Subject:	Position Statement: Update on delivery of Dunsfold Park New Settlement
From:	DAL, c/o Bidwells
Date:	26 August 2022

BIDWELLS

UPDATE ON DELIVERY OF DUNSFOLD PARK NEW SETTLEMENT

Introduction and Purpose of Document

This note follows a request from Waverley Borough Council (WBC) to Dunsfold Airport Ltd (DAL) and Bidwells (who are directly instructed by DAL) to provide information to aid the preparation of the Council's Five Year Housing Land Supply Position Statement, housing trajectory and general understanding of housing delivery at Dunsfold Park.

This is a fuller note to earlier submissions to provide additional information on actions in place to deliver Dunsfold Park New Settlement (DPNS) to more clearly substantiate the intended programme for housing delivery.

Overarching Position of the Parties

All parties are wholly committed to the delivery of DPNS. This includes a commitment to the current hybrid planning consent (WA/2015/2395) and the delivery of homes pursuant to it. There is a Planning Performance Agreement between the parties to cover related matters and a shared agreement of the sequence of actions/works to achieve the timely delivery of homes on the site.

Sale Status, Ownership and Delivery

DAL has been the owner of the whole site, prior to the submission of the current principal planning consent for DPNS (WA/2015/2395) and continues to be so. DAL is a wholly owned subsidiary of Trinity College Cambridge.

DAL had elected to sell Dunsfold Park and invite a new party to deliver the DPNS. It is well-known that Columbia Threadneedle Investments (CTI) had been in prime position to purchase the site and become the new master developer. That prospective sale has now been terminated. This has not changed the course or prospects for DPNS, because DAL continues to take actions to deliver it. This will ensure the development will continue without delay. DAL, under Trinity College, is an experienced developer, with-in house expertise and an instructed professional team, which together is capable to deliver the site to completion, if required.

The details within this Position Statement demonstrate that the necessary actions are in place to ensure the current principal consent is pursued to lead to the delivery of homes at Dunsfold Park.

Ownership

The freehold owner of the substantive part of the site (the airfield) is DAL. The freehold owner of the northern business park is Trinity College Cambridge. DAL is a subsidiary that is wholly owned by Trinity College Cambridge.

Developer and Promoter

As well as having ownership responsibilities described above, DAL is the experienced master developer and continues to work with Rutland (DAL), the site's previous owners, as promoters of the site.

Planning Update

1) Planning matters

Hybrid planning permission was approved on 29 March 2018 (Ref. WA/2015/2395) for Dunsfold Park New Settlement (DPNS), comprising 1,800 dwellings, with associated commercial floorspace, facilities, amenities and landscaping. Full description of development:

> *Part Outline proposal for a new settlement with residential development comprising 1,800 units (Use Class C3), plus 7,500sqm care accommodation (Use Class C2), a local centre to comprise retail, financial and professional, cafes / restaurant / takeaway and/or public house up to a total of 2,150sqm (Use Classes A1, A2, A3, A4, A5); new business uses including offices, and research and development industry (Use Class B1a and B1b) up to a maximum of 3,700sqm; light and general industry (Use Class B1c and B2) up to a maximum of 7,500sqm; storage and distribution (Use Class B8) up to a maximum of 11,000sqm; a further 9,966sqm of flexible commercial space (B1(b), B1(c), B2 and/or B8); non-residential institutions including health centre, relocation of the existing Jigsaw School into new premises and provision of new community centre (Use Class D1) up to a maximum of 9,750sqm; a two-form entry primary school; open space including water bodies, outdoor sports, recreational facilities, canal basin and nature conservation areas; public transport routes, footpaths and cycleways; landscaping; the removal of three runways; all related infrastructure including roads, car and cycle parking, energy plant and associated equipment, water supply, telecommunications, drainage systems and waste water treatment facilities; and part Full application for the demolition of 8,029sqm of existing buildings and the retention of 36,692sqm of existing buildings, for their future use for a specified purpose as defined by the Use Classes as specified in the schedule of buildings and their uses; and the temporary use of Building 132 for a construction headquarters.*

