



GUILDFORD
B O R O U G H

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Tom Horwood
Joint Chief Executive of Guildford and
Waverley Borough Councils

Dear Councillor

PLANNING COMMITTEE - MONDAY 10 JULY 2023

Please find attached the following:

Agenda No Item

- e) Late Sheet - presentation (Pages 1 - 78)

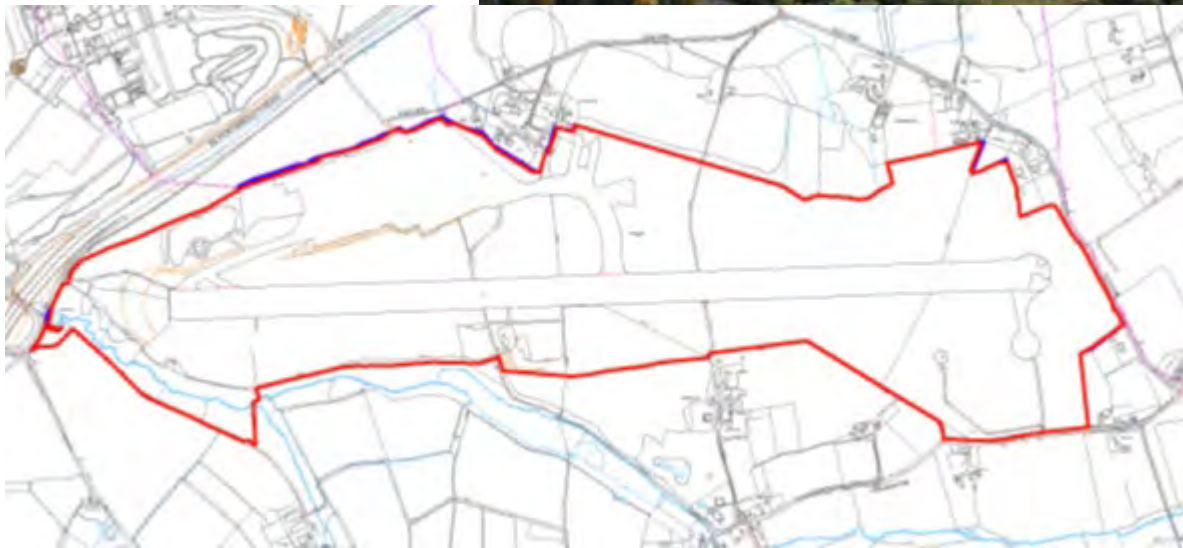
Yours sincerely

Sophie Butcher, Democratic Services Officer

Encs

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**22/P/01175 - Land At Wisley Airfield,
Hatch Lane, Ockham**

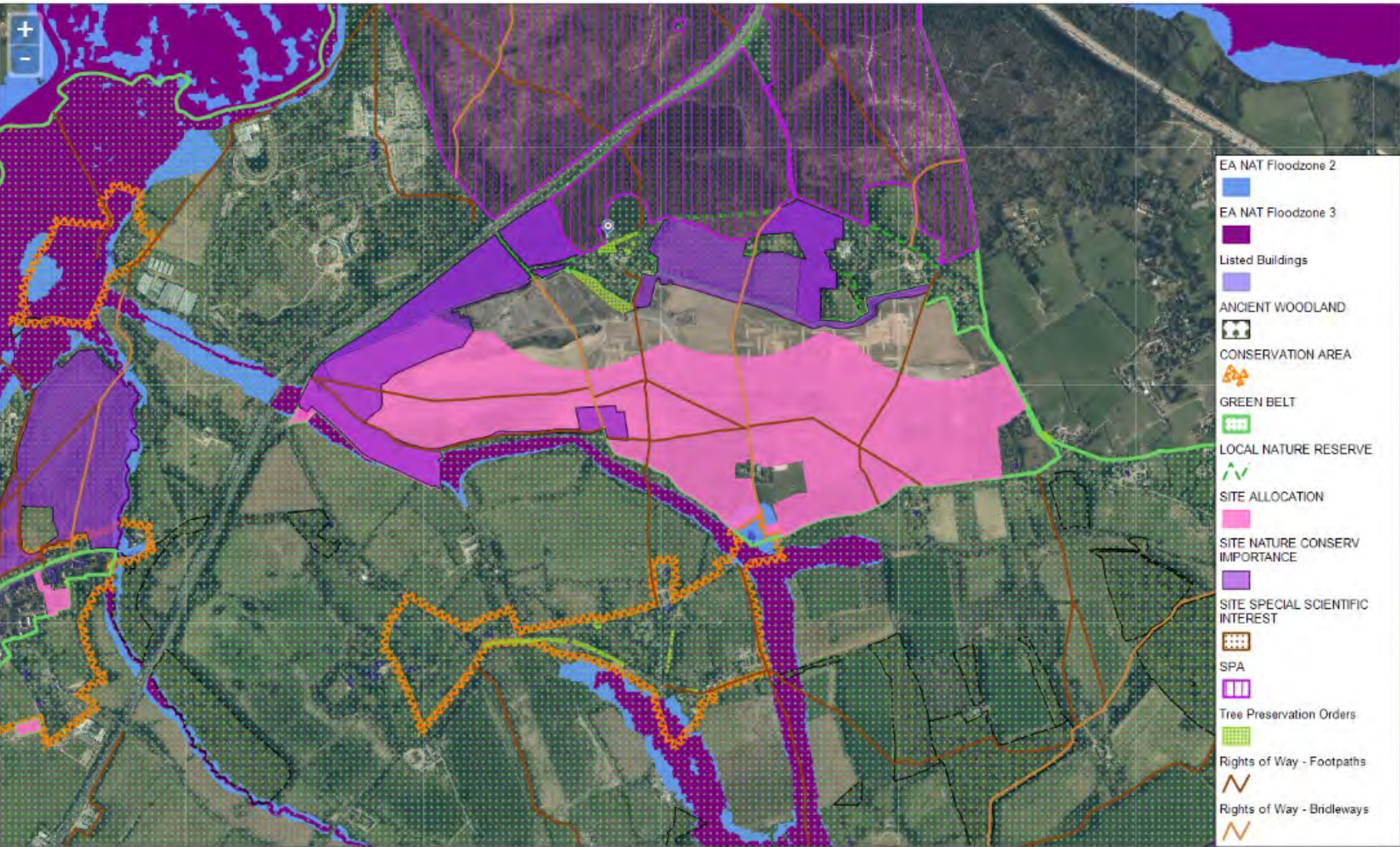


Site Location Plan

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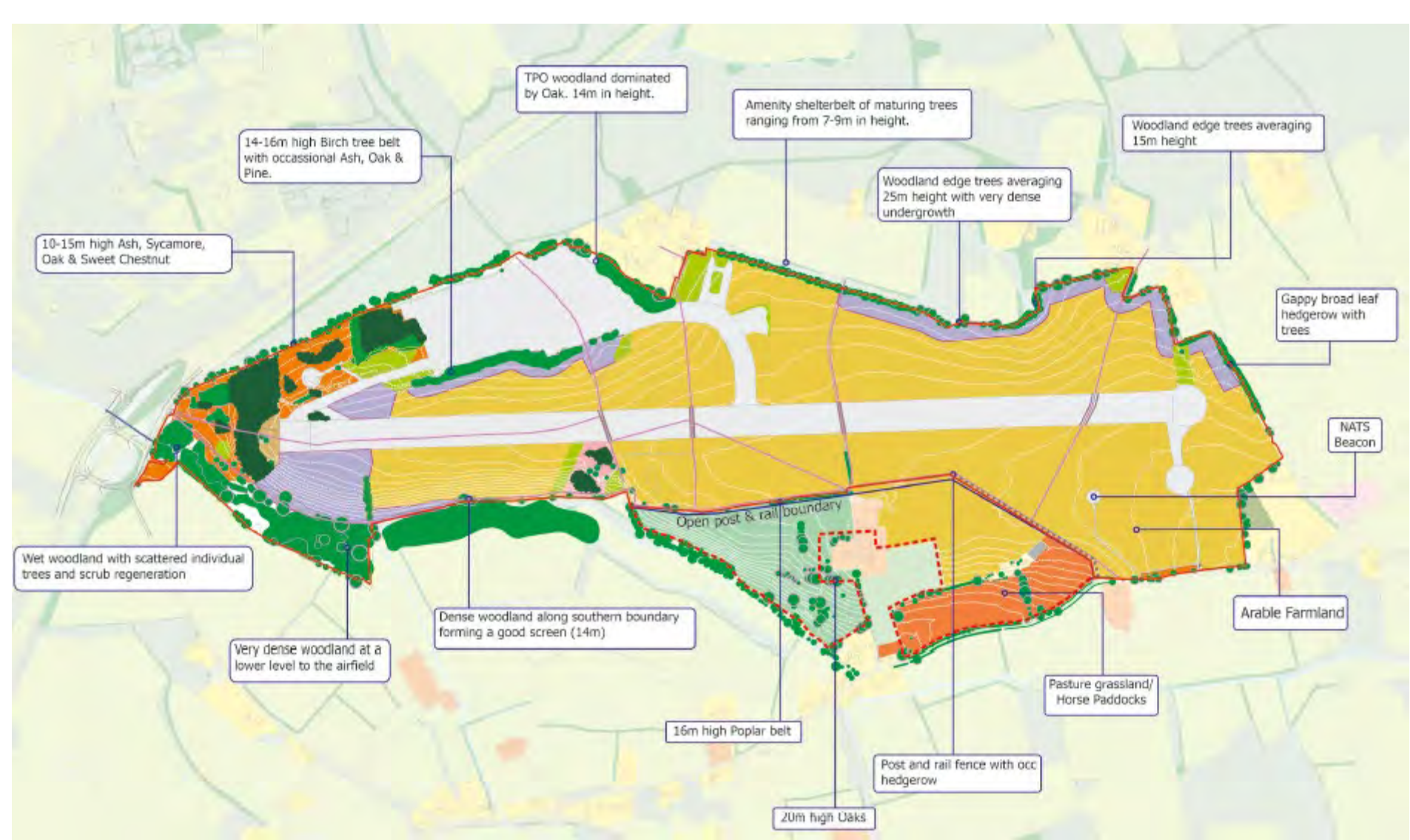
- EA NAT Floodzone 2
- EA NAT Floodzone 3
- Listed Buildings
- ANCIENT WOODLAND
- CONSERVATION AREA
- GREEN BELT
- LOCAL NATURE RESERVE
- SITE ALLOCATION
- SITE NATURE CONSERV IMPORTANCE
- SITE SPECIAL SCIENTIFIC INTEREST
- SPA
- Tree Preservation Orders
- Rights of Way - Footpaths
- Rights of Way - Bridleways










