

EASTERN DIVISIONAL HQ - VISION

- We will deliver provide modern, efficient and flexible working environments, reducing costs, promoting operational effectiveness, enhancing conditions for our staff and enabling more agile and collaborative ways of working supported by modern technology and a culture of trust.
- This facility will truly be fit for purpose for the future, it will meet the Forces operational and functional needs, reduce our carbon footprint and that is affordable
- This facility will ensure our staff are given the best environment in which to be empowered to be the best they can be, acting with pride, professionalism, confidence and creativity to keep our communities safe and feeling safe.
- This is a unique opportunity for the Force to deliver a bespoke policing facility

EASTERN DIVISIONAL HQ - OPERATIONAL NEEDS DRIVING THE PROPOSALS



570 Total Full Time Equivalent



Agile where possible



304 Total Workspaces



105 Total fleet



Briefing Rooms / meeting rooms
Range of meeting and briefing rooms for staff & operational Officers



Silver Suite
Division wide critical incident suite



Privacy
Confidential interview suites
Rooms for conversations with members of the public



Operational fleet, response cars & private car parking
Sufficient car parking to accommodate the operational fleet and all private car parking needs with swift access onto Randals Road



Defined work areas
Office accommodation designed specifically to suit operational and functional need



Specialist storage
Operational kit storage



External requirements
Bike rack with shelter to encourage sustainable travel



Gym, Toilets, Shower and changing facilities
Operational fitness facilities
Showers, changing facilities & toilet accommodation



Storage & Lockers
Approx 450 personal lockers required 450mm square
Approx 600 kit lockers required 600 x 350 x 1600mm



Wellbeing and private spaces incl Multifaith prayer / reflection room
Wellbeing, decompression & breakout spaces



Dining area / Agile workspaces
Variety of work and 'away from desk eating' spaces
Quiet, collaboration, pods and bench seating and sufficient space for Specials & volunteers



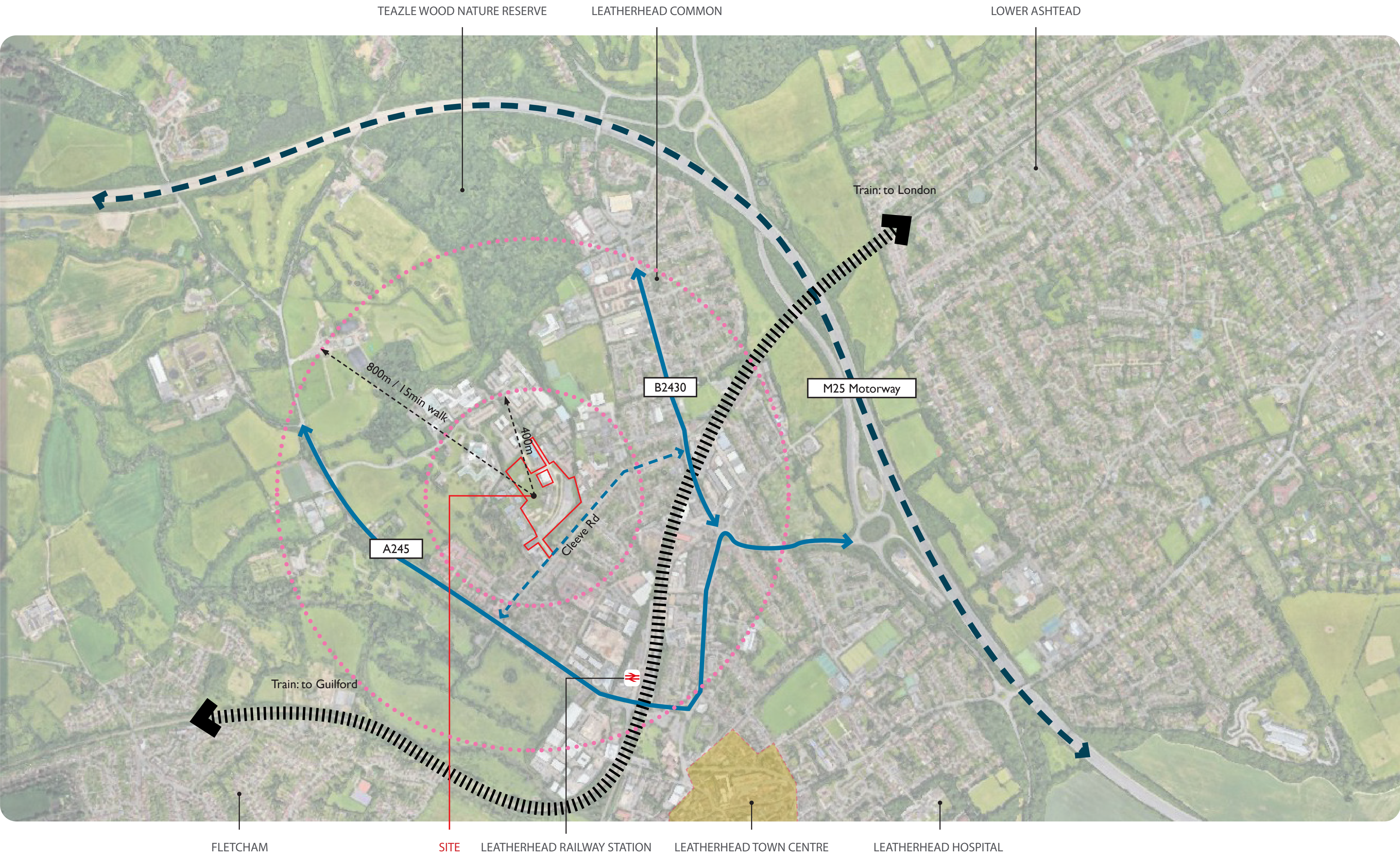
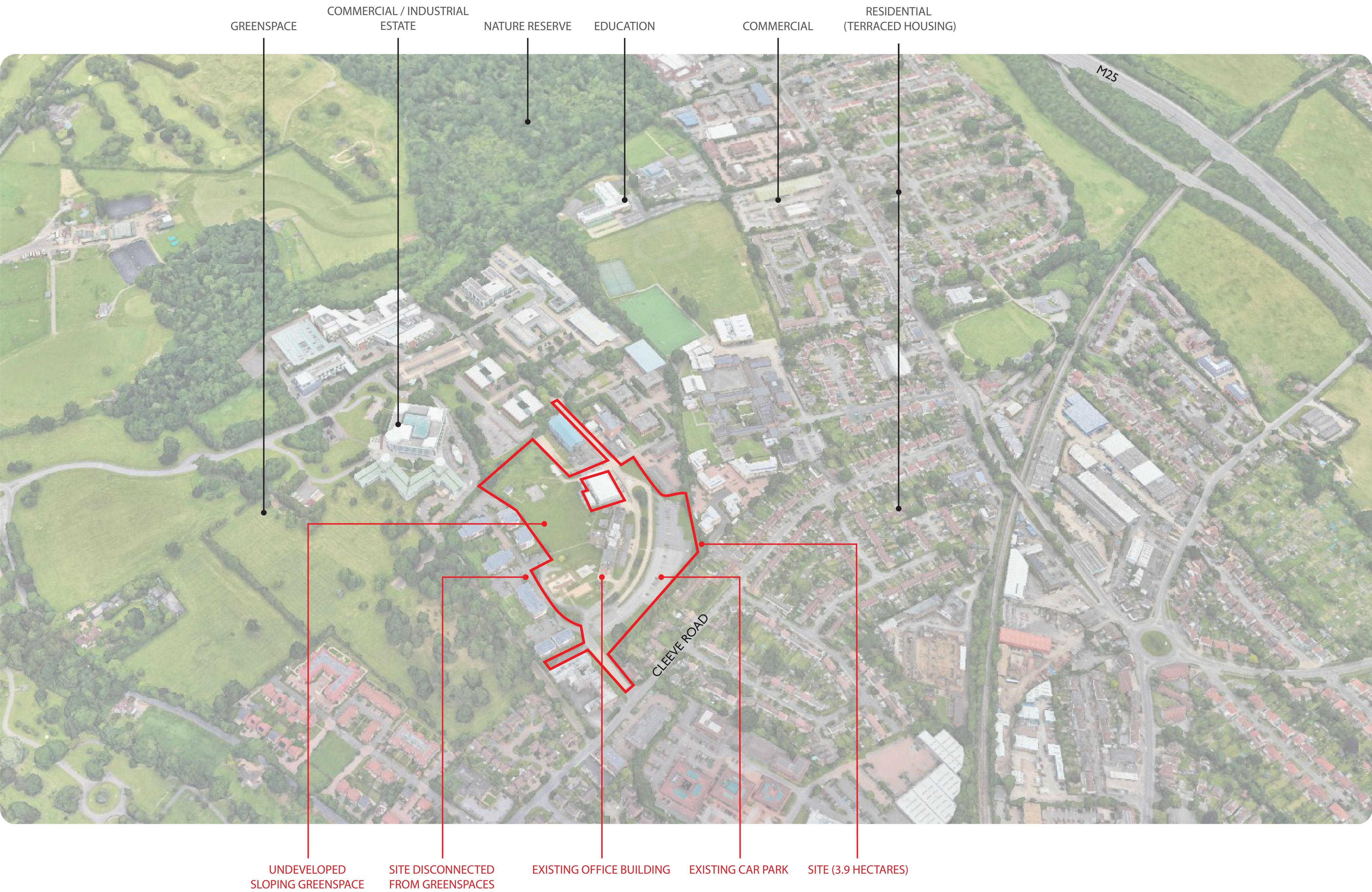
Secure areas
Key code entry to limit access to kit & equipment due to sensitivity



