

Taylor Wimpey - Former Wisley Airfield

Working together to develop our sustainable community

16th & 18th July 2020 Online Community Consultation Question and Answers

Friday 24th July 2020

On the **16th and 18th July 2020** we held our first online community consultation events for the former Wisley Airfield. These events were a great opportunity for us to share our vision for the site with the local community, receive your feedback and answer your questions.

Thank you to everyone who managed to attend one of the sessions, we really appreciate all the questions that were submitted during the events and we endeavoured to answer as many as we could. However, due to time constraints it was not possible to get through all of the questions.

We greatly appreciate your feedback and it is important to us that we answer all questions that were asked. Thus, we have put together this Question and Answers document to provide the answers to all your questions.



This document has been separated into key topics from your feedback and includes the questions asked by the public during the community consultation events within each of these key topic sections for ease of references. Due to the number of questions we have consolidate some that were similar in scope into under questions of the same topic.

We appreciate your understanding that due to these unprecedented times and restrictions on large gatherings we opted for the online community consultation as a means of engaging with you all. It is important to us that the community is evolved and has an input from the beginning of the masterplan design process – *working together to develop our sustainable development*

If you have a question we haven't covered in this document, you can contact us at consultation@wisleyairfield.com.

You can also watch the recording of our community events at www.wisleyairfield.com if you didn't get a chance to attend. Here you can fill out a feedback form to let us know what you think of the plans and what you would like to see included within the development.

This is just one of the many opportunities that you will have to get involved with the plans for the former Wisley Airfield event. We will be hosting further community consultation events in Autumn 2020. Please visit <https://www.wisleyairfield.com/> to sign up to our newsletter to learn more about upcoming events.

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Images of Prince Philip Park, Bordon



Questions for Taylor Wimpey

Questions	Answers
<p>I live in Ripley and all the houses in our lane have their 100th birthday this year. Will the homes you build last for 100 plus years?</p>	<p>Yes – we are committed to deliver homes that are safe, comfortable, desirable, sustainable and of quality.</p>
<p>How much money did Taylor Wimpey donate to the Conservative Party last year?</p>	<p>£0. Taylor Wimpey does not permit political donations of any kind and does not intend to going forward. For more information please see our Donations Policy which can be found at https://www.taylorwimpey.co.uk/corporate/our-company/governance/our-policies.</p>
<p>Is Savills the sole agent for sales?</p>	<p>We do not have any agents appointed to sell our homes at the former Wisley Airfield as we are in the early stages of planning.</p> <p>Our aspiration is to deliver a community for all and thus the sales agents will be appointed when appropriate.</p>
<p>Will you comment on how crime profile changes around your new developments?</p>	<p>We have established a working relationship with Surrey Police to address onsite issues of anti-social behaviour and will work with them to develop a secure neighbourhood which discourages anti-social behaviour.</p>



Community for Guildford

Questions	Answers
<p>How many houses are actually being proposed?</p>	<p>Allocation A35 within the adopted Local Plan is for approximately 2,000 in addition to 100 sheltered/extra care homes and 8 Gypsy and Traveller pitches. We do not have confirmed numbers for the land within Taylor Wimpey's ownership at this early stage of masterplanning.</p>
<p>When will building work start? When do you anticipate development work finishing?</p> <ul style="list-style-type: none"> • <i>How long do you expect the works to take to complete?</i> • <i>Assuming you begin the main building programme in 2022, when would that be completed?</i> 	<p>We are committed to supporting Guildford Borough Council with their housing trajectory with targeted housing in 2022/2023.</p> <p>The build programme will be reviewed once the masterplan is developed including parcel delivery. We estimate that the complete build programme will last approximately 10 years.</p>
<p>Where exactly are you in the planning process?</p>	<p>We are at the beginning of the planning process and are following Local Plan policy D1 and policy A35 to prepare a masterplan for the full allocation.</p>
<p>Would the postcode for the area change? The planned development covers two postcodes?</p>	<p>This level of detail has not yet been discussed with the local planning authority. Hopefully we can update you more on this at future consultation events.</p>
<p>What percentage of sustainable housing provision is there, and what is the price of these houses?</p> <ul style="list-style-type: none"> • <i>Will houses be built to match the existing local stock?</i> 	<p>We are proposing that all of homes will be sustainable and their price will be at market values at the point of sale.</p> <p>We have not got to the level of detail yet which decides the design of the homes. We will be looking to discuss this with you at our next engagement.</p> <p>To hear about our next set of engagement events in the Autumn please sign up to our newsletter at https://www.wisleyairfield.com/</p>
<p>What are the plans to manage logistics during the construction window?</p> <ul style="list-style-type: none"> • <i>Where do you propose your building materials</i> 	<p>We will be working with the local authority to develop a Construction and Environmental Management Plan throughout the construction</p>

