

Taylor Wimpey

Former Wisley Airfield

Community Liaison Group
Meeting 5

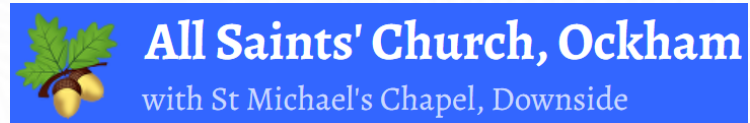
Topic: Sustainability, Introduction to Transport and CLG Actions &
Outcomes

5th November 2020

Agenda

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- —● Introductions
 - —● Sustainability
 - —● Stakeholder Feedback
 - —● Introduction to Transport
 - —● Stakeholder Feedback
 - —● Community Liaison Group: Actions & Outcomes

Introductions



Sustainability

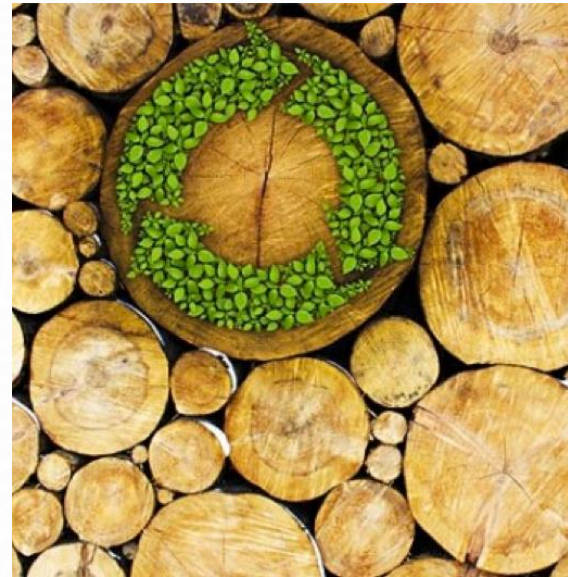
Discussions so far

- Our sustainability approach was presented to and agreed with GBC (Vision-Strategy-Framework), and approval was received for the Sustainability Vision principles.
- Since then, we have had approval of the Sustainability Vision principles at the Design Review Panel meeting. Key feedback related to the setting of outcome-based targets.
- We are currently developing an outline Sustainability Strategy which has been presented in draft to GBC and approved in principle.
- Our current activity relates to the specification of design interventions into the Masterplan through the completion of topic-specific sustainability workshops including:
 1. Sustainable transport
 2. Health and wellbeing
 3. Environmental net gain
 4. Community and social value
 5. Resources and energy
 6. Climate resilience

Former Wisley Airfield: Our Sustainability Strategy

Our strategy can be broken down across four key areas:

- Resources and emissions
- Enhancing natural habitats
- Healthy lifestyles and community services
- Sustainable transport and connectivity



Resources & Emissions

As a means of reducing resource consumption and emissions at the development itself and within the supply chain of the procured materials, the development will endeavor to incorporate efficient buildings in every sense of the word.

- Efficient buildings
 - Energy efficient
 - Low energy consuming & low carbon emissions
 - Comfortable and affordable to run

- Low carbon technology
 - Zero emissions – no burning of fossil fuels
 - Energy generated by solar panels
 - Future technology for generating heat

- Materiality and waste
 - Locally sourced materials
 - Recycled & low carbon materials
 - Waste minimised and recycled

- Water efficiency
 - Rainwater captured and recycled
 - Low water consuming fittings
 - Sustainable drainage to minimise rainwater run-off



Healthy Lifestyles and Community Services

The sustainability strategy aims to promote healthy lifestyles within the masterplan and the surrounding area, whilst providing measures to promote and enhance the sense of community.

■ Healthy streets

- Safe and inclusive streets for all users
- Active routes for walking & cycling
- Engaging landscape and places to rest

■ Commercial opportunities

- Flexible working provisions
- Small business support through an Enterprise hub
- Economic benefits during the construction phase – education, training and skills

■ Sports and leisure

- Formal sports provisions
- Running/walking trails
- Outdoor gym
- Natural play areas



Enhancing Natural Habitats

The strategy aims to enhance the biodiversity of the area, integrating the masterplan with the two SANG areas, whilst increasing the connection with nature for the occupants.

