described as a brownfield site (Major Developed Site) in the countryside (page 6). However the criteria for a new settlement ruled out Dunsfold Park (and all the other sites considered) in
that the Council set a minimum size of 10,000 houses on a minimum site of 500 hectares (page 43). Nevertheless an evaluation of five sites was undertaken.

5.1.51. On a number of grounds the evaluation (page 47) can be questioned:

- In relation to access to employment opportunities, Dunsfold Park is described as “closed as employment site in 2001” with no recognition of the employment potential of the inherited stock of industrial buildings.
- It describes the site as having poor access off the A281, whereas the potential to improve that access is demonstrated by the new link road provided in the present proposals.
- It rightly mentions the lack of a local rail connection but makes no reference to the potential to improve public transport.
- The environmental constraints listed all relate to land beyond the site boundary and only apply if the site has to be expanded to meet the pre-determined minimum size.

Whilst not mentioning the possibility of a new settlement working as part of a cluster of rural settlements, the Paper (at para 6.4.5) acknowledges the “potential to connect development at Dunsfold Aerodrome...with Cranleigh, which has a limited range of shopping and social and community facilities.”

5.1.52. Waverley Borough Council have only expressly considered a new settlement option in the (now withdrawn) draft Core Policies of the LDF. This is considered to have been a fundamentally flawed evaluation in that the Options (four) considered in the Core Policies were very poorly defined, most significantly Option 4 (new settlement) which relates to a spatially unspecified new settlement with no definition of its size. W.S. Atkins in their Report to the County and District Councils on the Impact of the Closure of the BAe facility in 2000 had already identified the option of a mixed use development at Dunsfold Park, offering a site that could have been evaluating more soundly.

5.1.53. Much of the sustainability of the Dunsfold Park proposal for a new settlement derives from its location, especially the relationship to Cranleigh (described by the Council as one of the four urban centres in the Borough) and the surrounding villages, and from the special opportunities presented by a large site in single ownership with 44,721 sq.m of employment space (already built and much of it occupied). None of this could be reflected in the Council’s evaluation.

5.1.54. In conclusion on the issue of the location of development we consider the view of Dunsfold Park reached by the Panel on the Draft South East Plan, which was quoted at para 5.1.11 above:

- Firstly the foundation of the Panel’s conclusion is false in that, given the baseline of existing permissions for the site, it is not a “proposal” for 2,000 jobs. It is a proposal for a mixed use development to address the fact that the site already accommodates some 638 jobs (2006), a number which would be bound to grow, given the scarcity of local employment sites, at least to the 1,350 limit imposed by the 2000 planning permission.
• The Panel's conclusion that it would seriously unbalance the regional strategy is presumably based on the view that other similar developments would follow, thus undermining the urban focus of the SE Plan. This ignores the distinctive circumstances of Dunsfold Park and Cranfold and the fact that a development of 2,601 dwellings is not of strategic scale. DPL's case remains that the unique circumstances of Dunsfold Park offers the opportunity to address the sustainable development of the Cranford area.

• The County Council have acknowledged (Technical Paper 2 quoted above) that Dunsfold Park could beneficially be linked to Cranleigh. Other villages around Dunsfold Park look to Cranleigh (for example the primary school places lost when Dunsfold School closed were replaced in Cranleigh, a facility that should certainly be located within the community). Such remoteness as the Panel identify is already a fact of life for Cranfold communities; the present proposals are designed to improve the situation by providing local facilities in the new village and by improving public transport to, amongst other destinations, Cranleigh.

• It is not clear how the Panel reached their conclusions on the impossibility of improving public transport or local roads as little evidence was provided on these points. The proposals provide for both services to be improved (in line with policies that development should be located where there is the opportunity to improve services) and furthermore the improvements will be privately funded.

• On the issue of self-containment we assert that the proposals will deliver a significant step towards the greater sustainability of the Cranfold area through an appropriate balance between self-containment within the new village and within Cranfold and providing housing that recognises one of Surrey’s key regional roles of accommodating skilled workers in the engines of the Greater SE economy.

5.1.55. Our conclusion from the foregoing review of the distinctive features of Dunsfold Park and the Master Plan proposals (in the context of policies that favour development being focused in existing urban areas) is that the proposals, by dint of the important inherited assets of the site, the scale and nature of the site ownership and the lack of constraints on development, are able to deliver a major contribution to the sustainable development of Cranleigh as a market town and of the wider rural area around it. Given that a third of the region’s businesses and a quarter of its population are located in rural areas, it is important that policy provides for some investment and development to be destined for rural areas and market towns. Dunsfold Park provides a unique opportunity to respond to that need for investment and development.

5.2. Need for Additional Housing

5.2.1. Waverley BC’s Annual Monitoring Report for the 2006-7 period indicates that the Council believes its supply of deliverable land for housing is adequate to meet the requirements of PPS3 (without needing additional land, for example at Dunsfold Park). In this section we question that conclusion from two perspectives: the deliverability of the identified supply and the adequacy of the housing allocations against which the supply is tested.
5.2.2. Planning Policy Statement 3 Housing at para 71 requires local planning authorities to consider favourably applications for housing where they are unable to demonstrate an up to date five-year supply of deliverable sites.

5.2.3. In the Housing Land Supply Assessments carried out by Roger Tym & Partners (RTP), it has been shown that, according to the criteria set out in PPS3 para 54, there is a five-year (2007-2012) deficit across the three boroughs of Waverley, Guildford and Horsham (which account for much of the Local Market Area analysed by Savills) of 2,178 dwellings (taking the mid-point of RTP’s shortfall ranges) and 4,537 dwellings for the second five-year period.

5.2.4. It is therefore clear that the Council needs to consider Dunsfold Park Ltd’s application favourably, provided they have regard, in doing so, for the policies in PPS3.

5.2.5. There is however ample evidence that the shortfall described by RTP is a conservative estimate of the volume of housing that is needed, from the perspective of the requirement that has been used in the assessment (the allocations in the Draft SE Plan, as proposed for amendment by the Panel). There is also a question about the sustainability of much of the housing land on which Waverley BC has relied in its current policies of focusing development mainly in the four existing urban centres, a question which has been examined in the Sustainability Appraisal of alternative housing locations undertaken for DPL (Volume 17).

5.2.6. In the next sections we examine briefly the authorities that have raised questions about the proposed levels of demand and allocations. We have already set out in Para 3.5.2 above that “a principal aim of the new PPS3 is to underpin the Government’s response to the Barker Review of Housing Supply and the necessary step-change in housing delivery, through a new, more responsive approach to land supply at the local level.” And we referred to “the Government’s key housing policy goal (which) is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.” We also considered the findings of the three reports by Deloitte, Cambridge University and the Affordable Rural Housing Commission on the impacts of housing shortages on the economy and rural society.

5.2.7. The Government in the Housing Green Paper, Homes for the Future, More Sustainable, More Affordable, July 2007 has set out its target to increase the national housebuilding rate from 185,000 per annum currently to 240,000 by 2016, resulting in two million more homes by 2016 and three million more homes by 2020 (Section 2). This is prefaced by a Vision in which the Government recognises the importance of sufficient and decent housing for the economic, environmental and social well-being of families, communities and individuals and the vital importance of today’s housing decisions for the life chances of the next generation.

5.2.8. The Green Paper goes on to describe the shortfall against household projections that will result from the allocations in the current round of Regional Spatial Strategies, including that for the South East (Chapter 2, para 6). The Government then proposes early reviews of housing allocations in RSS’s,
especially in areas of high growth, in order to achieve the target of 240,000 homes by 2016.

5.2.9. Housing allocations have been reviewed in the SE Region most recently through the preparation and examination of the Draft SE Plan. The Draft submitted Plan provided for 28,900 dwellings per annum to be built over the plan period, which compared to the preceding Regional Planning Guidance 9, after two partial reviews, allocation of 29,550 dpa. The Minister expressed concern that an inadequate range of higher, numerical options were being tested during the preparation of the Plan (EiP Panel Report para 7.6).

5.2.10. The Panel recommended that the total be raised to 32,000 dpa (Recommendation 7.1), taking into account various factors including the latest household projections which indicated an increase from 32,900 households pa to 34,500 hh pa. The Panel also took account of SEEDA’s advice that the Plan’s provision risked a significant loss of gross value added to the region and the nation or the maintenance of economic growth at the expense of deteriorating affordability and increased long distance commuting.

5.2.11. The Panel also recommended that the largest increases should be in the economically more buoyant parts of the region (Recommendation 7.3).

5.2.12. It is clear that the Panel’s recommended increase falls significantly short of the step change in housing supply that the Government in PPS3 is seeking: it allows the rate of private sector housebuilding, the largest sector and the most significant factor in house prices, to be maintained but not increased.

5.2.13. In Para 3.5.7 we gave the evidence of the impacts of housing shortage at a regional level. We now consider the impacts at the local level.

5.2.14. Waverley’s Community Strategy (2002) indicates the priority that residents and the Council attach to resolving housing issues in the Borough:

“You told us you wanted a thriving community where young people who have grown up in the Borough can afford to buy their own home and live in an environment that provides a good quality of life.”

5.2.15. Under Theme 4: Housing, the Community Strategy describes the demand for new housing and affordable housing as two of the most intractable problems in Waverley, which will continue to be so for the foreseeable future. The impact on young people, in the villages, on employers who struggle to attract and retain staff and on vital public sector and service industry workers who cannot afford to move into the area are particularly acknowledged.

5.2.16. The Local Plan for Waverley (2002), most of the policies of which have been saved in September 2007, acknowledges the importance of local people being excluded from the housing market but it also recognises the limits imposed by a shortage of sites (paras 1.45 and 1.46).

5.2.17. The policy (H1) relating to the land to be allocated for additional housing has not been saved; in any event it only dealt with land for the residue of the 1994 Structure Plan requirement up to 2006.
5.2.18. Despite the obvious and pressing need for much increased housing production in the County, it is apparent that in the debate about housing allocations in the Draft SE Plan the County Council devoted its efforts to keeping the allocation down to its previous level:

“In Surrey we successfully campaigned to keep the numbers of new houses built per annum at 2,360, the same as the former Surrey Structure Plan.” David Munro, Executive Member for the Environment, Surrey CC, in “The South East Plan, The Future of Housing in Surrey”, Surrey CC, 2005.

5.2.19. Against this background of current allocations being found by the Government to fall short of the requirement, especially in growth areas such as the South East, including Surrey, we now consider how the expected housing production at Dunsfold Park compares with the shortfalls identified by Roger Tym & Partners. It is expected that Dunsfold Park will be developed over about ten years, with first housing completions being delivered in 2012. This implies 260 dwellings per annum in the period 2012 - 2021.

5.2.20. The allocations for Waverley BC that are currently live are:

- Submitted Draft RSS: 230 dpa, 2006-26
- RSS Panel recommendation: 250 dpa, 2006-26
- Structure Plan: 187 dpa, 2001-16
- Waverley Local Plan: H1 Housing Provision policy not saved.

5.2.21. The analyses that Roger Tym & Partners have undertaken of housing land supply take the Panel’s recommended allocation, deduct housing already completed in the relevant planning period, deduct the deliverable supply of land for housing over the first and second five-year periods and produce an assessment of the adequacy of the present planned provision against the tests set out in PPS3.

5.2.22. Comparison with the shortfalls in the combined Boroughs of Waverley, Guildford and Horsham shows:

- Output at Dunsfold Park of 260 dwellings in the first five years 2007-2012 accounts for 12% of the combined shortfall of 2,178 dwellings in the three Boroughs.
- Output at Dunsfold Park of 1300 dwellings in the second five years 2012-2017 accounts for 29% of the combined shortfall of 4,537 dwellings in the three Boroughs.

5.2.23. The shortfalls are very significant. The contribution of Dunsfold Park is also significant but not so great as to compromise the development plan policy of prioritising development in the main urban areas.
5.3. **Affordable Housing**

5.3.1. PPS1, Para 23 vii) requires planning authorities to ensure the provision of an appropriate mix of housing and adequate levels of affordable housing in locations that reduce the need to travel.

5.3.2. PPS3, Para 10 requires that the planning system should deliver a mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural. Paras 22 and 23 require planning authorities to use Strategic Housing Market Assessment and other local evidence to define the size and type of affordable housing required.