Constraints map

N Scale: 1:12000

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Site Constraints



	Pasture		Semi-improved Neutral Grassland		Scattered Scrub		Arable Farmland
	High Quality Category A & B Broadleaved Semi-natural Woodland/Trees		Poor Semi-improved Grassland		Bare Ground		Hardstanding
	Tall Ruderal						

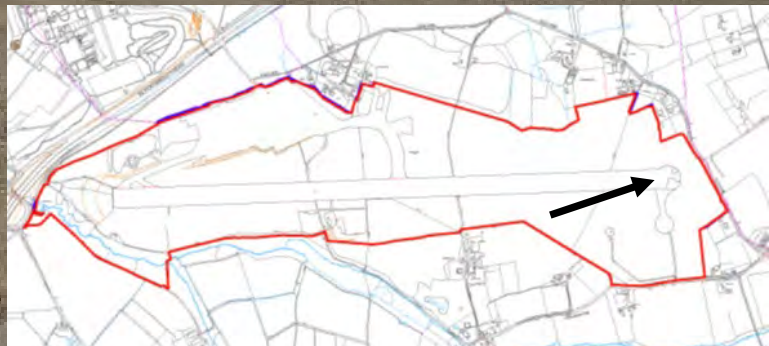
Existing Site Features

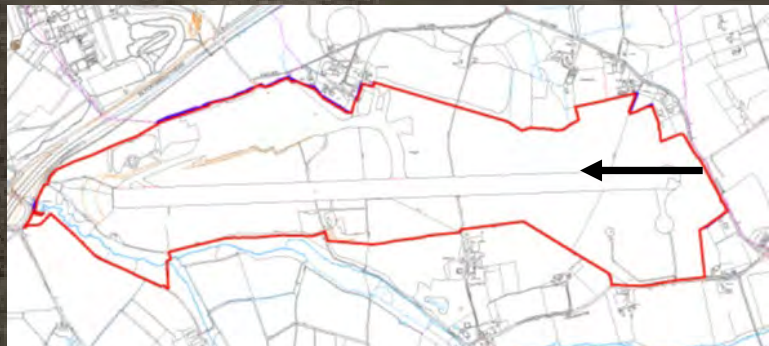
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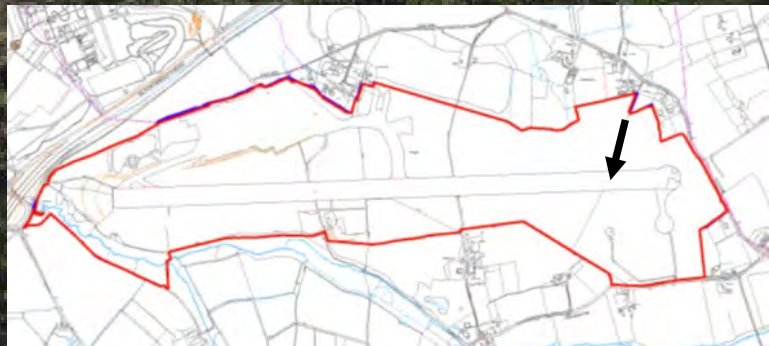
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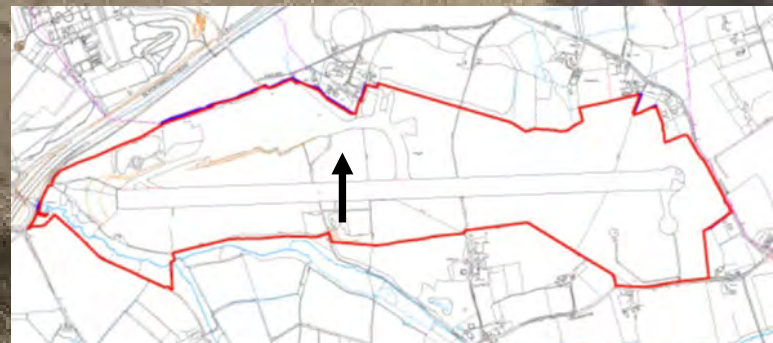
Site Photographs