■ New wildlife habitats

- Wildlife parks
- Green and blue areas
- Biodiversity gain over existing site
- Climate resilient for increase in temperature & rainfall

■ Connect with nature

- Learning/education opportunities
- Engagement opportunities with RHS Wisley
- Biodiversity embedded in the masterplan

■ Edible landscapes

- Growing spaces
- Allotments
- Orchards
- Foraging trails



Sustainable Transport and Connectivity

Promotion of sustainable transport underpins the strategy at Wisley Airfield: reducing the number of vehicles, minimising air and noise pollution, and promoting active transport.

- Reduce car travel
 - Design to encourage people to move without cars
 - Electric vehicle charging points
 - Smart technology to measure air quality
- Transport services hub
 - New bus services
 - Car clubs offering
 - Bike hire and servicing
 - Centralised logistics centre
- Cycle and walking infrastructure
 - Central sustainable transport link
 - Green corridors
 - Improved routes to local transport modes
 - Safe and accessible routes



Stakeholder Feedback

What do you think?

Introduction to Transport

Planning Policy A35

- **Primary vehicular access** to the site allocation will be via the A3 Ockham interchange
- A through-vehicle link is required between the **A3 Ockham interchange and Old Lane**
- To address the impacts on Ripley High Street and surrounding rural roads, the Local Plan identifies **two new slip roads at A247 Clandon Road (Burnt Common)** and associated traffic management
- A significant **bus network** will serve the site, and also serve Effingham Junction railway station and/or Horsley railway station, Guildford and other destinations.
- An **off-site cycle network** to key destinations including Effingham Junction railway station, Horsley railway station/Station Parade, Ripley and Byfleet – designed to be attractive and safe for the average cyclist

Planning Context

- Site boundary
- Development area
- Employment
- Mixed use
- Informal open space
- Formal playing fields (public)
- Existing buildings
- Focal points
- On-site primary routes
- Access to development areas
- Access to a limited number of homes (up to 100)
- Key off-site routes
- Key pedestrian and cycle routes / PRoW
- Primary school location
- Secondary school location (incl. Dual use playing fields)
- Site access
- Local centre
- SANG Suggested location for Suitable Alternative Natural Green space
- Highways England's M25 Junction 10/A3 Wisley Interchange Scheme