5.3.3. RPG9, Policy H4 repeats the advice that a range of dwelling types and sizes should be provided to meet the needs of all sectors of the community, to plan for balanced communities and to meet locally assessed need for affordable housing.

5.3.4. Draft RSS, Policy H4 sets a regional target that 25% of all new housing should be social rented accommodation and 10% other forms of affordable housing.

5.3.5. The Structure Plan, Policy DN11 requires local development frameworks to include a target for affordable housing, having regard to the objective that at least 40% of new housing provision in the county should be affordable, including housing for key workers. The amount of affordable housing on each site is to be negotiated with the applicant, taking into account a range of considerations, including market and site conditions.

5.3.6. The Waverley Local Plan, which pre-dates both the Structure Plan Review and Draft RSS, states (Policy H5) that the council will negotiate with developers and landowners to ensure that at least 30% of the number of net new dwellings provided are in the form of subsidised affordable housing. The Local Plan Policy H6, relating to affordable housing development in the countryside, is not relevant to the current proposals as it concerns very small developments in or adjacent to rural settlements.

5.3.7. The housing numbers and mix for Dunsfold Park are set out in the Housing Strategy which also includes the Affordable Housing Statement (at Section 6). Appended to the Strategy is the housing need and demand study undertaken by Savills of the local market area. Dunsfold Park will provide 910 affordable housing units (about 90 per annum for ten years and 37.8% of the net total housing), which compares with affordable housing completions in Waverley of 61 per annum or 21% of the total completions (AMR, 2006/7, Table 25).

5.3.8. The overall proportion to be provided at Dunsfold Park exceeds the requirements of Draft RSS and the Local Plan. The proportion of social rented housing will be marginally below the Draft RSS requirement at 23.2%, the reasons, based on the identified needs of the area, being set out in the Housing

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4 Recommendation 8.3 of the Panel Report is to "amend Policy H4 to include a reference to lower site thresholds."
Strategy. Additional benefits of the affordable housing provision are that it will be privately funded and it is planned, through linking access to housing to local working, to achieve sustainability gains.

5.4. **Transport**

*Reducing the need to travel*

5.4.1. The national context for planning for transport is provided by PPG13, Transport, which has as its objectives to integrate planning and transport in order to promote more sustainable transport choices. The guidance seeks to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and locate development so as to reduce the need to travel, and reduce the length of journeys, especially by car.

5.4.2. PPSG13 also advocates at para 20 that local authorities should take into account the potential for changing overall travel patterns, for instance by improving the sustainability of existing developments through a fully co-ordinated approach of development plan allocations and transport improvements; and locate day to day facilities which need to be near their clients in local and rural service centres, and adopt measures to ensure safe and easy access, particularly by walking and cycling.

5.4.3. At para 30 the Guidance acknowledges the value of mixed use development in promoting vitality, diversity and walking as a preferred mode.

5.4.4. Specific guidance on rural areas is provided in Paras 41-44, where it is acknowledged that overcoming car-dependence is generally harder in rural areas. Other sections encourage design of public transport interchanges within walking and cycling distance of their catchment populations, and instruct local authorities to look favourably upon proposals to develop the distribution network of clean road transport fuels.

5.4.5. PPS1, Para 27 v) and vii) likewise advocates integration between transport, accessibility of facilities and the location of development, while recognising that reduced reliance in the car may be more difficult in rural areas.

5.4.6. The Planning and Climate Change Supplement to PPS1, at Para 10, and, at the regional scale, RPG9, Policy T1 make the same points about choice of access to facilities (including for those with reduced mobility), reducing the need to travel and the promotion of sustainable modes of transport.

5.4.7. At Para 25, the Planning and Climate Change Supplement to PPS1, gives precedence to employment and affordable housing concerns in securing sustainable rural development to meet the needs of local people even though the site may not be readily accessible other than by the private car.

5.4.8. Draft RSS endorses the same objectives as national policy and adds, in Policy T4, advocacy of investment in communication technology that can increase accessibility without increasing the need to travel.
5.4.9. Structure Plan, Policy DN2 states that development will only be permitted where it is, or can be made, compatible with the transport infrastructure in the area. Measures to encourage walking, cycling and the use of public transport should be incorporated in development proposals. Where the transport implications of development would lead to a harmful impact on other people or the environment, mitigation measures should be included.

5.4.10. Waverley Local Plan, Policy M1, applies the national and regional objectives and seeks to locate major trip generating developments in Farnham, Godalming, Haslemere and Cranleigh and to resist major trip generating developments in rural locations where access would be predominantly by private car and where accessibility by other modes is poor.

5.4.11. Reducing the need to travel is a key principle upon which Dunsfold Park is designed:

- using the inheritance of the industrial area, which is generating a rapidly growing number of jobs, to create a mixed use development with a high degree of self-containment;
- 2,000 jobs within 800m of all residents, such that 38% of working residents are expected to work within Dunsfold Park including those working at or from home;
- village services, including local shops, primary school, health services, leisure facilities within 650m of all residents and employees;
- universal broadband access and common ICT facilities in the village centre;
- the priority allocation of housing to local employees, including those currently working on the site;
- the stimulus provided to the improvement of Cranleigh as a local town centre through the addition of 6,094 residents to the catchment population, the improvement benefiting the wider Cranfold population and enabling them to access high quality services without the need to travel to larger centres further afield.

A Transport Assessment is included as part of this application, and provides further detail on the trips generated by development at Dunsfold Park, taking into account the measures included in the Transport Strategy.

5.4.12. Whilst the proposals do not comply with Local Plan policy M1, they are of a scale and integrated character that was not foreseen by the policy and which enables the objections addressed by the policy to be overcome: the proposals will create a sustainable location that will accommodate needed affordable housing in an economically and socially diverse community.

**Promoting Public Transport**

5.4.13. The use and development of non-car modes, especially public transport, is widely advocated in planning policies, including in decisions relating to the selection of locations for development, for example in The Planning and Climate Change Supplement to PPS1 at Paras 23 and 24 and PPS7 at Para 1
At the regional and county levels RPG9, Policy T5 and Structure Plan, Policy DN4 support improvements to public transport and developments that will lead to increased use of public transport.

5.4.14. Draft RSS, Policy T8 requires all major travel generating developments to have a travel plan by 2011.

5.4.15. Surrey Structure Plan, Policy DN2, adds the need for assessment of the implications of development for transport and the environment and for mitigation in the event of harmful impacts. Structure Plan, Policy DN4 provides support for development which would result in the use of public transport.

5.4.16. Waverley Local Plan, Policy M2, adds a requirement for developers to fund improved public transport if the proposed development needs additional services.

5.4.17. The proposals for Dunsfold Park have been developed with improved public transport as an intrinsic component:

- the Environmental Statement and the Transport Assessment have examined in detail the implications of the development and mitigation measures are proposed;
- new bus routes to Cranleigh, Guildford, Godalming and Horsham will be provided and supported by the developer; they will circulate within the village and connect to other Cranfold villages (see Transport Strategy); some access points to the village will be reserved for buses;
- improved public transport will be complemented by the discouragement of car use through car user charging and a workplace parking levy.
- Residents will benefit from a range of innovative transport measures such as a car club and social networking facility, as detailed in the Transport Strategy.
- A Travel Plan is provided for businesses, employees and residents; institutions such as the schools will develop their own travel plans for staff and pupils. This forms Volume 9, submitted as part of this planning application.

5.4.18. Whereas access to Dunsfold Park is currently dependent on private transport, the proposals will transform the choice of modes of transport available to residents and employees in accessing a range of jobs, service centres and transport interchanges. The incentive to use non-car modes will be strong: improved public transport services including high quality travel information and charges on car use.

Highway Capacity & Parking

5.4.19. The efficient operation and safety of highways especially the primary routes is an important concern of policy, for example Structure Plan Policy DN6 and Local Plan Policy M3, which focus on the A3 and the A31 within Waverley. Local Plan Policy D1 relates more generally to impacts on the local highway
network and Policy M13 seeks to direct heavy goods traffic onto appropriate parts of the network.

5.4.20. Other policies relating to car use concern parking provision, in relation to both design issues (PPS3, para 16)(see below on the creation of pedestrian friendly environments) and numbers of parking spaces. Structure Plan, Policy DN3 provides for maximum car parking standards to be set according to location, type of development and public transport accessibility, in order to promote sustainable travel choices. Local Plan, Policies M14, M15 and M17 provide for car parking to be assessed according to location and type of development and within guidance on maximum standards.

5.4.21. The impact of the proposals on the highway network has been minimised by the adopted measures to reduce the need to travel and to achieve transfers to non-car modes (see Transport Strategy). The impact of the residual vehicle trips has been assessed in the Transport Assessment. Compliance with policy is achieved through a number of measures and locational factors:

- Dunsfold Park is sufficiently remote from the A3 and A31 not to impact on their safety or efficient operation; it is likely that some of the currently favoured locations for development, for example Haslemere, Farnham and Godalming would generate much greater impacts on these primary routes.
- A new access to the site will be provided, giving a direct route to the A281 and allowing the other access points to the site to be used only for buses, emergency vehicles, cycles etc..
- The Transport Assessment indicates where additional capacity may be needed on the highway network, and the Section 106/Section 278 Heads of Terms provide for the necessary works to be funded by the developer.
- Commercial traffic will use a separate access to the industrial area, reducing disturbance to the residential areas of the new village.
- The parking proposals within the Transport Strategy provide for parking within the residential and industrial areas and in the village centre significantly below the County Council’s maximum standards.
- A workplace parking levy will further reduce demand for car parking spaces by discouraging commuting by car, and encouraging lift-sharing, as part of measures detailed in the Transport Strategy.
- A Travel Plan is provided for businesses, employees and residents; institutions such as the schools will develop their own travel plans for staff and pupils. This forms Volume 9, submitted as part of this planning application. Further consideration of parking provision can be found in the Transport Strategy (Volume 7).

Attractive Provision for Walking and Cycling

5.4.22. The last relevant set of transport policies are those that seek, primarily through a design-led approach, environments within developments that are conducive to and safe for walking and cycling. The health and environmental benefits of walking and cycling are set out in RPG9, Policy T4. Structure Plan, Policy DN5
describes the advantages in terms of wider travel choice and access to facilities.

5.4.23. Local Plan, Policies M4 and M5 provide for improving conditions for walking and cycling, in urban and rural areas, with links to wider route networks and cycle parking in service centres and transport interchanges. (A full network of routes has yet to be defined in the Local Development Framework for Waverley.) The key for both cycling and walking is the provision of safe, convenient and attractive routes. Local Plan Policy M9 calls for new development to design in good accessibility for people with disabilities.

5.4.24. Dunsfold Park, with the benefit of being master planned as an integrated whole, represents a design-led approach to the kind of provision demanded by policy:

- the mixed use development creates a complete community with homes, jobs, education, shops and services;
- the compact layout of the Master Plan makes access to all parts of the site, including the open space, on foot or by bicycle very easy;
- the village centre will be part of a Controlled Access Zone;
- within the inner core of the village priority is given to non-vehicular movement and cars are kept off the roads in parking barns; similarly in the outer parts cars are parked in courtyards, off the thoroughfares. In each case the design of the streets will require car drivers to respect the safety and convenience of walkers and cyclists. These features are described in the Transport Strategy and Design and Access Statement;
- walking and cycling connections to external routes, connecting for example to Cranleigh and local villages, are set out in the Transport Strategy; several access points to the site are reserved for buses, walkers and cyclists, giving them quicker access to external destinations than cars; and
- those with mobility problems will benefit from extensive disabled parking provision and new accessible public transport links to Cranleigh, Godalming, Guildford and Horsham.
- A Travel Plan is provided for businesses, employees and residents; institutions such as the schools will develop their own travel plans for staff and pupils. This forms Volume 9, submitted as part of this planning application.

5.4.25. The Sustainability Appraisal of Alternative Locations considers Dunsfold Park against other locations for similar scale development in terms of impact on transport infrastructure and finds that Dunsfold Park compares favourably.

