Design & Access Statement
December 2025

Pollard Thomas Edwards

LAND AT NORMANDY & FLEXFORD

Taylor Wimpey

“ Centered around accessibility to Wanborough train station, this proposal prioritises walkability, opening up the surrounding landscape with expansive open spaces and a network of green routes that promote wellbeing, biodiversity, and connection to nature.”

Contents

Project Partners

Client
Taylor Wimpey

Local Authority
Guildford Borough Council (Normandy & Pirbrigh Ward)

Architects
Pollard Thomas Edwards

Planning & EIA Consultant
Savills

Building Services Engineer
WSP

Community Consultation
Marengo

Landscape Architect
Fabrik

Civils & Highways Consultants
WSP

Ecology Consultant
CSA

Heritage Consultant
Turley

Flooding Consultant
Odyssey

Tree Consultant
Aspect

Revisions	
Rev	/
Date	2025-12-17
Notes	Planning Issue

1 Executive Summary

Taylor Wimpley as sustainable placemakers
This Design and Access statement (DAS) has been prepared by RIBA Chartered Architects, Pollard Thomas Edwards (PTE) on behalf of Taylor Wimpey (UK) Limited in support of an application for outline approval for the redevelopment of Land at Normandy and Flexford ('the Site').

This DAS presents a robust case for the proposed development of up to 950 residential dwellings on the Site currently designated as Green Belt, deemed to be grey belt, and demonstrates that the proposals meet national and local planning objectives and deliver significant public benefits.

The proposals represent the outcome of pre-application engagement with relevant stakeholders and reflect the ambition of Taylor Wimpey to provide a landscape-led, sustainable and high quality new neighbourhood which will meet the needs of both existing and future residents, employees and visitors. Taylor Wimpey is one of the UK's largest residential developers - a five-star national housebuilder who are committed to working with local people, and to make a positive contribution to the communities in which they work. They have recently committed to a net zero transition by 2035.

Purpose of the document
The purpose of the DAS is to fulfil the following requirements as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted and how policies relating to access in relevant local development documents have been taken into account;
- State what consultation has been undertaken on issues relating to access to the development and
- What account has been taken of the outcome of consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

View along pedestrian route to mobility hub and station

2 Site and context

2.1 Site Location

The site located between the villages of Normandy and Flexford in the borough of Guildford in the west of Surrey.

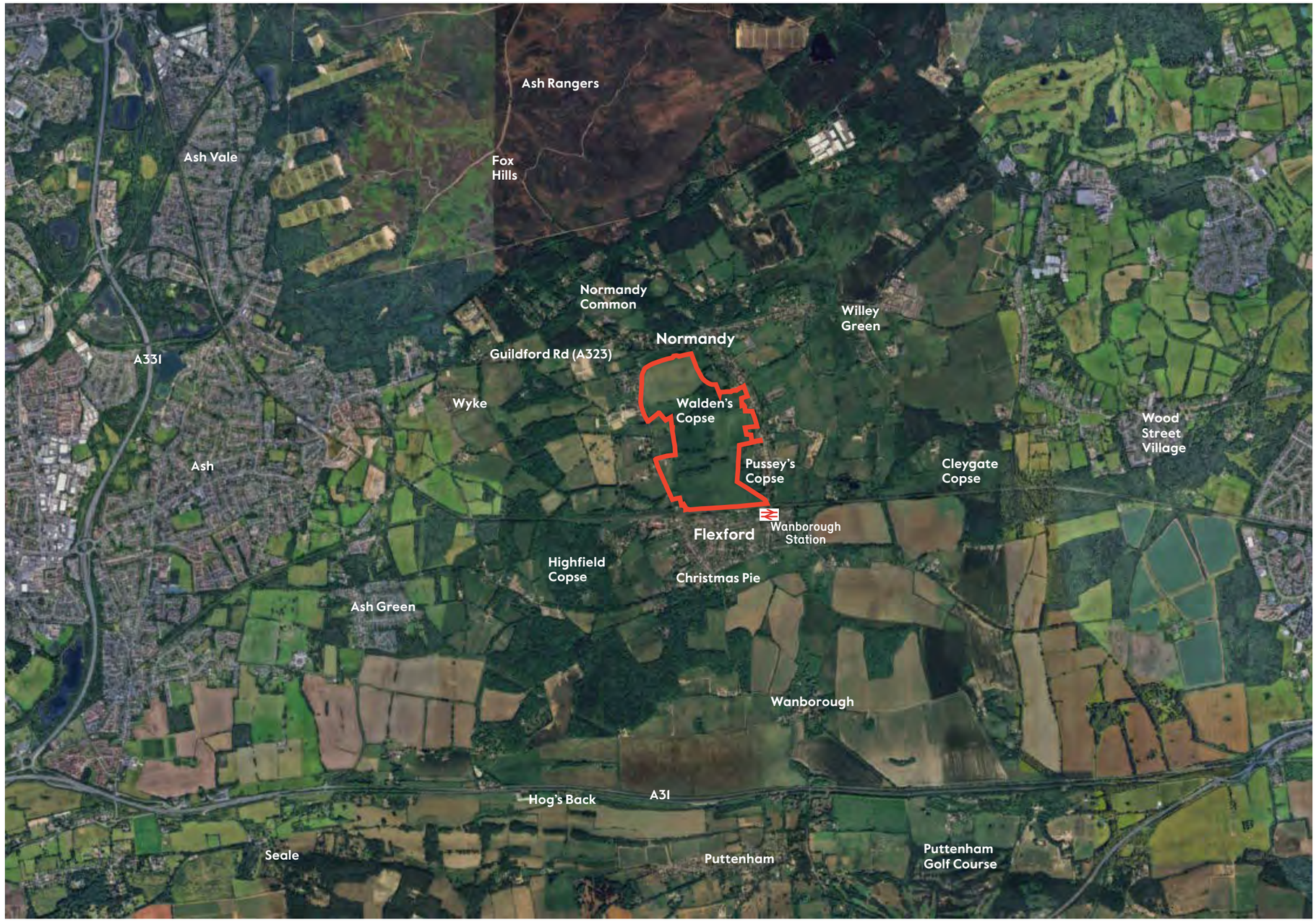
Normandy is a historic, linear settlement which follows the road layout around the site perimeter, and is centred on the cross-roads of Guildford Road, Hunts Hill Road and Glaziers Lane. Normandy is characterised by individual road-side, residential properties set within mature landscape and trees. Open spaces are set-back from the road network and include woodland, common grassland, ponds and extensive sports facilities.

Flexford is mid-to-late C20th suburban extension set within residential cul-de-sacs. Homes are characterised by single storey and dormer bungalows with some two storey houses closely arranged with front drives for vehicles. A number of small commercial properties exist on the fringes of Flexford, but there are no defined public open spaces.

The site boundary is defined on all four sides by important movement corridors. To the north is Guildford Road (A323) connecting Guildford in the east with Aldershot in the west. Further north is the extensive heathland nature reserve of Ash Ranges. Owned by the Ministry of Defence and managed by Surrey Wildlife Trust, Ash Ranges is located within the Thames Basin Heaths Special Protection Area.

To the east and west of the site are the historic routes of Glaziers Lane and Westwood Lane which connect Guildford Road in the north to Flexford located south of the site. Both Lanes provide access to linear residential development along their length, and to community facilities in the open countryside beyond - including Parwood Equestrian Centre, Normandy Village Hall, shop and café.

The southern boundary of the site is marked by the South Western Rail line connecting to Guildford in the east (7 minutes) and Ash in the west (4 minutes). Wanborough Station sits on the boundary of the south east corner of the site, beyond which the railway crosses by bridges over Westwood Lane and beneath Glaziers Lane. On the opposing side of the rail line is the suburban, residential village of Flexford; where Westwood Lane connects across open agricultural fields to The Hog's Back (A32) - a dual carriageway which follows an elevated, historic tree-lined route between Guildford in the east and Winchester in the west.



Aerial photograph (2025)

2.2 Site Description

The site makes up 59.682ha of open vacant, grass and arable land separated by hedgerows, ditches and woodland, including three areas of ancient woodland - (Waldons Copse, Pussey's Copse and an tree belt historically described to as Mortals Copse). The site is within a natural valley between hill ranges. It is not within a conservation area and there are no listed buildings on site. It is located within the Green Belt.

We describe the existing site characteristics below by referring to the 'northern area' - north of Waldons Copse; the 'central area' between Waldons Copse and Mortal Copse; and the 'southern area' between Mortals Copse and the South Western rail line.

Northern Area
This part of the site is dominated by a large, rectangular, arable parcel which flanks Westwood Lane on the west and is bordered by a tree and hedgerow belt on the other three sides. The field parcel slopes from the northwest (+54m AOD) down to the southeast (+47m AOD).

The northern-most edge separates a small group of houses facing Westwood Lane and a grassland glade which adjoins the grade II listed St Marks church and churchyard, and the rear gardens of properties on the south side of Guilford Road. Equally, the tree belt on the eastern edge separates a further series of smaller field parcels from the rear of properties on Glaziers Lane. Halsey Cottage is a grade II listed property in this location. Many of the main village amenities are situated on the east-side of Glaziers Lane also in this location, including a doctors surgery, village hall, sports facilities and a community-led shop and café.

A number of infrastructure routes run through Waldons Copse on the south side of the northern area including an un-named stream; a high voltage overhead cable; and foul water sewer. The route of the un-named tributary outlining a surface water flood zone across this area. Accessed from Westwood Lane is an existing allotment which sits outside of the site bounday. On the opposite side of the road is Parwood Equestrian Centre and the mid-to-late C20th cul-de-sac of semi-detached houses called Waldon Cottages. Most notably, between these is listed barn

Central Area
The central area of the site falls gradually southwards to the stream and characterised by the parkland landscape structure of the former Westwood Estate. Alongside the ancient woodland copses, there a number of other key landscape features within this part of the site. These include a partly oak-lined public right of way (PROW) and two significant tree groups framed by the field pattern (four mature oak trees in the former Hither Moor and two mature plane trees in the former Mortals).

The PROW, known locally as 'The Avenue' connects east/ west across the site between two of the local heritage assets - Glaziers Cottage and Westwood Place, both outside the site boundary. On the eastern boundary in this location, a small number of the properties rear gardens back directly on to the site.

There are a small number of existing agricultural structures within the site boundary, located on the western edge, close to Westwood lane.

Southern Area
Four arable fields, divided by ditches with low hedgerows, cover the southern area of the site. Whilst the rail line defines the southern edge, tree belts outline the other three - Mortals Copse in the north; Pusseys Copse in the east and a smaller tree belt surrounding Purse Ryde Cottage in the West. The cottage, accessed from Westwood Lane, and its associated outbuildings sit outside the site boundary. Properties on Glaziers Lane mostly adjoin Pusseys Copse outside the site boundary, but those closest to the station have rear boundaries adjoining the site.

This area of the site rises towards the south, becoming level with Wanborough Station platform at the southeast corner. The rail line is then elevated on a retained embankment at the southwestern corner.

Beyond the rail line is a building suppliers yard, a small station carpark, and then the rear gardens of properties in Flexford.

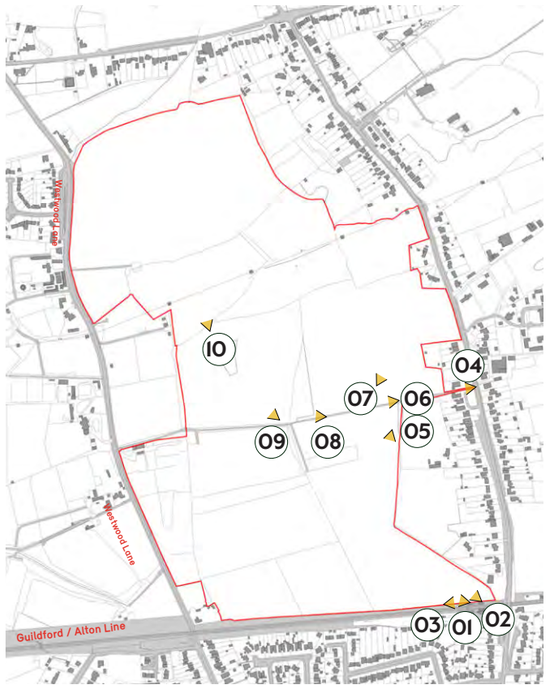
Aerial photograph (2025)

2.3 Site Photos

01 - Wanborough train station bridge west view

02 - Wanborough platform looking north across site

03 - Wanborough train station bridge east view



Key site plan showing location of photos

04 - PROW from Glaziers Lane looking West across site

05 -Looking towards train line and Flexford from site

06 - Looking West over an Open field along the East / West PROW

07 - View from site over open fields towards Glaziers Lane

08 - Along East / West PROW and opening between woods

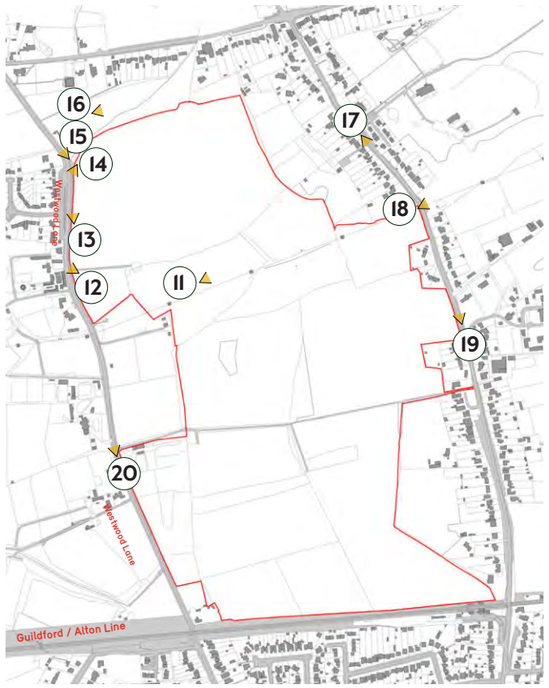
09 - View looking north from PROW towards Normandy across open field

10 - View looking north and break between tree line and overhead cables

11 - View east towards walkden's Copse from site

12 - Great Westwood and Barn along Westwood Lane

13 - Westwood Lane looking north to corner of site



Key site plan showing location of photos

14 - Westwoood Lane and Walden Cottages

15 - Westwood Lane and up towards Guildford Road

16 - Open field with PROW between northern edge of site and houses onto Guildford Road

17 -North end of Glaziers Lane looking South

18 - View East from under the power lines along Glaziers Lane

19 - Tree belt along Glaziers Lane looking north

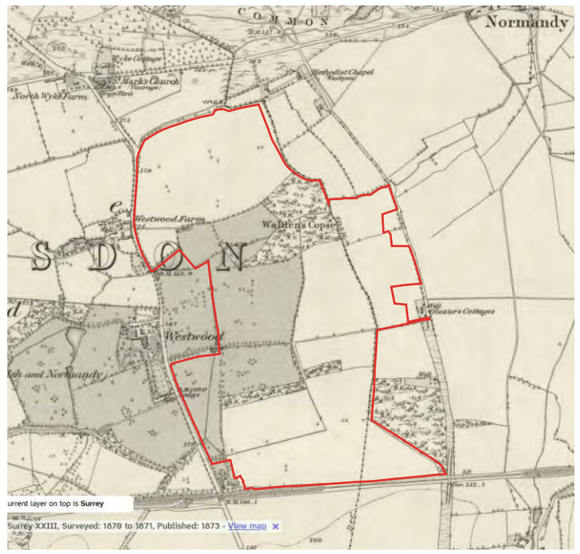
20 - View north on Westwood Lane with Westwood Place on the left-hand side

2.4 Historical Context

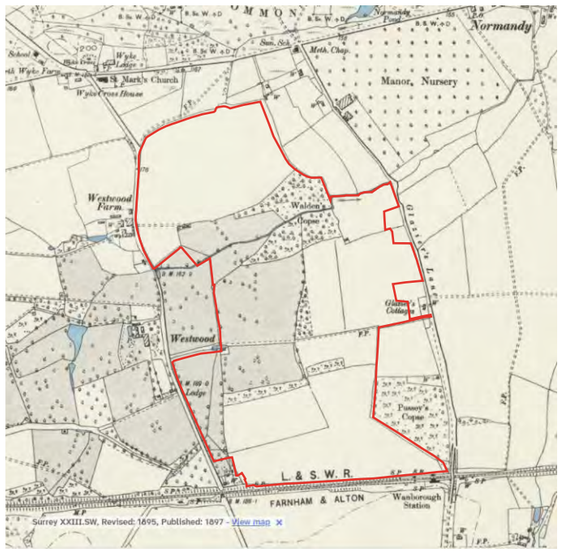
A Built Heritage Statement has been prepared for the Land at Normandy and Flexford by Turley Heritage. Planning document reference Appendix 7.1 Built Heritage Statement - Land at Normandy and Flexford (LANAF).

The identity, form and character of our proposal builds on the understanding of the locality outlined in this document, ensuring our sustainable C21st century neighbourhood is rooted in the distinctive spirit of the place.

1816 Ordnance Survey 1" map with Westwood Estate indicated.

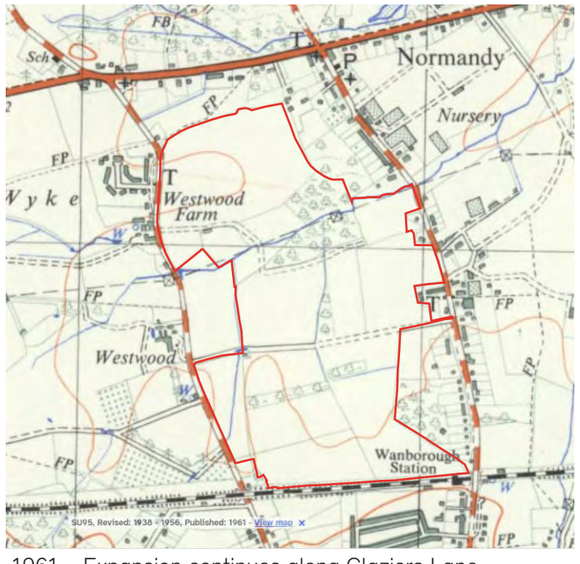


1873 Ordnance Survey 6" map. South Eastern Railway built in 1856 to the south of the site. Central area of the site forms part of the parkland of Westwood Estate, comprised a mix of woodland and open fields. An avenue of trees and path bisect the site from Glaziers Lane to Westwood Lane)



1897 Ordnance Survey 6" map. Wanborough Station opens in 1891.

1947 aerial photograph - Residential begins to appear along Glaziers Lane and Flexford

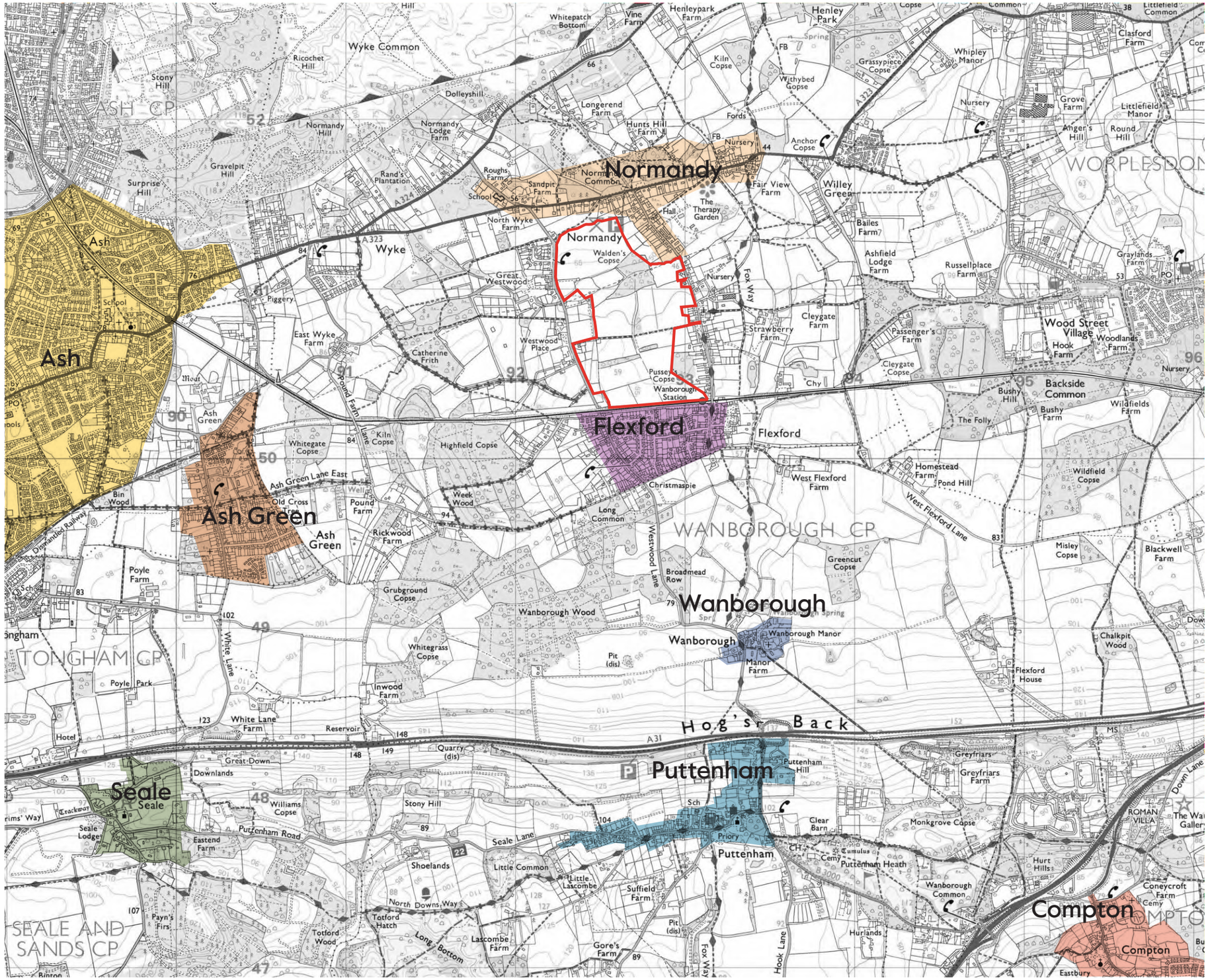


1961 - Expansion continues along Glaziers Lane, Westwood Lane and Flexford. Former estate lands sold off or repurposed with a shift from agricultural economy toward a more resdential, commuter-based population.

Aerial - Current - The site has remained open fields, the surrounding area has gradually developed through the mid to late 20th century, especially to the area around Flexford.

2.5 **Site Context and Place insight -** Local Villages

The villages of West Surrey, particularly those around Normandy and Flexford, are characterised by clusters of dwellings, farmsteads, and linear development along historic lanes. Density is generally low at the edges and higher in the settlement centre, allowing buildings to sit comfortably within a richly textured landscape of woodland edges, open fields, and mature hedgerows. Vernacular architecture in the area draws on a palette of warm red and brown brick, locally quarried stone, clay tile hanging, and traditional pitched roofs clad in handmade clay tiles or slate. These materials, combined with timber framing, painted joinery, and soft, muted tones, create a cohesive visual character that harmonises with the rural setting and reflects the historic evolution of the Surrey countryside.



2.5 **Site Context and Place Insight -** Settlement Patterns and Density

Flexford
Early C20th suburban settlement following the opening of Wanborough train station; and bounded on its northern edge by the rail line. Some listed and outlaying buildings, with the main settlement being low density due to predominance of detached dormer bungalow (1.5 storeys) on large individual plots. The resulting density averages circa 16 dph.

Normandy
Historic Surrey Village settlement with its core clustered at the crossroads of Guildford and Hunts Hill Road and Glaziers Lane. Subsequent residential development has extended along these routes and Westwood Lane with late C19th and C20th development linking earlier heritage and listed houses. The homes are mainly detached with long rear gardens creating a average density of circa 6dph and up to 20dph on denser parts of Glaziers Lane.

Ash / Ash Green
Both originally pre-norman settlements. Ash is now a larger village and Ash Green a nearby hamlet, both contain examples of 16-17th century manor houses and farm buildings. Proximity to Aldershot and better transport links than Normandy have promoted suburban expansion through the 19-20th century; most recently along Guildford Road.

Seale / Puttenham / Compton
These early medieval farming villages are located to the south of the Hog's Back, each having a linear main street clustered at a focal point of a historic parish church (12th century at Seale). The linear developments have subsidery lane networks and are anchored by farm estates at the edges. Modern infill respects the historic street pattern and heritage, including the materials and details of the vernacular architecture.












2.5 **Site Context and Place Insight -** Settlement patterns and density

Buildings framed by mature landscape

Roof form with low eaves and dormer windows

Half-hip (or Jerkinhead) roof form

Boundaries combine brick garden walls and hedgerows

Small linked cottages often with side entries providing views to gardens beyond

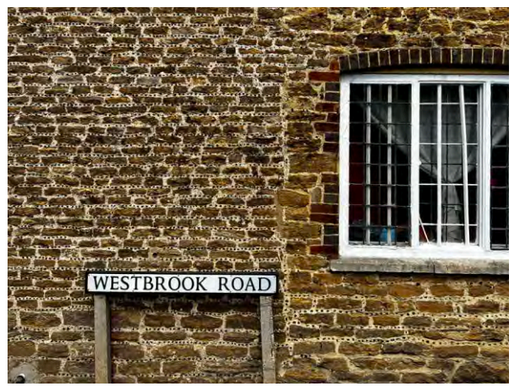
2.5 **Site context and place insight -** Materials, texture and colour palette

Weald Clay orange-red roof and wall-hung tiles

Rustic uneven white and cream render

Brickwork - Often multi-bricks with a broad variation of deep red, russett and brown and guilt tones. Decorative courses include soldier and string courses, quoin banding and dental courses

Horizontal timber cladding - tradional 'waney edge' and contemporary flush weatherboarding



2.6 Planning Context

A Planning Statement has been prepared for the Land at Normandy and Flexford by Savills.

This document includes a statement on affordable housing, outlines the policy context, provides an assessment of the application and outlines the planning balance.

Alongside the Statutory Development Plan - Guildford Local Plan: Strategy and Sites (2019–2034) and Development Management Policies (2023), we have consulted the relevant Supplementary Planning Documents (SPDs) Climate Change, Sustainable Design, Construction & Energy SPD (2024); Parking Standards for New Development SPD, Green & Blue Infrastructure SPD as well as Healthy Streets for Surrey.

The design of the proposed development will also be guided by the Building for a Healthy Life Design Toolkit and the ten characteristics of a well-designed place set out in the UK National Design Guide, ensuring a context-responsive and people-focused outcome.

Introducing the ten characteristics

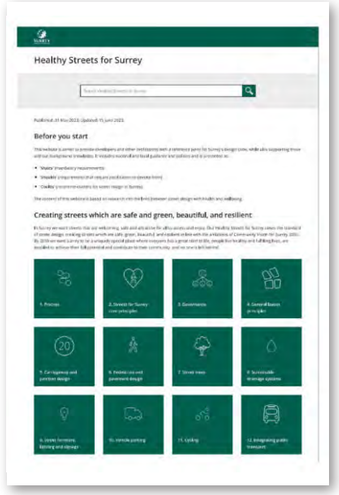
36 Well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

37 The ten characteristics set out in Part 2 are:

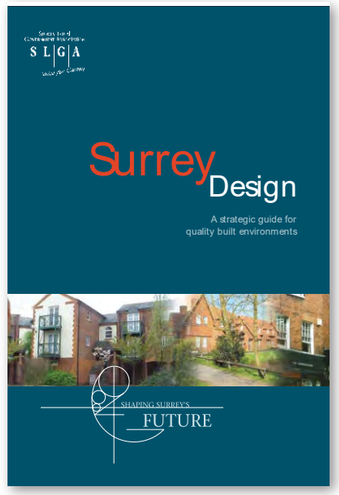
- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.

The ten characteristics of well-designed places

A Well Designed Place (10 Characteristics) extract from 2021 UK National Design Guide by the Ministry of Housing, Communities, and Local Government



Surrey Healthy Streets Online Document



Strategic Development Framework SPD Adopted July 2020

Building for a Healthy Life Design Toolkit, June 2020

2.7 Opportunities and Constraints

I. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail

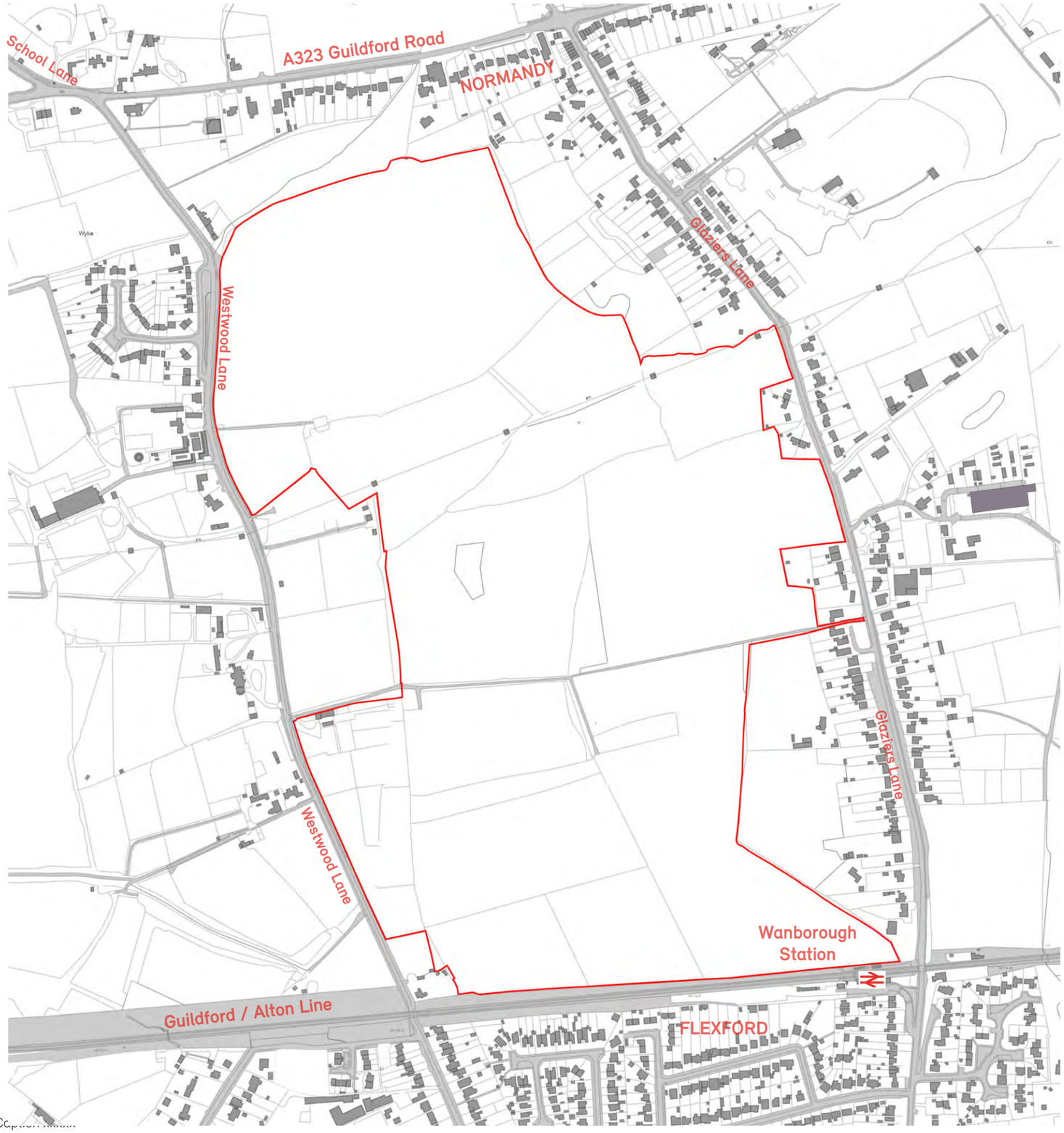
KEY

Site boundary

2.7 Opportunities and Constraints

2. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels



KEY

Site boundary

2.7 Opportunities and Constraints

3. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels
- **Planning designations / Listed buildings**

1 - St Mark's Church

2 - Westwood Lane - Westwood Barn

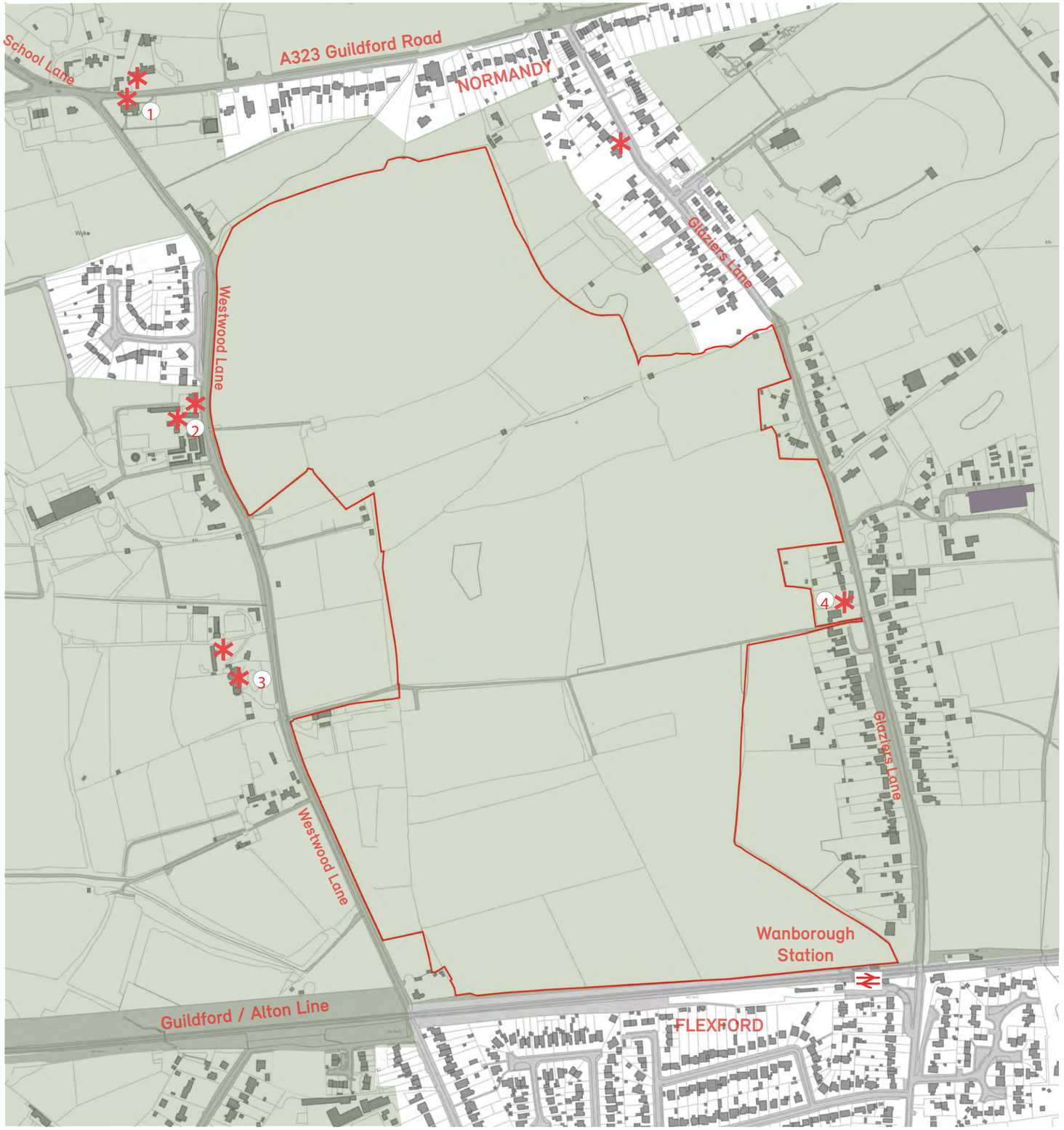
3 - Westwood Lane - Westwood Place

4 - Glaziers Lane - 118 Glaziers

KEY

Site boundary

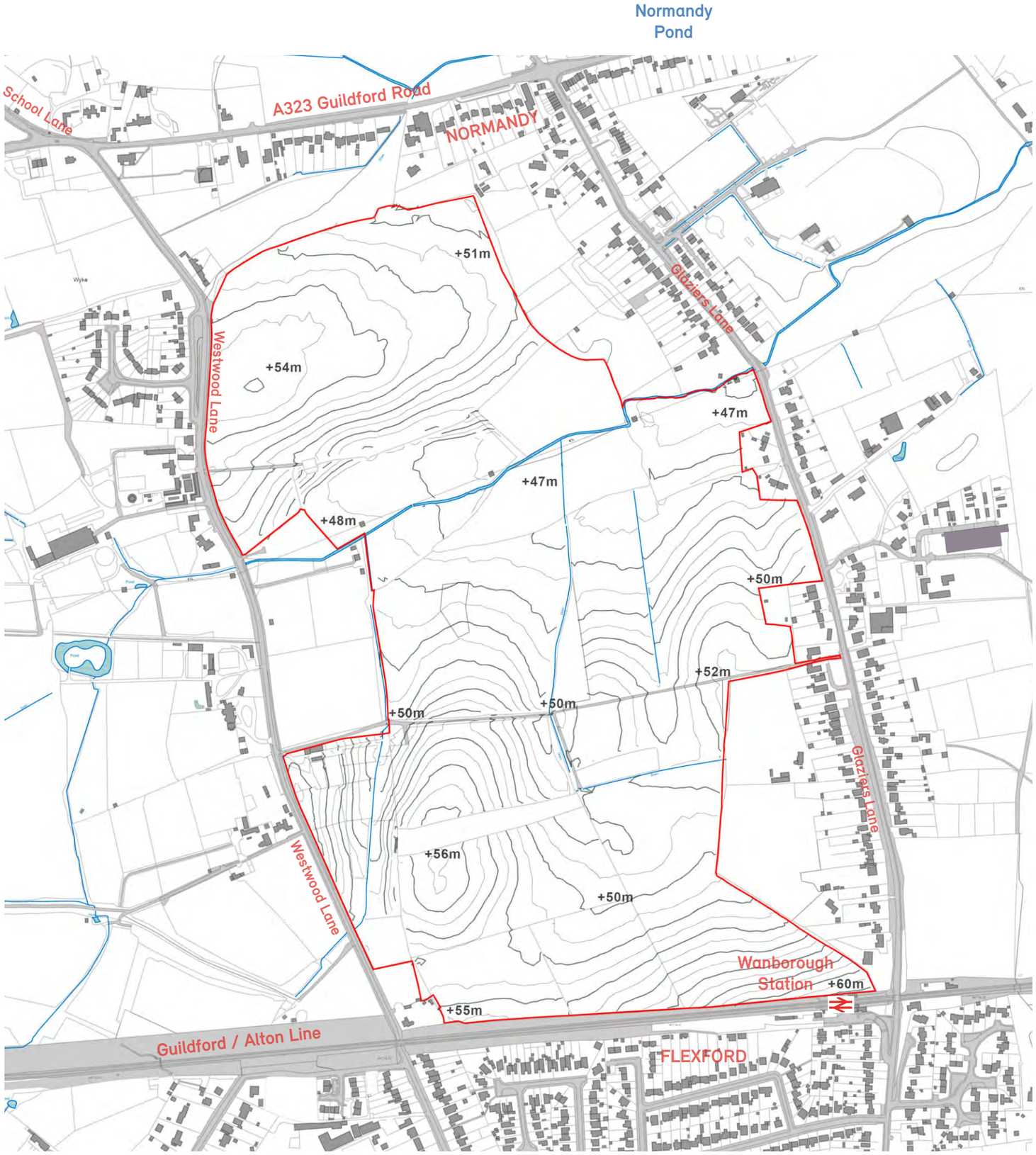
Green Belt



2.7 Opportunities and Constraints

4. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels
- **Streams / water bodies**
- **Contours**



KEY

	Stream / water bodies
	Contours
+48m	AOD
	Site boundary

2.7 Opportunities and Constraints

5. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels
- Streams and water
- **Woods**
- **Gardens**
- **Allotments**

KEY

- Private Gardens
- Ancient Woodland
- Woodland
- Trees
- Allotments
- Site boundary

2.7 Opportunities and Constraints

6. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels
- **Tree Survey**
- **Tree buffer zones**

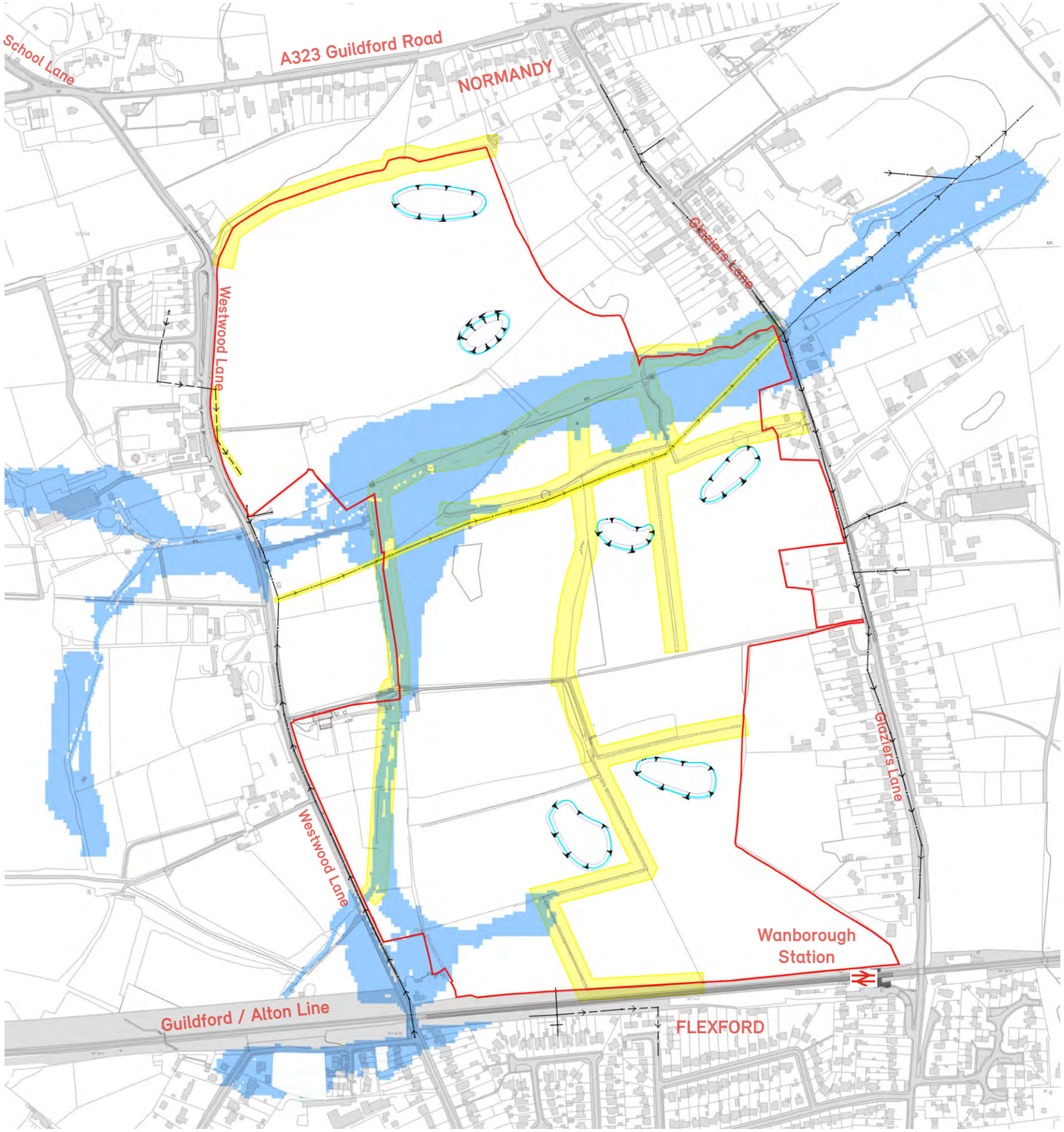
KEY:

- Site Boundary
- 15 Tree Numbers
- Tree Canopies
- Category 'U' Trees
- Category 'A' RPA
- Category 'B' RPA
- Category 'C' RPA
- Shading Arc
- Ancient Woodland
- AWB Ancient Woodland 20m Buffer
- TPO Tree Preservation Order
- VTB Veteran Buffer
- Second tier of detail to follow pending site visit 21/23 July

2.7 Opportunities and Constraints

7. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels
- Streams and water
- **Flood zones**
- **Stream / water buffer zones**
- **SuDS proposed locations**



