



Taylor Wimpey - Former Wisley Airfield

Community Liaison Group – Meeting Minutes – Thursday 28th
January 2021

Design Update

Date: Thursday 28th January 2021

Time: 5:00pm – 6:30pm

Venue: Zoom

Project Team:

- Antonis Pazourou (AP) – Taylor Wimpey
- Camille Soor (CS) – Taylor Wimpey
- Katy Bennett (KB) – Cratus Communications
- Graham Kime (GK) – GSA Studios

Group Members:

- DA – RHS Wisley
- MA – Ockham Parish Council
- Richard Ayears (RA) – Ripley Parish Council
- Alex Beames (AB) – Send Parish Council
- CF – Ockham Parish Church
- HG – Ockham Parish Church
- Basil Minor (BM) – Guildford Ramblers
- MO – West Horsley Parish Council
- FP – Elm Corner Residents
- LP – Surrey Chamber of Commerce
- AS – Guildford Society
- IS – Effingham Residents Association
- Robert Taylor (RT) – East Horsley Parish Council
- IW – Ockham Parish Church

Apologies:

- CD – West Clandon Parish Council
- CC – Guildford Borough Councillor, Lovelace Ward
- Doug Clare (DC) – Guildford Bike Users Group
- Clare Goodall (CG) – East Clandon Parish Council
- Euan Harkness (EH) – Wisley Action Group
- KT – Enterprise M3
- Steven Wood (SW) – Cobham and Downside Residents Association

1. Introductions

- AP introduced the topic for the meeting: Design Update.
- KB took a roll call of attendees.

2. Design Review Panel – Update

- CS explained that the last Design Review Panel was held on 18th December, and Taylor Wimpey has just received the draft report back. The report is due to be uploaded onto the website shortly.
- CS noted that the feedback from the Panel was very positive, and the process has given the team a good steer in terms of the final consultation and final Design Review Panel later this year. The masterplan principles were agreed with the Panel, and they now want to see the detail of those principles. As a result, the next public consultation will be at the end of March, with the final Design Review Panel at the end of April. Both have been pushed back to allow the team to share the onsite and offsite cycle routes, share the outputs of transport model, and further develop the neighbourhood centre.
- CS explained that the Panel will look for the team to clarify whether the site is a set of villages, a market town, or set of settlements.
- MO asked if the drawings which will be shown in the presentation today are the same as those which were shown to the Panel.
- **Response:** CS confirmed they were the same.
- AP added that the team would be uploading the Design Review Panel report to the website and notifying the CLG members of the report via email.

3. Design Update

- AP introduced Graham Kime from GSA Studios, the masterplanning architect for the site.
- GK explained that he would go through some of the slides used to present to the Panel in December to start to show how the design is developing.
- GK noted that the masterplan shows three villages or settlements sitting within an area of green space and with large green buffers between the three villages.
- MO asked what infinity gardens are.

- **Response:** GK explained that the ideas map shows suggestions, and the infinity garden section will be covered later in the meeting.
- GK showed the framework masterplan which sets out the residential and non-residential parcels. The detail of where the houses and buildings go within these parcels will be set out indicatively within the Design and Access Statement and will be agreed through detailed Reserved Matters applications for each parcel as it comes forward.
- GK explained the local villages and buildings the team has been looking at, predominately those pre-1900, to establish the local vernacular. Simultaneously, the team recognises that needs and desires have changed, and some of the design will be contemporary whilst some will be more traditional.
- GK noted the distinctive local features from the area and explained that these will influence some of the design and materials used. GK noted that a similar brick type and similar bonding to the traditional Ockham red brick could be used on the site.
- GK explained the different green village principles for the site which will help to create a sense of community and place.
- GK showed village greens from the surrounding area which have inspired the village greens proposed for the site, albeit the main village green on the site will be larger.
- When it comes to character of the site, GK explained how three distinct settlements/villages connect through a community focus and green areas.
- GK noted that there will be a range of densities in the homes across the site, and these densities will respond to the context of the site, such as peaks, ridges or dips in the land.
- GK presented the infinity gardens, showing an example along the southern boundary of the site where the infinity garden could be created by using the changing landscape to create an extended green space around the edge of the site. This extended green space can create an infinity garden which is so named as it makes gardens look as if they blend into the existing landscape.
- GK showed the main entryway to the site, and how the village green in the centre of the site will provide views of the Surrey Hills.
- GK noted that although the team is at an early stage of character definition, it would be valuable to have stakeholder feedback on some of the initial proposals. GK reiterated that the lower density areas would be around the boundaries of the site.