5.5. **Economic Development**

*Sustainability, Industry and Commerce*

5.5.1. PPS1, Para 23 presents a dynamic agenda in which the contribution of economic development to sustainability is recognised: a commitment to promoting a strong, stable, and productive economy; a call for planning
authorities to recognise that economic development can deliver environmental and social benefits and to recognise the wider regional or national benefits of economic development alongside any adverse local impacts; and a requirement to ensure that suitable locations are available for economic developments, when technological and other requirements of modern business are changing rapidly.

5.5.2. PPG4; Industrial, commercial development and small firms, 1992 in para 1 confirms the Government’s view that there is no contradiction in arguing both for economic growth and for environmental good sense, for example (para 10) for reducing trip generation and congestion.

5.5.3. PPG4 sets out the case for development plans to provide sufficient land which is readily capable of development and well served by infrastructure (para 6) It recognises the growing acceptability and merit of mixed use development (industrial, commercial and residential) (paras 14-16).

5.5.4. Referring particularly to urban areas PPG4 urges the optimum use of existing industrial land (para 21). Paragraph 24 makes a positive case for development where a specific end-user has not been identified, particularly in providing a ready supply of premises for small firms.

5.5.5. Draft PPS4, Planning for Sustainable Economic Development, 2007 picks up the themes and objectives set out in para 23 of PPS1 (quoted above) and sets the context for the Statement as the Government’s commitment to improve the UK’s position in a globally competitive world through increases in productivity and employment.

5.5.6. Paragraph 13 defines the scope of economic development to include retail, tourism, offices and housing, as well as industry and similar uses. The policies in the Draft Statement are to be applied alongside those in the relevant topic policy statement.

5.5.7. The first policy statement urges planning bodies to plan positively and proactively to encourage economic development, in line with the principles of sustainable development.

5.5.8. The policy at para 18 urges planning bodies to use evidence in order to plan positively for economic development, addressing, inter alia, the nature of the regional or local character and the need for a high quality environment, the particular needs of rural areas in terms of new economic opportunities, the needs of new or emerging sectors and the benefits that can accrue when certain types of businesses locate within proximity of each other.

5.5.9. The same policy creates the possibility that office development ancillary to other forms of economic development need not be located in the town centre.

5.5.10. The policy in para 22 urges local planning authorities to plan for, and facilitate a supply of land which will be flexible enough to respond to a changing economy or new business requirements. Local authorities should avoid designating sites for single or restricted use classes.
5.5.11. Planning bodies are urged to identify a range of sites, to facilitate a broad range of employment uses, to promote mixed-use developments in appropriate locations and to cater for a broad range of business types such as small start-up businesses, through to small and medium sized enterprises. (para 24)

5.5.12. The policy at para 25 urges the efficient and effective use of land and buildings. Specific aspects of this policy include prioritising previously developed land, encouraging new uses for vacant buildings, including those in rural areas, the potential benefits of which include an area’s regeneration, wider economic benefits, helping to preserve historic assets and also reducing the need for greenfield development. Local Planning Authorities (LPAs) should also take a constructive approach to changes of use where there is no likelihood of demonstrable harm, consider the benefits of home working and look to save land through maximum parking standards, taking into account, inter alia, the differing needs of rural and urban areas.

5.5.13. Finally at para 28 Draft PPS4 urges that "Local planning authorities should adopt a positive and constructive approach towards proposals for economic development, operating within the context of the plan-led system."

5.5.14. Specifically LPA's are asked to "adopt an evidence-based approach to proposals which do not have the specific support of plan policies; consider proposals favourably unless there is good reason to believe that the economic, social and/or environmental costs of development are likely to outweigh the benefits; ensure they take full account of the longer term benefits, as well as the costs, of development, such as job creation or improved productivity, including wider benefits to national, regional or local economies."

5.5.15. Also in their evaluation of proposals for economic development local planning authorities should, whilst acknowledging that in rural areas, accessibility – whether by private transport, public transport, walking and cycling – is a key consideration, recognise that a site may be an acceptable location for development even though it may not be readily accessible by public transport.

5.5.16. RPG9, Policy RE9 promotes the encouragement of high-value added economic sectors and business clusters, a culture of innovation and effective use of new technology, and diversification and modernisation of existing business.

5.5.17. RPG9, Policy RE10 promotes economic diversity facilitating small and medium enterprises, and supporting the growth of a variety of economic sectors including manufacturing. It seeks a balanced economy in both urban and rural areas and, in areas with an over-dependence on one sector, such as the service sector, action to preserve industrial sites where a need for such sites has been identified.

5.5.18. Draft RSS, Policy RE1 contains a range of directions for local and regional bodies and authorities to support nationally and regionally significant and locally important existing business sectors and clusters; develop new and emerging business sectors and clusters; and generally create a culture of

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5 Previously developed land has the same meaning as set out in Annex B to Planning Policy Statement 3: Housing.
innovation with centres of excellence. Policy RE4 promotes the development of ICT-enabled sites, premises and facilities suitable to support changing and flexible working practices and home based businesses.

5.5.19. Surrey Structure Plan, Policy LO7, consistently with national and regional policy guidance, supports sustainable economic growth that will be met primarily through the re-use of suitably located land already in or available for employment use, an appropriate mix of types and scale of premises for a range of economic activities and the development of business clusters.

5.5.20. The Master Plan for Dunsfold Park complies with the above policies:

- Draft PPS4 recognises the role of economic development in rural areas such as Cranfold. The Master Plan proposals will diversify the choice of jobs accessible to local residents (reducing the dependence on the (consumer) service sector and the pattern of residents commuting out), increase the locally accessible supply of labour for local public and private employers and contribute to Surrey’s role as part of the nationally important Greater SE economy.

- Dunsfold Park is a brownfield site and the employment development proposals seek to make optimum use of the existing serviced site.

- The accessibility objectives of the above policies will be achieved through the creation of a mixed use settlement, through the layout adopted in the Master Plan (see the Design and Access Statement), through the Transport Strategy and through travel plans for residents and employers.

- The proposals demonstrate the synergy between economic development and social and environmental improvement by creating a mixed use development in place of a single use. A comprehensive plan for the site enables social issues, for example proximity of activities, and environmental issues, for example the enhancement of biodiversity, to be addressed whilst promoting a viable and diverse employment site.

- The aim of the selective demolition of premises and the expansion of employment space on the site is to create a diverse range of modern premises attractive for a wide range of businesses including start-ups, SME’s, firms in new technologies and for existing firms in Cranfold with growth potential. Mixed B1 (a/b) development forms part of this diversification, catering for the growing volume of business taking place in studio/research/office accommodation. This expansion is important in order to provide the flexibility to meet changing business demands and a changing global and environmental climate, as set out in Draft PPS4.

- The site has already generated local intertrading opportunities; the expansion and diversification will increase the scope for the development of business clusters, especially in new and emerging sectors e.g. in environmental technologies, advanced manufacturing and automotive-related, and for co-location benefits (see Economic Issues chapter of the Environmental Statement).
• Home-working, already widely practised in Cranfold, will be promoted through appropriate technology and shared ICT provision in the village centre.

5.5.21. At the local level Waverley Local Plan, Policy IC1 makes permission for industrial and commercial development dependent on compliance with other policies in the Plan, their being no loss of valuable other uses, the suitability of the location and accessibility by non-car modes.

5.5.22. Waverley Local Plan, Policy IC5 proposes limits on the intensification or expansion of industrial and commercial areas, where it would cause damage to residential amenity or environmentally sensitive areas.

5.5.23. Dunsfold Park complies with these policies:

• There will be no loss of valuable other uses.
• The removal of the aviation uses, apart from the Air Ambulance facility, allied to the abandonment of the planning permission for aviation activities, can be expected to bring valuable benefits in terms of reduced disturbance to neighbouring residential areas or environmentally sensitive areas.
• The accessibility of the industrial area will be improved, as set out above, by the development of new access associated with the development proposed in the masterplan (see the Design and Access Statement), the Transport Strategy and the Travel Plan.

5.5.24. Waverley Local Plan, Policy IC3 places the onus of proof on the developer to demonstrate that well-established industrial and commercial land will not be lost to other development without thorough examination of its potential for employment use.

5.5.25. In substance Dunsfold Park complies with this policy:

• Technically Dunsfold Park is not recognised as well-established industrial and commercial land in the Local Plan because of the uncertain status of the site at the time (additional planning guidance "may be necessary").
• In substance it should be considered a well established site given its permanent planning permission for the assembly, repair and flight testing of aircraft, its long history in that use and its subsequent successful re-occupation by some 80 firms employing about 638 people.
• In any event there will be no net loss of industrial or commercial space in that industrial and commercial premises will be rationalised within the main employment area, where they can be properly serviced, screened and readily accessed from the residential area.
• Optimum use of the site will be made to realise its potential to accommodate about 2,000 jobs.

5.5.26. Waverley Local Plan, Policy IC4 concerns the development and redevelopment of existing industrial and commercial premises. It imposes strict limits on such development where proposals relate to an existing industrial and commercial
site outside a settlement, particularly any material increase in bulk or floorspace, or in the area already occupied by buildings.

5.5.27. Dunsfold Park will comply with this policy. The whole purpose of the Master Plan, which is being put forward as a comprehensive, mixed use strategy, is to bring the employment site within a settlement.

*Retailing and Town Centres*

5.5.28. PPS1, Para 27 vi), provides support for the role of existing town centres.

5.5.29. This policy is spelt out in detail in Planning Policy Statement 6, Planning for Town Centres, 2005 in which the Government’s key objective for town centres is to promote their vitality and viability, by focusing development in existing centres. Other objectives are to enhance consumer choice by making provision for a range of shopping, leisure and local services, to meet the needs of the entire community, particularly socially-excluded groups; to support efficient, competitive and innovative retail, leisure, tourism and other sectors and to improve accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport. (paras 1.3-1.4).

5.5.30. In relation to (plan-making and) development control PPS6 sets out a series of tests relating to need, location (the sequential test) and impact (paras 3.4-3.7) and advises that the level of detail required in meeting the tests should be proportionate to the scale and nature of the proposed development (para 3.7). In areas of significant growth new centres may be appropriate (para 2.7).

5.5.31. Local provision may need to be improved and the role of smaller centres enhanced in order to avoid over dependence on larger centres (para 2.9, 2.55-2.59). Local centres are defined in the typology of centres in Annex A.

5.5.32. The Government sees market towns and villages as the main service centres in rural areas (para 2.60) and urges LPA’s to adopt policies that recognise this role and support development which enhances the vitality and viability of market towns and other rural service centres (para 2.61).

5.5.33. Draft PPS4, Planning for Sustainable Economic Development, 2007 expressly includes retail and similar uses within the scope of economic development (para 13) and it therefore gives them a status within the ambit of sustainable development and introduces a presumption, in certain circumstances, in favour of retail development (see previous section). Draft PPS4 however adds that each type of economic development needs also to be addressed in the terms of the relevant topic policy statement, in this case PPS6 quoted above. PPG4 does not refer to retail development.

5.5.34. Surrey Structure Plan, Policy LO3 maintains a focus on town centres for the development of employment, retail, leisure and other service facilities...to maintain their role and improve their vitality."

5.5.35. In Waverley Local Plan, Policy TC1 “the Council will seek to maintain and enhance the role of the town centres as the focus of shopping, commercial and
social life in the Borough and will seek to retain and encourage a mix of uses which contributes to the vitality and viability of these centres..."

5.5.36. In Waverley Local Plan, Policy TC12 "The Council will seek to ensure good and safe accessibility to the town centres by public transport, bicycle and on foot. Accessibility by car and commercial vehicles will be managed to support the vitality and viability of the town centres and to safeguard their environmental character and amenity."

5.5.37. Waverley Local Plan, Policy S1 identifies the town centres of Farnham, Godalming, Haslemere and Cranleigh as the focus of retailing in the Borough and it applies the tests for retail development proposals (in PPG6/PPS6) to the circumstances of Waverley.

5.5.38. In Waverley Local Plan, Policy S2 "The local authority will seek to retain local and village shops and promote areas which serve the shopping needs of the local community...."

5.5.39. Compliance with the above policies is best addressed under two main headings: the need for the proposed retail development and the impact on other shopping provision, especially rural shops and Cranleigh.