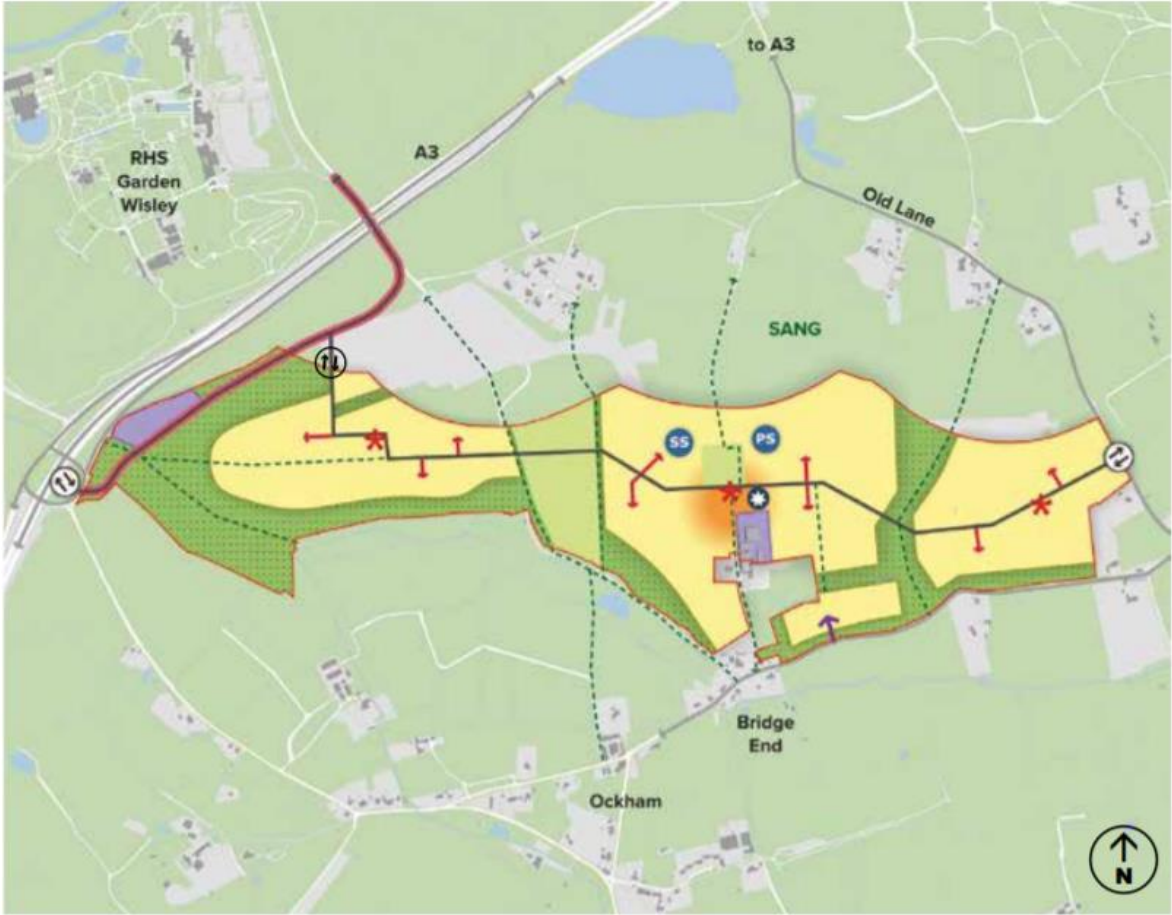
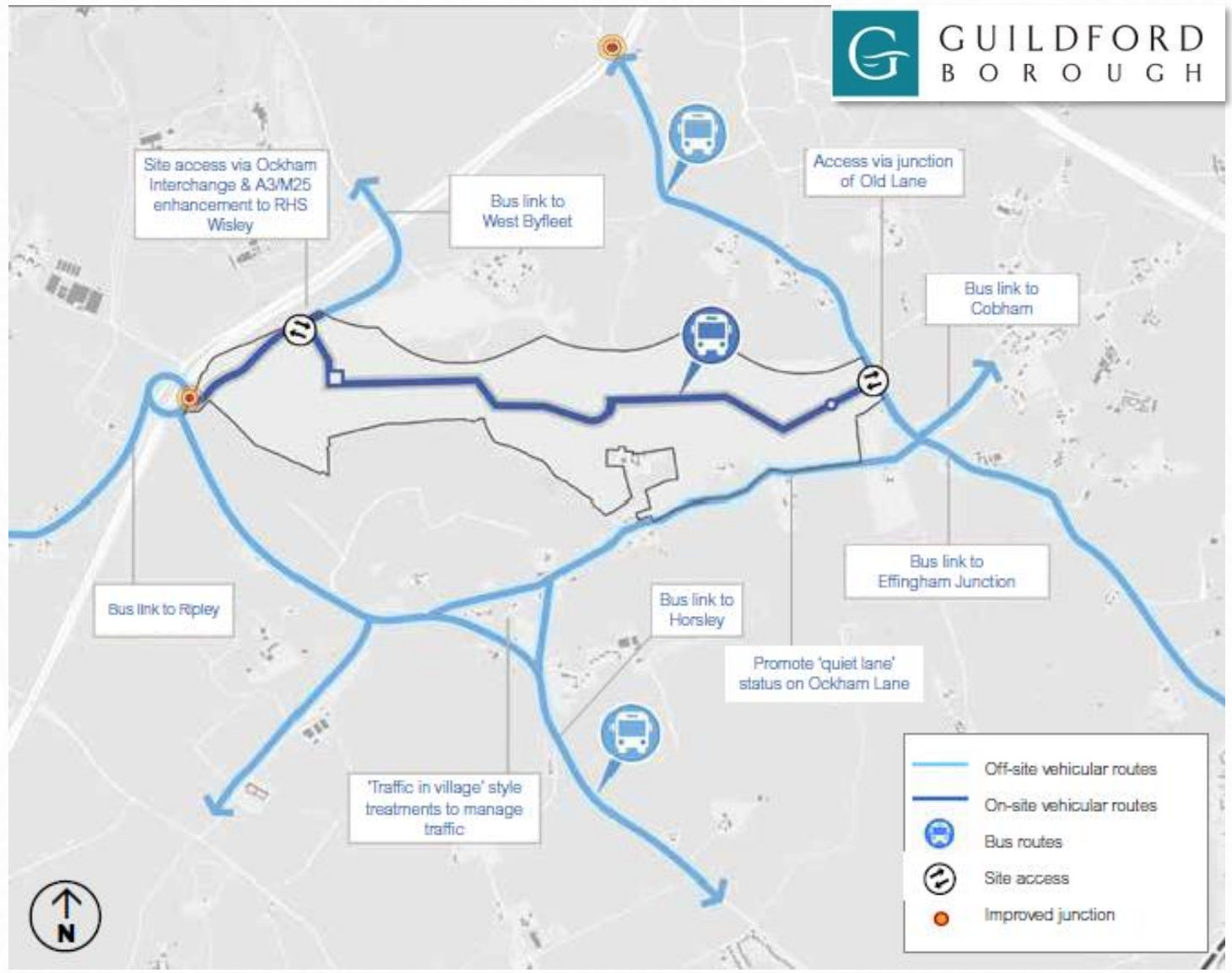