- In the illustrative Northern SANG images, GK highlighted how the homes blend into complement the existing landscape.
- GK also set out the ways in which the team is considering how the homes can be home-working friendly or provide alternative uses for garages/garage plots if it is not required for car storage.
- GK showed illustrative images of the main sustainable transport corridor running through the centre of the site, and highlighted that the homes are higher density but remain at 2-3 storeys. GK set out how village greens and pocket parks would be intersecting with the homes.
- GK described how the cycleway takes priority through the sustainable transport corridor junctions, and showed how the pedestrian crossing points and routes connect.
- GK highlighted how to lessen the conflict between cars and pedestrians, mews streets can be used to connect tertiary streets to ensure car parking locations are handled sensitively, and bike storage is at the front of homes where possible to encourage cycling over driving for local journeys.
- For the central village, GK showed how the density increases with more apartments, mostly 3-storey and some 4-storey buildings. GK highlighted how the landscape elements between the buildings ensure the green space is continuous through the site.
- GK showed a possible layout for the neighbourhood centre based on some potential uses. GK set out how the buildings are arranged around different landscape spaces, such as a market square, piazza, landscaped garden, or school square.
- GK talked about Hatch Lane and how the team could maintain the character of the lane by ensuring it is edged with green space and opens up onto a green public park as it heads north towards the neighbourhood centre and the SANG.
- MA noted that Hatch Lane goes through the central village in the proposals and that it is currently a bridleway. MA asked if it would remain a bridleway and if so, whether horse riders would use the route through a possibly busy neighbourhood centre.
- **Response:** AP explained that the bridleway had been asked about before and the team is considering the bridleways in and around the site. GK added that the team is working with the landscape architects to see how it might work as a shared surface, noting that it will remain as a bridleway.

- MA noted that horses can leave a mess behind, which might cause a health hazard in the village centre.
- **Response:** AP agreed that this will be considered with the team when reviewing how the space will be managed. GK added that all of the public rights of way, bridleways and byways have been retained and included in the masterplan proposals.
- FP asked whether horse riders would have any priority at junctions through the site in the same way that cyclists will have priorities at certain junctions.
- **Response:** AP suggested that the team has a workshop with FP and MA once Taylor Wimpey has met with the British Horse Society to discuss the proposals.
- DA noted that the team should be looking at the M25 non-motorised road user network which involves bridleways and connects with the site.
- **Response:** AP agreed and explained that is one of the topics he hopes to cover with the British Horse Society.
- MO explained that there has been some concern that 4-storey development is being proposed for the ridges in the centre of the site and asked if there is a massing plan available (as opposed to a density plan).
- **Response:** GK explained that massing and density do not always correspond entirely, but in the centre of the site they will be comparable. GK also explained that the highest part of the site is to the east and with that ridge, the site will be modelled in 3D to see what is visible from different directions. These proposals will be shared as they become available. GK noted that although the plans will allow for some 4-storey development, it will be limited where appropriate within the site context.
- AS asked if GBC has asked Taylor Wimpey to prepare information for VU City which it has just bought.
- **Response:** CS confirmed the team has not been asked for that yet.
- MO asked what car parking ratio the team is working to, and whether that is Taylor Wimpey's ratio or GBC's policy.
- **Response:** CS explained that the parking standard has not been set yet as there are differing policies within the Local Plan. CS added that the team has asked GBC about this point and is awaiting guidance.
- MA added that it is part of the Lovelace Neighbourhood Plan as it is a point of local concern.