5.5.40. A new local centre was not anticipated in the local plan but national policy provides for new centres where appropriate to meet the needs of growth:

- The planned village centre is modest in scale (a convenience store of 300 sq.m, six units shops of 100 sq.m each and four A3-A5 units). It fits the definition of a local centre in Annex A of PPS6.
- The centre is designed, in terms of the unit sizes and its location within a pedestrian environment in the centre of the village, to serve principally the day to day needs of the residents and workforce on the site. In this respect (small catchment area) the proposed centre also fits the PPS6 definition of a local centre.
- Given the small catchment area of the proposed centre, the fact that it is central to the developer's aim to create a sustainable, mixed use community and the provision that the tests applied to new development should be proportionate to its scale and nature, it is not considered necessary to apply the full array of PPS6 tests to the proposals. There are realistically no alternative locations for a centre of this scale and role.
- The analysis of retail spending and trade in the village (see the Economic Development, Shops and Services Strategy) shows that the scale and type of retailing is appropriate to the anticipated growth in jobs and population on the site.
- Being within walking distance of all parts of the village, the centre will be accessible to all regardless of their means; the shops, and other services in the centre, will play an important role in making Dunsfold Park an inclusive community.
- The centre will provide new premises for efficient, competitive and innovative retailing.
5.5.41. The centre will support the competitiveness of industrial and commercial firms of the site by making a Dunsfold Park a more attractive place to work, especially for skilled workers who may have a wider choice of job locations.

5.5.42. It is planned that the impact of the new village as a whole should be beneficial for the vitality and viability of local shopping in the Cranfold area:

- The health of retailing and other related services in Cranleigh will be strongly promoted by the addition of 6,094 population and 2,000 workers in the catchment area of the centre. A total of £24m of residents’ retail expenditure will be available after allowing for their expected spending within Dunsfold Park, some of which will go to other centres such as Guildford and Godalming.

- Cranleigh will be well placed to capture a good share of this additional spending as it is close to Dunsfold Park, an attractive centre and it will be served by improved bus and cycle routes from the new village.

- The additional business available to shops in Cranleigh will enable their services to be upgraded and the range of goods and services offered to be expanded. This will enhance consumer choice for all, including existing residents who may now be attracted to travel to larger centres for a wider choice.

- Dunsfold Park will also be a source of additional passing trade for the many businesses located along the A281, including those in Bramley.

- There are few village shops in the immediate vicinity of Dunsfold Park, the nearest being the shop in Dunsfold. Whilst this shop may be vulnerable to competition from the planned new shops, local residents will benefit from access to improved local shopping in the new village.

5.5.43. Waverley Local Plan, Policy S6 concerns the need for controls on food and drink uses and their impacts.

5.5.44. Dunsfold Park complies with Waverley Local Plan Policy S6 concerning food and drink uses. Four café/restaurant units will be located around the market square and canal basin and will be designed with respect to the guidance in this policy. Consideration of ventilation and extraction is considered in the Design and Access Statement. Details, including a Ventilation and Extraction Statement, will be the subject of reserved matters submissions.

5.5.45. In Waverley Local Plan, Policy LT3 the Council supports hotel development provided the impact on the surrounding area and residential amenities is acceptable and that access is satisfactory by road and public transport.

5.5.46. Dunsfold Park complies with Waverley Local Plan Policy LT3 concerning visitor accommodation:

- The policy is not directly applicable to the planned hotel at Dunsfold Park in that the Master Plan will create a new “surrounding area”;

- within the new surrounding area the 100 room hotel will benefit from being an integral feature of the village centre;
• it will be designed in harmony with the character and architecture of the village;
• the hotel will benefit from Dunsfold Park's new public transport connections with Cranleigh, Godalming, Guildford, Horsham and local villages.

5.6. **Environment**

**Biodiversity**

5.6.1. PPS1, Para 20 supports the conservation and enhancement of wildlife species and habitats and the promotion of biodiversity. The Planning and Climate Change Supplement to PPS1, (Para 9), adds the need to take account of the potential effects of climate change on natural assets. PPS3, Para 16 makes the retention or re-establishment of the biodiversity within residential environments an issue in assessing design quality.

5.6.2. RPG9, Policy E2 calls for positive action to achieve the targets set in national and local biodiversity action plans. RPG9, Policy E5 states that woodland habitats in the Region should be increased whilst protecting the biodiversity and character of existing woodland resources. It endorses woodland strategies drawn up in partnership with the Forestry Commission, which can help to improve woodland management, one identified benefit being development of the potential supply of timber for renewable energy.

5.6.3. Draft RSS, Policy NRM5 makes similar points about sustainable woodland management and promoting the economic use of woodlands, including for wood fuel. Benefits of well managed or new woodland include the restoration of degraded landscapes, screening of noise and pollution, providing recreational opportunities, helping to mitigate climate change, and contributing to floodplain management.

5.6.4. Draft RSS, Policy NRM4 seeks to avoid a net loss of biodiversity, and actively pursue opportunities to achieve a net gain across the region. Special attention should be paid to designated sites and opportunities for biodiversity improvement should be pursued.

5.6.5. Plan Policy SE1 promotes the conservation and enhancement of designated areas and features of acknowledged importance within the natural environment.

5.6.6. Structure Plan Policy SE6 and Local Plan Policies C10 and D5 expect development to contribute to actions safeguarding and managing habitats identified as important through the UK and Surrey Biodiversity Action Plans, or where they are protected by wildlife legislation. This will be achieved by ensuring that site evaluation is undertaken to establish the nature conservation value of proposed development sites and by providing for the identification, safeguarding and management of existing and potential land for nature conservation. Developers are required to provide information on important features and to propose how impacts on their conservation will be mitigated. Local Plan, Policy C11 extends protection and enhancement of ecological features to undesignated sites.
5.6.7. Structure Plan, Policy SE9 and Local Plan, Policies C6, D6 and D7 provide for trees and woodlands, particularly ancient woodlands, to be protected and their management promoted. Valuable hedgerows are also to be protected. The Structure Plan repeats the benefits set out in regional policy of positive long term management of woodland resources.

5.6.8. The surveys undertaken to identify the woodland, hedgerow, nature conservation and species importance of the site and its surroundings have been set out in the Environmental Statement. The site does not contain any nationally or internationally designated sites for conservation. The Surrey Hills Area of Outstanding Natural Beauty (AONB) lies to the north and west of the site, but not adjacent to it. The Local Plan identifies a number of “Sites of Nature Conservation Importance” in proximity to the site. Mitigation measures are proposed where necessary. The proposals for the structural open areas of the site show how the nature conservation interest of the site will be enhanced and protected and the relationship to nearby areas of ecological value respected (see the Design and Access Statement). The Environmental Statement assesses that through mitigation and enhancement measures, the overall impact on biodiversity will be positive (Ecology and Nature Conservation chapter). A Biodiversity Survey and Report is included in the Environmental Statement.

5.6.9. Proposals for the promotion of biodiversity within the built areas will be the subject of reserved matters submissions.

5.6.10. Development at Dunsfold Park will result in a net addition to woodland coverage and the number of trees on the site. The development involves no loss of protected trees. The felling of a small number of trees will be necessary - for example to ensure the safe operation of the Surrey Air Ambulance - but the land which is planned to be developed is entirely devoid of woodland at present. A Tree Survey (Tree Scoping Study) is included in the Environmental Statement.

5.6.11. The establishment of a bio-mass fuel supply chain, involving forestry and woodland products, will be achieved through sustainable forestry and woodland management arrangements. This will underpin the viable management of local woodlands, including those within the Surrey Hills AONB, for their landscape, recreation, nature conservation and commercial forestry benefits. Hedgerow loss will be avoided where possible and retained hedgerows subject to responsible environmental stewardship.

Environment: Material Consumption, Recycling and Waste

5.6.12. PPS1, Paras 21 and 22 has a broad aim in the planning of development to ensure that outputs are maximised while resources used are minimised over the lifetime of the development. PPS3, Para 16 states that design should facilitate the efficient use of resources, during construction and in use. The Supplement to PPS1 puts these objectives into urgent context of addressing and adapting to climate change (para 3 and waste management, para 42).
5.6.13. RPG9, Policy INF3 puts the emphasis on minimising waste generation and providing locally for its re-use, recovery and disposal.

5.6.14. Draft RSS, Policy M1 promotes the use of construction materials that reduce the demand for primary minerals, by requiring new projects to include a proportion of recycled and secondary aggregates wherever practicable. Draft RSS, Policy CC3 reiterates the emphasis on increased efficiency of resource use in new development.

5.6.15. Draft RSS includes a series of policies for waste reduction (W1), for regional and sub-regional self-sufficiency in waste management (W3 and W4), for maximising the diversion of waste from landfill (W5), for waste separation to promote recycling and composting (W6, W7 and W8) and for the separation of biomass for fuel.

5.6.16. Draft RSS, Policy CC4 sets out sustainable construction principles, adding the need to design for flexible use and adaptation to reflect changing lifestyles and needs and the principle of ‘whole life costing’.

5.6.17. The Draft Surrey Waste Plan focuses on both the minimisation of waste and then the promotion of reuse, recycling and recovery of resources from waste (Policies CW1 and (CW2, recommended deletion by Inspector as repetitious)). Measures are to be aimed at the construction process (including demolition) and the design of buildings such that measures are effective once homes and commercial premises are occupied.

5.6.18. Local Plan, Policy D3 supports environmentally innovative schemes which minimise the use of non-renewable resources through the re-use or recycling of previously developed land, buildings and materials.

5.6.19. The Design and Access Statement examines alternative ways of constructing the proposed development, including Modern Methods of Construction. The aim will be to minimise the consumption of materials in the initial construction and plan for minimum lifetime cost. Details will be submitted in the reserved matters applications. Dunsfold Park enjoys certain advantages in delivering a sustainable construction programme: large volumes of materials available for recycling in the runways, hardstandings etc and economies of scale that will facilitate innovative and efficient procurement and production. The Environmental Statement assesses the broad impacts of the construction phase of the development. Construction will be subject to a Site Waste Management Plan. A Site Waste Management Plan will be submitted with the details of the first phase of development. It will cover the amount and type of material produced from excavation and demolition, the opportunities for re-use and recovery of materials and methods for any off-site disposal, including mitigation of impacts.

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6 Recommendation 5.3 of the Panel Report is to "amend the title of Policy CC4 to “Sustainable Design and Construction”, and the policy to encourage new housing development to seek the highest possible sustainability rating in the Code for Sustainable Homes, subject to economic viability. (paras 5.15, 5.28)"
5.6.20. Residents will separate recyclables at source, while Dunsfold Park's recycling facility will recover fibrous waste from the residual waste collected. The fibrous waste can be used to produce bio-ethanol fuel in the plant being developed on the site or recycled. Government targets for recycling will be exceeded if the material is recycled, and those for recovery if it is used for energy production. The reduction in the volume of biodegradable waste for disposal should exceed Government targets. As part of the Utilities Assessment, further details are included in the Waste Strategy.

Environment: Energy Consumption, Recycling and Renewable Energy Generation

5.6.21. PPS1, Para 22 seeks to promote energy efficient buildings, community heating schemes, the use of combined heat and power, and small scale renewable and low carbon energy schemes in developments.

5.6.22. The Planning and Climate Change Supplement to PPS1 at Paras 10, 19-20 and 23-24 urges that new development should be planned to make good use of opportunities for decentralised and renewable or low carbon energy. Specific measures are proposed to facilitate the development of renewable or low carbon energy and related infrastructure. Actual or potential access to renewable energy is introduced as a factor in considering the suitability of a development proposal.

5.6.23. PPS3, in Paras 37 and 38, also refers to access to decentralised energy supply systems based on renewable and low-carbon forms of energy supply as factor in determining where to locate housing development.

5.6.24. RPG9, Policy INF4 states that priority should be given to energy conservation and to maximising the use of renewable energy sources as an alternative to fossil fuels.

5.6.25. Draft RSS, Policy EN1 urges the incorporation of high standards of energy efficiency in all development, subject to economic viability considerations.

5.6.26. Draft RSS, Policy EN2 encourages the integration of combined heat and power (CHP), including mini and micro–CHP, in all developments and district heating infrastructure in large scale developments in mixed use. The use of biomass fuel should be investigated and promoted where possible.