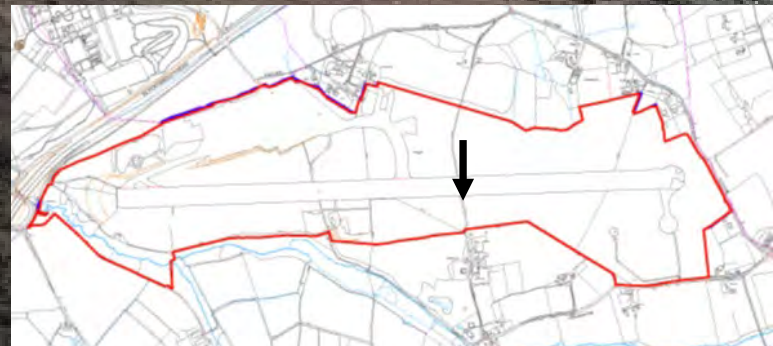










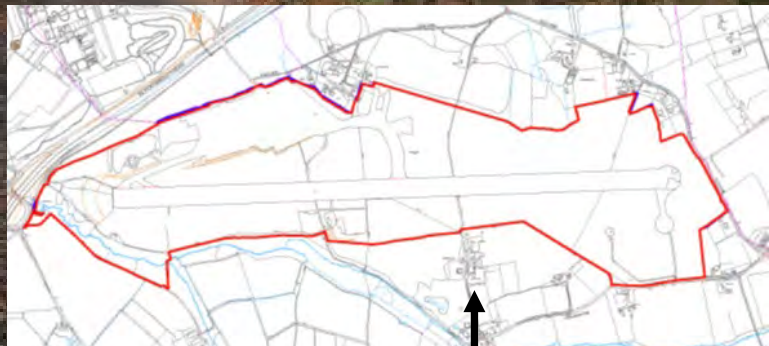


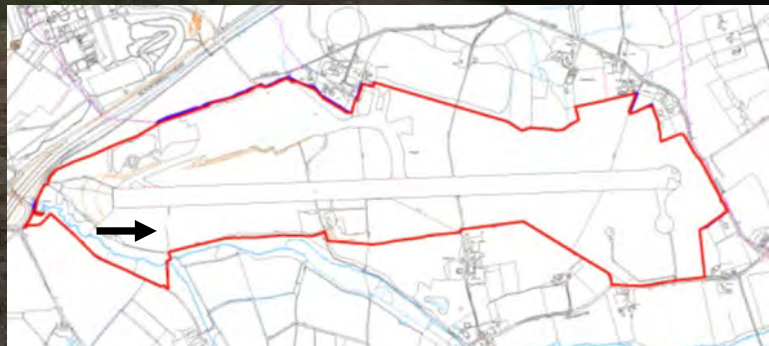




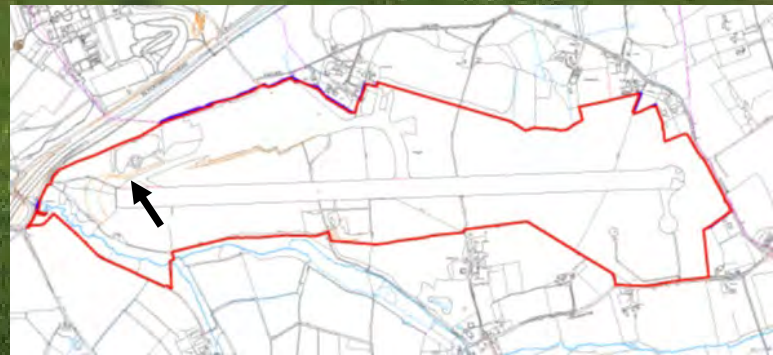


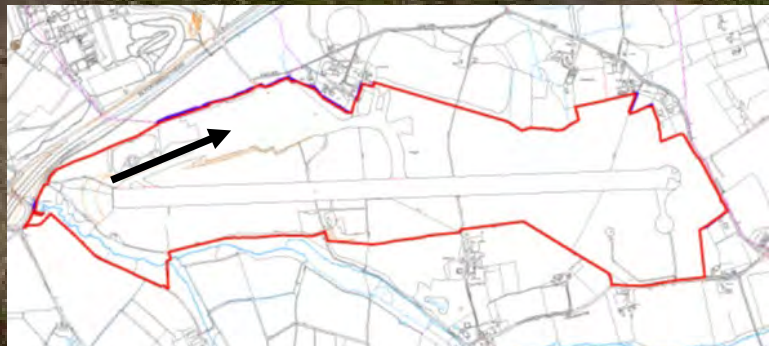
BRIDGE END
FARM

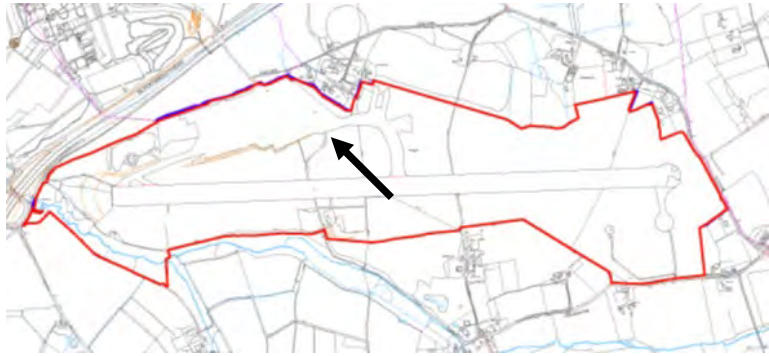




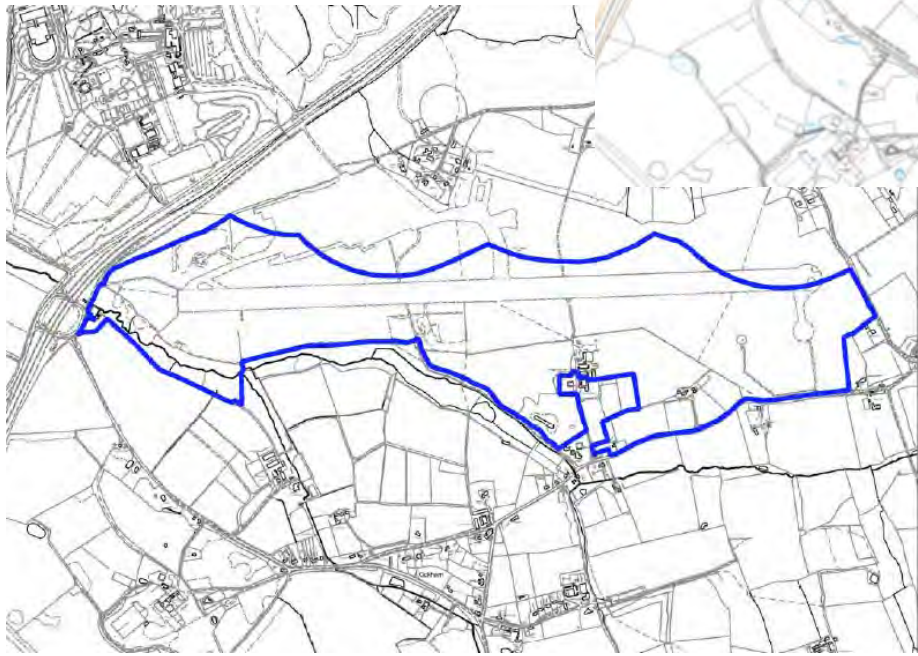
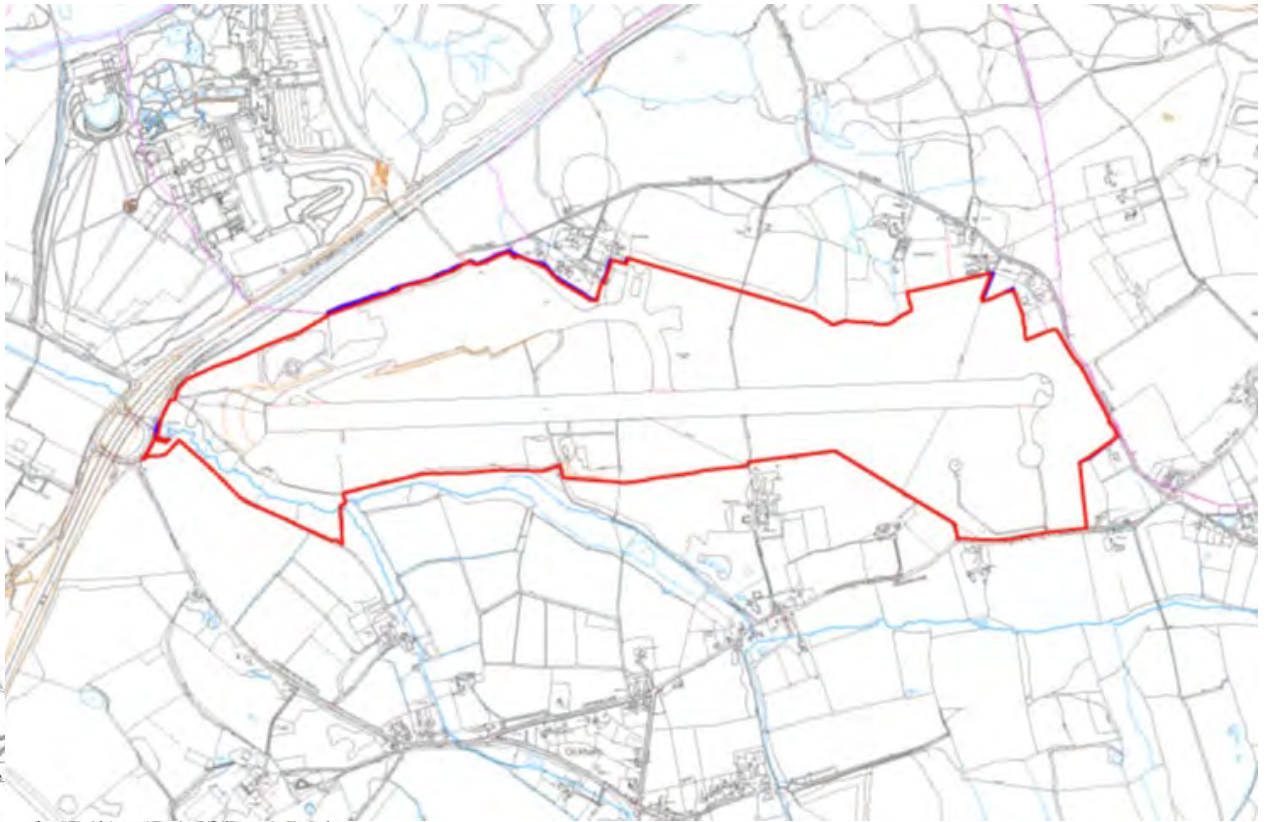










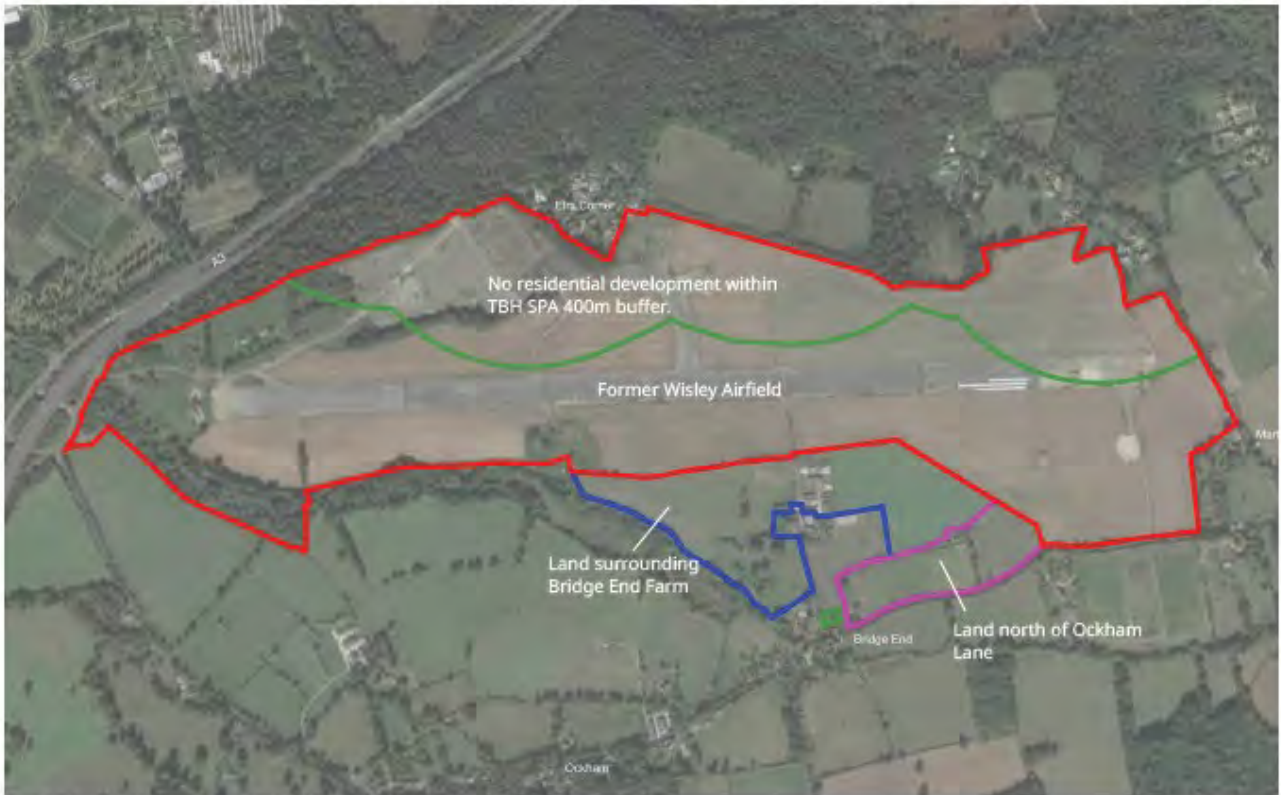


A35 site allocation plan comparison with site plan


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Land making up the A35 Former Wisley Airfield Allocation