Fig 59: Illustrative application of Master Plan principles to Wisley

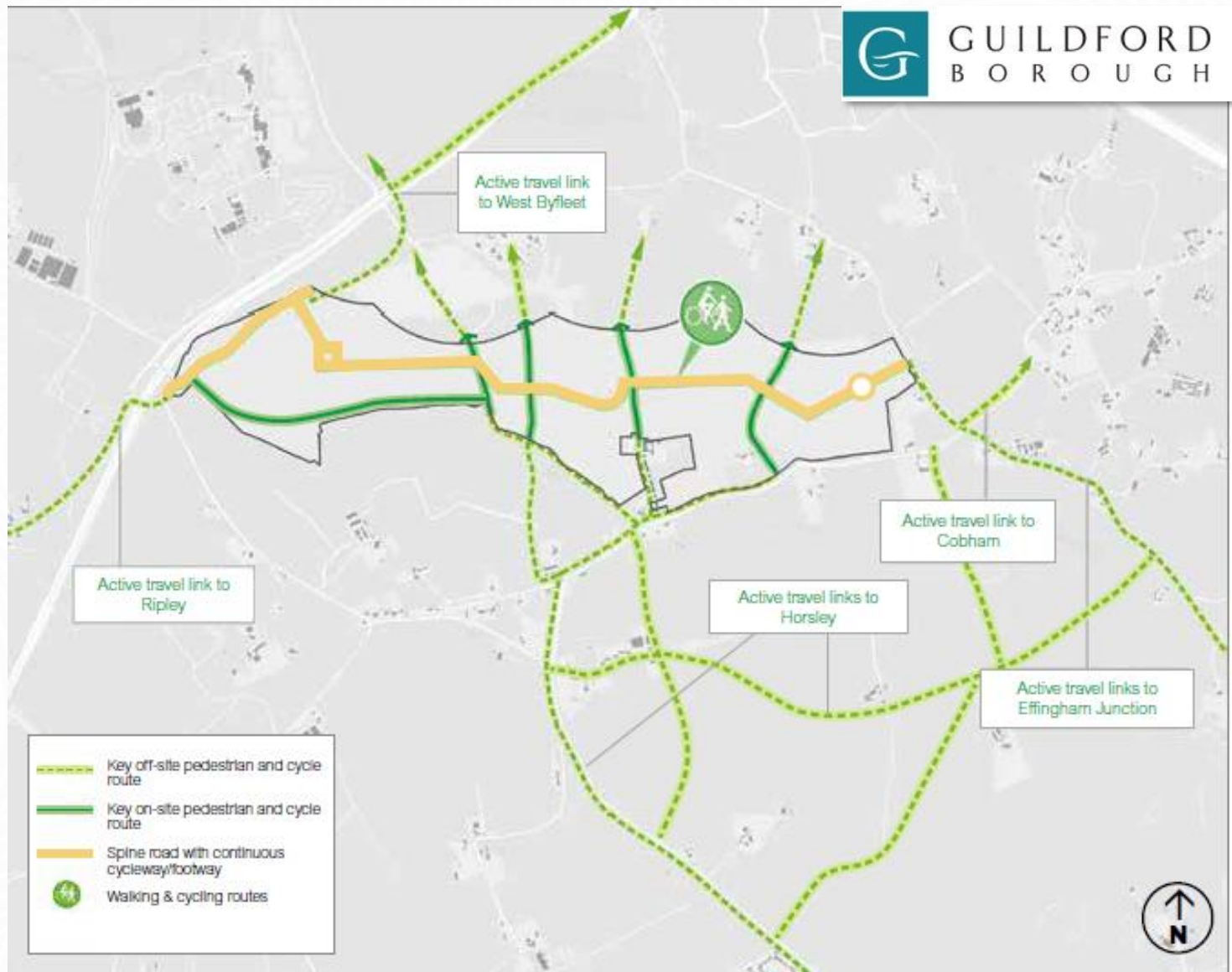
From GBC's Strategic Development Framework Supplementary Planning Document: Fig.59, p.163