Since this submission, there have been concerted actions to advance the permission, not least being the approvals of the following related applications to DPNS:

- Application WA/2019/1278 for the construction of a new access road, including associated landscaping and infrastructure, from the A281 (to serve existing commercial uses and the new settlement permitted by WA/2015/2395). This application was granted consent on the 01/11/2019. This full application was submitted to obtain consent for a different access detail to that consented by the Outline/Hybrid Application, because following the Consent the applicant was able to secure additional land to provide a more direct link to the A281 that does not require a bridge over the canal or any impact to ancient woodland or flood zone 2 or 3, resulting in a quicker construction programme to deliver the first part of development.
- A Non-Material Amendment (ref: NMA/2020/0050) to align the Parameter Plans of the Outline/Hybrid consent to the new consented details for the A281 access (WA/2019/1278).
- In addition, a Reserved Matters Application (RMA) has been approved (reference WA/2020/1697) for a new roundabout with associated works. This application was granted consent on 16/02/2021 and serves to provide a junction between the A281 access road (WA/2019/1278) and the internal roads within the site.
- A Non-Material Amendment application (NMA/2022/01365) to clarify the reference within the description of development to planning permission WA/2015/2395 to include reference to the 'light and general industry' floorspace consented.
- A Non-Material Amendment application (NMA/2022/01593) to improve the clarity to the wording of Condition 10 (Archaeology) of planning permission WA/2019/1278.
- A Non-Material Amendment application (NMA/2022/01579) for amendments to the wording of planning conditions 11 (Archaeology), 21 (Construction Transport Management Plans) and Condition 23 (Internal routes) of WA/2015/2395 to support the current delivery programme.

Across 2022, DAL, has already submitted numerous applications in relation to progressing the delivery of the scheme. Some of these applications have already been determined and are described above. Other applications that are currently undetermined predominantly comprise a range of non-material amendment applications and discharge of pre-commencement condition applications, along with a reserved matters application for landscaping matters as a first part of the Country Park. These include:

- WA/2022/02082: An application for reserved matters to utilise the soils from across the Dunsfold Park site as part of a landscaping scheme, related to the Country Park, to the west and south of Dunsfold Park
- WA/2019/1278/DR1: Discharge Condition 10 (Archaeology) of WA/2019/1278 to support the delivery of the A281 access road.
- WA/2015/2395/DR1: Part-discharge Condition 11 (Archaeology) of WA/2015/2395 to support the delivery of the RMA Roundabout (with full discharge of this specific section).
- WA/2015/2395/DR2: Discharge Condition 31 (Contamination) and Condition 36 (Soils) of WA/2015/2395 in relation to ground conditions as a package of enabling works to prepare the site for housing construction.
- NMA/2022/01845: A Non-Material Amendment application in reference the wording of Condition 18 (spine road construction) of WA/2015/2395 to enable 'associated works' as part of the A281 Access Road works package.

Alongside the planning actions is a host of related actions to progress works on site, most notably:

Infrastructure work: Access Road

The access road has an extant planning consent, under planning application reference WA/2019/1278. All necessary discharge of Conditions applications have been made to the Local Planning Authority. All pre-commencement conditions have been discharged, apart from 10 (Archaeology), which is due for approval shortly following the receipt of a 'no objection' to the submission now received from the County Archaeology Department,

Civils Works have been designed and tendered and a contractor has been appointed, with the commencement of works due to take place on 26th September 2022. Furthermore, a S278 agreement has been concluded with Surrey County Council and arrangements are being made for engrossments. Completion and the opening of the road is expected at the end of March 2023.

The principal planning consent for DPNS (WA/2015/2395) requires the first works to be the delivery of the A281 Access; only then is the wider DPNS allowed to be delivered. These planned access road works are therefore wholly in accordance with the structure of the planning conditions imposed to ensure the appropriate sequence of planning actions to lead to the delivery of new homes.

