

Taylor Wimpey - Former Wisley Airfield

Working together to develop our sustainable community

19th & 21st November 2020 Online Community Consultation Question and Answers

Friday 27th November 2020

On the **19th and 21st November 2020** we held our second series of online community consultation events for the former Wisley Airfield. At these events we presented our first draft 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 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.

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Questions for Taylor Wimpey

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| <p>When is the next meeting of the Community Liaison Group?</p> | <p>The next meeting of the Community Liaison Group (CLG) will take place on Thursday 26th November 2020.</p> <p>At this meeting the CLG will discuss infrastructure such as sewage and drainage and review the progress made in the meetings to date.</p> <p>If you would like to view any of the meeting minutes from previous CLG meetings please visit - www.wisleyairfield.com/library</p> |
| <p>Please can you say when this presentation will be available on your website</p> <ul style="list-style-type: none"> <i>Will all the slides be on the website?</i> | <p>The presentation from both the Thursday and Saturday sessions are now available at www.wisleyairfield.com/library</p> <p>Please note that the presentations given at each session are identical and will include all slides presented at the consultation events.</p> |
| <p>Have you bought the Lollesworth Field site in East Horsley from Catesby Estates?</p> | <p>We are afraid we are unable to comment on privately owned land that is not currently under contract with Taylor Wimpey.</p> <p>If and when interests are acquired we will of course communicate this with the community.</p> |
| <p>You are not listening to current locals or engaging with them at all. Any difficult questions you avoid and do not engage on detail which is relevant to us and our existing lives.</p> | <p>We received a high volume of questions at both the Thursday 19th & Saturday 21st online consultation events. As such we aimed to answer a broad range of questions across all relevant topics.</p> <p>As questions were submitted these were randomly provided to the chair of the events to ask the consultant team and Taylor Wimpey on as many different topics as possible.</p> |

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| | <p>We have committed to answering ALL unanswered questions through this Frequently Asked Questions document.</p> |
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If you have any further questions or any that you feel have not been answered please email consultation@wisleyairfield.com



Site Context

| Questions | Answers |
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| <p>The building timetable I believe is 10 years. What will you build first? Will life for those moving in first be to have to put up with a lot of noise and not many cycle routes?</p> <ul style="list-style-type: none"> <i>What are probable timescales for first homes to be built? And when might the whole development be completed?</i> <i>What will be built first?</i> | <p>Our plan is to submit an Outline Planning Application during the second quarter of 2021. This will then need to go through the approval process at Guildford Borough Council (GBC).</p> <p>Subject to planning approval the overall build programme will take approximately 10-12 years depending on market conditions. At present we are looking for first completions to be targeted for 2023 in line with GBC's latest housing trajectory (subject to planning).</p> <p>We plan on commencing construction from the west of the site but will also be delivering a large proportion of the Suitable Alternative Natural Greenspace (SANG) prior to the first homes being built. Placemaking is key and we will be reviewing the opportunities to deliver non-residential elements of the emerging masterplan as it evolves.</p> <p>We are discussing the timetabling for the delivery of key infrastructure with Surrey County Council (SCC) such as the provision of cycle routes.</p> <p>Future engagement will be undertaken on our construction management proposals. This will outline our thoughts on the construction of the site.</p> |
| <p>We know this application will be considered and approved by Guildford Borough Council. I assume the neighbouring authorities, i.e Elmbridge, Woking and Mole Valley will be consultees?</p> <p><i>Are you seeking the views of Elmbridge Borough Council, who will be a consultee when you submit your Planning Applications?</i></p> | <p>Yes, we currently have meetings scheduled with Elmbridge Borough Council prior to submission of the outline planning application.</p> <p>In addition, we are reaching out to both Woking and Mole Valley Borough Council's.</p> <p>Furthermore, we have also contacted MP's from the relevant constituencies.</p> |