5.6.27. Draft RSS, Policies EN3, EN4 and EN5 encourage the development of renewable energy in order to achieve the regional and sub-regional targets, subject to minimising impacts on landscape, wildlife and amenity. Outside urban areas, priority should be given to development in less sensitive parts of countryside, including on previously developed land. Policy EN3 sets a target that the South East should generate 895 MWe of renewable energy by 2016, and Policy EN4 sets a target of 209 MWe within the Thames Valley and Surrey sub-region by 2016.

5.6.28. Draft RSS, Policy EN6 sets down development criteria for renewable energy generation: achieving carbon dioxide savings, the potential to integrate the proposal with new development, the potential benefits to host communities, the
proximity of biomass combustion plant to fuel source, the adequacy of local transport networks; and the availability of a suitable connection to the electricity transmission and distribution network.

5.6.29. Structure Plan, Policy SE1 promotes the efficient use of energy in developments. Structure Plan, Policy SE2 encourages the generation of energy from renewable resources of wind, sun and biomass as a contribution to the regional target and the use of combined heat and power. All developments should incorporate energy efficiency best practice measures.

5.6.30. Local Plan, Policy D3 encourages environmentally innovative schemes which conserve energy through appropriate location, design, layout, landscaping and materials.

5.6.31. Local Plan, Policy RD15 sets the benefits of renewable energy installations, including the contribution of the development to reducing emissions of greenhouse gases, against the impacts of the proposal.

5.6.32. DPL have set a target of a zero carbon development with respect to energy consumption, which corresponds to the achievement of Level 6 in the Code for Sustainable Homes and a similar standard for new industrial and commercial premises. This will be achieved by:

- Energy efficiency measures in all homes to reduce CO2 emissions by 25% compared with Part L of the Building Regulations (2006)
- Active generation of energy from renewable sources, using a 3.5 MWe capacity CHP plant fuelled by locally sourced biomass from sustainable forestry and woodland.
- Supply of electricity to all homes and district heat to all homes and commercial premises from the CHP plant
- Offsetting of the carbon emissions from the energy consumption of the industrial premises through sales of electricity from a renewable source to the national grid.

As part of the Utilities Assessment, further detail is included in the Energy Strategy; and the impacts of the planned CHP plant are considered in the Environmental Statement.

5.6.33. The Combined Heat and Power station will not result in significant detriment to the tranquillity of the countryside, visual amenity, or existing residents. The plant will benefit from a planned location, screened from residential areas and the road.

5.6.34. The Energy Strategy demonstrates that Dunsfold Park has securable fuel sources within the sub-region and has adequate road access to import fuel.

5.6.35. Dunsfold Park's 3.5MW CHP plant will represent approximately 5% of the target provision of thermal biomass electricity production in the Thames Valley and Surrey sub-region in 2016 (Draft RSS target).
5.6.36. The CHP plant and district heating infrastructure will comprise a principal component of Dunsfold Park's mitigation of the impacts of the development on carbon emissions (also see Draft RSS Policy CC2). They are designed to achieve Level 6 of the Code for Sustainable Homes with respect to energy.

**Environment: Water consumption, treatment, dispersion and flooding**

5.6.37. PPS1, Para 22 promotes the sustainable use of water resources; and the use of sustainable urban drainage systems in the management of run-off.

5.6.38. RPG9, Policy INF2 offers support for new development which is located and carried out to allow for sustainable provision of water services and to enable timely investment in sewage treatment and discharge systems to maintain the appropriate standard of water quality. Techniques to improve water efficiency and minimise adverse impacts on water resources, will be encouraged.

5.6.39. Draft RSS, Policy NRM1 states that, in order to conserve water resources and quality, a twin-track approach of demand management and water resource development will be pursued, together with development of sewerage and waste water treatment infrastructure.”

5.6.40. Draft RSS, Policy NRM3 adopts a sequential approach to development in flood risk areas. Inappropriate development should not be permitted in zones 2 and 3 of the floodplain.

5.6.41. Structure Plan, Policy SE1 promotes the efficient use of water. Development which requires the provision of new water supply or sewage treatment infrastructure should not prejudice the conservation of existing water sources or quality. Policy WD6 of the Surrey Waste Plan provides planning support for additional capacity for waste water and sewage treatment.

5.6.42. Local Plan, Policy D1 states that development will be resisted if it would result in the pollution of water. Positively, in considering development proposals, the Council (Policy D3) will encourage environmentally innovative schemes which conserve...water through appropriate location, design, layout, landscaping and materials.

5.6.43. The Water Strategy is designed to achieve Level 6 of the Code for Sustainable Homes. As part of the Utilities Assessment, further details, including considerations for foul sewerage treatment, can be found in the Water Strategy. The aim is to reduce consumption from 153 litres per person per day to 80 lpppd through the installation of water saving devices in the homes. Of the 80 litres, a proportion will be derived from non-potable sources including rainwater harvesting.

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7 Recommendation 10.1 of the Panel Report is to "amend Policy NRM1 to cover Sustainable Water Resources and Groundwater only; to include a commitment from the Regional Assembly to working together with Government, the EA, Ofwat and regional stakeholders to ensure the delivery of the water efficiency savings necessary for the successful implementation of the draft Plan; and to include clarification from the AA on BREEAM standards and SUDS (para 10.12)"
5.6.44. It is proposed that the potable supply be procured from a licensed water company. Similarly waste water is proposed to be treated off-site by a licensed water company. In each case the cost of additional infrastructure will be borne by the developer. Planning Obligations are included in the Draft Heads of Terms (Section 106). (Also see Chapter 4 of this Planning Statement).

5.6.45. An outline sustainable urban drainage scheme (SUDS) is proposed, details of which are set out in the Flood Risk Assessment (Volume 4).

5.6.46. Dunsfold Park is not located in zone 2 or 3 of the floodplain. The Hydrology and Water Resources chapter of the Environmental Statement presents evidence that risk of flooding on the site, and the impacts of the development on flooding elsewhere, are negligible.

Environment: Climate change, greenhouse gas emissions and other air pollutants

5.6.47. The Planning and Climate Change Supplement to PPS1, as a key planning objective (Para 9), provides for businesses and communities to contribute to tackling and adapting to climate change.

5.6.48. The Planning and Climate Change Supplement to PPS1, Para 10 addresses the need to reduce carbon dioxide emissions, among other things.

5.6.49. PPS3, Para 16 makes the same point, in relation to residential development, about adapting to and reducing the impact of, and on, climate change.

5.6.50. Draft RSS, Policy CC2 seeks to reduce greenhouse gas emissions and proposes a range of measures: greater resource efficiency, improving the energy efficiency of buildings, changing travel demand and modal choices, carbon sinks, renewable energy and reducing the amount of biodegradable waste landfilled. Targets are set to reduce the region’s carbon dioxide emissions by at least 25% below 1990 levels by 2015.

5.6.51. Draft RSS, Policy NRM7 seeks an improvement in air quality and proposes a range of measures: transport and congestion management, the use of cleaner transport fuels, mitigating the impact of development, reducing exposure to poor air quality through design and use of best practice during construction activities.

5.6.52. Structure Plan, Policy SE1 requires that development must comply with prevailing standards for the control of emissions to air and land.

5.6.53. The proposals for Dunsfold Park are designed to achieve the highest performance in terms of carbon emissions and impact on climate change that is compatible with the economic viability of the scheme. Key measures to deliver this performance include:

- A Transport Strategy with measures to reduce the need to travel, to promote more sustainable modes of transport and to encourage the use of fuels that pollute less.
• An Energy Strategy that will achieve Level 6 of the Code for Sustainable Homes.

• A Water Strategy which will achieve Level 6.

• A Waste Strategy that maximises the proportion of waste for re-use and recycling/recovery and minimises the volume going to landfill.

• A construction approach that will be developed to maximise recycling of existing resources and to exploit the potential for innovative and efficient construction and procurement (see Design and Access Statement and Construction and Phasing Statement).

• Dunsfold Park will provide housing and space for business with significantly lesser impacts on climate change than would typically be expected (see Carbon Emissions Report and Sustainability Appraisal of Alternative Locations).

• Dunsfold Park is not located in an area of high sensitivity to air quality deterioration. An Air Quality Assessment is included in the Environmental Statement.

• The impacts of the proposals have been assessed in the Environmental Statement and no major negative impacts, which are not mitigated, identified.

Environment: Landscape character and sensitive environmental locations

5.6.54. PPS1, Para 20 promotes the protection of the wider countryside and landscape quality and the improvement of the built and natural environment in and around urban areas and rural settlements.

5.6.55. PPS7, Para 1 vi) provides for continued protection of the open countryside for the benefit of all, with the highest level of protection for the most valued landscapes and environmental resources. Development in the open countryside away from existing settlements, or outside areas allocated for development in development plans, should be strictly controlled.

5.6.56. PPS7, at Para 24, proposes that landscapes outside nationally designated areas be protected by criteria-based policies rather than rigid local designations that may unduly restrict acceptable, sustainable development and the economic activity that underpins the vitality of rural areas.

5.6.57. Draft RSS, Policy C2 promotes positive and high quality management of the region’s open countryside outside nationally designated landscapes, for nature conservation, landscape, social and economic benefits.

5.6.58. Draft RSS, Policy NRM8 promotes locating new residential and other sensitive development away from existing sources of significant noise.

5.6.59. Structure Plan, Policy SE7 requires that beyond the AONB and Areas pf Great Landscape Value (AGLV), development should retain the distinctiveness of the County Landscape Character Areas. Development will be expected to
contribute to local countryside management projects and, in particular, to improvements to areas where landscape is becoming degraded.

5.6.60. Local Plan, Policy D1 states that development will not be permitted where it would result in damage to landscape value or in harm to the visual character and distinctiveness of a locality, particularly in respect of the design and scale of the development and its relationship to its surroundings. Likewise development that produces environmental harm by way of noise or disturbance will be resisted (Policy D1).

5.6.61. Local Plan, Policy C3 sets out that the Council will protect and conserve the distinctiveness of the landscape character areas in the Surrey Hills AONB and AGLV. In Policy C4 the Council seeks to ensure that the appearance of Areas of Strategic Visual Importance is maintained and enhanced. The Council will also seek to secure improvements to the landscape within the Borough, with particular emphasis being given to areas which are already showing signs of landscape deterioration (Policy C5).

5.6.62. Dunsfold Park is outside nationally designated landscape protections, and under the development proposals the site would be managed to protect and enhance its natural assets and to create of publicly accessible open space. Measures will be taken to improve conservation and biodiversity. A Biodiversity Survey and Report is included in the Environmental Statement.

5.6.63. The Environmental Statement also considers the historical and cultural inheritance of the site, and the preservation of the site's aviation heritage, which is reflected in the Master Plan (see the Application Drawings and Design and Access Statement). A Heritage Statement is included in the Environmental Statement.

5.6.64. The creation of a new village, where architecture and design will respect local conditions and traditions and the topography of the site and its surroundings, together with the structural landscape proposals (see the Application Drawings and Design and Access Statement), will reduce the fragmentation to the local landscape currently imposed by the presence of a large airfield. Landscaping Details are included in the Landscape and Visual Amenity chapter of the Environmental Statement, which follows from the design concept in the Design and Access Statement.

5.6.65. The location of the development does not comply with PPS7, para 1 vi); the wider case for a sustainable development at this location has been made in the section above entitled Location of Development.

5.6.66. The development will remove the site from current aviation uses which are inconsistent with the qualities of the surrounding landscape. 58% of the site will be landscaped, creating a harmonious transition from the development and the site to the surrounding countryside. Further detail can be found in the Environmental Statement, in the Chapter on Landscape and Visual Amenity.

5.6.67. Dunsfold Park is not located within either AONB or AGLV, though the Forestry Commission regards the development of local bio-mass supply chains as improving the viability of forest management within the Surrey Hills AONB. The
establishment of a bio-mass fuel supply chain, involving forestry and woodland products, will support efforts to prevent further degradation of local woodlands, including those within the Surrey Hills AONB. Finally, Dunsfold Park will not impact any Areas of Strategic Visual Importance (see Environmental Statement, Chapter on Landscape and Visual Amenity) nor have significant impacts, or be affected significantly, by noise. A Noise Impact Assessment is included in the Environmental Statement.