 Former Wisley Airfield, land owned by Taylor Wimpey




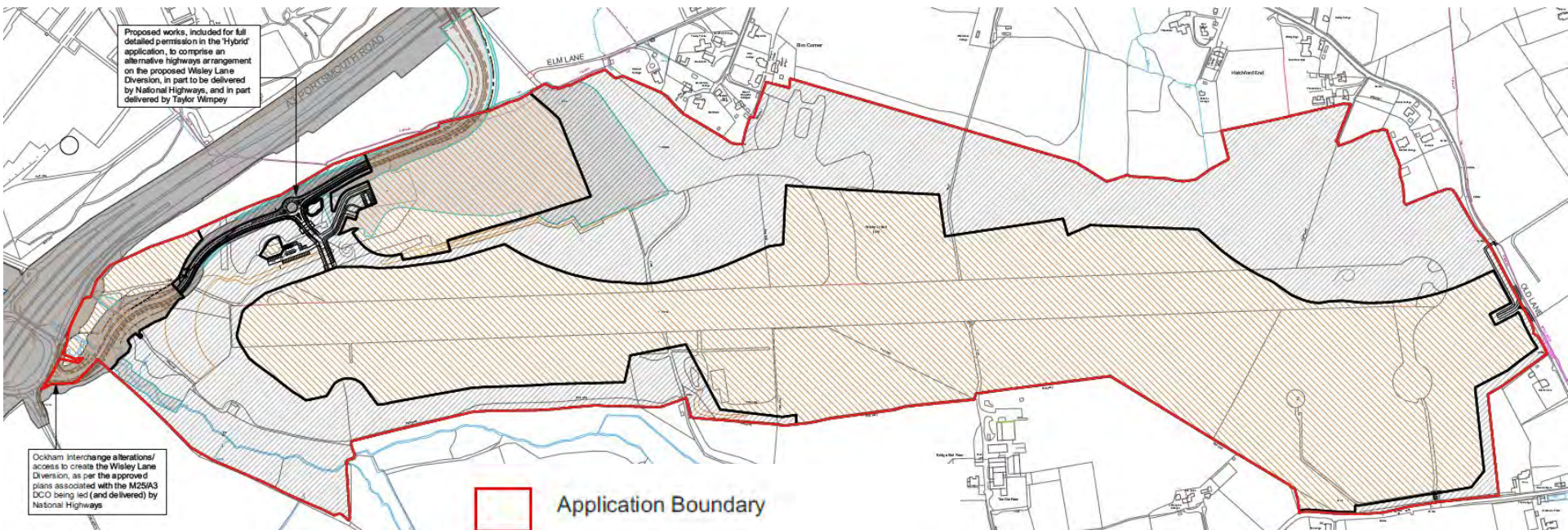
 Land north of Ockham Lane, land in Hallam Land's control



 Land surrounding Bridge End Farm, represented by CBRE, on behalf of the Harris Family.



 Thames Basin Heaths Special Protection Area 400m buffer/ A35 allocation



- Application Boundary
- Area where full planning permission is sought
- Area where outline planning permission is sought (all matters reserved)
- DCO permanent landtake
- DCO temporary landtake

Full Planning Permission: SANG



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DAVIESLANDSCAPE
 ARCHITECTS

- Northern SANG
(31.4 ha)
- Southern SANG
(13.11ha)
- Future Bridgend Farm SANG
(5.4ha)
- Existing PRow

TOTAL SANG	
TW Northern SANG	31.4000
TW Southern SANG	13.1100
Future SANG (BEF)	5.4000
Total SANG Area	49.9100

Suite F1, Stroud House, Rossett Street, Gloucestershire, GL5 5AH
 T 01453 702380 e info@dl-a.co.uk www.dl-a.co.uk

CLIENT:
 PROJECT:
Wisley Airfield

DRAWING TITLE:
75 - SANG Area Boundaries Plan for WNS

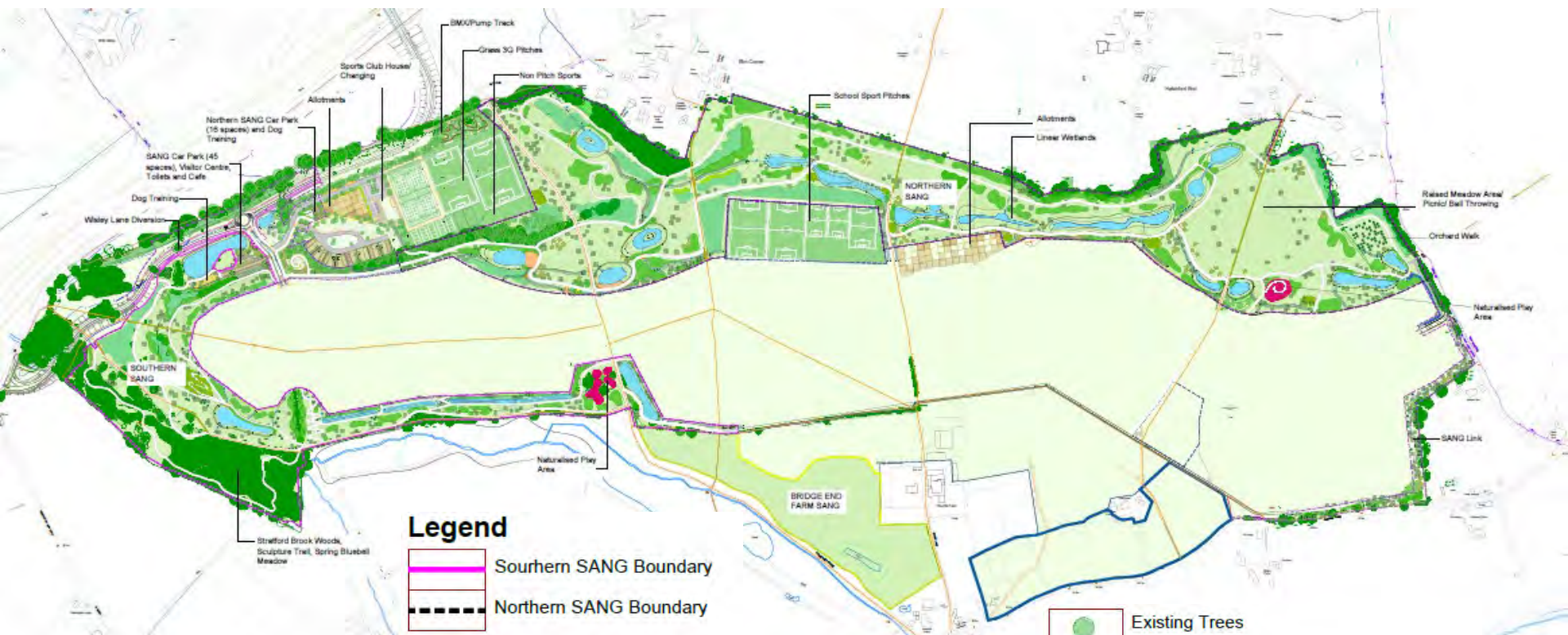
DATE: 09.08.2022 SCALE: 1-5000@A2

JOB NO.: 1996 DRAWN BY: MD

DWG NO.: 1996-DLA-HA-SANG-DR-L-03 REV: PD2

DRAWING APPLICATION AND SITE VISITS TO BE COMPLETED BY THE CLIENT PRIOR TO THE DRAWING BEING USED FOR CONSTRUCTION. THE CLIENT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE ARCHITECT AND THE ARCHITECT'S LIABILITY IS LIMITED TO THE SERVICES PROVIDED BY THE ARCHITECT.