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| <p>When will you be talking about issues such as Construction disruption, Waste handling, impacts on local communities, additional pollution from vehicles and buildings?</p> | <p>These discussions will be held at both the regular CLG meetings as well as our bi-monthly Neighbourhood Meetings with those living closest to the site.</p> <p>When submitted, our outline planning application for the site will include an Environmental Impact Assessment and Construction Environment Management Plan (CEMP) which will look at measures to seek to mitigate potential impacts from the development. This will be available for public viewing once submitted.</p> |
| <p>When will you be undertaking a noise assessment for the plans?</p> | <p>All noise assessments for the potential development will take place after traffic modelling is completed in early 2021.</p> <p>The purpose of this is to ensure that any noise assessments take into account the potential level of traffic from traffic in the area.</p> |
| <p>Regarding the importance of the Rural Area surrounding the site and its roads, is it correct that all contractor vehicles will only have access to the site via the Ockham Roundabout?</p> <ul style="list-style-type: none"> <i>Will all construction traffic access the site from the A3, and NOT via any of the rural roads through the villages?</i> | <p>We will be required to submit a Construction Environment Management Plan (CEMP) as part of the Outline Planning application. This plan will detail potential construction traffic routes as well as measures that will be put in place to minimise the impact of construction on the local environment.</p> <p>Primarily we review opportunities to access the site for any major construction works from the west to minimise any impact on the local roads.</p> |
| <p>You mention that you have submitted two planning applications already. With the first one for the roundabout, why has this come forward ahead of the Highways England decision on the M25/A3 junction works which may not necessarily get approved?</p> <p>With the enabling works for the SANG, why is this not part of the main application as it's not as small as people might first think - a serious amount of earth movement involved that could change the look of the site completely, and yet there is no certainty that the whole site application will be approved. If permission was approved, and future planning not granted, would you then have to put it all back to how it was?</p> | <p>Stub Road Roundabout Application: This application, which sits on top of the Wisley Lane Diversion as submitted by Highways England, has been submitted early so that if the application is approved, following the Development Consent Order announcement which is expected in January 2021, we can tie into Highways England's build programme. This will ensure that we are not digging up a newly built road to minimise disruption to our neighbours.</p> <p>Enabling Works Application: The earth mounding will be visible within the landscape but due to the scale of the site it will create a gently rising landscape along the northern boundary of the</p> |

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| | <p>site. This will be managed as meadows and swales and will create an attractive alternative to the current agricultural views as well as provide great biodiversity opportunities. The Enabling Works Application has been submitted at this stage to ensure a timely delivery of any future SANG if the outline application is approved.</p> |
| <p>The stub road application does not have an impact assessment - why not? <i>Have you estimated how many car journeys per day there would be to and from Wisley gardens along the stub road?</i></p> | <p>The Stub Road Application includes a Transport Statement which is available for viewing on GBC's planning portal (Ref: 20/P/01708). Section 5 of that document sets out how we have analysed the capacity of the roundabout and the traffic flows we used, which were based on information Highways England produced from their modelling for the M25 Junction 10 DCO Examination.</p> <p>As explained in Table 5-2 and paragraph 5.2.4, these flows include traffic from an event at RHS Wisley Gardens.</p> |
| <p>I understand work on the site cannot start until the proposed highway works planned for Junction 10 and other necessary road improvement in the area are made. Could this mean subject to Planning Approval work would not be able to start before 2023 with completion 2035?</p> | <p>There are road improvements planned for the M25/Junction 10 A3 improvements being undertaken by Highways England. Our plan is to link in with these works to avoid unnecessary disruption to existing residents.</p> <p>The highway works including the Wisley Lane Diversion are timetabled to be open to the public at the time we occupy the first phase of homes.</p> <p>Therefore, we are able to commence construction prior to completion of the DCO works (subject to the necessary approvals).</p> |
| <p>You have not got planning permission - please change your tone as you make it sound like you do.</p> | <p>The ongoing engagement with the community and stakeholders is to discuss the emerging masterplan in line with the adopted Local Plan Policy A35 – Former Wisley Airfield. This establishes the principle of approximately 2,000 homes and 100 extra care homes in addition to other requirements of the Local Plan.</p> <p>To confirm we do not have planning permission for either of the two applications submitted in October 2020.</p> |

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| <p>What is the up to date situation with the other two landowners? Will they be submitting their own applications?</p> | <p>We is in discussions with the other landowner representatives of the wider allocation to discuss the full allocation, and we are currently in the masterplanning process.</p> <p>We are not able to comment on the planning strategy for land outside our ownership.</p> |
| <p>I am part of a small team from All Saints Ockham Church who are working to enable the presence of a Pioneer Minister on the site. What can Taylor Wimpey do to assist with this please?</p> | <p>We are pleased to hear that the local church is looking at a Pioneer Minister as we have direct experience of where this has been successful in other new communities, including Taylor Wimpey’s development at Borden.</p> <p>We would encourage you to contact us at consultation@wisleyairfield.com to discuss this further.</p> |



