



Taylor Wimpey - Former Wisley Airfield

Community Liaison Group – Meeting Minutes – Thursday 17th
June

Planning Programme Update

Date: 17th June 2021

Time: 5pm

Venue: Zoom

Project Team:

- Antonis Pazourou (AP) – Taylor Wimpey
- Camille Soor (CS) – Taylor Wimpey
- Lee Davis (LD) – Taylor Wimpey
- Katy Bennett (KB) – Cratus Communications

Group Members:

- DA – RHS Wisley
- Richard Ayears (RA) – Ripley Parish Council
- IJ – Ockham Parish Council
- NB – Guildford Bike Users Group
- Euan Harkness (EH) – Wisley Action Group
- FP – Elm Corner Residents
- TR – West Horsley Parish Council
- AS – Guildford Society
- IS – Effingham Residents Association
- Robert Taylor (RT) – East Horsley Parish Council
- Steven Wood (SW) – Cobham and Downside Residents Association

Apologies:

- MA – Ockham Parish Council
- Alex Beames (AB) – Send Parish Council
- DB – Ockham and Hatchford Residents Association
- Colin Cross (CC) – Guildford Borough Councillor, Lovelace Ward, Surrey County Councillor and Ripley Parish Council
- Doug Clare (DC) – Guildford Bike Users Group
- CD – West Clandon Parish Council
- Clare Goodall (CG) – East Clandon Parish Council
- HG – Ockham Parish Church
- Basil Minor (BM) – Guildford Ramblers
- MO – West Horsley Parish Council
- LP – Surrey Chamber of Commerce
- KT – Enterprise M3
- DT – Cobham Heritage

1. Introductions

- AP introduced the topic for the meeting: Planning programme update.
- KB took a roll call of attendees.

2. Planning Process

- CS gave an overview of the planning process and discussed the planning timeline.
- CS reiterated the importance of respecting the supplementary planning guidance document and a number of planning considerations, including the National Planning Policy Framework. CS noted the emerging development management policies, which have been featured throughout the consultation process so far.
- CS explained that the supplementary planning documents includes guidance for strategic allocated sites, including Policy A35 which is the former Wisley Airfield. Taylor Wimpey is planning to submit a planning application in Quarter 3 of 2021, and the application will include detail on S106 obligations which will set out requirements for Taylor Wimpey to meet at each stage of housing delivery, should the scheme be consented.
- CS noted that no residential elements of the scheme will be submitted in detail with the planning application later this year. There will be a Design Code which will ensure that the detail for the residential parcels has a clear set of guidelines to follow, to make sure any housing is in keeping with the vision for the scheme. The Design Code Framework will establish a principle of strategic commitment that the site and masterplan should adhere to.

3. Planning Update

- CS explained that Highways England's Development Consent Order (DCO) decision has been postponed until November 2021, due to environmental reasons. Taylor Wimpey will continue to develop their transport model and will work to scenarios including and excluding the DCO.
- The third round of public consultation and third Design Review Panel were held in May. Another set of consultation events for technical and non-technical stakeholders was held about the off-site cycle routes. There will be further consultations ahead of the submission of the application.

- CS noted that the Lovelace Neighbourhood Plan was approved at referendum and is now part of the suite of policy documents which will apply to the former Wisley Airfield application.
- AP noted that a document answering all questions raised in relation to the off-site cycling routes is due to be published on the site website. KB confirmed that the cycling consultation Q&A document was uploaded on the website and can be found under Chapter Three Engagement.
- AP also mentioned that as with Chapters One and Two of consultation, the Q&A document from Chapter 3 answering all questions raised has been published on the website. The presentation and recordings from the consultation events are also available online.
- CS discussed the Stub Road application, which was submitted in October 2020 to ensure that Taylor Wimpey's work would be coordinated with that of Highways England should both proposals receive consent. It was heard at the Planning Committee on 20th May and was recommended for approval by officers.
- CS explained that the application was deferred at committee, due to the delay in the DCO decision. In the set of conditions agreed with Guildford Borough Council, there is a Grampian condition which means the application could only be acted upon if Guildford Borough Council confirmed that the DCO was going ahead.
- AP emphasised that Taylor Wimpey submitted that application since, as part of proposed DCO construction programme, Highways England is proposing to construct the Wisely Lane diversion at an earlier stage than Taylor Wimpey would commence work on the strategic road network as part of their programme. Therefore, the application is in place to ensure that the Taylor Wimpey and Highways England's works could take place simultaneously, rather than extending the work programme to the same section of road.
- CS added that the team is not aware of any statutory consultees who object to the application and Surrey County Council had provided a letter of support.

4. Planning Timeline

- CS explained that the Enabling Works application, which would facilitate the future SANG, was submitted in October 2020, together with a supporting statement. The team are currently in discussion with Guildford Borough Council about the Environmental Impact Assessment. It is likely that further updated plans of drainage information will be added, and then it will be submitted to the Planning Committee in Q2/Q3 2021. The purpose is to forward-plan for any works that need to be completed to ensure the SANG could be delivery at the start of the development of the site, should it be consented.

- CS highlighted that Taylor Wimpey is now proposing to submit a hybrid planning application instead of an outline planning application. This mixture of outline and detail will be used to ensure that the SANG can be set out in detail, along with the Enabling Works. This further supports the early delivery of the SANG and would help to ensure that the SANG was underway before Reserved Matters for any housing parcels are submitted. CS noted that the transport model is in progress, and that updates will be shared with the Group as to its progress as soon as it is available. To ensure that there is adequate time to review the proposals before submission, the application will be submitted in Quarter 3 2021.
- AP is hopeful that this will provide members with comfort that it has not been intentionally postponed (later date in Q3), but rather that the information has not yet been received.
- CS suggested that this allows for more time to take on board comments from the Design Review Panel and the Design Code Framework, enabling the team to submit when it is the right time to do so. In terms of a timeline, between the third Design Review Panel and submission of the planning application, there will be more individual stakeholder meetings and consultations on the Design Code Framework.