KEY

10m WATERCOURSE EASEMENT

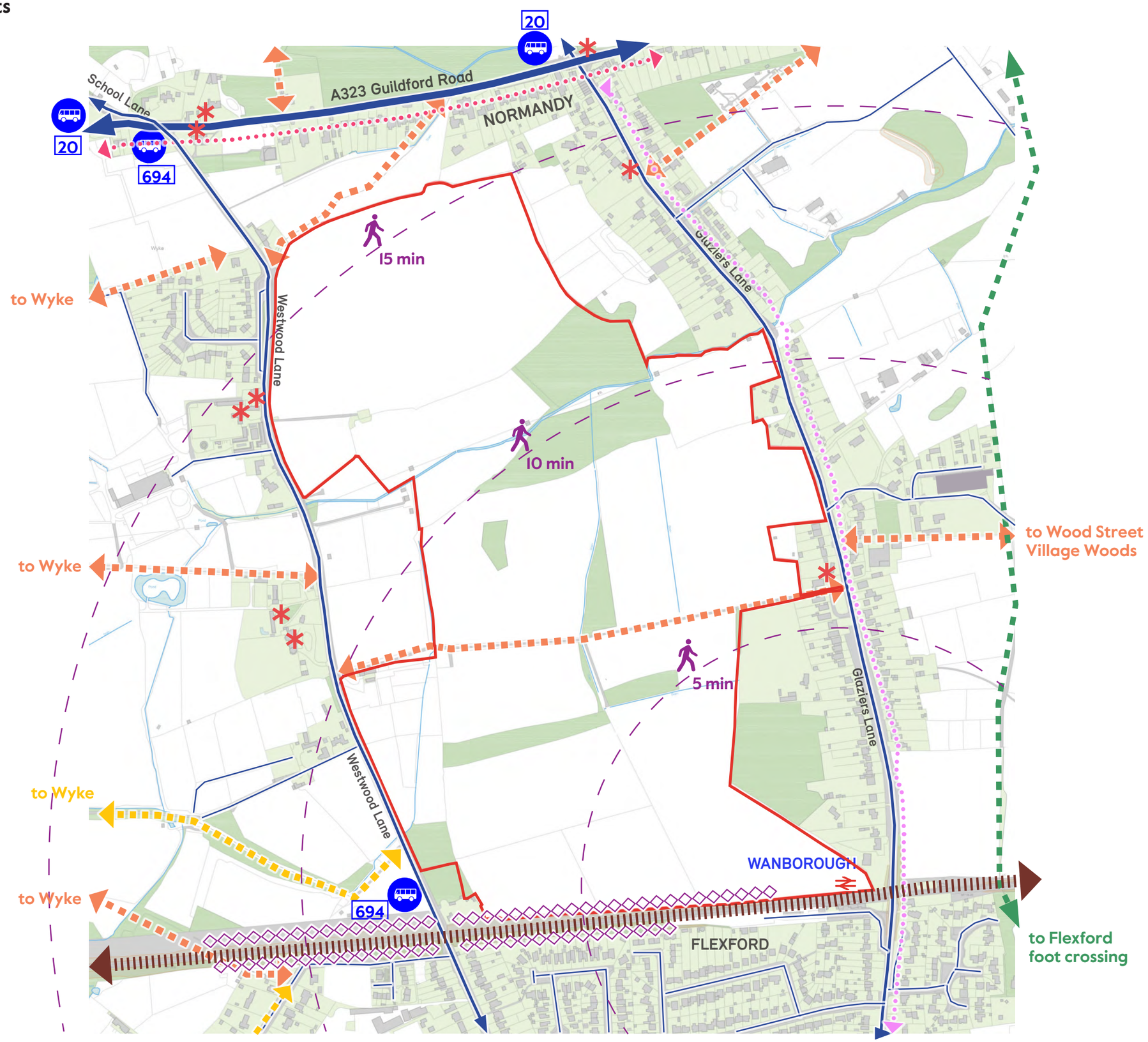
PROPOSED SuDS BASIN

1 IN 1000 YEAR BASELINE FLOOD EXTENTS

2.7 Opportunities and Constraints

8. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels
- Streams and water
- Contours
- Woods
- Gardens
- **Routes**
- **Bus stop**
- **Train station**



KEY

- Main Roads
- Public right of way - Footpath
- Public right of way - Byway
- Long distance path - Fox Way
- Listed buildings
- Railway line
- Railway Embankment
- Bus stop
- Train Station
- Cycle network - Secondary Corridor
- Cycle network - Ash to Normandy & Worplesdon

2.7 Opportunities and Constraints

8. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels
- Streams and water
- Contours
- Woods
- Gardens
- Routes
- Bus stop
- Train station
- **Existing facilities**

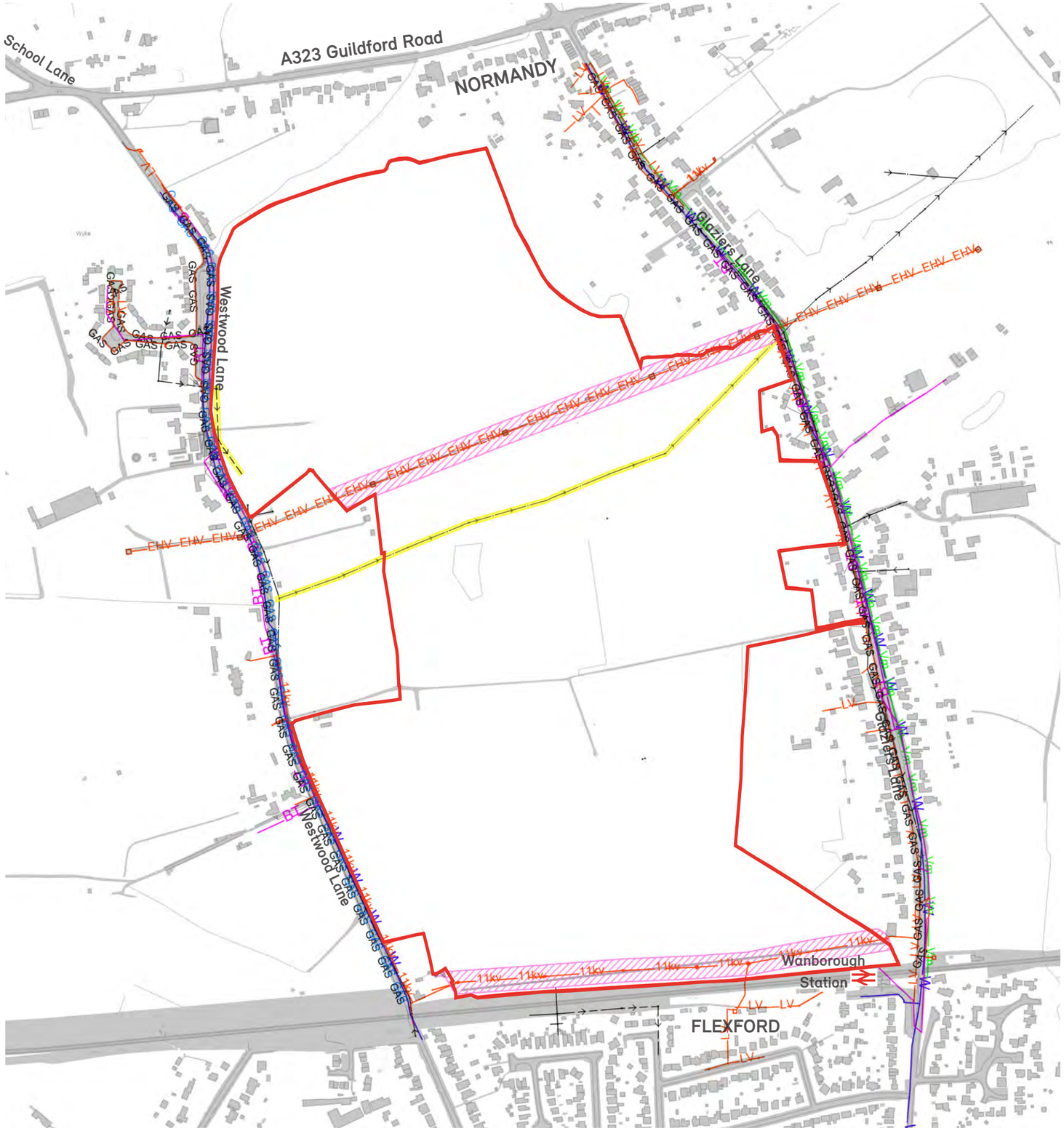
KEY

- Site boundary
- Retail
- Car dealership
- Education
- Sport and recreation
- Public Green Space
- Halls
- Public Right of Way - Footpath
- Public Right of Way - Byway
- Long distance path - Fox Way
- Existing bus stops
- Railway Station
- Cycle network - Secondary Corridor
- Cycle network - Ash to Normandy & Worplesdon

2.7 Opportunities and Constraints

10. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- **Electrical pylon buffer zones**
- **Gas/Electricity/ Telecome routes**



KEY

- SITE BOUNDARY
- BT(oh) EXISTING OVERHEAD TELECOMMUNICATION CABLE - BT
- BT EXISTING UNDERGROUND TELECOMMUNICATION CABLE - BT
- Vm EXISTING TELECOMMUNICATIONS CABLE - VIRGIN MEDIA
- EHV EXISTING OVERHEAD HIGH VOLTAGE ELECTRICITY CABLE (33kV) - SCOTTISH AND SOUTHERN ELECTRICITY
- 11kv EXISTING OVERHEAD HIGH VOLTAGE CABLE (11kV) - SCOTTISH AND SOUTHERN ELECTRICITY
- LV EXISTING OVERHEAD LOW VOLTAGE ELECTRICITY CABLE (<1kV) - SCOTTISH AND SOUTHERN ELECTRICITY
- EXISTING FOUL WATER SEWER AND MANHOLE - THAMES WATER
- EXISTING SURFACE WATER SEWER AND MANHOLE - THAMES WATER
- W EXISTING WATER MAIN - SOUTH EAST WATER
- GAS EXISTING LOW PRESSURE GAS MAIN - SOUTHERN GAS NETWORKS
- GAS EXISTING MEDIUM PRESSURE GAS MAIN - SOUTHERN GAS NETWORKS
- 30m CLEARANCE TO DWELLINGS FOR SCOTTISH AND SOUTHERN ELECTRICITY OVERHEAD LINES
- 6m SEWER EASEMENT

2.7 Opportunities and Constraints

II. Existing Site - All

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels
- Streams and water
- Contours
- Woods
- Gardens
- Tree Survey
- Tree buffer zones
- Flood zones
- Stream / water buffer zones
- Electrical pylon buffer zones
- SuDs proposed locations
- Gas/Electricity/ Telecome routes
- Routes

KEY

- Main Roads
- Public right of way - Footpath
- Public right of way - Byway
- Long distance path - Fox Way
- Listed buildings
- Railway line
- Railway Embankment
- Overhead power line
- Bus stop
- Train Station
- Cycle network - Secondary Corridor
- Cycle network - Ash to Normandy & Worplesdon

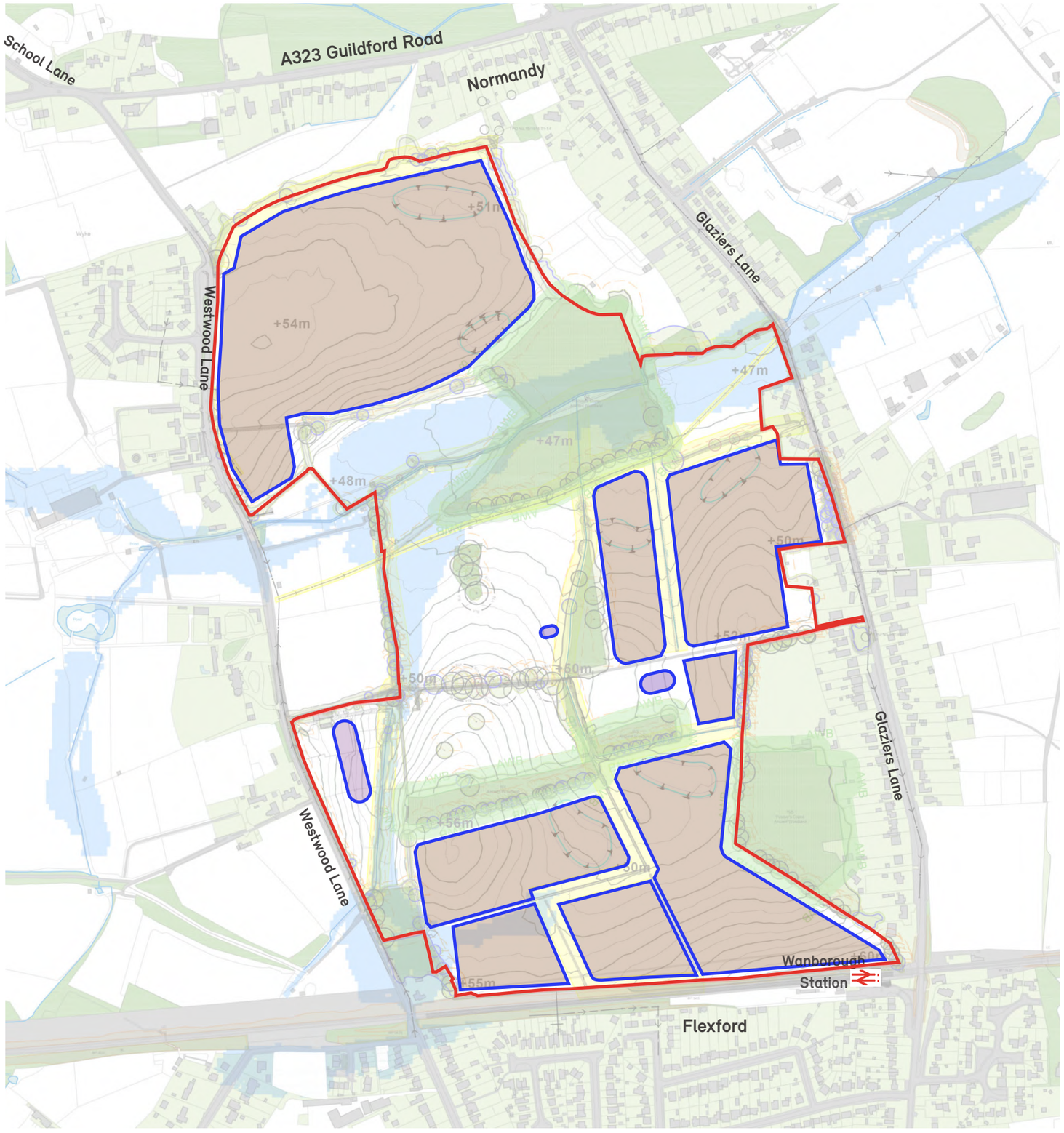
- SITE BOUNDARY
- BT(ch) EXISTING OVERHEAD TELECOMMUNICATION CABLE - BT
- BT EXISTING UNDERGROUND TELECOMMUNICATION CABLE - BT
- Vm EXISTING TELECOMMUNICATIONS CABLE - VIRGIN MEDIA
- EHV EXISTING OVERHEAD HIGH VOLTAGE ELECTRICITY CABLE (33kV) - SCOTTISH AND SOUTHERN ELECTRICITY
- 11kv EXISTING OVERHEAD HIGH VOLTAGE CABLE (11kV) - SCOTTISH AND SOUTHERN ELECTRICITY
- LV EXISTING OVERHEAD LOW VOLTAGE ELECTRICITY CABLE (<1kV) - SCOTTISH AND SOUTHERN ELECTRICITY
- EXISTING FOUL WATER SEWER AND MANHOLE - THAMES WATER
- EXISTING SURFACE WATER SEWER AND MANHOLE - THAMES WATER
- W EXISTING WATER MAIN - SOUTH EAST WATER
- GAS EXISTING LOW PRESSURE GAS MAIN - SOUTHERN GAS NETWORKS
- GAS EXISTING MEDIUM PRESSURE GAS MAIN - SOUTHERN GAS NETWORKS
- 6m SEWER EASEMENT
- 10m WATERCOURSE EASEMENT
- 30m CLEARANCE TO DWELLINGS FOR SCOTTISH AND SOUTHERN ELECTRICITY OVERHEAD LINES
- 1 IN 1000 YEAR BASELINE FLOOD EXTENTS
- ANCIENT WOODLAND EXTENTS
- PROPOSED SuDS BASIN

- 15 Tree Numbers
- Tree Canopies
- Category 'U' Trees
- Category 'A' RPA
- Category 'B' RPA
- Category 'C' RPA
- Shading Arc
- Ancient Woodland
- AWB Ancient Woodland 20m Buffer
- TPO Tree Preservation Order
- VTR Veteran Buffer
- Second tier of detail to follow pending site visit 21/23 July

2.7 **Opportunities and Constraints -** Residential Developable Areas

II. Existing Site

- Red line boundary
- Existing buildings
- Roads
- Rail
- Fences and land parcels
- Streams and water
- Contours
- Woods
- Gardens
- Tree Survey
- Tree buffer zones
- Flood zones
- Stream / water buffer zones
- Electrical pylon buffer zones
- SuDs proposed locations
- Gas/Electricity/ Telecome routes
- Routes
- **Potential Developable Parcels**



KEY

- Site boundary
- Developable parcels
- Educational and community parcels

3 Brief

LAND AT NORMANDY & FLEXFORD

Vision & Core Principles

— *A walkable, transit-oriented neighbourhood with a strong sense of place*
— *High-quality, human-scaled architecture and public realm*
— *Socially inclusive mix of homes and tenures - 50% affordable homes*
— *A landscape-led masterplan that enhances biodiversity and the existing rural setting*

Context & Rationale

— *An approach that responds to the government's recent move toward a "default yes" for well-designed housing near train stations*
— *Enables low-carbon living and reduces car dependency*
— *An opportunity to deliver a sustainable, mixed and inclusive community*

Masterplanning Requirements

— *Medium–higher densities near the station, reducing at sensitive edges.*
— *A clear street hierarchy with a safe, direct pedestrian/cycle route to the station*
— *Network of parks, green corridors, SuDS features, and retained landscape assets*

Transport & Movement

— *"Active travel first"principles: comprehensive walking/cycling network and secure cycle storage.*
— *Well planned and managed parking; EV charging and car-club spaces.*
— *Integrated and clear wayfinding to the station*

Community Infrastructure

— *Neighbourhood hub with provision for a local shop, café, nursery, co-working or community space*
— *Play areas, pocket parks, informal green spaces, allotments/community gardens.*
— *Phasing to deliver early infrastructure and public realm*

Delivery & Stewardship

— *Strong design code to secure quality*
— *Improved connections and access for surrounding neighbours*
— *Early engagement and long-term management of public spaces.*

Homes & Built Form

— *A mix of apartments, townhouses, and family homes to reflect GBC requirements*
— *High environmental standards: strong insulation, heat pumps/renewables, and passive solar design*
— *Private amenity for every home (gardens/ balconies/terraces)*

3.2 Landscape Visual Appraisal

A Landscape and Visual Appraisal (LVA) was undertaken by fabrik, Chartered Landscape Architects in spring 2025. The LVA considered the likely physical and visual impacts arising as a result of development on the site and informed a key part of the project brief ahead of undertaking the masterplanning work, including:

– Landscape and visual opportunities and constraints
– Landscape led development parameters
– Recommendations for embedded mitigation to integrate new homes into the receiving landscape, and to minimise landscape and visual harm

The LVA set out pertinent considerations in regard to policy, published landscape character assessments, open space requirements, the setting to the Surrey Hills National Landscape and the identification of the key landscape features of the Site for retention, protection, and enhancement.

Through the application process, the LVA has been expanded upon, to form the Landscape and Visual Impact Assessment Chapter 13 of the submitted Environmental Impact Assessment.

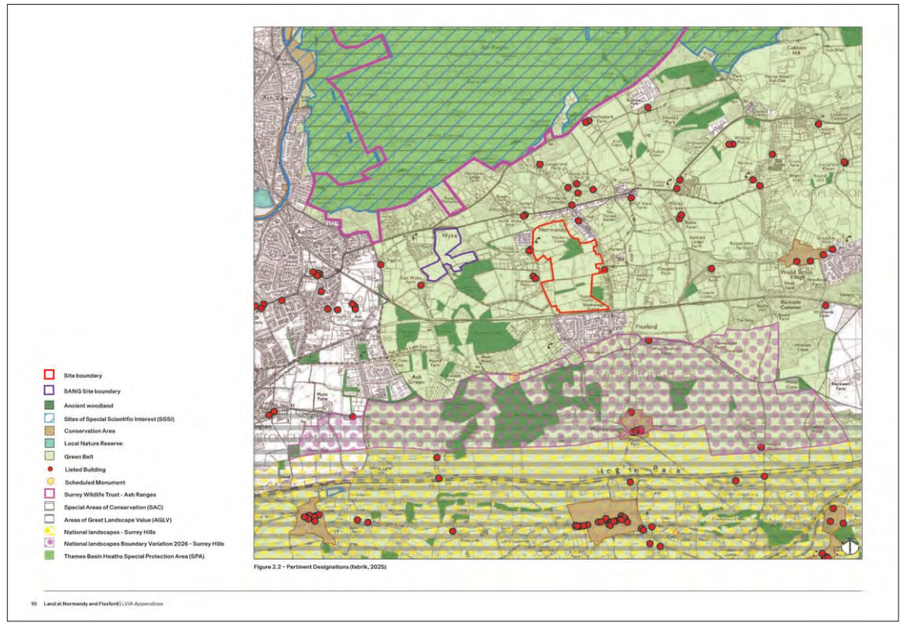


Figure 2.2 - Pertinent Designations (fabrik, 2025)

Viewpoint 31 - within the Surrey Hills National Landscape

Receptors	Elevation	Distance from site	Description of view
Footpath Wanborough U20/20/313/10	135m AOD	1970m	View looking north from the elevated Hog's Back ridgeline and from where a small part of the ground plane of the Site's northern field parcel is visible (with an understanding of the skyline), together with woodland on Site. These features of the Site form a small part of the wider panorama which includes the settlement of Flexford, Henley Business Park, a large quantum of woodland and the distinct heathland of Ash Ranges.

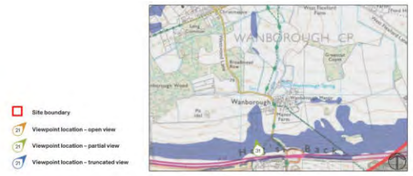


Figure 2.7 - Site Landscape Appraisal with Photograph Locations (fabrik, 2025)

7.0
Conclusion

This Assessment finds that:

- The Site does not strongly contribute to any of Green Belt purposes A - D.
- The Proposed Development would result in no harm to purposes A, B and D of the Green Belt.
- Whilst the Proposed Development would result in considerable harm to purpose C at the site level, the Proposed Development would not fundamentally undermine the purposes, taken together of the remaining Green Belt across the plan area as a whole, when considering the Site's comparatively small scale and location within the Borough.

The Proposed Development represents a sensitive a change to a Site adjacent to an existing settlement in a manner that preserves the wider landscape character, limits perceived encroachment, and secures long-term environmental and recreational gains for the local area.

The Grey Belt Statement prepared by Savills provides further commentary on Footnote 7 matters plus conclusions on grey belt.

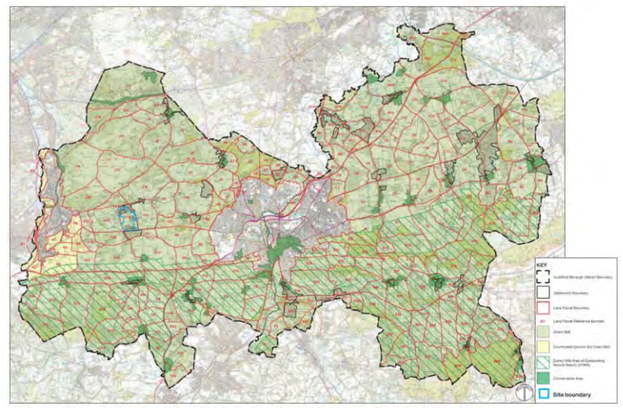


Figure 7.0 - Proposed Development overlaid on the Green Belt extent in Guildford Borough - Guildford Borough Green Belt and Countryside Study - Volume I, Parcel H12 (Pegasus, 2013)

4 Concept

4.1 **Place Identity -** Understanding Locality

The following pages outline the process of developing a concept for The Land at Normandy and Flexford, and how this has been shaped through a structured placemaking process that ensures the new neighbourhood is authentic to its locality, informed by context, and is aligned with national best practice.

A robust concept begins with a deep appreciation of the area's character, history, and landscape. Early chapters in the DAS (including reference to accompanying documents) outline the Place Insight research to understand the following:

– Historic evolution of the site and surrounding settlements, street patterns, built heritage, and land use
– Local landscape character, topography, watercourses, tree belts, field patterns, and views
– Cultural and social narratives such as local industry, agricultural heritage, and community activities
– Architectural context —vernacular materials, roof forms, boundary treatments, colours, and detailing.
– Movement patterns including walking routes and key desire lines.

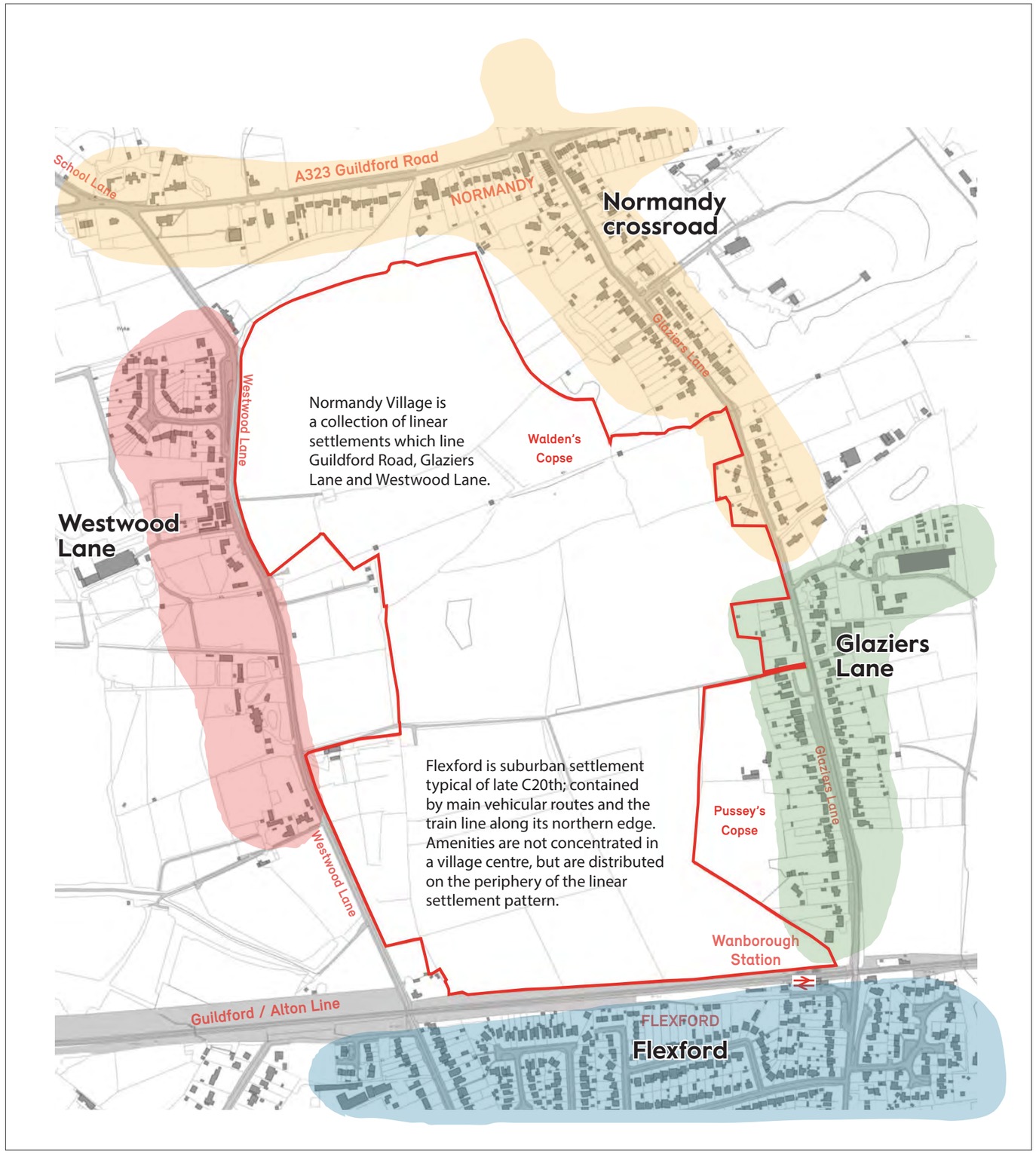
This evidence base reveals what makes the settlement unique, forming the foundation for future design decisions.

Normandy

Westwood Lane

Glaziers Lane


Flexford

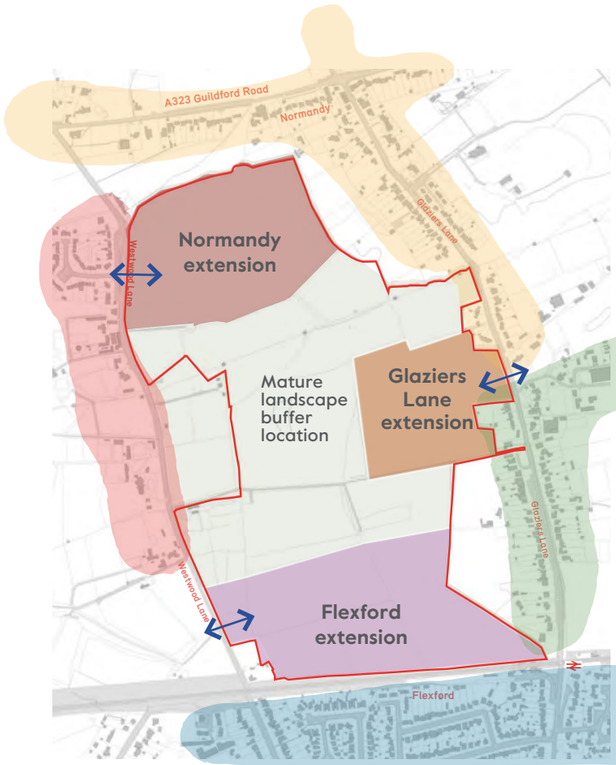


4.1 **Place Identity -**Translating Insight into Appropriate Settlement Form

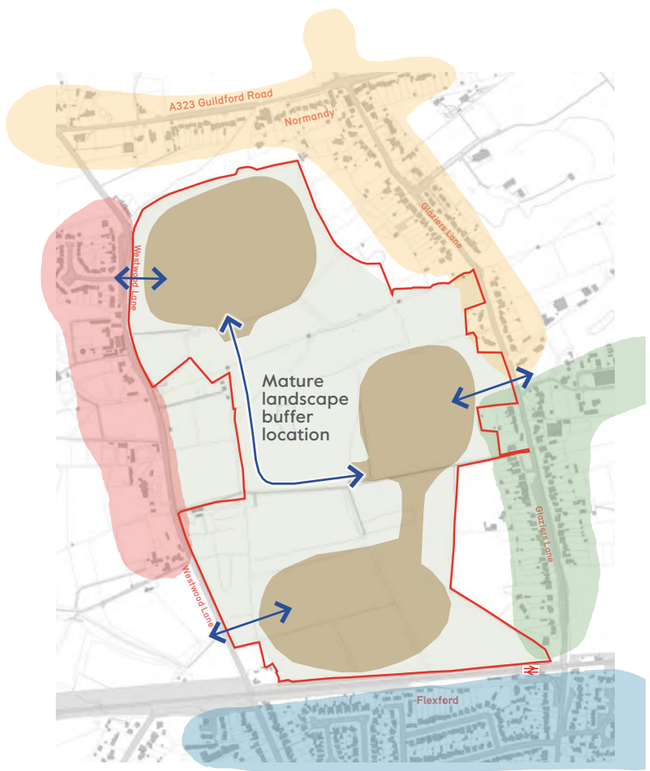
Insights are used to define how the new neighbourhood should look, feel, and function by:

– Establishing an appropriate settlement structure inspired by local village morphology
– Developing street hierarchy, block structure, and density patterns that reflect local precedents.
– Aligning development edges and green and blue infrastructure with existing landscape frameworks.

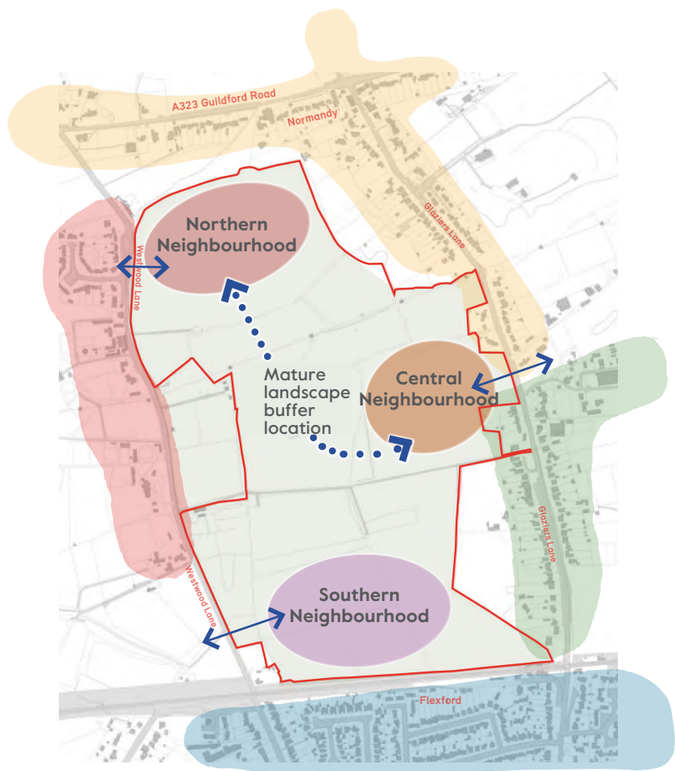
This stage ensures the masterplan contributes positively, and whilst a new addition that is not necessarily configured to match the immediate edges, it is recognisably of its place and not an imported pattern of development.



A series of unconnected extensions to existing villages of Normandy and Flexford?



A new village scale settlement threaded between mature landscape with it's own identity?



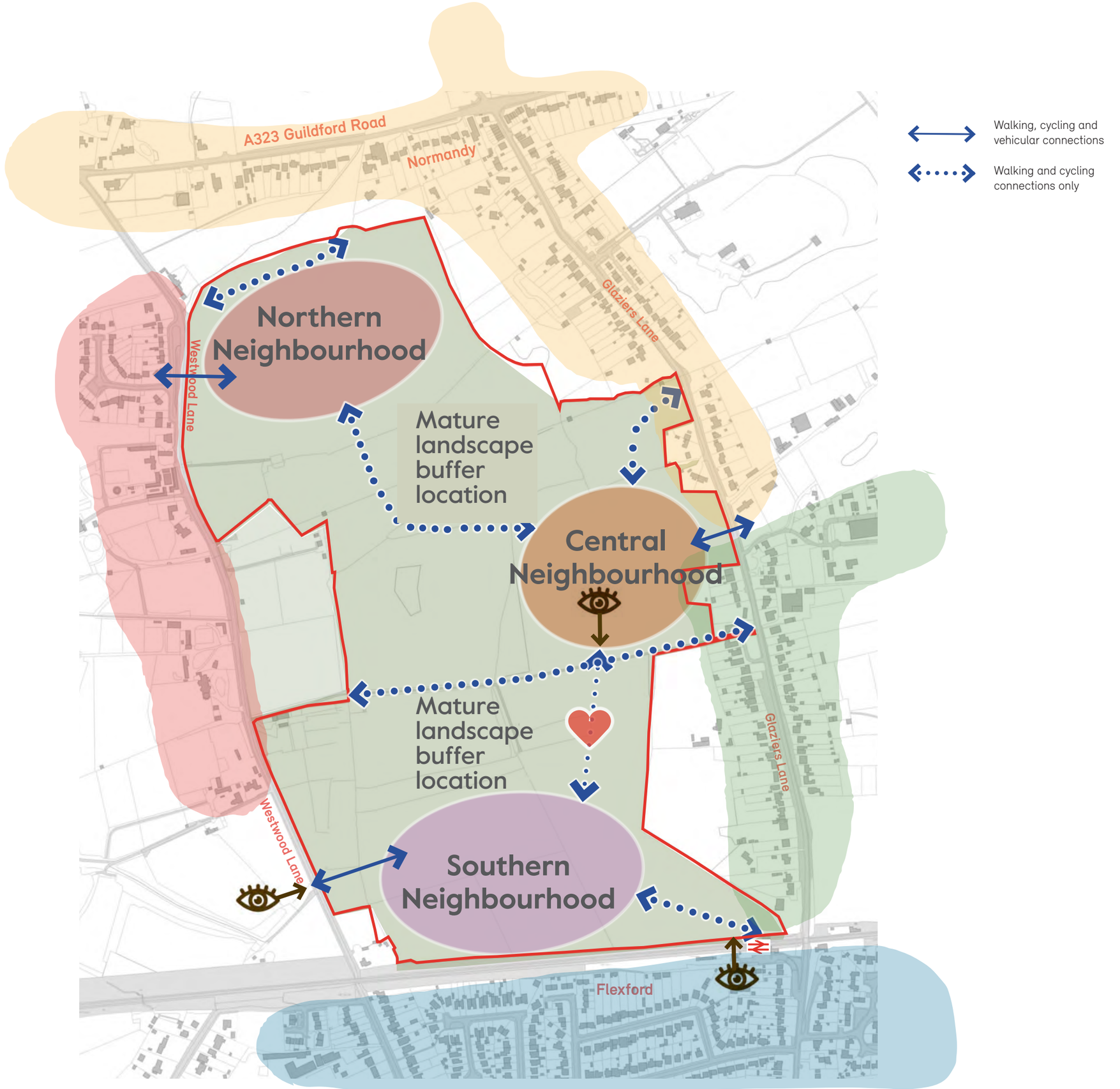
Three newly named neighbourhoods with different character which relate to their distinctive context

Walking, cycling and vehicular connections

Walking and cycling connections only

4.1 Place Identity

New neighbourhoods connected by landscape and active travel routes only, no vehicular connections. A central heart located to be close to the station but accessible from the neighbourhood edges

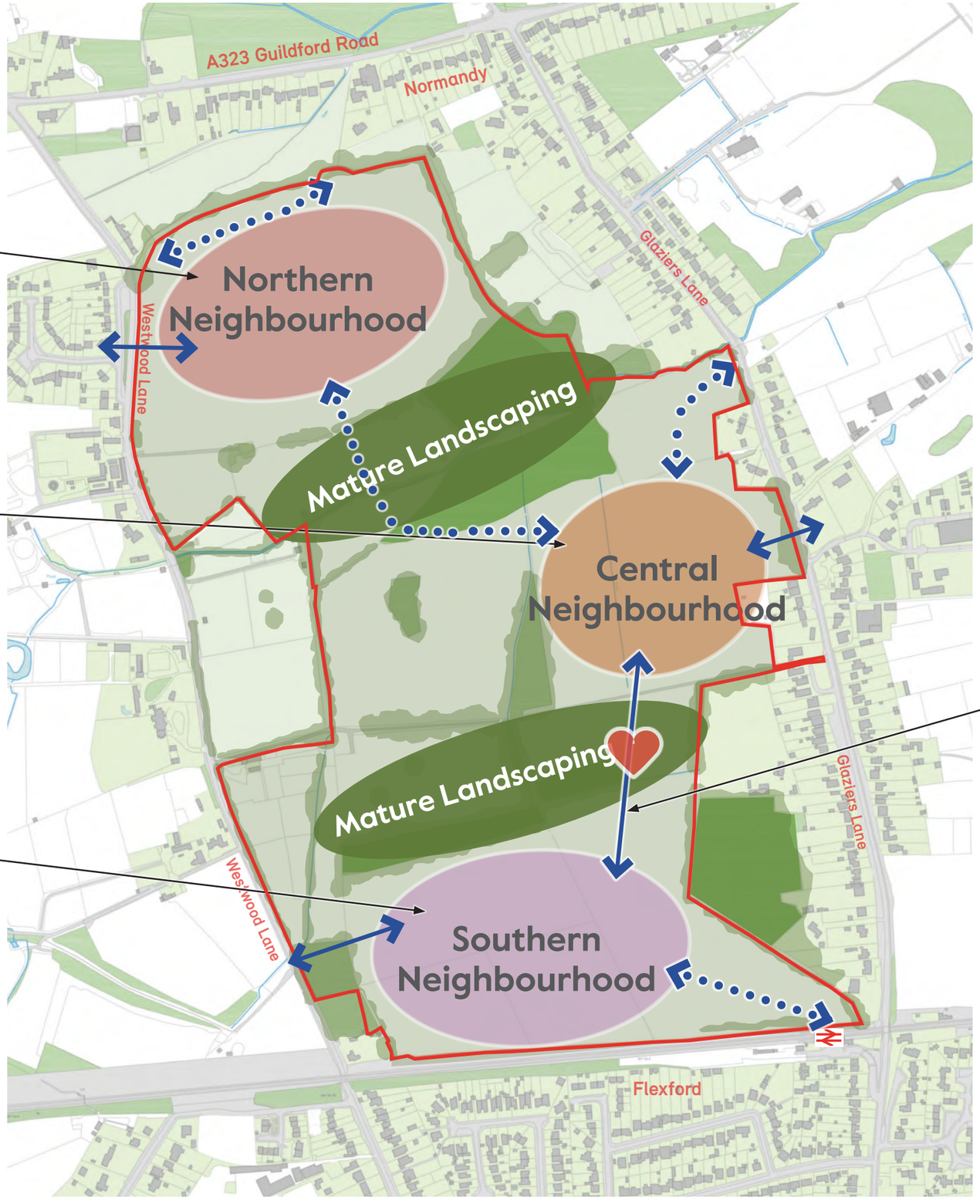


4.1 Place Identity

North:
- Residential neighbourhood of two and three storey houses
- Low density edges against existing tree belts
- Homes lining connections to Westwood Lane

Central:
- Residential neighbourhood close to existing amenities on Glaziers Lane
- 2 storey houses in the east and taller houses and apartment buildings in the West
- Movement corridors to align with existing ecology buffers

South:
- Neighbourhood centre located
- Neighbourhood centre to include community and retail alongside landscape features
- Access to Wanborough train station in the south-east corner. Location of a mobility hub
- Higher density residential neighbourhood to include more apartment buildings and reduced vehicle parking



Walking, cycling and vehicular connections

Walking and cycling connections only

Note: Following the Design Review Panel 07.10.25 the diagram was updated to create a vehicular connection between the Central and Southern neighbourhood.