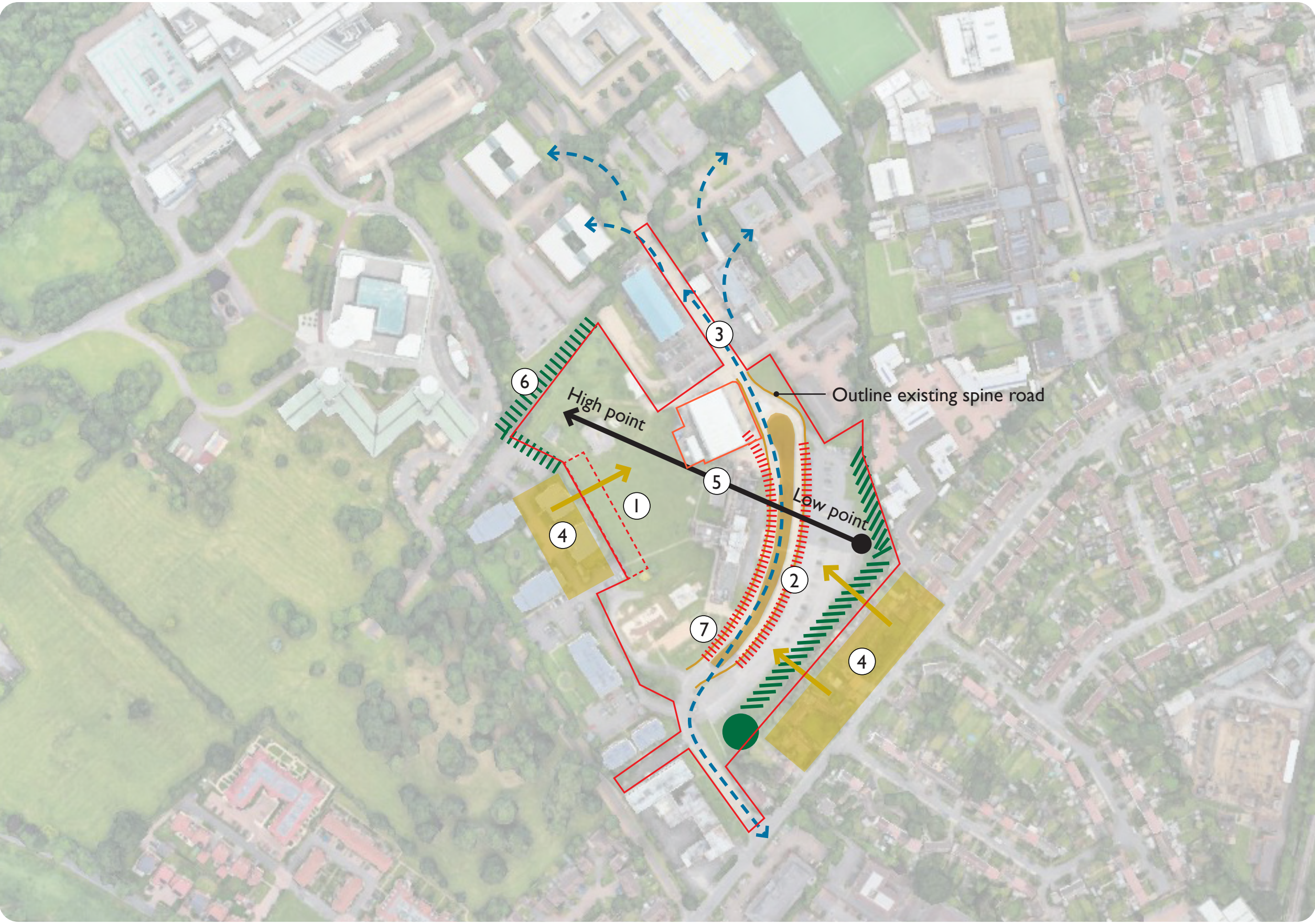
Specialist Testing
Specialist testing equipment



EXISTING SITE



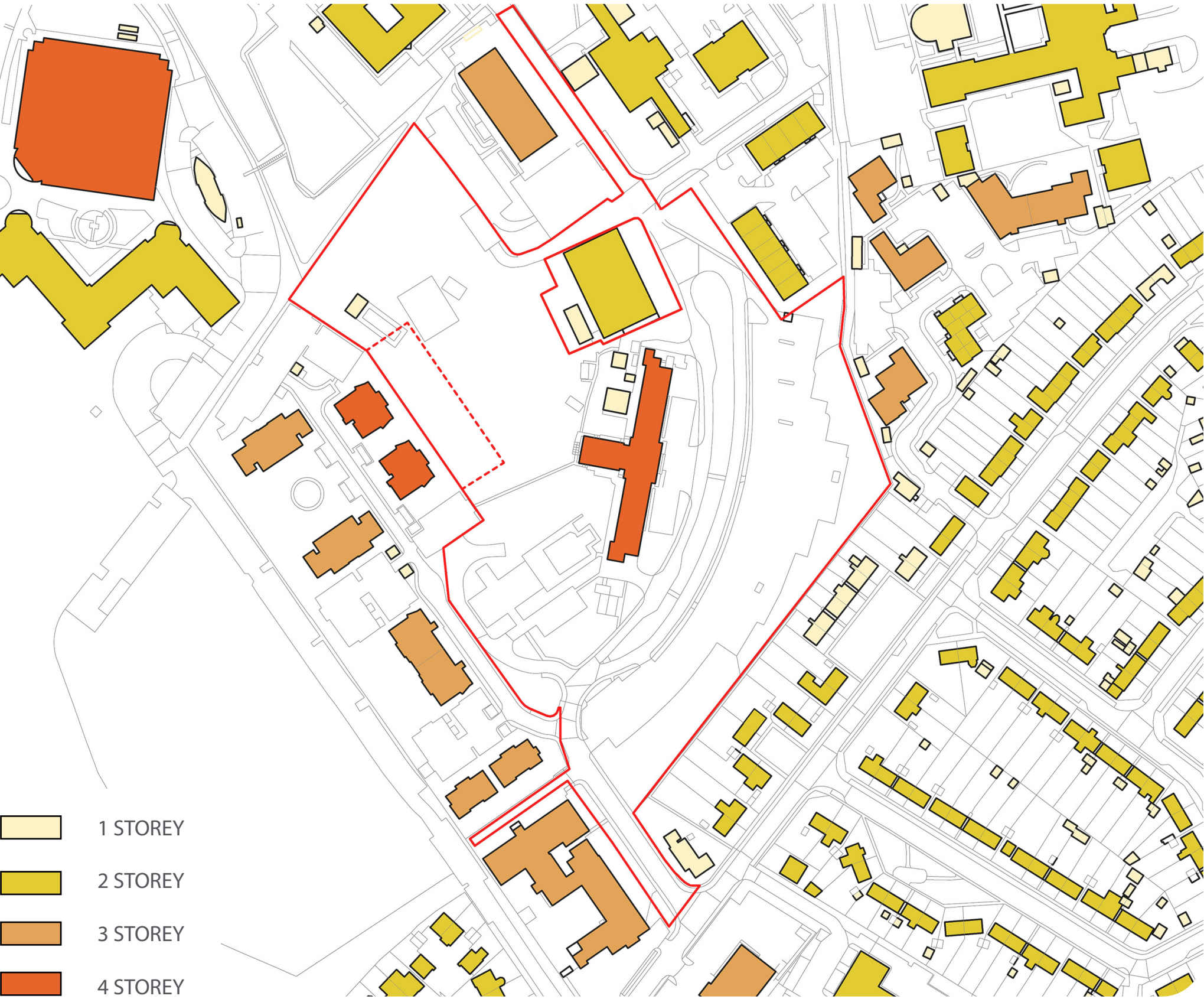
CONSTRAINTS AND OPPORTUNITIES



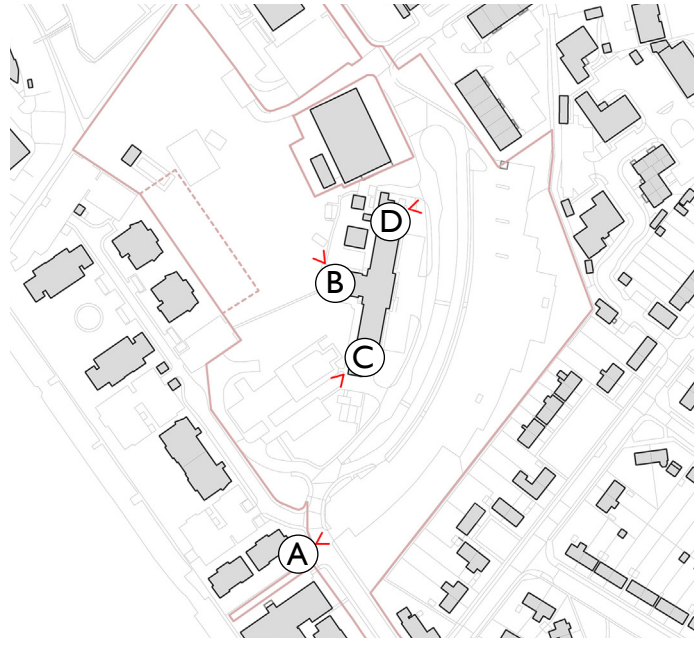
Site Constraints



Site Opportunities



Building Heights Diagram



Site Photos



SITE CONSTRAINTS

- 1. Covenant zone prohibiting built development
- 2. Existing roadway to be retained
- 3. Right-of-way to several properties
- 4. Building height, mass and orientation impact on neighbouring residents
- 5. Sloping site with approx 8-9m height difference
- 6. Existing hedgerows and biodiversity
- 7. Existing substation to remain

SITE OPPORTUNITIES

- 1. Utilising existing hardsurfacing for East Divisional HQ parking
- 2. Opportunity for increased building height
- 3. Existing road establishes clear definition between residential and East Divisional HQ development zones and opportunity for different character zones.
- 4. Potential to enhance existing treeline for screening



