

Taylor Wimpey - Former Wisley Airfield

Working together to develop our sustainable community.

19th & 22nd May 2021 Online Community Consultation Question and Answers

May 2021

On the **19th and 22nd May 2021** we held our third and final series of online community consultation events for the former Wisley Airfield. At these events we presented our masterplan for the site that has evolved with the benefit of feedback from the community and stakeholders.

We would like to thank 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 consolidated some that were similar in scope 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 deliver our sustainable community.*

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.

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Questions for Taylor Wimpey

Questions	Answers
<p>What evidence can you give of anything that you have implemented following consultations with the community so far?</p>	<p>The first thing we have done is implement on site security as a consequence of feedback from our neighbours on ongoing anti-social behaviour that was taking place on site.</p> <p>In terms of the masterplan, this has been formed through feedback from the community. We have taken the masterplanning approach one step at a time. The first consultation that took place in July 2020 was to identify a series of options that we wanted feedback on such as the form of development and location of the various community facilities and Gypsy and traveller pitches. From this feedback we put together the first masterplan which we consulted on in November 2020. Further feedback from this consultation helped us refine the plans and create the masterplan that we showed the community in the third chapter consultation events in May 2021.</p> <p>We have also listened to people about the importance of connections to Cobham and have adopted Cobham as a destination for bus and cycling as a result. In addition, our bus services to local stations now operate into the late evening in response to a comment made regarding people arriving home from work after 8pm.</p>
<p>The further delay by Highways England of the M25/A3 junction until November 12th 2021 which is critical to the site access must have severe ramifications on Taylor Wimpey's timetable. Please detail exactly how the timetable is affected by this delay?</p>	<p>We are still preparing our planning application for submission in quarter two or three of 2021. The Wisley Lane Diversion which is being proposed by Highways England in their DCO scheme is early in their development timeline and we will be delivering homes in line with that.</p>
<p>What effect does the Guildford Borough Council review of the Local Plan have on your plans?</p>	<p>The site is a strategic allocation in the adopted Local Plan. This is the context we continue to plan within.</p>
<p>How can you justify your massive estate, which looks like an eighties docklands development?</p>	<p>The site has been allocated by Guildford Borough Council as a location for a new mixed use</p>

	<p>development for circa 2000 homes, plus a range of other uses including shops, schools, employment and community uses.</p> <p>The new village will be set in c.70ha of new publicly accessible open space. It will be mainly two to three storey buildings, with occasional four storey at key locations and in the village centre.</p> <p>At this stage we are not applying for the design of the buildings themselves, so there will be further opportunity to comment on building design in relation to future more detailed planning applications.</p>
<p>Why at this stage is this being described as the “Third and FINAL” consultation”? Surely consultation should be ongoing.</p>	<p>Absolutely yes. We will continue to engage throughout the entire process but this will be the third and final chapter of our consultation prior to the submission of a planning application. We will be attending our final design review panel on 28th May 2021. We will continue to meet with the Community Liaison Group as well as local stakeholders and neighbours up to and beyond submission of the planning application.</p> <p>Residents and stakeholders will also have the opportunity to comment on the plans post-submission through Guildford Borough Council’s consultation period for the application.</p>
<p>How can we get a copy of the slides you showed us?</p>	<p>The presentations provided at both the Wednesday 19th May 2021 and the Saturday 22st May 2021 have been uploaded onto our website and can be viewed here.</p>
<p>Can you provide some references from similar projects that Wimpey Taylor have undertaken?</p>	<p>We would encourage you to look at our Bordon scheme in Hampshire, which has also delivered a neighbourhood centre and a Country Park similar to what we are proposing at the Former Wisley Airfield.</p>
<p>Are you going to answer any difficult questions?</p> <ul style="list-style-type: none"> ○ What feedback have you had from the residents that actually live on the roads? 	<p>Simple answer ‘YES’ and we will go beyond and where possible answer all questions that have been asked at our ongoing community engagement events. All questions asked to the panellists were chosen at random. As with chapter one and two of our engagement we have included answers to all questions asked at both the Wednesday and Saturday session within this document.</p>

<p>What deal did you come to with WPIL is there overage, or profit share?</p>	<p>Taylor Wimpey purchased the site from WPIL's former owners who are no longer involved in the site.</p>
<p>I read in The Times in May that a UK statistics watchdog confirmed 'official projections for future population growth in Guildford were overstated, after an investigation of calculations by the Office for National Statistics, on which local planners heavily rely.' Might it be possible that Guildford may not in fact need any development on the Wisley site as there are enough brown field sites closer to other residential areas with existing infrastructure?</p>	<p>Taylor Wimpey cannot comment on the publication in the Times. However, the former Wisley Airfield is an allocated site in the adopted Guildford Borough Council local plan. We will be providing much needed housing for Guildford borough and there is a national shortage of housing. Therefore we feel that it is appropriate to continue with our plans to submit an application in quarter two/three of 2021.</p>
<p>What are you intending to name this development?</p>	<p>During the determination of the planning application we will develop a naming strategy with the community, which will include community projects and stakeholder meetings to derive the best name for the development.</p>
<p>What are the spaces with Hallam Land and CBRE for?</p>	<p>These areas on the masterplan are in separate ownership and therefore will have separate detailed planning applications which will be submitted for these land holdings. However, as evident from the masterplan, we have designed a masterplan which is cohesive across all land ownerships. CBRE and Hallam land include residential homes, pedestrian and cycle links and green spaces.</p>
<p>How will you ensure a good level of local procurement from your sub-contractors when they will be tendering on lowest price? what percentage do you have in mind?</p>	<p>Taylor Wimpey actively encourage working with local suppliers and subcontractors and develop and use a procurement process which is geared towards local suppliers. We will also be working with the Surrey Chamber of Commerce. Percentage has not been fixed at this stage.</p>
<p>What proportion of the residential properties will be leasehold?</p>	<p>No individual residential properties will be leasehold.</p>