Masterplan

| Questions | Answers |
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| <p>Will there be any contemporary designs for the housing and buildings and how will the Surrey pastiche be avoided?</p> <ul style="list-style-type: none"> <i>When will we see the types of houses you propose?</i> | <p>This is an outline planning application which means that we will not be providing details of the design of homes at this stage. These will be subject of a separate reserved matters application in the future that we will consult on separately.</p> <p>This is a large strategic site and as outlined in the GBC policy this site will have its own identity. This means there is room for different architectural approaches across the site that respond to their locations. We are currently working through a village study to understand the surrounding vernacular. However, we are keen for this development to have its own sense of character.</p> <p>After this work has been done we will be looking to present some potential designs to the community during our third round of consultation in early 2021.</p> <p>Further to this we have asked in the feedback form (https://www.wisleyairfield.com/feedback) on our website for the community to provide feedback on what they would like to see included in the design of these new homes.</p> <p>We will be producing a Design Code that will set out key design requirements and characteristics. This will need to be agreed by the planning authority and used as guidance for all future Reserved Matters planning applications.</p> |
| <p>Ockham has a particular brick and lime mortar that is no longer available having been made in the 1800s. How will you overcome this issue?</p> | <p>We are not trying to replicate the local settlements or create a pastiche of Surrey. This new settlement will purposefully have its own identity although we do want to draw our influences from the local area.</p> <p>There will of course be a variety of bricks and other locally influenced materials used in the development and we will undertake a materials audit of the local area to ensure we select a palette</p> |

that compliments the existing community. The brick used in Ockham was made in the local brickworks in the mid 1800s and of course is no longer available, but we will be able to source bricks that provide a similar appearance.

There are also many examples in Ockham of a special type of brick bonding known as Rat Trap bond which was an early type of cavity wall. We won't be able to repeat this type of bond on the houses due to modern building regulations but we may be able to look at using it on some of the boundary walls and there are some recent examples of that in Ockham that are shown on the images below. These examples use a brighter cement mortar, which can look similar to a lime mortar but is compliant with modern construction standards.



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| <p>Where will village residents park cars? Will there be any on-street parking within the proposed communities and how will this interact with provision of private and public electric car charging points?</p> <ul style="list-style-type: none"> • <i>What provision is there for parking cars on the site? Will any of the houses have off-road parking?</i> | <p>The adopted Guildford Borough Council Local Plan places priority on providing sustainable transport modes within any new developments. The overarching aim of this is to reduce the overall reliance on the use of cars.</p> <p>We are also required to conform with the Lovelace Neighbourhood Plan and emerging Development Management Supplementary Planning Document which will set a requirement for parking provision on site.</p> <p>We are currently liaising with Guildford Borough Council to ensure that our provision meets both their car parking standards and sustainable transport priority. We are also considering how we can ensure that the scheme can adapt for possible future parking needs i.e. car parking spaces that can be converted to other uses if necessary.</p> <p>Our aspiration is to provide each property with an electric vehicle charging point on the plot. Any off-street parking such as the village centre will also be provided with opportunity charging points.</p> <p>There will be on street visitor parking located throughout the site where appropriate.</p> |
| <p>We hear that existing foul sewage facilities are unable to cope with the proposed development. What is happening on this front?</p> <ul style="list-style-type: none"> • <i>Where will the sewage treatment plant be for this proposed development?</i> | <p>Thames Water is currently reviewing their capacity. Upgrade to the sewage facilities will be undertaken if required.</p> <p>Please refer to the Community Liaison Group 06 presentation and meeting minutes that will be available in December 2020 at www.wisleyairfield.com where this is discussed further.</p> |
| <p>Are you planning that the senior school will be built in the early stages of the development, with the primary school, or will they be staggered?</p> | <p>We are currently in discussion with the education authority (Surrey County Council) regarding the requirement for a secondary school. Should there be a demand and requirement for a secondary school at the former Wisley Airfield then this will be delivered in line with the Infrastructure Delivery Plan.</p> <p>We can confirm that the current emerging masterplan has made an allowance for a secondary school.</p> |

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| <p>At present I believe 50% of Children in our area attend Private Schools will this affect your school proposals on site?</p> | <p>No – this does not affect our proposals. We are masterplanning in line with the allocation as identified in the adopted Local Plan relating to the school provision.</p> <p>The primary school will be two-form entry and the secondary school will be four-form entry if deemed required by the education authorities.</p> |
| <p>Why is senior living put next to the school complex? Surely there are noise impacts with this?</p> | <p>We are masterplanning for an inclusive community that promotes social interaction within all aspects of the proposals. With this in mind we have included much of the senior living near to the proposed school to promote shared benefits between the different generations living on site.</p> <p>There are a number of studies that suggest that this is a suitable approach and this has been supported during discussions with the local GP.</p> |
| <p>You cannot assume that people will work from home.</p> | <p>Our homes are designed with sustainability in mind including flexible home working.</p> <p>Of course, we cannot assume every resident will work from home, however, we aim to provide high-speed broadband which will allow future residents the choice to work from home if they choose to.</p> |
| <p>Are you planning a Church? The one at Ockham could be over run.</p> | <p>We are in discussion with local faith organisations about their requirements for the future. We would expect that the community facilities we create will be used by a church of some denomination, and possibly by other faiths if there is demand.</p> |
| <p>How are you considering views into the site from the Surrey Hills?</p> | <p>As part of the initial assessment work, Public Footpaths within the Area of Outstanding Natural Beauty were visited and the views photographed. This confirmed that due to the intervening tree cover and topography, the potential for views of the former Wisley Airfield was limited to a small number of elevated vantage points.</p> <p>From these locations the site is seen as a very small component within far reaching panoramas, which include towns and villages in the</p> |