- **Response:** GK agreed that the plan holds weight, and the conversation with the local authority is about finding an agreed ratio. GK also noted that car usage could diminish in the future so that needs to be monitored in the early phases to see if the later phases need to be adjusted.
- **Response:** CS agreed with GK, explaining there must be a balancing act between providing adequate car parking and encouraging walking and cycling and building in flexibility.
- BM said that there are corridors north-south for walking and cycling, often using existing rights of way. On the western side of the site, the routes lead to the road to Wisley or onto the existing path to Hyde Lane, whereas on the eastern side, the routes go onto Ockham Lane with no footpath or cycle lane. BM asked if the green edge could be used to provide an east-west route rather than directing walkers and cyclists onto Ockham Lane which could be dangerous.
- **Response:** GK said yes, pedestrian routes could be put in along the green edge by Ockham Lane, but noted that the routes connecting with Ockham Lane shown on the plan are existing public rights of way so need to be retained.
- BM added that Ockham Lane has a footpath from Church End to Hatch Lane, but it does not continue past that point to Old Lane.
- LP said that the views and the use of existing heights in the landscape are looking good, along with the shared green spaces. LP noted that things will be different for working in the future and asked if there is the flexibility for the site to provide more flexible office hubs and working space within the homes.
- **Response:** AP agreed that this is important for the team and they are considering how home offices can be included in the homes, along with how flexible offices or meeting rooms, or perhaps printing facilities, can be included in the neighbourhood centre. Highspeed broadband is also a priority for the site. CS added that ensuring any cafes or coffee shops also provide plugs and WiFi will help with providing flexible working options onsite.
- CF said that all of the images show sunny weather, but the site is a very windy location. CF asked what the effect of the tall buildings will be in a windy setting.
- **Response:** AP noted and said the team is already looking into this. GK added that trees can be used to break up the wind, and the widths of the streets (making sure they are wide enough) can help with avoiding creating wind channels too. When it comes to tall buildings, GK explained that it is often where the building height change is dramatic that wind causes the most problems and the site plans to use gradual changes in building heights.
- AS suggested the team look at a site in Chelmsford (on the Guildford Society website) where you can repurpose buildings. AS also noted that when it comes to

VU City, the site could be viewed at night, in winter and with shadows, which would help everyone to understand how well the masterplan works. AS asked if there would be a Design Code.

- **Response:** CS explained that is being reviewed, and the current proposal is to have a Design Framework. The strategy will be presented to GBC at the next pre-application meeting. A separate design code or similar will then need to be submitted with each Reserved Matters application in the future, building on the principles of the Design Framework.
- AS said that the site is currently one village and two subsidiary hamlets with green space between and asked how the team will ensure that people within the site feel that it is one cohesive location.
- **Response:** GK agreed it is an important point which is being discussed with the Design Review Panel, particularly thinking about how a balance can be found between ensuring people feel that they are part of a small enough community to be involved, but also that they identify with the wider development. The sustainable transport corridor will play a role in that by drawing people together to the non-residential uses along the main central road. Secondly, the architecture, street furniture and common spaces can share similar themes which help the site to feel like one place, along with public art. GK also noted that the development in Chelmsford mentioned by AS was masterplanned by GSA so the team is familiar with it, and that the framework used there for car parking could be used as inspiration for the site here.
- MA noted that the local roads flooded in the rain last night and asked how the community can be assured that the flood risk in the area has been properly dealt with.
- **Response:** AP explained that Phil Hurst who presented at a previous CLG is still looking at the flooding strategy, and the attenuation and mitigation measures will go further than just providing ponds features. GK added that the flood strategy is developed with the Environment Agency which allows for peak events and climate change.

4. Outline Planning Application Update

- CS explained that the outline planning application is due to be submitted by the end of May. At the moment, the team is working on the parameter plans and the Infrastructure Delivery Plan, both of which will be included in the outline planning application.
- CS highlighted that the highways modelling is due at the beginning of February, and those results will allow the team to begin to prepare the Environmental Impact Assessment which looks at air quality, noise, and pollution.

- CS set out that the final round of public consultation is due at the end of March, with the third Design Review Panel in April.
- AS asked if the change to the date of M25/A3 decision has caused a change in the plans.
- **Response:** CS confirmed that the application will not be submitted until the DCO decision has been announced, and it is not due until 12th May. CS explained that the team will continue to progress their proposals but will not submit before that decision is known. AP added that Taylor Wimpey will only submit once the team is ready to do so and feels confident and comfortable.

- Next meeting date – Thursday 25th February 2021
- Topic Q&A – CLG actions and outcomes, and review of questions not yet answered.

AP closed the meeting at 6:30pm.