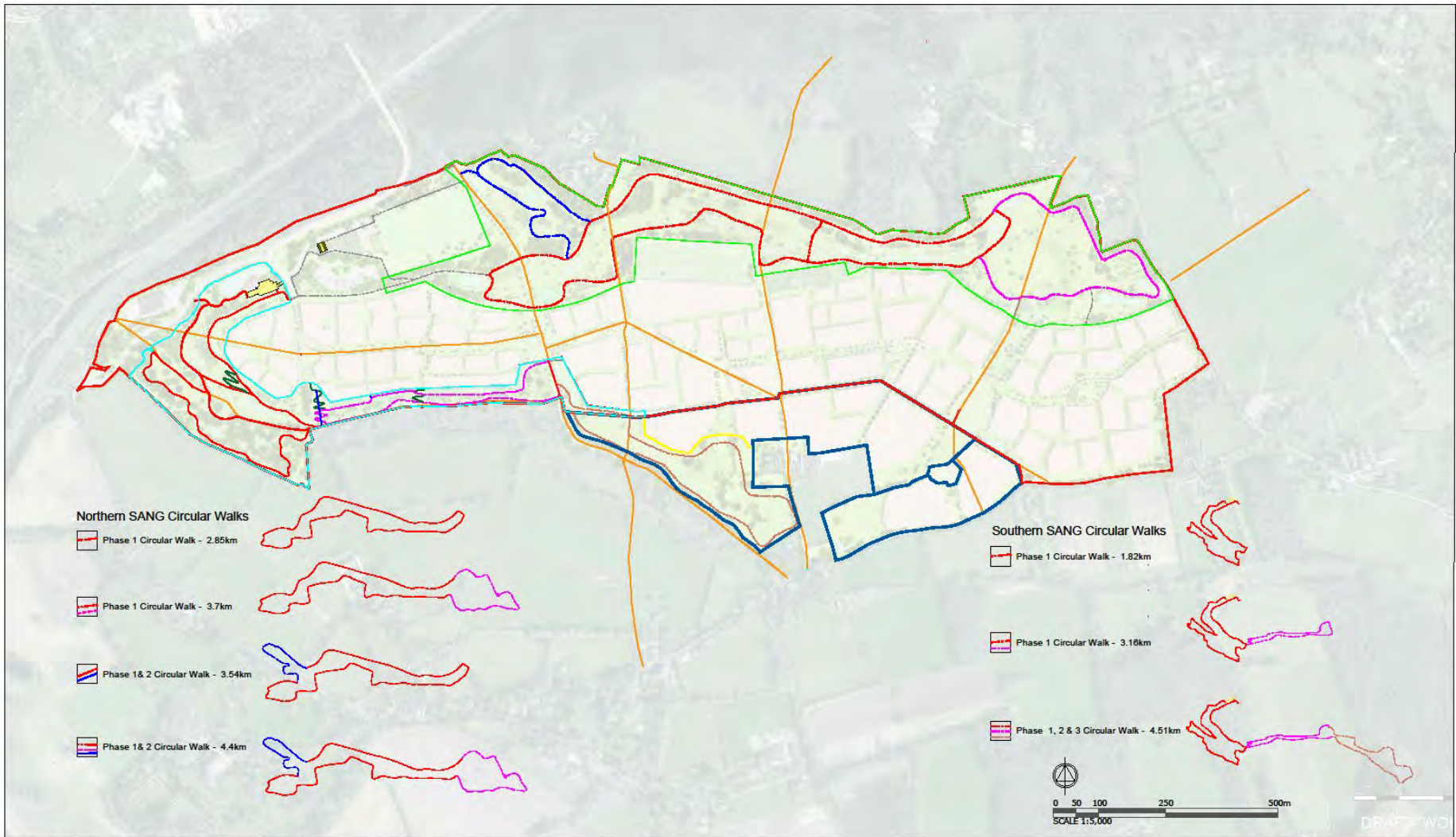
SANG boundary plan



Legend

- | | | | |
|--|--|--|---|
| | Southern SANG Boundary | | Existing Trees |
| | Northern SANG Boundary | | Proposed Trees |
| | Component Boundary | | Retaining Wall |
| | Existing Woodland and Trees
Refer to 1494-KC-XX-YTREE-TreeSurvey-Rev0 | | Play Areas |
| | Scrub Mix | | Hard Surfaced Pedestrian and Cycle routes |
| | Woodland Planting | | National Highways Landscaping |
| | SANG Meadows | | Sand and Gravel Margins |
| | Ponds | | Public Right of Way |
| | Hedgerows | | Grass Surface to Public Right of Way |
| | Birch Copses | | Culvert |

SANG general Arrangement Plan



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DAVIESLANDSCAPE
ARCHITECTS

Suite F1, Stroud House, Russell Street, Stroud, Gloucestershire, GL5 3AN
T 01453 700380 e. info@dla.co.uk w. www.dla.co.uk

- SANG Links
- Existing PRoW
- SANG Carparks
- Alternative DDA Compliant Routes

CLIENT:

PROJECT:
Wisley Airfield

DRAWING TITLE:
62 - SANG Circular Walks and PRoW Plan

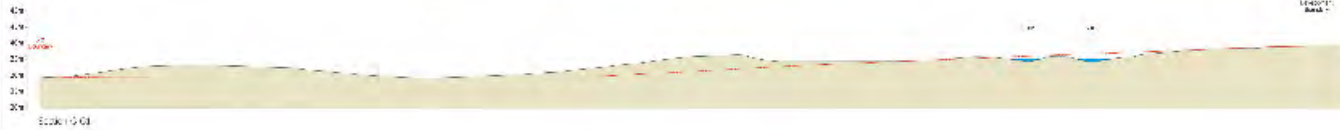
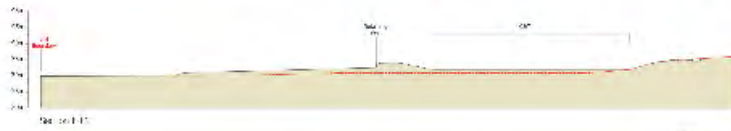
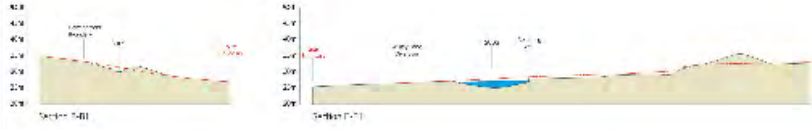
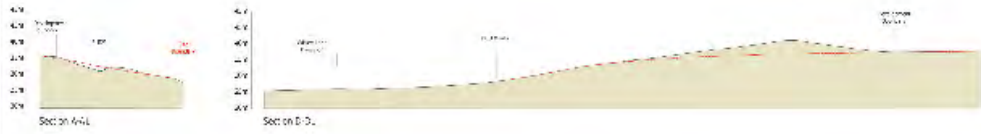
DATE: 08.08.2022 SCALE: 1:5000@A2

REF: 1006 DRAWN BY: MD

DWG NO: 1006-DLA-HA-SANG-DR-L-07 REV: P07

Y:\Server\GIS\PROJECT FILES\1006 Wisley\1006-08-08-2022\62-SANG Circular Walks and PRoW Plan.dwg
PLANNING APPLICATION ADJUSTED DLA-HA-SANG-DR-L-07-Circular Walks and PRoW Plan.dwg
FROM THE 1006-DLA-HA-SANG-DR-L-07-D01-SANG Circular Walks and PRoW Plan.dwg

Taylor
Wimpey



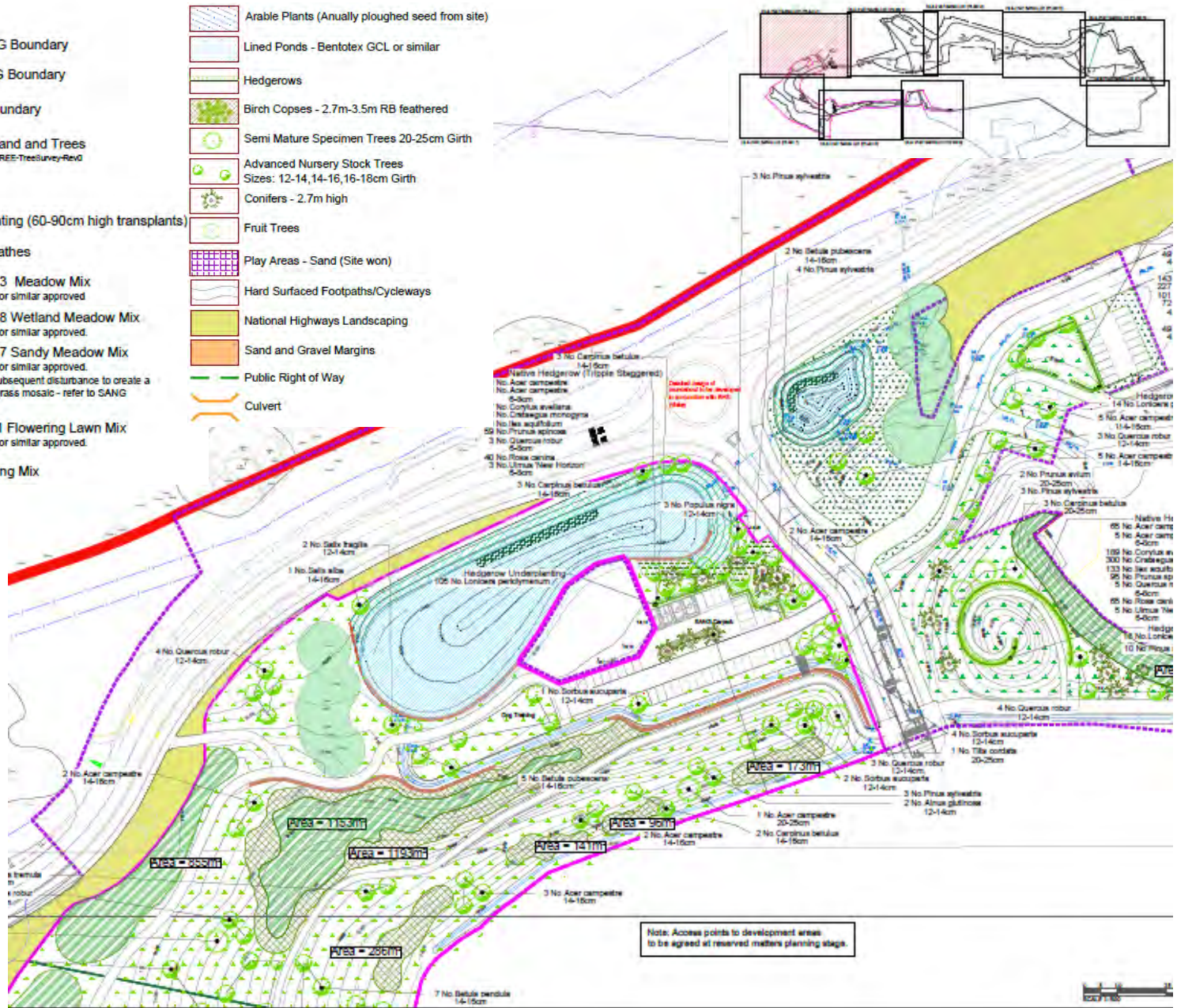
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SANG Landform Plan