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| | <p>foreground and several large urban features on the horizon such as Canary Wharf, Wembley Stadium and high-rise buildings in Woking.</p> <p>The site is difficult to identify from these vantage points because of its relative scale. Views from the AONB have played an important part in our strategy to separate the southern elevation into three villages, each separated by a wide landscape corridor between 80-100m wide. Planting in streets, village greens and pocket parks will further break up the roofline in each village.</p> <p>We will also reduce scale and density on the more sensitive southern margins of the site, allowing scope for further tree planting. Building heights will continue to be tested throughout the design process to ensure that the development successfully assimilates into the surrounding landscape.</p> |
| <p>Is there any plan to engage a leisure and sports consultant? One of the main reasons for people needing to travel beyond the development's boundaries would be to visit squash courts, tennis courts, a swimming pool etc. In particular, in a country with weather such as we have, people need to play some sports indoors. Is there a plan for a sports hall?</p> | <p>We are currently undertaking a study to establish the sports and leisure offering of the wider area to ascertain how we can complement and add value to the area.</p> <p>We welcome any suggestions of facilities that we should consider.</p> |
| <p>There is a need for a Paddle Tennis club in the area which could share facilities with a Tennis club. This would be a great location for this?</p> | <p>This is something that we will be exploring further and have reached out to a member of the Community Liaison Group. Thank you for your comments.</p> |
| <p>How many residents has the medical centre been designed for?</p> | <p>The demand for a medical centre will be established in working with the local Clinical Commissioning Group who will ultimately decide on the medical provision on site. Subject to a requirement, the medical centre will be sized accordingly.</p> |
| <p>Are there any plans to commemorate the aviation links with the site?</p> | <p>Thank you for this suggestion and we will review potential opportunities to commemorate the former use of the site.</p> <p>Opportunities could include in the Public Open Space, but we welcome any thoughts.</p> |

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| <p>Can you give any examples of local buildings that are 4 storeys?</p> | <p>We are not replicating the buildings or the massing of the local area, although we will be taking this into account. We are developing a massing strategy based on a townscape-led approach to the new settlement. Generally, it will accommodate for two to three storeys but we propose locating some four-storey buildings at focal points within the site. This will be in a limited number of places even in the higher density areas, and we are currently looking at studies that can help us to locate these buildings.</p> <p>There are a number of four storey buildings in the local area which include:</p> <ul style="list-style-type: none"> • Ockham Mill To the west of the site is a converted mill with four storeys plus an additional loft level, which was built by Lord Lovelace in the mid 1800s. • Horsley Towers in East Horsley has four and five storey elements. • There is a c.1980s apartment building next to the railway bridge at East Horsley which is three and 3.5 storeys facing the road but with an additional storey behind. <p>There are also a number of Georgian style buildings which are three storeys but with large floor to floor heights including:</p> <ul style="list-style-type: none"> • The Old Rectory in East Horsley. • Grove House in Great Bookham which is three storeys but with an additional lower ground floor. |
| <p>I notice play spaces for younger children. I would like to ask what is planned for teenagers?</p> | <p>We are masterplanning for an inclusive community, and in the latest emerging plan, we have allowed for over 64 ha of Open space. This includes all weather multi-use Sports pitches, potentially a skate park, a large SANG with cycle and pedestrian routes planned for onsite but also connecting into the existing infrastructure, a potential bike park as well as community buildings to be enjoyed by all ages.</p> <p>The Stewardship Trust will initiate and support a range of community activities for all age groups, but particularly children and young people, responding to their needs and interests. The Trust will employ community development staff which will have a children and youth focus,</p> |