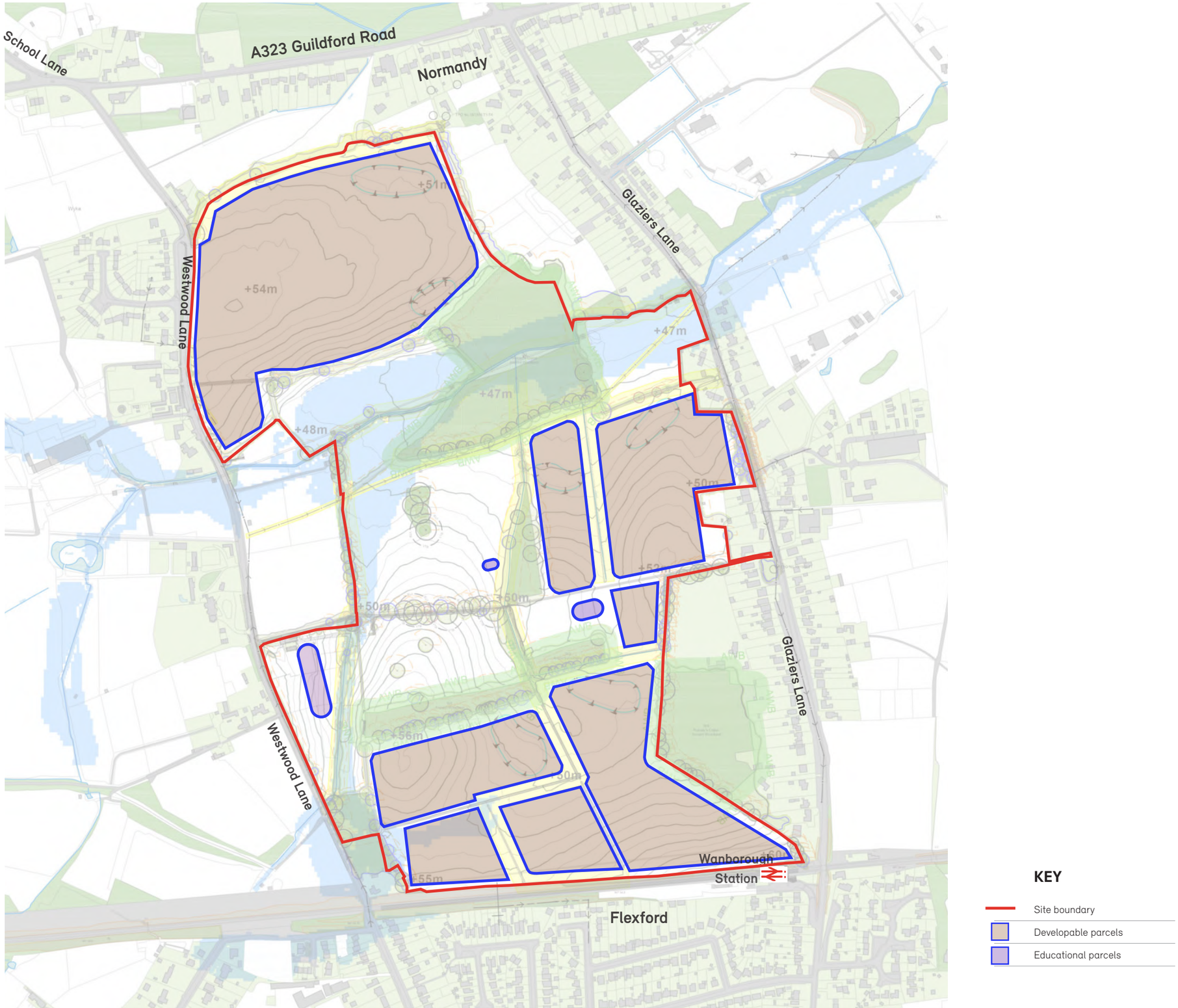
The central heart has also moved to be at the junction of the two residential neighbourhoods

4.2 **Place Vision -** Emerging Masterplan - Neighbourhoods with buffers to trees, ditches and hedgerows

Our Place Vision starts with the developable area outlined within the Place Insight section:

Site boundary = 59.88 hectares

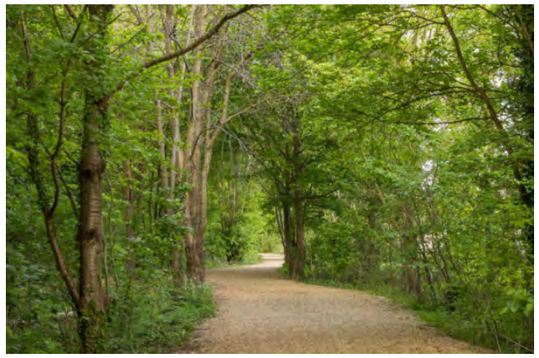
Residential developable area = 26.40 hectares (44%)



Vehicle restricted connection between neighbourhoods

The Avenue, Saffron Walden by PTE

Cycle Hub illustration (https://cyclehoop.com/case-study/first-cycle-hubs-for-london-borough-of-enfield-designed-and-delivered/)

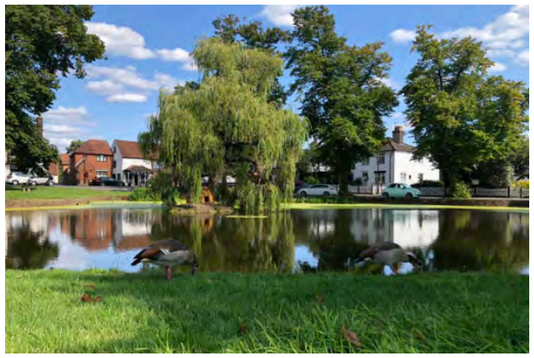



School Lane
A323 Guildford Road
Normandy
Westwood Lane
Glaziers Lane
New tree belt
Wetland landscape
Protected ancient woodland
Westwood Park
Plant additional oaks along avenue
Reinforce tree belt
New tree belt
New tree belt
Westwood Lane
Glaziers Lane
Flexford
KEY
Main Roads
Public right of way - Footpath
Public right of way - Byway
Long distance path - Fox Way
Pedestrian access to/from railway platform
Potential for future connection
Opportunity for new bus stops
Cycle network - Secondary Corridor
Cycle network - Ash to Normandy & Worplesdon
Developable parcels
Red line boundary
New tree belt

4.2 **Place Vision -** Emerging Masterplan - SuDs and drainage

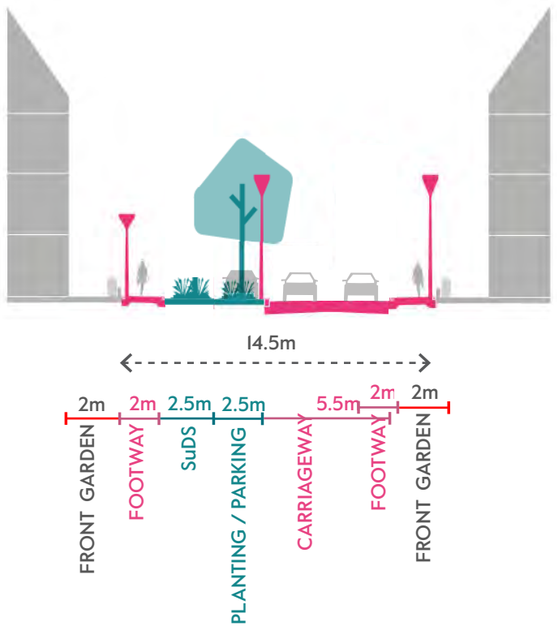
Marleigh, Cambridge by PTE

Knights Park, Cambridge by PTE



Horse pond at Godstone, Surrey

Section - Primary route



KEY

Highway Authority - Carriageway, footway, cycle lanes and strategic street trees for traffic calming with build outs

City Council - Living landscape verges and public open spaces

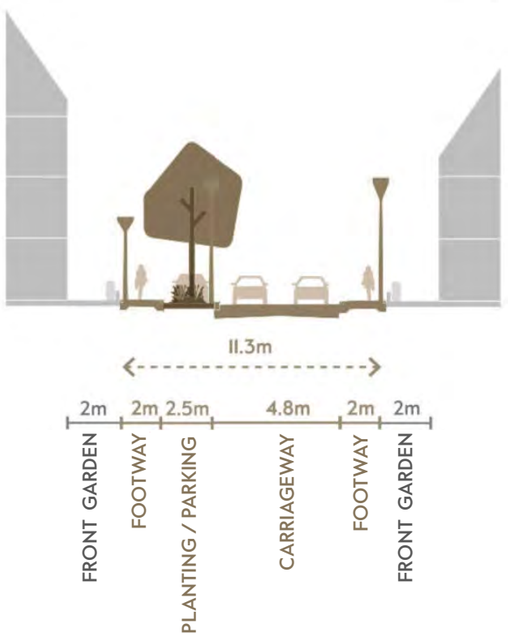
In accordance with Healthy Streets for Surrey, updated 15th June 2023

KEY

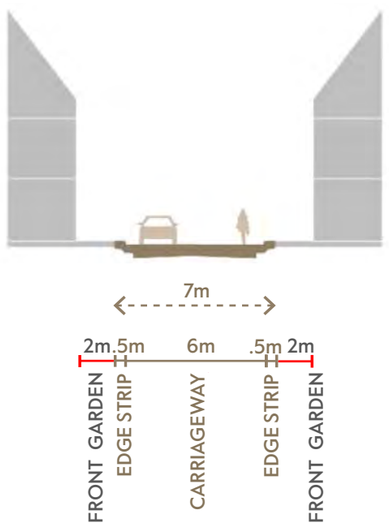
- Main Roads
- Public right of way - Footpath
- Public right of way - Byway
- Long distance path - Fox Way
- Pedestrian access to/from railway platform
- Potential for future connection
- Opportunity for new bus stops
- Cycle network - Secondary Corridor
- Cycle network - Ash to Normandy & Worplesdon
- Developable parcels
- Red line boundary
- New tree belt
- SuDS basins
- Primary route

4.2 **Place Vision -** Emerging Masterplan - Secondary and tertiary routes for neighbourhoods

Section - Secondary



Section - Shared Surface



In accordance with Healthy Streets for Surrey, updated 15th June 2023

Bedales School, Hampshire by FCB

Rushey Green Primary School, Lewisham by PTE

Field Centre - Ruskin Mill

4.2 **Place Vision -** Neighbourhood centre

Nursery and workspace. Marleigh, Cambridge by PTE

Claygate Shopping Parade, Claygate, Surrey

Moot Hall, Coronation Square by Taylor Wimpey and PTE

4.2 **Place Vision -** Social Value

Local construction employment and apprenticships

Local operational employment

Promoting social cohesion including integrational spaces and activities

Buildings forming part of the setlement edge

Buildings, boundaries and landscape features combining to provide distinctive character

Strong building silhouettes on open spaces

KEY

- Main Roads
- Public right of way - Footpath
- Public right of way - Byway
- Long distance path - Fox Way

KEY

- Main Roads
- Public right of way - Footpath
- Potential for future connection
- Pedestrian access to/from railway platform
- Cycle network - Secondary Corridor
- Cycle network - Ash to Normandy & Worplesdon
- Developable parcels
- Red line boundary
- New tree belt
- SuDS basins
- Primary route
- Secondary route
- Tertiary / Shared surface route
- Education building
- Neighbourhood centre

4.2 **Place Vision -** Emerging Masterplan - Density variation (vehicle parking)

Low Density - Farmstead courtyards
Circa 25 dwellings per hectare

Medium Density - Play street
Circa 40 dwellings per hectare

High Density - Diverse mix of houses and apartments
Circa 55 dwellings per hectare

Target parking table - SPD Guildford - Parking Standards for New Developments - March 2023

Location	Village & Rural
1 bed flats (including studios & bedsits)	1 space per unit
2 bed flats	1.5 spaces per unit
1 bed houses	1.5 spaces per unit
2 bed houses	1.5 spaces per unit
3 bed houses	2 spaces per unit
4+ bed houses	2.5 spaces per unit

Residential development in village and rural areas (non-strategic sites) – Expected provision of car parking for dwellings, for use by residents themselves.

4.2 **Place Vision -** A distinctive, place inspired concept

Drawing on the Insight and Identity above, a clear vision is formed that:

— Responds to site opportunities and constraints— topography, access, surrounding movement networks, ecology, heritage assets, views, drainage, orientation

— Establishes a coherent spatial structure with memorable focal points, connected green spaces, and walkable networks.

— Creates residential neighbourhoods that are carefully calibrated and shaped to their surroundings, with character and density responding directly to adjacent built form and landscape context.

Illustrative Masterplan proposal for The Land at Normandy and Flexford

4.3 Pre-application Consultation

The design for The Land at Normandy and Flexford was directed and influenced at each stage by feedback from a clear consultation and engagement process, which included:
– 6 no. pre-application meetings with GBC officers
– A Design Review Panel (DRP) with Design South East (A second post-submission DRP scheduled for January 2026 as agreed)
– 2 no. public exhibitions

Pre-application meetings with GBC officers
This section of the DAS provides an overview of the design information shared with officers at GBC, their response and commentary, and outlines how the feedback has informed the proposals set forth for approval as part of this detailed application.

PPA Meeting 01. 30th September 2025
Detailed overview of the Site's constraints and opportunities and the technical work undertaken to date which has informed the draft proposals.

Information shared:
– Site location and details of the surrounding context
– Planning status
– Place insight - Landscape Visual Assessment, Heritage mapping, Surrounding settlement patterns and character, site constraints
– Planning opportunities
– Place Identity - initial thoughts on arrangement of homes and open spaces
– Place Vision - Emerging masterplan principles, Characteristics of a well-designed place, accommodation quantum, supporting technical strategies

PPA Meeting 2. 16th October 2025
Discussion regarding the feedback received from the DRP and suggested revisions to the masterplan and an update provided by the various technical consultants.

Information shared:
– Design elements agreed by the DRP
– Design development to be explored further to the DRP feedback

Feedback summary:
– GBC generally agreed with the DRP comments provided and PTE's proposals shared to respond to these
– PTE to create Design Principles Document contents to share at the 2nd DRP session
– Upgrading or constructing new railway bridges are challenging and this will need careful planning to ensure it is deliverable

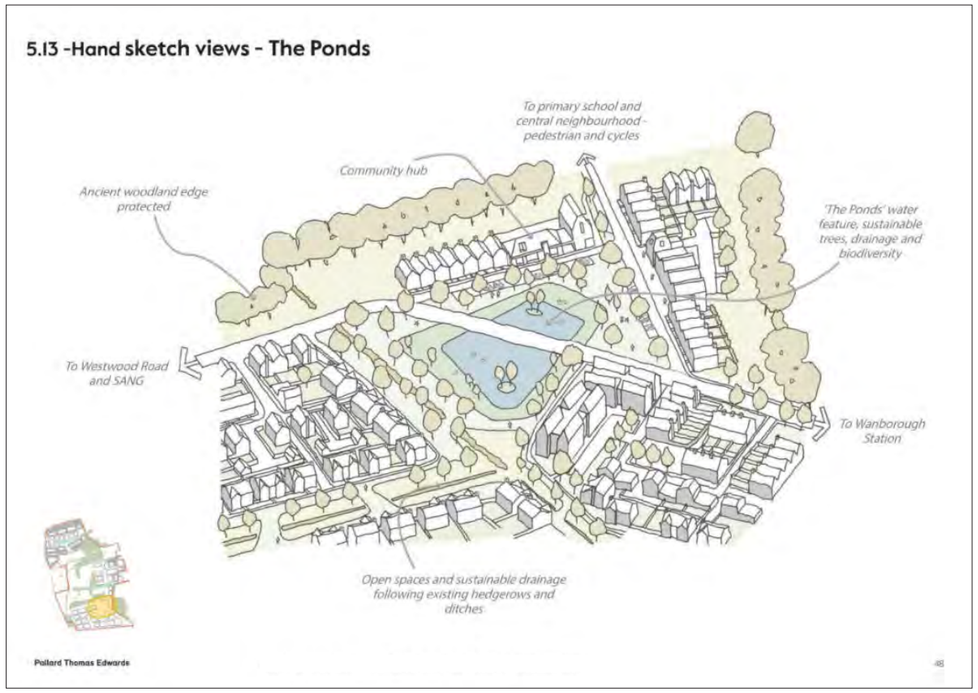
PPA Meeting 3. 3rd November 2025
Feedback provided by GBC on the approach to Grey Belt, updates following the Parish Council meeting that took place on the 28th October and the community 'listening session' as well as a discussion following engagement with stakeholders including Natural England (SANG), Highways (SCC), flooding (SCC – LLFA) and station access (British Rail). Updates on the design development as a result of consultation listed.

Information shared:
– Design development to respond to the DRP feedback
– Updated Vision diagrams to make a continuous pedestrian, cycle and vehicle route between the southern and central neighbourhoods; updates to layout to adjust density distribution and integrate apartments and to define edges to open spaces
– Updated illustrative masterplan layout
– Draft Parameter Plans

Feedback summary:
– GBC agreed that the vision and illustrative masterplan updates responded to the DRP commentary

Design updates in response:
– School playing fields listed as natural play and updated in parameter plans to be separate to education use
– 'Cycles' added to the description of the routes on the movement parameter plan
– Design framework parameter plan updated to capture the approach to the SEND school

PPA 01 - Vision page



PPA 01 - Sketch aerial of southern neighbourhood - Vision page

4.3 Pre-application Consultation

PPA Meeting 4. 13th November 2025
Feedback provided on second engagement event including neighbour's responses to the illustrative masterplan shared.

Information shared:
– Proposed viewpoints for arial and eye-level illustrative views of the proposals

Feedback summary:
– GBC requested views from south of the railway and towards other heritage assets

Design updates in response:
– Views from south of the railway and towards Heritage Assets included within the Verified Visual Montages

PPA Meeting 5. 24th November 2025
Comments on the Illustrative Masterplan and Parameter Plans (GBC). Highways approach and SCC feedback (WSP / SCC)

Information shared:
– Latest illustrative masterplan
– Updated Parameter Plans

Feedback summary:
– GBC requested that the building heights parameter plan be updated to reduce heights to 2 storeys in the area opposite heritage assets Great Westwood house and barn
– GBC requested that a pedestrian connection to the existing gate position on Westwood Lane, opposite Great Westwood house, be indicated on the Access and Movement parameter plan.
– GBC requested that an area of play be noted on the Green and Blue Infrastructure parameter plan, close to the Westwood Lane entrance to the southern neighbourhood, in order to provide for residents from Flexford.

Design updates in response:
– Height parameter plan updated to reduce heights to 2 storeys in the area opposite heritage assets Great Westwood house and barn
– Access and Movement parameter plan updated to show a pedestrian connection to the existing gate position on Westwood Lane, opposite Great Westwood house
– Green and Blue Infrastructure parameter plan updated to show an area play space close to the Westwood Lane entrance to the southern neighbourhood

PPA 01 - Earlier illustrative masterplan

4.3 Pre-application Consultation

Design Review Panel. Design South East. 7th October 2025

A site visit was organised in the morning by Taylor Wimpey, with members of the consultant team, GBC officers and members of the Design Review Panel in attendance, before the formal panel session took place in the afternoon. PTE presented a comprehensive report of the site analysis and design development to date.

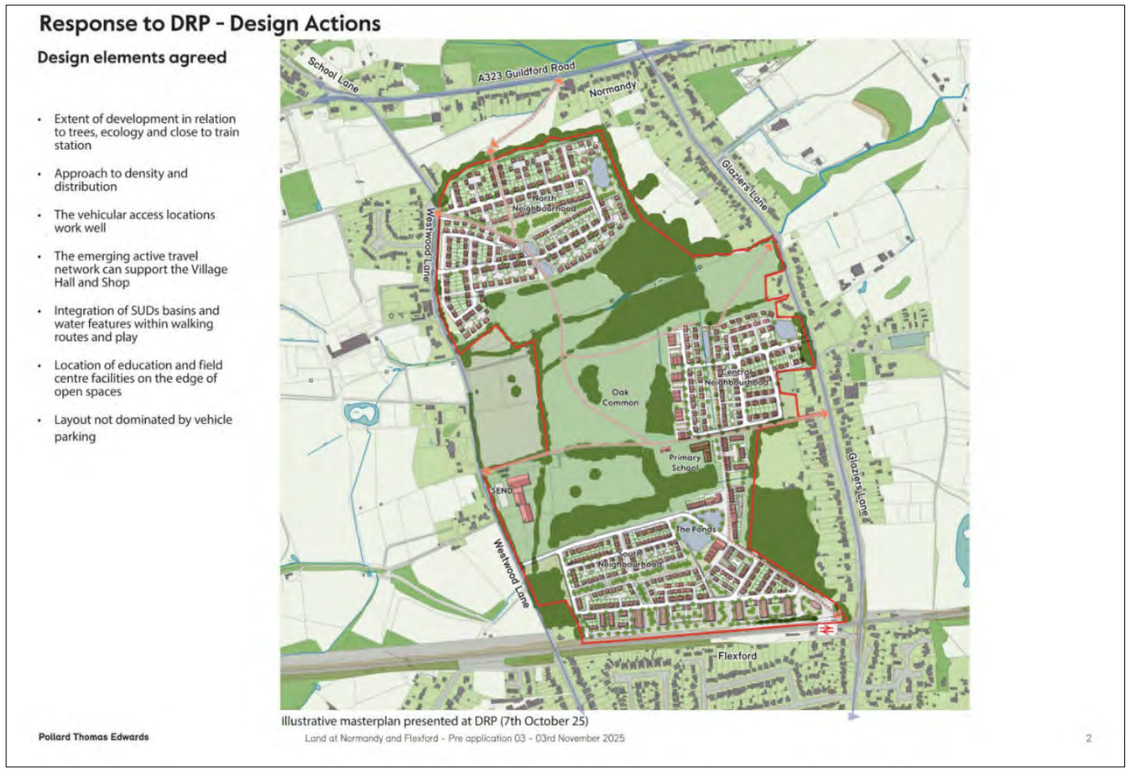
Feedback was provided at the meeting and Design South East produced their findings on 21st October 2025.

Information shared:

- Place Insight - Landscape visual assessment, heritage mapping, context analysis, site constraints
- Opportunities - developable parcels, planning opportunities
- Place Identity - arrangement of homes, neighbourhoods and open spaces
- Place Vision - reference to the National Design Guide, emerging masterplan layers, illustrative masterplan layout, initial character sketches, accommodation quantum and mix
- Design and technical strategies

Feedback summary:

- DSE commended the analysis conducted to date and agreed in principle with the overall vision and approach to the masterplan; recognised the contribution of landscape-led principles; and supported the provision of educational and community facilities. As expected, the report did provide further areas for work, with these focusing on the relationship and distinction and connection between the neighbourhoods, the integration and accessibility of educational and community facilities, and concern that the active travel network was not strong enough
- Consider the masterplan as two rather than three neighbourhood areas, linked by
- Community facilities in the , and develop a supplementary route between Westwood Lane and Glazier's Lane that connects the southern and central parcels, with a "monitor and manage" approach for the movement of vehicles.
- Create greater distinction and variety with the settlement patterns, taking cues from the site's landscape features, local examples of Surrey villages and the heritage context of the Green Belt and Westwood Estate.
- Test alternative house-types and street hierarchies, informed by local precedents and the local housing need and demographics.
- Review the active travel network to create more legible, safer routes that promote walking and cycling as a primary choice, and minimise the prominence of vehicles by considering parking reductions or off-plot parking adjacent to the railway.
- Private parking should reduce in proximity to the station and a large car park for commuters is to be avoided
- Cycle parking should be integrated at the front of homes
- A potential link should be considered between the northern neighbourhood and Glaziers Lane
- Distribution of affordable housing should be established early on
- The field centre location should promote openness and overlooking
- Provision for older persons accommodation should be considered
- Enhance the experience and benefits of community facilities for neighbouring villages by improving the connections into the development, the points of arrival (particularly from the station) and access to recreational green space.
- Develop the central landscape and extend the network of green spaces into the neighbourhoods, in relation to the natural landscape features (such as the ancient woodland and water features), recreation and play, and active travel routes.
- Develop a robust Design Code to set the design principles for the most significant places and secure the quality of materials, detailing and architectural articulation.
- A clear strategy should detail how the development will minimise embodied, operational and transport-related carbon emissions.

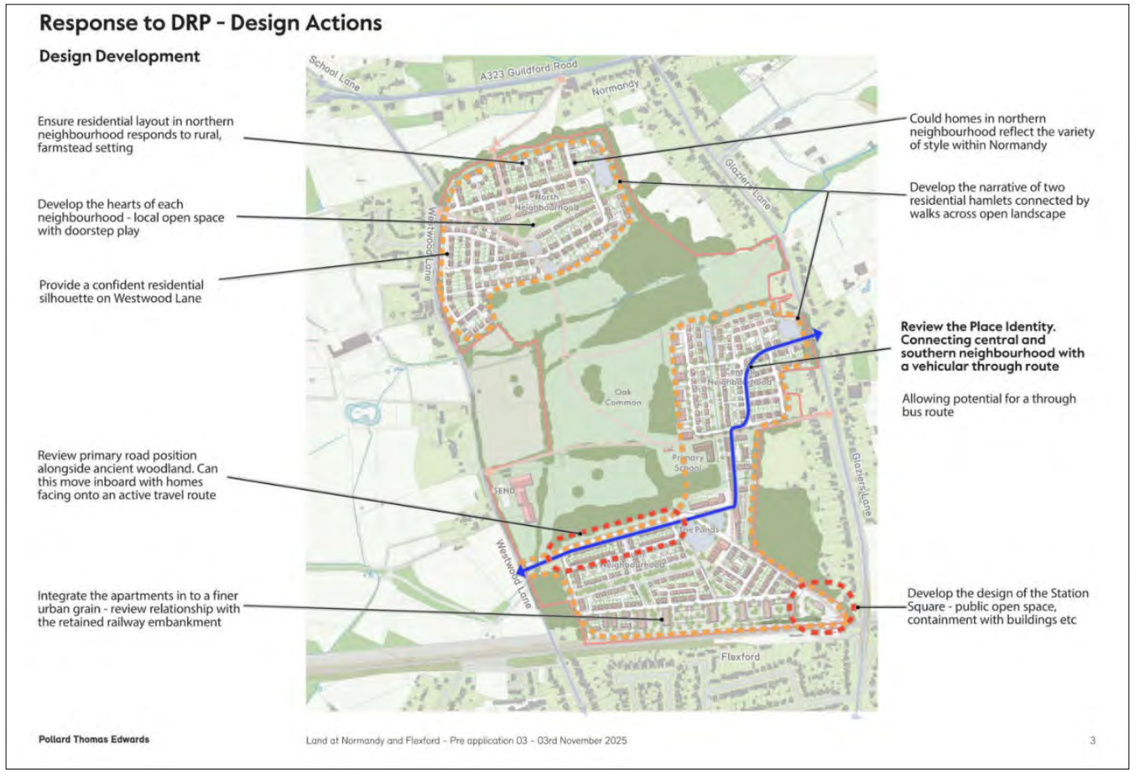


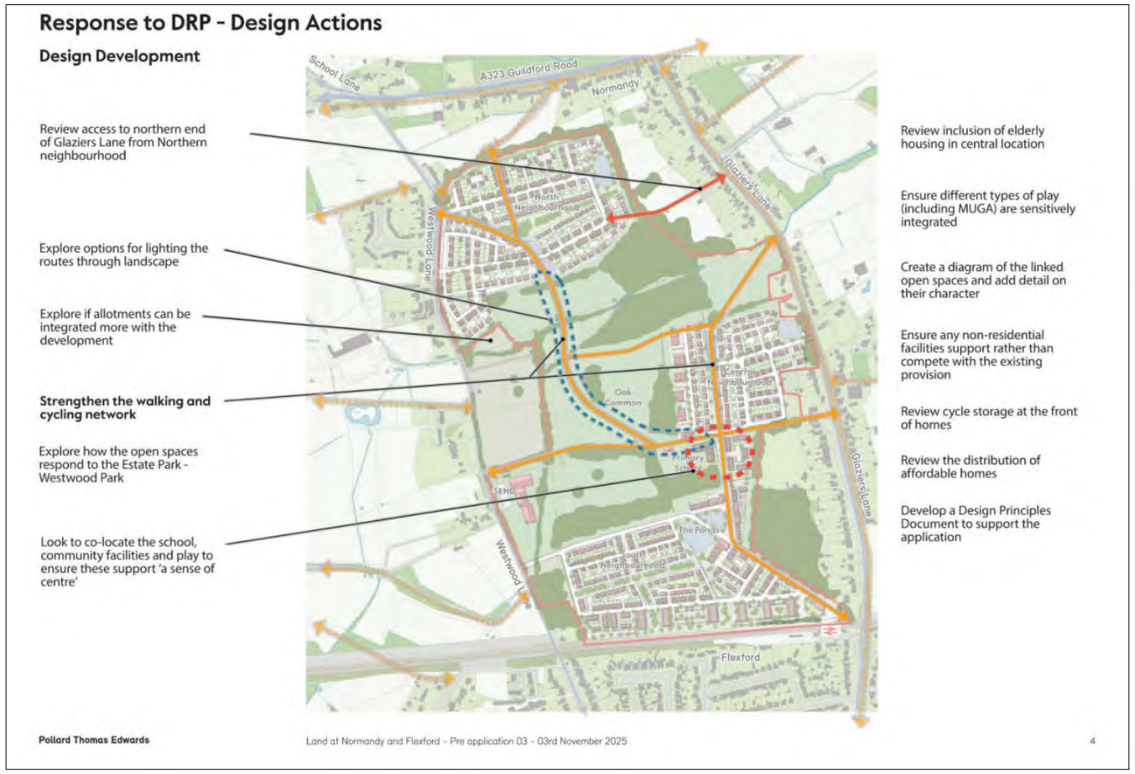
Diagrams illustrating responses and actions from the DRP

Design Review Panel afternoon formal panel session on 7th October 2025

Design updates in response:

– Place identity updated to connect the central and southern neighbourhoods by an active and vehicular travel route (allowing potential for future bus connection) creating two 'hamlets' (with differentiation between the central and southern neighbourhood) connected by walking and cycling routes across the landscape
– Community hub facilities located opposite the primary school and on 'the hinge' between the central and southern neighbourhoods with access from both Glaziers Lane, Westwood Lane and connected by active travel to the station, northern neighbourhood and surrounding community. This is reinforce a greater 'sense of centre' for the masterplan
– Active travel routes strengthened, forming the basis of the neighbourhood design
– Northern neighbourhood density and arrangement to reflect rural farmsteads, creating a positive relationship with green routes on the edges of the site
– Arrangement of homes in the northern neighbourhood provides opportunity to reflect the wide variety of 'style' within the adjacent Normandy
– Neighbourhood local open space character developed to reflect the character of the context - in the northern neighbourhood provided as doorstep play within an east/west tree belt connecting to the existing woodland network
– Future connection between the northern neighbourhood and Glaziers Lane safeguarded. Should this private land be developed in the future, this would provide a direct connection to the existing Village hall and shop.
– Lighting solutions that mitigate harm to ecology have been explored on the pedestrian and cycle connections across open landscape
– The design of the open space in the centre of the site responds to the former Westwood Estate parkland character
– New allotments are supplemented with a community garden and 'edible green routes' close to the field centre to be integrated within the neighbourhoods
– Relationship of homes adjacent Westwood Lane developed to provide a 'positive silhouette' to Westwood Lane.
– Primary road positions alongside ancient woodlands updated to be within the neighbourhoods, and replaces by pedestrian and cycle routes
– A play strategy has been developed to ensure a variety of play, including a sensitively integrated MUGA
– Homes are arranged to enable cycle storage at the front
– Older persons homes have been considered in the neighbourhood centre, adjacent 'The Ponds' and close to the hub facilities
– Apartments on the southern edge of the site updated to be integrated within the development parcels and to define the edges of open spaces
– The design of the Station Square updated to provide more containment





Diagrams illustrating responses and actions from the DRP

4.4 Public and Stakeholder Engagement

A Statement of Community Involvement ("SCI") document has been prepared by Marengo for this planning application.

Outline detail of the two public exhibitions.

Public exhibition I. 18th July. St Marks Church Hall
This event shared the principles of emerging design proposals.

Information shared:
– Extent of the site red line planning boundary
– The location and connections to The SANG
– The site allocation status
– The landscape appraisal
– Understanding of local context and connectivity
– Written descriptions of the proposals and local benefits

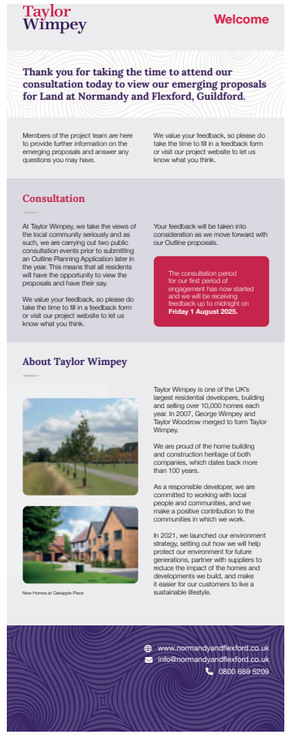
Feedback summary:
– See SCI or 2nd consultation banner which highlights feedback from 1st exhibition

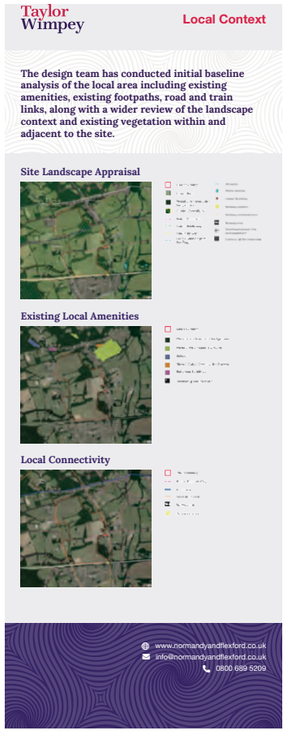
Design updates in response
– Collaborating with existing organisations – TW and the project team have worked closely with local groups, such as the Normandy Community Shop and Therapy Garden, to co-design new facilities that support and expand current offerings.
– Develop inclusive, flexible spaces – As part of the offerings on-site, a 'Life-Long Learning
– Hub' and intergenerational community garden has been designed to offer spaces that are
– adaptable and inclusive.
– Support recreation and wellbeing initiatives – Opportunities have been sought to expand recreational provision in partnership with the community

Public exhibition 2. 4th November. Normandy Village Hall

Information shared:
– Shared priorities - neighbour feedback from the first exhibition
– Detailed local context analysis
– The landscape-led vision
– The arrangement of neighbourhoods, neighbourhood centre and open spaces
– Detail on the provision of affordable housing
– Emerging masterplan and community benefits
– Emerging design proposals for the SANG
– Emerging detail of access and movement into and around the site, including parking
– Detail on proposals to manage local water, including flooding
– Artists impressions of how the development could look
– Emerging sustainability proposals to reduce embodied and operational carbon emissions

Feedback summary:
– Any retail to be complimentary to and work with the existing village shop and café
– Existing trees and hedgerows should be safeguarded for biodiversity as well as landscaping purpose





First public exhibitions sample banners

First public exhibitions events images

4.4 Public and Stakeholder Engagement

Public exhibition 2. 4th November. Normandy Village Hall

Information shared:
- Shared priorities - neighbour feedback from the first exhibition
- Detailed local context analysis
- The landscape-led vision
- The arrangement of neighbourhoods, neighbourhood centre and open spaces
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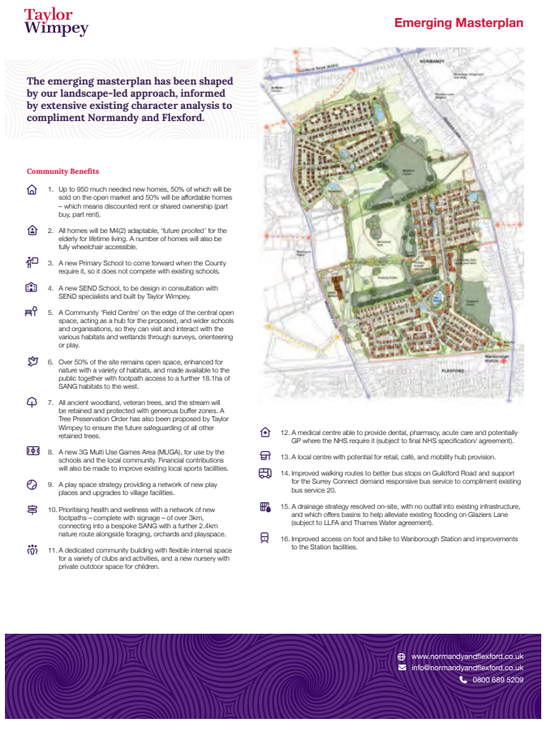
- Artists impressions of how the development could look
- Emerging sustainability proposals to reduce embodied and operational carbon emissions

Feedback summary:
- Any retail to be complimentary to and work with the existing village shop and café
- Existing trees and hedgerows should be safeguarded for biodiversity as well as landscaping purpose

Design updates in response:

As a result of the two-phased consultation, a number of changes and additions have been made to the proposals. These include the following key elements:

- Transport connectivity: Residents highlighted the need for better links to Wanborough Station and beyond. In response, Taylor Wimpey has proactively engaged with Network Rail and South West Rail on improved access, parking enhancements, and the potential for a new north–south bridge across the rail line, which has been positively received by transport providers.
- Flooding and Water Management: Taylor Wimpey will continue working with the local community and the Normandy Flood Forum to ensure all on-site water management is fully contained, while also helping address existing local flooding and surface water issues through measures such as retention basins, storage systems, and an upgraded, funded and maintained ditch network.
- Education provision: Following feedback in Phase 1, the proposed secondary school has been replaced with a much-needed SEND school for Surrey, to be designed in partnership with experts and delivered by Taylor Wimpey. This will place significantly less pressure on the local road network due to lower pupil numbers. A new primary school is also proposed and has been welcomed locally.
- Green and open space: Over 50% of the site will be retained as green, accessible open space for the community – not including the additional SANG area – including new walking networks and the full preservation and long-term maintenance of the ancient woodland.
- Local facilities: Feedback from the second consultation highlighted interest in new community facilities, including a small local shop and a sporting facility, primarily a gym. These and other suggestions are being actively reviewed as the scheme progresses towards submission.
- Maintaining the 'village feel': In response to consistent feedback from local residents, the masterplan has been designed to preserve a strong 'village feel', with homes arranged around two key areas centred on open spaces, community facilities and sporting amenities.



Second public exhibitions sample banners

Second public exhibitions events images

5 Design Development

5.1 **Illustrative masterplan -** Characteristics of a well designed place

The illustrative masterplan proposal embeds placemaking principles from the National Design Guide, including:

– Context (C1): responding to local patterns
– Identity (I1): creating characterful places
– Built form (B1–B3): coherent structure, massing, and appearance
– Movement (M1–M3): walkable, well-connected streets
– Nature (N1–N3): integrating green and blue infrastructure
– Sets high quality aspirations for architecture, public realm, sustainability, and community life.

The next page highlights the location of the place-making principles, colour-coded to the 10 characteristics of a well-designed place;as outlined in the National Design Guide.

The Ten Main Characteristics of a Well Designed Place

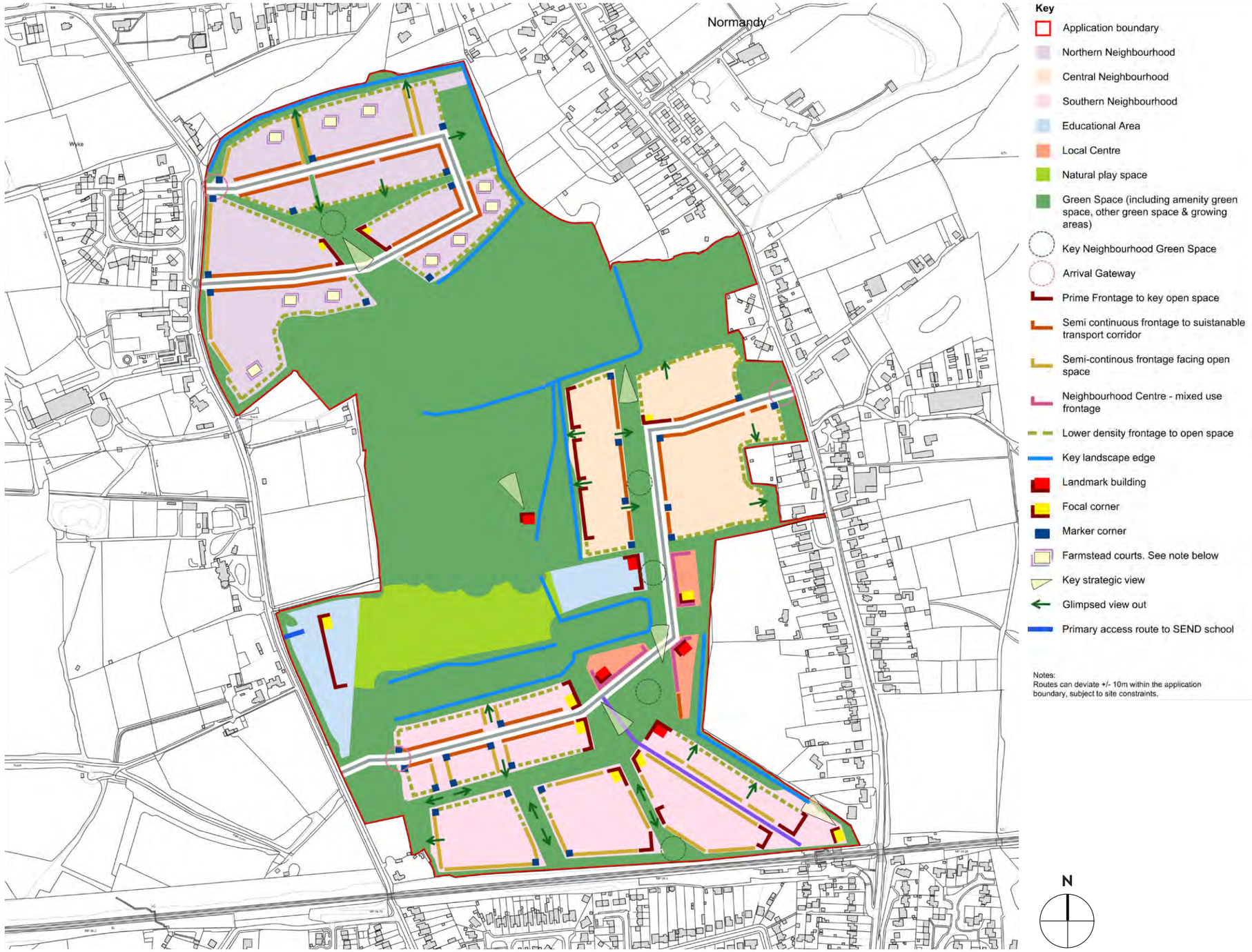
5.1 **Illustrative masterplan -** Characteristics of a well designed place

5.2 Design Framework Parameter Plan

Design Development
The following section sets out the design development process that has informed the creation of the masterplan framework. It explains how a series of masterplanning principles—covering movement, landscape, built form, community uses and neighbourhood character—have been explored, tested and refined to shape a coherent, placeled vision for the site. Each principle has been developed iteratively, supported by analysis, illustrative material and precedent references, ensuring that the emerging masterplan responds directly to its landscape context, local needs, and placemaking aspirations

The Design Framework parameter plan will clearly demarcate the key parameters that will guide and control future development across the site. It will identify prime frontages overlooking major open spaces, ensuring the correct levels of quality, activity and survailallance, as well as semi-continuous frontages along the sustainable transport corridor and areas facing open space to promote legibility and street enclosure. The plan will also define the extent of the neighbourhood centre frontage, supporting mixed-use activity at the heart of the community, while specifying lower-density frontages to provide an appropriate transition to surrounding ecology and key landscape features.

Defining landmark building locations creates opportunities for distinctive architecture or civic uses that support wayfinding and establish memorable points of identity. The designation of focal and marker corners highlights prominent junctions and arrival points, guiding designers to accentuate these locations through active frontages or refined massing to improve legibility. Setting zones for glimpsed and strategic views protects key sightlines to landscape features, open spaces, ensuring that building placement frames these views.



5.3 Settlement character

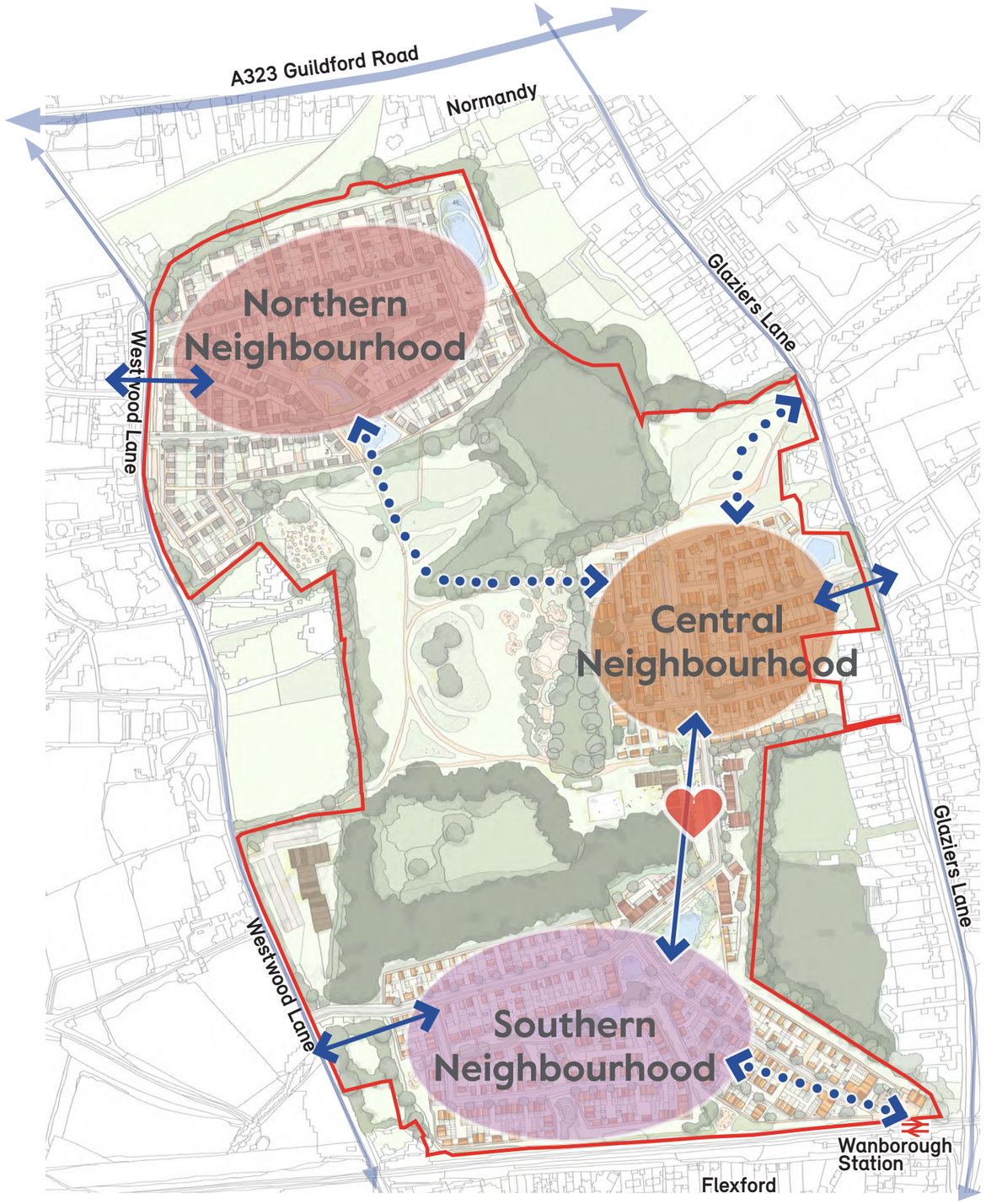
The proposed settlement has been conceived as a single, coherent development structured around three complementary neighbourhoods, each with its own distinct character yet intrinsically linked through landscape, movement, and community infrastructure.

Rather than functioning as isolated parcels, the neighbourhoods are unified by a strong spatial framework of active travel routes within the existing landscape features which form the green heart of the site. The green heart provides both an ecological and recreational focus for new and existing communities enabling seamless movement between neighbourhoods and beyond into the wider countryside.

New pedestrian and cycle connections are introduced along natural desire lines, allowing residents to move intuitively and directly through the development. These routes integrate with the existing local walking network and provide high-quality, legible access to the train station, ensuring sustainable travel choices are embedded in the everyday life of the community.

The neighbourhood centre, positioned strategically between the central and southern neighbourhoods, forms a natural node of community activity within easy reach of all homes.