Legend

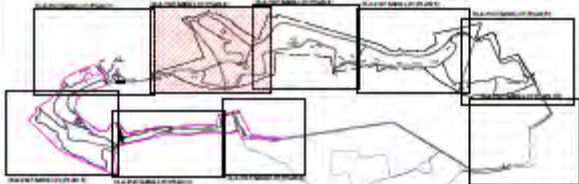
- Southern SANG Boundary
- Northern SANG Boundary
- Component Boundary
- Existing Woodland and Trees
Refer to 1484-KC-00-VTRES-Treesurvey-Rev0
- Scrub Mix
- Woodland Planting (60-90cm high transplants)
- Wet Shrub Swathes
- Emorgate EM3 Meadow Mix (4g/m2 or 40kg/ha) or similar approved
- Emorgate EM8 Wetland Meadow Mix (4g/m2 or 40kg/ha) or similar approved.
- Emorgate EM7 Sandy Meadow Mix (4g/m2 or 40kg/ha) or similar approved. Once established subsequent disturbance to create a varied habitat and grass mosaic - refer to SANG Management Plan
- Emorgate EL1 Flowering Lawn Mix (4g/m2 or 40kg/ha) or similar approved.
- Marginal Planting Mix
- Arable Plants (Annually ploughed seed from site)
- Lined Ponds - Bentotex GCL or similar
- Hedgerows
- Birch Copses - 2.7m-3.5m RB feathered
- Semi Mature Specimen Trees 20-25cm Girth
- Advanced Nursery Stock Trees
Sizes: 12-14, 14-16, 16-18cm Girth
- Conifers - 2.7m high
- Fruit Trees
- Play Areas - Sand (Site won)
- Hard Surfaced Footpaths/Cycleways
- National Highways Landscaping
- Sand and Gravel Margins
- Public Right of Way
- Culvert



SANG detailed planting plan - example

Legend

- Southern SANG Boundary
- Northern SANG Boundary
- Component Boundary
- Existing Woodland and Trees
Site = 144,122,158,162,163,164,165
- Scrub Mix
- Woodland Planting (50-90cm High transplants)
- W/W Shrub Swales
- Eromanga EM3 Meadow Mix
Height to 400g/m² or similar approved
- Eromanga EM6 Wetland Meadow Mix
Height to 400g/m² or similar approved
- Eromanga EM7 Sandy Meadow Mix
Height to 400g/m² or similar approved
Over established vegetation (disturbance to create a water table) and grass mixes - refer to 20003 Management Plan
- Eromanga EM11 Flowering Lawn Mix
Height to 400g/m² or similar approved
- Marginal Planting Mix
- Arable Plants (Annually ploughed seed from site)
- Lined Ponds - Benches GCL or similar
- Hedgerows
- Birch Coppes - 2.7m-3.5m RB feathered
- Semi Mature Specimen Trees 20-25cm Girth
- Advanced Nursery Stock Trees
Sizes: 12-14, 14-15, 15-18cm Girth
- Corollars - 2.7m high
- Fruit Trees
- Play Areas - Sand (Site work)
- Hard Surfaced Footpaths/Cycleways
- National Highways Landscaping
- Sand and Gravel Margins
- Public Right of Way
- Culvert