<p><i>will come from and where will the site rubbish go?</i></p>	<p>period. This will be monitored and updated throughout the construction period.</p> <p>We will seek to source our building materials locally where possible and will endeavour to first prevent any waste being produced and if not mitigate or recycle any waste generated where possible.</p>
<p>Will the masterplan undertaken by Taylor Wimpey be the total masterplan for the whole development site or will CBRE and Hallam create separate masterplans?</p> <ul style="list-style-type: none"> • <i>What will the land purchased by the other companies (CBRE and Hallam) be used for?</i> • <i>Do you know what the total number of homes that are going to be built by the other developers you mention CBRE and Hallam Land?</i> 	<p>We are liaising with our neighbour's representatives and have agreed to master plan the whole of allocation A35 in the adopted Local Plan irrespective of ownership to ensure a robust masterplan.</p> <p>All land within the allocation has yet to be master planned. The proposed use of land, homes and non-residential within the allocation will be designed in consultation with the community.</p>
<p>Do Taylor Wimpey think that it is morally right that this historic and beautiful location should be destroyed with urban development rather than it be returned to agricultural use as was promised when the land was requisitioned in 1943?</p>	<p>Guildford Borough Council has removed the land from the greenbelt which was supported by the Local Plan evidence base. The former Wisley Airfield is now included as a strategic site in the adopted Local Plan under policy A35 to meet Guildford's housing need.</p> <p>We believe it is morally right to provide much needed housing for future generations</p> <p>We are committed to engage fully and transparently with all members of the community and stakeholders to ensure that the masterplan is designed appropriately for the setting of its surrounding villages.</p>
<p>Guildford Borough Council may yet change the adopted Local Plan, what steps are you taking to mitigate this?</p>	<p>Guildford Borough Council has no immediate or published plans to change the Local Plan, which was adopted in April 2019. The Government requires Plans to be kept 'up to date' and hence it may well be that the Council produces an updated Plan from 2024.</p> <p>We are engaging with Guildford Borough Council and ensuring that we are in line with all adopted local and national policy.</p>
<p>You will appreciate that many local residents do not want this at all. What is your response to them? How can you reassure them that this new vast development will not completely ruin/change the local environment.</p> <ul style="list-style-type: none"> • <i>Do you agree that the effect of the</i> 	<p>We are committed to engage fully and transparently with all members of the community and stakeholders. This means, taking on board the concerns of the community and looking at what we can do to alleviate these.</p>

<p><i>development will be the destruction of the rural communities of these 3 villages.</i></p>	<p>We want to understand what the existing community would like to see on the masterplan with regards to the non-residential uses as well as location of these uses.</p> <p>There will also be a large greenspace area within the development that will ensure this development does not feel vast, nor ruin the local environment.</p>
<p>What plans would you have to compensate local inhabitants for the blight on their properties?</p>	<p>There is no evidence that blight would occur, and no evidence that any existing property value would be adversely affected.</p> <p>In fact, the opposite might be true, on the basis of the increased public transport, community and environmental infrastructure invested into the area.</p>
<p>Given Covid-19, and the adverse impact on many people's personal financial resources, how can you be sure that there will be demand for these houses?</p>	<p>There is a national need for 300,000 homes per year to meet demographic change, and past under-delivery of homes. A range of different types of housing will be proposed, for rent, part buy/ rent or buy. The market housing will be priced to attract the broadest range of potential buyers.</p>
<p>Assuming three villages, what will they be called?</p>	<p>This could be a decision that is consulted on in the future. In respect of road names, this is a decision of the Council, but Taylor Wimpey in consultation with the public could seek to influence these decisions.</p> <p>This may be opportune to reflect the heritage of the site and we would welcome any feedback on possible names.</p> <p>In terms of naming the whole site this is something we would like to discuss with the community as one of the key subjects of the Community Liaison Group that we will be setting up.</p>
<p>Can the team provide some clarity as to what they imagine will be the make-up of the community living on the site? I'd like a clearer picture of household make-up, likely ages, their lifestyle / work habits, place of work & routines.</p>	<p>This is a difficult question to answer as people have the free choice to seek to move to the new community. A range of different homes will be provided, and hence Taylor Wimpey hopes that a broad range of people will want to live within the new community.</p> <p>Every effort will be made to encourage the new community to work, rest and play on-site, to reduce the need to travel.</p>