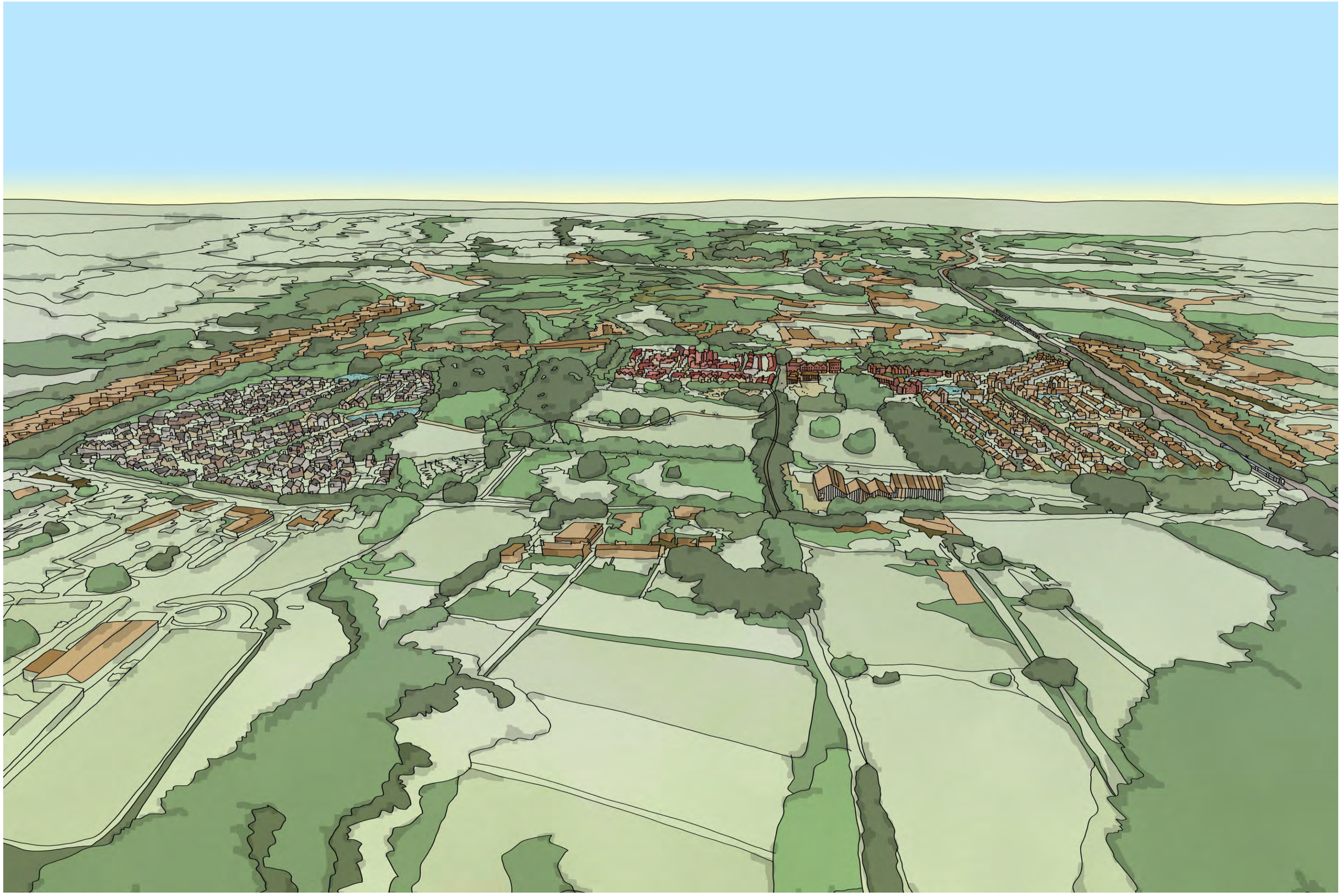
All homes within the development fall within a 15-minute walk of the station and key amenities, aligning with the principles of the 15-minute neighbourhood which prioritises walkability and a compact urban form where residents can meet most daily needs—work, transport, leisure, and community facilities—without reliance on private car travel.



Homes behind a hedge. Saffron Waldon by PTE. The northern neighbourhood will have a positive relationship with Westwood Lane

Homes framing SuDS features and open spaces. Derwenthorpe, by Studio Partington

Higher density layout next to public transport. Barton Park by PTE



View looking east towards the proposed development from above Westwood Place, showing the settlement character defined by landscape.

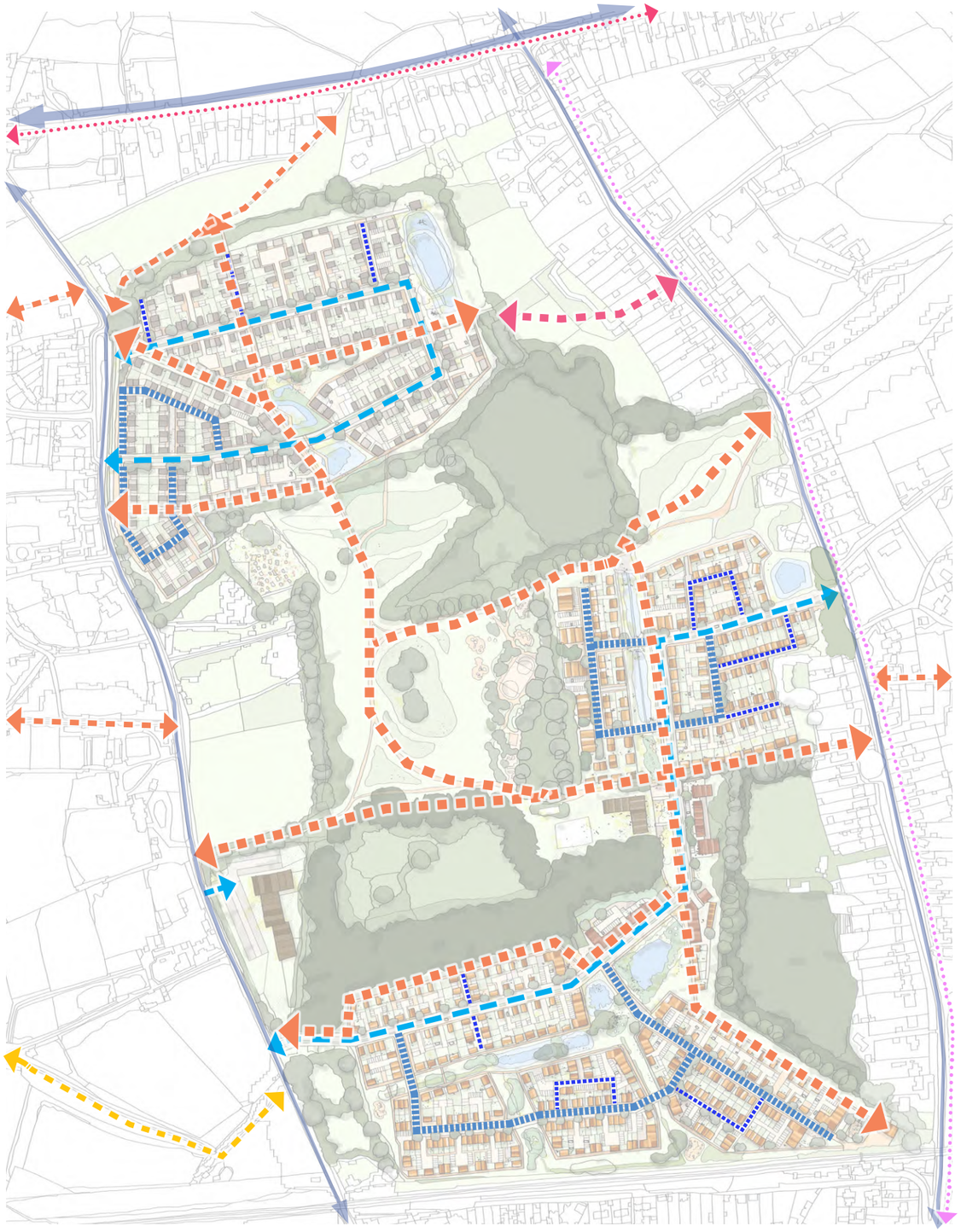
5.4 Movement

Central the masterplan framework is the structure of movement and connectivity, with the network here being designed to follow a hierarchy that prioritises walking and cycling before private vehicles. The masterplan proposal establishes a clear framework in which active travel forms the primary organising structure, ensuring that the development encourages sustainable, healthy movement patterns from the outset. Continuous and legible pedestrian and cycle routes are threaded through the site, aligning desire lines between homes, schools, open spaces, train station and the Neighbourhood Centre. These routes are supported by safe crossing points, generous footways, and well-overlooked streets, creating an environment where walking and cycling feel intuitive, direct and attractive for people of all ages.

This active travel network is not confined within the site boundary but is explicitly arranged to connect seamlessly to existing public rights of way, byways and cycle links beyond the site edges. Strategic connections are formed to nearby villages, local amenities, green corridors and wider district networks, ensuring the development strengthens regional permeability rather than functioning as an isolated enclave. Existing footpaths such as the oak lined 'Avenue' are retained and enhanced, with new links created to improve access to surrounding landscape assets and public transport nodes. In doing so, the masterplan supports active travel for both everyday journeys and leisure use, reinforcing long-term sustainability.

Within this overarching movement structure, a hierarchy of primary, secondary and tertiary streets are arranged to support the active travel-first approach. Primary routes incorporate dedicated or enhanced active travel infrastructure and act as the main movement spines through the neighbourhoods, providing direct connections to key destinations from Glaziers and Westwood Lane. Secondary routes offer neighbourhood-scale connectivity, ensuring residents can move between local amenities and homes safely and comfortably, with strong integration of tree planting, traffic-calming measures and active frontages. Tertiary routes, including lanes, mews and shared surfaces, create intimate residential environments where vehicle speeds remain low and pedestrian movement takes precedence.

Detailed design sections for each route type illustrate how carriageways, footways, cycle routes, planting and parking are arranged to reinforce this hierarchy and contribute to high-quality placemaking. Together, the movement strategy creates a coherent, legible and sustainable network that supports low-carbon lifestyles while enhancing the overall character and liveability of the development.

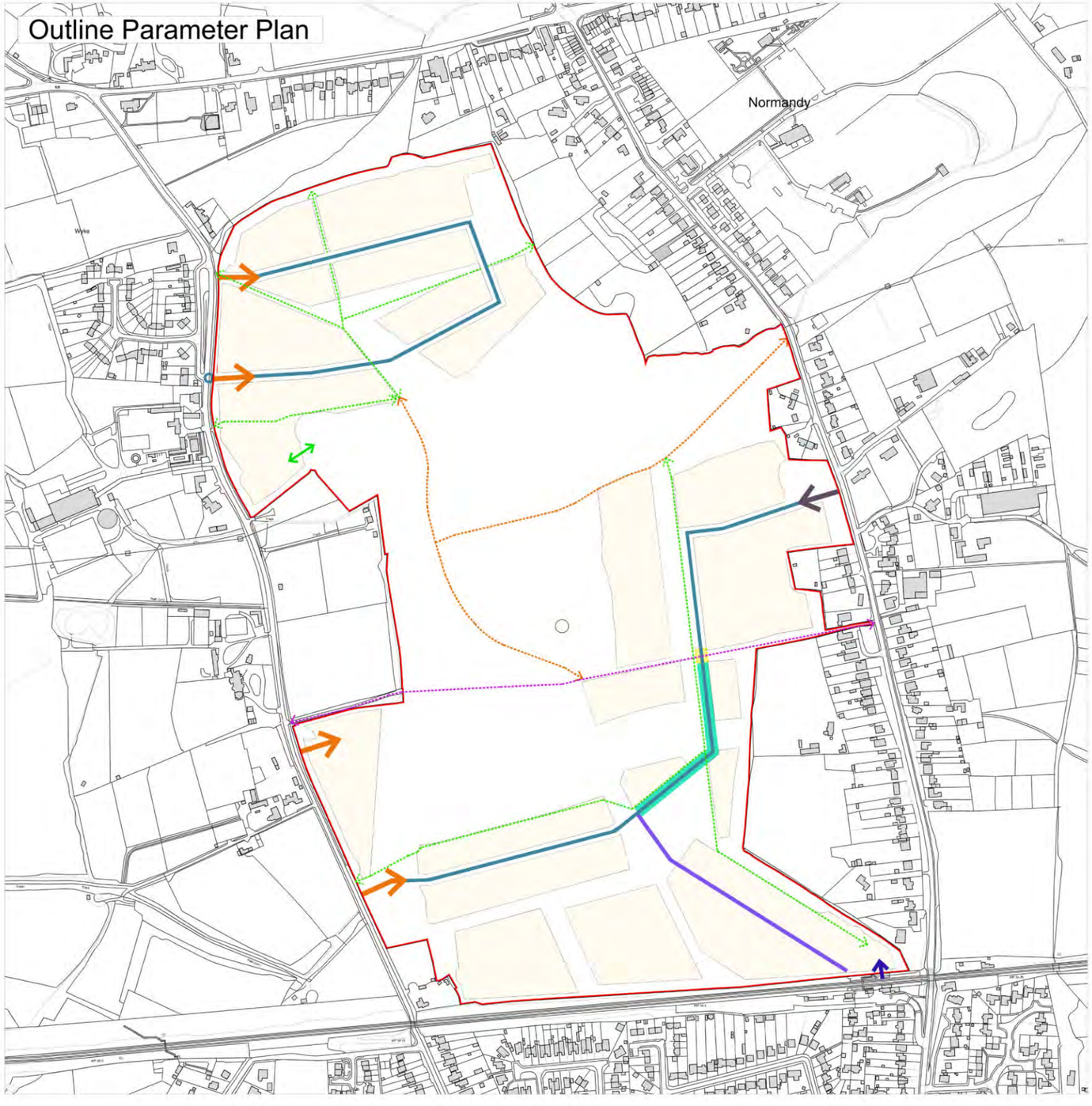


Illustrative masterplan with active travel around and through site

Illustrative view of activity in neighbourhood centre

View through Westwood Park

5.4 **Movement -** Parameter plan



5.5 Gateways and key intersections

Gateways and key intersections have played an important role in shaping the overall structure and legibility of the masterplan design. These points are not only practical nodes within the movement sequence, but also form critical elements to help residents and visitors intuitively navigate the development. Gateways mark moments of arrival, providing the first impression of each neighbourhood and signalling transitions between neighbourhoods and character areas. Their design incorporates distinctive landscape treatments, changes in building articulation, and high-quality public realm materials that create an immediate sense of place and identity.

At important intersections within the site, marker buildings, focal corner treatments and significant landscape features are used deliberately to reinforce orientation and create memorable wayfinding cues. These features act as visual anchors structuring views and helping users intuitively understand where they are within the masterplan. Examples include buildings with enhanced height or articulation to mark key junctions, prominent tree groups used to define routes or turning points, and small public spaces positioned at nodal locations to emphasise moments of convergence. Together, these interventions help build a logical spatial rhythm—where movement through the site feels natural, safe and engaging.

These gateways and intersections also contribute to the sense of safety by ensuring spaces are well-overlooked, active and clearly defined. Strong frontage conditions, good lighting and clear sightlines reinforce passive surveillance and reduce conflict between different modes of movement. The clarity of the spatial sequence, enhanced by memorable marker points, helps pedestrians and cyclists move confidently through the development without relying solely on signage.

KEY

Gateways and key intersections

Connecting Flexford and proposed neighbourhoods through Wanborough station

Gateway to Northern neighbourhood along Westwood Lane

A taller element of an apartment block denotes a key marker to the ponds

5.6 Green and blue network / open spaces

A coherent green and blue network underpins the environmental and ecological performance of the masterplan. This network is designed not only as a series of attractive open spaces but as a fully integrated system that supports biodiversity, sustainable drainage, recreation, and a strong landscape character. It draws heavily on the site's existing natural assets—its woodlands, tree belts, stream, ditches and habitat corridors—ensuring that development strengthens rather than diminishes the ecological richness of the area.

The green infrastructure is arranged to connect directly into the existing woodlands and tree belts, forming continuous ecological corridors that serve as "highways for nature". These connected landscape routes allow wildlife to move freely through and beyond the site, supporting habitat expansion and species diversity. New planting, grasslands, hedgerows and informal naturalised areas reinforce these links and introduce additional microhabitats. In doing so, the green framework shapes the development parcels, influences street alignment, and ensures that every home is within easy reach of high-quality natural spaces.

The blue network is equally integral. It incorporates the existing stream and ditch systems, enhancing their ecological value and integrating them into a site-wide sustainable drainage strategy. New attenuation basins and wetlands have been introduced to manage water on-site, slow surface run-off, and reduce flood risk downstream. Existing ditches are treated sensitively: in some areas they are retained and maintained, in others they are enhanced with planting and habitat features, and in the central neighbourhood they are opened and naturalised as part of a playable SuDS landscape. This central landscape forms a key recreational and ecological spine, where water, planting and play coexist within a safe and attractive public environment. As this drainage system moves toward the Neighbourhood Centre, it becomes more engineered, responding to the urban character and operational needs outside the school. Here, formalised SuDS features such as channels, rills and rain gardens provide visual interest while supporting water management and urban cooling.

In contrast, within the area known as The Ponds, SuDS take the form of a permanently wet water body, creating a distinctive landscape feature that offers year-round ecological and visual value.

Together, the green and blue networks significantly enhance biodiversity across the development, creating a resilient mosaic of habitats from woodland edges and meadows to wetland environments and formal urban SuDS spaces. They ensure that nature is woven into everyday life, with all residents living within close proximity to green spaces, water features and ecological corridors. This integrated landscape-led approach supports wellbeing, encourages outdoor activity, strengthens local identity and creates a development richly connected to its natural context.

5.6 **Green/blue network** - parameter plans

GENERAL NOTES

This drawing is © 2025 PTE Architects

Use figured dimensions only. DO NOT SCALE.

All dimensions are in millimetres unless noted otherwise

All levels are in metres above ordnance datum unless noted otherwise.

Site boundary provided by JasplanServices,11th November 2025

This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants

If in doubt, ask

Key

- Application Boundary
- Green Infrastructure, including SuDS, associated with Sustainable Transport Corridor
- Primary access route to SEND school
- Green and blue infrastructure (including amenity green space, other green space & community gardens)
- Allotments (sui generis)
- Possible enhanced pedestrian and cycle links
- SuDS feature. Exact location, size and area will be subject to detailed design
- Ancient Woodlands
- Tree buffer zone to Ancient Woodlands
- Educational playing fields / green infrastructure
- Play space (equipped and informal play), can deviate +/- 25m within the application boundary

Notes:
All Land Uses, with the exception of the Ancient Woodlands, can deviate +/- 10m within the EIA boundary, subject to site constraints.

Play areas will be sized to be policy compliant and located in amenity greenspace. Exact locations of play areas, all-weather pitches, allotments and community growing areas are subject to detailed / RM applications.

N

5.7 Landscape edges and focal points

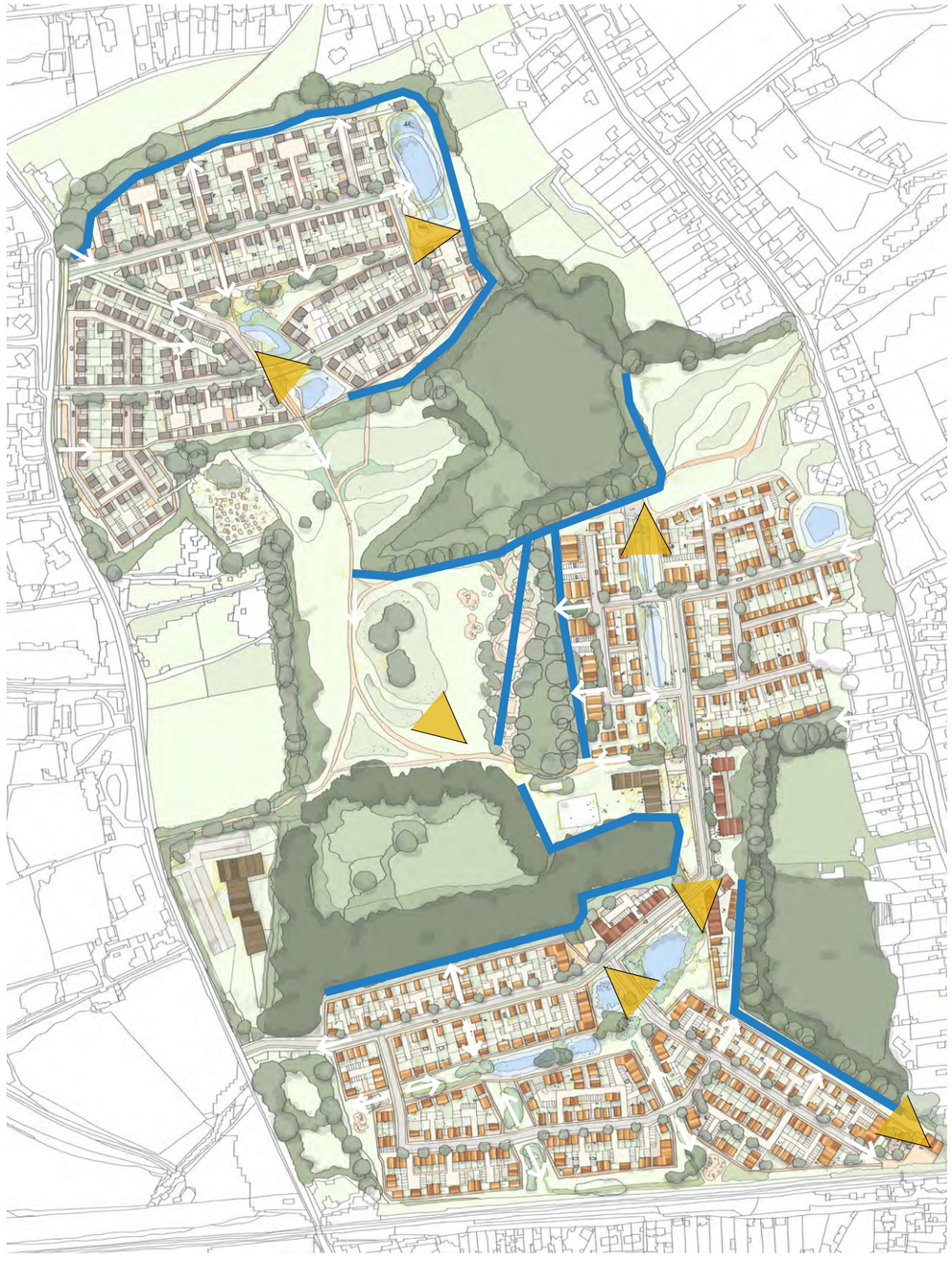
The landscape context - particularly the existing woodlands, tree belts and significant tree groups has played a fundamental role in shaping the structure and character of the masterplan. These mature landscape elements define most of the site edges, provide an immediate sense of place, and form a natural framework around which the three neighbourhoods have been organised.

The orientation of main vistas and view corridors have been aligned to look across green open spaces, towards woodland edges or along established tree belts. These long and medium-range views reinforce legibility and ensure that residents remain connected to the wider landscape context as they move through the development.

Streets and pedestrian routes are deliberately shaped to allow glimpsed views to the surrounding landscape, particularly along the edges of the site where openings between homes provide visual access to woodland or open countryside. This strategy supports intuitive wayfinding and creates a richer experience of movement, where the presence of nature is felt throughout the neighbourhood rather than only at its fringes.

The arrangement of homes along the settlement edge has been carefully considered to maintain a positive and outward-facing relationship with the landscape. Importantly, no rear boundaries back onto open spaces. Instead, homes are designed to 'sit on' the boundary, with frontages or side elevations overlooking green areas to provide natural surveillance, enhance safety and integrate built form within the settlement edge. This is demonstrated in the Place Insight section where homes address open spaces rather than turning away from them.

Together, the landscape edges and focal points form a cohesive strategy that embeds the development sensitively into its setting. They ensure that the masterplan respects the existing landscape structure, takes advantage of its visual qualities, and creates a settlement that feels both grounded in place and connected to its natural surroundings.



KEY

- Key landscape edge
- View corridors
- Key vista

1. Illustrative view of homes fronting onto a path with ancient woodlands of Pussey's Copse and a cycle hub and square to Wanborough station in the distance

Apartments with aspect onto woodlands and trails along the buffers of the ancient woodlands to Walden's Copse

A path runs along the buffer of the ancient woodlands of Pussey's Copse from the square next to Wanborough station towards the heart of the site.

5.8 Education uses

The education facilities form a central organising element of the masterplan and have been carefully located to maximise accessibility and community integration. The positioning of both the primary school and the SEND school is strongly influenced by the existing natural assets, with the buildings arranged to nestle between established landscape features and within the wider green framework. Their location on 'the hinge' between two neighbourhoods allows them to serve multiple communities equally, reinforcing walkability and ensuring that no part of the development is isolated from essential services.

A key principle of the design has been to prioritise active travel, and the schools have therefore been placed alongside the existing oak-lined Avenue (PROW) that forms one of the most attractive pedestrian and cycling routes within the site. This ensures that both schools are easily accessible by sustainable modes of travel, offering safe, direct routes for pupils and families arriving from all directions.

The primary school plays a particularly important community role. Its location forms the western edge of the Neighbourhood Centre, meaning it is well-placed to contribute to the community both during and outside of school hours - with wider use of the hall, kitchen and meetings spaces. Positioned close to the nursery, retail uses and workspace, the school becomes part of a natural hub of family-oriented activity. This arrangement supports convenient multi-purpose trips, encourages social interaction, and embeds the school firmly at the heart of community life. Its edge-facing position also ensures that it contributes positively to the character and enclosure of the Neighbourhood Centre, helping define the public realm in this key civic space.

The SEND school has been given its own access from Westwood Lane, ensuring clarity of arrival and appropriate levels of privacy. Its position slightly set-back behind a green screen reflects the schools proximity to Westwood Place, while still maintaining easy pedestrian links to the Neighbourhood Centre for shared facilities, events or community interaction. The location balances independence with connectivity, ensuring both functionality and inclusion.

The arrangement of school open spaces - back-to-back playgrounds with natural play space between, creating a consolidated and secure learning environment, while reinforcing a sense landscape-led design. It also ensures that the schools' open spaces remain multifunctional—serving as ecological corridors, informal recreation areas and visual openness within the centre of the masterplan.

Discussions are ongoing with community groups to inform the design of the educational facilities, ensuring that it meets the wider social value needs of the community.

Illustrative masterplan indicating the educational areas

2. Illustration of the primary school facing onto open space and neighbourhood centre

5.9 Neighbourhood Centre

The Neighbourhood Centre forms a civic focus within the masterplan. Its location on 'the hinge' between the central and southern neighbourhood, is deliberately chosen to sit at the natural meeting point of major pedestrian and cycle routes, giving it strong visibility, excellent accessibility and a central role in everyday community activity. As a linear centre, it provides an intuitive and walkable sequence of community uses and public spaces, reinforced by a structured SuDS landscape that threads through its length and gives the area a distinctive green and water-led identity.

The centre accommodates a diverse mix of community, family and local uses, creating a vibrant and multifunctional heart to the development. Key facilities include a nursery, positioned with its own secure private outdoor garden, ensuring safe and dedicated play space for younger children. Above the nursery, workspace at first floor level introduces employment opportunities and supports an active, mixed-use character. The centre also allows for a small shop, café or food outlet, and potentially a local health facility, ensuring that everyday needs can be met within a short walk or cycle from all homes. This blend of uses is intended to supplement those existing facilities in Normandy to foster social interaction, support local enterprise and create a self-sustaining community environment.

The Neighbourhood Centre extends southwards to meet The Ponds, a distinctive water-led landscape feature. Here, several community and commercial uses are envisaged to be incorporated into the ground floors of apartment buildings overlooking the water, creating active edges and a lively, sociable public realm. This location also marks the strategic inintersection of movement routes towards Westwood Lane and Wanborough Station, making it a natural gathering point and strengthening its role as a gateway between neighbourhoods.

The built form within the Neighbourhood Centre is consciously arranged to define and enclose public spaces. Buildings are slightly taller than in surrounding residential streets, helping to mark the civic importance and improve wayfinding. Their ground floors are clearly active, with entrances, glazing, and publicly accessible uses ensuring animation and passive surveillance throughout the day.

Parking for visitors and neighbourhood centre users is discreetly incorporated within the linear landscape. Spaces are positioned to be convenient yet unobtrusive, softened by planting and set within carefully designed pockets that avoid dominating the public realm. This approach maintains the pedestrian-first character of the centre while still meeting operational and accessibility needs.

In contrast, within the area known as The Ponds, SuDS take the form of a permanently wet water body, creating a distinctive landscape feature that offers year-round ecological and visual value.

Together, the green and blue networks significantly enhance biodiversity across the development, creating a resilient mosaic of habitats from woodland edges and meadows to wetland environments and formal urban SuDS spaces. They ensure that nature is woven into everyday life, with all residents living within close proximity to green spaces, water features and ecological corridors. This integrated landscape-led approach supports wellbeing, encourages outdoor activity, strengthens local identity and creates a development richly connected to its natural context.

The social value vision for the neighbourhood centre combines a series of short and long-term initiatives. Taylor Wimpey is committed to engagement throughout the design process to ensure the development is inclusive and delivers meaningful social benefits.

3. Illustrative aerial of The Ponds and the intersections that mark the gateways connecting the rest of the site

5.10 Station Square

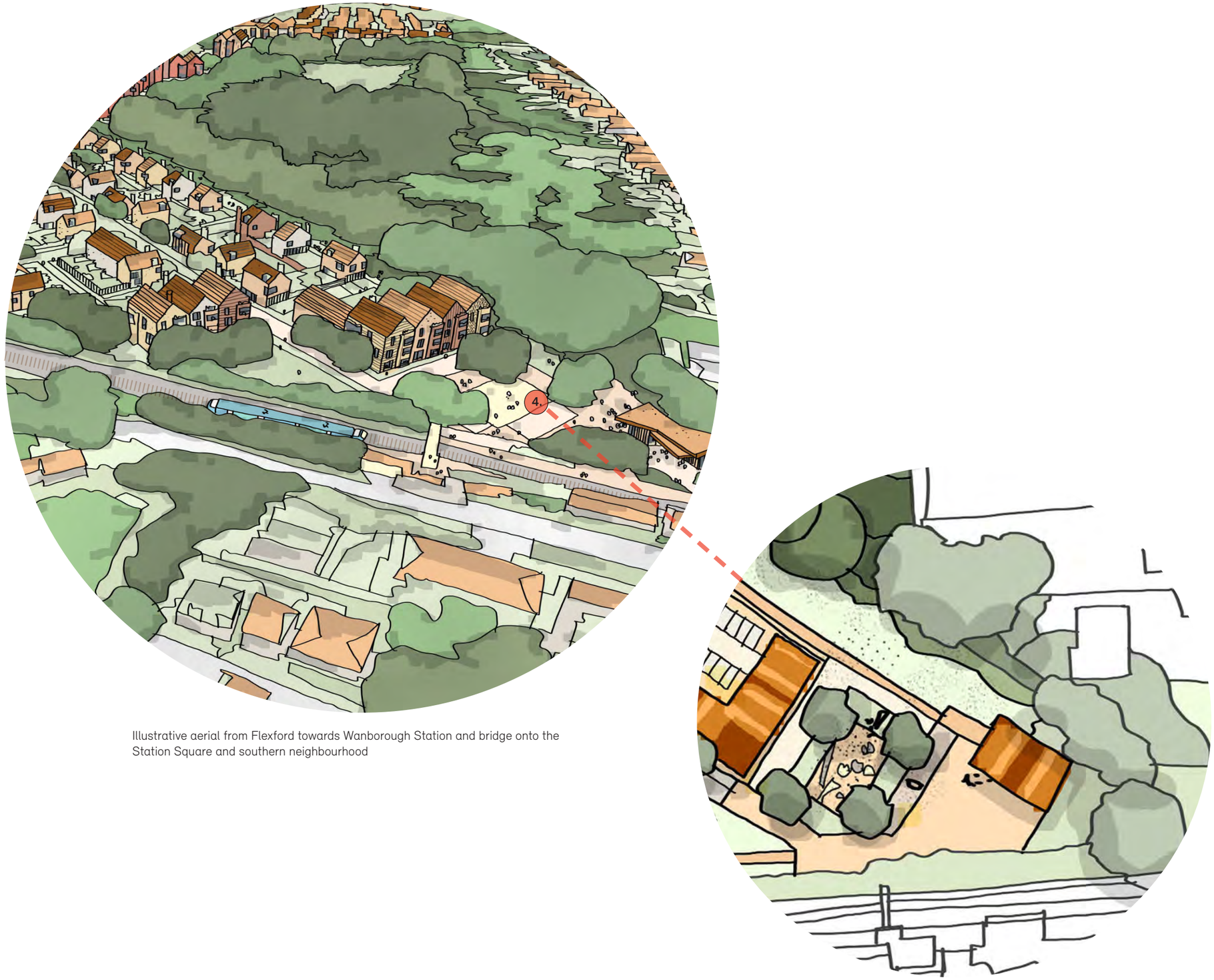
Station Square, located immediately next to Wanborough Station, is envisaged as a key gateway to and from the development—one that sets a positive first impression for visitors and provides a welcoming, memorable arrival experience for residents. Unlike many station environments that default to large forecourt car parks, this square is deliberately designed as a green, people-focused public space. It prioritises comfort, safety and placemaking, a civic offering that reflects the wider landscape-led character of the masterplan.

At the heart of Station Square is a mobility hub, providing cycle parking, e-bike charging facilities, shared mobility options, and a small coffee stand. Seating areas, informal play elements and generous landscape where people can wait, meet and rest. The design supports dwell time and sociability, helping the square feel like a natural extension of both the station and the neighbourhoods beyond.

The square is highly connected, forming a key node within the wider movement network. A dedicated cycle and pedestrian route runs alongside Pussey's Copse, offering a pleasant, green and traffic-free connection back into the northern part of the development and towards the Neighbourhood Centre. A vehicular route through the Southern Neighbourhood ensures appropriate access while maintaining a clear hierarchy that gives priority to active travel around the square itself. Complementing these links is a connection to the network of biodiverse open spaces that trace the existing ditch and hedgerow patterns in the south of the site, reinforcing ecological connectivity and providing open space and play opportunities to residents from adjoining Flexford.

The built form around Station Square has been carefully arranged to frame and define the space. Smaller apartment buildings are positioned along the edges of the square, creating an active frontage that overlooks the public realm and enhances safety through natural surveillance. Their scale and configuration create a strong sense of enclosure while maintaining an appropriate domestic character. Importantly, their placement forms a clear 'full stop' to the development, providing a considered and positive settlement edge.

Together, these elements ensure that Station Square becomes much more than a transport node and promotes sustainable travel choices from the moment people arrive.



Illustrative aerial from Flexford towards Wanborough Station and bridge onto the Station Square and southern neighbourhood

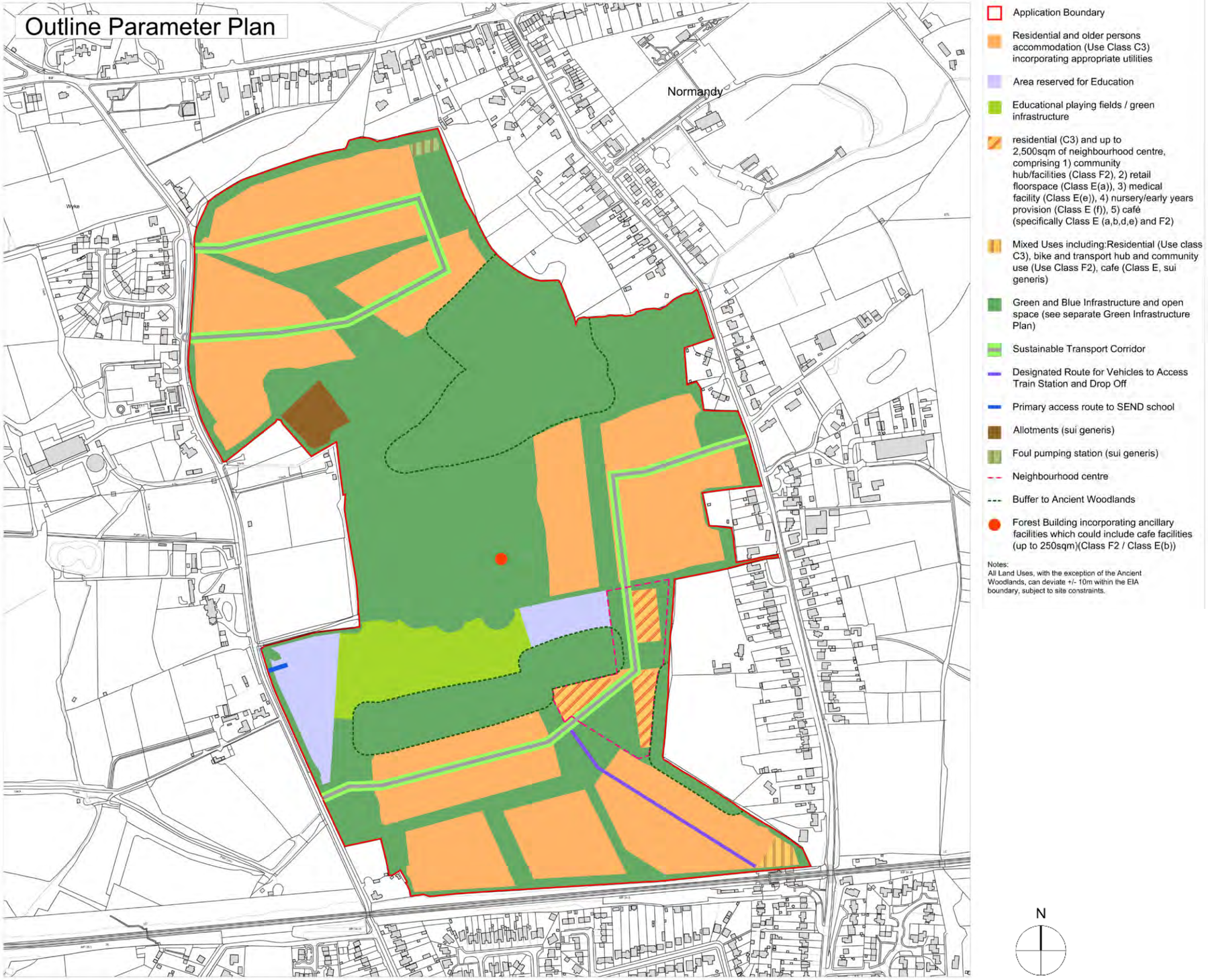
4. Illustration of the Station Square and mobility hub

5.11 Land Use Parameter Plans

Proposed Land Uses have been informed by a detailed analysis of the site's physical, social and environmental context, alongside ongoing engagement with local stakeholders. The mix, scale and distribution of uses have been carefully developed to respond to identified local needs, opportunities for placemaking, and constraints such as access, heritage and landscape character. Their arrangement follows established best: locating active, community-facing uses along key movement corridors, positioning residential areas to maximise amenity and connectivity, and ensuring green and public spaces form a coherent network that supports wellbeing and biodiversity.

An overview of the following on- site land uses incorporated to the proposed development is set out below:

– Up to 950 dwellings (including 50% affordable)
– Assisted living accommodation (falling within Class C3 of the Use Class Order)
– Community hub/facilities (including potential space for surrounding clubs and GP provision)
– Nursery/early years, primary, Special Educational Needs education provision
– Up to 2,500 sqm of commercial/ services and retail floorspace, café and hot food takeaway
– A Central Community Meadow/Green and a Forest Building associated with access to the woodland/ countryside
– A mobility hub and e-bike facilities
– Allotment space
– Community wetland



5.12 Northern Neighbourhood

The northern neighbourhood is characterised by a lower-density residential structure, delivering approximately 25 homes per hectare to reflect the rural settlement pattern of the adjacent Normandy Village.

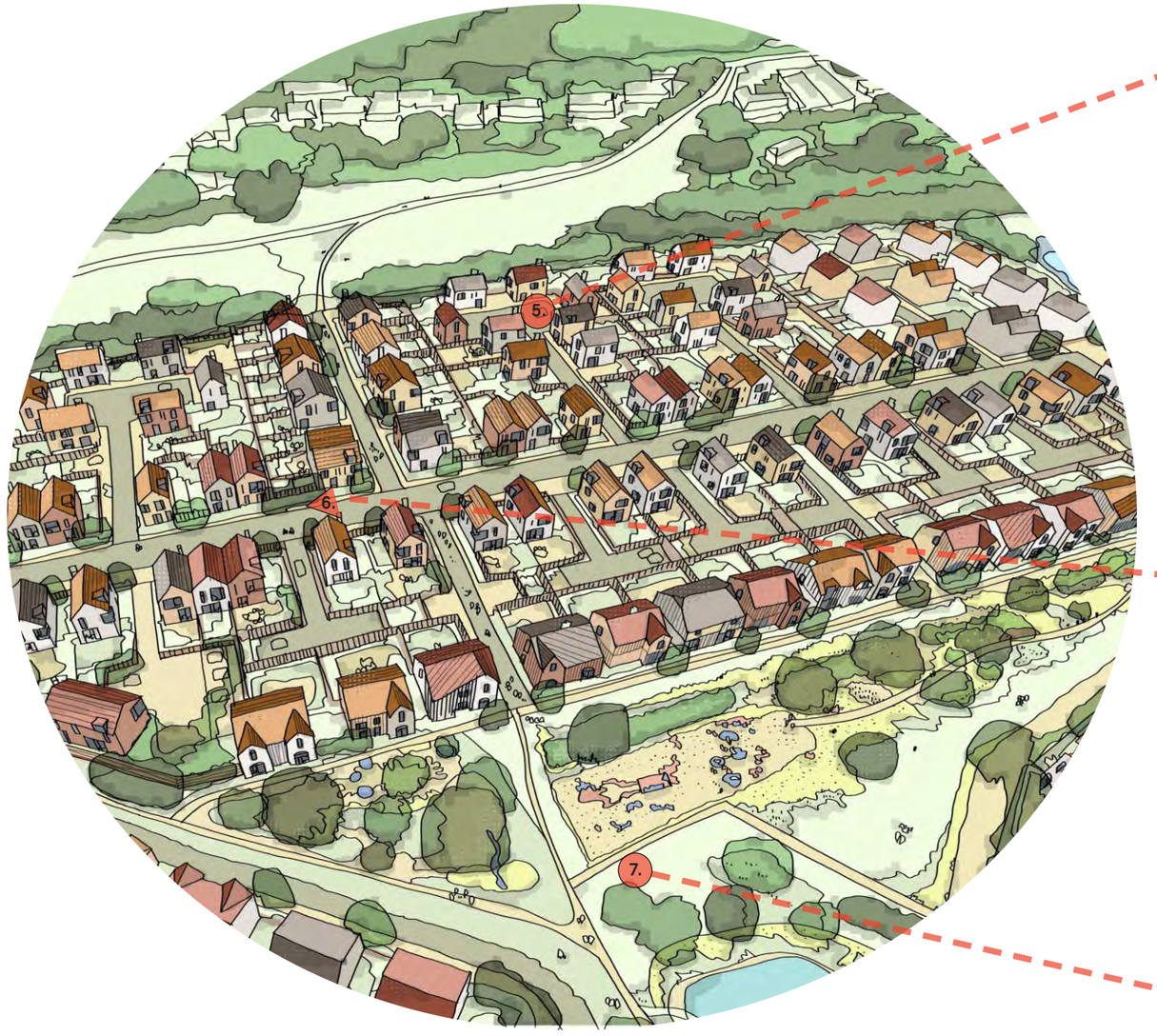
The housing mix here prioritises larger family homes, offering a diversity of architectural forms and style. Buildings are predominantly two storeys, arranged within larger landscaped plots that create a green edge consistent with the surrounding character. While the neighbourhood maintains a generally low-rise profile, the masterplan framework incorporates a small number of two-and-a-half or three-storey homes, as well as small apartment 'marker buildings' at key corners or nodes. These buildings serve as subtle wayfinding elements without compromising the overall rural character.

The central open space contains a new east/west tree belt to respond to the prevailing landscape context. Here play is woven through the heart of the neighbourhood, and SuDS features at each end provide a wayfinding role alongside water management and bio-diversity gain.

Along Westwood Lane, new homes are positioned to create a positive and well-defined settlement edge, set behind the retained hedgerow so that the development reads as a natural extension of the existing village form. This approach ensures that the transition from open landscape to built form remains soft, layered, and characteristic of the local vernacular.

In the area closest to Great Westwood House and Barn, the layout responds sensitively to the heritage context. Here, buildings are set further back from the site boundary and limited to two storeys, ensuring that views toward the barn are respected, the rural setting is preserved.

The other edges of the northern neighbourhood are characterised by dense existing tree belts. Here the proposal replaces a more rigid street layout with homes clustered around courtyards inspired by the yards and buildings layout of nearby farmsteads. This vernacular approach provides a more intimate, pedestrian-scale environment (rather than car-dominated streets), which encourage community and shared spaces; prevents parked vehicles dominating the street; provides homes overlooking the settlement boundary and achieves housing density alongside variation and informality.



Illustrative aerial view over the northern neighbourhood towards Normandy

5. Farmstead style homes around courtyards onto woodland edge

6. A tree lined primary street

7. Central open space with SuDS features

5.13 Central Neighbourhood

The central neighbourhood presents a distinct character that contrasts with the lower-density, more rural form of the northern neighbourhood. With an overall density of 35–40 homes per hectare, it provides a more compact residential arrangement while responding sensitively to its immediate context. Along the eastern boundary, where the neighbourhood adjoins the rear gardens of existing properties on Glaziers Lane, development is intentionally lower in density and limited to two storeys. This ensures a respectful interface with neighbouring homes, maintaining privacy and reinforcing a gentle transition in scale. Moving westwards, density increases to deliver a more urban form: a series of small apartment buildings, rising up to three storeys, frame the woodland edge, creating a strong, active frontage that both addresses the landscape edge and is partially concealed by it.

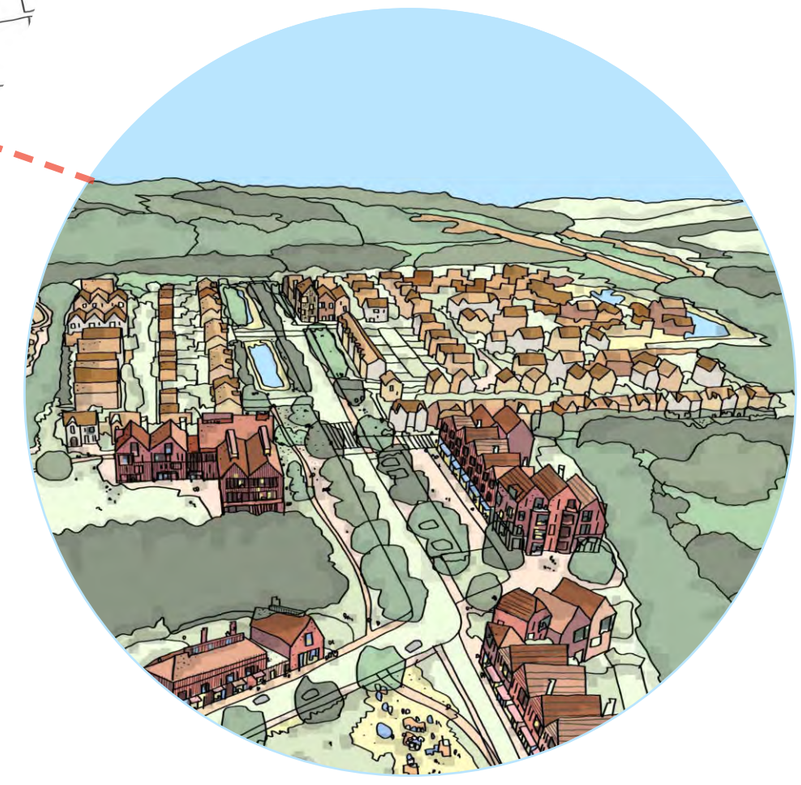
A defining feature of the Central Neighbourhood is the existing ditch line, which will be widened and transformed into a linear green SuDS corridor. This multifunctional landscape element enhances biodiversity, provides sustainable drainage, and forms part of the neighbourhood's identity. The corridor also establishes a vital movement route: a green spine that supports walking and cycling from the Village Hall and shop in Normandy (to the north), through the neighbourhood centre, and onward to Wanborough Station in the south. This supports everyday sustainable travel and reinforces the settlement's 15-minute neighbourhood principles.