5.7. Community Facilities

Leisure, Recreation and Open Space

5.7.1. PPS1, Para 35 focuses on high quality and inclusive design with well-planned public spaces that bring people together and provide opportunities for physical activity and recreation.

5.7.2. PPS3 Para 16 calls for design that enables good access to amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies.

5.7.3. RPG9 Policy E6 urges that opportunities should be provided for leisure and recreation in, and access to, the countryside in ways which retain and enhance its character. A range of provision should be made to meet the needs of all including the physically impaired in sustainable locations and in ways which respect the agricultural, biodiversity, landscape and heritage value of the countryside.

5.7.4. Draft RSS Policy C3 promotes public access to the countryside for visitors and all members of the local community, where possible facilitating shorter routes and less dependence on car use.

5.7.5. Structure Plan Policy DN13 states that opportunities for informal recreation, such as improved pedestrian and cycle networks should be provided in conjunction with development.

5.7.6. Local Plan Policy LT6 provides for permission to be granted for development for leisure or tourism related purposes subject to provisos about appropriateness to the surrounding area, detriment to residential amenities and the impacts of facilities that will attract large numbers of visitors. Local Plan Policy H10 re-iterates the provisions of PPS3 para 16 (above).

5.7.7. Local Plan Policy LT11 promotes the retention and extension of rights of way for walking, horse-riding and cycling. Local Plan Policy LT8 provides support for new sports grounds, subject to provisos.

5.7.8. Dunsfold Park complies with the above policies concerning leisure and recreation provision in a manner that is sensitive to a countryside location and to nature conservation interests. The development will involve the conversion of much of the private airfield into 143 ha of public open space, connected to the existing local network of footpaths and bridleways. Approximately 58% of the site will become structural open space as part of the development.
5.7.9. The Open Space, Recreation and Access to Nature Strategy details the provision of land for active recreation and play as well as areas of natural open space, including the provision of allotments, playing fields and children's play space. Dunsfold Park will exceed established requirements and benchmarks for open space. In addition to communal assets such as the 72 ha Benbow Country Park – which will be the largest public open space in Cranfold – 1,850 of the 2,601 dwellings will have private gardens.

5.7.10. A network of footpaths and cycleways will be accessible to those with limited physical mobility and link to local networks. Creating publicly accessible routes will shorten distances between certain pairs of destinations within the local walking and cycling network. Residents and employees will benefit as walking and cycling routes are integrated into the design of the village as viable options for commuting to and from the village.

5.7.11. Dunsfold Park will provide a canal basin with moorings, and construct bridges which cross the canal at a height necessary to safeguard the potential of the canal for navigation. Dunsfold Park would therefore contribute towards the restoration of the Wey and Arun canal for both water-based recreation and as a green corridor for the benefit of recreation and biodiversity. Additional cultural, leisure and recreational facilities in the village will include a sports centre, aviation monument and aviation museum. Good access to these will be provided through new public transport links.

Services

5.7.12. PPS3, Para 10 identifies the importance of appropriate community facilities in or accessible to housing developments.

5.7.13. PPS7, Para 6 stipulates that people who live or work in rural areas should have reasonable access to a range of services and facilities that meet the needs of the whole community, including disabled users. These local facilities should be located within or adjacent to existing villages and settlements where access can be gained by walking, cycling and (where available) public transport."

5.7.14. RPG9, Policy Q8 calls for a more equitable, and locally based, provision of services (including education and health, recreation, leisure, transport and cultural facilities) in rural areas. It also provides support for the role of market towns as a focus for services and facilities.

5.7.15. Draft RSS, Policy CC11 sets out a range of facilities needed to serve an ageing population: Lifetime Homes, reasonable access to services, public transport, extension of communications and information technology, leisure, recreational and community facilities and access to training and development opportunities that support available employment for the workforce beyond the existing retirement age."

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8 Recommendation 5.16 of the Panel Report is to "add a reference in the supporting text to Policy CC11 to the Ageing Assets report, and the importance of providing a wider choice of housing options for older people including sheltered and extra care housing and residential care homes,
5.7.16. Structure Plan Policy DN12 requires local planning authorities to identify sites for social and community needs at locations easily accessible to the community being served, particularly in those areas where major new development is proposed.

5.7.17. Local Plan Policies D13 and D14 require developers to contribute to the costs of additional infrastructure and services made necessary by a proposed development (Section 106 contributions). Examples are given and reference is made to the need to comply with Government guidance.

5.7.18. Local Plan Policy CF3 provides that new educational establishments will be permitted subject to provisos related to amenities, traffic impacts and compliance with other Plan policies.

5.7.19. The planned provision of services at Dunsfold Park will improve the accessibility of services for the local rural community. Firstly, new residents will enjoy access to key services which is above average compared to prevailing local accessibility. Secondly, residents from Dunsfold Park will help maintain the provision of education and health provision (at Glebelands Secondary School and Cranleigh Village hospital), and the range of shops and services in Cranleigh; with benefits extending to all those currently within the catchment area for this market town.

5.7.20. Dunsfold Park will feature a village centre which provides for the essential needs of residents and which is within 650m of all dwellings. The village centre will include shops, a church, a community centre, a primary school, and a primary health care facility (see Economic Development, Shops and Services Strategy). Walking, cycling and public transport routes will converge here, and connect the village centre to other nearby villages who will benefit from enhanced access to key facilities via provision at Dunsfold Park.

5.7.21. The Master Plan includes provision for a new site for the existing Jigsaw School and a new primary school. Both will be integral features of the village centre and assets to the character of the village. They will be within walking distance of every dwelling, with travel plans drawn up to suit the circumstances of each school. A Section 106 agreement will involve contributions from the developer towards the expansion of Glebelands Secondary School in Cranleigh, upon completion of a reassessment by Surrey County Council against the school's current spare capacity. Dunsfold Park residents aged 11-16 will be eligible to attend and linked to the school via a dedicated school bus service (see Transport Strategy, Volume 7).

5.7.22. Dunsfold Park will provide appropriate facilities for the needs of older people. Those with limited mobility will benefit from proximity to key public services and shops, and a demand-responsive transport service. As well as some 150 dwellings with additional care, all homes will meet the Lifetime Homes standard and broadband internet access will be available to every home and publicly at the community centre.

and to recognise the contribution of older people in the labour force, in voluntary services and community leadership. (paras 5.36, 5.40, 5.42, 5.43)"
5.7.23. All infrastructure and services necessary for the development of the planned sustainable community will be funded by the developer. Planning Obligations, including the contribution towards infrastructure and community facilities for health and education services, are included in the Draft Heads of Terms (Section 106). (Also see Chapter 5 of this Planning Statement).

5.8. **Design and Layout**

5.8.1. PPS1, Paras 27 and 35 presents the case for mixed-use developments for locations that allow the creation of linkages between different uses and can thereby create more vibrant places. High quality and inclusive design should create well-mixed and integrated developments which avoid segregation and address the needs of people to access jobs and key services.

5.8.2. PPS1, Para 36 encapsulates many of the key features of good design: optimising the potential of the site, creating an appropriate mix of uses, supporting local facilities and transport networks, responding to their local context, creating or reinforcing local distinctiveness, creating safe and accessible environments, addressing the needs of all, accessible, being usable and easy to understand and being visually attractive as a result of good architecture and appropriate landscaping.

5.8.3. PPS3, Para 16 makes similar points, adding the need to create, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.

5.8.4. PPS7, Para 12 makes additional points in relation to design in rural areas, particularly in relation to local countryside character. Development should development respect and, where possible, enhances the particular qualities of the locality. Planning authorities are urged to take a positive approach to innovative, high-quality contemporary designs that are sensitive to their immediate setting and help to make country towns and villages better places for people to live and work.

5.8.5. Draft RSS, Policy CC12 urges the conservation, and where appropriate the enhancement of the character, distinctiveness, and sense of place of settlements and landscapes throughout the region. Good design, innovation, sustainability and achieving a high quality of life are key to creating a high quality environment.

5.8.6. Structure Plan Policy SE4 makes similar design points, adding the need to contribute to sense of place, to integrate buildings with their surroundings and to adopt densities that make best use of limited land resources.

5.8.7. Local Plan Policy D4 makes similar points relating to complementing the surroundings, respecting local distinctiveness, paying regard to the existing features of the site, respecting important vistas and open spaces and landscape design suitable to the site and character of the area.

5.8.8. Local Plan Policy D8 requires that new development should contribute to a safe and secure environment. A mixture of land uses, including residential, will be
encouraged within larger new developments. The policy then sets out further detailed design issues that will be addressed in the submissions of reserved matters.

5.8.9. Local Plan Policy D9 requires development to which the public will have access to provide improved accessibility for everyone, including people with disabilities and those with young children.

5.8.10. Dunsfold Park will meet the requirements of the above policies in full measure, having the advantage of being a new settlement designed according to highest environmental standards and high quality design (see Design and Access Statement):

- It is a mixed use development with an integrated set of jobs, services and housing appropriate to the scale of development. This mix of uses will help to create a safe environment. In addition, the principles of Secure by Design have been followed (further detail is included in the Design and Access Statement). A Lighting Assessment (scoping report) is included in the Environmental Statement.
- It optimises the potential of the brownfield site by being developed to a high density of 33 dwellings per hectare (gross).
- It responds to the local context and countryside character through a harmonious transition between the village, its extensive landscaping and the surrounding countryside.
- It also responds to its surroundings by the complementary roles that will develop between Dunsfold Park and Cranfold especially Cranleigh, for example in relation to local services.
- It will reinforce local distinctiveness by creating a new settlement that reflects contemporary and innovative design as well as the historic features of the site and local architectural and urban design traditions. The village will also contribute to local distinctiveness by reducing the pressure for damaging urban intensification in the existing attractive towns and villages of Waverley.
- The community is designed to meet the needs of a wide range of people, through the choice of housing and through its accessibility by a range of forms of transport, especially walking for all local services. The village will meet the requirements of Lifetime Homes and of accessibility for those with disabilities.
- A sense of place will be created by the strong design features of the village, for example the arrival point and approach from the A281, the strong urban form, the village centre, Runway Park and the landscaped setting.

5.9. History

5.9.1. PPG15 sets out Government policy on the conservation of the historic environment, recognising the value of finding viable new uses for historic buildings and structures and the potential complementarity between high
quality historic environments and the economic and social health of local communities

5.9.2. Draft RSS, Policy BE7 supports the conservation and enhancement of the historic environment and the contribution it makes to local and regional distinctiveness and sense of place, including the sensitive re-use of historic buildings.

5.9.3. Structure Plan, Policy SE5, in the interests of conserving and enhancing Surrey’s valuable cultural heritage, puts the onus on developers to demonstrate the case for development that affects heritage assets, requiring a prior archaeological assessment. The preference is for preservation in situ and in any event a record of findings.

5.9.4. Local Plan, Policy D1 creates a similar resistance to development which will damage important environmental assets, such as buildings of historical or architectural interest, important archaeological sites and monuments and areas of conservation.

5.9.5. Local Plan, Policies HE1-HE7 concern historic buildings. They are not relevant to the present proposal as it involves no demolition or modification to any listed or locally listed buildings, nor are any significant impacts on a listed building, or that building’s setting, expected.

5.9.6. Similarly Local Plan Policies HE8-HE12, concerning conservation areas, historic parks and gardens, heritage features and Areas of Special Historic Landscape Value, are not relevant as Dunsfold Park neither contains such features, nor would create significant effects upon such features as identified by Waverley Borough Council. Local conservation areas are located in Alfold, Bramley, Cranleigh, Dunsfold, Grafham, Hambledon and Hascombe. Cranleigh also contains an “Area of Strategic Landscape Value”.

5.9.7. Local Plan, Policies HE13-HE15, concerning development proposals and archaeological assets, require an archaeological survey and possibly a field evaluation. They set out a preference for preservation in situ of important remains.

5.9.8. Dunsfold Park’s aviation heritage will be protected and enhanced by the establishment of a museum and monument within the development and by other features of the public realm of the village, for example Runway Park (Design and Access Statement). All existing buildings have been surveyed for their conservation value and the findings of this survey have informed the plans to retain some structures in the interest of conservation. A Heritage Statement is included in the Environmental Statement.