<p>Is the philosophy/ vision that this development is self-sufficient? There was not one word about integration with the existing community.</p>	<p>Integration between the existing and new community is important to us and this is something that could happen organically, for example via the interaction with local sports clubs, or via the proposed Community Trust, and liaison with the Parish Councils. The new community will become part of the existing, and the Stewardship Strategy recognises this.</p> <p>The new residents will be a part of the local community. They will pay Parish precept and Council tax, vote in local elections, use local facilities, and hopefully join sports and recreational groups, attend the local church, and so forth. It is our hope that they will be welcomed and embraced by the existing community.</p> <p>By the same measure our expectation is that the existing community will use the SANG, the play areas, the community facilities, the retail and the school, and other public facilities, most of which will be owned and managed by the Stewardship Trust and therefore for public benefit which the Stewardship Strategy recognises.</p>
<p>You talked about the benefits to the existing community. Could you please set out the three main benefits to the existing community?</p>	<p>It is difficult to rank the benefits, as these will differ dependent on people's own individual priorities. It might be that some people would value the improved local public transport, or cycle links. It could be that the existing community value the proposed community facility, or café / public house, which would form part of the village centre. It might perhaps be the enhanced open spaces / country park proposed on-site (technically known as a 'SANG'). It could also be the new employment space or education facilities.</p>



Affordability

Questions	Answers
<p>Will you include any key worker housing? Most housing in the locality is too expensive for key workers.</p> <ul style="list-style-type: none"> • <i>Will any of the properties be available to local Guildford council housing tenants?</i> • <i>Will there be discounted homes for young local people?</i> • <i>If you gain permission will you be offering any properties to local people or key workers in the local area?</i> 	<p>40% of the homes will be affordable, and hence will either be rented at below market rent, or sold in 'shared ownership', part buy/ part rent.</p> <p>Taylor Wimpey is liaising with the Council whether some of the homes will be made available for council housing tenants.</p> <p>We are working closely with our housing delivery partner Vivid, in making sure we deliver the right housing for all.</p> <p>As of Friday 24th July Taylor Wimpey is offering a 5% discount on sale prices to all key workers. To find out more about this discount please visit Taylor Wimpey's website here - https://www.taylorwimpey.co.uk/</p>
<p>How will you ensure that "affordable housing" remains affordable in perpetuity?</p>	<p>Taylor Wimpey will enter into a legally binding Section 106 Agreement with the Council on submission of the Outline Planning Application. Part of this agreement will be to keep the houses allocated as affordable units in perpetuity with the Council. This will be required before the Council issues the planning permission.</p>



Sustainability

Questions	Answers
<p>Are you aiming for a zero-carbon footprint development. What about using sustainable building materials and practices?</p>	<p>We are working on a full sustainability statement (supported by our sustainability vision) that will outline the works that will be done to ensure this development complies with all local and national policy which is currently being strengthened to ensure minimal impact from developments on the environment.</p>
<p>What plans do you have for providing high speed fibre communication services to homes, schools and businesses.</p> <ul style="list-style-type: none"> <i>The internet locally is currently very poor in this area, what will you do to improve it?</i> 	<p>We will be providing high speed broadband in all of our homes across the site.</p>