Access from Glaziers Lane is carefully arranged through a mature landscape edge, maintaining a green and welcoming arrival point. At the gateway to the neighbourhood, a large landscaped SuDS basin creates an open, park-like setting framed by the fronts of family homes along its western side, offering an immediate sense of place.

Much of the residential area comprises semi-detached, medium-sized homes with on-plot parking discreetly accommodated between buildings, reducing the dominance of parked cars and supporting an attractive streetscene. Along the southern edge, homes are set back from The Avenue (Public Right of Way), providing passive surveillance and enhancing safety while respecting the existing route. New oak trees will be planted along this boundary to continue the established line of oaks to the west, strengthening landscape continuity and reinforcing the neighbourhood's green character.

Together, these elements form a Central Neighbourhood with a clear identity: more compact, well-connected, landscape-led, and designed to sit comfortably between the rural northern area and the more urban influences of the neighbourhood centre and station to the south.

Illustrative masterplan of the central neighbourhood



8. Illustrative view looking towards the central neighbourhood from The Ponds

5.14 Southern Neighbourhood

The Southern Neighbourhood forms the most urban and compact part of the development, delivering the highest residential densities at around 55 homes per hectare. Density and building height increase progressively from the northern and western edges toward Wanborough Station and Station Square, supporting sustainable travel patterns and making efficient use of land closest to public transport and local amenities.

Along the western boundary, development remains lower in height, ensuring a respectful transition to the wider landscape. Moving east and south towards the station, buildings rise to three storeys, particularly around The Ponds, where increased height helps to define the edges of this key public space. In select locations, a small number of buildings reach four storeys, strategically positioned to mark important vistas, corners, and arrival points within the neighbourhood.

The Ponds is a defining placemaking feature. Formed from permanently wet SuDS water bodies, it provides both a functional drainage solution and an attractive landscape setting inspired by the water-focused character of traditional Surrey villages, such as Godstone. New tree planting around the water's edge delivers biodiversity benefits and creates shade, while seating and small areas of play are located alongside neighbourhood centre uses that extend naturally from the centre into the Southern Neighbourhood. Together, these features establish The Ponds as a lively and inclusive community space.

The interior of the neighbourhood is shaped by higher-density typologies, including terraces and mews houses arranged around small parking courts rather than on-plot parking. This approach reduces the visual dominance of vehicles, supports a more walkable internal layout, and creates a finer grain of streets and spaces appropriate to a station-adjacent neighbourhood.

To the south, a new east–west tree belt will be established, heavily planted to soften views towards the elevated railway line and enhance the green infrastructure of the wider settlement. On the eastern edge, a dedicated pedestrian and cycle route connects the Neighbourhood Centre with Wanborough Station, ensuring direct, safe, and legible access and further reinforcing sustainable travel as the natural choice for residents.

Overall, the Southern Neighbourhood delivers a vibrant, well-connected, and landscape-supported urban quarter, complementing but defined in character from the central and northern neighbourhoods while providing a strong edge to the station and a rich mix of community-focused public spaces.

Illustrative masterplan of the Southern Neighbourhood

9. Illustrative aerial of The Ponds towards neighbourhood centre

Illustrative aerial view towards the southern neighbourhood from Flexford

5.15 Building Heights

Key

- Application Boundary
- 1 Storey. Maximum eaves height - 4m AGL
- 2 Storeys. Maximum eaves height - 6.3m AGL
- 2-2.5 Storeys. Maximum eaves height - 7.9m AGL. Occasional 3 storeys - no more than 20% of built footprint. Maximum eaves height - 9.5m AGL
- 2-3 Storeys - Maximum eaves height - 9.5m AGL - Occasional 4 storey - no more than 20% of built footprint. Maximum eaves height - 12.6m AGL
- 2-4 Storeys - No more than 30% of built footprint to be 4 storey. Maximum eaves height - 12.6m AGL
- 3-4 Storeys. No more than 30% of built footprint to be 4 storey. Increased storey height (4.5m floor to floor, maximum 3 storey building) for potential mixed uses. Maximum eaves height - 14m AGL
- 2-3 storeys - Schools Maximum eaves height - 10.5m AGL
- Sustainable Transport Corridor

Notes:
1 - The extent of the building height parameter envelope can deviate +/- 10m within the application boundary, subject to site constraints.

2 - The height parameters set out in the Buildings Heights Parameter Plan are maximum eaves heights. Heights are set from ground level. The heights are based on 3.15m floor to floor heights for residential use, and 4.5m floor to floor for other uses.

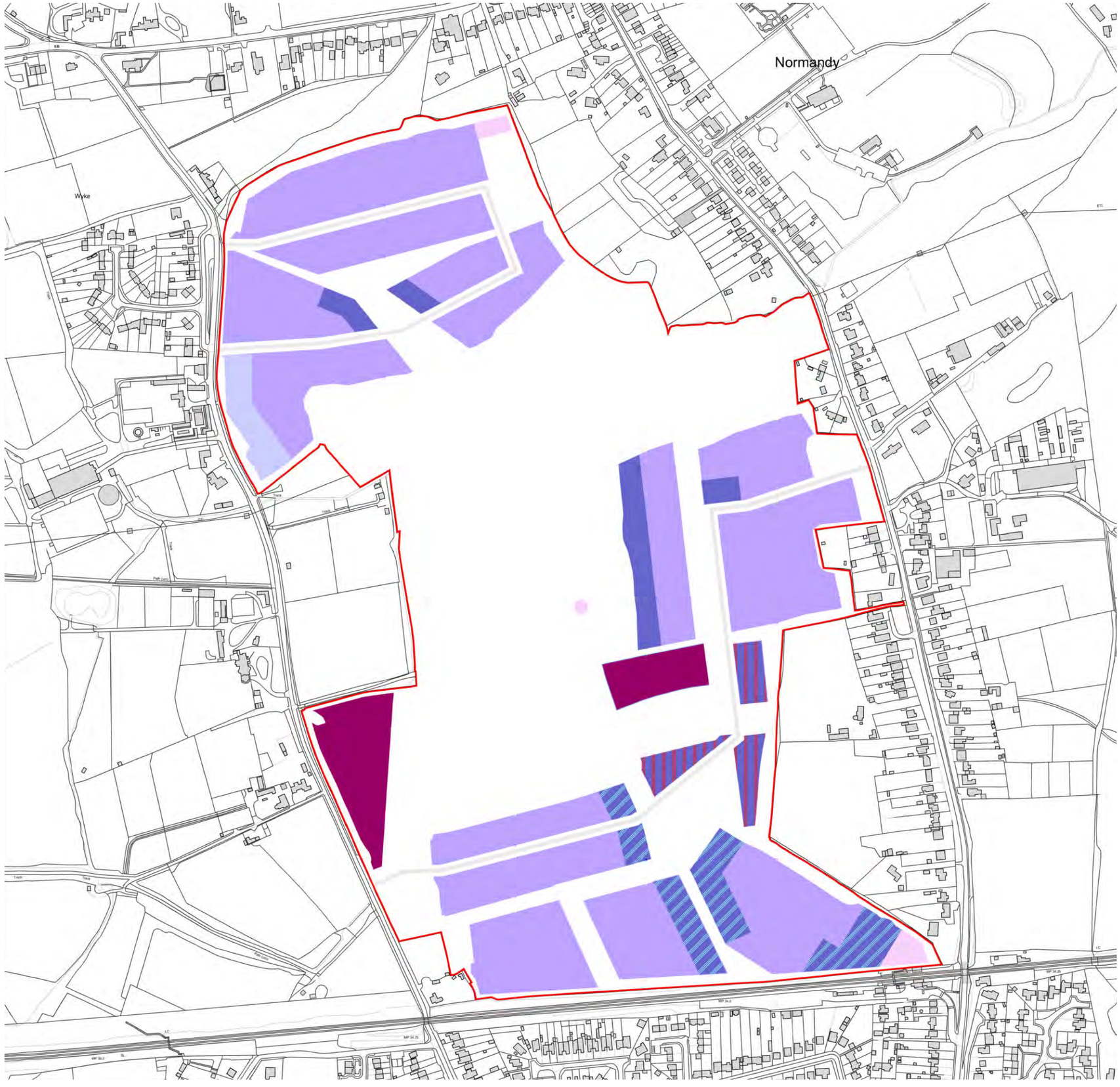
3 - An additional roof and parapet zone of up to 4.5m above maximum eaves height allows for pitched roofs where appropriate, with the following exception (Note 4).

4 - Buildings with 4 residential levels will have a maximum ridge height of 16.5m AGL, and will be designed sensitively within the defined locations indicated.

5 - Occasional chimneys, flues, photovoltaic panels, AOVs and ACUs could extend above ridge height, up to 1.5m.

6 - Built footprint is defined as built form only, and does not include associated parking and amenity space.

7 - Levels are AGL (Above Ground Level) taken from the surveyed topographical plans, tolerance of +/- 2m deviation.



5.16 Indicative Materials and Appearance

The proposed material and appearance strategy has been directly informed by the place-insight research undertaken during the site analysis stage. This analysis provided a clear understanding of the local architectural character, material palette and landscape qualities, enabling the design to respond positively to its context. As a result, the chosen materials and visual approach seek to reinforce local distinctiveness while delivering a contemporary development that integrates seamlessly with its surroundings.

Materials

The proposed material palette draws directly from the rich Surrey vernacular, using locally characteristic tones and textures derived from historic timber farm buildings and rustic uneven rendered cottages; and the orange-red iron-rich Weald clay which forms the underlying geology of this area of Surrey. The Place insight also highlighted the use of locally quarried stone, particularly as string coursing; and the introduction of darker 'burnt-header' bricks during the Victorian period; and lighter gault stock bricks in railway developments in Surrey that connect to London.

Variation across the three neighbourhoods allows the development to respond sensitively to its immediate context:

Northern Neighbourhood

Reflecting the more varied architectural periods and character of its surroundings, this area incorporates a broader mix of materials, including white stucco render, horizontal timber cladding, and a range of red and orange brickwork tones. Roofs include a combination of slate and tile finishes. This diversity mirrors the looser, eclectic styles typical of the surrounding Normandy locality.

Central Neighbourhood

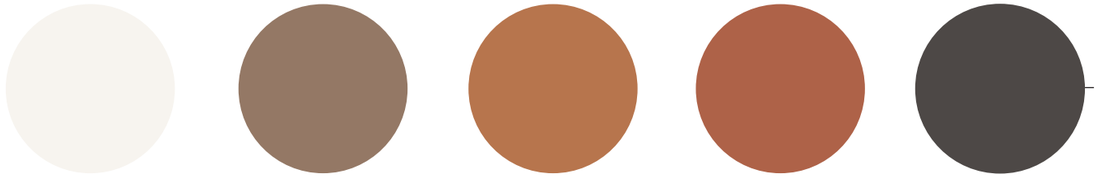
Taking cues from traditional clay tiles and soft-red handmade brick tones along Glaziers Lane, this neighbourhood adopts a palette of orange-red brick and tile tones. Introducing some multi-brick tones with darker variation. Again roofs include a mix of black slate and red tile finishes.

Existing

Reference materials

Northern Neighbourhood

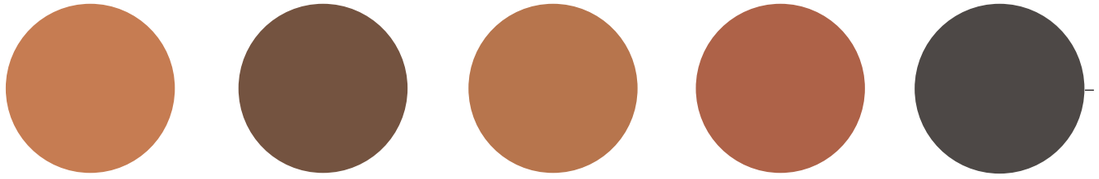
Palette



Proposed Materials

Central Neighbourhood

Palette



Proposed Materials

5.16 Indicative Materials and Appearance

Neighbourhood Centre
The primary school, commercial and community buildings further reflect a brighter, civic palette reinforcing a strong visual identity at the heart of the development. Here additional brick tone details and bonds, alongside smooth stone banding, animate the soft-red brick palette.

The SEND school will respond to the materiality and arrangement of nearby farm and stable buildings. The school building will include a mix of light-weight materials - timber boarding and standing seam metal in combination with exposed concrete to provide thermal mass - referencing the agricultural palette whilst being robustly detailed for the SEND environment.

Southern Neighbourhood
More homogenous in character, this area draws on the more unified forms of apartments, terraces, and mews, utilising earth-tone brickwork and contemporary charcoal-grey windows. The restrained palette supports a cohesive streetscape with a calm and refined appearance.

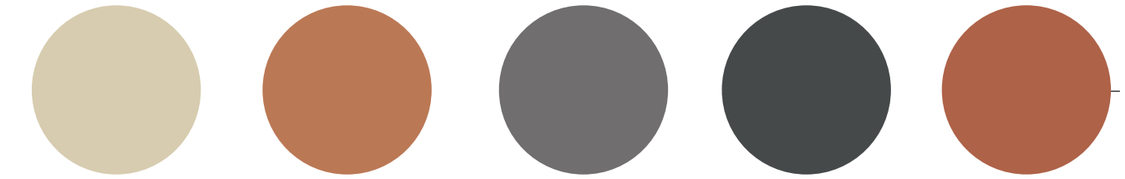
Details
Detailing across the development is informed by traditional Surrey craftsmanship while interpreted in a contemporary manner. Eaves and verges are designed with clean, understated profiles that reference local roof forms without pastiche. Boundary treatments use brick walls, hedging, and timber fencing in combinations typical of Surrey villages, ensuring a familiar and well-rooted edge to streets and spaces. Creasing tiles, brick detailing, and subtle variations in colour and bond are employed to create depth and texture, reinforcing a high-quality, contextually grounded architectural language.

Building Components
Windows and doors are designed to reflect the proportions and rhythms typical of the Surrey vernacular while adopting contemporary materials and profiles. Slim-framed windows, considered reveal depths, and a consistent hierarchy of openings create a refined appearance that aligns with local typologies. Use of charcoal-grey frames in appropriate neighbourhoods introduces a modern character, while timber-effect and muted-tone alternatives maintain cohesion where a more traditional expression is required. Door designs emphasise simplicity, quality materials, and subtle detailing to reinforce the development's coherent yet distinct identity.

Neighbourhood Centre
Palette

Proposed Materials

Southern Neighbourhood
Palette



Proposed Materials

5.16 Indicative Materials and Appearance

View looking west along primary route of the northern neighbourhood. Here homes reflect the architectural styles and material of adjacent Normandy Village

View looking south along the primary route towards the neighbourhood centre. Here buildings have a brighter civic palette to reflect the active uses

View looking south along the lane to Wanborough Station. Homes are positioned directly on the garden boundary to reflect the tight-knit plot structure and edge characteristic of rural vernacular settlements.

View looking north across The Ponds to the neighbourhood centre. Material finishes articulate each bay of the apartment buildings to create smaller 'house' scale bays

5.17 Sustainability Strategy

The development's sustainability strategy is structured around six core themes: Energy and Operational Carbon, Whole Life Carbon, Landscape and Biodiversity, Sustainable Transport, Climate Resilience, and Human Centric Design. A summary of the Site's sustainability commitments is included below.

Sustainable Transport

Public transport: Bus stops will be integrated alongside a connected pedestrian network to encourage the use of public transport.

Sustainable and active travel: Neighbourhoods will be designed to be walkable, with junctions prioritising pedestrians and cyclists. Dedicated walking and cycling routes will be provided, including connections to the Guildford Borough Cycle Network. A new mobility hub outside Wanborough Station will offer e -bike docks, EV chargers and secure cycle storage. Every home will also include an EV charging point.

Landscape and Biodiversity

Urban greening: New green spaces will be created, including tree -lined streets and pocket parks, and existing hedgerows will be enhanced to strengthen ecological corridors. All areas of ancient woodland and veteran trees will be retained.

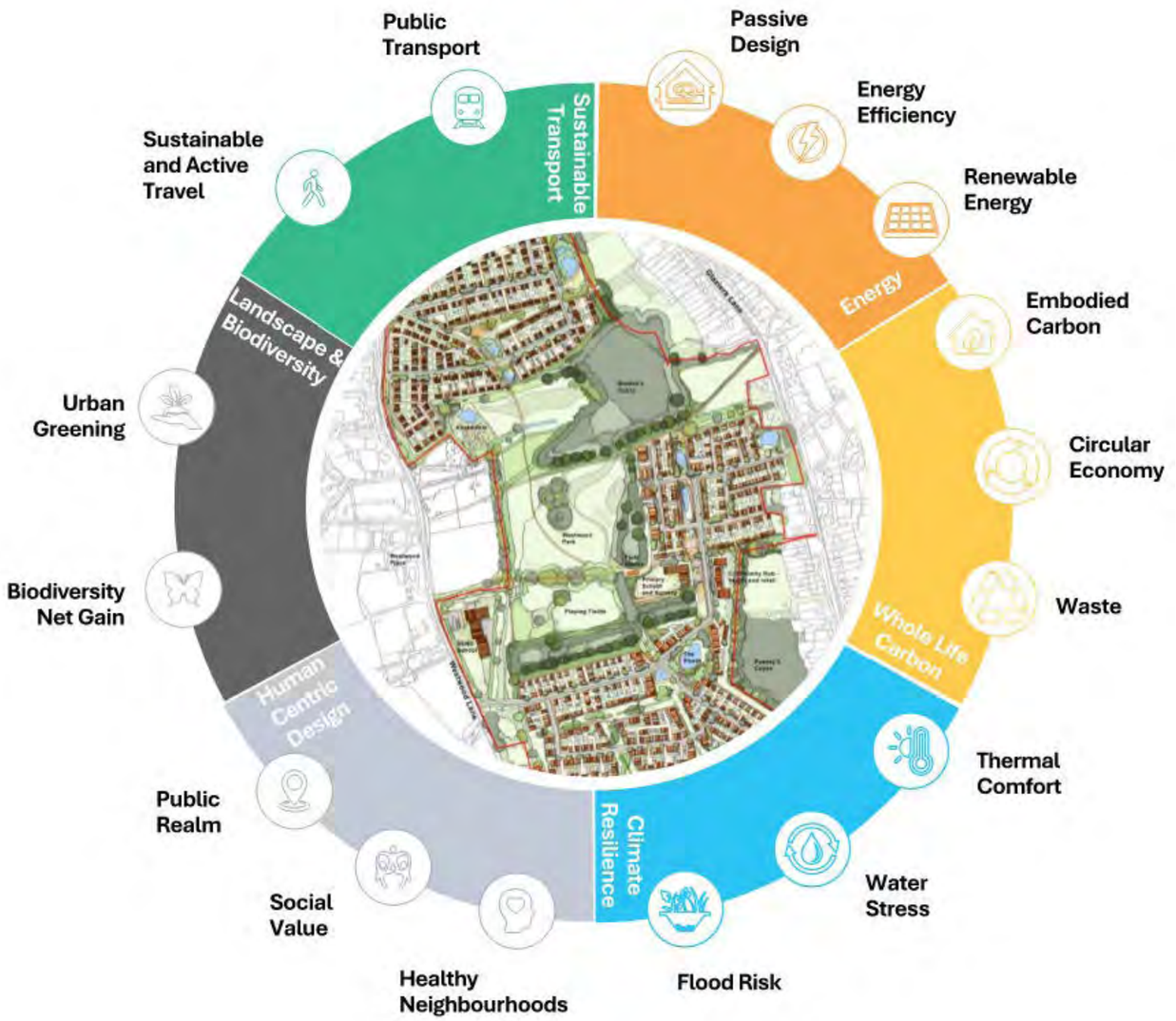
Biodiversity net gain: A biodiversity net gain of at least 20% will be delivered through the creation and long -term management of structurally and species diverse habitats within both the residential development site and the nearby Suitable Alternative Natural Greenspace (SANG).

Human Centric Design

Public realm: Engagement with the local community has been undertaken through design review panels and consultations. The design has been developed to respect and reflect local character, while retaining over 50% of the existing open space across the Site.

Social value: P rovision will be provided for a new SEND school (delivered by Taylor Wimpey) and nursery/primary school. A dedicated Community Centre will also be included, with a medical centre, and a local centre with potential for retail, café and mobility hub provision.

Healthy Neighbourhood: A Neighbourhood Heart will be created, featuring accessible, walkable and vibrant public spaces that foster social interaction, promote active lifestyles and support health and wellbeing.



Energy and Operational Carbon

Passive design: The Proposed Development will adopt a fabric -first approach, delivering optimised facades and building forms, solar gain and daylight control, high -performance insulation and minimising thermal bridging throughout the project.

Net zero ready: Buildings will be designed to be 'net zero ready', across all residential and non-residential uses. Homes will be designed in line with the Future Homes Standard, and the entire Proposed Development will be 100% electric. Air Source Heat Pumps (ASHPs) and highly efficient building systems, including LED lighting, high efficiency appliances and Mechanical Ventilation with Heat Recovery (MVHR), will be incorporated.

Renewable energy: Photovoltaic (PV) panels will be integrated across the development and the inclusion of battery storage to maximise renewable energy use will be explored.

Whole Life Carbon

Embodied carbon: The embodied carbon of the Proposed Development will be reduced through efficient material use, sourcing of local materials, and the adoption of low -carbon structural systems such as timber frame wall system.

Circular economy: Circular economy principles will be applied by prioritising material reuse and incorporating off -site construction methods.

Waste: Construction waste will be minimised through the implementation of Site Waste Management Plans, alongside the provision of on -site composting and recycling facilities . (TBC)

Climate Resilience

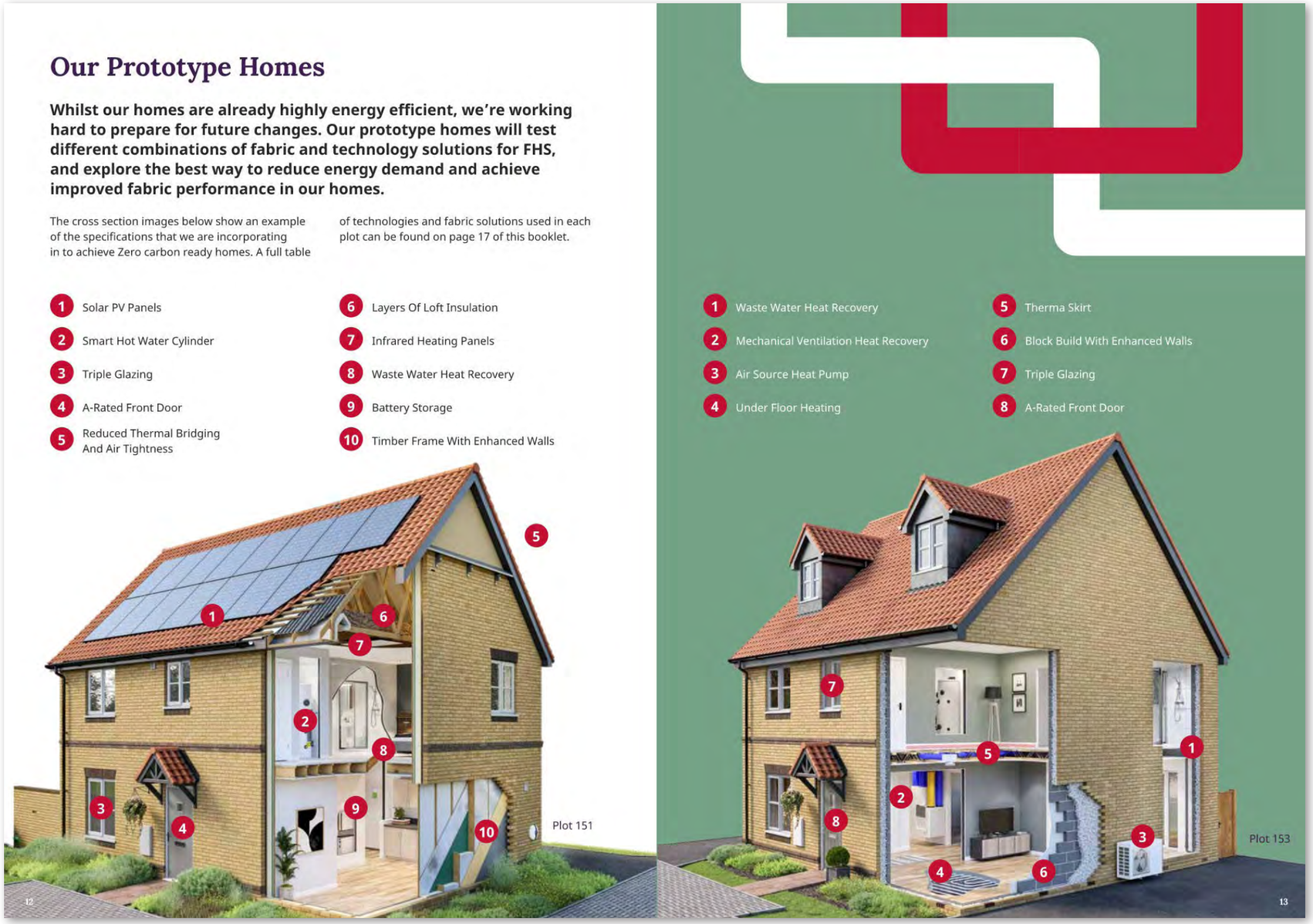
Thermal comfort: Overheating risk will be minimised through the use of optimised glazing with low-emissivity coatings, and optimised building orientation, placement and form design.

Water stress: Water efficiency will be achieved through the installation of fittings designed to limit consumption. Climate -resilient planting will be incorporated into the landscape, and rainwater harvesting systems will be provided.

Flood risk: A sustainable drainage and flood risk management strategy will be implemented, which offers basins to help alleviate existing flooding on Glaziers Lane . All dwellings will be situated within Flood Zone 1.

5.17 Sustainability Strategy

Taylor Wimpey trialed a site in Sudbury, Suffolk by constructing five prototype homes designed to be zero carbon ready, in line with the government's Future Homes Standard. This completed scheme represented a significant milestone in advancing sustainable housing delivery, providing valuable insights into reducing energy demand and addressing industry-wide challenges at scale. Through collaboration with suppliers, subcontractors, and partners, the project tested innovative materials and construction methods that achieved lower emissions while ensuring homes remained practical, deliverable, and customer-focused. The Sudbury trial formed a key part of Taylor Wimpey's Net Zero roadmap, which commits to achieving net zero five years ahead of the UK's 2050 target, and has created a replicable blueprint for sustainable, thriving communities.



Taylor Wimpey brochure Trialling Our Homes Of The Future page on prototype homes

5.18 Indicative Schedule of Accommodation / Mix of Housing

	LANAF Summary Schedule - 10th November 2025					
	Houses				Apartments	
	5 Bed	4 Bed	3 Bed	2 Bed	2 Bed	1 Bed
Northern Parcel	33	35	140	61	12	12
Central Parcel	22	23	57	25	36	36
Southern Parcel	8	9	141	88	77	85
Total	63	67	338	174	125	133
	7.0%	7.4%	37.6%	19.3%	13.9%	14.8%
	14.4%			33.2%		
Target						
SHMA	15%		35%	30%		20%

Houses	Apartments	All	
269	24	293	**Northern Parcel**
127	72	199	**Central Parcel**
246	162	408	**Southern Parcel**
642	258	**900**	**Total**
71.3%	28.7%		

Commercial	GIA (m2)	GIA (sqft)
Neighbourhood centre, comprising community hub / facilities including café facilities (Class F2 / Class E(b)), retail floorspace up to 500m2 (Class E(a)), medical facility (Class E9e)), and nursery / early years provision (Class E (f))	Up to 2500	Up to 26910

Education	GIA (m2)	GIA (sqft)
SEND	Up to 5000	Up to 53820
Primary School	Up to 2500	Up to 26910
Forest Building	Circa 250	Circa 2691
Total	Up to 7750	Up to 83420

6 Landscaping and biodiversity

6.1 Landscape and Visual Considerations

The baseline appraisal of the Landscape and Visual Impact Assessment (LVIA) found that the site is situated within Surrey County Landscape Character Area LR1 Wanborough Wooded Rolling Clayland. Pertinent key characteristics of the county level character assessment, relevant to the Site and its contextual landscape include:

- 'Varied field patterns with large, medium and small-scale fields bounded by hedgerows and fences, along with small streams and drainage channels with ponds and springs.
- Mature hedgerow trees and occasional field trees.
- Woodlands provide more enclosure to the west of the area and include ancient woodland of high biodiversity value, typically oak and ash with hazel coppice.
- Commons lie to the west of the area; these are either heathlands or regenerated woodland and form a recreational resource as Open Access Land.
- Open areas allow views to the unsettled slopes of the Hog's Back to the south.
- The Ascot to Guildford railway line passes broadly east-west through the middle of the character area, with Wanborough railway station located towards the centre.
- A fairly sparse pattern of scattered farmsteads, manors and historic villages is overlaid by more recent dense clusters of mainly 20th century settlement centred on the railway line and spreading along roads.'

Within this context, the existing site character is informed by its physical characteristics including its agricultural land use, woodland, hedgerows and tree lined boundaries along with its low-lying position. Within its immediate environment the main influences are the residential dwellings to the north, east, west, the railway line to the south; woodland and trees. To the south of the Site, the topographically prominent Hog's Back within the Surrey Hills National Landscape, informs the skyline.

Due to the combination of vegetation, built form and the contextual topography, views of the site are limited to those from the immediate environs – within proximity to site boundaries and from a small part of the Surrey Hills National Landscape to the south, in an elevated north facing position. Those views within proximity include from the adjacent road network, those homes overlooking the site, pedestrian routes within immediate proximity and from allotments adjacent to the boundary.

Above - Westwood Place today

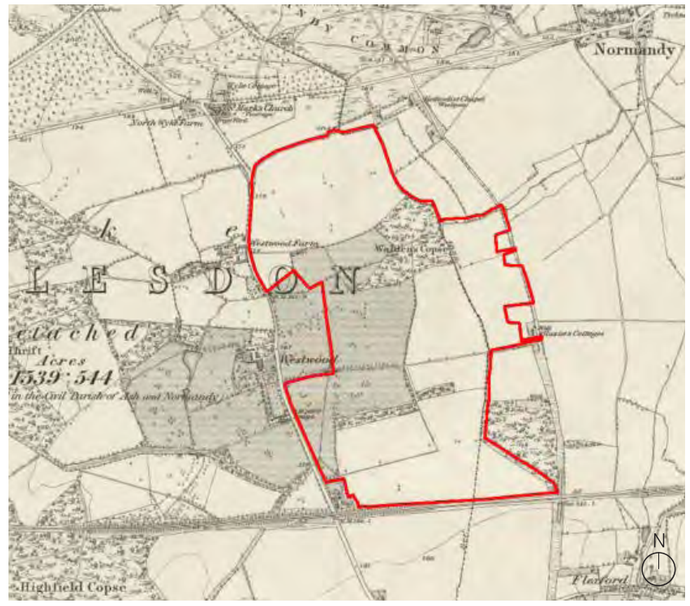
Above - mature parkland trees within the site

Westwood Place

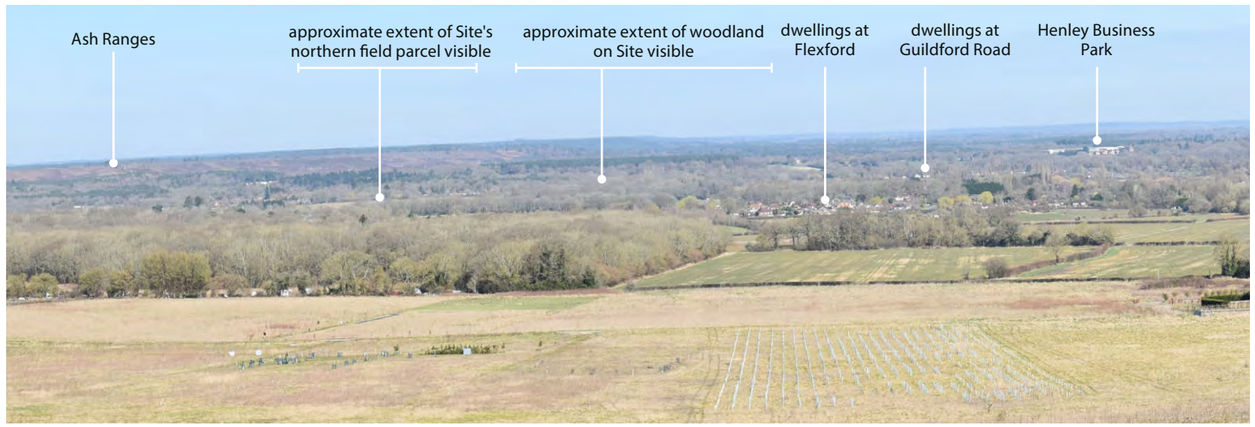
The current agricultural land use of the centre western parcels provides a rural setting to the Grade II Listed Westwood Place, within the wider context of Normandy and Flexford.

The veteran oak trees within the centre-west of the site and along the alignment of Footpath 361 through the centre of the Site, provide a sense of time depth.

Historic mapping from the 1870s illustrates that the centre-western fields, were once part of the parkland for Westwood Place, associated with the wider estate. Remnant estate fencing is evident along Footpath 361 in the centre of the site - this, together with the mature trees within the centre of the fields are further indications of the former parkland associated with Westwood Place.



Above - historic map 1870 illustrating former extent of Westwood Place estate - across the western parts of the Site



Above - photograph from Footpath 313 at the Hog's Back, within the Surrey Hills National Landscape - refer to viewpoint 31 in the LVIA

Surrey Hills National Landscape

The site plays a small role in the setting to the National Landscape as only part of the ground plane and woodland is apparent, from within a limited location at the Hogs Back - specifically from Footpath 313, and glimpses from Footpath 309. From here, just part of the site is apparent, seen within the context of:

– The well treed and wooded receiving landscape
– The settlements of Flexford and Normandy, plus Wanborough and Henley Business Park
– The treed ridge line, beyond the Site, Normandy and Flexford to the north, at Ash Ranges.

The iterative design process has incorporated findings from the baseline findings of the LVIA, as discussed during the pre-application process with Officers. These include the following strategies, which are responsive to the character of the site and its setting, and incorporate recommendations as set out in LCA LR1 Wanborough Wooded Rolling Clayland, Surrey County Landscape Character Assessment:

- Incorporate structural planting within the northern field parcel to extend the treed character, provide habitat connectivity and filter views of new homes from the Hogs Back.
- Set development back from Westwood Lane, behind proposed green infrastructure to create a positive frontage with the rural landscape beyond.
- Building heights in proximity to the interfaces with Westwood Lane are to be responsive to the rural edges, adjacent fields and heritage assets.
- Differentiate the densities between the northern and southern parts of the Site relative to the adjacent setting, with the northern neighbourhood responding positively to the more rural interface and low density of existing homes to the west of Westwood Lane.
- Supplementary green infrastructure is to be proposed including open space, new areas of woodland, tree belts and areas of parkland within the central part of the Site, from the western boundary with Westwood Lane, connecting with Walden's Copse and the tree belt west of Glazier's Lane at the eastern boundary. Tree planting is to be characteristic in form to the receiving landscape, to provide a sense of containment to the proposed development parcels, whilst providing a sense of separation between the new place and the adjacent settlements.
- Development within proximity to Ancient Woodland is to be set back with suitable buffers of a minimum depth of 15m. Enhancements through improved management techniques are to be developed in collaboration with ecological advice.
- The alignment of the PRoW that crosses the Site should be retained and set within a green corridor - incorporating open space and enhancements to the existing hedgerow and tree network. Thus retaining green vistas along the route.
- Provide in-excess of the open space quantum requirements, in response to the rural setting of the Site and to provide Suitable Alternative Natural Green space to the nearby Thames Basin Heaths SPA.
- Public open spaces should incorporate the existing vegetation and water courses as retained, celebrate key features, provide an established structure, and reinstate historic field boundaries (where possible) that have been lost due to agricultural intensification. These existing retained and reinstated features are to contribute positively to landscape character.
- Public open spaces should incorporate new woodland as a landscape typology, to supplement the existing retained vegetation; increase the strength of the local treed character; and as identified in published landscape character assessments, reduce the perception of urbanisation /encroachment from elevated locations at the Hogs Back, to the south of Wanborough.
- Furthermore, public open space should be situated within the west and centre of the Site to: respond positively to the more rural interface beyond the Site to the west; respond positively to those open and partial views of the Site from Glaziers Lane to the east; create interconnected areas of openness and visual separation between the northwestern parcel (associated with Normandy) and the southern parcels (associated with Flexford).
- The scale, layout and height of new development is to be appropriate to the receiving landscape and sensitive to local character and context. Built densities should vary east to west, to create a transition that is responsive to the adjacent rural landscape.
- The rural character of minor roads and country lanes within proximity to the new development should be conserved where possible. Appropriate offsets to new built form should be considered, together with sensitive lighting strategies.
- Proposed road infrastructure is to be designed to limit the perception of increased urbanisation.

Site boundary

Potential for naturalistic areas of public open space /wetland.

Potential for the restoration of parkland character as previously associated with Westwood Place.

Potential areas of linear woodland as visual mitigation for views from the Surrey Hills National Landscape, and to provide habitat connectivity.

Minimum 15m offset from Ancient Woodland, as per Natural England advice.

Potential location of allotments / community gardens / orchards close to existing off-site allotments.

Areas of the Site visible from the PRoW at the Hogs Back in the Surrey Hills National Landscape to the south. Proposed built form in these locations to be responsively designed.

Development parcels to respond positively to views into the Site from the immediate setting, and to be set behind existing retained and supplemented green infrastructure where possible.

The proposed green infrastructure strategy has the potential to retain a sense of openness through the centre of the site and link the neighbourhoods with the wider landscape

Existing woodland / tree belt and vegetation to be retained and supplemented.

Existing retained and supplemented Ancient Woodland.

Wanborough railway station

Public Footpath

Public Byway

Long Distance path Fox Way

Railway Line

Railway embankment

Listed Building

Landscape and visual considerations (fabrik, 2025)

6.2 Green Infrastructure

Proposed is a network of connected green and blue corridors that unite all character areas, weaving nature into the heart of the neighbourhoods and linking the development to the wider landscape.

Structured around existing hedgerows, woodlands and watercourses; new habitat corridors, swales, attenuation features and tree-lined active travel routes are incorporated to support biodiversity, sustainable drainage and everyday access to nature.

Designed to interconnect biodiversity and recreation, the green infrastructure strategy incorporates open spaces and movement routes to provide safe, overlooked pedestrian and cycle connections, doorstep play, and moments for rest and social interaction.

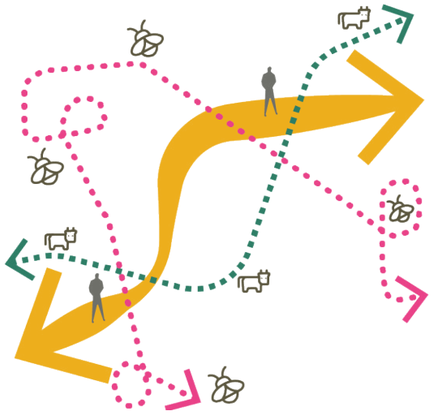
By integrating wildlife connectivity, climate resilience and community wellbeing, the green infrastructure strategy forms the natural infrastructure spine of the development ensuring every home is connected to nature.

The key principles of the green infrastructure strategy include:

- The retention and enhancement of existing mature high quality trees, woodland and hedgerows along the site's perimeter. This will help to soften and screen the proposed development from views in the surrounding landscape, as well as providing a mature landscape setting for the new housing
- The retention of all Ancient Woodland across the site, with planted 15m buffers, including clusters of tree planting, native and meadow planting to further protect the woodland. The selection and layout of species within the buffer will remain in accordance with the ecologist's recommendations to better enable the Ancient Woodland to thrive in perpetuity
- The provision of a series of interconnecting spaces around one central green heart, with green links providing opportunities for SuDS and for biodiversity interest.
- Allotments are proposed, adjacent to the existing off-site allotments.
- Within the new neighbourhoods, the streetscape will be complemented by street tree planting, and where possible hedgerow and shrub planting to soften built form, as well as creating a high quality public realm and defining the boundary between public and private
- Large trees will be positioned so that one mature, they become apparent above rooftops in the long-term and truly provide a green spine, visible from distant views, allowing the dwellings to nestle into a tree setting.

Green Grid Concept

6.3 Landscape Principles



Nature Connectivity

The retention and enhancement of existing green corridors will strengthen the connections between the existing Ancient Woodlands of Walden's Copse and Pussey's Copse.

Furthermore, the additional woodland in the centre of the site will be bolstered to strengthen connectivity.

Wet ditches and water courses are retained and enhanced, and connected to proposed flood meadows to the west of Glaziers Lane.

Views and Legibility

The open space is designed to positively respond to views of the site's key features and out of the site to the wider landscape. This will provide the community with a strong connection to the landscape.

Trees, woodland and proposed SuDS features on site will form 'landmarks' integral to the movement strategy.

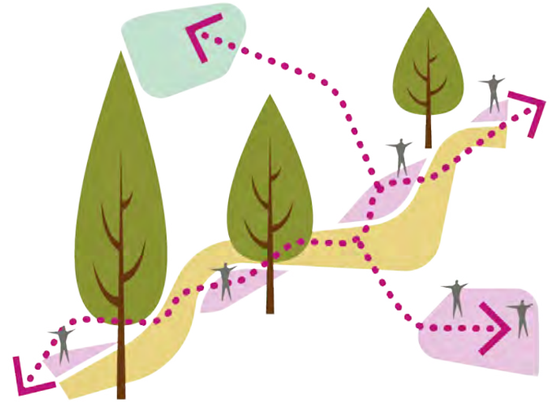
Views towards the Hog's Back, within the Surrey Hills National Landscape will be retained from proposed areas of open space.

Blue Infrastructure

An integrated approach to green and blue infrastructure will include SuDS, softened through planting and a sensitive approach to required earthworks.

Existing ditches and the water course which crosses west to east through the centre of the site, are to be retained. Flood meadows are proposed as part of a flood alleviation strategy close to Glaziers Lane.

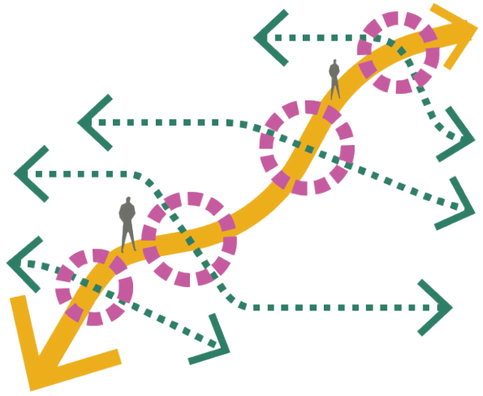
A hierarchy of drainage solutions will be integrated into street scenes and open spaces and be planted to bolster biodiversity.



Play & Recreation

A destination play space is centrally located and integrated within the open space and green infrastructure strategy.

Additional local areas of equipped play are located within each new neighbourhood, providing easily accessible play facilities for slightly younger children, closer to home.



Nodes & Connections

A series of site-wide nodes will create key connection points, respites and gateways, linking the new neighbourhoods, enhancing accessibility and connectivity. This will contribute to the intents for walkable neighbourhoods with access to local amenities and infrastructure.

Nature Education

Opportunities for nature education will be incorporated into the open space and way-finding strategies, sharing knowledge on the local landscape, heritage and ecology.

Key zones within the open space proposals for nature education include the restoration of former parkland associated with Westwood Place and the flood meadows close to Glaziers Lane.

Edible Landscape

The inclusion of edible plant species within the public open spaces will provide opportunities for seasonal foraging and community gathering.

Fruit trees and fruiting hedgerow species are to strategically located for the community to interact with the landscape as part of the wider wayfinding and play strategies.

6.4 Landscape Masterplan

The landscape strategy celebrates the existing landscape framework, and seeks to balance recreation and ecology.

The landscape masterplan includes the following key areas:

1. Retention of Ancient Woodland and 15m buffer with provision of woodland edge planting to enhance biodiversity and prevent pedestrian access in to the woodland.
2. Retention of the western field parcel and veteran trees, and the restoration of parkland character as associated with the adjacent Grade II Listed Westwood Place.
3. The inclusion of a destination play space, 'Field Centre' community building and community gardens, plus substantial new tree planting to extend the woodland character.
4. Provision of 'flood meadows' with hydrological enhancements to alleviate flooding at Glaziers Lane and with ecological enhancements to increase biodiversity.
5. Open spaces within the new neighbourhoods co-located with retained wet ditches.
6. Creation of central community space, with integrated blue infrastructure.
7. Provision of public realm within proximity to the railway station platform with vistas through to the central community space and integrated blue infrastructure.
8. Co-location of schools, with shared central external space. SEND School adjacent to Westwood Lane to be sensitively designed to respond to the rural setting and proximity to Grade II Listed Westwood Place.
9. Allotments proposed to the immediate east of the existing off-site allotments at Westwood Lane.
10. Inclusion of green infrastructure and open space within the northern neighbourhood that is treed in character to filter views of the proposed development from the Hog's Back to the south and which is linear in character, akin to the network of wet ditches and open spaces within the south of the proposed development.
11. Positive frontage to Westwood Lane, with homes set back behind existing and retained green infrastructure.
12. Retention of the alignment of the public footpath, the existing avenue trees, with additional trees proposed to extend the avenue character to the east.