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| | <p>particularly for holiday activities. There will also be opportunity to learn about best horticultural practices and plants suitable for different functions such as enhancing wildlife as we have proposed a horticultural trail within the site.</p> <p>Policy also requires an array of non-residential offerings and we intend to look at what training, apprenticeship, work experience and employment opportunities we can provide for young people.</p> <p>Our plans provide well designed areas for teenagers to meet up with natural surveillance, shelters and benches and easy access to village centres and community facilities.</p> |
| <p>What facilities will be available for senior citizens &/or the disabled?</p> | <p>Our homes will be M4(2) compliant, which allows them to be more accessible for those with disabilities. Furthermore, we will be providing 100 extra care homes.</p> <p>Community allotments, a horticultural trail, SANG and SANG walks will be available in addition to the events provided by the Community Trust. All of which will be accessible for the proposed inclusive community.</p> <p>We welcome all suggestions of how we can further improve our plans to take into account senior citizens and those with disabilities.</p> |
| <p>Working with RHS Wisley to develop the horticultural corridors has been mentioned a couple of times. Have you made contact with the RHS regarding this? What stage are discussions at?</p> | <p>We are engaging with an array of stakeholders including RHS Wisley.</p> <p>RHS Wisley are also part of the Community Liaison Group and do make comment on aspects of the emerging plans for the former Wisley Airfield.</p> <p>If you have any feedback on the emerging plans including the suggestion of the horticultural trails then please contact us or the RHS Wisley representative.</p> |



Transport

| Questions | Answers |
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| <p>Can you say who will be providing the Burnt Common slip road access to the A3?</p> | <p>Taylor Wimpey has budgeted for mitigation measures including the potential Burnt Common Slips.</p> <p>This scheme requires a link into the strategic road network managed by Highways England. Assessments will be carried out in line with government guidance to ensure that the slips are the best solution and are robust and deliverable.</p> |
| <p>Are you providing access to this site from Ockham Lane?</p> | <p>We are required to provide a main access from the Wisley Lane Diversion through the site to Old Lane. The A35 policy allocation also requires the wider site to provide a no-through access to Ockham Lane only serving a small number of homes, so there will be no general traffic access between Ockham Lane and the main site.</p> <p>We are also considering foot/cycle links to Ockham Lane to allow integration with the wider community.</p> |
| <p>Do you propose to use any e-scooter on site?</p> | <p>There are e-scooter trials happening across the UK at the moment and we will look at the results of these to understand whether there is an opportunity for e-scooters to be used on site.</p> <p>There are potential benefits to using e-scooters in terms of providing another option for short trips, but there is also a concern that e-scooters tend to replace walking or cycling journeys (so limited benefit in terms of shift away from car) and that schemes can potentially result in littering footways.</p> <p>However, we will look at the results and lessons from the trials to assess their potential applicability to the former Wisley Airfield.</p> |

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| <p>Have you decided which stations you will construct cycle routes to? I suggest the site needs routes to one station on the Effingham line and one on the Woking line?</p> <ul style="list-style-type: none"> • <i>Where do your proposed cycle lanes lead to offsite?</i> • <i>You state you have a focus on encouraging cycling in and around the new development. What is being done to improve cycle lane links to adjacent villages such as Ripley and Horsley, and towns such as Woking, which are currently shared with main road traffic and are in many cases quite dangerous?</i> | <p>The policy requirement from GBC asks for safe cycling links to be provided to four key destinations, Ripley, Byfleet (with a link to Byfleet & New Haw station on Woking line), East Horsley and Effingham Junction.</p> <p>We are looking at these links with SCC and GBC and assessing the types of cycle infrastructure that would be needed depending on the nature of these roads as well as the traffic speeds and volumes.</p> <p>More information on this will be presented at the next round of consultation in early 2021.</p> |
| <p>The local country lanes are narrow and dangerous for both drivers and cyclists when there are many cyclists at the weekend. Are the cycling paths you plan alongside the roads, or separate from them? Will you need to use a slice of the farmer's fields?</p> <ul style="list-style-type: none"> • <i>It is all very well talking about cycling on site - what about offsite?</i> | <p>We are using the new Cycle Infrastructure Guidance published by Department for Transport in July 2020 (LTN1/20) to inform our designs to ensure new cycle facilities are safe and acceptable to 'the average cyclist'.</p> <p>We're currently developing proposals for the routes to key destinations and considering all options to deliver safe cycle routes. Options for consideration are highlighted in the community consultation presentation.</p> <p>More information on this will be presented at the next round of consultation in early 2021 and we would welcome your feedback and thoughts in the interim.</p> |
| <p>I note that a core cycling route is proposed from the site to Horsley Station via Long Reach and Lollesworth Lane onto the footpath running alongside the rail line. Some of this route is, I understand, over private land. Has agreement of this route been agreed with landowners?</p> | <p>We are still working on the detail of our routes, however we are aiming wherever we can to make the improvements needed to land which is already an adopted highway or dedicated Bridleway, and are discussing these with Surrey County Council.</p> <p>When we have developed our proposals in more detail we will be looking to discuss them with the wider community and of course appropriate landowners.</p> |
| <p>What happens in the Winter with your cycling plan? People only want to cycle on nice days.</p> | <p>From a behavioural point of view, the key is to make walking and cycling the preferred 'default' travel option for local journeys by providing good quality infrastructure and pleasant surroundings.</p> <p>If you're cycling to a railway station or to school for 15 minutes each morning, the chances of being caught in the rain are quite limited. When it is really cold or wet, there is always the</p> |