5. Q&A

- EH asked for reassurance that no one who is external to the CLG is listening unannounced.
- **Response:** AP explained that the consultation EH is referring to was for transport proposals, and it was a targeted stakeholder engagement event. AP confirmed that this CLG is just for CLG members, and therefore no one else is listening unannounced.
- AS enquired about the Design Review Panel, and whether there were any related outputs or comments stemming from the meeting.
- **Response:** CS explained that the team has received some comments and is in the process of responding to those comments, before the final report is uploaded to the website. AP added that it is encouraging that the Design Review Panel wants to be involved in more of the detail, especially as this is an outline application with elements of detail, so there are opportunities to continue to work with Design Review Panel, potentially on Reserved Matters applications. Design Review Panel meeting reports are available on the website from the first and second meetings, and the third will be available soon – CS explained that due to the number of people involved, it takes time to arrange GDPR and confidentiality permissions in order to publish the report.
- RA said that he and IJ met with Highways England with regards to the DCO and specifically about making Ripley the 'centred place'. RA said that within the

transport plans and option of off-site cycle routes, there is some impact on Ripley and therefore it would be useful to hold a meeting with CS and AP, to discuss the proposals in depth, so that everyone has received the same message.

- **Response:** CS acknowledged this and agreed a meeting would be helpful – KB to pick up.
- DA enquired about the transport model and traffic model, explaining that it is his view that it will be one of the major pieces of the planning application, so it should be seen as soon as possible. He suggested a holistic approach, with a meeting for the CLG, rather than people being spoken to individually. DA also asked how the transport model can be discussed without the DCO decision, and asked how the Stub Road application can be discussed without those transport elements as well.
- **Response:** AP explained that the Stub Road application only applies if the DCO goes ahead, and noted that the DCO does allow for the allocation at the former Wisley Airfield and has also made allowances for RHS Wisley. Regarding the modelling for the site and wider transport network, that is the model which is currently being built. AP confirmed that the CLG would be updated and informed as soon as that transport information is available to discuss.
- CS explained that a formal consultation on the transport model would not be held, as it is a technical piece of work. When sign off has been received from Surrey County Council and Highways England, from a planning position, the model is classed as a robust piece of work.
- LD emphasised that Taylor Wimpey is committed to transparency and open dialogue with the CLG and the wider community, and will continue to work on that basis as the team gets closer to submitting the application.
- DA explained that he does not agree with CS and AP about the Stub Road application being isolated in connection to the DCO, and noted that it is unclear as to what DCO will say; it could have all kinds of variations in its outcome. DA said he will look forward to the CLG presentation of the traffic model once it is validated.
- LD explained that the Stub Road and roundabout is designed for RHS Wisley to have an event every day of the year, which obviously will not be the case, so it is overdesigned in that respect. The wider area is where the impact is still unknown, which is why the team must wait for the validation to have answers for the CLG on how the road network will work and be impacted.
- AP added that they are working closely with the transport consultant for further updates.
- SW agreed with DA and his response on the holistic presentation. SW raised the point that it would be useful to have a specific presentation that is tailored to

Cobham; one that is based mainly on transport, but also touches on other issues. This would be appreciated by Cobham residents.

- **Response:** AP is happy to offer this, and noted that an agenda of topics to cover would be helpful.
- AS noted that Guildford Borough Council is one of the councils who will proof the National Design Code. The Design Code which is going to be looked at is the one for Weyside Village – and is available on Guildford’s website. There is going to be a community consultation event to examine the Design Code for Weyside for effectiveness, in relation to the detailed design of Phase 1 and the National Design Code Framework, the final version of which is due to be released next month. The Guildford Society is going to be involved in this consultation exercise.
- AS asked for an update on access to VU.CITY’s software, which would help the community to see the proposals for the former Wisley Airfield come to life.
- **Response:** LD said that this is a Taylor Wimpey joint venture with TFL in London, and VU.CITY confirmed that it is now working in Guildford as well. VU.CITY has now also expanded to cover the former Wisley Airfield.
- AP added that the fly-through video shared at the consultation and on the website is made with VU.CITY.
- EH said that the development of Frenchlands Gate in Horsley has hardly moved in price in 5 years, and there are now high construction costs, shortages of cement and other materials, so if the development goes ahead, will the speed of construction depend on sales?
- **Response:** LD said that there is a shortage of materials and workers for the construction industry at the moment, but that does go in peaks and troughs. As for the development in Horsley, LD said that those which stagnate in price are often overpriced to begin with, and comparatively, Taylor Wimpey has one of the best-selling sites in the UK in East Hampshire. This is because it does its research as to what the market wants and prices its stock accordingly. The houses are also designed with flexibility in mind, with provisions for home working and high-speed broadband.
- AP added that this particular site will also have good connectivity with buses, cycling and walking routes and car club memberships.
- EH noted that transport is one of the biggest topics for the CLG and the local area, and people often won’t agree that the connectivity of the scheme is good.

- **Response:** LD said that the data will provide the best response to that, hopefully demonstrating how the connections will work under different scenarios and where things could be improved.

- Next meeting date – TBC, potentially July/August
- Proposed Topic: Design Code Framework, including a targeted consultation event for technical stakeholders and one for the CLG members.

AP closed the meeting at 6pm.