Illustrative Landscape Masterplan

6.5 Landscape Character Areas

Westwood Park

At the heart of the neighbourhoods, Westwood Park provides a destination park, which seeks to restore parkland character, as this part of the site was once associated with the Grade II Listed Westwood Place to the west. With retention and protection of veteran trees, inclusion of active travel routes that are sensitive to the rural character, and the provision of a community hub with field centre structure and play space.

Glaziers Wetlands

Designed to alleviate flooding along Glaziers Lane, through excavating landform to reduce levels and increase capacity in flood events, creating a rich ecological and community asset. Shaped by natural hydrology, the wetland supports seasonal water levels, diverse wetland planting, and enhanced biodiversity. A network of accessible paths provide access. The space provides opportunities for outdoor learning, nature play and community engagement, linked to the community facilities at Westwood Park.

Walden's Park North

The naturalistic open space to the west of Walden's Copse and the linear greenways within the residential parcels to the north of the site; with a central hedgerow, planted swales, LEAP and LAP for neighbourhood play, wildflower meadows, and timber play areas integrated with sustainable drainage features

West Glaziers Greenway

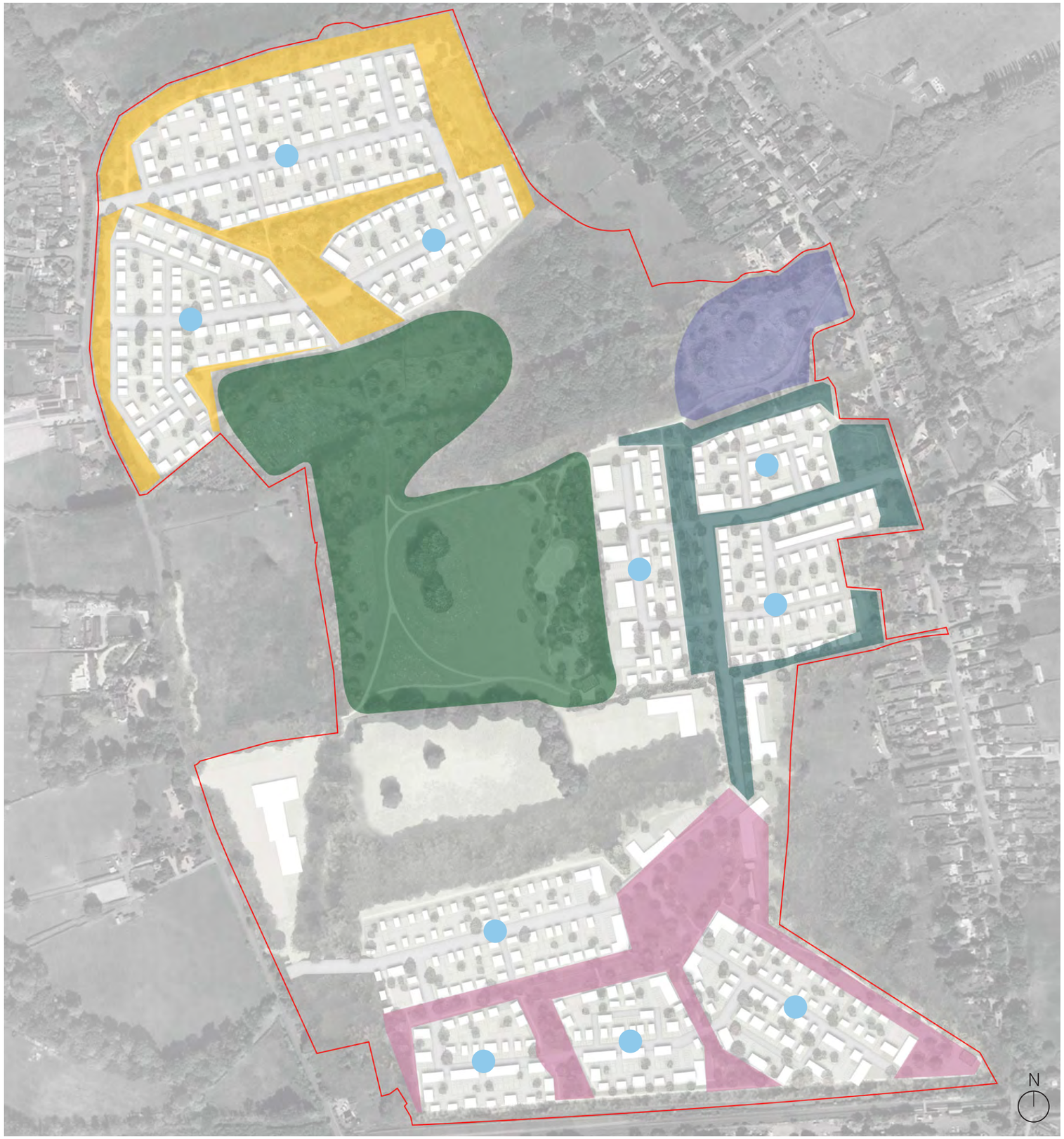
The open space within the residential parcel is defined by sculptured attenuation basins and incorporate a LEAP play area. These dynamic green and blue routes provide formal planting near play spaces to naturalistic planting along the boundaries.

Wanborough Greenways

Featuring a series of ponds in and around the village centre, a play space is safely situated adjacent to existing hedgerow that separates the ponds from the greenways in the southern part creating a park that blends recreation with ecological sensitivity.

Residential Parcels

Primary streets will be lined with trees, with rain gardens where appropriate. Pedestrian pathways will be provided, separated from the vehicular access roads.



Landscape Character Areas

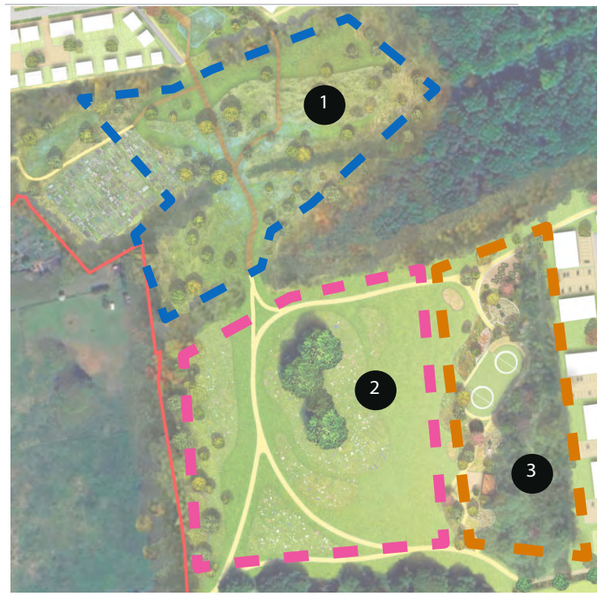
6.6 Westwood Park

Westwood Park provides a generous, characterful and multifunctional parkland at the centre of the new community. Historically associated with the parkland of Westwood Place, the design reinstates the qualities of a traditional English landscape, expressed through meadow, specimen trees and a serene spatial composition framed by mature woodland edges.

Landscape features within this space are:

1. Veteran trees as defining features are retained as focal points supported by protective measures where required.
2. Central parkland forms the heart of the development, shaped by a parkland inspired by the historic landscape of Westwood Place, featuring meadows, specimen trees and mature woodland edges.
3. The existing oak avenue and alignment of the public footpath is retained, reinforcing the overall parkland character.
4. Existing woodland to the east is largely retained and sensitively enhanced, creating a dynamic woodland edge that integrates with the play space to enable woodland-based play.
5. Existing green boundaries, to the north Walden's Copse Ancient Woodland is safeguarded by a 15m ecological buffer with ecotone planting. To the west existing hedgerows and treelines provide continuity and enclosure.
6. Active travel corridor: A primary north–south walking and cycling route offers direct, accessible movement through the development to the station, with all paths aligned to avoid Root Protection Areas.
7. Destination play space (NEAP): Designed in line with Make Space for Girls principles, incorporating clear sightlines, varied activity zones and natural surveillance. A centrally located nature-led MUGA provides space for sport and outdoor performance.
8. Edible foraging trail: Seasonal and educational edible planting adds engagement, promotes food literacy and enriches the sensory landscape.
9. A centrally located community hub and garden along the woodland edge, offering a flexible events space, stage, kitchen hatch, WCs, spill-out seating, and an adjacent community garden with potting and storage facilities.
10. The existing field prone to seasonal flooding is to be enhanced with wetland planting that supports high biodiversity, and made accessible with raised timber boardwalks.

1 Northern Westwood Wet Meadows
2 Westwood Parkland
3 Westwood Community Hub



Location plan of Westwood Park sub character areas

Illustrative sketch impression of Westwood Park

Westwood Wet Meadows

Westwood Parkland

Westwood Community Hub

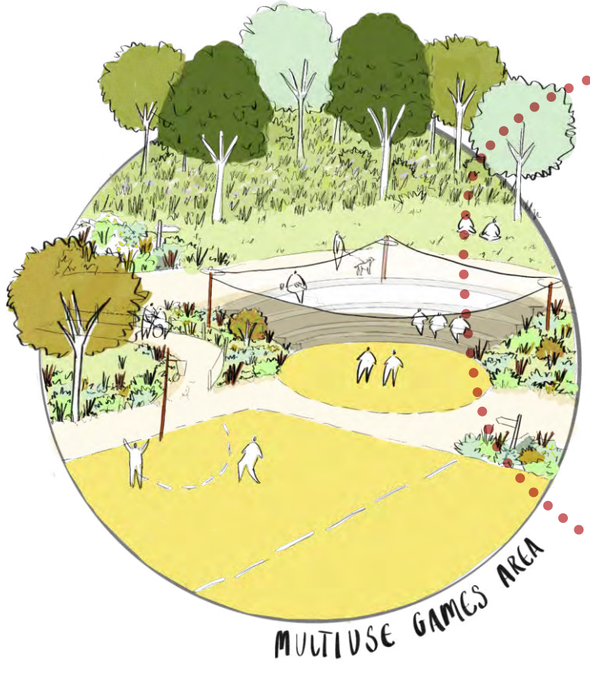
A Day in Westwood Park

Westwood Park forms the central destination of the site, bringing together traditional English Parkland landscapes, with a range of community facilities and diverse play opportunities.

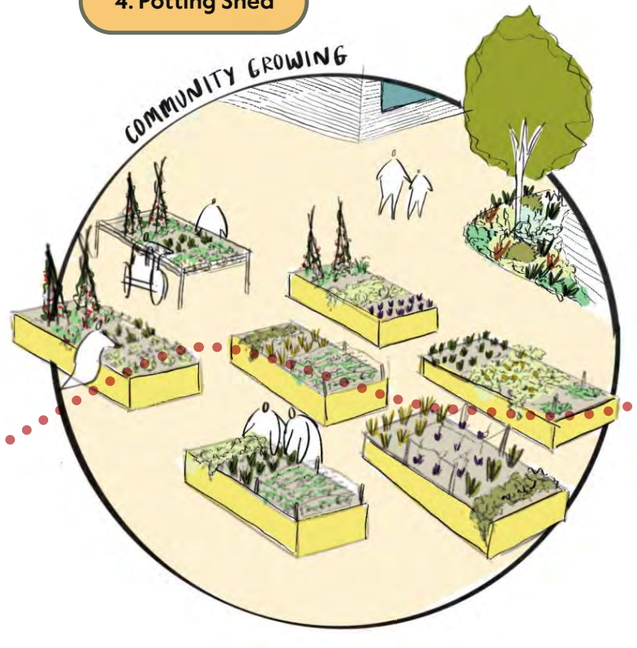
1. Adventure Play

2. Woodland Play

3. Multi-Use Games Area



4. Potting Shed



6.7 Glaziers Wetlands

Flood meadows will be created by excavating existing levels to provide additional water capacity and alleviate seasonal flooding along Glaziers Lane.

Designed to incorporate wet meadow and seasonally wet tree and grassland species, the wetlands will be valuable ecologically.

The character of Glaziers Wetlands is dynamic, biodiverse and deliberately experiential, enabling educational opportunities.

Landscape features within this space are:

1. Accessible timber boardwalks.

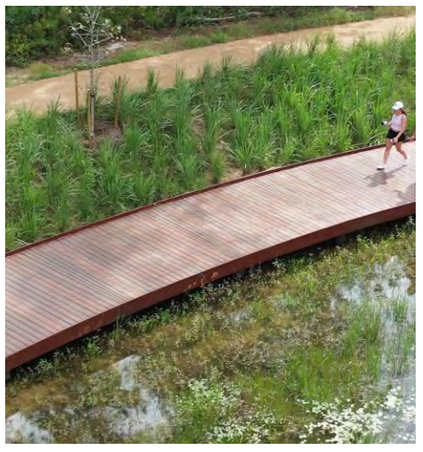
2. Secondary track pathways that are revealed and accessible in dry periods.

3. Information boards about the wetland environment.

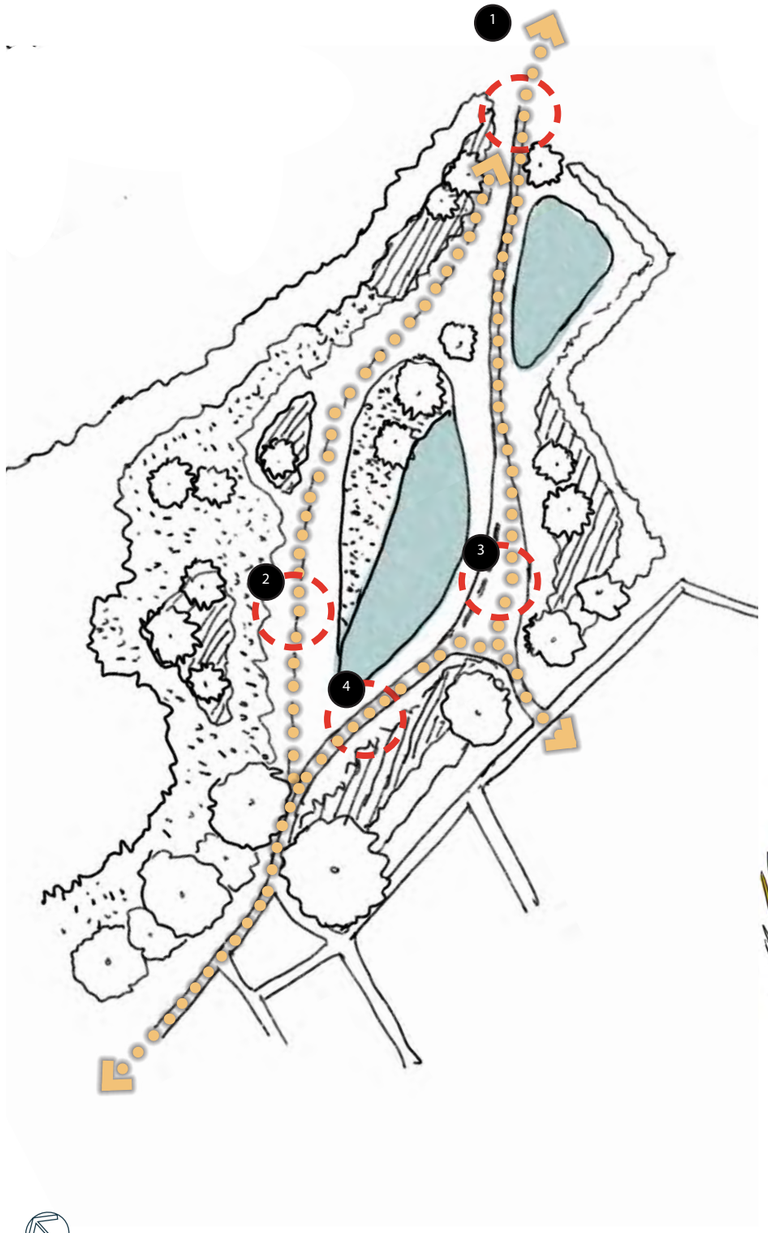
4. Outdoor learning is supported through the provision of areas to access the water, such a pond dipping stations for community use.

5. Retaining and enhancing of existing hedgerows to create a natural buffer between the wetlands and homes.

6. A wet woodland ecotone edge to be established to create a variety of habitats to boost biodiversity, helping to create a natural buffer protecting the existing ancient woodland to the west from users.

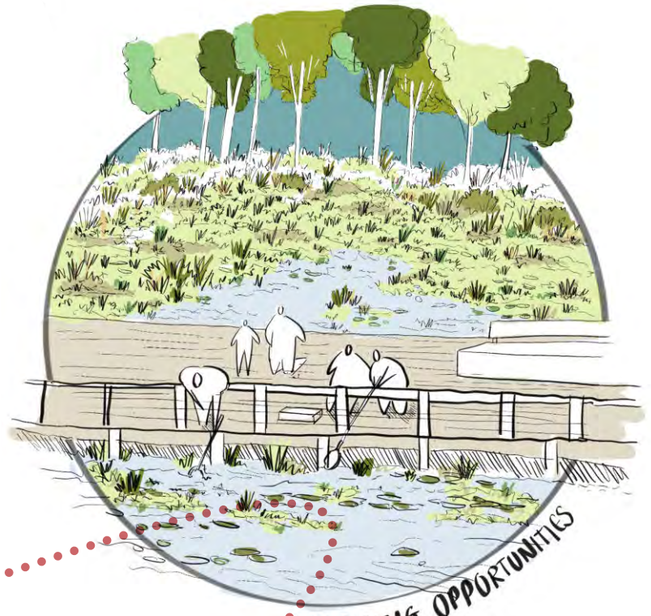


A walk through the Glaziers Wetlands offers dynamic changing views of this landscape, designed to help improve flood resilience. The space offers ecological enrichment and a space for hands-on outdoor learning, with accessible paths and community interpretation throughout.

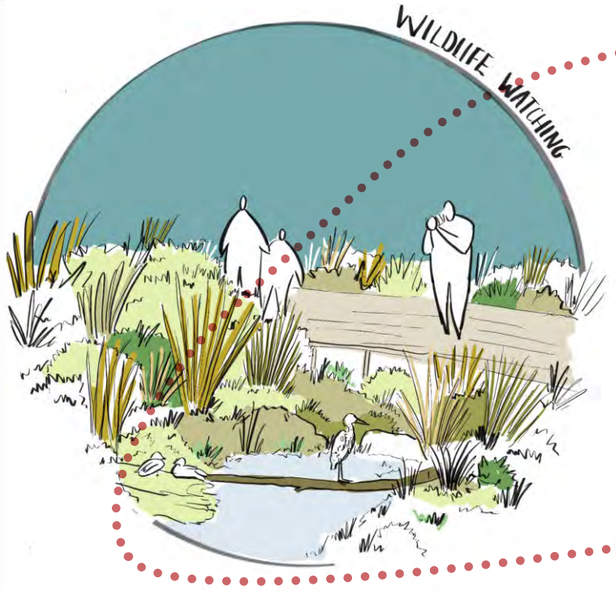


1. A Walk through Nature

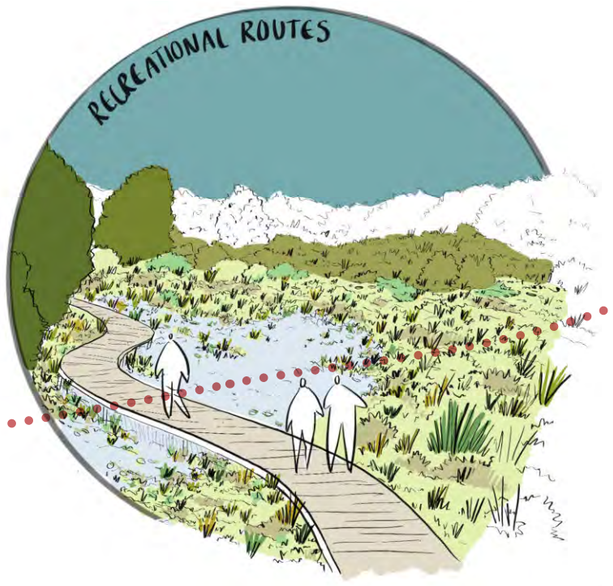
2. Activity Nodes



3. Education & Heritage



4. Views of the Landscape



6.8 Walden's Park North

The southern extent of the park directly adjoins Walden's Copse ancient woodland and is shaped by a seasonal watercourse and naturally wet ground conditions. The design approach works with, not against, this hydrology establishing wet meadow planting, riparian-tolerant tree species and wetland habitats to enhance ecological value and flood resilience.

Landscape features within this space are:

1. Clear pathways offering accessible routes for pedestrians and cyclists, connecting the northern dwellings with the rest of the site.
2. Allotments are sited adjacent to off-site existing allotments to support community interaction, stewardship and sustainable food production.
3. Within the adjacent residential neighbourhood, two linear Greenways draw landscape into the heart of the development, incorporating drifts of naturalistic tree planting to deliver both habitat connectivity and visual enclosure to new homes when viewed from the Hog's Back
4. Existing hedgerows are retained, with new homes set back from and contained behind existing and proposed vegetation.
5. Two play spaces are available within this space, a LAP for younger children and a LEAP for children beginning to play independently. Natural timber materials will be used, immersed within planting to create exciting play opportunities for children.
6. Attenuation basins with raised timber boardwalks are designed as an ecological asset, planted for biodiversity, connected to wider green corridors and functioning as part of the site-wide wildlife network.

6.9 West Glaziers Greenway

Green and blue corridors through the eastern residential parcel, structured around an enhanced existing field ditch. Supplementary attenuation and planted basins manage surface water runoff at source, creating a valuable sequence of wetland habitats while improving climate resilience.

Landscape features within this space are:

1. The existing field ditch will be enhanced to create a SUDS swale, collecting run-off water to slow the rate or infiltration and sustainably managing water on site.
2. Rain gardens sit alongside the main streets, providing a sustainable water management solution, as well as attractive planted linear spaces with vibrant street trees.
3. Hedgerows and ecotone planting with long grasses will be planted along the boundaries to provide screening from Glaziers lane.
4. Attenuation basins within proximity to adjacent existing homes retains a sense of openness and private amenity.
5. Two LAP play spaces are provided for young children to play, incorporating timber natural play elements with natural landform and planting.
6. Retention of public footpath alignment and provision of addition trees to continue the avenue character.

6.10 Wanborough Greenways

An interconnected network of linear open spaces, routes and focal landscape features serving the southern neighbourhood. Existing vegetation is retained and reinforced to frame pathways, connect habitats and embed the development within its wider landscape structure.

Landscape features within this space are:

1. Existing wet ditches will be retained and set within linear open spaces, framed with new pathways to provide accessible movement for cyclists and pedestrians.

2. A small LAP and a larger LEAP will be provided, offering play opportunities for young children on their doorsteps. A Local Equipped Area for Play (LEAP) ensures generous recreational provision for older children, establishing strong play. A series of attenuation basins offer seasonal flood relief, with these basins acting as multifunctional spaces for recreation and play during dry seasons.

3. At the neighbourhood centre, a pair of permanently wet ponds form a new civic focal point, bringing landscape, ecology and social identity together. The ponds are designed with gently terraced edge profiles to support a wide range of marginal and aquatic planting, improve safety, and maximise wildlife value.

4. Throughout the surrounding streets, frequent street trees and integrated rain gardens establish a cool, verdant and sustainable streetscape character that supports biodiversity, drainage and human comfort.

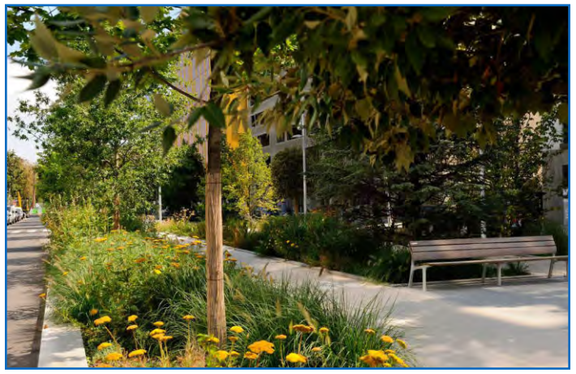
5. Wanborough square to the south-east edge of the site offers a connection for residents to Wanborough station, with parking opportunities and an accessibility hub.

6.11 Residential Parcels

The residential parcels within the site are connnected via the primary spine streets, smaller residential secondary streets, and shared parking courts.

Landscape features within this space are:

1. The primary streets form the spine network of the site, as you enter the new neighbourhood. Avenue tree planting within verges will help to frame the street, while creating the hierarchy and scale appropriate to the wider proposals. Rain gardens along these streets where dimensions allow, will act as attractive sustainable urban drainage systems, managing water on site.
2. There will be planted boundary treatments to front gardens, to unify the scheme across all character areas. There will also be hedge planting to residential frontages where properties front onto open space.
3. The secondary streets continue on from the spine street, connecting through to the wider neighbourhood. These less formal streets connect to the pedestrian footpath network that spreads throughout the site.
4. The shared parking courts provide the termination of the wider street pattern as the homes front onto open space, and as such, we have sought to create a softer mews feel with the spaces. Block paving or buff coloured asphalt soften the character of these smaller spaces in both colour tone and texture.



1 Primary Streets

2 Secondary Streets

3 Shared Parking Courts

KEY

- Site boundary
- Primary Streets
- Secondary Streets
- Shared Parking Courts

6.12 Open Space Provision

The landscape design intent for the site is described in more detail in the Design Intent section, which details the character areas, play strategy, and the soft and hard landscape strategies. Guildford Open Space Sport & Recreation Assessment 2017 and Local Plan: Development Management Policies 2023: Policy ID6: Open Space in New Developments set out open space typologies and quantity standards, with requirements for open space provision on new developments.

The table below summarises the open space requirements for the proposed 900 dwellings (based on 2.4 people per dwelling).

The table overleaf sets out the open space policy requirements. The site has the capacity to provide 21.54 ha of open space, which is above the requirement of 5.81 ha of open space for 900 dwellings.

The plan opposite illustrates the spatial arrangement of the different open space typologies.

Overall, the proposals provide an additional 21.3 ha of open space above policy requirements.

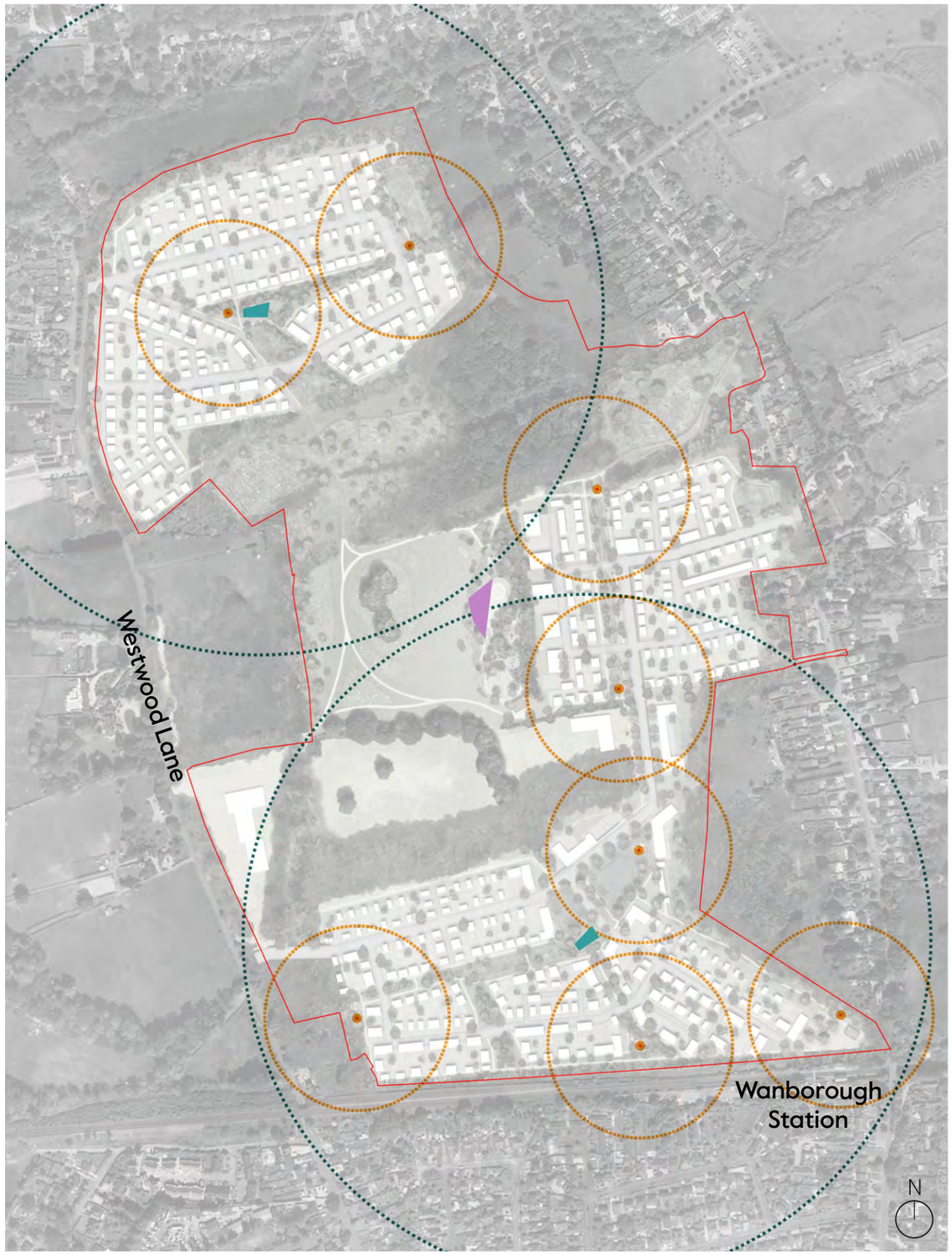
KEY

- Site boundary
- Allotments
- Natural green space
- Amenity green space
- Parks and Recreation Grounds
- School grounds
- Ancient woodland (6ha excluded from POS calculation)
- LAP
- LEAP
- NEAP

Open space provision on site

Open Space Typology	Standard (ha p/1000 pop)	Requirement (ha/2160 pop)	Total on site provision (ha)	Open space above policy (ha)
Allotments	0.25	0.56	0.56	-
Amenity Green Space	1 (total)	2.26 (total)	8.85	19.09
Natural Green Space			12.5	
Park and recreation grounds	1.35 of which a min of 0.8 is public space	3.05	5	1.95
Play Space (Children)	0.05	0.1	0.1	-
Play Space (Youth)	0.03	0.06	0.1	0.04
Total	**2.68**	**5.81**	**27.11**	**21.3**

Play Space Typology	Standard (ha p/1000 pop)	Requirement (ha/2256 pop)	Total on site provision (ha)	Open space above policy (ha)
Play Space (Children) LAP ▲	0.01	0.02	0.06	0.04
LEAP ●	0.04	0.08	0.08	-
Play Space (Youth) NEAP ★	0.03	0.06	0.1	0.04
Total	**0.08**	**0.16**	**0.24**	**0.08**



Play space provision on site

Neighbourhood Equipped Areas of Play

One NEAP is provided on site, located in Westwood Park. The NEAP at Westwood Park will provide a destination play space, providing more challenging play for older children and young teenagers.

The key characteristics of our NEAP are:
– The play will be integrated into the landscape with planting and open areas for informal games, giving the play space its distinct identity.
– The space will offer varied climbing, balancing, swinging and exploration equipment, plus natural play features such as timber, boulders, landform and planting.
– The NEAP will support girls and young people through welcoming, well-overlooked spaces.
– Seating, social areas and natural shade will be located nearby.
– Timber equipment with some height and dynamic elements will be combined with tree, sensory shrub and meadow planting to create a unique character.
Feature taller timber climbing structures, dynamic equipment and group play opportunities will be provided.
– Westwood park lay space will be located within 1,000 metres of every home within the development. Every home falls within the recommended walking distance of a NEAP, supporting independence for older children.
– The Westwood Park play space must provide at least 1,000 sqm of activity space and offer a broad range of challenging play experiences.
– Should include a mix of small-scale timber equipment or natural landscape features which cater for different play types that tests children's physical capabilities
– Should provide imaginative, stimulating, social and sensory play
– Nearby seating, litter bins and signage, with clear sightlines for supervision.

Local Equipped Area of Play (LEAP)

Two LEAP's are provided across the site: one at the heart of Walden's Park North, and one centrally located in Wanborough Greenways. These LEAP's will provide more comprehensive play for each residential parcel.

LEAPs are medium-sized play spaces designed for younger children who are beginning to explore independently near home.These play areas will help to support active, everyday play close to where families live.

The key characteristics of our LEAP's are:
– The recommended minimum activity zone is 400 sqm
– Should provide for informal recreation and varied, stimulating and challenging play experiences

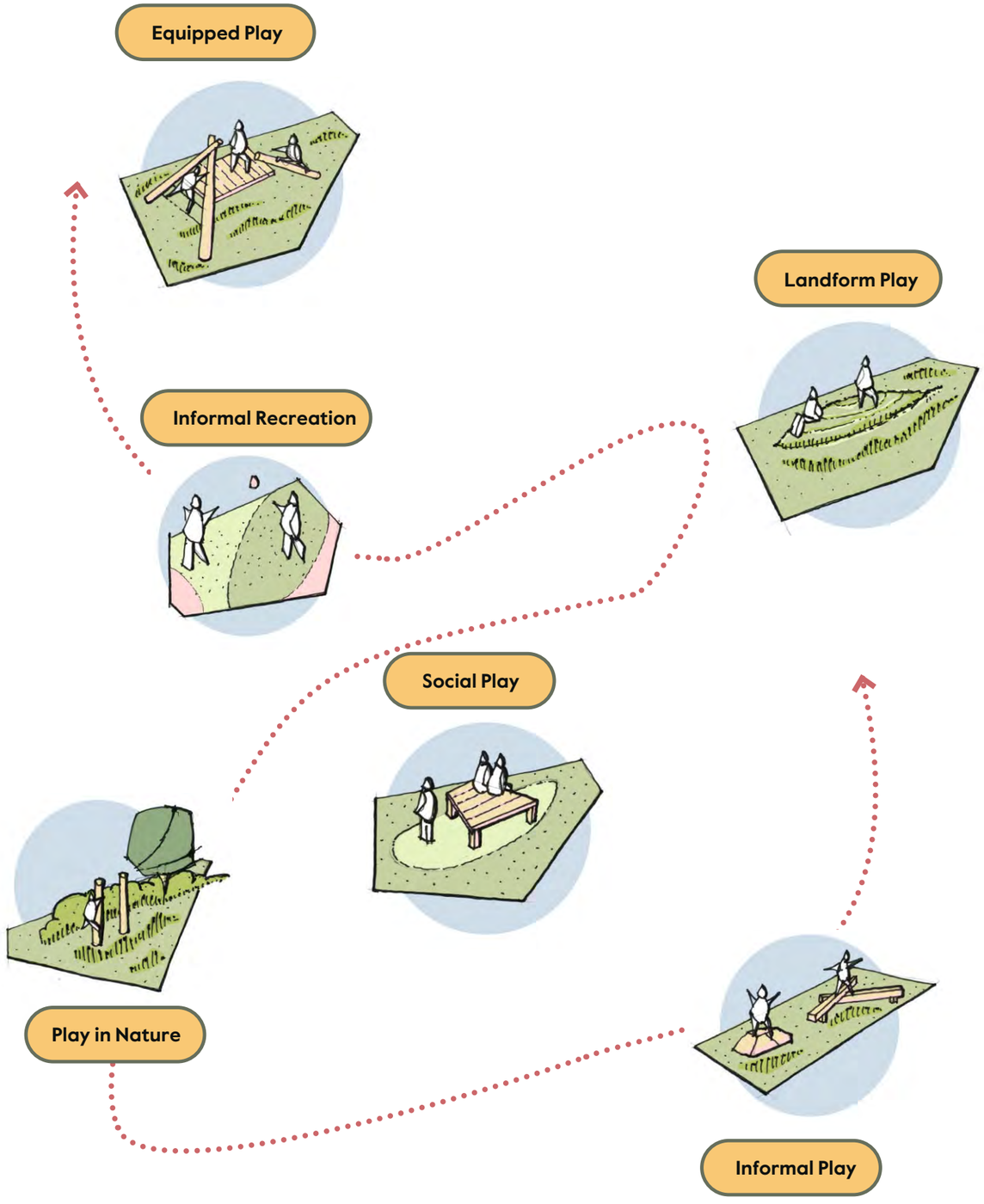
Local Areas for Play (LAPs doorstep play)

Eight LAP's are provided, and distributed evenly throughout the site. These LAPs are small, local play pockets, typically for very young children to play close to where they live. A number of LAPs will be included within the play strategy and will generally take the form of enclosed spaces that encourage imaginative play and social interaction. LAPs are designed to feel calm, simple and informal spaces where small children can safely explore outdoors.

The key characteristics of our LAP's are:
– Simple natural features such as logs, stepping stones and gentle mounds
– Safe, overlooked settings within residential areas
– Soft landscaping and planting to create sociable, attractive spaces that allow ease of informal observation and supervision.
– The recommended minimum activity zone is 100 sqm
– The LAPs will be imaginatively designed and contoured using natural materials as far as possible such as logs and boulders to create an attractive setting for play and include planting with varied scent, colour and texture.

Informal Play

In addition to the provision of a variety of dedicated opportunities for play and recreation, the green infrastructure strategy offers the opportunity to facilitate a healthy lifestyle through the extension of informal play, woven into the key recreational routes throughout the open space areas. This could take the form of trim trail routes, playable art or playful changes in levels that are designed to attract both young adults and older residents, with equipment to support a range of age groups and abilities and provide for a range of exercises that develop balance, strength, and coordination.



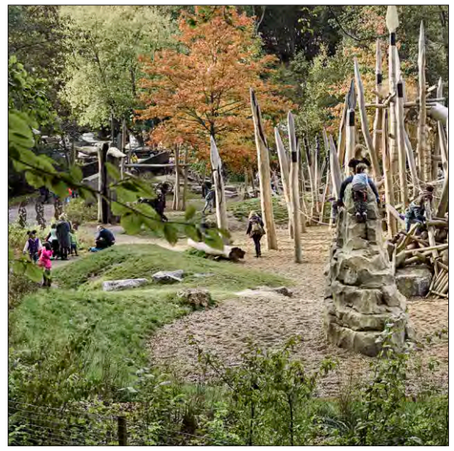
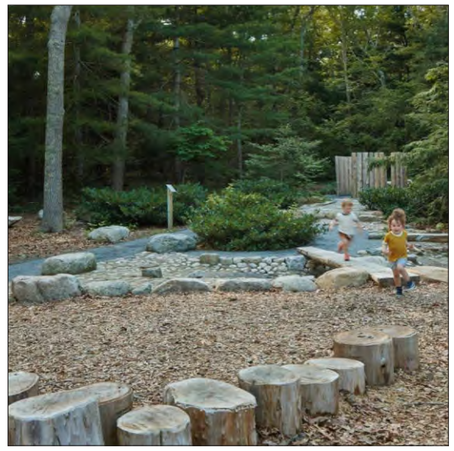
Sketches illustrating a multi-layered approach to play and recreation

Play is an essential part of community life, and the new neighbourhoods at Normandy and Flexford will include high-quality, natural play spaces designed for children and young people of all ages.

Our approach focuses on timber play equipment, natural materials and landscape-led design so that every space feels part of the rural character of the parish.

Rather than bright, urban, plastic play areas, these spaces will be carefully crafted using wood, planting, landform and natural textures creating places that feel welcoming, imaginative and rooted in the local countryside.

All play areas will be designed to be safe, inclusive and accessible, with good visibility, comfortable routes for wheelchairs and pushchairs, and seating for parents and carers.

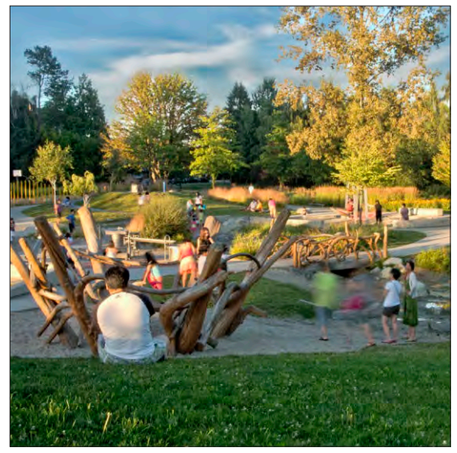













6.14 Inclusive and Accessible Design

All play spaces will be designed so everyone can use them comfortably. This includes:

Inclusive Play Spaces:
All play areas designed for comfortable use by everyone, with accessible paths, suitable gradients, a range of seating options, good visibility, and sheltered/resting areas.

Accessibility:
Wide, slip-resistant paths for safe movement by pedestrians and wheelchair users.
- Gentle gradients and falls to maximise ease of access.

Legibility:
Clear, easy-to-navigate routes supported by signage.
- Varied surface materials to indicate route hierarchy and assist orientation.

Walking Opportunities:
Public realm and communal spaces designed with circular routes and places of interest.
- Walking networks encourage activity, exploration, and engagement with the landscape.

Visibility & Safety:
Open spaces well overlooked to support confidence and social use.
- Managed vegetation (e.g., pruning, crown lifting) to maintain clear sightlines along key routes such as The Railway Walk.
- Sensitive, low-level lighting used to define routes and enhance safety.

Comfort:
A variety of seating forms, including armrests and backrests for elderly or less mobile users.
- Seating located in sunny and shaded positions to suit weather conditions.
- Shelters and appropriate lighting provided to support year-round usability.

Interest & Sensory Experience:
Play elements, feature structures, and activity nodes distributed across the landscape.
- Year-round planting providing colour, texture, scent, and sound.
- Wildlife-friendly planting offering additional educational and sensory interest for all ages.

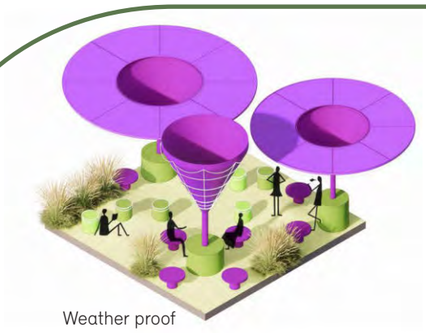
One group that embodies the inclusive design of spaces is Make Space For Girls (MSFG), who campaign for parks and public spaces to be designed for girls and young women, not just boys and young men. MSFG have created the adjacent images to get people thinking about what might be found in spaces designed with girls in mind. The design of the play and the sport at AGC will aim to include all the best aspects of inclusive design to be explored through the detailed design of key spaces across the new community. ensuring the play and recreation areas feel welcoming and safe for girls and young women through clear sightlines, social spaces, and varied activity zones.

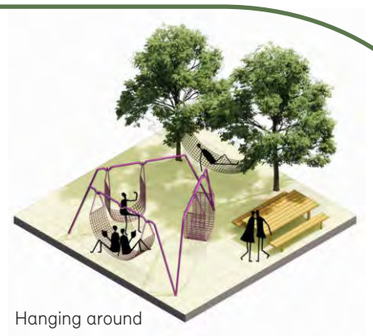
We are embedding these key principles from Make Space for Girls into our design.