Masterplan

Questions	Answers
<p>What do you expect to be the minimum/maximum population capacity of this new community?</p>	<p>Based on much needed housing mix we are proposing. We expect that there will be 4,500 residents at the former Wisley Airfield.</p>
<p>Will the development meet all the policies in the recently approved Lovelace Neighbourhood Plan?</p>	<p>It is our intention that the development will meet the policies of the statutory Development Plan as a whole, which includes the Lovelace Neighbourhood Plan.</p>
<p>What is the purpose of the asterisk on the Primary and Secondary Schools bullet on the early slide?</p> <ul style="list-style-type: none"> ○ Will there definitely be a secondary school on site, and if not, to which secondary school will the children from the Development go? 	<p>We have allocated land on site to provide both a primary and secondary school. The decision on whether to provide the schools will ultimately be made by Surrey County Council not Taylor Wimpey.</p> <p>The asterisk on the slide was there to note that the primary and secondary school will be delivered as an all through school which is a discussion that we are currently having with Surrey County Council and Guildford Borough Council.</p>
<p>The three "neighbourhoods" in the presentation do not appear to show the traveller sites. How will the location of such enable integration of the traveller community with the "neighbourhoods" residents?</p>	<p>Unfortunately, it was an oversight that the Gypsy and Traveller pitches were not included on the masterplan shown during the final chapter of consultation.</p> <p>The pitches have always been considered part of the west neighbourhood and are located in consultation with the Gypsy and Traveller officer at Guildford Borough Council.</p>
<p>Where is your consideration of Ockham its beauty space and peace and the villagers?</p> <ul style="list-style-type: none"> ○ Does Taylor Wimpey think that building design in keeping with Ockham? 	<p>As you are aware, the site has been allocated by Guildford Borough Council in the adopted local plan as an area for residential development.</p> <p>In terms of its overall size, the new village will be quite different from Ockham. In terms of the consideration of Ockham as a place the new village that we are proposing will be quite different from those in the local area in terms of size and scale. We have considered the impact on Ockham and have looked at how the development will be seen from Ockham. We believe that the planting and</p>

	<p>landscaping we are developing on site will help screen the development to reduce any visual impact on Ockham where possible. Ockham has a conservation area and the homes closest to Ockham will be treated sensitively with limited storey heights and lower density as well as with open space buffers and new planting to mitigate any impact.</p> <p>We are aiming to create an area with ample facilities and a landscape created to ensure that it is a place where people want to live and can enjoy.</p> <p>Please note that the design of the homes will be subject to future reserved matters application if the outline planning application is approved.</p>
<p>Will you offer a Doctor's surgery?</p> <ul style="list-style-type: none"> ○ Whose responsibility it is to decide if there is a doctor's office committed to in the plan? The Horsley GP is full! 	<p>We would like to have a GP facility on site and we have spoken to various local practices locally to understand the demand for this.</p> <p>The decision will ultimately be made by the Clinical Commissioning Group who will decide whether they would like a facility on site or if they would prefer a payment to extend current facilities.</p> <p>We hope to have a final decision on this prior to submission of a planning application for the site.</p>
<p>How many homes are proposed in each of the three neighbourhoods (west/ central/ east)?</p>	<p>Based on our current assumptions for the Taylor Wimpey part of the masterplan, the eastern neighbourhood is c.430 homes, the central neighbourhood is c.950 homes + 100 Extra Care units and the western neighbourhood is c.390 homes.</p>
<p>When will the sustainable movement corridor be linked through to Old Lane?</p>	<p>The Sustainable movement corridor will be linked through to Old Lane at some point prior to completion of the development at a time agreed with the Planning and Highway Authorities. That time has yet to be agreed.</p>
<p>Do you think you will be able to see your high storey buildings towering over the listed houses in Ockham? Will you be able to see the lighting during Winter?</p>	<p>We have tested the heights of the buildings throughout the design process including the views into the site from the surrounding areas. Whilst the roofs of 4 storey buildings may be visible from certain locations, their position buildings on the site and the topography, mean that they are shielded by the lower storey buildings towards the edge of the site. You will not be able to see the four storey buildings standing out.</p>
<p>Looks good - when can we buy?</p>	<p>We will begin marketing the site once planning permission has been achieved and the residential</p>

	<p>reserved matters have been approved, this is likely to be within the next few years.</p>
<p>With the high price of houses in this area what will the average price of houses be including affordable?</p>	<p>As we mentioned in the presentation, 40% of the homes on site will be allocated as affordable housing. Of this 40%, 70% will delivered as affordable rent in line with Guildford Brough Council policy. Affordable rent equates to 80% of market rent. The remaining 30% will be agreed with Guildford Borough Council and could include Shared Ownership amongst other affordable tenures.</p>
<p>Please explain more about the "cohesive masterplan" with the other landowners. Does Taylor Wimpey have any more land under option in the area?</p>	<p>Taylor Wimpey is masterplanning for the wider allocation area and we are working very closely with the other landowners to design a masterplan which includes the whole site.</p> <p>We meet regularly with the other landowners and Guildford Borough Council to create the right masterplan for the site.</p> <p>Taylor Wimpey do not have any land options on the adjacent land.</p>
<p>How can you justify bringing your housing so near to listed buildings such as Bridge End and Yarn?</p>	<p>We will be looking to design the new buildings in a way that responds to local building traditions and materials. The areas around buildings such as Yarn and Bridge End House will be treated sensitively with limited storey heights, lower densities and open space buffers.</p> <p>This site has been allocated as a new sustainable community for 2,000 homes. It will bring a different character compared with Ockham and will also bring a variety of homes that are desperately needed in the area. It will also provide a range of services, facilities and open spaces that will be accessible to the wider community.</p> <p>If this outline application is approved, the design of the actual buildings will be subject to future planning applications.</p>
<p>The visuals and density of the buildings are horrific and totally out of keeping with a village feel- would you say that Taylor Wimpey are trying to save costs on building materials at the expense of trying to create as much profit and as many buildings as they can in a very small space?</p> <ul style="list-style-type: none"> ○ Did you model your dense building on Eastern Europe? 	<p>The A35 site has been allocated for 2000 homes by Guildford Borough Council based on their assessment of future housing need in the area and government guidance to make efficient use of available land. The resultant densities are inevitably higher than some of the local hamlets and villages, but are in line with the Strategic Development Framework SPD.</p> <p>Taylor Wimpey are looking to provide 1770 of</p>