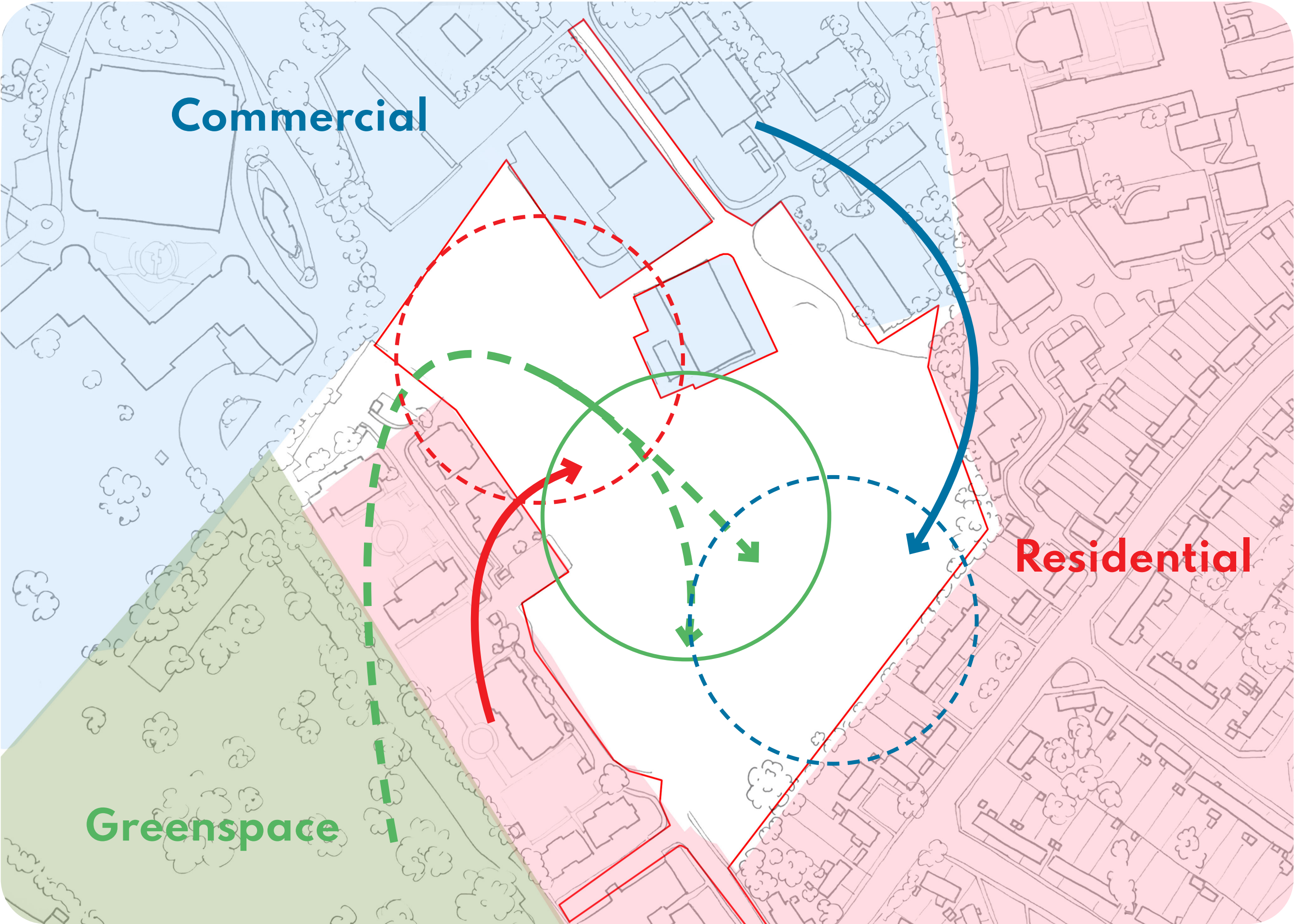
Topography Diagram

MASTERPLAN

CONTEXT LAND USES

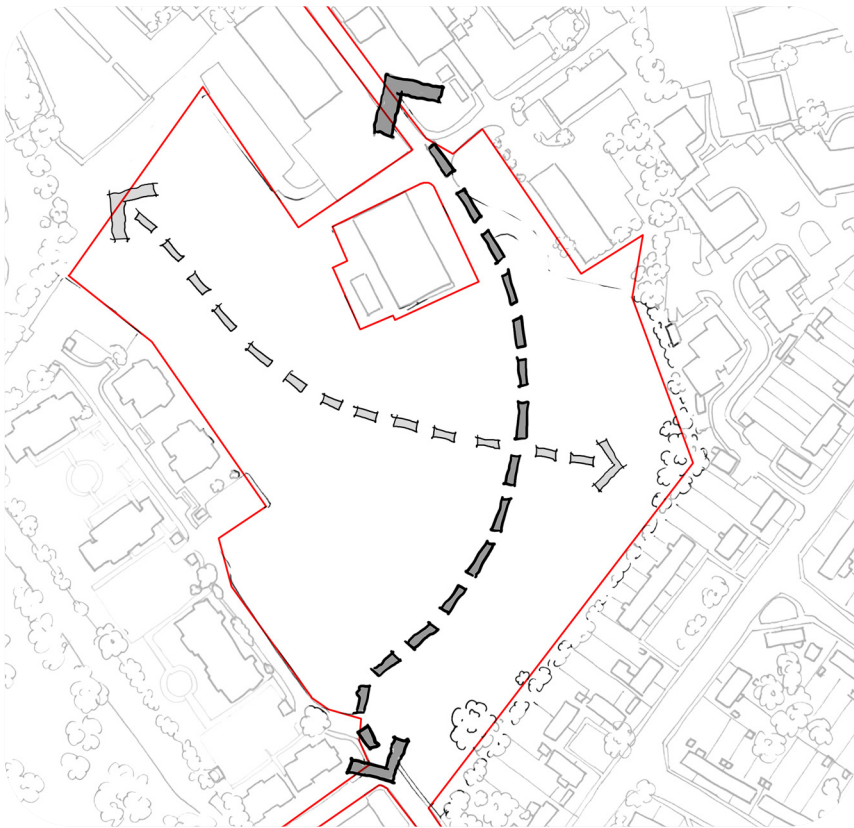
The proposed masterplan approach seeks to address and incorporate the dominant land uses surrounding the site. The proposed development will include a new East Divisional Headquarters, residential units and essential worker accommodation, each requiring their own sense of place and ownership.

- 1. Residential
- 2. Residential + Greenspace
- 3. Headquarters



Surrounding Land Uses

MASTERPLAN DESIGN



Step 01 - Circulation Routes

- Maintaining existing primary route
- Establishing secondary circulation to connect west to east



Step 02 - Buffers

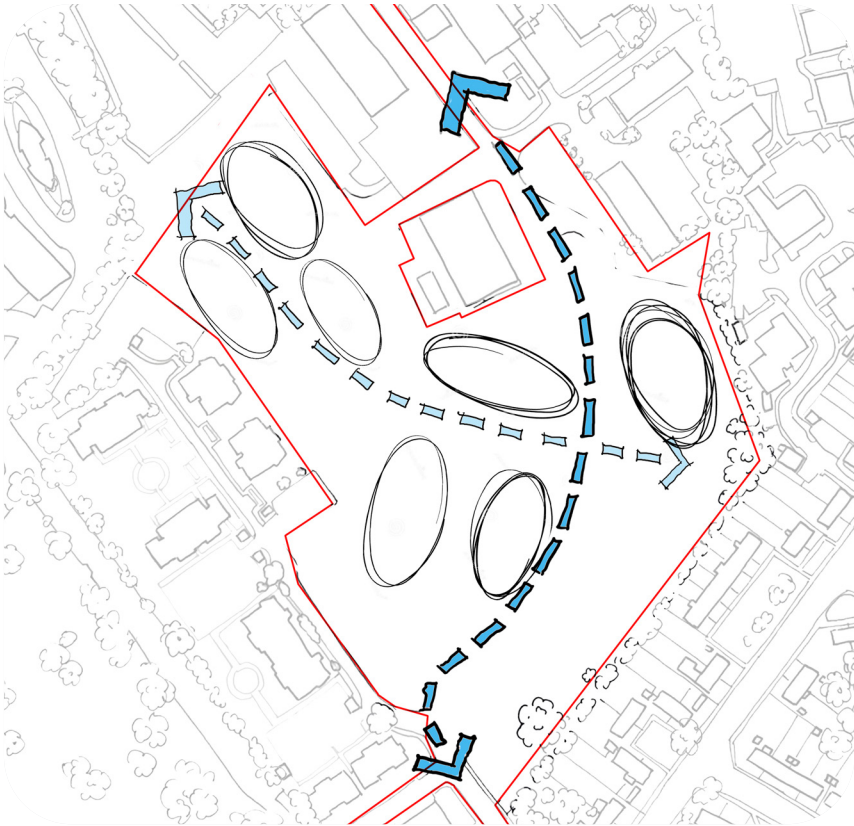
- Green buffers to perimeter of residential zone of site
- Parking zones immediately off secondary and tertiary route



Step 03 - Built Forms

- Building forms within intermediate zone to transition from vehicular access to softer green buffers

CONCEPTUAL PRINCIPLES



Building Form & Relationship

- Residential and HQ parcels respond to one another whilst having physical separation of zones.
- Building forms orientated to respond to each other with shared spaces in between.
- Orientation of forms to promote self-surveillance of overall site and shared spaces.



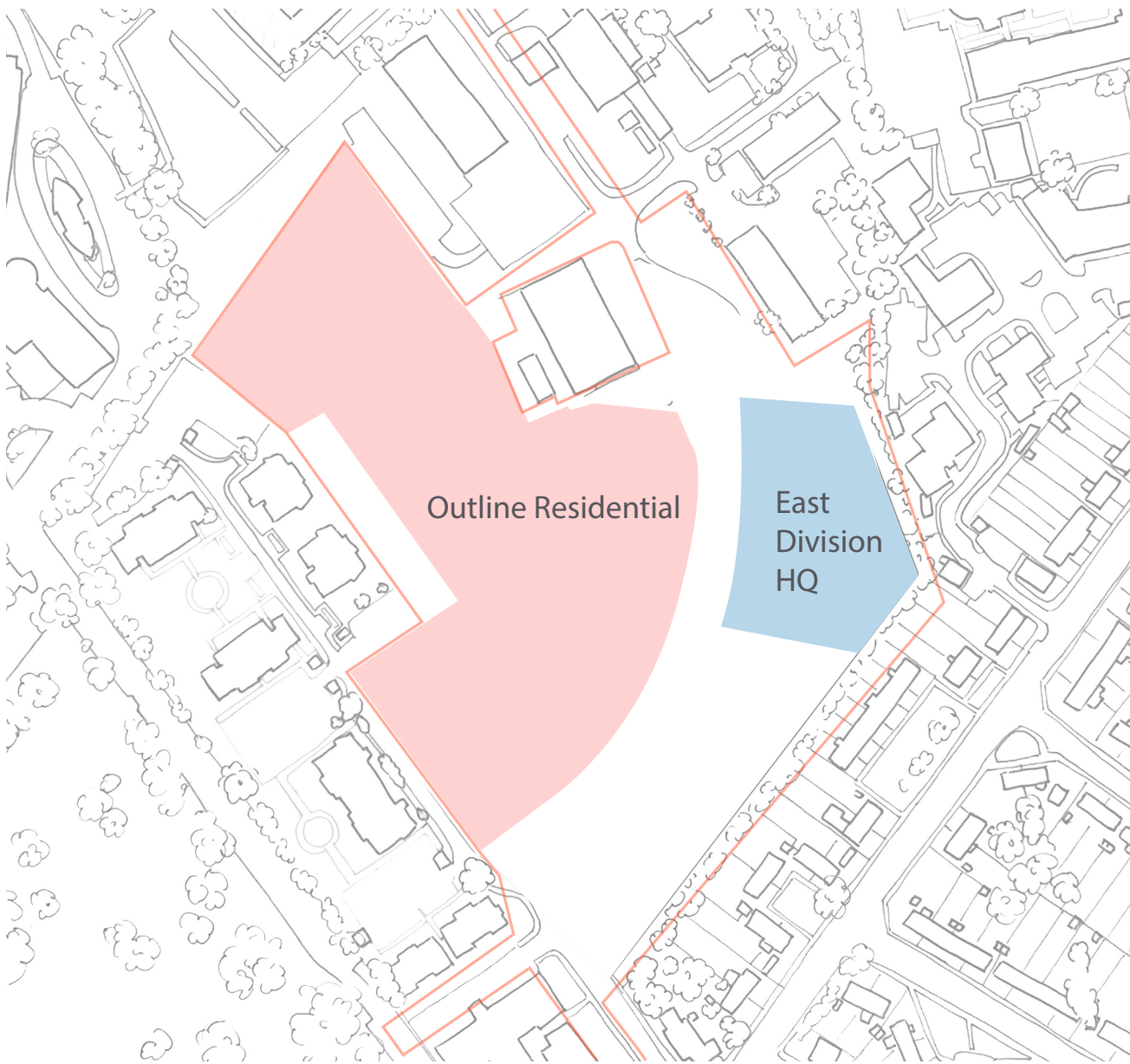
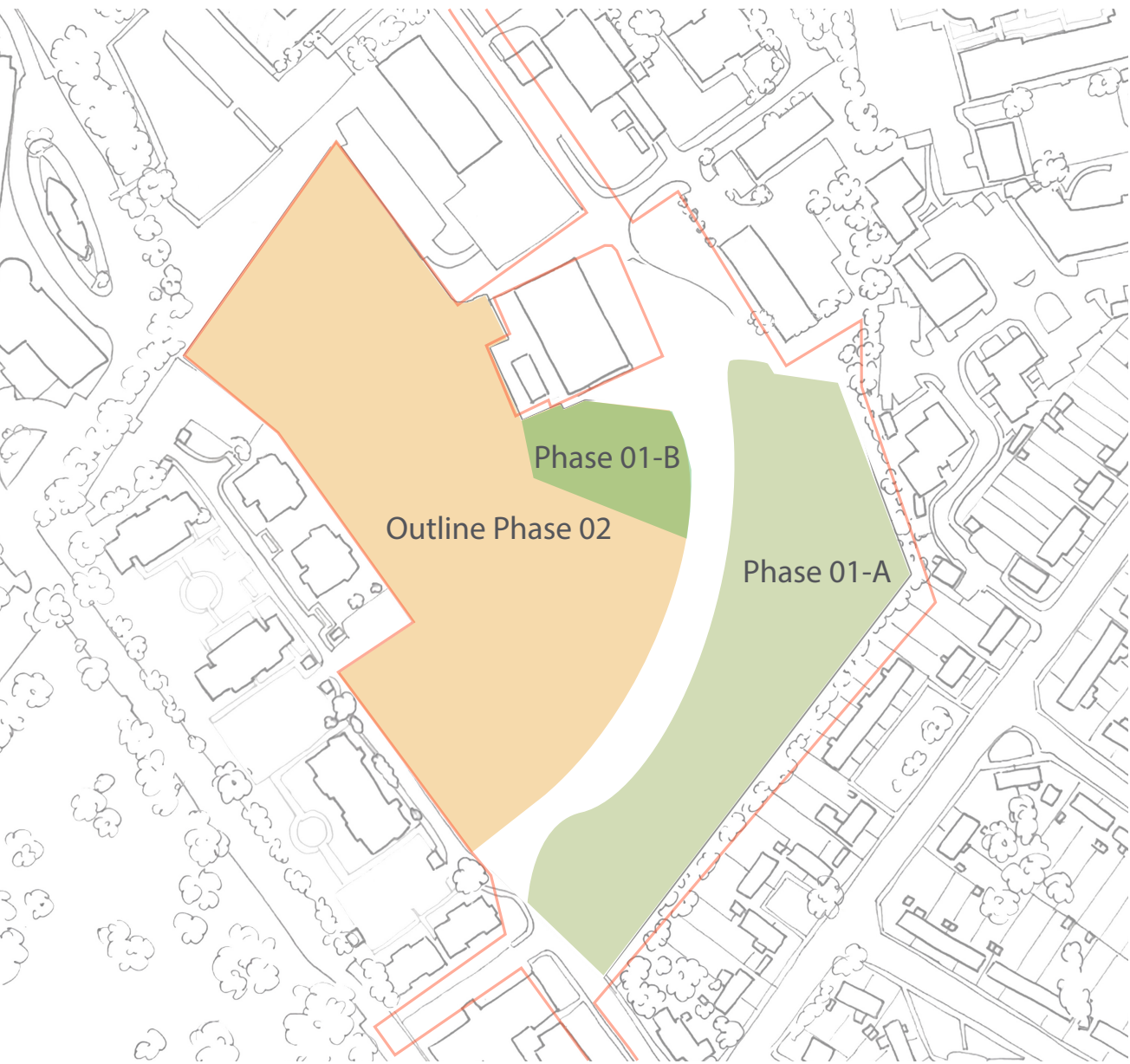
Parking Provision