5.9.9. The Environmental Statement shows that Dunsfold Park will have no significant negative impacts upon the character, distinctiveness and sense of place of the local countryside and nearby villages (Landscape and Visual Amenity chapter and Cultural Heritage and Archaeology chapter). As a stand-alone new village founded on principles of sustainable design, Dunsfold Park will have a distinct identity within the local area, based on being an exemplar of sustainable development for the 21st Century. The Design and Access Statement
describes how Dunsfold Park will be designed in harmony with the surrounding countryside, well linked to existing settlements and respecting local architectural traditions and local settlement patterns. Important historic buildings on the site, such as cottages which pre-date the airfield's construction, will be retained and adaptively reused, where appropriate and the landscaping will sensitively incorporate existing features such as wooded areas and the Wey and Arun Canal.

5.10. **Community Involvement**

5.10.1. Development proposals of the scale and character of Dunsfold Park are normally brought forward through the development plan process (PPS3, paras 37 and 38). However, as is explained in Chapter 1 above, the proposals are put forward in this planning application, and DPL have endeavoured to follow the approach to community involvement that would be appropriate for a development plan document.

5.10.2. This approach is set out in PPS12, PPS1 and the Council’s Statement of Community Involvement, in which key components are identified as: involving the community in the developing the vision for its area; local communities to participate fully in drawing up specific plans and to be consulted on proposals for development; early community involvement (front loading); methods of involvement that are relevant to the communities concerned; continuing involvement; transparency and accessibility; use of community strategies and parish plans to promote involvement.

5.10.3. The Council’s Statement of Community Involvement particularly stresses the benefits of developers engaging in pre-application consultations with local communities and similarly early discussions with the Council themselves.

5.10.4. A Statement of Community Involvement is submitted with the planning application (Volume 19), containing full details of the involvement of the community in shaping Dunsfold Park’s application. Key features of the consultation process have been:

- Consultations have been undertaken at key stages in the evolution of the proposals: alternative futures for the site; alternative master plans and the preferred plan and its most important components.

- Methods have included: local mailings of periodic newsletters and invitations to comment to ensure that all are aware of the proposals, regardless of their mobility; the use of the Arts Centre in Cranleigh as the focus for public exhibitions and meetings, this being a familiar and accessible location; and engagement with pupils in the local school.

- Dunsfold Park Ltd, as well as holding many meetings with parish councils and other specific groups, have maintained an open door approach for anyone with queries about the site and the proposals.

- Full use has been made, in developing the proposals, of the Waverley Community Strategy and the Cranleigh Health Check and Action Plan.
• Dunsfold Park Ltd has signed a Planning Delivery Agreement (as recommended by the Planning Advisory Service) with the Council; this provided support for the Council to source additional staff to review the proposals, a programme of pre-application discussions, review of the proposals at the Council’s Development Control Consultative Forum and a list of questions that the Council wished to see addressed in the planning application.

• Consultations with the key bodies identified in the regulations relating to LDF consultations.

5.10.5. Dunsfold Park Ltd will continue these consultations as the proposals are developed through the detailed stages and implemented.
6. Conclusions

6.1.1. As the conclusions to this Planning Statement we have evaluated the proposals for Dunsfold Park against the key criteria for eco-towns set out in the DCLG Eco-towns Prospectus, July 2007. We address first the essential requirements (para 13).

*Eco-towns must be new settlements, separate from existing towns but well linked to them. They need to be additional to existing plans, with a minimum target of 5-10,000 homes.*

6.1.2. Dunsfold Park has been designed as both a new settlement with a degree of local self-containment and as a complement to the Cranfold cluster of settlements, especially the market town of Cranleigh. It is for the Local Development Framework to assess whether the homes will be additional; our view is that the output from Dunsfold Park will replace some of the less sustainable housing supply that is currently planned, leaving a balance of net additional housing.

6.1.3. Whilst the site could accommodate more homes, our assessment is that a total of 2,601 homes is a sustainable scale, given the employment capacity of the site and the desire to create a mixed use community.

*The development as a whole to reach zero carbon standards and provide an exemplar in at least one area of sustainability*

6.1.4. Energy saving measures and on-site generation of heat and electricity from renewable, local sources, with surplus energy being supplied to the grid to offset the carbon from the industrial area, will enable the village to attain zero carbon standards with respect to energy. Code Level 6 of the Code for Sustainable Homes will be achieved with respect to water and will be the target for other parts of the Code.

6.1.5. Three features of the village are put forward as exemplars of environmental sustainability:

- The on-site Combined Heat and Power plant fuelled from renewable sources and serving the whole settlement.
- The on-site handling of municipal waste to produce recyclables and an organic product suitable for re-use or conversion to bio-diesel.
- The use of economic measures, car user charging and workplace parking charges, (allied to improved alternatives to the car) to encourage different travel patterns among residents and employees.

*A good range of facilities within the town*

6.1.6. Appropriately for a smaller settlement in a rural location, where there are risks to the maintenance of existing facilities, Dunsfold Park combines local facilities – primary school, local shops and services, very extensive (mainly inherited)
business space and leisure facilities - with support for existing local services, especially where they have spare capacity. Dunsfold Park will rely on Cranleigh for secondary school provision, contributing (both financially and in pupil numbers) to the viability of Glebelands School.

**Affordable housing to make up 30%-50% of the total, a wide range of tenures in mixed communities with an emphasis on larger family homes**

6.1.7. Affordable housing will make up 37.8% of the total housing. As well as social rented and intermediate tenures, the village will offer market housing for sale and rental, assisted accommodation for the elderly and student accommodation. All the housing including the affordable will be privately funded. Whilst 46% of the housing (excluding institutional accommodation) will be one- and two-bedroomed homes to make them affordable to those working locally, there will 32% of homes with four and five bedrooms.

**A management body to develop and manage the town**

6.1.8. The single ownership of the site by Dunsfold Park Ltd (DPL) creates a unique opportunity to coordinate the development, its design, the housing mix (through the innovative housing delivery arrangements), the delivery of services and the integration of new residents and businesses. Single ownership also provides the opportunity to innovate in achieving higher levels of sustainability (see exemplars above). DPL is already based on the site. Another innovation will be the creation of a community fund support by revenue-earning assets on the site to support the effective maintenance and management of the site.

6.1.9. The remaining criteria are considered under the same headings as in the Prospectus.

**Environment and Carbon**

6.1.10. The criteria relating to renewable energy systems, exemplars, water efficiency and waste have been considered above.

6.1.11. Support for low carbon living, particularly minimising emissions from transport, will be achieved through the development of a compact, walkable, mixed use settlement, from economic disincentives to use the car, from the provision of more sustainable alternative modes and from the promotion of low emission fuels in the vehicle trips that still need to be made.

6.1.12. The site is not subject to flood risk and will be served by SUDS, subject to detailed design. Waste water will be treated off-site by a licensed water company, the preferred approach of the Environment Agency.

6.1.13. The large size of the site will allow more than half to be devoted to greenspace, much of it to be managed for biodiversity; access to the greenspace will be facilitated and managed for the benefit of residents and visitors and to protect areas important for nature conservation.
6.1.14. Construction methods will be developed further in reserved matters submissions; the aim will be to achieve low environmental impact and low wastage of materials, both in the initial construction and over the lifetime of the settlement. Dunsfold Park offers particular advantages in terms of economies of scale for construction methods and of the huge quantity of material available for recycling on the site (runways etc.).

**Design**

6.1.15. Dunsfold Park Ltd has committed itself to creating an exemplar of sustainable development, including the design of all the elements of the community. Its overall control of the site will enable it to ensure that high standards are achieved in the private and public buildings, in the public realm, in the country park and open spaces and in the employment areas. No distinction will be made in the architecture between dwellings of different tenures.

6.1.16. DPL will consider alternative approaches to the design of the key components of the village, including competitions. The Master Plan has already been drawn up by PTEa, award-winning architects, in partnership with Land Use Consultants on landscape, nature conservation and open space design. The Master Plan creates an attractive community, with a clear focus on the village centre, ready access to jobs, facilities and services from all parts of the community, priority to non-car modes and close relationships between the housing and the extensive green spaces.

6.1.17. Landscaping and nature conservation management approaches, informed by detailed surveys of the ecological character of the site and of the landscape character of the surrounding countryside, have created an attractive setting for the village and strong links to the important local landscapes.

6.1.18. The Master Plan is submitted as an outline application (full in respect of changes of use) such that the details of each phase can be developed to reflect changing and more sustainable patterns of living over the life of the development. The Master Plan will establish a clear framework for a compact, mixed use and accessible community, within which new ways of planning and designing houses and accommodating movement can be integrated over time.

**Transport**

6.1.19. Sustainable movement patterns will be promoted in Dunsfold Park firstly by reducing the need to travel through the creation of a complete community with a wide range of jobs, a choice of housing and a strong but local village centre, where public and private services will be focused and readily accessible to both employees and residents.

6.1.20. Secondly the design of the village, drawing on the principles in “Manual for Streets”, will create an environment that is attractive and safe for walking and cycling. Pedestrian priority will be further promoted by the parking of cars in the inner area of the village in car barns. The urban form and the focal points created in the Master Plan will give the village a strong identity. Pedestrian and cycle routes connect well with external networks.
6.1.21. Thirdly, for trips outside the village, deterrents to car use, such as car user charges for residents and workplace parking charges, will be matched by new bus services to Cranleigh for a different and larger array of jobs, shops and services and to regional centres for higher order services and major transport interchanges. Public transport will be supported by the retention of two alternative access points to the site for buses.

6.1.22. Finally, using evolving green technologies for vehicle propulsion, it is proposed that buses should be electric and/or bio-fuelled, using power generated from renewable sources on site, and residents will be encouraged to use electric vehicles for their individual transport, either through car clubs or through ownership.

6.1.23. All main groups in the village will be covered by travel plans to promote the take-up of the most sustainable forms of movement.

6.1.24. This part of Waverley is subject to considerably lower levels of congestion than most of the areas of Surrey that are the favoured locations for urban development, particularly those that are in or involve travel via Guildford. Significant impacts on the free and safe movement of traffic will be mitigated by capacity improvements where appropriate.

6.1.25. Overall it is intended that the development and its Transport Strategy will make not only Dunsfold Park more sustainable but also promote more sustainable travel patterns among Cranfold residents and workers.

Community

6.1.26. Dunsfold Park Ltd have demonstrated their commitment to community empowerment by their regular consultations with the business community on the site and by the consultations that have been undertaken in the preparation of proposals for the site. It is planned that future residents and business occupiers will be represented in the management of the village in both the development phase and in the longer term. This will be achieved through the establishment of a trust (drawing on the model of the Community Development Trust) with control over remunerative assets on the site, the trust having responsibility for the management and maintenance of the common parts, open space, village roads and community facilities.

6.1.27. DPL see the active engagement of the residents and tenants in the social, caring and recreational life of the village as central to its success as a community. Physical facilities such as a community centre, shared IT and open spaces for community events are provided and participation will be encouraged through the welcome services provided to new arrivals and through partnership working with other agencies such as the local schools and the health services.

Jobs as well as Homes

6.1.28. The major advantage of Dunsfold Park as the basis for a new settlement or eco-town is the employment potential of the business space already on the site. There are already (2006) some 638 jobs on the site and there will be some
2,000 in a range of industrial and distribution activities, as well as in village services and utilities. In relation to nearby settlements, Cranleigh offers a wider range of jobs in public and private services to the public and this focus will increase if more industrial firms relocate to Dunsfold Park.

6.1.29. Home working is already widely practised in Cranfold, especially the rural areas outside Cranleigh. It will be encouraged by universal wireless or wired broadband connections and by the provision of shared IT services in the village centre.

6.1.30. There is already evidence of productive networking among businesses on the site and services have developed to meet the needs of business and employees e.g. a diner and child nursery. Diversifying the stock of premises and expanding the number of businesses and employees will increase the opportunities for firms to enjoy the benefits of clustering. Dunsfold Park firms are also making use of local services in the vicinity of the site e.g. accommodation and catering, adding to the economic health of the wider rural economy. Such networking, which has environmental and social as well as economic benefits, will be encouraged by the on-site management.