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| | <p>opportunity of using the bus, for example for trips where people may normally cycle to the local railway stations.</p> |
| <p>You talk about road changes relating to access to RHS Wisley, and your plans for handling local traffic generated by your proposed development in a sustainable way. The Inspector's report on the recent planning appeal clearly regarded local narrow rural roads and public transport access difficult or impossible to provide access, especially on foot or cycle. Your projections of the site's internal organisation did not, and perhaps cannot, deal with adverse impact on the existing settlement of Ripley. How will you overcome this?</p> | <p>Taylor Wimpey is taking on board the comments made by the Inspector and Secretary of State.</p> <p>Regarding impacts on Ripley, we will also be looking in detail at the options for mitigation.</p> <p>This will include assessing the Burnt Common Slips identified in the GBC Local Plan.</p> |
| <p>How do you propose these buses will pass safely down local narrow roads?</p> <ul style="list-style-type: none"> <i>A service to Cobham down Plough lane will be dangerous as the road often floods?</i> | <p>All the local roads that we propose bus routes along will be assessed for their suitability.</p> <p>We do not currently propose bus services along Wisley Lane or Plough Lane for example.</p> |
| <p>Your current and proposed bus routes suggest the removal of the current bus route through Send Marsh (currently bypassing Burnt common) in order to include new services to the Wisley Airfield area. Is this really the intention?</p> | <p>This is only a suggestion at this stage and the final bus services will reflect the requirements from SCC and local route operators in terms of existing routes and passenger demand.</p> |
| <p>Whilst noting the intended minibus provision to Horsley Station, I am very concerned that the proposed initial hours of operation are too limited. The hours of operation need to be extended through to midnight. Are you reviewing this?</p> | <p>We are very conscious that hours of operation need to serve the demand in a sustainable way.</p> <p>We will continue to review this throughout the formation of an outline planning application and also once the service is up and running.</p> |
| <p>What approaches have you made to local bus companies, who will run the bus service? What happens if this folds during and after the development?</p> | <p>We have had conversations with some of the local operators and also have ongoing discussions with SCC who manage and plan bus services. Policy requires that the bus services are provided and maintained financially in perpetuity. Our funding model will be built around this requirement.</p> |
| <p>Thrilled to hear buses will pass my house 7 days a week - no respite then. Do you propose to buy people out who will no longer to live here on no sleep?</p> | <p>No we do not plan to purchase any properties in the area.</p> |
| <p>Will the bus services and cycle routes to the local stations form part of the planning application and will Taylor Wimpey fund the development of these?</p> | <p>Bus and cycle services and routes will be detailed as part of the package of measures to support the planning application. If approved then these routes will be secured as part of our planning conditions.</p> |

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| <p>Are you proposing compulsory purchase orders to widen roads- take gardens - impose light pollution via streetlights?</p> <ul style="list-style-type: none"> <i>All the roads around here are extremely narrow are you proposing to widen the routes by compulsory purchase?</i> | <p>We are currently looking at a range of treatments along these routes to provide cycle routes suitable for the average cyclist including environmentally-acceptable lighting solutions.</p> <p>We are seeking to propose routes that are within the adopted highway or dedicated Public Rights of Way where practicable and possible.</p> <p>Streets adopted by SCC will generally require some street lighting for highway safety reasons and we will be in discussions with them to ensure that street lighting is minimised in terms of where it is used and its design.</p> <p>There have been great advances in street light fittings brought about through growing concern and awareness of light pollution, coupled with advances in LED technology. The use of baffles on light fittings directs light downwards to prevent upward light pollution and we can also control when lights will be on so that energy is not wasted when most people would not normally be on the streets and footpaths.</p> |
| <p>One of the main routes to West Byfleet will take you over the extremely narrow bridge at The Anchor - are you planning to widen this, and the road itself, which is very narrow?</p> | <p>This plan is taken directly from the GBC Supplementary Planning Documents. This is based on their initial ideas on connectivity to the surrounding community.</p> <p>We are aware of the difficulties faced in getting vehicles over this crossing and we do not believe that it would be suitable to have one of our buses pass over the Anchor bridge.</p> |
| <p>What are " Safe routes"?</p> | <p>Relating to cycling, safe routes means safe and acceptable to 'the average cyclist' which in turn refers to someone who has Bikeability Level 2 skills. This means they are confident and competent at riding on-road in low traffic conditions.</p> <p>The new Department for Transport Cycle Infrastructure Guidance (LTN1/20, July 2020) provides advice on the types of facilities required to be suitable for the average cyclist on roads with different traffic volumes and speeds, and we are using this as the starting point for route design.</p> |
| <p>Will your behavioural change consultant support the introduction of an annual licence for cyclists to help fund road maintenance in the future?</p> | <p>No, this is not something that we are looking to support at this time.</p> |