Taylor Wimpey

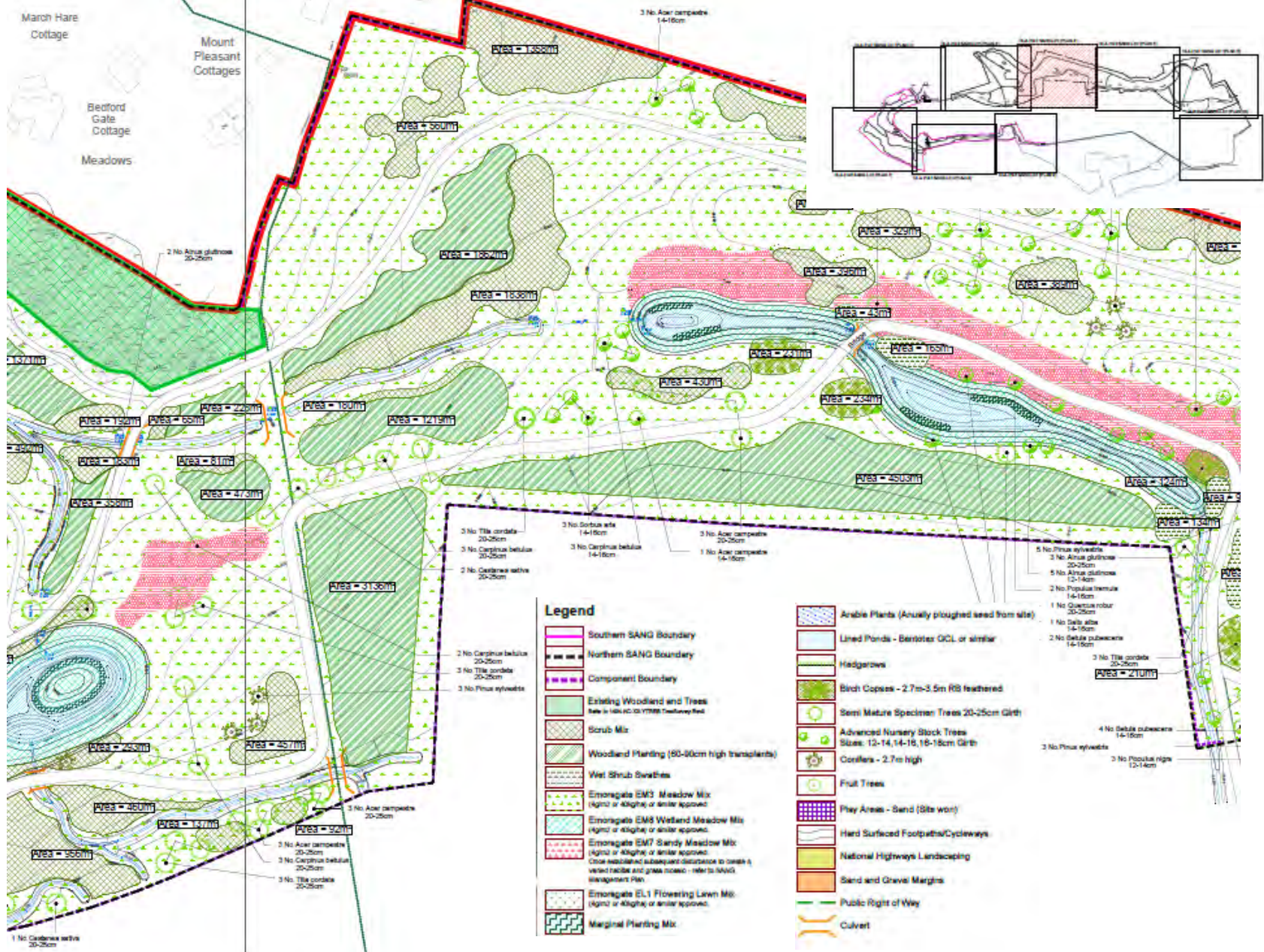
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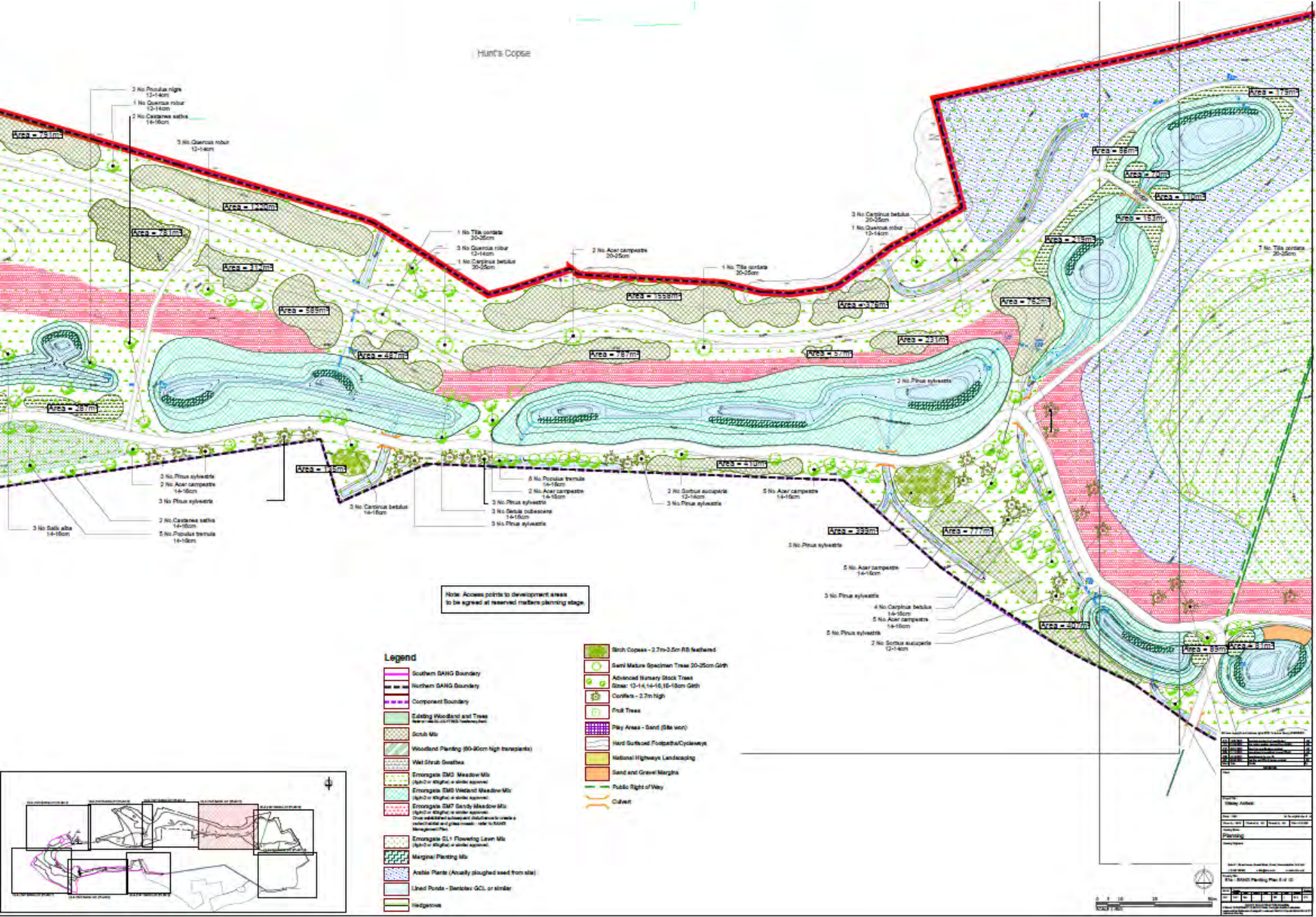
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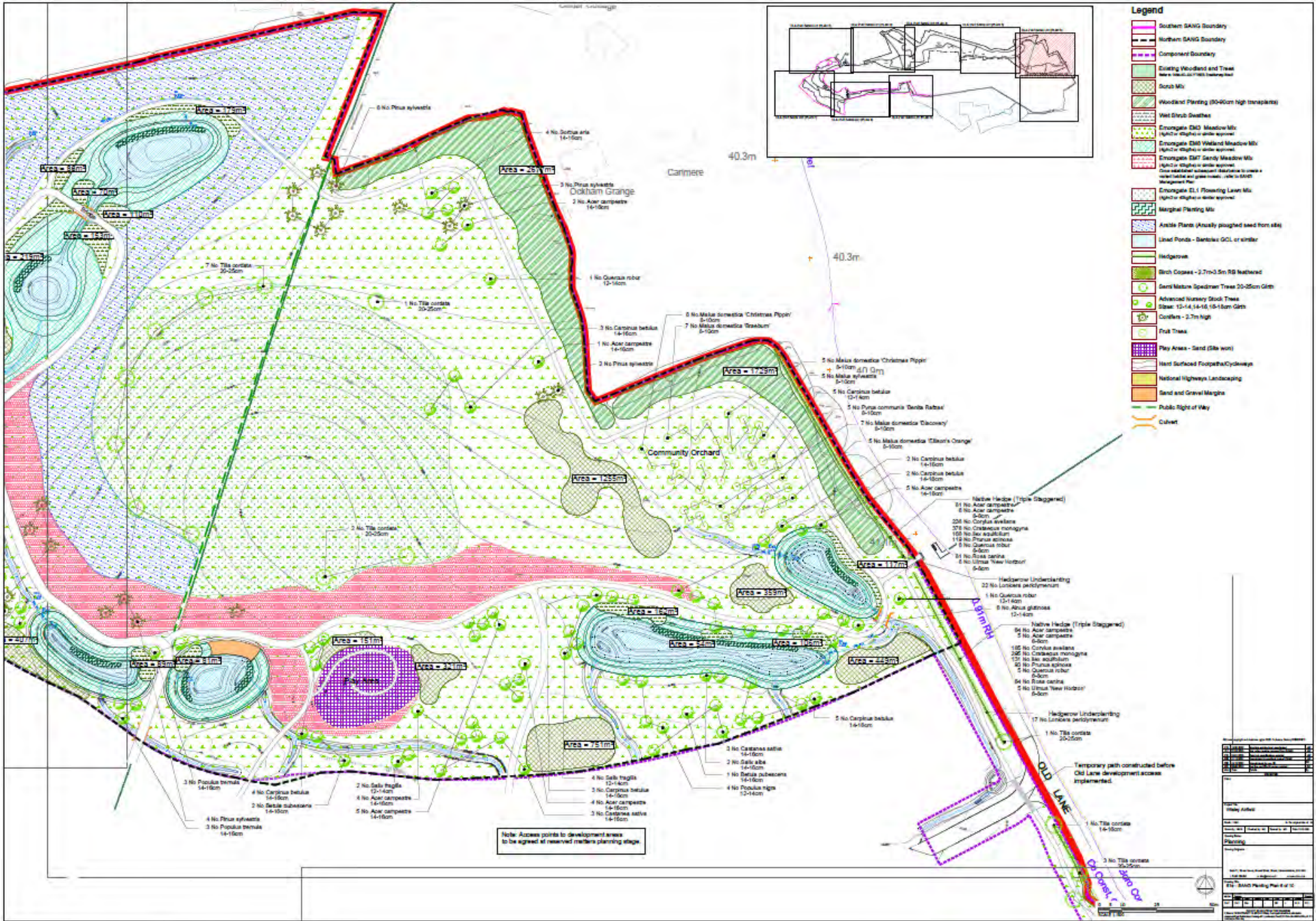
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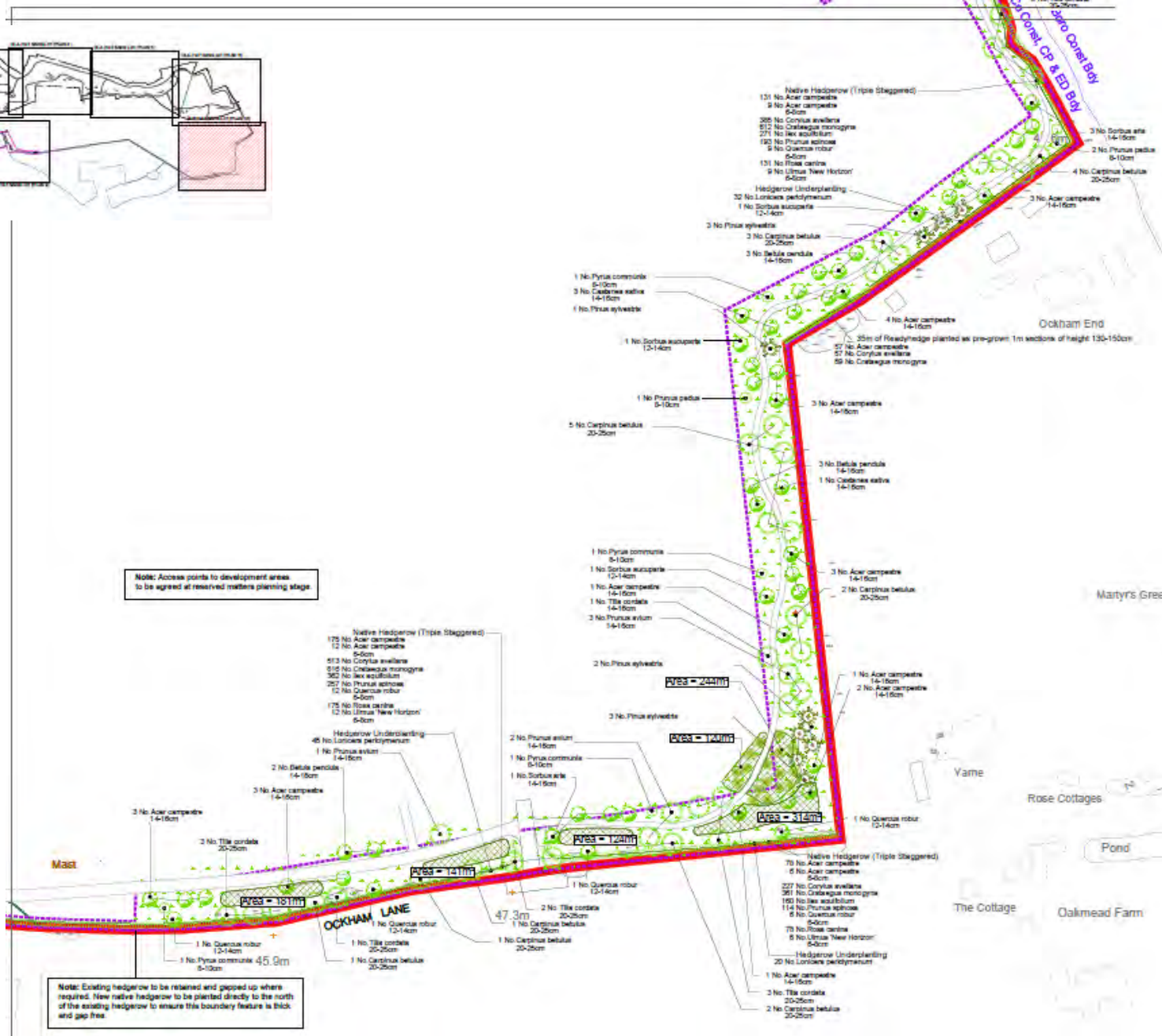
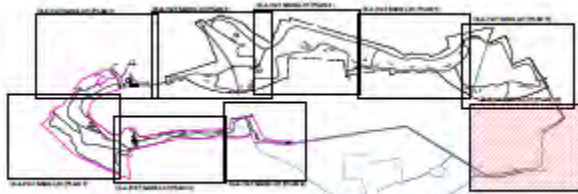
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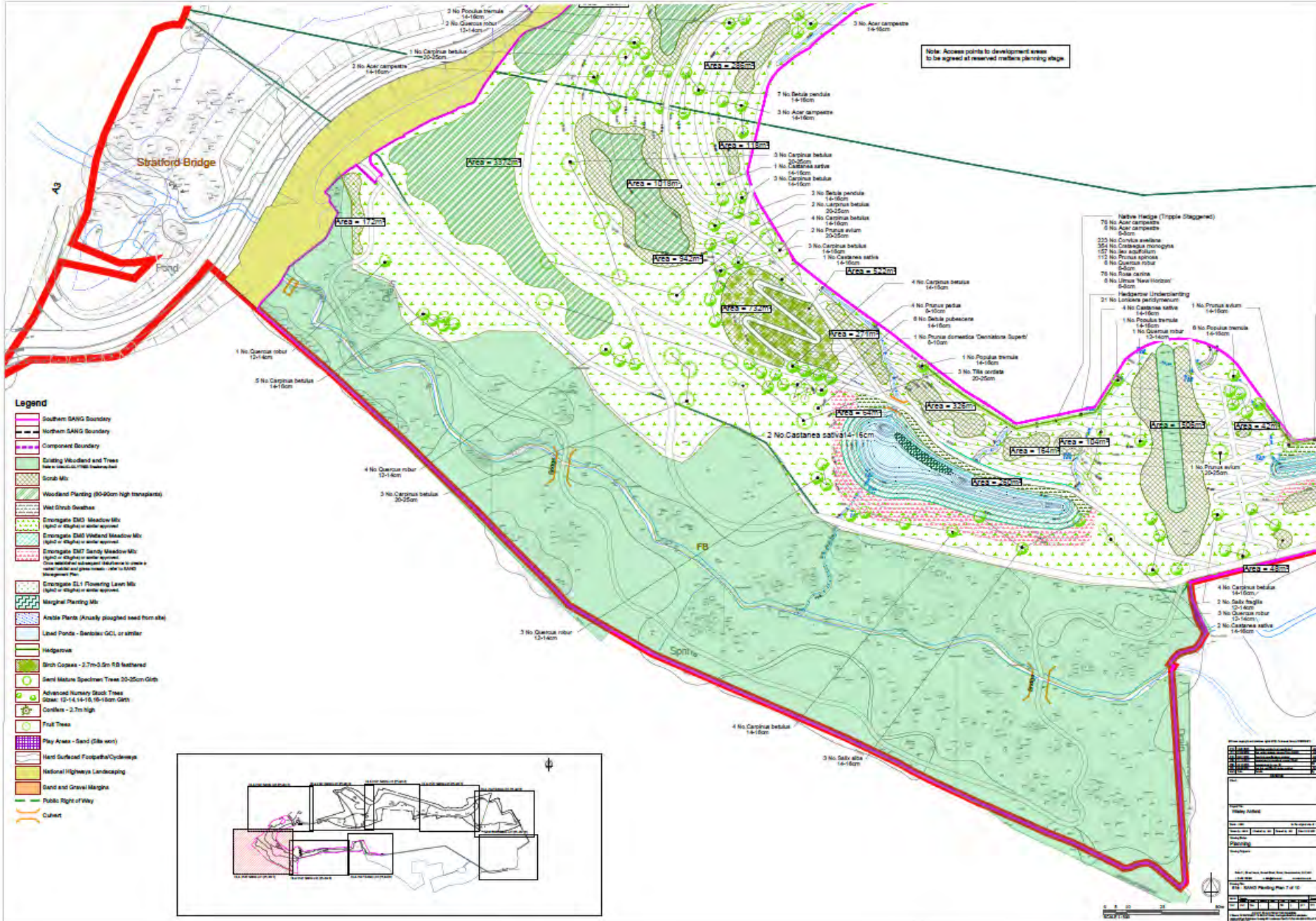
DAVIESLANDSCAPE