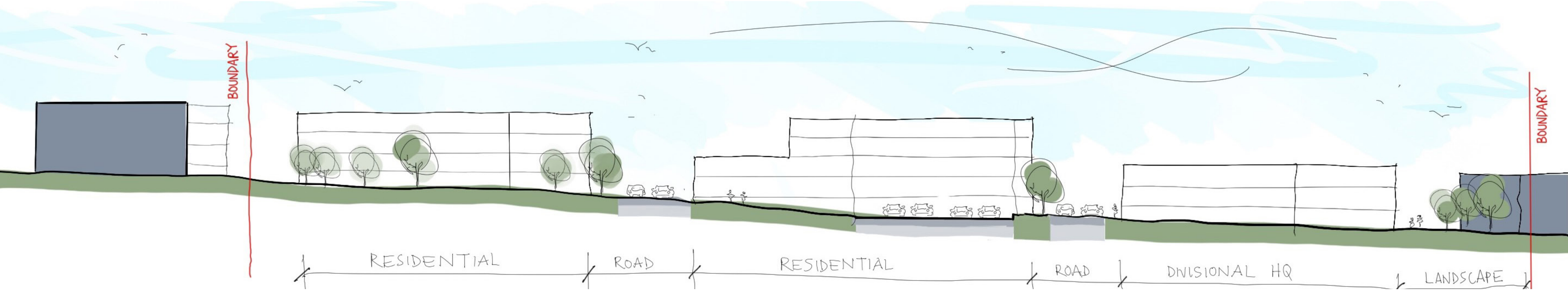
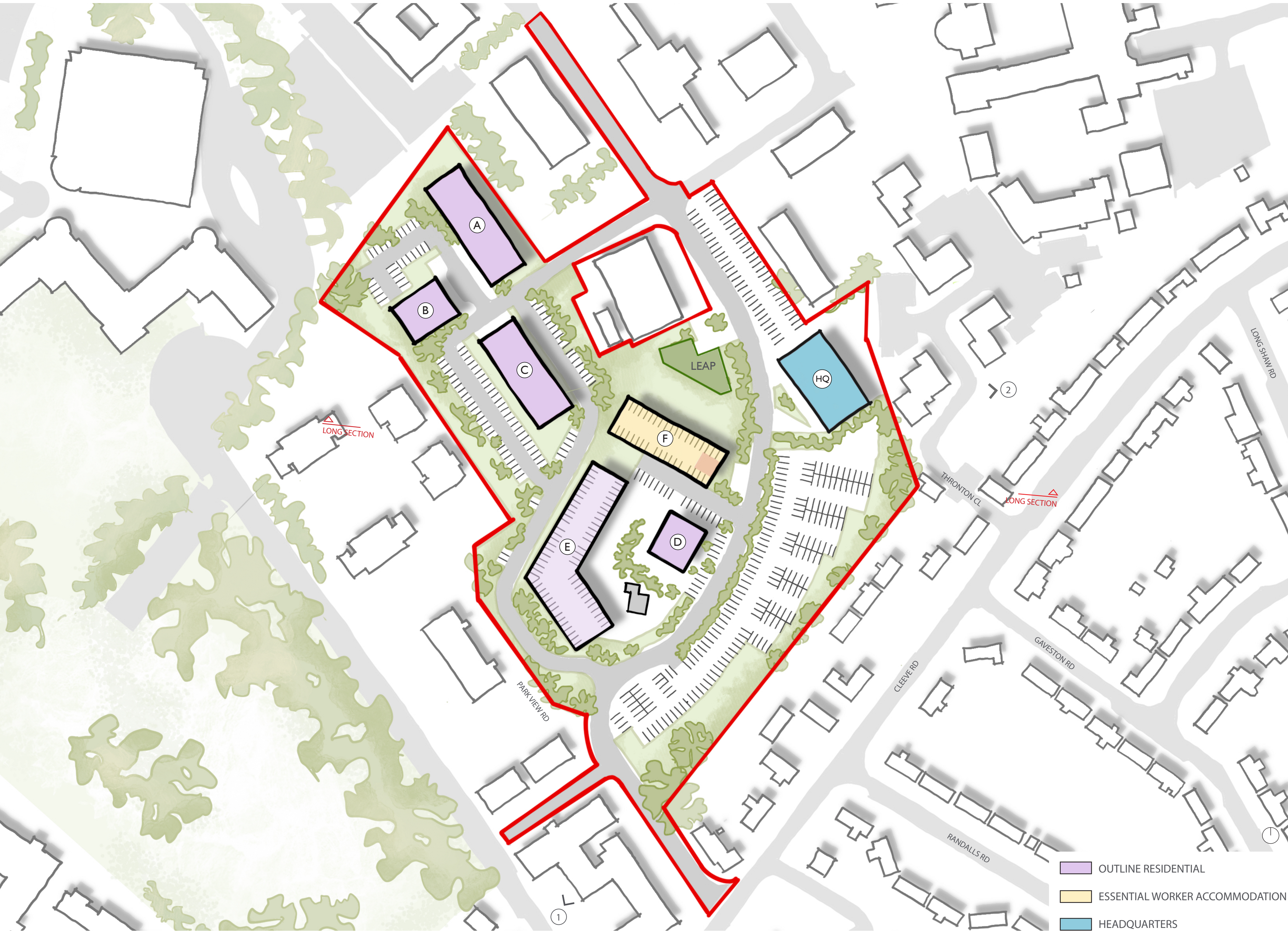
- Parking located in areas of natural surveillance throughout site.
- Divisional HQ to utilise existing hard surfacing on site.