Sustainability

| Questions | Answers |
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| <p>As the period of building is quite long are you planning to use new/emerging technologies for heat and electricity in the homes?</p> | <p>We are currently exploring a range of options to provide heat and electricity for the homes. Due to the build period and phasing out of gas infrastructure in new homes in 2025 this is likely to be via an electric based system.</p> <p>As stated, the key element of the strategy is the specification of a highly efficient building fabric which assists in delivering long term flexibility for the energy strategy.</p> <p>A full scope of options is currently under review for energy generation, distribution and storage across the proposed development. Among other options, heat pump technology is a key consideration.</p> |



Landscape

| Questions | Answers |
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| <p>Developments in the UK increasingly concrete over green areas and remove trees, reducing overall 'greenness' of the developments, and reducing the shade provided by trees. What is Taylor Wimpey doing to minimise the use of concreted / paved / asphalted areas, and to ensure existing trees are retained and ideally added to?</p> | <p>A tree survey was undertaken at the start of the process to identify the condition and quality of remaining trees. Where possible all of the existing trees, hedgerows and woodlands are retained as important features within the Green Infrastructure (GI). The SANG and GI will provide some 64 ha of open space and landscape (including significant tree planting), most of which will be located around the perimeter of the site in the form of a naturalised parkland.</p> <p>The landscape corridors between the settlements will also provide opportunities for tree planting and will continue through the villages along access routes to provide a leafy setting and all of the associated benefits of trees within the urban areas.</p> |
| <p>Please confirm that as per the surrounding villages, there will be no street lighting? Light pollution is a big enough problem as it and should not be aggravated further.</p> | <p>Within the landscape buffers and development edges lighting will only be considered where required for safety reasons and will be designed to minimise any impact on the area. All streetlighting in these areas will be designed according to current standards and requirements set by the relevant local authorities.</p> <p>Inside the development we will need to comply with the highway authority requirements but most authorities have a pallet of solutions using advanced technologies that minimise light pollution to acceptable levels.</p> |



Ecology

| Questions | Answers |
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| <p>Hedgehogs are at risk of extinction in the UK, mainly due to increased development of rural areas preventing free movement of hedgehogs and the destruction of their natural habitat. Is Taylor Wimpey working with the British Hedgehog Preservation Society to ensure sufficient natural habitats are maintained in the Wisley plan, particularly the inclusion of hedgehog highways?</p> | <p>Habitat connectivity is key for many species on site including hedgehogs.</p> <p>Hedgehogs are a species of principal importance for conservation under the Natural Environment & Rural Communities Act, and we are fully intending to take account of the hedgehogs and development guidance as produced by the Peoples Trust for Endangered Species and the British Hedgehog Preservation Society as part of the sites design.</p> <p>Some of the key features include the creation of varied semi-natural habitats connected to the wider landscape. These habitats will include key features to support lifecycle requirements including:</p> <ul style="list-style-type: none"> ○ Scrub ○ Log and brash piles ○ Varied length grasslands ○ Hedgehog houses ○ Dropped kerbs ○ Gaps in garden fences to create ‘hedgehog highways’ <p>We will also ensure that the safety and welfare of hedgehogs are addressed during site clearance.</p> |
| <p>How will you mitigate any lasting impact or damage on the neighbouring Special Protection Area (SPA)?</p> <ul style="list-style-type: none"> • <i>You are destroying a SPA and SSSI with 10 years of noise and disruption – the SANG will not mitigate this.</i> • <i>The last 10 years have showed we have lost 68% of our global biodiversity and areas like the SPA are there to protect what we have left.</i> | <p>We have a legal obligation to ensure that the proposals do not result in a significant adverse effect on the SPA. Potential adverse effects on the SPA will be subject to detailed consideration through a Habitats Regulations Assessment (HRA).</p> <p>The main mitigation measure in respect of recreational pressure on the SPA for the A35 allocation is the provision of some 50 ha of SANG and green space. This is a tried-and-tested measure approach to mitigating development around the Thames Basin Heaths and is required by GBC policy. The purpose of the SANG is to divert</p> |