Transport

Questions	Answers
<p>Will there be direct access to the A3?</p>	<p>No. Access to the A3 will be via the Ockham Park Interchange and the Old Lane junction with the A3.</p>
<p>This is going to put a big traffic increase onto the A3 through the Ockham roundabout, especially in rush hour. How will this be mitigated?</p> <ul style="list-style-type: none"> • <i>My question regards the roundabout at Ockham. It is a small rural roundabout - there will be huge queues to get onto the A3?</i> • <i>Please can you tell us about how the Ockham roundabout will cope?</i> • <i>Residents would like to know how the roundabout at Ockham will be expected to cope - will it be enlarged?</i> 	<p>The Ockham Park Roundabout will be improved using traffic signals. Highways England proposes such improvements as part of the Development Consent Order (DCO) Scheme.</p> <p>We will work closely with Highways England and local highways authority Surrey County in regards to mitigating the impacts on the roundabout.</p>
<p>My biggest concern is access to the site, from some 4,000 cars, some 8,000 people. Access from the A3 is not realistic as access from East Horsley is already problematic.</p>	<p>We will be working to ensure that access proposals sufficient capacity to accommodate the traffic generated by the site.</p> <p>We are proposing increased emphasis on reducing traffic by offering better provision for sustainable modes this time round so are confident we can achieve acceptable accesses.</p>
<p>Will there be a new southbound access to the A3 or use the existing route through Ripley?</p>	<p>Access to the southbound A3 will be available via the existing routes.</p>
<p>Why would you allow access for a maximum of 100 houses from Ockham Lane when you have access from other routes?</p>	<p>The Council's Supplementary Planning Documents (SPD) for the site includes a cul-de-sac access for limited development off Ockham Lane and we will be masterplanning the whole site with this in mind.</p>
<p>Will the development start before or after the M25/A3 road changes?</p> <ul style="list-style-type: none"> • <i>What is happening with M25?</i> 	<p>Enabling works for the development may start before or concurrently with the M25/A3 DCO scheme works. Taylor Wimpey is not proposing any works on the M25.</p> <p>The DCO scheme is fully described in Highways England's own proposals, available to view on the Planning Inspectorate (PINS) website.</p>

<p>What investment is proposed for local stations at Effingham Junction and East Horsley to increase capacity for additional commuters?</p> <ul style="list-style-type: none"> ● <i>Parking at local stations is already full each morning.</i> ● <i>You plan on creating a bus route to the local train stations of Horsley and Effingham Junction. What engagement have you had with the train services to accommodate increased demand? What analysis have you done of this demand?</i> ● <i>Horsley and Effingham Junction Stations are already overcrowded in the mornings and evenings. How can you solve this problem?</i> 	<p>We will investigate parking at both locations but our emphasis will be on promoting sustainable modes of travel such as cycling and bus services. We will increase secure cycle parking as necessary.</p> <p>Work on train capacity will also be done as part of the transport assessment and we will consult with all the stakeholders to ensure we understand the position, which will then be reported in the Transport Assessment.</p>
<p>My understanding was that the A3 Highways Proposal had been discontinued?</p>	<p>We have had no information to that effect during our many recent discussions with Highways England's DCO scheme team.</p>
<p>What is the estimated amount of road traffic (cars, lorries etc) which will be generated each day?</p> <ul style="list-style-type: none"> ● <i>How much additional traffic is anticipated in Wisley Lane and consequently Lock Lane with a narrow bridge? Will the road be improved to accommodate and the bridge widened or traffic lights?</i> ● <i>What about the volume of traffic on Old Lane?</i> ● <i>How many cars do you anticipate being owned by residents?</i> ● <i>What do you anticipate the effect of traffic through Ripley to be?</i> ● <i>You mentioned Ripley but what about other towns?</i> ● <i>Will Ockham lane be changed to a No Thru road to stop it becoming a 'rat run'.</i> ● <i>What improvements will you make to surrounding, existing roads to enable them to cope with extra cars?</i> ● <i>Is the building site access the same entrance as the completed project. How will construction traffic be handled given the tight roads?</i> 	<p>This has yet to be determined, but we will fully examine the implications of the traffic generated by the development. This includes mitigating the effects of traffic on local junctions. As we are increasing the emphasis on sustainable modes of transport and reducing the traffic levels as a result, we are confident we can mitigate the effects of this development. The transport assessment will detail the traffic effects and any improvements required.</p>
<p>How do you intend to protect Historic Ockham Village from a dramatic rise in vehicle traffic numbers through its small country lanes?</p>	<p>Whilst the GBC Local Plan allows for an access of Ockham lane. Taylor Wimpey is proposing the main site access off the new Wisley Lane. The transport assessment will detail predicted changes in traffic along Ockham Lane and any mitigation measures required.</p>
<p>Will you commit to making cycle paths and footpaths completely separated from the roads?</p> <ul style="list-style-type: none"> ● <i>Are you open to extending dedicated bike lanes</i> 	<p>We will be examining the full potential to provide the cycle paths required as part of the Guildford Borough Council's Policy A35</p>