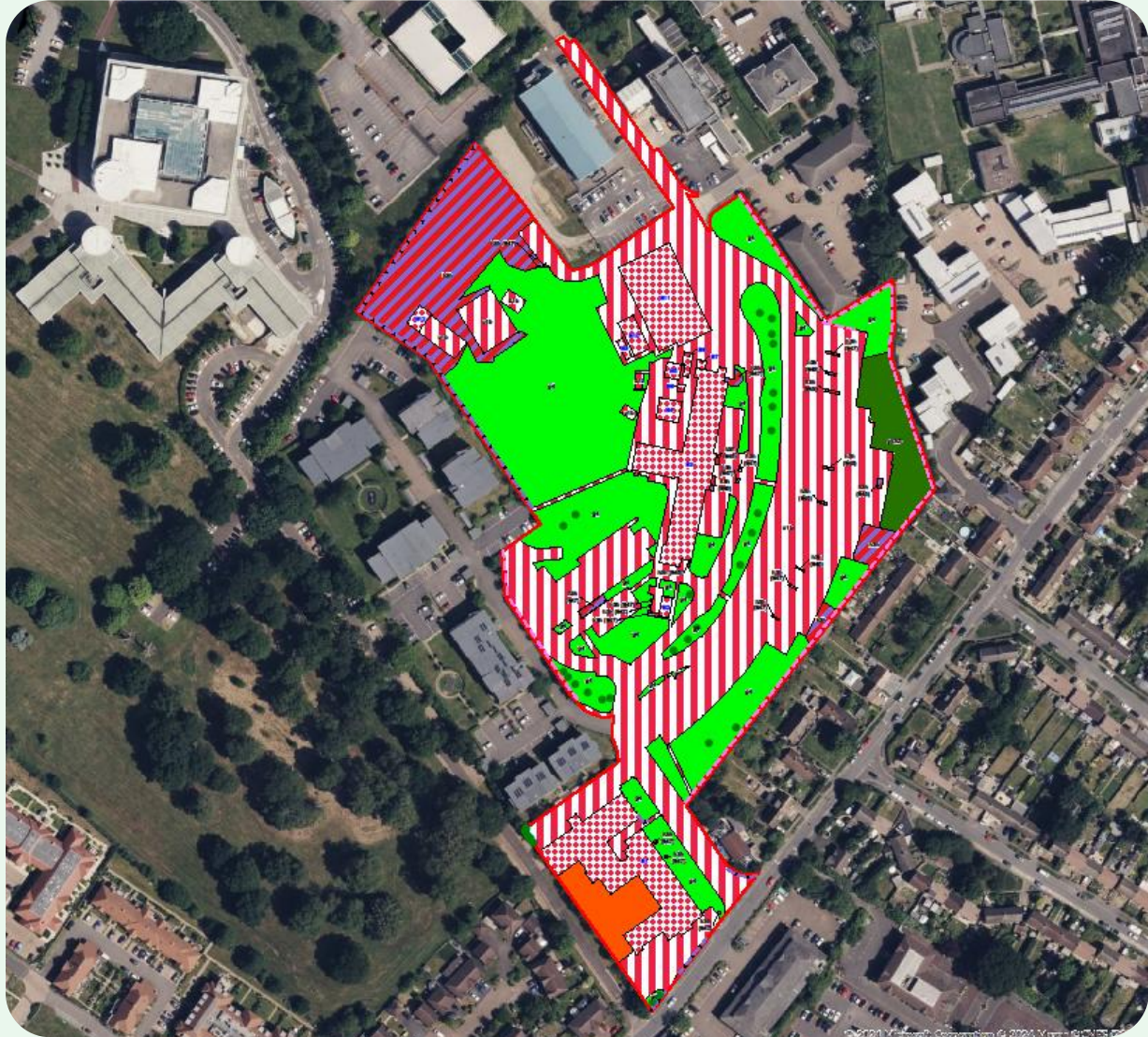
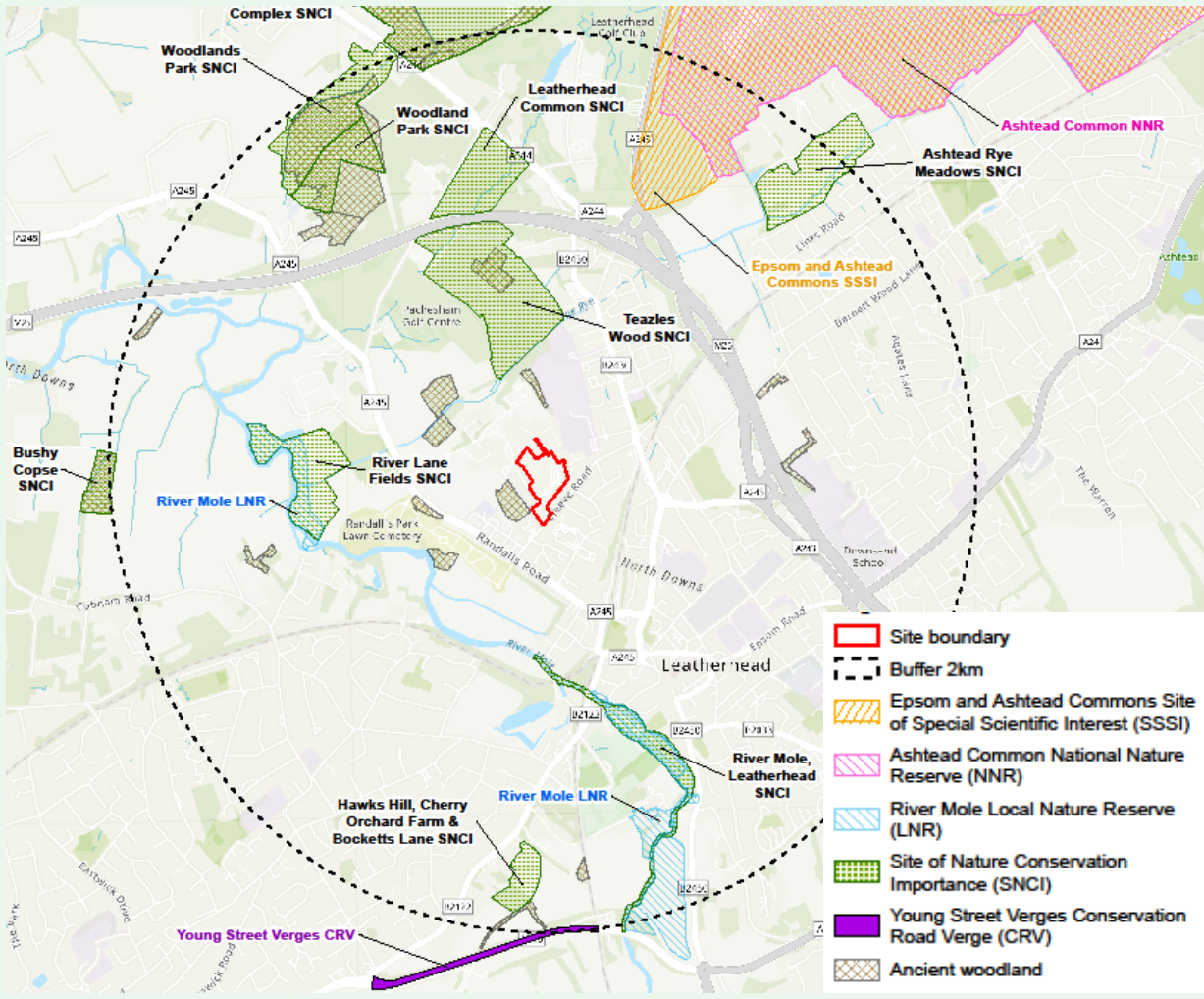
Landscape

- Green buffers that introduce connectivity to wider green infrastructure context.
- Landscaped outdoor amenity spaces shielded from vehicular circulation by building forms.





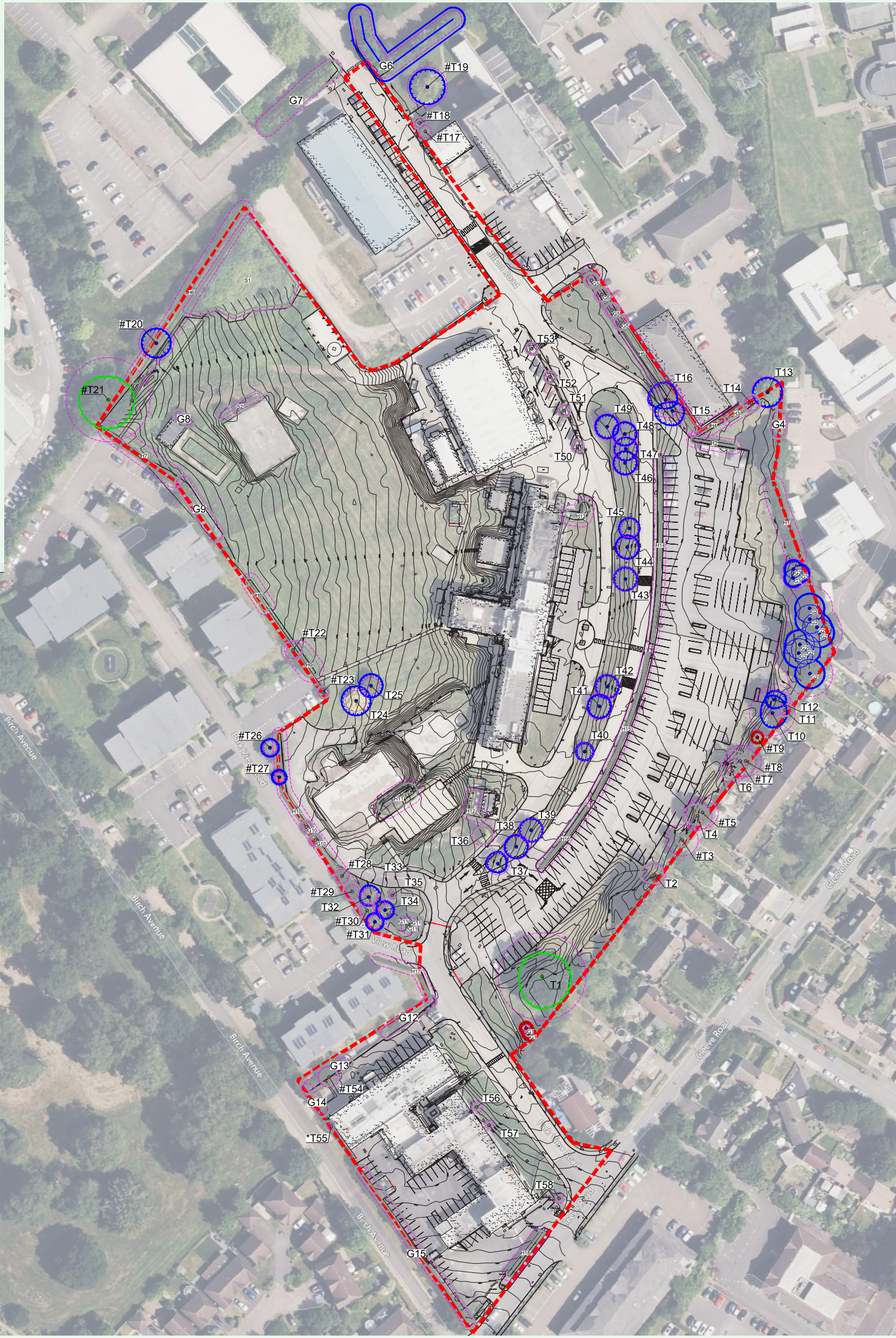
ECOLOGY



Legend

- Site boundary
- u (32) - scattered trees
- h2a6 - other native hedgerow
- h2b - non-native and ornamental hedgerow
- g4 - modified grassland
- g (32) - grassland (scattered trees)
- h3h - mixed scrub
- h3h (845) - mixed scrub (ground level planters)
- h3h (847) - mixed scrub (introduced shrub)
- u1b - developed land, sealed surface
- u1b5 - buildings
- No access

ARBORICULTURE



Survey boundary.

Tree with numbered reference. Canopy spread and coloured BS5837:2012 tree quality category as shown below.

= Tree details estimate (inaccessible tree)

* = Tree in off site location

G1 Tree group plotted with individual stem locations and numbered reference. Canopy extents coloured to match BS5837:2012 tree quality category as shown below.

G1 Tree or Vegetation group with numbered reference. Canopy extents coloured to match BS5837:2012 tree quality category as shown below and dashed line to show indicative stem line.

H1 Hedge with numbered reference. Canopy extents and coloured BS5837:2012 tree quality category as shown below and dashed line to show hedge centerline.