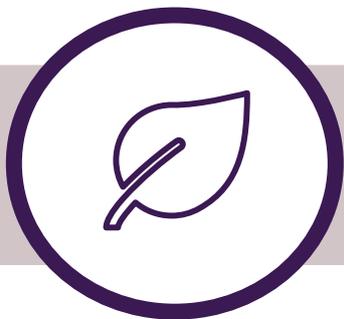
	<p>these homes together with shops, offices, schools, and community uses. More than half of the site will be accessible open space, designed as a Country Park, together with Village Greens, play facilities, allotments and sports facilities. Taylor Wimpey are proposing a range of densities to create a variety of characters. The lowest density areas will be closest to Ockham Lane to respect the character of the local area.</p> <p>The design of the buildings is illustrative at this stage.</p>
<p>The Village centre will produce a huge amount of light pollution- why were the buildings designed with such large windows?</p>	<p>The buildings at this stage are illustrative and will be designed in detail, with full consultation at a later date. This will include an assessment of potential light spill. The design of the buildings and windows will be designed to balance a number of issues including providing natural light and ventilation as well as the potential light pollution.</p>
<p>Why have the properties got no private outside space? Do you think this is wise planning in Covid - 19 and potential for an increase in global pandemics?</p>	<p>Every new home will be provided with its own private amenity space. We understand the importance of providing space in each home and we are committed to including this within the plans. Alongside this we have included over 70 hectares of public open space for residents to use.</p>
<p>You said that the car park spaces could be used for an extension if you don't need a car. If you sell and the next resident has a car, can they park on the road?</p>	<p>Every new home will have and will continue to have associated parking.</p> <p>We are promoting a master plan with Health & Wellbeing in mind. In the future there potentially will be less demand for multiple cars owned by the same house hold. We said that a second or third car parking spaces would be located so that they could be used as an extension to the garden or a patio area if the resident didn't need it as a parking space. In which case the space would still be available to the next occupier for parking if required.</p> <p>Overly large or inappropriately placed extensions would not be allowed where they negatively impacted upon the required parking provision.</p> <p>We do anticipate that demand for parking spaces may reduce over the lifetime of the development, however at this stage we are planning to provide parking spaces based on planning policy and our discussions with GBC, with a monitor and manage approach to take account of anticipated changes in parking demands.</p>



Sustainability

Questions	Answers
<p>I notice in the presentation it says there will be an Electric Vehicle charging point for each dwelling. Are Taylor Wimpey aware of the serious Co2 and ecological implications of sustaining private car transport? As such what is the justification for so much infrastructure?</p>	<p>The masterplan aims to support a shift in transport choices away from the private car, however it is recognised that there will still be a demand at times, and for certain trips, to use the private car. The EV charging infrastructure is therefore designed to promote the use of electric vehicles for personal use which will reduce CO2 emissions and associated ecological impacts.</p> <p>The masterplan must also respond to local policy that requires the provision of car parking infrastructure and EV provision aims to mitigate the potential impacts from traditional car ownership with combustion engines.</p>
<p>What is the type of energy in the green energy centre?</p>	<p>To reduce our carbon footprint we have committed to ensure our development is powered by fossil fuel free and renewable energy sources. To do this we have developed a heat pump based centralised energy centre which will provide heating and hot water to all buildings on site. The heat pumps within the energy centre are air sourced which extracts heat from the air to provide heat to all of the homes. This will then be accompanied by a thermal store which works similar to a battery. The electricity that the heat pumps are powered by will be partly offset by solar PV panels which will be installed around the site.</p> <p>The site will also be powered by 100% REGO backed green electricity.</p>
<p>How will residents in flats dry their clothes? Tumble dryers are very energy intensive - it is much better to air dry - in the winter this could be via a covered roof area to keep the rain off.</p>	<p>Flats will be designed with sufficient internal space to allow for drying spaces both internally within bathrooms/living rooms or externally on private balconies. This aims to discourage the use of tumble dryers.</p>

<p>What is the "site wide heat network"?</p>	<p>A heat network is a system of insulated pipes which transports heat from a source to more than one end user.</p> <p>In this instance, the site wide heat network is linked to the energy centre which is located in the north west of the site, away from the centre of the community and will provide thermal energy to all residential and non-residential buildings. It does this through a network of underground pipes that pipe around heated water to each of the buildings.</p>
<p>What building materials will be used and will they be locally sourced? There is a sand crisis, and concrete is notoriously carbon intensive. What thought has been given to the life cycle of the resources used (biodegradability etc)?</p> <ul style="list-style-type: none"> ○ Will the buildings have green roofs or walls? 	<p>The detailed materiality of the buildings have not been defined yet however it is anticipated that a traditional palette including brick, tile hanging and render will be applied.</p> <p>As with any building site, there will be a demand for concrete. The disused runway within the site will be broken up and reused on site for both concrete and road sub base rather than importing from outside the site. Material from the demolition on site will all be retained and processed to support this demand.</p> <p>Our initial designs show some green roofed buildings but also we envisage green roofs on smaller features such as bus stops, bin and bike stores etc and we continue to explore potential on the non-residential buildings.</p> <p>Vertical greening has the potential to offer significant biodiversity enhancements and will be considered as part of detailed design of individual phases.</p>
<p>Where is the noise barrier at the western side?</p>	<p>The noise impact has been modelled and assessed. We have provided pleasing landforms within the Country park, including planted banks that reduce the noise reaching the homes from the A3 and the new road.</p>
<p>Will the energy centre make any audible noise?</p>	<p>We are making use of new technology on site to reduce the noise both from the energy centre and within the home.</p> <p>The energy centre will not be located near the new or existing homes and will therefore minimise any disturbance.</p>