<p><i>to the nearby villages to connect communities?</i></p> <ul style="list-style-type: none"> ● <i>The bike routes are a great idea. Wisley Gardens has none, not even bike sheds.</i> ● <i>Your proposal shows cycle paths and walkways alongside existing country roads that are narrow and unsafe. What will be done to make the access way safe</i> ● <i>How do you propose to send large buses down narrow country lanes to both Effingham Junction and East Horsley stations, while also encouraging cyclists to use the same routes?</i> ● <i>Whilst encouraging cycling is laudable the roads and lanes around the area are narrow, currently used by heavy agricultural machinery and delivery vehicles. Making cycling very unsafe.</i> ● <i>The lanes around the site are used extensively by cyclists. Adding a large number of extra cars from the site will be very dangerous for cyclists. How do you plan to solve this?</i> 	<p>requirements. Some will be improvements to existing cycle routes for example the route to Ripley and some will be new routes such as alongside Old Lane.</p> <p>We will explore segregated off-carriageway routes wherever possible in collaboration with Surrey County Council. In addition, the option to include an e-bike scheme will be fully explored as they can extend the range of cycling journeys and encourage use by less active users.</p>
<p>How many buses will you run, how many passengers will each carry, and for how long during the day?</p> <ul style="list-style-type: none"> ● <i>This bus route will send buses past my bedroom from early morning until late at night?</i> 	<p>This has yet to be determined but a full report on the proposals will be given in the Transport Assessment. However, we are looking into the prospect of bus services such as electric buses, which generally have a much-reduced impact on the environment.</p>
<p>Is it intended to increase the number of parking spaces at local car parks?</p>	<p>We are not looking to increase parking as we wish to promote greater use of buses and cycling as part of the sustainable new settlement's transport proposals.</p>



Landscape

Questions	Answers
<p>I understand the teams desire to make the overall site visually and environmentally appealing. Given the undulating nature of the terrain around the site I'm not sure they should completely rule out accommodation above 3 storeys. Might there not be a way to blend higher (4 or 5 storey) accommodation into the site without it being a dominant / unsightly feature?</p>	<p>The introduction of 5 storey buildings on the appeal scheme was deemed by the Planning Inspector to be 'wholly out of place'. The A35 site allocation is significantly larger in area than the appeal scheme to accommodate the same number of houses and we have no intention or need to introduce buildings of this scale.</p> <p>However, taller buildings can be used effectively as focal points to aid wayfinding and placemaking and it would be appropriate to incorporate some occasional 4 storey buildings within the local centre/s or squares within each neighbourhood. If used sparingly, buildings of this height would have negligible visual impact when seen from the surrounding landscape, existing dwellings and the AONB.</p> <p>We recognise that the edges of the proposed villages that face open spaces and existing communities are more sensitive to changes in scale and we would ensure buildings in these locations are kept to a maximum of 3 storeys.</p> <p>As part of our ongoing works, we will be testing the visual impact from various locations within and around the site to help inform where buildings above 2 storeys can be successfully assimilated into the landscape.</p>



Ecology

Questions	Answers
<p>How is biodiversity going to be sustained with 2,000 homes?</p> <ul style="list-style-type: none"> • <i>There is already biodiversity in the area which is undisturbed, how is that going to survive during the building work?</i> • <i>What about the loss of 40 hectares of best and most versatile agricultural land?</i> • <i>How will you mitigate the pressure on the existing wildlife from many additional cats and dogs?</i> 	<p>Disturbance during the construction period will be minimised through adherence to a Construction Environmental Management Plan, which will be prepared with input from the Project Ecologists. This will include (but is not limited to) details of ecological buffer zones and corridors, phased vegetation clearance supervised by an ecologist where necessary, exclusion fencing to prevent wildlife from entering the works area, sensitive lighting, restrictions on working times, pollution prevention, and controls on dust, noise and vibrations.</p> <p>Site clearance and construction activities will also be phased, so that undisturbed areas will remain at all times.</p> <p>The loss of Best and Most Versatile Agricultural Land has been determined via the Local Plan process, which balanced the needs for agriculture against the public interest needs for development and much needed housing</p> <p>The SANG area will be very large, so there will be space within it to provide areas of habitat away from footpaths that would be subject to very little disturbance. This could include, for example, blocks of dense scrub that are impenetrable to most dogs and cats. Generally, it is envisaged that the SANG will include large, interlinked areas of 'rough' grassland and scrub, providing cover for animals moving through the landscape.</p> <p>While the risk of disturbance and cat predation cannot be eliminated completely, potential effects on wildlife populations will be offset through the large expansion in suitable habitat for species that are potentially vulnerable, such as breeding birds and reptiles. We anticipate that this increase in 'carrying capacity' will lead to the populations of such</p>