BS 5837:2012 Tree Quality Categories - Table 1

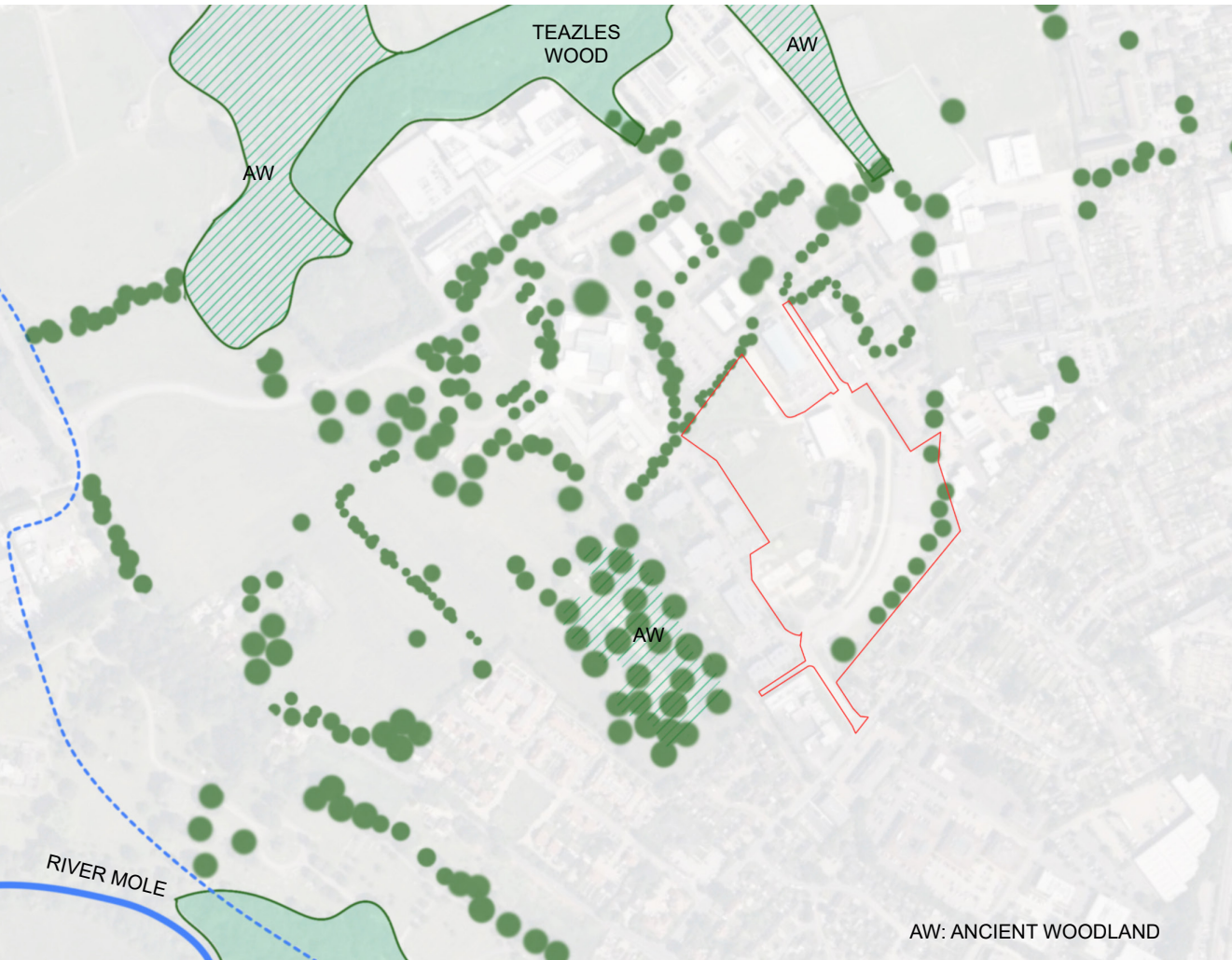
- Category A - High quality
- Category B - Moderate quality
- Category C - Low quality
- Category U - Unsuitable for retention

Direction of first significant branch

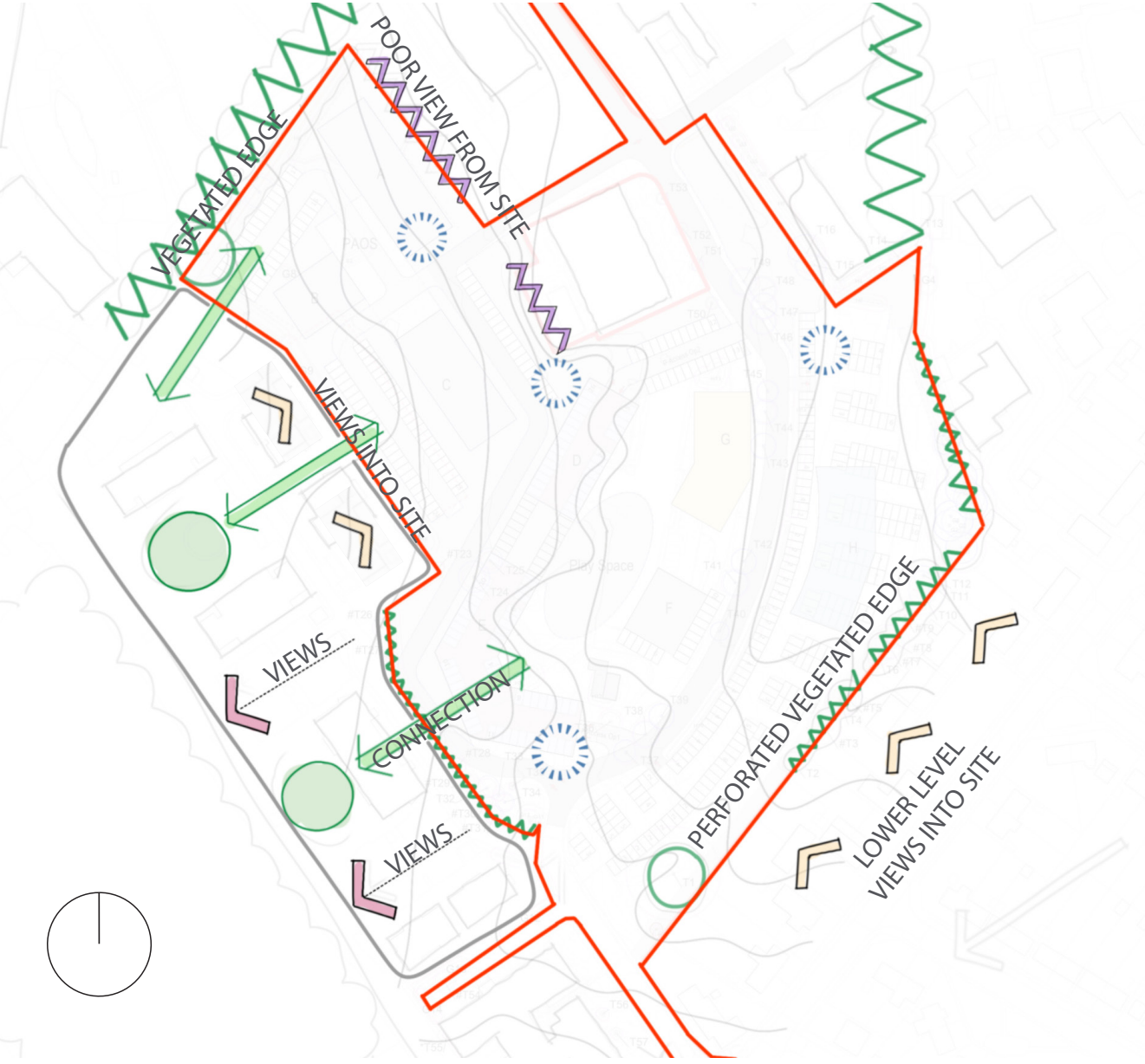
Root protection area (RPA) Calculated in accordance with Section 4.6 - BS5837:2012

- Rps were commissioned to undertake a tree survey on the 27th October 2024
- The survey recorded two category a trees to the north and the south of the site, both of which offer significant amenity and ecological benefits and are both being sought to be retained as part of the proposals.
- A number of moderate quality trees were identified to the centre of the site, which currently form a line of trees planted previously along the line of the existing road which crosses the site from the south west to the north east. this line of trees features little species diversity with an over-dominance of over mature swedish whitebeam.
- It is proposed that these trees are removed to facilitate the development, and that a new species diverse tree planting strategy will inform their replacement in order to create a strong and resilient green infrastructure connection which will provide long term tree presence within the site and provide a key new ecological corridor through the scheme

LANDSCAPE CONCEPT



- An initial assessment of the wider green infrastructure context of the site has been undertaken, the finding of which are summarised below
- The study highlighted an existing framework of green infrastructure which currently provides good ecological connectivity from the site to its wider green infrastructure to the north and south west of the site.
- These connections are made through a network to mature hedgerows, some of which have existed for many decades, in combination with belts of semi mature to mature trees planted presumably as part of more recent developments associated with the commercial uses to the north.
- Wider connections are made to significant areas of woodland to the north, which includes pockets of ancient and semi natural woodland, and to the river mole valley to the south, via another pocket of ancient woodland, and mature parkland tree planting