A Natural, Local Character
The entire play strategy has been developed to reflect the rural setting of Normandy and Flexford. This means:

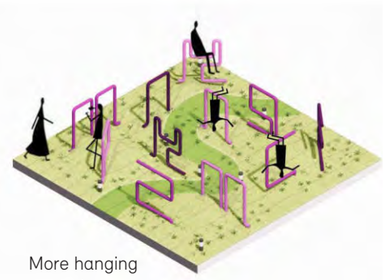
- Timber and natural materials as the primary design language
- Careful integration with existing trees and vegetation
- New native planting to enhance character, shade and biodiversity
- Play spaces that feel part of the wider landscape rather than added onto it.

www.Makespaceforgirls.Co.Uk/what-does-better-look-like


Weather proof


Hanging around


A stage for fun


More hanging around


Social seating


Social exercise spaces


Dividing up a muga, or any space


Climbing up high

6.15 Active Routes

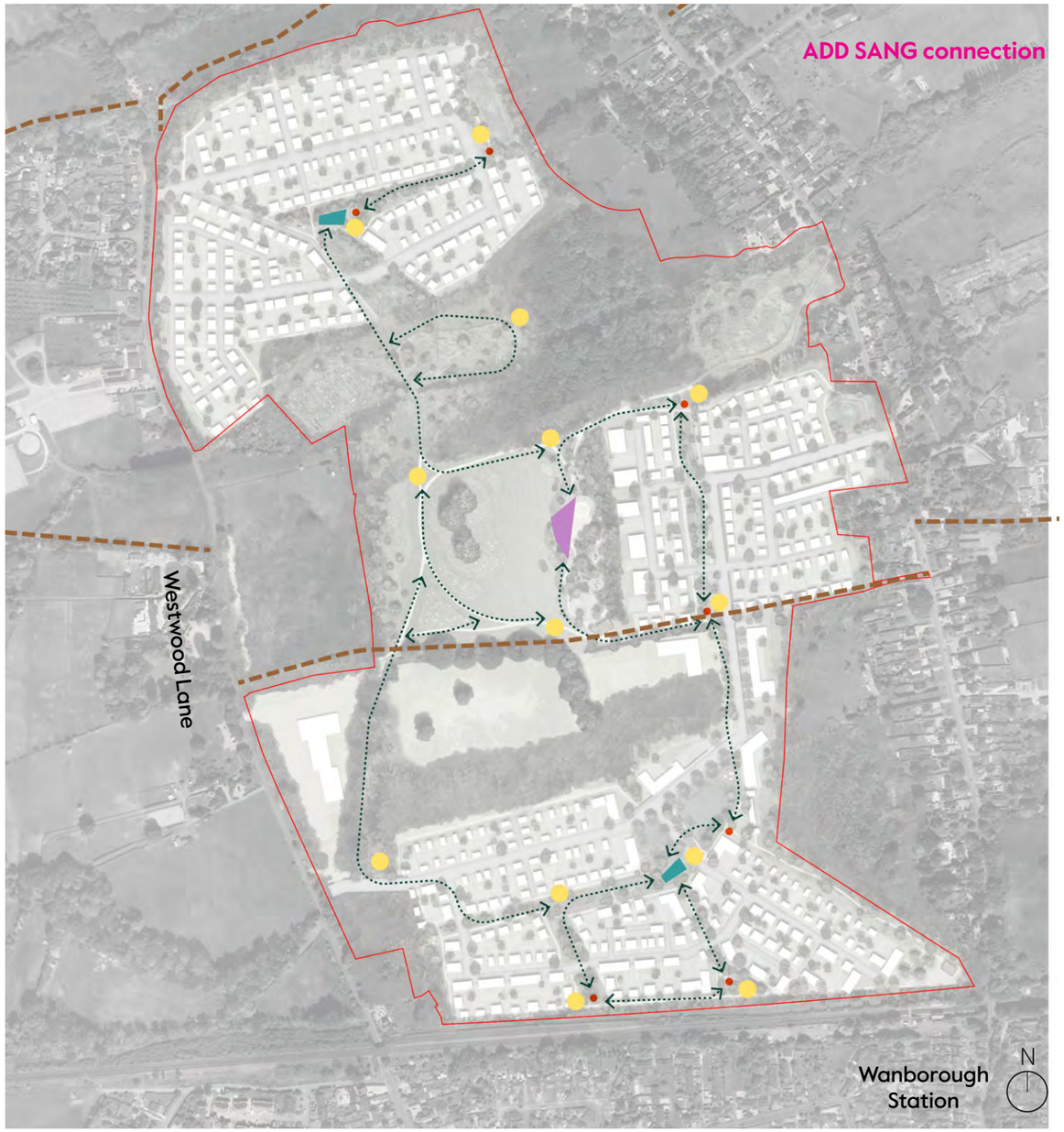
Active travel routes will provide accessible routes aimed at encouraging people to run, walk, scoot or cycle thereby promoting a healthier lifestyle. Seating and opportunities for rest will feature along the routes, alongside incidental playable features that enable to play or exercise on the way. Planting along active routes will be carefully designed so as to form an integral part of the activity experience, providing shade, variations in colour, texture and scent with areas of short and long grassland to promote play and exploration.

Variety of recreational routes

Fun and playable installations

Seating

Recreational pathway through meadows



Active routes across the site

KEY

- Site Boundary
- Landscape interactions
- LAP
- LEAP
- NEAP
- Play on the way routes
- Existing Public Rights of Way

6.16 Lighting Strategy

A sensitive approach to lighting will focus on only lighting essential routes and connections. A balance will be struck to ensure the site provides safe and well-lit routes, whilst also maintaining low light levels around ecologically sensitive areas. Street lighting to the edges of the development will consider the spray of light into the adjacent landscape and all lighting will aim to reduce the upward spray of lights with directional down lighting.

The lighting strategy will provide functional and safe routes, aiding the movement of pedestrians, cyclists and motorists through the site. The concept is intended to place great emphasis on limiting any environmental impact of proposed external lighting, whilst maintaining the functional requirements.

Lighting will reflect the spatial hierarchy of the development as follows:

The greenways and main roads will have vertical column lighting to aid safe movement around the site, with contrasting intensities used to help guide people. Vehicular routes around the site will be lit by column-mounted luminaires. Lighting columns will be 4-6 m tall with wider spacing to allow even distribution of light over the road surface to meet the recommendations set out in the relevant guides and standards. Furthermore, an enhanced level of light will be provided to the entrance of the site for approaching vehicles. Parking areas will be lit to ensure the safe interaction of vehicle and pedestrian movement.

The shared residential surfaces will contain sensitive bollard lighting at low levels to allow movement between buildings.

Similarly, public open space and amenity landscape areas may contain sensitive bollard lighting at low levels to main access routes only where required from a safety perspective. This will minimise disturbance to local ecology.

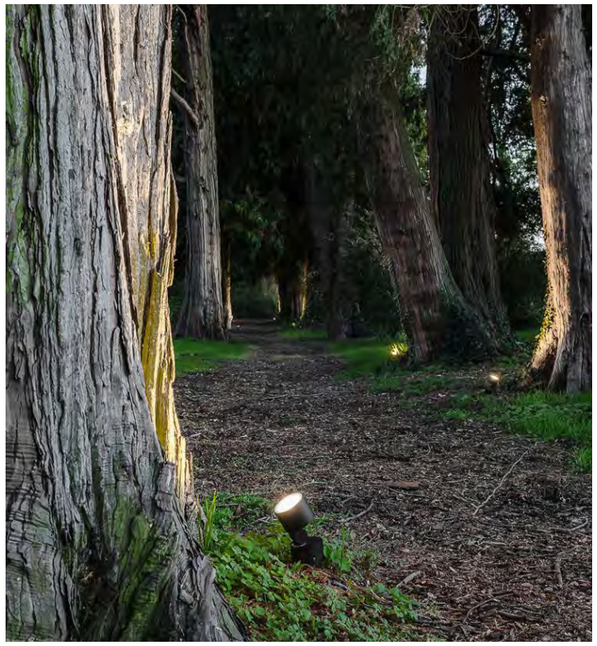
The lighting design will comply with the relevant codes and guidance, including:

- BS 5489-1 (2013) Code of Practice for the Design of Road Lighting
- BS 8300 (2018) Design of an Accessible and Inclusive Built Environment
- Part L Building Regulations (2014) LENI method

Lighting Criteria:

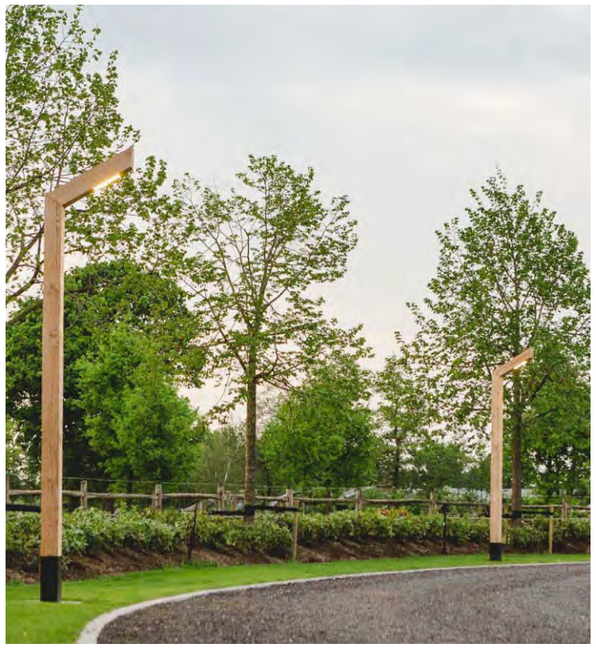
The following criteria will be applied when addressing the environmentally sensitive areas along the edges of the site, to minimise effects on ecological receptors, in particular, bats:

- Use of luminaires with very low / no upward light distribution to limit contribution to sky glow
- Balance of mounting height of equipment to reduce visibility of lighting from a distance, whilst also providing evenly distributed light over road and pathway surfaces
- Selection of lighting equipment and accessories to minimise spill onto adjacent areas.



Feature Uplighting

Timber freestanding bollard lighting to key pedestrian and cycle routes



Timber column street lighting

6.17 Integrated Blue Infrastructure Strategy

The management of water is an important element of the overall landscape strategy and it presents a number of opportunities to enhance the richness of the landscape by reducing flood risk and improving water quality whilst providing valuable habitats, recreational and educational opportunities.

Integrated into the landscape structure are a combination of attenuation basins, swales, rain gardens, tree pits and wetland habitats to ensure the management of water across the site, whilst also contributing to the character, sense of place, ecology and biodiversity. Enhancements to the existing watercourses that flow through the site and to the boundaries could provide further opportunities to improve habitats and biodiversity.

By fostering a connection between people and water, the landscape strategy will support the integration of SuDS within the green infrastructure and streetscapes, thereby providing safe opportunities for visual and physical integration, education and ongoing maintenance and management.

Blue infrastructure on site


SuDS basin with mosaic of habitats


Rain garden with mixed ornamental planting


Swale with planting and wildlife


Interactive SuDS feature with play

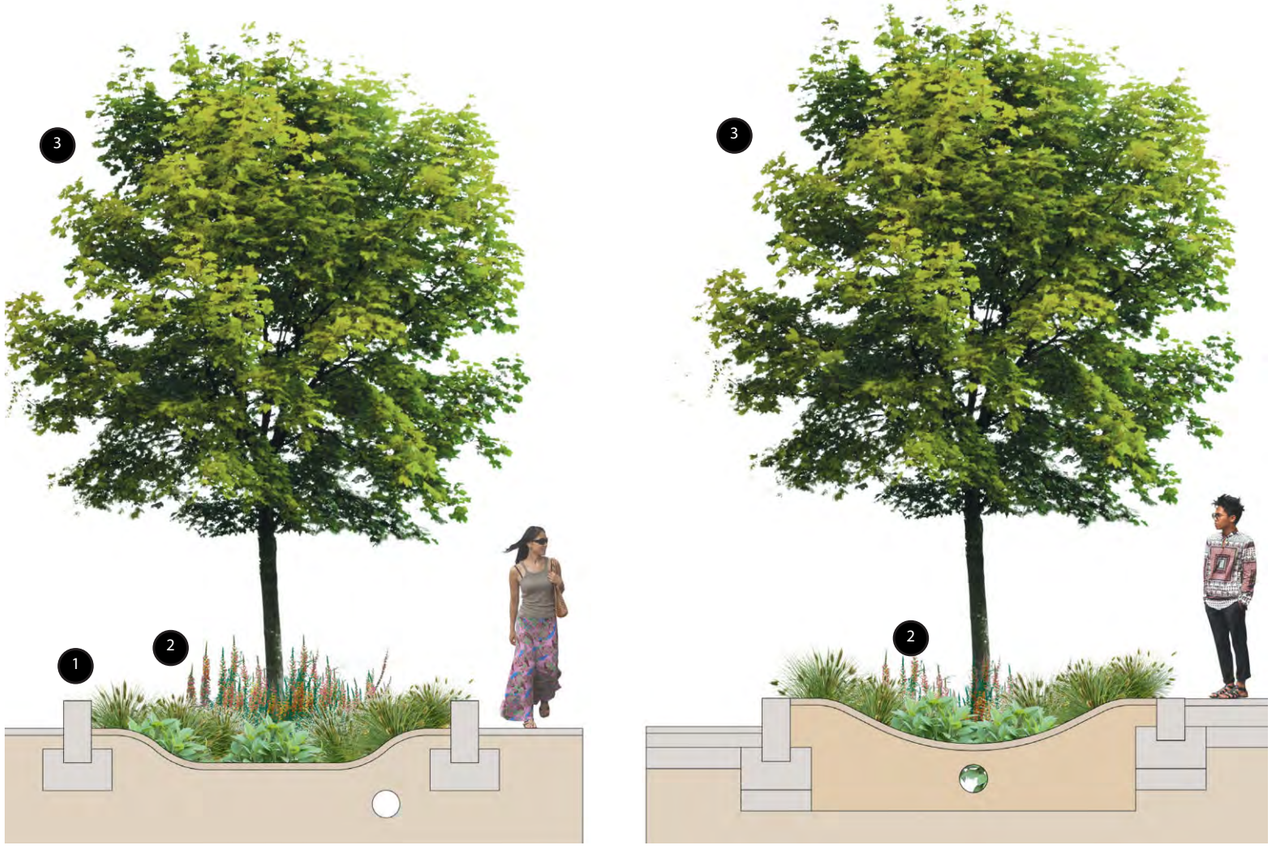
The development proposals will incorporate a network of sustainable urban drainage (SuDS) features into the design which will ensure surface water is managed appropriately on site, in line with the Lead Local Flood Authorities (LLFA) requirements and will not increase flooding to itself or surrounding properties.

The four pillars of SuDS will be incorporated into the design providing benefits to water quantity and quality, amenity and biodiversity and will be achieved through a considered and collaborative approach between the landscape, drainage and ecological consultants.

Storage will be provided in attenuation basins ensuring the drainage network is designed up to and including the 1in100yr+45% climate change allowance. SuDS features include attenuation basins, rain gardens, and rainwater planters. Surface water treatment will be provided in line with the CIRIA SuDS Manual.

SuDS Strategy:

1. Raised drainage kerb edge
2. Water tolerant planting species
3. Planting height selected to maintain visibility splays
4. Gradients to allow access for informal play
5. Species rich wet meadow planting
6. Clear stem planting



Swale - Section

Rain Garden - Section

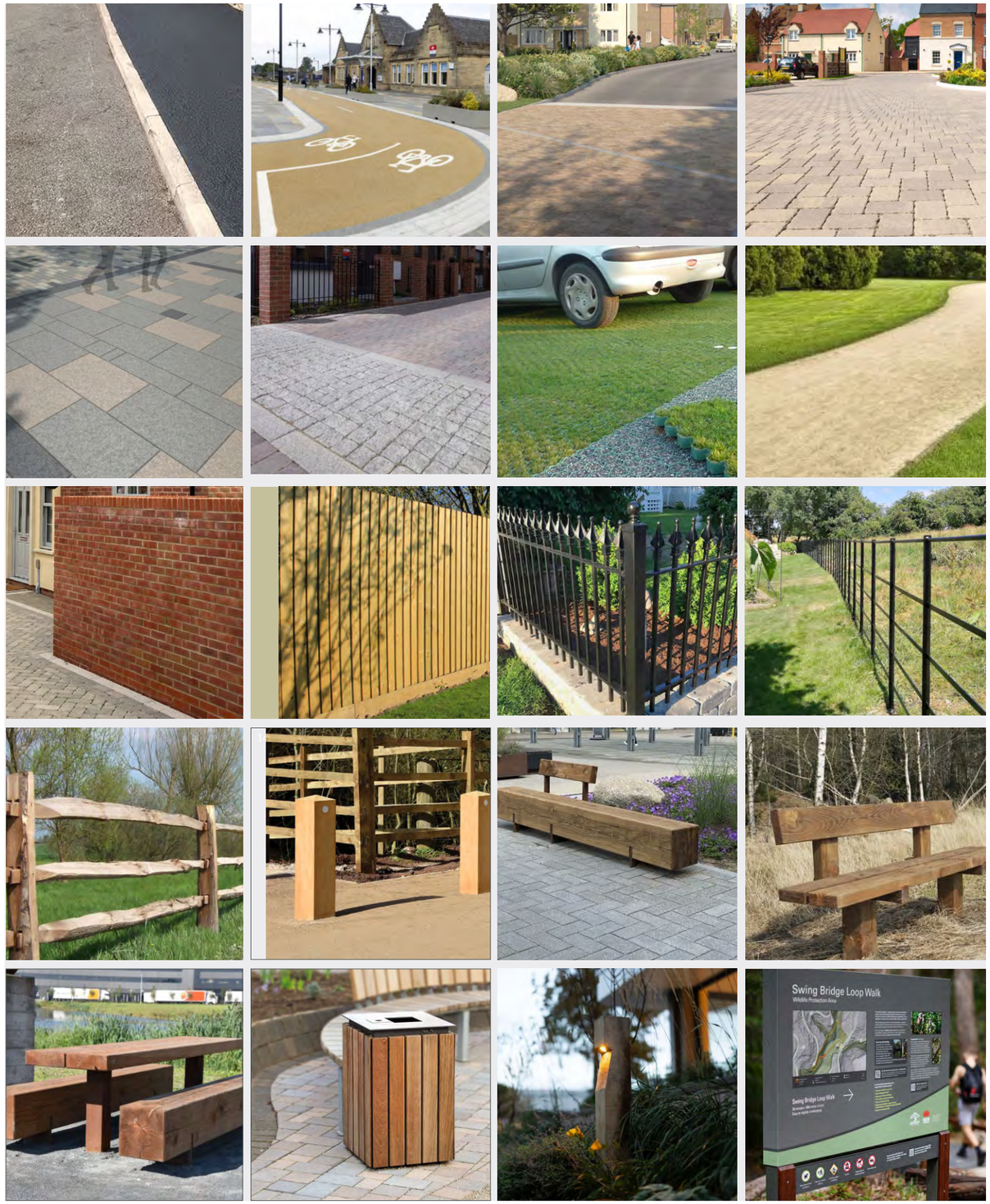
6.18 Landscape Materials and Boundary Treatment

The hard landscape strategy will consist of high-quality and robust materials, carefully considered to create a legible hierarchy across the site. The palette of materials will be consistent with the local vernacular, align with local standards for adoptable streets and will reinforce the hierarchy of streets and spaces:

– Primary streets - Macadam surfacing will create a robust and easily maintainable surface for the most heavily trafficked routes. Thresholds will be defined through sett paving.
– Secondary streets - A continuation of the macadam surface.
– The shared parking spaces - To reinforce the step down in the hierarchy, these areas will be made of a more neutral lighter macadam surfacing to reflect the residential character .
– The pathways - Pedestrian routes will be identified through the use of flush kerbs and clearly marked self-binding gravel paths in a buff warm tone. Earthy colour tones will harmonise with the context. There is the potential for parallel parking bays at the edges of the development to be reinforced turf surfacing. To ensure usability, the cycleways will be surfaced with coloured macadam.
– The local centre - High quality paving units will highlight the focal nature and distinctiveness of the local centre. Block or flag paving with clean cut lines and colour variations will be used with patterns or banding used to create variation and spatial definition.

Site Furniture
Site furniture is a fundamental element in creating usable and accessible landscapes, providing wayfinding and opportunities for rest and play. The materials used will respond to the character of the spaces within which they are used, with timber elements used to reflect the more natural surroundings of open space areas, such as Westwood Park, and Glaziers Wetland. Elements such as timber seating and benches, wayfinding and interpretation panel signage, and contemporary metal and timber litter bins will be provided. The adjacent precedent images illustrate the overall hard landscape strategy.

Boundary Treatments
A variety of boundary treatments will be used throughout the development that will create spatial definition and reflect the prevailing character of the local context. The private demise of dwellings will be defined from a palette of brick walls, timber fencing and the occasional metal railings. Within the public realm, metal railings may define key spaces or buildings and open spaces will be framed by timber fencing, bollards or rails where appropriate.



Examples of some of the materials, boundary treatments and furniture that could be used on site

6.19 Tree and Woodland Strategy

Within a changing climate, the future of our native species will be put to at risk as climate drift becomes more apparent towards the end of this century. Landscapes need to start responding now to the flux in climatic conditions in order to function visually and ecologically in a warmer climate.

A selection of native species have been chosen with a combination of flowering and fruiting native and non-native species providing opportunities for pollinators.

There are additional existing trees retained across the site. The root protection areas of these trees have been considered and the trees themselves retained. Tree losses have been offset with new tree planting throughout the public realm and within the communal amenity spaces on site.

Overall, over 500 no. new trees will be planted within the scheme.

Strategy Principles

– The new trees will be selected and planted based on the principles below.
– Suitability for Location: Size, soil, and climatic conditions
– Consideration of Future Climatic Conditions
– Enhancement and Strengthening of The Existing Vegetative Treescape: Providing the site with strong aesthetics and identity.

Proposed and existing vegetation on site

6.20 Tree Strategy

Whilst there are many factors that contribute towards the selection of trees, the future climatic conditions are an important consideration for the success of the development. The trees selected have been selected in correlation to the Botanic Gardens Conservation International's online database which highlight the suitability of British native species for the site based on current and future climate models.

With trees living 60–500 years, those trees planted now will face these climatic shifts. This necessitates introducing resilient species, including non-natives. Taking this into account, proposed species selection will prioritise native flora, close relatives with similar aesthetics or naturalised species with minimal ecological impact. The species selected are examples of species suited to the changing climate that share similar characteristics and appearance to their native counterparts.

The adjacent indicative tree planting palette illustrates suitable species for each of the tree character areas, soils type, planting typology that include both native species and those suited to the changing climatic conditions.

Key species to include, but not exclusively limited to:

Corylus avellana	Hazel
Prunus avium	Cherrytree
Tillia cordata	Linden tree
Betula pendula	Birch
Alnus glutinosa	Alder
Quercus robur	English oak
Quercus ilex	Holm Oak
Liriodendron tulipifera	Tulip tree
Betula utilis	Hymalayan birch
Cedrus libani	Cedar of Lebanon
Koelreuteria paniculata	Pride of India
Carpinus japonica	Japanese Hornbeam
Morus nigra	Mulberry tree
Acer campestre	Field maple
Carpinus betulus	Hornbeam
Prunus 'Nigra'	Black ferral cherry
Liquidambar styraciflua	Liquidambar
Acer x freemanii	Freeman's maple
Platanus x hispanica	London Plane

6.21 Wetlands Planting Strategy

The planting strategy for Glaziers Wetlands incorporates The wetland planting palette for the attenuation basin includes species suited to both wet and dry conditions, allowing the landscape to adapt naturally to changing water levels. Planting is arranged so that wetter areas support moisture-adapted species, while drier edges use plants that remain resilient during periods of low water. This approach creates a stable, low-maintenance, and ecologically supportive basin environment.

1. Carex pendula
2. Juncus effusus
3. Deschampsia cespitosa
4. Festuca rubra
5. Caltha palustris
6. Lythrum salicaria
7. Geranium pyrenaicum
8. Fritillaria meleagris
9. Cornus stolonifera 'Flaviramea'
10. Ligularia przewalskii
11. Iris pseudacorus

6.22 Rain Garden Planting Strategy

The rain garden planting strategy emphasises a diverse mix of species, combining native plants with ornamental varieties. Species will be chosen for their ability to thrive in well drained soil with seasonal flooding. Plants selected will grow at low heights to preserve open views and blend into the surrounding landscape.

Rain garden planting will include wildlife-friendly flowering species that will ensure habitat provision for pollinators and other wildlife, thereby contributing to the site's biodiversity. The selection will include plants that offer year-round interest, such as seasonal blooms, attractive foliage and structural elements, ensuring the rain garden remains a functional and visually appealing feature throughout the year.

Indicative rain garden planting palette:

1. Myosotis sylvatica
2. Asclepias tuberosa
3. Verbena bonariensis
4. Achillea 'Gold Plate'
5. Rudbeckia var. deamii
6. Aster 'Little Carlow'
7. Carex buchananii
8. Miscanthus 'Gracilimus'
9. Cornus alba
10. Cornus 'Midwinter Fire'
11. Miscanthus 'Yakushima Dwarf'
12. Cortaderia 'Pumila'

6.23 Play Area Sensory Planting Strategy

The planting strategy for play areas focuses on creating a safe, engaging and visually appealing environment whilst ensuring resilience and ecological value.

Key considerations will include:

Resilient
Species will be selected for their ability to withstand dynamic landscapes, enabling them to withstand high activity levels. Planting will support biodiversity, providing habitats and resources for pollinators and other wildlife.

Non-toxic
All plants will be carefully chosen to ensure they are safe for children, avoiding any species with toxic properties.

Sensory appeal
A sensory-rich mix will be incorporated, featuring vibrant colours, interesting textures and seasonal variations to stimulate visual and tactile exploration.

Open views
Planting will be kept low to maintain sight lines, ensuring clear supervision and preserving open views across playable spaces.

Acidic Loamy and Clay soil
Selected species will be well-suited to thrive in the site's slightly acidic loamy clay soil conditions, ensuring healthy growth and low maintenance requirements.

Indicative play area planting palette:

1. Salvia 'Hot Lips'
2. Ceanothus var. repens
3. Fuschia var. ricartonii
4. Syringa 'Madamme Lemoine'
5. Geranium sanguineum
6. Hydrangea ' Mariesii Perfecta'
7. Calamagrostis × acutiflora 'Karl Foerster'
8. Miscanthus 'Yakushima Dwarf'
9. Echinops ritro L.Caption
10. Stachys byzantina
11. Verbena bonariensis
12. Salvia officinalis

6.24 Play Area Edible Planting Strategy

The edible planting strategy focuses on establishing a safe, engaging, and visually appealing foraging trail that winds throughout the Westwood Park NEAP. This approach transforms the landscape into a playful learning environment where children and families can explore edible plants in a hands-on, sensory way.

By integrating a dedicated foraging route, the play space serves a dual purpose: it becomes both a recreational destination and a community food trail. This opens up opportunities for informal education about nature, the seasons, and healthy eating, while also encouraging social interaction and shared experiences. In doing so, the edible planting strategy strengthens the sense of community and deepens the connection between residents and their local environment.

Indicative edible planting for play palette:

1. Chamaemelum nobile
2. Echinacea 'Big Kahuna'
3. Ribes odoratum
4. Rubus fruticosus 'Black Satin'
5. Rosmarinus officinalis 'Miss Jessops Upright'
6. Thymus vulgaris
7. Vaccinium corymbosum 'Blauweiss - Goldtraube'
8. Mentha suaveolens 'Variegata'
9. Salvia officinalis
10. Melissa officinalis
11. Allium schoenoprasum
12. Foeniculum vulgare 'Purpureum'

6.25 Residential Planting Strategy

The residential planting strategy focuses on creating inviting and functional landscapes that respect the proximity to homes while enhancing biodiversity and year-round interest. Planting near houses requires careful consideration of factors such as height, maintenance requirements and scale to ensure species are non-invasive and manageable in confined spaces.

By incorporating plants with diverse textures, foliage and seasonal blooms, the planting will provide continuous interest throughout the year, creating a vibrant and engaging residential landscape.












Indicative residential planting palette:

1. Clematis armandii
2. Hydrangea petiolaris
3. Ceanothus 'Concha'
4. Salvia 'Hot Lips'
5. Rosa 'Red Meidiland'
6. Hydrangea 'Mariesi Perfecta'
7. Acorus gramineus
8. Miscanthus 'Yakushima Dwarf'
9. Salvia yangii
10. Helictoron sempervirens
11. Geranium 'Rozanne'
12. Geranium sanguineum

6.26 Grassland and Meadow Strategy

The proposals will incorporate a variety of meadow, lawn and seed mixes to enhance biodiversity, create dynamic seasonal displays and provide functional green spaces, with special consideration for the acidic soil conditions typical of the Meadows & Wetlands.

Meadow areas will be seeded with species that thrive in low-pH soils, supporting pollinators and wildlife through a mix of acid-tolerant wildflowers and grasses, such as Heath Bedstraw and Sheep's Fescue. These meadows are managed with low-intensity mowing to allow species to flower and set seed. The mixes will be composed of the following species:

BioScapes® Biodiverse Turf - Wild Flowers 20%

- Wild Flowers 20%
- 2.50% Leontodon autumnalis – Autumn Hawkbit
- 2.50% Leucanthemum vulgare – Oxeye Daisy
- 2.50% Betonica officinalis – Betony
- 2.50% Silene dioica – Red Campion
- 2.50% Lotus corniculatus – Birdsfoot Trefoil
- 2.50% Plantago lanceolata – Ribwort Plantain
- 2.50% Ranunculus acris – Meadow Buttercup
- Grasses 80%
- 40.00% Festuca rubra ssp. rubra – Creeping Red Fescue
- 40.00% Festuca rubra ssp. litoralis – Slender Creeping Fescue

EC1 Standard Cornfield Mixture

EM5 Meadow Mixture for Loamy Soils

- Wild flowers 20%
- 0.60% Achillea Millefolium – Yarrow
- 0.80% Agrimonia eupatoria – Agrimony
- 1.40% Betonica officinalis – Betony
- 2.40% Centaurea nigra – Common Knapweed
- 0.60% Daucus carota – Wild Carrot
- 1.00% Galium verum – Lady's Bedstraw
- 0.60% Geranium pratense – Meadow Crane's-bill
- 0.40% Lathyrus pratensis – Meadow Vetchling
- 1.60% Leucanthemum vulgare – Oxeye Daisy
- 0.40% Lotus corniculatus – Birdsfoot Trefoil
- 1.00% Malva moschata – Musk Mallow
- 1.60% Plantago lanceolata – Ribwort Plantain
- 1.00% Poterium sanguisorba – Salad Burnet
- 1.00% Primula versis – Cowslip
- 1.60% Prunella vulgaris – Selfheal
- 2.00% Ranunculus acris – Meadow Buttercup
- 0.40% Ranunculus bulbosus – Bulbous Buttercup
- 1.00% Rumex acetosa – Common Sorrel
- 0.60% Taraxacum officinale – Dandelion
- Grasses 80%
- 8.00% Agrostis capillaris – Common Bent
- 1.60% Anthoxanthum odoratum – Sweet Vernal-grass (w)
- 0.80% Briza media – Quaking Grass (w)
- 52.00% Cynosurus cristatus – Crested Dogstail
- 11.20% Festuca rubra – Red Fescue
- 6.40% Phleum bertolonii – Smaller Cat's-tail (w)

EM8 Meadow Mixture for Wetlands

- Wild Flowers 20%
- 1.00% Angelica sylvestris – Wild Angelica
- 1.00% Carex divulsa ssp divulsa – Grey Sedge
- 2.40% Centurea nigra – Common Knapweed
- 0.10% Eupatorium cannabinum – Hemp Agrimony
- 1.70% Filipendula ulmaria – Meadowsweet
- 1.00% Galium album – Hedge Bedstraw
- 4.00% Iris pseudacorus – Yellow Iris
- 0.80% Lathyrus pratensis – Meadow Vetchling
- 0.50% Lythrum salicaria – Purple Loosestrife
- 0.20% Lycopus europaeus – Gypsywort
- 0.60% Plantago lanceolata – Ribwort Plantain
- 1.00% Ranunculus acris – Meadow Buttercup
- 2.80% Silene dioica – Red Campion
- 0.70% Silene flos-cuculi – Ragged Robin
- Grasses 80%
- 4.00% Agrostis capillaris – Common Bent
- 4.00% Anthoxanthum odoratum – Sweet Vernal-grass
- 1.60% Carex divulsa subsp. divulsa – Grey Sedge (w)
- 34.40% Cynosurus cristatus – Crested Dogstail
- 1.60% Deschampsia cespitosa – Tufted Hair-grass
- 20.00% Festuca rubra – Red Fescue
- 8.00% Poa trivialis – Rough-stalked Meadow-grass

EP1 Pond Edge Mixture

- Wild Flowers 20%
- 3.20% Centaurea nigra – Common Knapweed
- 1.40% Filipendula ularia – Meadowsweet
- 2.00% Galium verum – Lady's Bedstraw
- 0.80% Lathyrus pratensis – Meadow Vetchling
- 0.60% Leontodon hispidus – Rough Hawkbit
- 1.20% Leucanthemum vulgare – Oxeye Daisy (Moon Daisy)
- 0.60% Lotus corniculatus – Birdsfoot Trefoil
- 0.10% Lotus pedunculatus – Greater Birdsfoot Trefoil
- 1.00% Medicago lupulina – Black Medick
- 2.00% Plantago lancelata – Ribwort Plantain
- 0.40% Primula veris – Cowslip
- 0.80% Prunella vulgaris – Selfheal
- 1.20% Ranunculus acris – Meadow Buttercup
- 0.80% Rhinanthus minor – Yellow Rattle
- 0.60% Rumex acetosa – Common Sorrel
- Grasses 80%
- 4.00% Agrostis capillaris – Common Bent (w)
- 4.00% Anthoxanthum odoratum – Sweet Vernal-grass
- 33.60% Cynosurus cristatus – Crested Dogstail
- 20.00% Festuca rubra – Red Fescue

EW1 Woodland Mixture

- Wild Flowers 20%
- 1.00% Allium ursinum – Ramsons
- 2.00% Alliaria petiolata – Garlic Mustard
- 0.50% Angelica sylvestris – Wild Angelica
- 1.0% Anthriscus sylvestris – Cow Parsley
- 0.20% Arum maculatum – Lords-and-Ladies
- 4.00% Digitalis purpurea – Foxglove
- 0.10% Eupatorium cannabinum – Hemp-agrimony
- 0.90% Filipendula ulmaria – Meadowsweet
- 1.50% Galium album – Hedge Bedstraw
- 0.10% Geum urbanum – Wood Avens
- 1.60% Hyacinthoides non-scripta – Bluebell
- 0.10% Primula vulgaris – Primrose
- 1.00% Prunella vulgaris – Selfheal
- 0.40% Ranunculus acris – Meadow Buttercup
- 3.00% Silene dioica – Red Campion
- 0.20% Teucrium scorodonia – Wood Sage
- Grasses 80%
- 2.40% Agrostis capillaris – Common Bent (w)
- 1.60% Anthoxanthum odoratum – Sweet Vernal-grass (w)
- 0.80% Brachypodium sylvaticum – False Brome (w)
- 48.00% Cynosurus cristatus – Crested Dogstail
- 1.60% Deschampsia cespitosa – Tufted Hair-grass (w)o0
- 19.20% Festuca rubra – Red Fescue
- 6.40% Poa nemoralis – Wood Meadow-grass
-

EC1 Standard Cornfield Mixture

- Wild flowers 100%
- 45.00% Agrostemma githago – Corncockle
- 20.00% Centaurea cyanus – Cornflower
- 10.00% Cota austriaca – (Anthemis austriaca) – Corn Chamomile
- 20.00% Glebionis segetum – (Chrysanthemum segetum) – Corn Marigold
- 5.00% Papaver rhoeas – Common Poppy




6.27 Landscape Stewardship

The maintenance and management of any site is critical to its success. Normandy and Flexford will aim to do this through promoted stewardship and a long-term plan with community involvement where possible. Helping to foster community belonging and a feeling of ownership, engendering a sense of place and wellbeing. The plans will also explore the options for fund generation, working with the community the ensure the longevity of the site.

The principles of maintenance for landscape elements are to be reviewed at each stage and developed with the community and chosen Landscape Contractor are as follows:

Existing established trees - All works to be carried out in accordance with specialist ecological advice. Permission from Local Authority Tree Officer will be required to carry out any tree surgery works to the trees that are subject to a tree preservation order. Removal of dead, diseased, decaying and damaged wood to be reviewed .

Woodland treebelt / proposed trees - Woodland areas may be subject to low intensity management. Thinning, coppicing and the control of non-native species may be considered in accordance with ecologist recommendations. The ongoing monitoring of the trees across the site is important to successfully realising the long term tree strategy. Details of watering, soil conditions and tree canopy growth will all be required in the detailed Management Plan. All works to existing and proposed trees to be carried out in accordance with BS:3998 and the latest Forestry and Arboricultural Advisory Group /Health and Safety Executive safety guides.

Proposed hedgerows - Hedgerows are proposed along the boundaries and green links to bolster the existing hedgerows. Hedges will be subject to ongoing pruning timed throughout the year with consideration for fruiting hedgerow to allow fruits to be consumed by birds and other wildlife and avoid impacts on breeding and nesting birds.

Proposed shrubs and perennials - The planting, establishment, pruning and ongoing maintenance of shrubs and perennials will be clearly specified. The intention is to encourage the establishment of planting to provide continuous cover, keep all beds weed and litter free and supply sufficient water to maintain healthy growth

Proposed meadow grassland and wildflowers - Area of meadow grassland and wildflowers will be subject to different mowing regimes and may take a full year to establish from sowing. All maintenance on grasses are to follow suppliers recommendations

Proposed sustainable drainage features - Integrated planting within the SuDS will be subject to ongoing maintenance. Swales, basins and rain gardens supporting wet meadow grass and wildflower will be maintained as per supplier's and ecologist's recommendations with areas of scrub managed for safety and to prevent encroachment into wetland areas. Further maintenance of the basins will be required to remove litter and debris.

Ancient Woodland- Existing areas of ancient woodland will be protected and managed through a light-touch, minimal-intervention approach, to be coordinated with arboriculturalists and ecologists. Management will prioritise the retention of veteran trees and deadwood features, protection of soils and ground flora, and support for natural regeneration.

Given its high conservation value, any proposed tree works will be subject to statutory controls. Woodland operations will be carefully timed to avoid ecological disturbance, with works avoided during the main bird breeding season (March–July). Tree safety will be managed through annual visual inspections and additional inspections following major storm events. Remedial works will be limited to those necessary for public safety or risk management and will be carried out in accordance with current arboricultural best practice. Monitoring for pests and diseases will be undertaken, with any significant outbreaks reported to the relevant authorities.

KEY

1. Amenity grassland
2. Native & mixed-native hedge planting
3. Established tree planting in meadow planting
4. Integrated drainage SuDS feature
5. Species rich meadow flower planting
6. Meadow grassland & wildflowers

7 Access

7.1 Pedestrian access

The masterplan promotes safe, direct and inclusive pedestrian access throughout the site, reinforcing connections between new homes, open spaces and surrounding networks and services. This approach aligns with the National Planning Policy Framework's emphasis on accessible places that support walking as a key mode of travel and create well-connected neighbourhoods. Pedestrian routes are designed to be step-free, well-lit and clearly legible, incorporating links to existing public rights of way and footpaths identified within Surrey's Rights of Way Improvement Plan, thereby encouraging active travel and respecting the rural character of the area.

7.2 Waste management strategy

Waste storage and collection have been considered at an early design stage in accordance with the National Model Design Code and best practice guidance. Bin locations are proposed to be easily accessible for residents and waste collection vehicles, with dwellings designed to minimise carry distances and avoid on-street clutter. Provision for recycling, organic and residual waste reflects local authority standards, ensuring that collection points are safe, visually integrated and serviceable without compromising street function or rural character.

7.3 Vehicle and servicing access

Vehicular access has been arranged to prioritise safety and permeability, responding to engagement with Surrey County Council highways planning objectives. The layout has had initial tracking to accommodate safe movement of cars, refuse vehicles and service traffic while ensuring that vehicle presence does not dominate street environments, consistent with Streets for a Healthy Life principles. Roads and drives are designed to allow service vehicles to enter, manoeuvre and exit the site in forward gear where practicable, contributing to efficient operations and minimal disruption to residents.

7.4 Emergency vehicles and fire strategy

The masterplan framework ensures that all parts of the development can be reached by emergency services in accordance with national guidance and best practice that supports resilient and safe access. Strategic routes are designed with carriageway widths and turning provisions that facilitate emergency response vehicles while maintaining the landscape and rural settlement pattern. These considerations will be further refined at the Reserved Matters stage to meet Building Regulations and Fire & Rescue Service standards.

7.5 Parking and cycle storage strategy

The parking strategy embraces a balanced approach that reflects national policy on sustainable travel and Guildford Local Plan objectives. Vehicular parking is provided at levels appropriate to the rural context, designed sensitively so as not to dominate the built form or public realm. Secure, convenient cycle parking is allocated at the front of homes to prioritise active travel and encourage everyday cycling, in accordance with Surrey's parking guidance which supports high-quality cycle storage and accessibility for all users. Provision for electric bike charging infrastructure will be considered where feasible, supporting sustainable travel choices.

7.6 Inclusive access

Inclusive design underpins the masterplan, reflecting national planning policy requirements for accessible environments that can be used by everyone. All public spaces and routes are designed to be step-free, easily navigable and comfortable for people of all ages and abilities. Entrances to homes and communal facilities are accessible, and route gradients comply with best practice standards to ensure barrier-free movement. The strategy also considers the needs of older and vulnerable residents as promoted by Surrey's transport policies, ensuring that improvements support equitable access to services, transport and community facilities. See **Section 6.8** Inclusive and Accessible Design.

7.7 Safety and security

The masterplan has been shaped by the principles of Safer Places: The Planning System and Crime Prevention, ensuring that safety and security are embedded from the earliest design stages. The structure of blocks, streets and open spaces has been arranged to maximise natural surveillance, establish clear distinctions between public and private areas, and promote activity throughout the day.

The proposals align with the masterplanning requirements of Secured by Design, with crime-prevention considerations integrated into movement networks, landscape design, and the layout of development parcels. Although detailed building design will come forward at later stages, the framework plan establishes a robust basis for "designing out crime" and creating a safe, legible and resilient environment for future residents and visitors.

8 Delivery

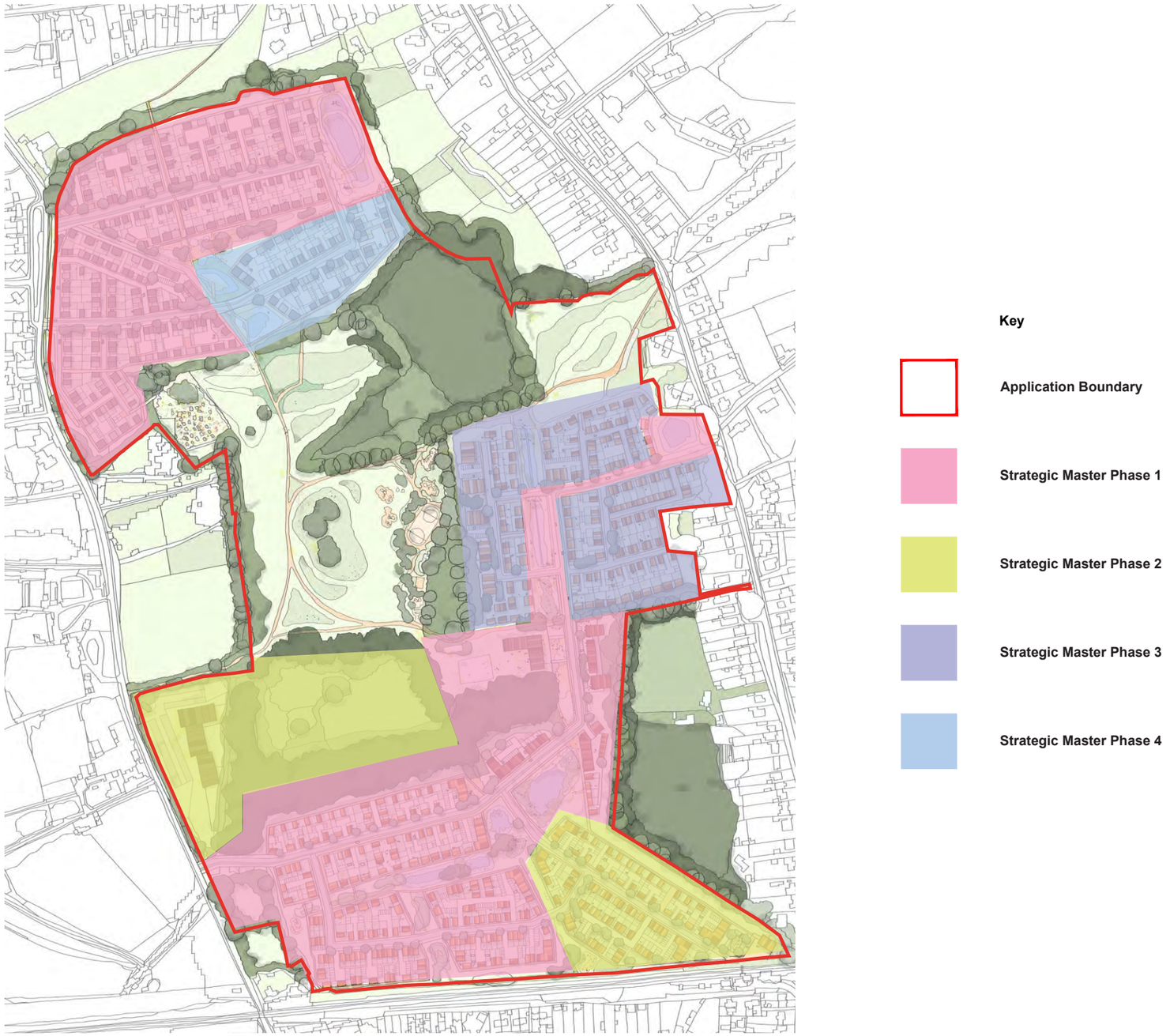
8.1 Stewardship and Maintenance

The development will foreground stewardship to sustain its beauty and working order over the long term. Responsibility for the streets, trees and green spaces will be split between the local authority and planned management trust, taking care to manage service charge costs for residents. Landscapes must be designed to ensure safety and longevity – but will be adaptable to allow further landscape improvement.

See the planning statement and section 6.15 for further details on Stewardship and maintenance.

8.2 Indicative Phasing Plan

The development will be progressed initially with a phase in the northern and southern neighbourhoods - delivering the four residential access points into the site. This will connect the development to both Glaziers Lane and Westwood Lane and allow safe access for new residents and construction traffic during the build period. The first phase will also deliver the neighbourhood centre, and if required at this point, the primary school. Subsequent phases will deliver the SEND education facilities and connection to Wanborough Station, followed by the final residential neighbourhoods.



Illustrative masterplan with indicative phases

9 Appendix

9.1 Building for a healthy life assessment

9.1 Building for Healthy Life assessment

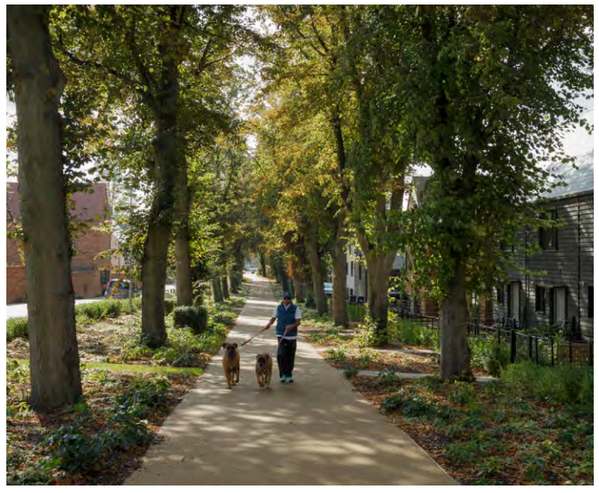
Reflecting the 'golden thread' approach, we have developed the proposals working with the Building for Healthy Life assessment tools as a key part of the design process. Each component of the criteria was tested against and addressed at the concept stage, and this process centred approach has been reflected in a majority of green lights and no red lights.