Sense of Place

Questions	Answers
<p>There is lots of public spaces which look great. Does each accommodation unit have private space for families to entertain / enjoy their own space?</p>	<p>All properties will have private amenity space. Alongside this we are providing an extra 50 hectares of country park and 10 hectares of other open space.</p>
<p>Can you define “work spaces”. Will there be individual cubicle working spaces where individuals can go to remote work out of their home?</p>	<p>We are talking to companies that will be providing this type of model. Essentially we intend that you will be able to rent space from a single desk to a larger contained space and for short periods. Also meeting rooms can be hired as well as facilities and other support features for people who are working from home nearby. That is the intention and we think that it is the right sort of model for this location.</p>
<p>Given that temperatures are rising, what building techniques and materials will ensure that dwellings will stay cool - e.g. like a church?</p>	<p>Our homes have been designed to have a high level of natural ventilation which helps to ensure temperatures stay within appropriate levels. We have tested the effectiveness of all our homes. To do this we develop thermal models of each of the houses to test their performance against future weather scenarios to make sure they are not just comfortable today but are future proofed against the changing environment.</p>
<p>Love the visuals on creating a sense of place. I just have a concern on factors like (a) level of car ownership (b) service driven employment which means lots of residents will be trades people with commercial vehicles. How are these factored into the designs?</p>	<p>We will be encouraging residents to use non-car modes of transport. However we acknowledge that, especially in the early phases, people will follow their normal patterns of car ownership. We are allowing parking spaces in accordance with planning policy. At the same time we are implementing a ‘monitor and manage’ approach that will assess car ownership in each phase in order to potentially reduce parking space requirements in future phases if that is what is required.</p>
<p>How many shops and cafes do you consider having? How many even restaurants and why no pubs? Most people like to go out in the evening and residents from 2,000+ homes will drown local villages’ facilities.</p>	<p>We will be having a range of restaurants, shops and community uses, however the exact number is yet to be defined and will come forward within a local centre delivery plan, post planning submission. As discussed in the first and second consultation, our plan is to complement surrounding local centres not</p>

	compete with them.
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Community

Questions	Answers
<p>Will the scheme be adopted by the local authority or will homeowners have to pay a management charge for maintenance of the site?</p>	<p>We expect the highways to be adopted by Surrey County Council. The public open space will be owned and managed by the Community Trust. A financial model is being prepared, designed to ensure all maintenance costs are met and ensure financial self-sufficiency of the Trust through income derived from an annual charge on residents of Wisley Airfield, from user charges and also from revenue generating assets.</p>
<p>How is the community trust to be funded? By service charge?</p> <ul style="list-style-type: none"> ○ How will the maintenance of these spaces be funded over time? ○ How will the charitable trust deal with defaulting service charges that are likely due to the fact that the site has 40% affordable housing? This will see this area go into steady decline. ○ How much money is Taylor Wimpey putting into the charitable trust? 	<p>The funding arrangement for the Wisley Airfield Community Trust (WACT) is something that we have been working on through a financial model. This model is designed to ensure that the Trust has financial self-sufficiency both during the build out and in the long term. It will fund its roles and responsibilities from a number of means including income derived from an annual charge to residents of the site, income from revenue generating assets, and also from user charges from endowed community facilities such as the sports fields and community buildings.</p> <p>The Trust will be underpinned in the early years from revenue and start-up funding from Taylor Wimpey. At this stage we cannot provide a precise figure of how much money Taylor Wimpey will contribute towards the WACT.</p> <p>The community trust model has been tried and tested in areas across the UK and has proven to be robust, with very high levels of participation and payment.</p>



Connectivity

Questions	Answers
<p>Is there an assumption that this development requires car transport?</p> <ul style="list-style-type: none"> ○ If so, how many cars will be accommodated per dwelling? ○ What percentage of the entire area will be roads, or car parking provision (including garages)? 	<p>We are looking to encourage a model shift in attitudes away from traditional car ownership and towards the use of sustainable modes of transport such as the bus or bike. However, we will be including car parking on site. The number of spaces provided will be in line with the number of spaces required under Guildford Borough Council’s parking standards.</p> <p>The exact number of spaces will come forward in more detail in the subsequent reserved matters applications.</p> <p>Our philosophy on this site is to ensure that there are easily available options for accessible modes of sustainable transport to encourage residents to make use of these instead of making regular car journeys to and from the site.</p>
<p>What are the traffic movements likely to be from the development and which routes will they use and for what purpose?</p> <ul style="list-style-type: none"> ○ What about COVID -19 many people no longer want to use public transport? 	<p>We are currently refining our data for input to the traffic model and once it is run, we will know the precise numbers of trips to each destination along each route.</p> <p>On Covid 19, speculation on numbers of passengers following the full release of restrictions is premature. However, many employers are actively encouraging home working now and changing their employment locations in response to this so we expect it to have a strong effect on commuting patterns.</p>
<p>Your ‘tour’ shows almost no cars. Yet you say there will be a charging station for each house. Where will the 2000-3000 go? And where will they drive to?</p>	<p>Parking and EV charging will be provided on plot, and the site will be accessed at the Ockham Park roundabout / Wisley Lane diversion and Old Lane entrances. We will seek to encourage residents to use sustainable transport modes, particularly for short trips in and around the site, promoting healthy living and reducing emissions. Our traffic modelling</p>