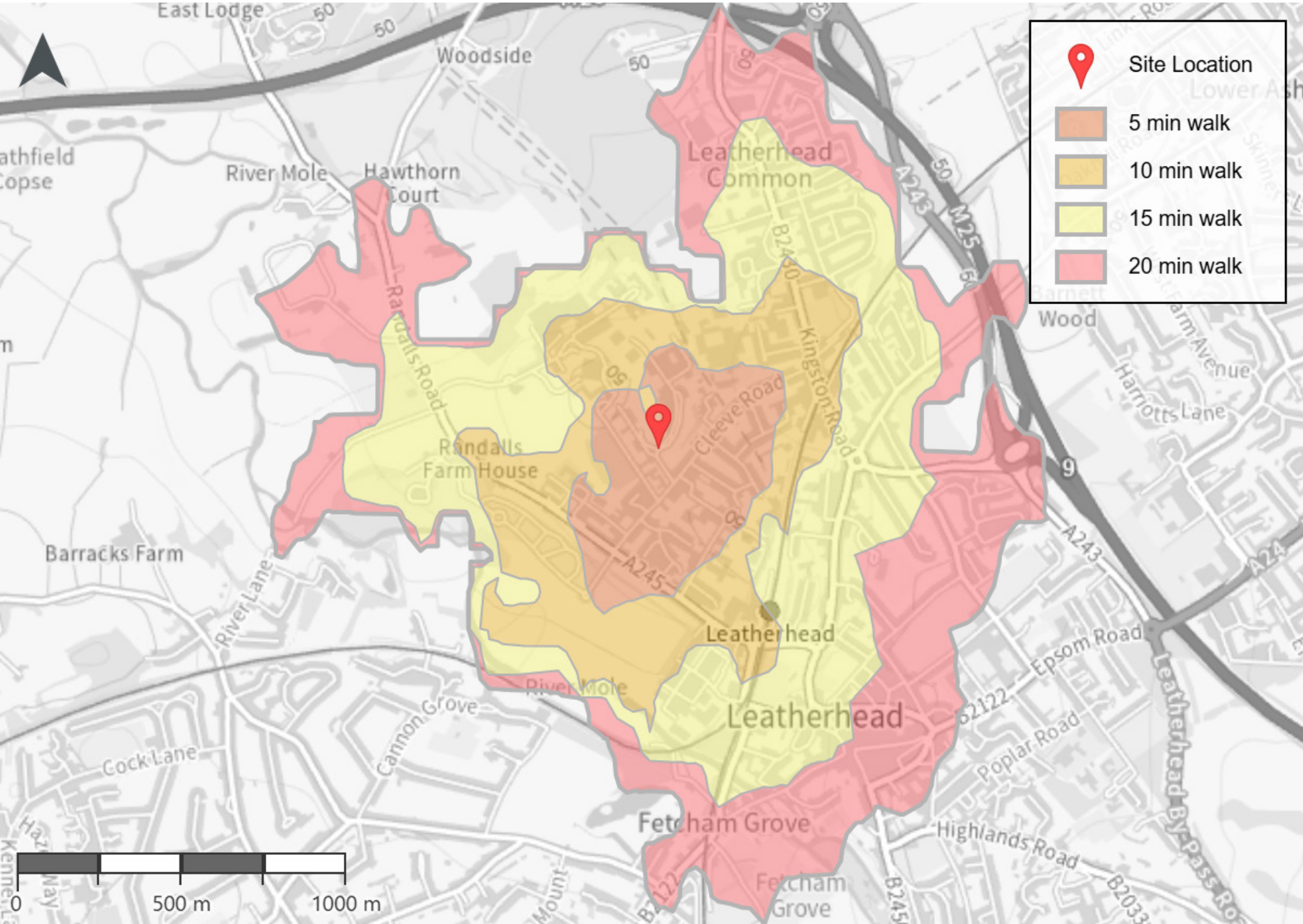
KEY

- NATIVE STRUCTURE PLANTING (PRIMARY GREEN CONNECTION)
- AMENITY LANDSCAPE SPACE
- SUSTAINABLE URBAN DRAINAGE
- HARD SURFACED PUBLIC REALM
- SIGNIFICANT TREE
- SECONDARY GREEN CONNECTION
- LANDSCAPE CORRIDOR ENHANCEMENT
- POSSIBLE PEDESTRIAN CONNECTION
- LINKED NETWORK OF KEY LANDSCAPE SPACES
- PLAY AREA

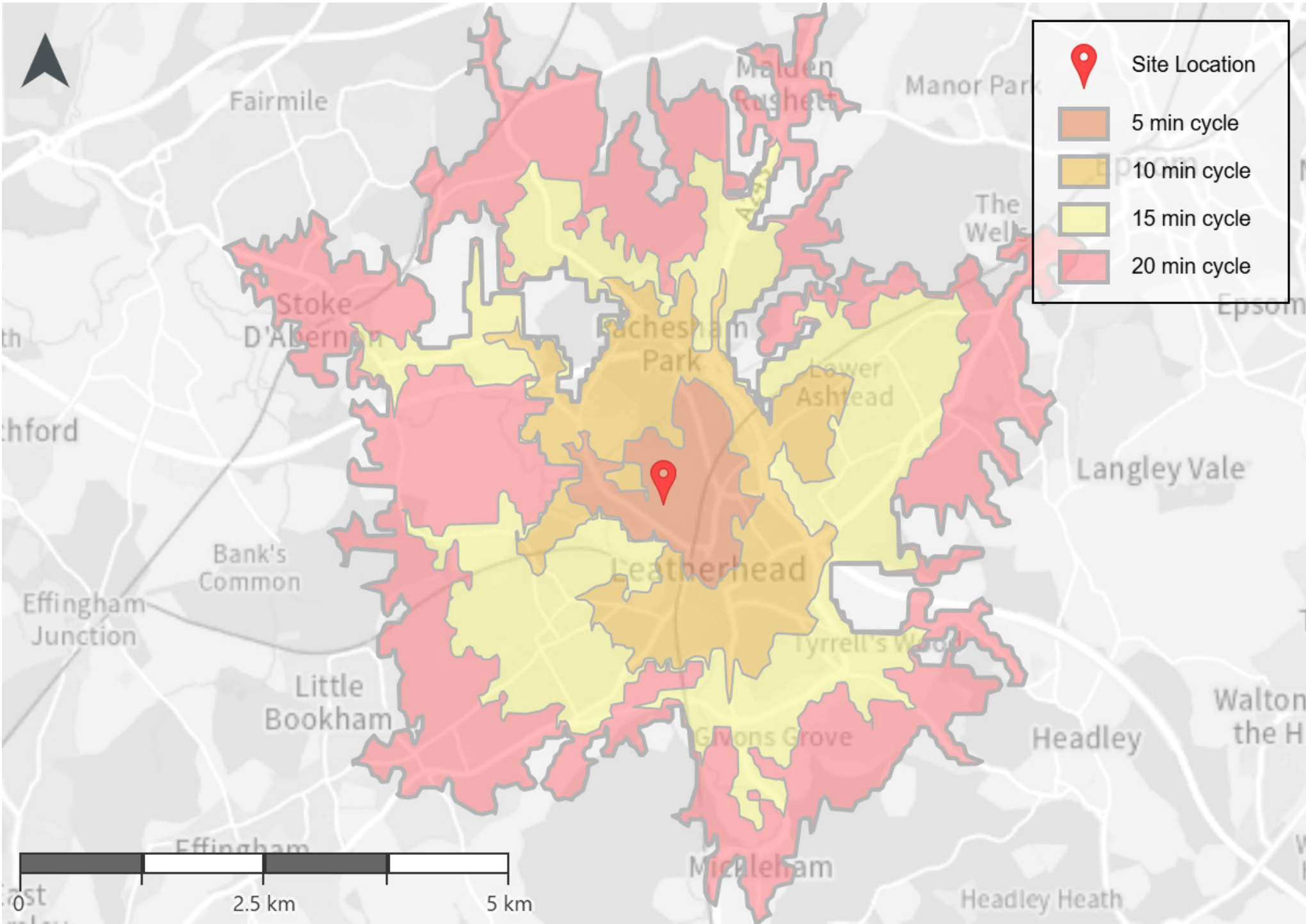
- The landscape concept seeks primarily seeks to retain the strong peripheral network of existing green infrastructure by proposing buffers to trees and hedges which are considered to be key opportunities for the site.
- Proposals seek to provide new green connections through the site into this existing network, which aim to create a hierarchy of green corridors providing ecological permeability, whilst also addressing the eastern boundary to the site with a view to providing a visual screen to the adjacent land uses
- The scheme references local landscape typologies which aim to inform the scale of spaces provided as part of the landscape scheme, and aim to create a network of spaces which seek to provide connections in character to the existing residential blocks along park view road.
- Sustainable urban drainage proposals are proposed to the lowest part of the site, and aim to create an ecologically rich landscape feature which will contribute to the overall landscape enhancement proposals along this edge to the site.
- A new play area is suitably located away from the habitable facades of buildings and will be designed to respond to the intended character for this part of the site.

- The site is constrained by commercial and industrial uses to the north and private land to the west and south-west
- The existing development to the west feature semi private courtyards which cater for the recreational needs of the residential uses for this development
- An attractive pocket of mature trees which are located beyond the existing residential blocks to the west of the site and are visible from within the site itself, these provide strong visual connection which aims to be responded to though the built form arrangement and landscape proposals
- Views into the site occur mostly from the taller residential blocks to the west, however the site is visible from the south east through a perforated belt of existing trees
- The change in level along the north eastern boundary accentuates the challenges of the sites relationship with the industrial units just beyond.