**Health**

6.1.31. Dunsfold Park is founded on the principle that prevention is better than a cure: the promotion of healthy living, given the pressure on National Health resources, is essential, together with measures to promote care in the community. Key measures to promote healthy living are the creation of a safe and attractive environment for walking and cycling, the provision of a health club and the creation of extensive areas of open space for recreation alongside suitably managed areas of nature conservation. Reducing the need to travel will reduce the stress associated with driving on busy roads.

6.1.32. Dunsfold Park Ltd will work with the Primary Care Trust, County Social Services and others with responsibilities for caring services to provide comprehensive and inclusive health enhancement programmes.

**Land Use**

6.1.33. The site is a brownfield site with extensive re-usable buildings and infrastructure. The planning of the development within the site not only protects existing biodiversity, but provides for extensive additional areas of nature conservation.

6.1.34. The green infrastructure will comprise a range of provision: the country park, structural landscaping around the margins of the site, more formal open space and playing fields in Runway Park, spurs of open space that penetrate into the residential areas and many formal and informal open spaces within the built area. It respects the history of the site and the landscape of the surrounding countryside.
6.1.35. Dunsfold Park has been designed to relate closely to the nearby town of Cranleigh and other local villages in terms of housing supply, jobs, public transport, community services and leisure opportunities.

**Conclusion**

6.1.36. Our overall conclusion is that the benefits of the proposals outweigh any objection on the grounds of their not being provided in the development plan and that planning permission should be granted. They meet the requirements of PPS3 (paras 71, 69 and others) in terms of their quality, appropriateness and environmental performance and they will assist in meeting the deficiency in the supply of land for housing in the local area.
Appendices

Appendix A – Summary of Existing, Demolished and Retained Floorspace
Appendix B – Existing Buildings
Appendix C – Buildings to be Demolished
Appendix D – Retained Buildings with Change of Use
Appendix E – New Buildings
Appendix F – Description of Development
## Appendix A - Summary Table of Existing, Demolished and Proposed Floorspace

<table>
<thead>
<tr>
<th>All figures sq.m gross external</th>
<th>Existing gross external (sqm)</th>
<th>Gross external floorspace to be lost by change of use or demolition (sqm)</th>
<th>Total gross external floorspace proposed (sqm)</th>
<th>Net additional gross external floorspace following development (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Shops</td>
<td>0</td>
<td>0</td>
<td>1035</td>
<td>1035</td>
</tr>
<tr>
<td>Net Tradable Area</td>
<td>0</td>
<td>0</td>
<td>630.00</td>
<td>630</td>
</tr>
<tr>
<td>A2 Financial &amp; Professional</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>A3 Restaurants &amp; cafes</td>
<td>0</td>
<td>0</td>
<td>230</td>
<td>230</td>
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<tr>
<td>A4 Drinking establishments</td>
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<td>115</td>
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<td>A5 Hot food takeaways</td>
<td>0</td>
<td>0</td>
<td>115</td>
<td>115</td>
</tr>
<tr>
<td>B1(a) Offices</td>
<td>0</td>
<td>7,451 to be demolished (see Appendix C; see Appendix D for change of use)</td>
<td>10,887 of which 9,440 (new buildings) and 1,447 (existing buildings with proposed change of use)</td>
<td>15,712 net additional; see Appendix E for use class breakdown of new buildings.</td>
</tr>
<tr>
<td>B1(b) Research &amp; Development</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>B1(c) Light industrial</td>
<td>42,838; see Appendix B</td>
<td>0</td>
<td>18,775 of which 6,099 (new buildings) and 12,676 (existing buildings with proposed change of use)</td>
<td>18,775 of which 6,099 (new buildings) and 12,676 (existing buildings with proposed change of use)</td>
</tr>
<tr>
<td>B2 General industrial</td>
<td>0</td>
<td>0</td>
<td>29,835 of which 7,624 (new building) and 21,311 (existing buildings with proposed change of use)</td>
<td>29,835 of which 7,624 (new building) and 21,311 (existing buildings with proposed change of use)</td>
</tr>
<tr>
<td>B3 Storage &amp; distribution</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>C1 Hotels &amp; halls of residence</td>
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<td>C2 Residential institutions</td>
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<td>D1 Non-residential institutions</td>
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<td>D2 Assembly &amp; leisure</td>
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<td>2,185</td>
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<tr>
<td>Other</td>
<td>1,883</td>
<td>578 to be demolished (see Appendix C); 77 to be reclassified (see Appendix D)</td>
<td>1,258 of existing buildings to be retained as “Ancillary” (see Appendix D); other buildings proposed sui generis (see Appendix E)</td>
<td>Buildings proposed sui generis (see Appendix E)</td>
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<td><strong>TOTALS</strong></td>
<td><strong>44,721</strong></td>
<td><strong>8,029</strong></td>
<td><strong>94,456</strong></td>
<td><strong>50,313</strong></td>
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---

All figures sq.m gross external

A1 42,838; see Appendix B

7,451 to be demolished (see Appendix C; see Appendix D for change of use)

10,887 of which 9,440 (new buildings) and 1,447 (existing buildings with proposed change of use)

18,775 of which 6,099 (new buildings) and 12,676 (existing buildings with proposed change of use)

29,835 of which 7,624 (new building) and 21,311 (existing buildings with proposed change of use)

7,015 to be demolished (see Appendix C; see Appendix D for change of use)

14,000 to be demolished (see Appendix C; see Appendix D for change of use)

9,906 to be reclassified (see Appendix D)

2,185 to be demolished (see Appendix C; see Appendix D for change of use)

1,883 to be demolished (see Appendix C; 77 to be reclassified (see Appendix D)

1,258 of existing buildings to be retained as “Ancillary” (see Appendix D); other buildings proposed sui generis (see Appendix E)
## Appendix B - Existing Buildings

### All figures sq.m gross external

<table>
<thead>
<tr>
<th>Bldg #</th>
<th>Description (BAE name)</th>
<th>Size</th>
<th>PERMANENT</th>
<th>TEMPORARY</th>
<th>Ancillary - whole site</th>
<th>Ancillary - air traffic control</th>
<th>Ancillary - on site staff</th>
<th>Not part of the temporary application</th>
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<tr>
<td>9</td>
<td>Police Main Gate Security</td>
<td>107.7</td>
<td>B1 107.7</td>
<td>B1 3.0</td>
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<td></td>
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<td>10</td>
<td>Haz Chem Store</td>
<td>3.0</td>
<td>B1 and/or B2 and/or B8 9.8</td>
<td>B1c and/or B2 and/or B8 47.8</td>
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<td></td>
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<td>Avgas Bowser Garage</td>
<td>47.8</td>
<td>B1 9.8</td>
<td>B1c 47.8</td>
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<td>B1 34.0</td>
<td>B1c 34.0</td>
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<td>15</td>
<td>Magnetic Compass Hut</td>
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<td>B1 7.2</td>
<td>B1c 7.2</td>
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<td>Sand Store</td>
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<td>B1c 14.7</td>
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<td>17</td>
<td>Toilet Block/Armoury Plant Room</td>
<td>54.9</td>
<td>B1 53.9</td>
<td>B1c 54.9</td>
<td></td>
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<td>B1c 30.6</td>
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<td>Armoury Store Workshop</td>
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<td>B1 421.5</td>
<td>B1c 421.5</td>
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<td></td>
<td>Gas storage area</td>
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<td>B1 7.5</td>
<td>B1c 7.5</td>
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<td>B1 877.2</td>
<td>B1c 877.2</td>
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<td>Portakabin Advice Centre</td>
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<td>B1c 409.9</td>
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<td>B1c 10.0</td>
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## Appendix B - Existing Buildings (continued)

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## Appendix B - Existing Buildings (continued)

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## Appendix C - Buildings to be Demolished

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TO BE DEMOLISHED

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### Appendix D - Retained Buildings with Change of Use

All figures sq.m gross external

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## Appendix D - Retained Buildings with Change of Use (continued)

All figures sq.m gross external

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### Appendix E - New Buildings

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<tr>
<td>Elderly Accommodation - Warden (100)</td>
<td>C2</td>
<td>14,000</td>
<td></td>
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<tr>
<td>Elderly Accommodation - Extra Care (50)</td>
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<td></td>
</tr>
<tr>
<td>Shops</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shops</td>
<td>A1</td>
<td>900</td>
<td>1,035</td>
</tr>
<tr>
<td>Restaurant/Café</td>
<td>A3</td>
<td>200</td>
<td>230</td>
</tr>
<tr>
<td>Pub/Bar</td>
<td>A4</td>
<td>100</td>
<td>115</td>
</tr>
<tr>
<td>Hot food takeaway</td>
<td>A5</td>
<td>100</td>
<td>115</td>
</tr>
<tr>
<td>Hotel</td>
<td>C1</td>
<td>6,100</td>
<td>7,015</td>
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<tr>
<td>Community Facilities</td>
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</tr>
<tr>
<td>Primary School</td>
<td>D1c</td>
<td>2,500</td>
<td>2,875</td>
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<tr>
<td>Jigsaw School</td>
<td>D1c</td>
<td>900</td>
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</tr>
<tr>
<td>Health Care Centre</td>
<td>D1a</td>
<td>100</td>
<td>115</td>
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<tr>
<td>Museum</td>
<td>D1e</td>
<td>3,800</td>
<td>4,370</td>
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<td>Church</td>
<td>D1h</td>
<td>564</td>
<td>649</td>
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<td>Community Centre</td>
<td>D1g</td>
<td>750</td>
<td>863</td>
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<tr>
<td><strong>Sub-total D1</strong></td>
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<td><strong>9,906</strong></td>
<td><strong>1.15</strong></td>
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<td>Sports Centre</td>
<td>D2e</td>
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<td>Commercial and Industrial</td>
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<tr>
<td>Offices, Research &amp; Development</td>
<td>B1a/b</td>
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<tr>
<td>Light and General Industry</td>
<td>B1c/B2</td>
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<tr>
<td>Storage and Distribution</td>
<td>B8</td>
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<td>N/A</td>
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<td>Other</td>
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</tr>
<tr>
<td>Combined Heat and Power Plant</td>
<td>Sui generis</td>
<td></td>
<td>To be determined</td>
</tr>
<tr>
<td>Aviation Monument</td>
<td>Sui generis</td>
<td></td>
<td>To be determined</td>
</tr>
<tr>
<td>Waste Treatment Plant</td>
<td>Sui generis</td>
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<tr>
<td>Hanger</td>
<td>Sui generis</td>
<td></td>
<td>To be determined</td>
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</table>
Appendix F

Description of Development:

A new settlement with residential development comprising 2,601 units made up of (i) 2,405 Use Class C3 dwellings; and (ii) 196 units of Use Class C2 residential institutions (up to a maximum of 14,000 sqm); shops (Use Class A1) up to a maximum of 1,035 sqm; restaurants and cafes (Use Class A3) up to a maximum of 230 sqm; public house (Use Class A4) up to a maximum of 115 sqm; hot food take-away (Use Class A5) up to a maximum of 115 sqm; business uses including offices, and research and development industry (Use Class B1a and B1b) up to a maximum of 9,440 sqm; light and general industry (Use Class B1c and B2) up to a maximum of 6,099 sqm; storage and distribution (Use Class B8) up to a maximum of 7,624 sqm); hotel (Use Class C1) up to a maximum of 7,015 sqm; non-residential institutions including health centre, two schools, place of worship, museum and community centre (Use Class D1) up to a maximum of 9,906 sqm; assembly and leisure uses including sports centre (Use Class D2) up to a maximum of 2,185 sqm; monument; open space including water bodies, outdoor sports, recreational facilities and nature conservation areas; public transport routes, footpaths and cycleways; landscaping; a new roundabout on the A281 to provide the main means of vehicular entry to and exit from the new settlement; all related infrastructure including roads, car and cycling parking, combined heat and power plant and associated equipment, water supply, telecommunications, drainage systems, waste treatment facilities and helicopter landing pad and hangar; the retention of 36,692 sqm of existing buildings and their future permanent use for a specified purpose as defined by Use Classes (as specified in the Planning Statement); the demolition of 8,029 sqm of existing buildings (as specified in the Planning Statement); the removal of three runways and the removal of hardstandings (as specified); the retention of aviation use, but solely for the purposes of helicopter flights (such as air ambulance services, police services, etc...); the temporary use of Building 132 (as indicated in the Construction Report) for a construction headquarters.
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Setting an example for the South East