Planning Context



From GBC's Strategic Development Framework Supplementary Planning Document: Fig.61, p.166

Planning Context



From GBC's Strategic Development Framework Supplementary Planning Document: Fig.62, p.167

Current progress on Transport Assessment

- Traffic modelling has commenced using data from 2020 and 2019 to ensure it is robust given Covid-19. This modelling will be submitted to the Council for their approval.
 - Traffic data has been obtained from Surrey County Council and a mobile network data supplier.
- We have begun to look at designs for cycling, and are working on proposals for safe, attractive and accessible cycle routes.
- We are currently in discussion with Surrey County Council about the bus routes, based on existing services and our goals for sustainable transport to and from the site.
- The masterplan in work is based on sustainable travel principles which underpin the design.
- To confirm the correct processes to ensure that Burnt Common slip road proposals are robust and deliverable, we are holding discussions with Guildford Borough Council, Highways England and Surrey County Council.

Overall concept approach for transport

Our objective is to influence travel behaviours by:

- Using intelligent design to encourage travel by non-car modes
- Maximising opportunities to use a bus, bike or walk instead of the car
- **Where cars are to be used:**
 - Provide 7kw fast charging for each home to support the implementation of electric cars
 - Where more than two parking spaces are required by the parking standard, consider placing the additional spaces off-plot



Designing to encourage non-car travel

- Provide cycle routes in the development that comply with Local Transport Note 1/20, which sets out guidance for local authorities on designing high-quality, safe cycle infrastructure
 - Create segregated cycle routes, ideally away from pedestrian routes and vehicle carriageways where flows are highest
 - Providing priority for cyclists at junctions and across the main spine road
- Enabling it to be an easier choice to travel without the car
 - Taking care as to where on-plot cycle storage is located
 - Providing secure and covered cycle storage at onsite destinations
 - Making the most of the arrangement of the site by placing bus stops within easy walking distance of all homes
 - Provide safe cycle routes outside the site boundary



Maximising the opportunities for non-car travel

- Provide facilities on site that people can walk and cycle to safely
- Provide a frequent bus service to stations and other local settlements
- Start the bus service as early as possible during the construction of the development
- Embrace the e-bike to extend range and appeal
- Install quality way-finding information
- Provide the best available integrated travel planning app to residents