Infrastructure Works – DPNS (Outline Planning Permission (WA/2015/2395)

Further to the RMA WA/2020/1697, which was approved for the roundabout to fully link the perimeter road with the new A281 access, and the second RMA application, (reference WA/2022/02082), which was validated in August 2022 for initial landscape works, there has also been a site-wide assessment of land remediation to support Condition 31 and the intentions of DAL to remediate the site; subject to the staged approval of Condition 31, this will be undertaken as a site wide matter at the earliest opportunity.

Temporary planning permission

There are temporary planning permissions in place, associated with outdoor uses associated with filming and driving, which do not conflict with the intentions to deliver new homes at the site. The planning submissions for the temporary consents explained how the intended phasing for DPNS would align with the temporary activity, and location of that activity, on the site, to be compatible with the delivery of DPNS.

Local Plan Part 1 (LPP1)

LPP1 allocates the site for 2,600 homes. All parties target the full delivery of the 2,600 homes and agree that the early delivery of homes pursuant to the current hybrid consent is wholly compliant with that ultimate, and allocated, housing target for the site.

Housing delivery

The assumptions previously provided to Waverley Borough Council remain the same at this time. It is recognised however that comments raised queried whether these rates were too optimistic to deliver. We remain committed to the programme previously detailed.

There have been discussions with housebuilders for some time and housebuilders remain highly interested to be part of DPNS.

It is important to note that DP has existing services and facilities to support the quicker delivery of the first phase of new homes on site, when compared to other large development sites, which are often greenfield with no such services (such as water, utilities, broadband, transport, on-site estate management). The programme is set to first construct the main A281 access, which will provide for the construction access for remainder of DPNS. For the Residential RMAs, they will not be delivered from a 'standing start', there will be services, access and land remediation (in particular) that will allow for an expedient delivery of the residential parcels. This is not always the case, which is relevant when comparing the proposed DPNS housing trajectory with that of other strategic sites.

The delivery programme is set to submit the first RMA to contain residential development by end of Q2 2023 and DAL has held talks with housebuilders in terms of that housing delivery. Subject to the application being determined, along with discharging any necessary pre-commencement conditions thereafter, construction could then begin, most realistically, for Q2 2024, with the first housing completions accomplished prior to March 31 2025 (being any completions by this date will register within the 2024-25 column below).

The broad assumption leading to this trajectory is that the scheme will build up to four outlets operating at any one time, hence a lower number at the outset, rising to a peak delivery of 260 homes with four outlets operating. Each outlet is assumed to deliver at a spread rate of one market home per week, tracked alongside with 0.3 affordable homes a year (to represent the 30% affordable housing requirement). The mathematics to this approach results in 272 homes a year but rounded down in the trajectory to 260 homes to allow for some account of holidays and some allowance for site start up and close down for each outlet. Outside of the principal outlets there would be self-build housing and care housing, which would add resilience to the housing trajectory.

Year by year housing trajectory:

2022-23	2023-24	2024-25	2025-26	2026-27
0	0	120	225	260

* Years refer to 1 April through to 31 March

Facilitating housing delivery

Further intended actions that can be recorded are to submit the masterplan (Condition 7) and phasing plan (Condition 8) pursuant to the outline planning permission (WA/2015/2398) before the end of 2022, in order to be determined well in advance of the first residential RMA submission, as required by planning condition.

DAL will continue to secure discharge of the relevant conditions to support the delivery of homes as now programmed.

An infrastructure RMA (to deal with some highways, footways, public realm, utilities.) linked to the outline planning permission is planned to be submitted during Q4 2022, in further support of the first residential RMA coming forward.

With the outline pre-commencement conditions resolved, a programme of Reserved Matters applications will follow the initial Q2 2024 Residential RMA submission to keep a pipeline of housing construction. The programme makes a reasonable assumption to achieve at least three outlets by 2026 to have multiple housebuilders delivering homes at any one time.