	Theme	Description	Self-assessed rating	National Planning Policy Framework	National Design Guide
The proposals deliver all the requirements of integrated neighbourhoods. They build on the principles established to be well integrated into the site, its wider natural systems, social infrastructure and urban form. A key aspect of this integration is the design of our green network, a distinctive landscaped open space connecting all the proposed neighbourhoods, which is combined with a fine-grained active travel/low speed network that forms convenient connections to the wider movement network. Our approach means that there is a strong network designed to align with and connect with each new area, natural spaces, and new amenities. This will help maximise their use and visibility both for new and existing local communities and bring people together. New uses will complement existing/planned amenities by limiting space for new retail and instead focussing on social/community functions such as nursery provision. Each of the proposed neighbourhoods is fully mixed tenure and tenure blind and provides a good balance of typologies, including flats and houses. All the proposed homes are NDSS compliant.	**Integrated neighbourhoods**	Natural connections		91a; 102c and e; 104d; 127b; 127f	B3; M1; M2; N1; R3
		Walking, cycling and public transport		20c; 91a; 91c; 127e	B1; B3; M1; R3
		Facilities and services		102; 103	B1; B3; N1; P3; U1; U3
		Homes for everyone		60-62	B1; B2; U2; U3
The proposals deliver all the requirements to create a distinctive place. Access to landscape and nature is a key component in the character of the development and the framework draws strongly on existing natural features. The existing ancient woodland is harnessed as a landscape focal point, and the surrounding landscape and planned ecological buffer zones become accessible and biodiverse sustainable drainage and meadowlands. Hedges are thoughtfully retained and incorporated as part of the wider managed landscape. The built form of the proposed framework plan lines and defines the route and public space network with perimeter blocks incorporating active and composed street frontages. The arrangement of typologies supports the navigability of streets. Street corners are addressed by corner typologies and terrace house and town house typologies are located on junctions and intersections for legible change of scale and rhythm.	**Distinctive places**	Making the most of what's there		122d; 127c; 127d; 153b; 184	C1; C2; I1; B2; R3
		A memorable character		122d; 127c; 127d	C2; I1; I2; I3; B3
		Well defined streets and spaces		91a	B2; M2; N2; N3; P1; P2; H2; L3
		Easy to find your way around		91b; 127b	I1; M1; M2; U1
The proposed streets are designed as public spaces, encouraging social interaction and activity, not just providing movement corridors. The design and alignment of surrounding building frontages prioritises 'eye's on the street' as a key placemaking driver and all streets are overlooked by active frontages. Providing healthy streets with the inclusion of trees and social functions, such as play-on-the-way, is embedded from the outset. The hierarchy of streets prioritises active travel and minimises potential severance by highways with compact junctions, convenient crossing points and low traffic speeds throughout. Vehicular streets and shared surfaces link up with car free routes via modal filters to prioritise convenient and safe active travel as the first choice for short journeys.	**Streets for all**	Healthy streets		91b; 102c and e; 110a-d	M1; M2; N3; P1; P2; P3; H1; H2
		Cycle and car parking		101e; 127f; 105d	B2; M1; M3
		Green and blue infrastructure		20d; 91b; 91c; 127f; 155; 170d; 174	C1; B3; M1; N1; N2, N3; P1; P3; H1; R3; L1
		Back of pavement, front of home		127a-b; d; f	M3; H3; L3

What's needed (from Building for a Healthy Life)
Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.
Look beyond the red line that marks the extent of your site. Ordnance Survey maps along with satellite mapping software such as Google Earth are useful tools to help you understand the wider context and how you can best stitch a new development into a place.
Identify the places, facilities and services you need to connect to.
Draw points of connection into and through your site - creating a strong and direct street, path and open space network.
Create well-connected street and path networks, providing opportunities for these to be extended beyond the site boundary in the future.
Research and respond to how water flows and nature moves across your site and the wider surroundings.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 91a; 102c and e; 104d; 127b; 127f
National Design Guide: Sections B3; M1; M2; N1; R3

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Edge to edge connectivity	The natural networks have been designed to link between points of connection, providing clearly navigable and attractive links between the neighbourhoods.	✓
Respond to pedestrian and cyclist desire lines.	The scheme is well integrated into the broader masterplan, with clear links to surrounding, amenities, open spaces and play. The fine-grained network of interconnecting streets provides direct, attractive and responsive choices for walking and cycling both around the development, and for connecting beyond it. Encouraging walking to school is a key test - the location of the school adjacent to the green armature walking/cycle routes provides convenient and attractive journeys to school from all parts of the development. Cycle route access is combined with convenient cycle parking.	✓
Connected street patterns. These work best when they include straight or nearly straight streets to makes pedestrian routes as direct as possible.	Convoluted curving roads have been avoided. Junctions are perpendicular and streets are straight or near straight in each part of the development.	✓
Filtered permeability. A useful technique that designs out rat running and creates a pleasant low traffic environment around people s homes whilst still allowing pedestrian and cycle movement.	Permeable networks for active modes. Filtered permeability approaches have been applied throughout the design, combined with a visually and spatially distinct hierarchy of street typologies: Primary routes – for vehicles to navigate through neighbourhoods with a primary route that connects between the southern and central neighbourhoods Secondary routes – streets that provide service access for cars and service vehicles within each neighbourhood. Wherever possible these are laid out in a loop to avoid dead-ends/ turning heads.	✓

Pemberley Place, Bath by PTE



The Avenue, Saffron Walden by PTE

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Filtered permeability. A useful technique that designs out rat running and creates a pleasant low traffic environment around people s homes whilst still allowing pedestrian and cycle movement. CONT.	Tertiary routes – All the streets and lanes beyond the secondary routes are quiet neighbourhood streets that strongly prioritise walking and cycling movement. Many of these lanes are shared surfaces to support slower trafficked areas and link a more informal network. These are emphasised in a different surface material. Modal filters are used to allow continuity of movement for walking and cycling while preventing rat running. Footpaths within the green edges have through-links with the street and lane network, and this is protected by modal filters.	✓
Continuous streets (with public access) along the edges of a development. Private drives can frustrate pedestrian and cycle movement along the edges of a development.	Continuous walking/cycling routes are provided on all green edges. These are car free throughout to avoid severance between homes and landscape and are well overlooked by building frontages.	✓
Connecting existing and new habitats; safeguarding existing or creating new movement corridors for nature.	The green armature, which links across the development site from edge-to-edge, safeguards ecological movement corridors along and between key natural features on the site – and links to surrounding landscapes and habitats.	✓
Where retained, keeping hedgerows within the public realm, safeguarding their future retention and management.	All retained hedgerows are located within the managed public realm.	✓
Streets and routes that can be extended in the future.	The route network is intrinsically 'open ended' at key points of potential connection near to boundaries to allow for future connectivity and these points are safeguarded within the managed public realm. For example safeguarding a future connection to Glaziers Lane close to the Normandy Village Hall	✓
Adoption to site boundaries.	Access roads and paths are adopted to link with the surrounding highways with no ransom strips.	✓

What's needed (from Building for a Healthy Life)
Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.
Cycle and walk the neighbourhood to understand where off-site interventions will be most useful. Local residents and councillors can help you understand where investment in improvements to pedestrian and cycle infrastructure might have most impact.
Invite people to cycle within the site and beyond to destinations within at least a three mile radius; with routes through green spaces, quiet streets alongside prioritised and protected routes on busy streets, junctions and roads.
If there is an existing protected cycle network, connect to it. Alternatively, begin a new one by building or funding routes to key destinations.
Ensure access for all and help make walking feel like an instinctive choice for everyone undertaking short journeys (such as the school run or older generations accessing local facilities and services).
Streets and paths that connect people to places and public transport services in the most direct way, making car-free travel more attractive, safe and convenient.
Make sure that all streets and routes pass in front of people s homes rather than to the back of them – creating a well overlooked public realm.
Exploit existing (or planned) public transport hubs, such as train stations and bus interchanges, to build at higher densities and channel a higher percentage of journeys to public transport.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 20c; 91a; 91c; 127e
National Design Guide: Sections B1; B3; M1; R3

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Share street space fairly between pedestrians, cyclists and motor vehicles.	The proposals prioritise walking and cycling, both in terms of directness of routes, providing an attractive and healthy walking and cycling environment, and this is reflected by the overall allocation of space.	✓
Cycle friendly streets with pedestrian and cycle priority (and protection) with across junctions and side streets.	The street network has been planned to follow the principles set out in LTN 1/20 which provides enhanced guidance on delivering high quality, cycle infrastructure. Junctions are compact and perpendicular to allow straightforward crossing points that prioritise walking and cycling.	✓
Nudge people away from the car. Offer cycle (and cargo bike) parking closer to the entrance of commercial, leisure and community facilities than car parking spaces.	Commercial, leisure and community facilities are co-located around a community square which lies on the primary cycle infrastructure and will incorporate convenient cycle parking in locations closer than car parking around building entrances.	✓
Provide scooter and cycle parking at schools. Scooters can encourage younger children to get active on the way to school.	The school is located on the primary cycle infrastructure and is co-located adjacent to the community square with secure bike and scooter parking.	✓
Design out school runs dependent on cars.	The school is strategically located on the green ring primary cycle infrastructure and green armature which provide protected, attractive walks and rides to school within 15 minutes. Short distance school runs in the car should not be necessary.	✓
Demand Responsive Transport car clubs and car shares.	The proposal includes for the provision of car club spaces equipped with car charging in key locations such as the neighbourhood centre.	✓
Start or contribute to the delivery of a Local Cycle and Walking Strategy Infrastructure Plan.	The proposals will connect and contribute to the growing cycling infrastructure within Normandy and Flexford. We will use the Design Principle document as a key tool to capture where further connections can be strategically strengthened.	✓

Knights Park, Eddington, Cambridge by PTE

Mosaics, Oxford by PTE

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Short and direct walking and cycling connections that make public transport an easy choice to make.	The street network provides straight, direct routes to key places within the development, and connections to those beyond it. The sustainable transport corridor to the north loops around and back onto Westwood Lane, whilst the sustainable transport corridor to the south connects through to the central neighbourhoud between Westwood Land and Glaziers Lane.	✓
Zebra, parallel and signalised crossing.	The proposals minimise severance by roads using a design and place led approach. Design speeds are a maximum 20mph throughout with a combination of raised table crossing points, compact junctions and the use of shared surfaces on all low-traffic tertiary streets.	✓
New or improved Park and Ride schemes.	NA	✓
Tight corner radii (<3m) at street junctions and side streets.	All residential streets use <3m compact radii to slow traffic and assist with easy crossing on foot and bike.	✓
20mph design speeds, designations and traffic calming.	20mph design speeds are used throughout, with practical design speeds for tertiary streets substantially less. Traffic calming is designed into the proposals through the predominant use of short streets and tight radii, combined with build outs that incorporate tree planting. The detail strategy for managing speeds will be a key role for the Design Parameter document.	✓
Concentrate new development around existing or new transport hubs.	The development boundary is located next to Wanborough Train Station which is located on the south end of the site. The northern edge of the site is within a cycling/walking times of around 15 mins.	✓
Protected cycle ways along busy streets.	The majority of the paths through the site are designed for both cycle and pedestrian, especially within the landscape or along the quiet streets that enable safe east / west and north / south routes.	✓

Knights Park, Eddington, Cambridge by PTE

What's needed (from Building for a Healthy Life)
Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.
Developments that provide community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafés and other meeting places that respond to local community needs.
Locate any new facilities in the best location for those walking, cycling and using public transport.
Consider whether improving existing facilities will add more value to the local community than adding new ones.
Assess or identify what sport and leisure provision there is for people of all ages, paying particular attention to the needs of children, teenagers and older people.
Create places where people can meet each other such as public spaces, leisure facilities, community buildings, cafes and restaurants to provide opportunities for social interaction – helping to improve public health by encouraging physical activity and helping to tackle those affected by loneliness and isolation.
Play on the way can make car-free trips more fun for children making them want to walk or cycle to school.
Sustainable drainage schemes that contribute towards an attractive and accessible network of streets and public spaces.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 102; 103
National Design Guide: Sections B1; B3; N1; P3; U1; U3

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Intensifying development in locations that benefit from good public transport accessibility, in particularly around public transport hubs such as train stations and bus interchanges.	The area of highest proposed density is focussed around the southern neighbourhood close to the existing Wanborough railway station and close to the proposed neighbourhood centre.	✓
Reserving land in the right locations for non-residential uses.	All new planned facilities are co-located at the heart of the scheme, near The Ponds and neighbourhood centre and along the principal junction of the the sustainable transport corridor giving good visibility and accessibility on foot, bike. Land reserved for non-residential uses in this area include a primary school ,nursery, forest building and commercial uses.	✓
Active frontages.	The principle of active frontages and 'eyes on the street' has been followed throughout the development. Around the heart and neightbourhood centre ground floor frontages are activated by non-residential uses. The co-location of education, commercial and community spaces (including residential accommodation for Later Living) will encourage social interaction in a safe, overlooked central space, close to amenities and play.	✓
Clear windows along the ground floor of non-residential buildings (avoid obscure windows).	Using the principle of eyes on the street, uses will be arranged to maximise visible activity around and inside the buildings – for example through discrete rear servicing. Where sensitive uses are planned, for example school and nursery, the Design Parameter document will set out guidance for non-sensitive uses to line street frontages.	✓

Marleigh, Cambridge by PTE

Marleigh, Cambridge by PTE

Colby Lodge, Walthamstow by PTE

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Mixing compatible uses vertically, such as placing supported accommodation at the heart of new developments above active ground floor uses.	The neighbourhood centre incorporates homes for later living on upper floors, and these are located over outward-facing café/retail spaces.	✓
Giving places where routes meet a human scale and create public squares.	A good range of outdoor facilities such as play provision and informal green spaces with seating wll be provided. All junctions and intersections are planned as compact, perpendicular and well defined, enclosed by active street frontages. Key junctions within the neighbourhoods occur at the head of the neighbourhood parks, providing attractive views of these important green spaces. The neighbourhood centre will be the key public space and is located on a key nodal point within the route network and adjacent to the gateway to the development. It is lined with non-residential uses and has room and services for activities including farmers markets and pop-up events, supported by a small amount of short stay and wheelchair user streetside parking.	✓
Frequent benches can help those with mobility difficulties to walk more easily between places.	Frequent 'rest-on-the-way' benches will be strategically located e.g. with play, network nodal points and at key views, for example looking towards the copse.	✓

Woodside Square, Muswell Hill by PTE

What's needed (from Building for a Healthy Life)
A range of homes that meet local community needs.
A mix of housing types and tenures that suit the needs of the local community. This may include first time buyer homes, family homes, homes for those downsizing and supported living.
Maximising the opportunities offered by supported accommodation, placing these homes at the heart of new developments above active ground floor uses such as shops, community facilities and pre-schools.
Offering people access to at least some private outdoor space. This is particularly important for people s mental health and wellbeing especially when social distancing and travel restrictions are in place.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 60-62
National Design Guide: Sections B1; B2; U2; U3

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences.	All homes, houses and flats, will be designed to appear as tenure blind. Pepper-potting are handled in management clusters and affordable homes are included in all areas including on key locations and frontages.	✓
Apartment buildings might separate tenure by core but each core must look exactly the same.	Apartment building designs and cores e.g. entrances will be tenure blind.	✓
A range of housing typologies supported by local housing needs and policies to help create a broad-based community.	The development provides a comprehensive mix including 50% affordable tenure housing. The overall mix accurately reflects the housing needs identified in the SHMA. The homes are diverse in terms of both size, type and demographic appeal. Diversity includes 2B, 3B, 4B & 5B houses of varying sizes to reflect differing affordability needs, 1B and 2B flats.	✓
Homes with the flexibility to meet changing needs.	All the proposed homes are designed to meet or exceed Nationally Described Space Standards. Innovative typologies are included in the development.	✓
Affordable homes that are distributed across a development.	Affordable homes are distributed across every part of the development – including at key locations and on green frontages.	✓
Access to some outdoor space suitable for drying clothes for apartments and maisonettes.	To be reviewed at detailed design stage	✓

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes; balconies and terraces for homes above ground floor.	All homes will have access to a private outdoor space, in the form of a private rear garden, roof terrace, or a balcony for flats. Where flats are proposed they are located on corners with access to significant and high quality public open spaces.	✓

Marleigh, Cambridge by PTE

What's needed (from Building for a Healthy Life)
Understand and respond.
Allow time for good design, walk the site and the surroundings with the local planning authority. Discuss, understand and agree opportunities and constraints building a shared vision that makes use of the topography and other existing assets on and beyond the site.
Explore conceptual ideas before settling on an agreed way forward and producing a site layout. For instance, if there are existing site features explore how these might be best integrated into a place.
Identify any visual connections into, out, through and beyond the site.
Work with the contours of the land.
Understand how water flows across and pools on the site. Explore how water can be used to enhance biodiversity, create character and improve people s sense of wellbeing.
Draw all these considerations together to get the street, block and open space structure right from the start (a framework or concept plan).
Consider opportunities for natural lighting, cooling and ventilation. Take care not to compromise important urban design principles such as perimeter block structure.
Identify opportunities to integrate and reuse existing features of value, these might be natural or manmade, on or beyond the site.
Be careful that hedges are not simply retained and prevent a sensible and practical new development layout. It may be more effective to create and plant new hedgerows and tree belts into development proposals than work around existing hedges. A well thought out approach may even increase habitat and biodiversity.

What's needed (from Building for a Healthy Life)
Be sensitive to existing development but avoid creating buffer spaces between existing and new back gardens.
Using the landform and ground conditions (soil) in a considered way. For instance, low-nutrient subsoils are ideal to put to one side if you wish to establish wildflower meadows rather than importing new topsoil.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 102; 103
National Design Guide: Sections B1; B3; N1; P3; U1; U3

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as features.	Our proposals are based on a comprehensive constraints plan and were developed through a comprehensive meeting and engagement process undertaken with Council planning officers and local stakeholders to ensure a shared understanding of the site. Building on this work, we began the design process by exploring on foot the proposed site, it's connections and the character of the surrounding area. To understand the surrounding areas and the opportunity to establish sense of place and it's key characteristics. The site itself has many natural features which are being incorporated in the development, including the ancient woodlands and hedgerows.	✓
Using existing assets as anchor features, such as mature trees and other existing features.	The ancient woodlands of Walden's Copse, Pussey's Copse, Mortal's Copse as well as Westwood Park are key existing features as well as the hedgerows and views. This distinctive existing pattern of landscape development forms the heart of our proposed green armature and there are views to copse and green armature from each character area. Giving access to and encouraging healthy, active, relationships with the landscape and nature is a key characteristic of the development.	✓
Positive characteristics such as street types, landscape character, grain, plot shapes and sizes, building forms and materials being used to reflect local character.	The proposals include a range of street types reflecting traditional Surrey models including tree lined streets, mews lanes and gathering homes around courtyards (Farmsted character) Our framework plan established a grain of development that is tightly planned and permeable, creating small identifiable clusters of homes and reflecting the walkable character of historic settlements. Proposed building forms have traditional pitched roofs reflecting the prevailing form of the existing area. The use of brick, timber and slate reflects the traditional material palette of the area.	✓

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other.	The proposals are good neighbours. Proposed heights and tenures along the eastern boundary complement the small scale, tenure and use of existing homes. Back-to-back distances are maintained.	✓
Remember the four pillars of sustainable drainage systems.	The proposals have been developed with a good understanding of natural drainage regime of surrounding area and implications for layout. *Water Quantity:* The proposed landscape incorporates infiltration basins, swales, and detention ponds. These are designed and integrated to mimic natural drainage patterns and reduce the impact of development on watercourses. *Water Quality:* The proposed landscape incorporates wetland beds and filter drains to help remove pollutants from water runoff before it enters natural water bodies. *Amenity:* SuDS are integrated into the landscape design to provide visual, social and health and well-being value. The aim is for a fully accessible landscape wherever possible and avoiding barriers to access. The banks of basins and swales rain gardens are kept shallow gradient – at or below 1:3. These landscapes will have a diverse, natural character and provide opportunities for activities including natural play. *Biodiversity:* The SuDS are planned as a fully integrated component in a site-side network of blue-green infrastructure, tree canopies, hedges alongside active travel routes. This creates an attractive and effective network of blue/green corridors, linking up the new and existing natural features of the site and landscapes and receptors beyond the boundaries.	✓

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Protecting and enhancing existing habitats; creating new habitats.	Key existing habitats on the site include ditches and hedgerows. The proposed designs retain as much of these features and to enhance where possible these existing features. Retained hedges are incorporated into the wider green armature for the development, aligning them with accessible routes and parklands to avoid them becoming barriers to connectivity. Where crossing points need to be established for the route network, these are located to minimise impact on existing features to maintain habitat connectivity. Built development is set back 20meters from ancient woodlands and 10m easements from watercourses.	✓
Interlocking back gardens between existing and new development (where existing back gardens adjoin a site boundary).	Secure back-to-back relationships are formed with all existing neighbours at the boundaries.	✓

What's needed (from Building for a Healthy Life)
Create places that are memorable
Create a place with a locally inspired or otherwise distinctive character.
Explore conceptual ideas before settling on an agreed way forward and producing a site layout. For instance, if there are existing site features explore how these might be best integrated into a place.
Review the wider area for sources of inspiration. If distinctive local characteristics exist, delve deeper than architectural style and details. Where the local context is poor or generic, do not use this as a justification for more of the same. Inspiration may be found in local history and culture.
Understand where positive local character comes from: streets, blocks and plots (urban grain), green and blue infrastructure, land uses, building form, massing and materials often underpin the essence of the distinctive character of settlements rather than architectural style and details.
Using a local materials palette (where appropriate) can be a particularly effective way to connect a development to a place. This is often more achievable and credible than mimicking traditional architectural detailing which can be dependent on lost crafts.
Brownfield sites can offer sources of inspiration for new development. Greenfield and edge of settlement locations often require more creativity and inspiration to avoid creating places that lack a sense of local or otherwise distinctive character.
Character can also be created through the social life of public spaces. Create the physical conditions for activity to happen and bring places to life.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 122d; 127c; 127d
National Design Guide: Sections C2; I1; I2; I3; B3

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
A strong, hand drawn design concept. To find the right solution a number of different ideas and options might need to be explored.	Our design process began by establishing key principles we wanted to deliver. These principles are special qualities of place, going well beyond skin deep, and are the basis of the development's character: • Minimising highways infrastructure, dominance from car parking and inefficient perimeter roads. • Access to nature – every home within 1-2 minutes' walk of high-quality natural space. • Neighbourhoods built around or near open green links and views onto existing tree belts. • Meaningful and visible integration of existing landscape features as key assets. • Non-residential and community uses that tie the new development to the wider area, and do not compete with it. These principles were layered and the masterplan refined with a series of sketches and diagrams.	✓
Drawing inspiration from local architectural and/or landscape character.	The development will draw its character first and foremost from relationships to landscape and significant landscape features on the site such as the ancient woodlands and existing green spaces such as Westwood Park– around which the new neighbourhoods are focussed both.	✓
Reflecting character in either a traditional or contemporary style.	Homes are arranged into coherent streets and permitter blocks to support strong and characterful frontages. This ensures that all streets and open spaces are well overlooked by development frontages. Simple, well-designed buildings will combine traditional and vernacular forms and robust materials with crisp and contemporary detailing. Practical delivery of quality design principles will be further captured though a site-wide Design Principles document.	✓

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Structural landscaping as a way to create places with a memorable character.	The masterplan is truly landscape-led, with the settlement pattern structured by the existing landscape features; and leading to a distinctive and memorable character.	✓
Memorable spaces and building groupings.	The proposals identify a series of neighbourhoods across the new development – each focussed on a neighbourhood open space. With buildings frontages clustered around them we look to create well defined groupings and give a strong sense of arrival in neighbourhood. Around the landscape edges of the neighbourhoods and onto the existing woodlands, car free frontages with direct access to landscape are formed giving the homes that face them a distinctly landscape setting and sociable character. The masterplan layout prioritises a legible navigation, using existing landscape features as memorable 'moments' within the spatial sequence. Key nodes and the neighbourhood centre contain memorable spaces and buildings, with residential areas in-between purposefully containing more modest and 'low-key' groupings. Natural and robust materials such as brick and tile, together with traditional and familiar forms, are combined with crisp contemporary detailing. These requirements will be captured within the Design Principles document.. Mix of house types and different character areas. Ensure there is variety and the design is bespoke to the area.	✓

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Memorable spaces and building groupings. CONT.	• Distinctive layout pattern to give impression of arriving at a place with its own character and identity. • Green infrastructure to have a bold simplicitiy • Evidence a thorough study of precedents of the wider area and the graphics to be informed by these. • Simple bold layout of movement infrastructure and green network leads to an easy to understand and recognisable character. • Differences in landscape treatment on each corridor. • Parking court study and sketches do demonstrate character in the key spaces and courtyards and how building layout and hard and soft landscape can define spaces. • The scheme describes how elements are evolved from local character and respond to the Design Principles document. • Materials are chosen in response to context • A strong landscape strategy and approach to the courtyards provides potentially interesting and distinct character areas with marker trees as central features visible from inside houses, entrances, gateways and contribute to the street character and place making. • Apartment blocks work well to overlook and help define and reinforce open spaces and courtyards as well as key corners. • Mews streets provide a different character within the broader framework.	✓
Place names that have a connection to the locality can help stimulate ideas and design thought. A place name like Valley View will always be more helpful on larger, multi-developer developments than generic terms such as Parcel R5.1.	The existing open field named 'Westwood Park' and the new 'The Ponds' incoporating SuDs basins identify the central areas and heart of the new development. Whilst some open spaces have been given working titles, further Place naming is intended to be progressed as part of a wider on-going engagement strategy.	✓

What's needed (from Building for a Healthy Life)
Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.
A strong framework of connected and well overlooked streets and spaces.
Look beyond the plan and illustrative street scenes; what will you actually see and experience walking along the street?
Perimeter blocks with clearly defined public fronts and private backs.
Active frontages. Front doors, balconies, terraces, front gardens and bay windows are a good way to enliven and add interest to the street and create a more human scale to larger buildings such as apartments and supported living accommodation.
Carefully considered street corners.
Three dimensional models (physical or computer generated) and simple, hand drawn street cross sections can be particularly useful tools to understand and test the spatial qualities of a place.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 91a
National Design Guide: Sections B2; M2; N2; N3; P1; P2; H2; L3

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Streets with active frontages.	We are following an eyes-on-the-street strategy. Homes are arranged in streets to provide active frontages and overlooking. Specific typologies are used to maintain active frontages on street corners.	✓
Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define space	Streets and spaces are coordinated with design for enclosure by frontages and to incorporate key landscape features such as trees, SuDS and play. The streets and spaces are linked together into a coherent network and this interconnectivity is a key feature of their character. The character of the The Ponds is significant example of combining landscape, SuDS form and frontage to deliver a well-defined route.	✓
Cohesive building compositions and building lines.	Buildings typologies are composed into groups and combinations that respond to their location in the masterplan. Building lines are maintained throughout.	✓
Front doors that face streets and public spaces.	Front doors consistently face streets and green spaces as part of ensuring active frontages.	✓
Apartments that offer frequent front doors to the street.	Most of the proposed homes are houses. Where flat blocks are incorporated, they are small footprint and integrated into the street design to maintain frequent entrances. Apartment block locations work well to overlook and help define and reinforce open spaces and courtyards as well as marking key corners. Ground floor apartments address the street with threshold gardens.	✓
Dual aspect homes on street corners with windows serving habitable rooms.	Typologies have been designed or specifically adapted to address street corners, including incorporating windows from principle rooms to overlook the public realm.	✓
Perimeter blocks.	The framework masterplan has been developed based on the use of perimeter blocks to provide well overlooked and secure frontages and clear relationships between fronts and backs. Where areas need rear servicing, for example non-residential and mixed uses, these areas are integrated into the urban design and well overlooked by surrounding frontages.	✓

Knights Park, Eddington, Cambridge by PTE

Marleigh, Cambridge by PTE

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Well resolved internal vistas.	The street layout has been designed to ensure that vistas satisfyingly terminate in building frontages, open views to landscape, or landscape features. When entering each of the neighbourhoods, the vista terminates in its local neighbourhood open space, strengthening sense of arrival and wayfinding.	✓
Building typologies that are designed to straddle narrow depth blocks.	Within the higher density streets we have combined houses which front directly onto landscape with mews houses. These allow plots to interlock, reducing back-to-back distances while maintaining a perimeter frontage.	✓

The Avenue, Saffron Walden by PTE

Distinctive places - Easy to find your way around

What's needed (from Building for a Healthy Life)
Use legible features to help people find their way around a place.
Streets that connect with one another.
Streets that are as straight and as direct as possible.
Use street types, buildings, spaces, non-residential uses, landscape, water and other features to help people create a mental map of a place.
Streets with clearly different characters are more effective than character areas in helping people grasp whether they are on a principal or secondary street.
For larger sites, it will be necessary to use streets and spaces with different characters to help people to find their way around.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 91b; 127b
National Design Guide: Sections I1; M1; M2; U1

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Designing for legibility when creating a concept plan for a place.	The concept plan creates a highly legible pattern of coherent sub neighbourhoods. There are different levels of navigability, working at the scale of both the development, the neighbourhood, and the street. This starts with the sustainable transport corridor leading to defined secondary and tertiary networks. Street patterns are reinforced with surrounding boundary treatments, rooflines, building alignments and tree planting to identify routes, destinations and gateways e.g. with corner buildings.	✓
Using streets as the main way to help people find their way around a place. For instance, principal streets can be made different to more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments.	To assist legibility, street typologies are designed with specific uses of enclosure, planting and material finishes. The sustainable transport corridor establishes a clear primary movement corridor with its own spatial and landscape character. The wide street provides a continuous boulevard landscaping and tree planting. The route is lined with primary frontages including terraced houses. The south and central neighbourhood are interconnected through the heart of the site, The Ponds and neighbourhood centre. Routes leading off the sustainable transport corridor are smaller scale, creating a clear distinction and transition into the neighbourhood. The smallest, tertiary, streets are narrow lanes with shared surfaces and incorporate informal planting and closely spaced building frontages.	✓
Navigable features for those with visual, mobility or other limitations.	The masterplan provides a framework for planning for memorable navigability without reliance on signage. Navigability is assisted with the use of key vistas and visible destinations, a clear hierarchy of streets, and clearly defined public spaces. Focal points are created in the landscape for example with landscape views to the copse and new feature tree planting. Streets and public spaces are supported by the enclosure and composition of building frontages and the use of bespoke buildings and varying materials on key frontages and treatment of street corners. Proposed routes are flat or shallow gradient. Design for accessibility includes level transitions e.g. at kerbs and the use of bound surfaces.	✓

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Frame views of features on or beyond a site.	Longer vistas are established through the development, with framed views of the open spaces, woodlands and neighbourhood green links. These views extend beyond the site boundaries.	✓
Create new legible elements or features on larger developments – further reinforce legible features where necessary through the landscape strategy, building and layout design, hard landscaping and boundaries.	The landscape strategy and planning for activities and play is closely associated with the route network, and this has led to the creation of key memorable focal points, features and elements across the development. The new community square and surrounding buildings creates a distinctive multi-functional hard landscaped area near the gateway of the development – connecting with all major routes.	✓
Simple street patterns based on formal or more relaxed grid patterns.	The proposals provide a clearly navigable network of streets. Vehicle links connect directly to the active travel network via modal filters. Streets are straight and link directly to key destinations prioritising active travel. Intersections on the route network are frequent and clearly defined to ensure convenient connections and promote walking as the first choice for local trips.	✓

Marleigh, Cambridge by PTE

The Avenue, Saffron Walden by PTE

What's needed (from Building for a Healthy Life)
Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.
Low-speed streets and neighbourhoods with pedestrian and cycle priority.
The right balance between movement and place functions.
Rethinking the way we distribute street space. At times of more relaxed social distancing, demand for better quality cycle provision is expected to increase as public transport capacity reduces. Congestion caused by motor vehicles will make it unattractive for people to switch from public transport to cars creating a unique opportunity to change the way we move around our cities, towns and villages.
Healthy streets improve people s physical and mental health. Encouraging walking, cycling, outdoor play and streets where it is safe for younger children to cycle (or scooter) to school can create opportunities for social interaction and street life bringing wider social benefits.
Street trees.
Avoid streets that are just designed as routes for motor vehicles to pass through and for cars to park within.
Boulevards and streets with active edges rather than distributor roads and bypasses with no (or limited) frontage access.
Streets that are easy to cross; providing priority for pedestrians and cyclists across junctions and accesses.
Well overlooked streets with front doors facing streets and public spaces.

What's needed (from Building for a Healthy Life)
Provide conditions for cycling appropriate to the speed and volume of motor traffic.
Inclusive design: think about how people with visual, mobility or other limitations will be able to use the street confidently and safely.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 91b; 102c and e; 110a-d
National Design Guide: Sections M1; M2; N3; P1; P2; P3; H1; H2

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Streets for people.	Streets are designed in the first instance as public space framed by building frontages and landscape features. Design for movement prioritises a hierarchy of active travel first, with eyes on the street to ensure they feel well overlooked and safe to walk around. Carriageway widths are minimised, with compact junctions and added pinch-points for easy crossing. Car-parking does not dominate secondary and tertiary streets to help maintain safety and public space role of streets.	✓
20mph (or lower) design speeds; 20mph designations.	All streets are designed for 20mph or lower, aided by minimising carriageways, compact junctions and landscape build outs. Within the gateway community square, control of speeds will be assisted by a combination of change of surfaces. build outs, and a design focus on surrounding uses.	✓
Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place.	Street trees are planned for all streets including tertiary streets. These will typically be planted into 2m+ open beds for rooting rather than engineered tree pits. Establishing effective tree canopy is a key goal to delivering climate change resilience with allowance for growth and careful species selection. Trees will be located within clearly managed planting zones, rather than relying on private garden trees, with strategies for stewardship agreed in collaboration with Highways as part of design development. This reflects our wider strategy of establishing clear stewardship principles so that future management can be designed into the scheme.	✓
Tight corner radii (3m or less).	The street designs incorporate compact perpendicular junctions targeting radii 3m or less.	✓
Places to sit, space to chat or play within the street.	Our approach coordinates social spaces, activities and greening into the route network. Play on the way and benches are located at nodal points, and particularly within the sustainable transport corridor.	✓

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Anticipating and responding to pedestrian and cycle desire lines (the most direct routes between the places people will want to travel between).	The proposed route network is well integrated, and highly permeable and neighbourhood streets incorporate compact junctions and shared surfaces for convenient near home and cycling. The Primary, segregated, walking and cycling infrastructure follows the sustainable transport corridor and connects all the neighbourhoods via the paths through the exisitng open land (such as Westwood Park). These direct routes through existing landscape are shared walking/cycling paths to promote direct connections to happen.	✓
Landscape layers that add sensory richness to a place – visual, scent and sound (including SuDS).	The landscape is structured around three distinct layers, each contributing to a sensory rich green network. First, the expansive, semi-natural green space of the green armature forms the backbone of the landscape. This area safeguards and enhances existing natural features, such as the woodland copse and native hedgerows, while fostering a strong connection between the neighbourhood and the natural environment. It supports a variety of habitats - meadows, wetlands, and woodlands - that not only enrich biodiversity but also provide sustainable drainage through natural attenuation. Second, more compact and formal park spaces are integrated within each neighbourhood. These landscape spaces feature a diverse mix of trees, planting schemes, and open lawns that bring seasonal colour, texture, and fragrance. They offer green havens close to home - places where residents can relax, play, and connect with neighbours. Third, the more urban character of the neighbourhood centre. Street trees, planted areas, and sustainable drainage features soften the primary streetscape while the community square infront of the school offer inclusive, multi-functional spaces for residents to gather, grow food locally, and take part in local events.	✓

Marleigh, Cambridge by PTE

What's needed (from Building for a Healthy Life)
Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.
Provide secure cycle storage close to people s front doors so that cycles are as convenient to choose as a car for short trips.
Integration of car parking into the street environment.
Anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking; thinking about the availability and frequency of public transport.
Avoid confusing car ownership with car usage.
Creative solutions for attractive, convenient and safe cycle parking or higher density developments (such as apartment buildings).
Generous landscaping to settle frontage car parking into the street.
Shared and unallocated parking.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 101e; 127f; 105d
National Design Guide: Sections B2; M1; M3

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
At least storage for one cycle where it is as easy to access as the car.	On plot cycle storage has been identified at or near to front doors and short stay cycle parking within frontages is facilitated by propriety locking points at entrances. Frontages in terraced housing and coach houses will include lockable stores for cycles. Apartments have dedicated secure cycle storage conveniently located near the building entrance - including spaces for oversized bikes. The aim is to ensure bike parking is at least as convenient as car parking.	✓
Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities.	Street and public spaces incorporate publicly accessible visitor cycle stands – for example adjacent to neighbourhood play. Cycle stands are located within the neighbourhood centre adjacent to non-residential building entrances including the school, nursery and retail space. A proposed cycle and mobility hub next to the railway station to allow quick convenient cycle storage for public transport users.	✓
Shared and unallocated on street car parking. Landscaping to help settle parked cars into the street.	Most resident parking is located on-plot and screened from the street. Shared, visitor, car club and drop off parking is visible and integrated into the public realm and landscape design with changes of surface and alongside planting.	✓
Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so.	To reduce car dominance and intrusion, frontage bay parking is limited but where provided it is sub-divided by planting at regular intervals.	✓

Marleigh, Cambridge by PTE

Marleigh, Cambridge by PTE

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
A range of parking solutions.	A range of parking solutions are used, helping the project deliver streets of different character This includes terraced houses and car free frontages. Solutions include: • On plot parking screened between semi-detached and detached houses. • Coach houses incorporating large and convenient garage parking on mews streets. • Shared residential parking squares integrated into the streetscape. • On-street visitor parking. • Car club parking in key locations. • Shared surface short stay parking in the neighbourhood centre opposite commercial and school • All homes are equipped for EV charging.	✓
Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms.	Occasional (approx 12 space) Farmsted courtyards are integrated into the urban design and streetscape and are well overlooking by surrounding homes with ground floor habitable rooms. Where mews parking is to the rear of houses this will be overlooked from adjacent frontages and/or combined with dual-fronted house types.	✓
Staying up to date with rapidly advancing electric car technology.	All homes will be equipped for EV charging. The combination of on-plot parking and small parking squares is well suited to delivering car charging infrastructure. Car club spaces will be equipped with EV charging and the neighbourhood centre will include car charging points for short stay/visitor spaces.	✓
More creative cycle and car parking solutions.	The inclusion of a small number of coach houses into the layout is a key tool in the higher density areas of the layout – providing an interlocking solution for clusters of homes' parking, bikes and bins.	✓

Mosaics, Oxford by PTE

What's needed (from Building for a Healthy Life)
Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.
Create a strong landscape strategy that has impact from day one. Don't layer landscape onto a scheme at the end of the process. Landscape changes can offer opportunities to reintroduce lost habitats and species.
Create a network of different types of spaces.
Weave opportunities for habitat creation throughout the development. Plan these as movement corridors to support biodiversity.
Create food growing opportunities such as allotments and orchards on larger developments.
Well-designed multi-functional sustainable drainage will incorporate play and recreational opportunities.
Well-overlooked public open spaces with strong levels of natural surveillance.
Robust management and long term stewardship.
Relationship of this section to policy:
National Planning Policy Framework: Clauses 20d; 91b; 91c; 127f; 155; 170d; 174
National Design Guide: Sections C1; B3; M1; N1; N2, N3; P1; P3; H1; R3; L1

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Biodiversity net gain.	The project will look to achieve 20% biodiversity net gain. Our landscape approach prioritises delivering this enhancement to nature and habitat on site – with an additional focus on where this can bring additional health and wellbeing benefits for people through access to nature.	✓
Movement and feeding corridors for wildlife, such as hedgehog highways. Bird boxes, swift nesting bricks and bat bricks may be appropriate.	Our proposed blue/green network links between the central areas and the surrounding landscape, knitting the existing corridors, ditches and hedgerows, wildflower and potential wetland habitats. New east/ west tree belts will connect existing areas of woodland. Within the development footprint, the sustainable transport corridor provides a corridor link to the each of the neighbourhood greens and parks. Within plots themselves, garden boundaries will incorporate hedgehog highways and buildings will strategically incorporate bird and bat boxes/bricks.	✓
Plans that identify the character of new spaces, such as parks, woodland, allotments, wildflower meadows rather than P.O.S. Be more specific about the function and character of public open spaces.	The proposed landscape is a key component in the character and identity of the development inwhich neighbourhood green links have been created. Each will include a variety of uses and spaces including integrating play, social gathering and foraging – with varied designs and planting profiles to give distinctiveness. Each space is designed to be highly visible on the route network and helps bring people together.	✓
Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interacton.	The layout creates multiple circuit routes, fitness trails and rest points located at nodal points. This will be explored in more detail within the Design Principles document.	✓

The Avenue, Saffron Walden by PTE

Marleigh, Cambridge by PTE

Pemberley Place, Bath by PTE

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Allow people to connect with water.	The masterplan design prioritises frequent, natural, visible and highly accessible water management and features. SUDS features have been designed within the broader landscape and throughtout the scheme. Permeable paving within driveways and tertiary routes supports the approach. SuDS are integrated into the landscape design to provide visual, social and health and well-being value. The aim is for a fully accessible landscape wherever possible and avoiding barriers to access. The banks of basins and swales rain gardens are kept shallow gradient. These landscapes will have a diverse, natural character and provide opportunities for activities including natural play, for example stepping stones.	✓
Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass.	Unimpeded access to nature is key characteristic of the design apart from areas of ancient woodland which are protected. The homes and perimeter blocks are sociable and outward facing and are within around 2 minutes' walk of landscape and nature.	✓
Provide natural surveillance opportunities.	The proposals line the green spaces with perimeter block frontages - the majority of which are car-free. Routes are positioned in areas and landscapes that are well overlooked.	✓
A connected and accessible network of public open spaces with paths and other routes into and through.	The proposals are designed first and foremost as an integrated network of connected routes and natural infrastructure. Routes provide convenient active travel and social connectivity through short, pleasant journeys within and between neighbourhoods – and connecting new neighbourhoods to existing places. The networks maintain continuity of journeys.	✓

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Sports and play facilities.	A key driver for the design is access to play, and a range of varied play spaces are provided across the route network. Play is for all age groups and is co-ordinated with the green infrastructure including the follow components of play: • Play, natural play and play for younger children (LAPs) prioritised near to homes, within 1-2 minutes-walk. These include natural play. • Play-on-the-way and fitness trails – small play features for all ages integrated into the landscape design and located across the route network. • Equipped play (LEAP) centrally located on the route network within 5-10 minutes' walk from home. • Larger equipped play (NEAP) combines a wide range of play for all ages, including ball play, and is located so it can be enjoyed without disrupting residents. The primary cycling and walking infrastructure is extended to ensure good connectivity to the NEAP.	✓
Well considered management arrangements whether public or privately managed.	Our long-term management strategy ensures a high-quality, sustainable environment with clear land ownership and maintenance responsibilities. All spaces are designated as either privately owned, adopted by the Local Authority, or maintained by a Resident Management Company—avoiding any ambiguous or leftover areas.	✓

Marleigh, Cambridge by PTE

Streets for all - Back of pavement, front of home

What's needed (from Building for a Healthy Life)	What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.	Defensible space and strong boundary treatments.	Defensible space will be provided for ground floor openings. Primary street frontages will be strongly defined with gates and railings around front thresholds. Secondary and tertiary frontages will have planted thresholds including hedges and zones for climbing plants on specific frontages e.g. terminating minor vistas. All exposed garden boundaries e.g. on corner plots will be brick with adjacent growing space for greening and softening.	✓
Clearly define private spaces through strong boundary treatments.	Boundary treatments that add ecological value and/ or reinforce distinctive local characteristics.	Boundary treatments will add ecological value and reinforce distinctive local characteristics, with a mix of hedges and vertical planting. The use of mixed planted, hedge, and structural thresholds on different street types is combined with the underlying consistent building lines and perimeter blocks. The hedge strategy will emphasise native species, and in terms of enclosure will contribute to the legibility and green character of the development.	✓
Manage changes in level in a way that does not compromise the qualities of the street.	Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street.	Utilities and storage will be screened and located to be convenient but unobtrusive. Well integrated utility boxes will be hidden from view and colour matched refuse and recycling storage is in rear gardens, although this is not so close to the frontage it to avoids street clutter for plots with rear access. For all mid-terraced units and elsewhere refuse and recycling in located in covered enclosures designed to act in harmony with the street scene and boundary treatments.	✓
Design the space between the back of the pavement and building façades carefully to integrate services, waste storage and utilities cabinets (meter boxes) so their impact is reduced.			
Avoid pieces of leftover land that serve no useful public or private function. Homes with shallow street backs need careful thought as it is not uncommon to see these spaces poorly resolved with small pieces of grass turf or gravel.			
Outdoor amenity space for apartment buildings, such as a balcony for relaxing or the drying of clothes.	Front garden spaces that create opportunities for social interaction.	Front threshold sitting points will be in appropriate locations e.g. within low-trafficked shared surface lanes.	✓
Relationship of this section to policy:			
National Planning Policy Framework: 127a-b; d; f			
National Design Guide: Sections M3; H3; L3			

What 'green' looks like (from Building for a Healthy Life)	Our proposals	Self-assessed rating
Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas.	Ground floor apartments will have semi-private amenity spaces.	✓
Consider providing terraces or balconies to above ground floor apartments – these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air.	All upper floor flats will have balconies.	✓
No left over spaces with no clear public or private function.	The focus on compact street junctions and use of a perimeter block structure helps gives a clear demarcation of spaces and ownerships. There are no left-over spaces. Each space is valued and has a clear function, or multi-function.	✓
Consider apartment buildings whose access is from a deck rather, than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed.	The flat block designs make use of small footprint blocks that ensure all flats are dual aspect for light and ventilation. Common parts are compact and naturally lit.	✓

Marleigh, Cambridge by PTE

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