	uses existing journey patterns to determine the future patterns and as you can imagine, destinations tend to be towards the main areas where employment and facilities are located.
<p>What buses are proposed to go through the village? is there a bus shuttle that focuses on frequent rush hour transport to the train station?</p> <ul style="list-style-type: none"> ○ Will the 462/463 stop at the 200m bus stops? 	A bus service to the local stations at Horsley and Effingham Junction will run every 15 minutes during the rush hours. The proposal to augment the 462/463 service will provide a half hour service to Woking and Guildford. A service to Cobham will also be provided although the nature and frequency of that service is still to be decided. All the services will stop in the village centre but to maintain timetable integrity the Woking and Guildford service is likely to return via Ockham interchange.
<p>How can you expect Effingham Junction and East Horsley stations to cope with your massive 2,000 home estate inhabitants?</p>	Our sustainable transport proposals will provide bus services and cycle routes that serve the rail stations. So residents will not have to drive and park there.
<p>Is their space for the yellow cycle paths you propose to connect Wisley to Horsley? How will the land be attained for those in this dangerous corridor?</p>	Yes, there is space for the cycle route to East Horsley as it follows lightly trafficked lanes and can share the carriageway with other traffic. A range of other measures are proposed such as speed reductions and off-road routes which mean that no additional land is required.
<p>What proportion of the community are you planning to cycle?</p> <ul style="list-style-type: none"> ○ How does that compare to any other major development? ○ Are people expected to be cycling to the major supermarkets and to work? ○ What about in the Winter? 	Cycling is just one strand of our transport proposals. Our sustainable transport strategy includes bus services so that people always have a choice regardless of the time of year or weather conditions. These bus routes will also serve existing local residential areas, so that the local community will also benefit from increased connectivity with local destinations.
<p>Who will pay for running all of the extra buses? And will cycle lock ups be provided at bus stops on the periphery of the site?</p>	The developer will be setting up a fully funded charitable trust to fund and operate the bus services, partnering with Surrey County Council as necessary. The satellite mobility hubs in the local centres in the East and West Neighbourhoods will incorporate cycle stands and each home will have the required number of on-plot easy access cycle storage spaces.
<p>IF planning were to be granted what size of buses are planned to traverse the length of Old Lane from the airfield to Effingham station?</p>	We are planning to use the latest electric-powered buses on the route via Old Lane. These may vary in length from 7.5 to 9.5m long.

<ul style="list-style-type: none"> ○ Will they comply with the 7.5 tonne limit and will they be narrow enough to pass one another or other larger vehicles in the narrow sections and the blind bends of this rural lane in particular if the road is also being proposed as a cycle way? 	<p>They will be single deck buses. The weight limit TROs excludes access traffic, and also vehicles “in the service of a local authority”. Otherwise no agricultural, fire or refuse collection vehicles exceeding that limit would be permitted either.</p>
<p>How much (in measurement terms) of the surrounding roads will have NEW cycle lanes (excluding Byfleet & Ripley), i.e. Old Lane (to Effingham), Ockham Lane, Ockham Road North, (to Horsley station), Guileshill Lane and Alms Heath.</p>	<p>Any measurement needs to include all the cycle treatments along roads including the routes to Byfleet and Ripley as they are still part of the cycle network required and being provided as part of this development. However, the following measurement excludes the routes via Ockham Road North and Old Lane as these are more suitable for experienced and confident cyclists.</p> <p>On this basis, our cycle network for the average cyclist measures 14 miles (22.5km).</p>
<p>How is a “confident” cyclist protected from these dangers let alone an “average” cyclist?</p>	<p>It is not clear what dangers are referred to in this question but in general confident cyclists take a more prominent position in the traffic lane so as to protect themselves from being forced off the road by motorists.</p>
<p>Are all the plans show such as transport etc going to be available on the Taylor Wimpey website?</p>	<p>Yes once the proposals are final. They will also be made public via the submission of the planning application to Guildford Borough Council.</p>
<p>How many households do you envisage will have at least one member who will work offsite?</p> <ul style="list-style-type: none"> ○ How many of these do you envisage will work in London? ○ How many do you anticipate will travel via Effingham Junction station and how many via Horsley station? ○ How many do you envisage will commute by bike? ○ Will increased bike storage be provided at each station? ○ How many do you envisage will commute by car? ○ Will increased car parking be provided at each station? 	<p>We are not expecting every member of every household to work from home; clearly there will be employment trips off site. However, employment patterns are likely to change in future as the effects of Covid on workplaces take effect.</p> <p>Census journey to work data from the previous proposals put the proportion of Inner London working at approximately 5%. There is more than adequate capacity on the trains for this volume of additional passengers.</p> <p>We have not estimated the number via each station. People will choose the route and station that suits them best.</p> <p>We do not separately assess commuting bikes, only total bikes generated during the peak periods.</p> <p>We are talking to South Western Railways and Network Rail about improving and increasing</p>

	<p>cycle parking at both stations. We are offering but require them to agree.</p> <p>We do not separately assess commuting cars, only total cars generated during the peak periods.</p> <p>Our discussions with South Western Railways indicate there are no plans to increase parking capacity at either station.</p>
<p>Are you proposing to make transport issues a reserved matter? Do you not think that transport is fundamental to this site?</p>	<p>Transport and access will not be a reserved matter and provisions will be made either in the Section 106 Agreement or via planning conditions to ensure that they are implemented.</p>
<p>East Horsley is one stop away from London, why are you focusing on that? Why would they want to pay more?</p>	<p>TW has a wide-ranging sustainable transport package and if people want to get to Woking, Guildford or Effingham Junction they can travel by bus. East Horsley is one stop closer to Guildford where most people will want to travel to and has many more useful and attractive facilities than Effingham Junction, so in terms of investment, it is the logical choice.</p>
<p>Your scoring table does not specify the employment locations to which you expect residents will commute. Why not? Surely commuting is likely be one of the largest trip generators?</p>	<p>The Table relates to the assessment of trips by bike and is an estimation. We did this because bike trips tend to be lower in volume than car trips are not covered so comprehensively by existing statistics gathered through the Census. Commuting is covered in our assessment of car trips which is in turn based on the travel destinations we observe in the Census data for the local area to the site.</p>
<p>What sort of increases in vehicular traffic on Old Lane and Ockham Road is expected? What methodology was used for creating these estimates?</p>	<p>Our methodology is to use the traffic model and we have not yet finalised the future year runs of the model to answer this question accurately.</p>
<p>This is also an equestrian area. How are the horseback riders to deal with the buses you propose taking over our local lanes?</p>	<p>The buses will only use roads already serving as main traffic links between settlements and are therefore already busier than the lanes. None of the bus routes are along lanes. In contrast, we are proposing to create a network of Quiet Lanes and this will be a benefit to equestrians.</p>
<p>The move to prioritise pedestrians and bikes is good, but is their going to be minimum parking capacity for all those (electric) cars?</p>	<p>We will provide the number of parking spaces as per adopted planning policy including the need for on-plot EV charging for each dwelling.</p>