	<p>species increasing in size over time, thus making them more resilient to the effects of any disturbance and predation.</p>
<p>Are you going to dig up all the concrete in the runway and surrounding areas? If not how will the SANG connect to different areas of the site?</p> <ul style="list-style-type: none"> • <i>Will you ensure vehicles can't access the SANG area?</i> 	<p>Yes, we anticipate that the existing concrete will be removed and recycled on site. The SANG areas will be connected through green links, made up of semi-natural habitats such as grassland and scrub.</p> <p>Yes. One of the key requirements of a SANG is that it must be safe for pedestrians and dogs. The SANG will have a dedicated car park and dog-proof fencing will be used where needed to ensure that vehicles cannot access the SANG areas. Vehicle gates (for maintenance access) will be padlocked. Pedestrian gates will be of a design that prevents access by motorcycles. The SANG will also have a regular warden presence to monitor and address any anti-social behaviour that arises.</p>
<p>Will the site have a new or updated Environmental Impact Assessment/Ecology Statement prepared for it?</p>	<p>Yes. We are currently undertaking update survey and assessment work to inform the Ecology chapter of the Environmental Statement (ES).</p>
<p>Now that we know the link between poor air quality and children's development is it wise to build a school so close to the highly polluted J10?</p>	<p>Further technical assessment work will be carried out to understand any impact that the site or its surroundings will have on the air quality of the area.</p>
<p>How do you intend to mitigate light pollution to protect the Special Protection Area (SPA)?</p> <ul style="list-style-type: none"> • <i>What are the figures behind how the proposed environmental measures balance/compensate the impact of the proposed development on air quality and light pollution?</i> 	<p>Potential adverse effects on the Special Protection Area (SPA) will be subject to detailed consideration through a Habitats Regulations Assessment.</p> <p>It is too early to comment on the outcomes of this assessment work, but the HRA of the previous scheme scoped out light pollution impacts due to the distance and physical separation from the airfield, and the nature of the nearest SPA habitats. Natural England did not object to that scheme, nor to the scope of the HRA.</p> <p>If the update work does predict a significant adverse effect on the SPA, however, mitigation will be required. Typical mitigation measures in respect of light pollution include lighting design (both the luminaires themselves and the housing), height, direction, timers and so on.</p>

	<p>Similarly, detailed modelling and assessment work will be undertaken in due course in respect of potential air quality impacts on the SPA and other sensitive ecological receptors. These figures will be published as part of the ES. Again, if significant adverse effects are identified then mitigation will be required, and we will liaise closely with Natural England and Guildford Borough Council to design an appropriate mitigation strategy if needed.</p>
<p>How does this development fit with recent European case law: Naturschutzbund Deutschland — Landesverband Schleswig-Holstein eV v Kreis Nordfriesland, Case C-297/19?</p>	<p>This item of case law is linked to directive 2004/35/EC, which concerns environmental liability and the ‘polluter pays’ principle. Case 297/19 concerns the definition of ‘normal management’ of European protected sites by the owner/operator of that site, within the meaning of Directive 2004/25/EC.</p> <p>In terms of how the development fits with this, and assuming we have understood this question correctly, our understanding is that the Directive concerns activities undertaken by the owner/operator of a protected site, and so this particular item of case law is not in our view applicable to the Former Wisley Airfield scheme.</p>
<p>How much noise is that going to make?</p>	<p>Further technical assessment work will be carried out to understand any impact that the site will have on noise.</p>



Density

Questions	Answers
<p>You quoted 2,000 new homes. However, you also said you wanted to be cognisant of home density. The proposed density will be out of sorts with local communities. Will you limit the number of homes to better balance density with other local communities?</p> <ul style="list-style-type: none"> • <i>Can you show a picture identifying the likely build, style and density?</i> • <i>The density of housing has been quoted as 45 to 55 per hectare. This is difficult to imagine. Can you please advise what density of housing is at Epsom Downs Station? This would help to visualise what it might look like.</i> 	<p>The proposed average density of around 40-45 dwellings per hectare is in line with Guildford Borough Council's 'Strategic Development Framework' Supplementary Planning Document (SPD). This aims to ensure that land is used efficiently in order to minimise the amount of land used. There are likely to be a range of densities, so that the central areas would be higher, but the edges will be a lower density.</p> <p>We are still at the beginning of the process, so we haven't designed the homes yet. If you have a preference for traditional or contemporary homes (or somewhere in between) then please let us know.</p> <p>The area along Bunbury Way next to Epsom Downs station has a high proportion of larger properties which suggests that the density will be lower than our proposal. We will have a broad range of homes including apartments.</p> <p>Alternatively, if you are referring to the proposed Epsom Station redevelopment, this is a much, much higher density than we are proposing. At Epsom Station they suggested up to 7 storeys of apartments and retail whereas we are proposing mainly 2 and 3 storey houses.</p>