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| | <p>recreational pressure away from the SPA by providing an attractive alternative for residents and visitors. The proposed SANG at the former Wisley Airfield would be similar in feel to a country park, with extensive walking trails through natural habitats, plus other sought-after features such as a car park, safe off-lead access for dogs, and café/toilet facilities.</p> <p>With regard to noise, updated modelling is being undertaken, but it is worth noting that the HRA of the previous appeal scheme looked at noise pollution and construction disturbance impacts, and found that these were unlikely to be significant due to the distance and physical separation from the airfield. Natural England did not object to that scheme, nor to the conclusions of the HRA.</p> <p>If this update work does predict any significant adverse effects on the SPA, mitigation will be required and this too will be agreed with Natural England.</p> |
| <p>How do reconcile your biodiversity net gain theory with the natural decline of species by recent national surveys?</p> | <p>The proposals to make Biodiversity Net Gain mandatory (through the Environment Bill) is one of the ways in which the Government plans to address significant declines in biodiversity. The purpose of Biodiversity Net Gain in the planning context is to ensure that planned development does not further exacerbate this decline and makes a contribution towards reversing it.</p> |
| <p>The agricultural land was used for the production of food – and animals thrive on the food sources of wheat and barley.</p> | <p>Cereal crops such as wheat and barley are used as animal fodder in an agricultural context, but support very little native wildlife. The fields at the former Wisley Airfield have been sprayed with various chemicals such as herbicides, insecticides, fungicides, fertilisers and growth regulators. The purpose of this is to maximise yields, but comes at the expense of biodiversity – i.e. controlling ‘weeds’ and insects, a food source for other species such as birds and bats. It is widely acknowledged that modern intensive agricultural practice has made a significant contribution to biodiversity loss in recent decades.</p> |

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| <p>Your current surveys do not show the current wildlife. They are incorrect. You can't mitigate the destruction of natural habitats.</p> | <p>Surveys have been carried out by teams of qualified and experienced ecologists from three different consultancies on a regular basis since 2006, with consistent results. All EPR professional staff are members of the Chartered Institute of Ecology and Environmental Management (CIEEM). We are confident in our assessment of the ecological baseline at the former Wisley Airfield site.</p> <p>As mentioned above, the majority of the habitat that would be lost would be hardstanding and intensively managed agricultural fields which support very few wildlife species. The proposals for the allocation would create over 50ha of new semi-natural habitat including meadows, scrub, woodland and wetlands which would be of far greater value to biodiversity.</p> |
| <p>How many pets will people have? This will affect the species in the SANG. Will there be any measures to stop this?</p> <ul style="list-style-type: none"> • <i>The spaces will not be covered with biodiversity but with 10,000 people.</i> • <i>What about dogs and cats!</i> | <p>The proposed SANG area is very large, so there would be space within it to provide areas of habitat away from well-maintained 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.</p> <p>While the risk of disturbance 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.</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> |



Stewardship

| Questions | Answers |
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| <p>Am I right in thinking that your proposals assume that maintenance of all these green spaces is funded by service charge from people who live in apartments?</p> <ul style="list-style-type: none"> How will you fund and manage these conservation areas? Sounds costly? | <p>All the new residents and commercial users (in both houses and apartments), together with income from the revenue generating assets, will make a financial contribution towards the maintenance of the public realm, the children’s play areas and other community facilities.</p> <p>The maintenance of the SANG and other green open spaces used by the wider public and neighbouring communities will be funded by income from revenue generating assets endowed to the Stewardship Trust.</p> |
| <p>How will the Stewardship Trust be funded for the eighty year perpetuity period given the range of costs that will need to be covered for that period? Will it mean there will need to be an annual charge for the residential occupiers?</p> <ul style="list-style-type: none"> <i>How will the Trust be financially guaranteed?</i> | <p>The details of the financial model to secure how the Stewardship Trust will be funded are still being developed. The principle is to ensure that the Trust is viable and sustainable in both the short and long term, and able to meet all its responsibilities.</p> <p>In the Long Term - there will be three main sources of funding for the Trust:</p> <ol style="list-style-type: none"> Resident contribution. Income generating assets on site. User charges for community facilities. <p>In the Short Term – Taylor Wimpey will fund the start-up costs of the Trust and will be providing funding support until the development is complete.</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.