<p>The idea of connecting the site to West Byfleet and Brooklands is totally impractical given the constraints of the road, particularly the bridge by the Anchor pub. This route cannot be chosen for more traffic. Why have you done so?</p>	<p>There may have been some misunderstandings in the past generated by a plan that Guildford Borough Council produced suggesting a bus route along Wisley Lane. We do not propose this as a public transport connection. Instead we are proposing a cycle route along Wisley Lane, under the M25 via an existing Bridleway and via existing, mainly residential roads, through to Byfleet to reach the major employment opportunities there.</p>
<p>What is your response to the Horsley Parrish Council responding to your cycle routes, saying it was 'underwhelming'? Especially the lack of cycle track from Wisley to Effingham junction where they do not consider this proposed route a viable and SAFE option for cyclists.</p>	<p>We have been engaging with members of the Community Liaison Group as well as with technical and non-technical stakeholders on the proposed cycle routes.</p> <p>We have been really pleased with the feedback we have received from local stakeholders which has provided valuable insight into the routes and treatments that are wanted and needed in the area.</p> <p>The routes have been based on serving the maximum number of journey purposes. We want to ensure we provide cyclists with the routes necessary where they can undertake the most activities which will encourage the maximum number of people to use them.</p> <p>We will be providing routes for the average cyclist. At present we do not feel that a route to Effingham is necessary at this point as the railway connections through Effingham can be provided at East Horsley station which is surrounded by a greater level of community facilities.</p>
<p>How do you think the bridleways will operate in this dense inner city?</p>	<p>The question misinterprets the nature of the urban design proposed, which does not resemble an inner city. The bridleways through the site, all of which are being retained, will pass through the green spaces between the three neighbourhoods. They will function much as they do at the moment, connecting into a more attractive and more diverse ecological environment in the SANGS/Country Park.</p>
<p>How do you expect local residents on Old Lane to get any sleep now with buses running until midnight? Traffic in this area drops off currently at about 7.00 pm.</p>	<p>As explained in the public consultation event, we will use electric buses which are imperceptible in normal operation and better</p>

	for the environment.
How are families with small children supposed to cycle?	Our cycle proposals allow families to start their rides together in a protected and traffic free environment. Once they are confident enough to venture further, we plan a network of routes for the average cyclist, some segregated and some on low speed, low volume Quiet Lanes. We are also providing introductory cycle ride experiences as part of our travel planning package to inform residents about the available routes.
Do you think your road alterations will totally change the surrounding area in way that will urbanise it which is not permitted in the green belt, which all the local area is?	<p>We are looking at low impact and sympathetically designed improvements that respect conservation areas like Ockham, but which improve road safety generally to the benefit of all road users.</p> <p>Quiet Lanes are a principle endorsed by CPRE and are a recognised way of acknowledging that, given the right conditions and traffic flows, cars and vulnerable road users can mix safely.</p>
Will the Woking/Guildford buses run through the site and approximately what time will these buses stop running in the evening?	<p>These services will call into the site which will result in increased service frequency from the current one hour service to a half hourly service.</p> <p>The current proposals are to run these services until 10:30pm in the evening to cover the core employment times as well as leisure purposes.</p> <p>We are proposing electric busses for the service to Effingham Junction and Horsley which have much lower noise levels than traditional busses. These will be virtually imperceptible in operation.</p>
In the last meeting it was said that the transport model is currently being audited. Is this transport plan available as suggested?	We are continuing to develop the detailed transport model for the site in liaison with Surrey and Guildford County Councils, and Highways England to refine and iterate our proposals. It is not complete yet but will be prior to the submission of the planning application.
Have you considered the impact of the noise and disturbance for 10 years on residents mental health?	Noise and disturbance during the construction period is considered in our Environmental Statement (including a noise assessment) and Construction Environmental Management Plan,

<ul style="list-style-type: none"> ○ Have you done any testing of noise from residents bedroom windows? 	<p>to minimise any impact on existing residents.</p>
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Innovation

Questions	Answers
<p>I see you have a "wish list" that car ownership may reduce. What happens if it doesn't and families instead acquire bikes to take advantage of all the lovely spaces / routes you have created but hang onto their cars / vans? Where can they all be parked / stored?</p>	<p>We are realistic about the need for cars to be owned and parked on the site but also doing all we can to influence car use and ownership. In time, as the propensity for our residents to reduce car use and ownership takes hold, influenced by the move away from diesel and petrol engines and the general climate emergency, we will seek to re-purpose as many parking spaces as we can.</p>
<p>Plenty said about changing the transport behaviour but what is being done to change the behaviour of cyclists who disregard road signs, other road users, and believe they have the right to ride in packs to frustrate other road users. The links and rights of way are just going to make the cyclists attitudes worse.</p>	<p>This area is very popular with cyclists and cycle groups, partly due to the strong historic legacy of cycling through the area. To make the area safer our proposals will create quiet lanes along many of the routes as well as segregated routes along key areas such as the Portsmouth Road. This will be a safety benefit for all users including cyclists, road users and residents.</p> <p>Alongside this, our approach with residents will be to educate them through community cycling programmes and our Travel Plan to help residents acclimatise to the routes to and from the site.</p>
<p>Apart from the designated care facility, what percentage of the housing has been designed with access for people with limited mobility?</p>	<p>100% of the development will be designed to M42 compliance standards of accessibility which means that every person can comfortably access the homes. Alongside this, 5% of the houses will be M43 compliant which is another level up in terms of accessibility standards and ensures that the homes are fully wheelchair accessible or easily adaptable for wheelchair users.</p>