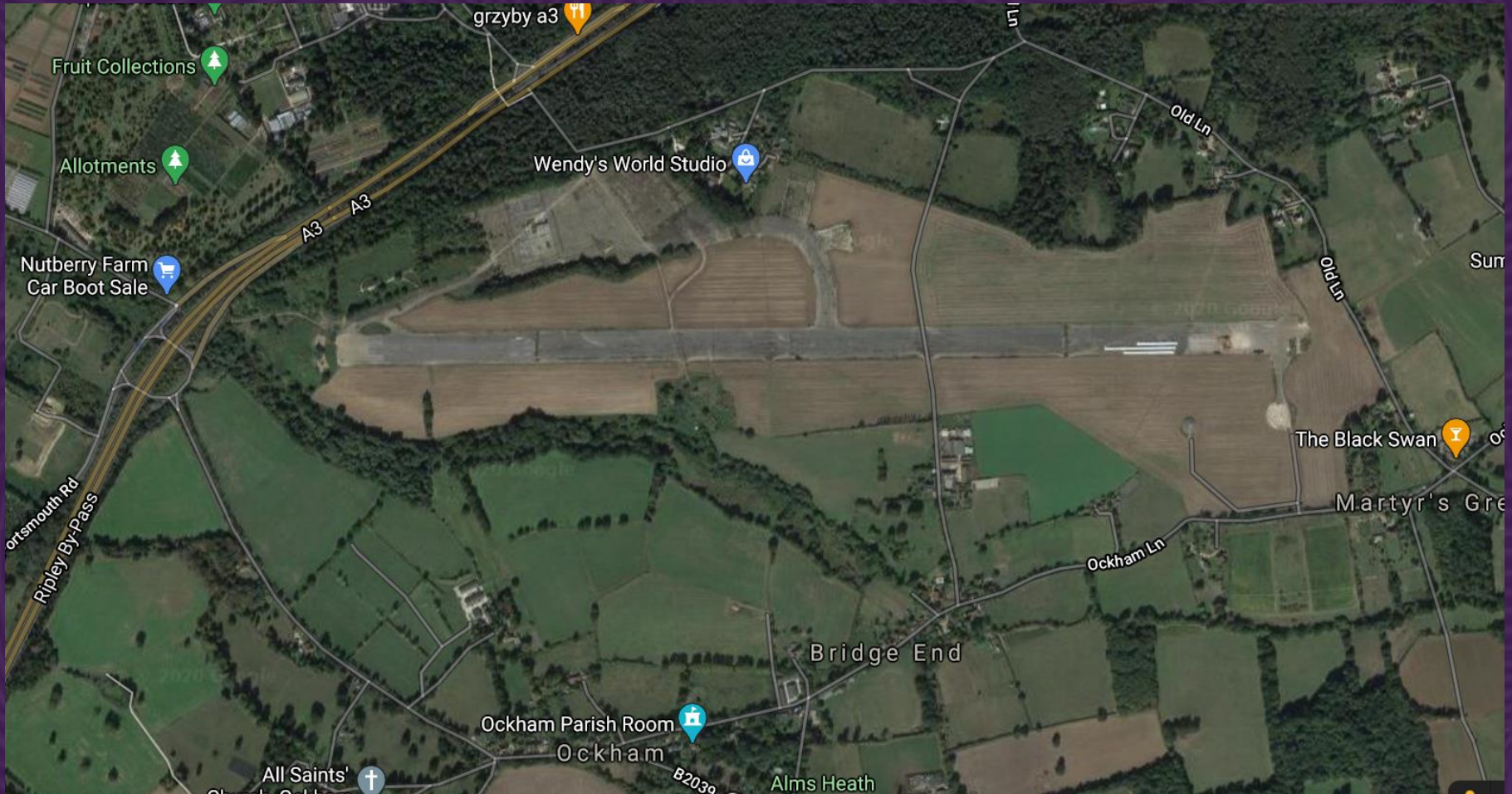
Next Steps – Transport

Next round of
Community
Consultation
Autumn 2020

Community
Liaison Group
on transport
proposals
Early 2021

Ongoing
stakeholder
engagement
Until submission

Stakeholder Feedback



Community Liaison Group: Actions & Outcomes

Community Liaison Group: Feedback Highlights

Meeting 1

Actions	Outcomes
Provide an update on a healthcare provision	TW will hold a CLG on this, and have progressed conversations with the CCG and Heartlands
Provide more information about infrastructure	Dedicated CLGs will be held on infrastructure and utilities
Discuss how TW will benefit local communities during and following construction	The third meeting discussed stewardship and community integration, and a future CLG will cover construction programming
Meet RHS Wisley and WAG to discuss the Stub Road	This meeting was held, with another scheduled
Find a way to measure the outcomes and success of the group	Key actions and outcomes will be presented after every three meetings

Community Liaison Group: Feedback Highlights

Meeting 2

Actions	Outcomes
Share details on the pedestrian and cycle network	A future CLG will be dedicated to this as plans progress
Publish the draft framework plan	This is now available on our website
Explain more about where you are in the planning process	The second CLG was dedicated to this
Share meeting topics in advance	This has been implemented and takes place at the end of each meeting
Provide more detail about the green space and sustainable transport corridor	CLGs four and five covered green space and sustainability
The buffer on the Ockham Lane should be deeper and tree planting onsite should include both mature and semi-mature trees instead of saplings	The buffer is not fixed so this comment will be taken on board, and TW will work with RHS on tree planting onsite
Explore whether green areas could be created across the linear areas of the site	TW will investigate opening the site so that the existing community can benefit from the public open space areas on site, and connecting the green spaces

Community Liaison Group: Feedback Highlights

Meeting 3

Actions	Outcomes
Provide an update on how the site will be named	CLG members are welcome to put forward ideas – two have already suggested names – and a full naming strategy will be announced soon
Look into additional options for the commercial areas, such as hairdressers	This has been passed onto the relevant consultants for consideration in the planning application
Think about a community land trust or similar model	A separate meeting is being scheduled to discuss this
Consider upgrading the local broadband infrastructure	TW to review with infrastructure proposals

Next Topic

Next Meeting Date – Thursday 26th November 2020

Topic: Introduction to Infrastructure and Utilities



Thank You

Iconography



Iconography