Community Facilities

Questions	Answers
Will you be providing a medical centre and dental practice as all local ones are over stretched?	Policy A35 includes the provision of a GP Surgery and we are looking into providing a Medical Centre which may include other uses such as a Dentist. However, the final decision will rest with Clinical Commissioning Group.
What are the plans to integrate with the existing retail, pubs and eating establishments in the local area?	As part of our planning and marketing we will take note of the existing retail, pubs and eating establishments in the local area with the intention of adding to and complementing the existing local offer.
Could retail / services be provided in local villages in Ripley / Horsley / Cobham rather than trying to create retail space in these uncertain times?	The Local Plan and Masterplan guidance produced by the Council requires that the new community is served by a new village centre, which will provide uses such as a café, public house and smaller shops. This will make for a better new community. The additional population, will bring economic benefits, which might well increase the footfall in nearby Horsley and Ripley.
Flexible office spaces haven't been popular locally. Will you look at previous examples to make sure that it is suitable for this site?	We will be looking at various models for the provision of office space, and discussing with providers to ensure that it will be flexible and resilient. We are aware that there could be changes to the way people work in the future.
With a lot of businesses seeing that working from home seems to be working, do you not see the retail buildings becoming unoccupied.	With more people working from home or close to home, there may be more demand for local shops. We will be watching the market carefully to ensure that we provide flexible accommodation that is suitable for the site.
Will schools be completed at same time as houses?	Taylor Wimpey will agree an infrastructure and site phasing plan with the Council when the planning permission is issued. This includes providing the primary and secondary school at the right time.
Can you confirm that your plans will provide for a complete infrastructure for the development in terms of medical centre, schools, shops, railway station parking facilities etc?	Yes. The infrastructure proposed will be secured by a legal agreement with the Council. At this time, it is likely that the schools, shops and community facilities will all be provided.

	<p>Taylor Wimpey is committed to liaison with the NHS (the Clinical Commissioning Group) to investigate a new medical facility. We will also consult with Network Rail with respect of any necessary station improvements, which will likely be the connections to Effingham Junction.</p>
<p>During the former planning application, a senior school was proposed which Surrey County Council distanced themselves from. Has SCC's position changed?</p>	<p>Taylor Wimpey is in discussion with Surrey County Council and Guildford Borough Council on the need of a primary and secondary school. We are also undertaking social-economic assessment including population projections to evidence any need for either a primary or secondary school. We will discuss this data with Surrey County Council and Guildford Borough Council to ensure that the provision matches the need.</p>
<p>Ripley has a real need for schools. Would Ripley residents be part of the catchment area?</p>	<p>This would be a decision for Surrey County Council. Taylor Wimpey is of course aware that the primary school in Ripley recently closed.</p>
<p>Will non-village residents be able to use the sports facilities etc?</p>	<p>Yes. It is also hoped that the new community will want to join existing sports clubs in the area.</p>
<p>Will there be a swimming pool / gym? The nearest to all the surrounding villages is Guildford / Leatherhead.</p>	<p>There will be a sports pavilion and some sporting facilities. There is no swimming pool planned at this time, but this feedback is welcomed.</p>



Gypsy & Travellers

Questions	Answers
<p>Please explain more about travellers' sites?</p> <ul style="list-style-type: none"> • <i>Why do we need to have gypsy and travellers' camps in the site?</i> 	<p>The Government required the Council to plan for all housing needs, which includes that of the Gypsy and Traveller community. A number of new pitches are required by the Local Plan, on a number of the strategic development sites, including Wisley.</p>
<p>Are they permanent pitches or for transit sites?</p>	<p>At this time, it is proposed that the pitches (x8 in total) are permanent.</p>
<p>How will the travellers' sites be managed for general cleanliness and security? Are there any success stories on other sites where travellers etc. have integrated successfully into the community?</p>	<p>This is to be confirmed with the Council. Taylor Wimpey will be promoting a fully inclusive community and will encourage all parts of the community to fully integrate, for example at the schools or community building.</p>