Green Framework

Questions	Answers
<p>What thought has been given to the danger to wildlife - invited into the area - of the A3?</p>	<p>The A3 is a significant barrier to the movement of wildlife on the ground, and as such we would expect species such as reptiles, small mammals and non-flying invertebrates to colonise from existing populations to the north, south and west. Birds, bats and flying insects would not be affected.</p>
<p>Where will waste bins / recycling bins be stored?</p> <ul style="list-style-type: none"> ○ Where will they be placed each week for emptying given that the pathways and cycle lanes do not seem to give access for collection? ○ Will the dustcarts be able to access each road, and how will the planted fringes along these roads hinder the work? 	<p>We are aware of the refuse requirements in Guildford and good design. All homes will be designed to accommodate bin stores to include the three bins and food waste which will be located in convenient locations.</p> <p>For the homes along the sustainable transport corridor, parking and bin stores will be from tertiary and mews streets behind which will all be designed and tracked for refuse vehicles - not across the cycle lanes and verges.</p>
<p>SUDS will be very dangerous near an SPA - what about Avian flu where there has to be a 3KM exclusion zone when a case is found. Cases are rising year on year and this year it has been proven that Avian flu can pass to humans. Would your Ecologist like to comment?</p>	<p>Avian flu is largely associated with captive birds (particularly poultry farms) but a small number of cases have been detected in wild birds in the UK. Exclusion zones apply to captive, not wild birds. The risk to humans is very low.</p> <p>There are already waterbodies in the surrounding landscape and on the SPA, most notably Bolder Mere.</p> <p>We are not aware of any evidence that SUDs features increase the risk of Avian flu. This is weighed against the significant benefits that wetland features offer for wildlife.</p> <p>Further information can be found on the RSPB, BTO and GOV.UK websites.</p>
<p>If you want to ensure that species are protected would you agree that the way to do this is not to build the development in the first place?</p>	<p>The development presents an opportunity to create over 60ha of habitat that will support a far greater diversity of species than the current intensively managed arable fields. The long-term benefits for wildlife are significant and we</p>

	<p>are predicting a minimum 20% 'biodiversity net gain' (BNG) using the DEFRA 2.0 Biodiversity Calculation Tool. This means we will leave the site 20% better off, in terms of biodiversity, than when we found it. We are very proud of the fact that we are going over and above the Guildford Borough policy requirement of 10% BNG.</p>
<p>Does centralised energy / heat supply work successfully and the costs allocated in line with consumer demand?</p> <ul style="list-style-type: none"> ○ Any examples? ○ What level of noise will be emitted from the Heat centre? 	<p>Numerous examples of this type of technology can be seen working in London and other areas of the country. Government are actively pursuing this technology to reduce carbon footprint.</p> <p>There will be a level of noise associated with the energy centre, it's for this reason that it has been located at the western end of the site, separated from any proposed residential areas. The natural topography will ensure any acoustic impacts are mitigated for any proposed or existing homes.</p>
<p>The "intensive agriculture site" as you refer to is currently housing a huge population of skylarks wildlife and badgers and other endangered species, and producing food - which prevents the UK having to import from other countries and ensuring the UK reduces our carbon footprint- Does your ecologist want to wipe out this existing wildlife during 10 years of construction?</p> <ul style="list-style-type: none"> ○ How will these populations ever recover and then exist alongside the site? 	<p>The loss of agricultural land was balanced against the need for housing when Guildford Borough Council allocated the site for development as part of the local planning process.</p> <p>The development will be phased, and detailed mitigation strategies will be put in place to ensure that wildlife (including Badgers and Skylarks) are not harmed or significantly disturbed during the construction process. The proposals include over 60ha of green space that has been designed to meet the needs of a wide range of wildlife species, and will be managed positively for wildlife in perpetuity. Connectivity to the surrounding countryside will also be maintained and enhanced to allow wildlife to move around the landscape. We are confident that the proposals will deliver long-term benefits for wildlife.</p>
<p>Have the homes been designed to reduce light pollution for locally endangered wildlife?</p> <ul style="list-style-type: none"> ○ What is the Ecologists view of the damage of light pollution to the SPA and the local bat community? 	<p>As mentioned, the detailed design of the homes will be subject to a series of future reserved matters proposals and is not something that will be included in the outline planning application. Assessments of potential light spill will be carried out at that stage.</p> <p>In terms of light pollution, the main impacts on nocturnal wildlife are from external lighting such as streetlights and security lighting where</p>