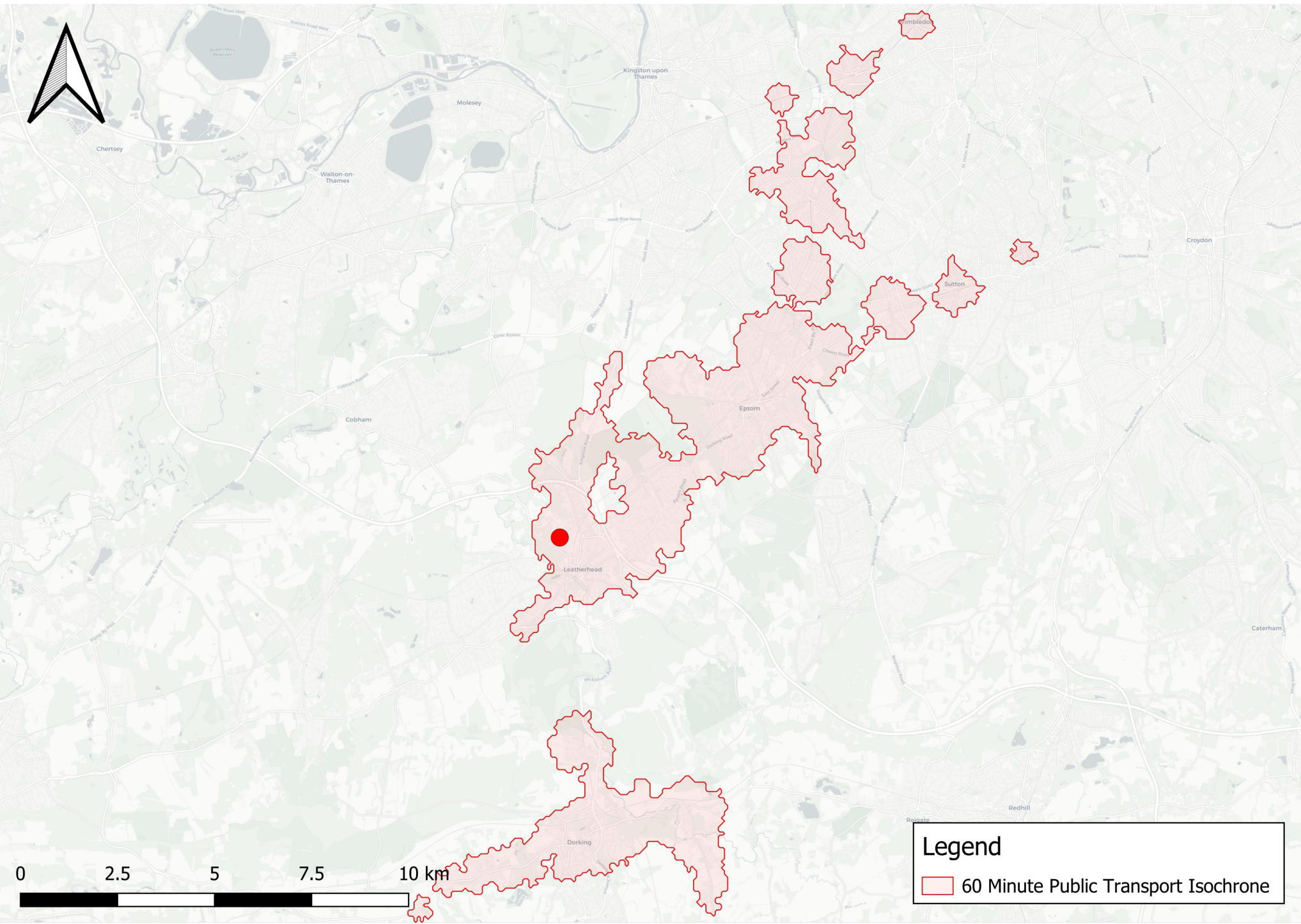
HIGHWAYS



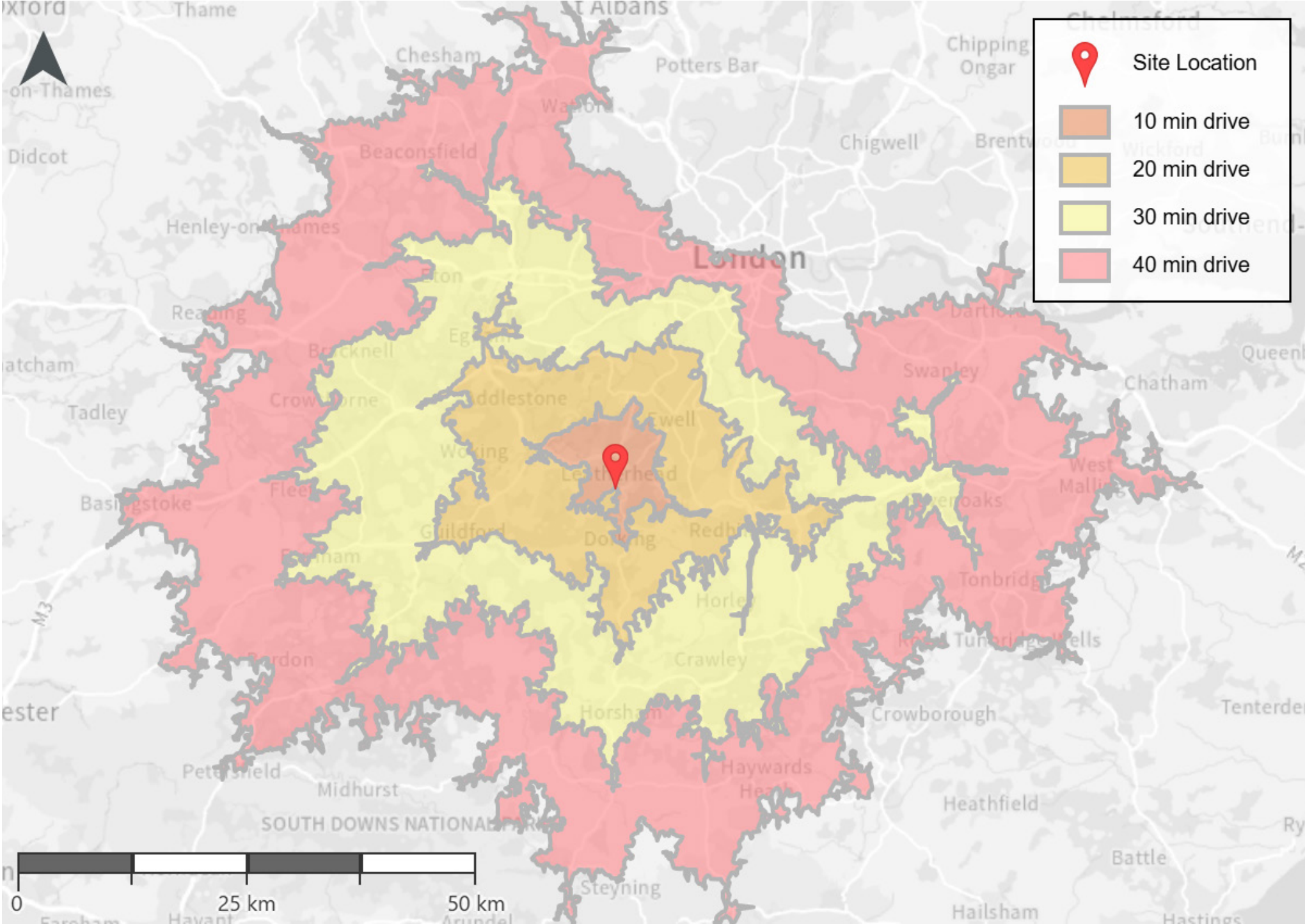
Walking Catchment



Cycling Catchment



Public Transport Catchment (AM Peak)



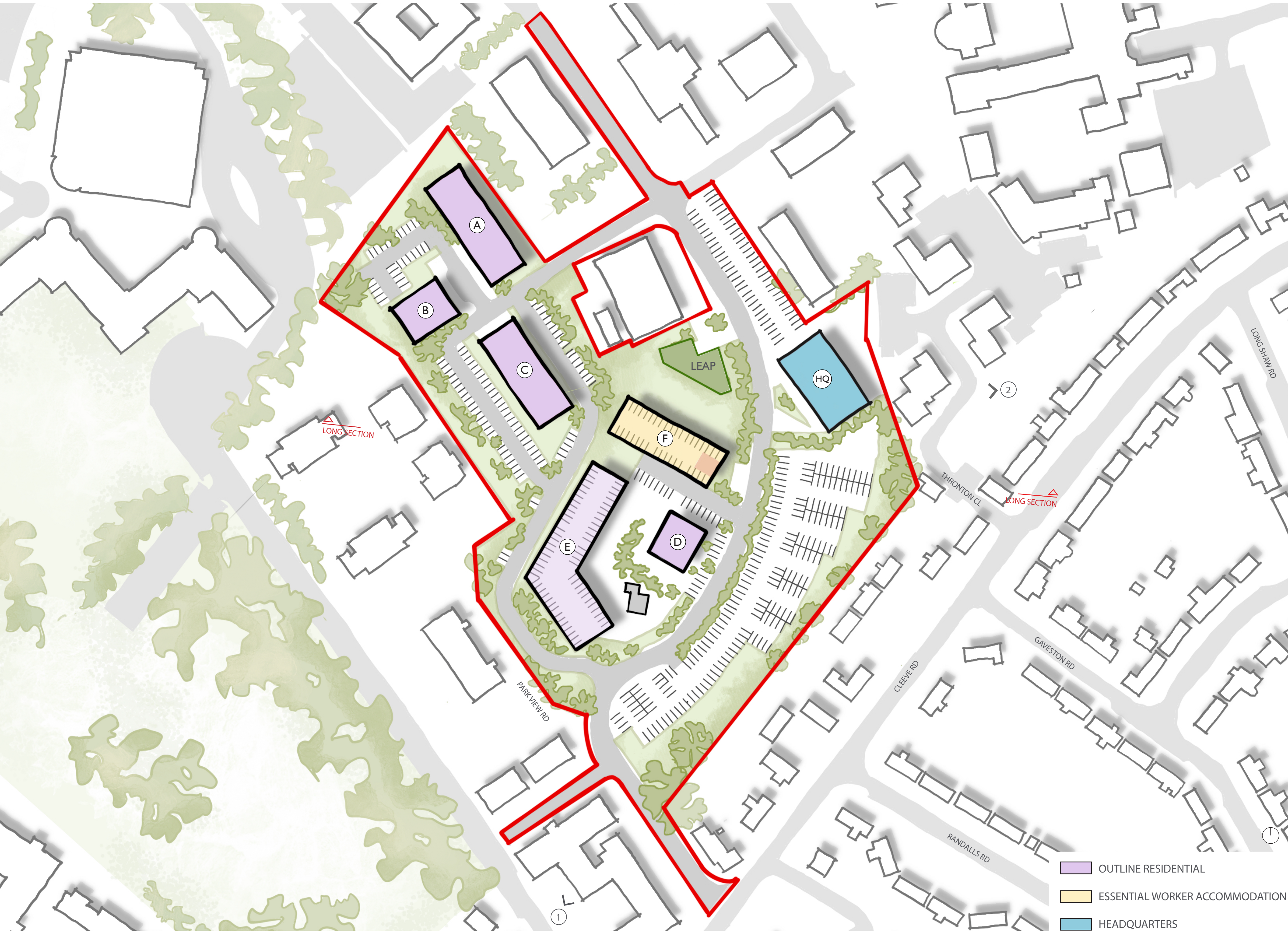
Driving Catchment

KEY CONSIDERATIONS

- Car and cycle parking levels to be provided in line with Surrey County Council and Mole Valley District Council policy.
- All car parking to be provided on-site to meet the demands of the development.
- No on-street car parking required to meet the demands of the development.
- Design of internal site access roads ensuring existing third-party access rights are maintained.
- Detailed future trip generation and distribution exercise to be undertaken.
- Robust servicing strategy developed for all site uses minimising impact on neighbouring properties.
- No Police operational vehicles would be permitted to turn left out of the site onto Cleeve Road.
- Blue lights and sirens not to be activated until outside of sensitive areas.
- Multi-Modal Transport Assessment to support the planning application.

SUSTAINABLE TRANSPORT:

- All residential car parking to be provided with access to an EV charger (7kW).
- Police HQ to be provided with EV chargers for staff and operational fleet.
- Secure and covered cycle storage to be provided for all elements of the development.
- High quality end of trip facilities (lockers, showers, changing rooms etc.) to be provided for the HQ.
- Enhancement of measures to encourage sustainable travel and reduce single occupancy car usage:
 - Travel discounts
 - Car share scheme
 - Local recruitment
- Development of a site-specific Green Travel Plan.



TIMELINE

ACTIVITY	DATE
Introductory pre-app	4th November 2024
Public engagement event	28th November 2024
Ongoing Pre-application engagement with MVDC	December-January 2025
Planning application submission	February 2025
Anticipated MVDC planning committee	July 2025
Target decision date	August 2025
Submission of pre-commencement	August-September 2025
Commencement of construction of phase 1 HQ building	September 2025
Complete construction of HQ building	April 2026
Commence work on phases 2 and 3 of development	TBC 2026

NEXT STEPS

- Review feedback received from the engagement event and members of the public. Feedback to be considered in the next stages of the design evolution.
- Continue the ongoing pre-application process with MVDC and Surrey CC as design progresses and evolves.
- Site survey and assessment work to continue to inform design development.
- Preparation of technical reports and surveys which will support the planning application submission in early 2025.

FEEDBACK



Thank you for joining our public engagement event. If you have any feedback, please scan the QR code above to complete our survey. Alternately, you can contact us via:

email:
Estates.Strategy@surrey.police.uk

postal address:
Estates Strategy Team
Surrey Police
PO Box 101
Guildford
Surrey
GU1 9PE

Response date:
Midnight, 23 December 2024

All the information will also be available on our website: www.surrey.police.uk