Water Supply

Questions	Answers
<p>Water supply is problematic already. What is the plan to mitigate any further impact on this?</p> <ul style="list-style-type: none">• <i>Is there sufficient water supplies in the local network?</i>	<p>Thames Water has a statutory obligation to ensure the development is served by a water supply, and we are discussing the phasing of the development with them.</p>



Stewardship

Questions	Answers
<p>How will the maintenance of all the facilities and grounds be paid for? Will houses have a service charge (for example)? Or will it fall to the council? Or is this what the Stewardship trust is for?</p>	<p>Some facilities, such as the roads and associated pavements, streetlights, etc will be adopted by the County Council and paid for through the Council tax. All the other public open spaces, play areas, and community buildings will be owned and maintained by the proposed Stewardship Trust. We are currently working on the details of a financial model to support the Business Plan for the proposed Trust.</p> <p>The top priorities will be for the facilities to be fully maintained in the long term, and for the Trust to remain viable and able to meet all its maintenance and service obligations without recourse to the Council. To that end we anticipate a mixed funding model which is likely to include start-up funding from Taylor Wimpey, a resident contribution, income from endowed assets and some user charges, such as from the hire of the community hall.</p>
<p>How will the upkeep of open spaces, sustainable transport etc be paid for, and by whom, on an ongoing long-term basis?</p>	<p>Some facilities, such as the roads and associated pavements, streetlights, etc will be adopted by the County Council and paid for through the Council tax. Sustainable transport will be supported initially by Taylor Wimpey, and then in the long term by some user contributions and through income from endowment.</p> <p>All the public open spaces, play areas, and community buildings will be owned and maintained by the proposed Stewardship Trust which we anticipate being paid for through a mixed funding model which is likely to include start-up funding from Taylor Wimpey, a resident contribution, income from endowed assets and some user charges, such as from the hire of the community hall.</p>



Consultation

Questions	Answers
<p>Will the recordings of the sessions be made available to us?</p>	<p>Yes, both the Thursday and Saturday Online Community Consultations sessions are available on our dedicated site website which can be found here - https://www.wisleyairfield.com/</p>
<p>What is the plan for responding to any unanswered questions, future consultations plus feedback and responding to feedback?</p> <ul style="list-style-type: none"> <i>Will you be sending us all feedback forms following this presentation?</i> 	<p>We have now published the full Question and Answer document which answers any questions that we were not able to answer during the consultation sessions.</p> <p>This has also been sent to everyone who has signed up to receive our regular newsletter.</p> <p>To hear more about our plans for future consultation sessions, online surveys, community liaison groups please sign up to our regular newsletter on our dedicated site website - https://www.wisleyairfield.com/</p> <p>Feedback forms directly relating to the content we presented during the sessions are also available on our website.</p>
<p>How do we object to the plans?</p>	<p>Please make sure you send us your feedback on the plans, positive or negative we want to understand what opportunities or issues you are aware of.</p> <p>If you want to object to the plans you will have the opportunity to do so once the Outline Planning Application is submitted to Guildford Borough Council.</p>
<p>What communication has taken place with local stakeholders, e.g. schools, SWR, medical centres, etc apart from the mail drops?</p> <ul style="list-style-type: none"> <i>What engagement are you taking with local residents will be completely blighted by this proposal? You need to talk with all residents near the site as you will be reducing the value of our properties.</i> <i>Given that Wimpey has stated that they wish to engage and work with the local community how</i> 	<p>After we announced that Taylor Wimpey purchased the site in March 2020, we began preparing the plans that were viewed by residents on Thursday 16th July and Saturday 18th July.</p> <p>In the run up to these sessions we held meetings with numerous stakeholders across Guildford to understand their views on the plans and begin a conversation that we hope</p>

<p><i>can you justify not listening to the several thousands of people and local bodies who objected to the previous development proposal.</i></p>	<p>will last a number of years.</p> <p>Alongside this we have been in contact with a number of residents living closest to the site and want to continue these conversations going forward.</p> <p>In order to understand the full range of opinions from those living closest to the site we will be setting up a community liaison group that will be discussing specific details about the site. The minutes of these meetings will be made available to view on our website. If you would be interested in becoming a part of this group please let us know by emailing one of the team at - consultation@wisleyairfield.com</p>
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Thank you for taking the time to read this document. If you have any questions please don't hesitate to contact us at consultation@wisleyairfield.com.