	<p>light tends to spill upwards, rather from internal lighting inside houses and other buildings. There is a vast amount of research on this subject and new technology is evolving all the time. As such, at the Outline planning application stage we are working with lighting consultants on a set of key principles that will be secured by planning condition and carried through to the detailed design stage. These are informed chiefly by guidance from the Bat Conservation Trust and Institute for Lighting Professionals.</p> <p>Details will be provided in an Outline Lighting Strategy to be submitted with the planning application.</p>
<p>Have wildlife bridges been considered?</p>	<p>We have not recommended bridges for this development, as the design of the green space means that wildlife habitats will not be significantly fragmented. However, we will ensure that the residential area is ‘permeable’ to wildlife using features such as culverts or tunnels under the main access road, dropped kerbs, modified drainage gully pots, careful design of retaining walls, and ‘hedgehog highway’ portals in walls and fences. Principles will be established at the Outline planning application stage and designed in detail at the Reserved Matters stage.</p>
<p>The Taylor Wimpey Habitat management plan includes 1) Skylark monitoring and 2) Botanical monitoring for species of conservation importance scheduled for the last three months of March April May. Please confirm this took place and advise the findings.</p>	<p>We believe this question refers to the Habitat Creation and Management Plan submitted with the Enabling Works application 20/P/01709. This application has not been determined by GBC yet and as such the implementation of the Plan has not been triggered, however we have nevertheless commenced the botanical monitoring this season in order to gather as much data as possible. Parts of the ‘arable plant reserve’ areas were cultivated (but not sown with a crop) in March 2021, and the first monitoring visit is taking place in June 2021, with further checks scheduled for later in the summer. We will be very happy to provide updates through the Community Newsletter.</p> <p>Ongoing Skylark monitoring has been taking place as and when required prior to any vegetation clearance works during the breeding season. For example, although it was early in the season for Skylark nesting, we carried out precautionary checks prior to the cultivation of</p>

	<p>the arable plant areas in March 2021, to ensure that any nests were not disturbed. No active nests were found during this check.</p>
<p>What are your ecologist plans for 4,500 peoples cats and dogs marching all over the wildlife places and adjoining SPA?</p>	<p>As mentioned during the presentation, this is a very large site with over 60ha of green space. This space has been designed to ensure there are extensive areas of dense vegetation such as thorny scrub and long grass away from footpaths and busier areas.</p> <p>While the risk of disturbance and cat predation cannot be eliminated completely, potential effects on wildlife populations would 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 species increasing in size over time, thus making them more resilient to the effects of any disturbance and predation.</p> <p>Based on our experience in other areas we are confident that the wildlife population will significantly increase despite the presence of people and pets.</p>
<p>As the homes will be fossil fuel free does that mean no gas connections or chimneys for open fires?</p>	<p>No there will be no chimneys or gas connections on the site. We are striving for innovation and this development will be powered by 100% renewable sources.</p>
<p>Have you calculated how many emissions you will be making in both moving the soil and the actual build itself or how much food production will be lost in the loss of this precious agricultural land?</p>	<p>Yes, we have undertaken embodied carbon modelling which calculated the emissions associated with moving and extracting raw materials and transport materials to site as well as construction practices associated with the development.</p> <p>The design and procurement strategy will aim to reduce this impact through practises such as looking at recycled content in materials and prioritise local sourcing where possible.</p> <p>We are pleased to announce that we will be reusing the concrete on site for our roads and our construction meaning no offsite transport will be required.</p> <p>The loss of agricultural land was balanced against the need for housing when GBC allocated the site for development as part of the local planning process.</p>

<p>Has there been any study of the noise and pollution impact of the M25 / A3 on residents? We hear the M25 in the Horsleys.</p>	<p>There will be studies of noise and pollution in the Environmental Statement accompanying the planning application.</p>
<p>Given the climate change patterns we are much more likely to need the agricultural land to produce food - not housing, would you agree? With 9 billion people in the world starving and the UK making a commitment to reduce food miles and imports of food from countries in starvation - do you think it wise to build over our precious natural capital?</p>	<p>The majority of the former agricultural land to the north of the runway will form the new Country Park which will result in a change from agriculture to naturalised landscape. There will be a loss of the fields to the southeast.</p> <p>The Green Infrastructure has been designed to include the policy requirement to allow residents to grow their own food not just within the country park but also within the settlement. This will be incorporated in a variety of ways such as allotments, community gardens and orchards and managed by the Community Trust with a lot less pesticides and chemicals than the existing arable landscape. This will result in not only residents being able to grow their own food within easy walking distances but also provide a far higher ecological benefit both within the former arable areas but also bringing wildlife into the settlement.</p> <p>The loss of agricultural land was balanced against the need for housing when GBC allocated the site for development as part of the local planning process.</p> <p>The creation of over 60ha of semi-natural habitat including species-rich grassland, woodland, ponds and scrub will provide different forms of natural capital and ecosystem services, including supporting pollinators, capturing carbon, the numerous public health benefits associated with access to green space.</p>
<p>Will we get some plants and other materials from RHS Wisley as they are so close to the scheme, you could create a wildlife corridor?</p>	<p>We have hosted several meetings with RHS Wisley, primarily focused on the Highways England Wisley Lane Diversion. As part of that we discussed different natural aspects of the site such as the arboretum walk. As a result of these discussions the horticultural trail will go up through the arboretum and link up with RHS Wisley. This will form part of a series of wildlife corridors that run throughout the site.</p> <p>The team at RHS Wisley has provided a list of structural species to include throughout the site alongside natives. These species have been tested within the gardens for their ability to</p>

	<p>adapt to climate change, pest resilience and their contribution to carbon capture as well as enhancing the parkland character of the northern Country Park.</p>
<p>Excellent biodiversity plans. How do you de-risk financial challenges that would mean these incredibly value-added elements don't get cut during the build or does the taxpayer have to make that happen?</p>	<p>Our biodiversity approach is something that we are proud of and therefore we are not looking to save costs on key aspects such as biodiversity. Our partnerships with Buglife and Hedgehog Street are also testament to this commitment.</p> <p>We will submit plans such as Habitat Creation and Management Plans and Landscape Environmental Management Plans with the planning application which will capture all of the biodiversity features we have described during the consultations (and more!). If these are agreed with Guildford Borough Council, compliance with these will become a planning condition that Taylor Wimpey is held to by Guildford Borough Council. Furthermore, all of the features within the SANG will be guaranteed and funded for the life of the development via the Community trust, and this will be a legal requirement.</p> <p>We will also continue to seek specialist ecological advice at the detailed design stage, to ensure that nothing is missed and we maximise every opportunity to deliver benefits for biodiversity.</p>

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.