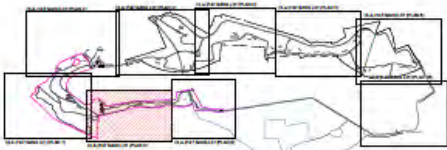












Legend

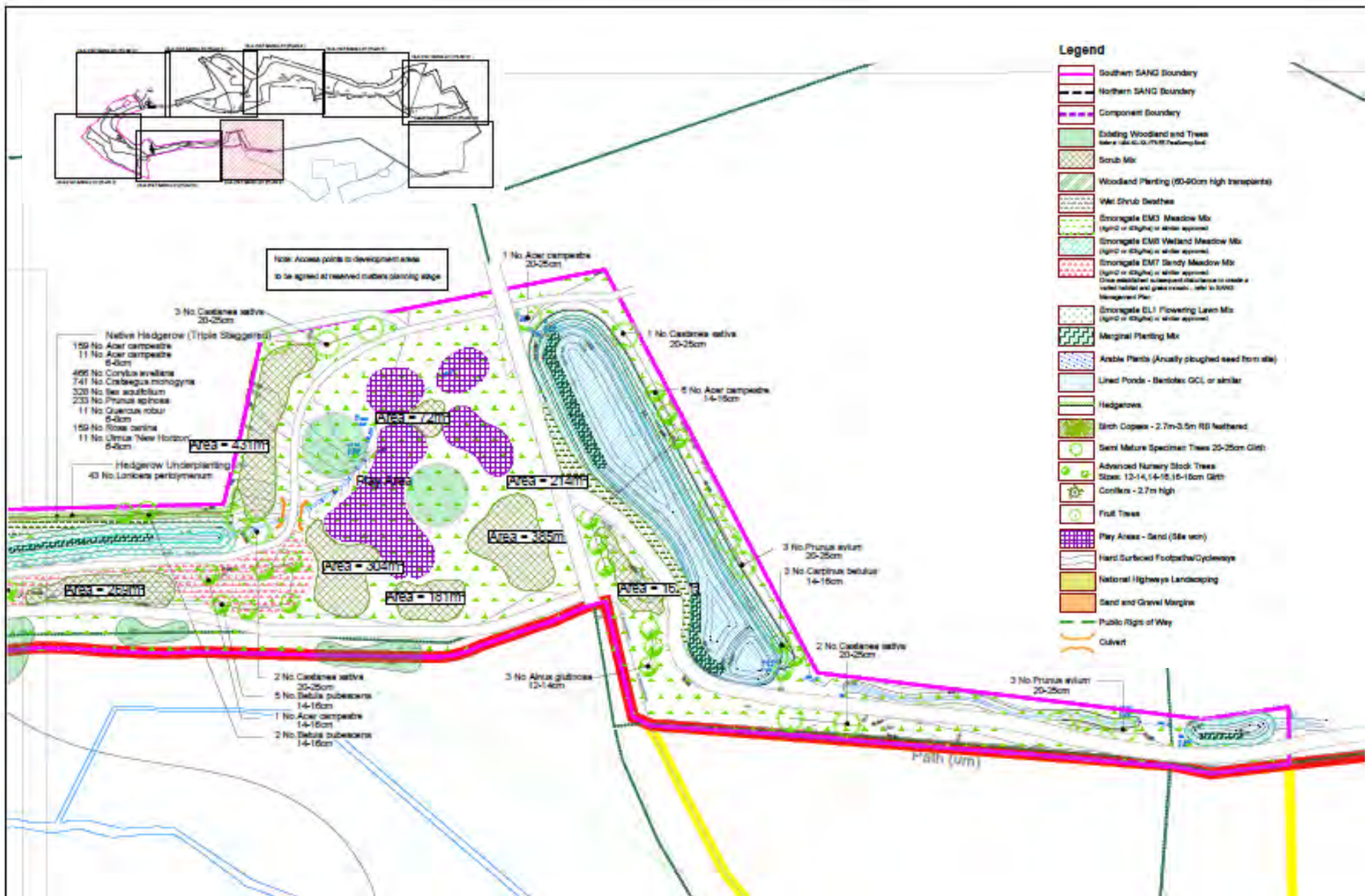
- Southern SANG Boundary
- Northern SANG Boundary
- Component Boundary
- Existing Woodland and Trees
- Scrub Mix
- Woodland Planting (50-90cm high trees/plants)
- WAI Shrub Swales
- Ecotone EM1 Meadow Mix (right or slightly to water edge)
- Ecotone EM2 Wetland Meadow Mix (right or slightly to water edge)
- Ecotone EM3 Sandy Meadow Mix (right or slightly to water edge)
- Ecotone EM4 Flowering Lawn Mix (right or slightly to water edge)
- Marginal Planting Mix
- Arable Plants (Annually ploughed seed from straw)
- Upland Ponds - Bankside GCL or similar
- Hedgerows
- Birch Coppice - 2.7m-3.5m RB feathered
- Semi Mature Specimen Trees 20-25cm Girth
- Advanced Nursery Stock Trees (Spec: 10-14-16-18-19-20cm Girth)
- Corridors - 2-7m High
- Fruit Trees
- Play Areas - Sand (20k work)
- Hard Surfaced Footpaths/Cycleways
- National Highways Landscaping
- Sand and Gravel Margins
- Public Right of Way
- Culvert

Note: Access points to development areas to be agreed at reserved matters planning stage.

Note: Access points to development areas to be agreed at reserved matters planning stage.

- Hedgerow Underplanting
23 No *Lonicera periclymenum*
- Native Hedgerow (Triple Staggered)
85 No *Acer campestre*
6 No *Acer campestre*
5-5cm
- 240 No *Cornus avellana*
326 No *Crataegus monogyna*
119 No *Ilex aquifolium*
124 No *Prunus spinosa*
8 No *Quercus robur*
8 No *Ilex taxa*
8 No *Ilex New Horizon*
5-5cm
- 3 No *Populus tremula*
14-15cm
- 1 No *Betula pubescens*
14-15cm
- 3 No *Carpinus betulus*
12-14cm
- 3 No *Populus tremula*
14-15cm
- 3 No *Sorbus aucuparia*
12-14cm
- 22 No *Lonicera periclymenum*
2 No *Carpinus betulus*
14-15cm
- 2 No *Sax. fragilis*
12-14cm
- 2 No *Betula pubescens*
14-15cm
- 3 No *Betula pubescens*
14-15cm
- 2 No *Prunus avium*
20-25cm
- 1 No *Acer campestre*
14-15cm
- 1 No *Sorbus aucuparia*
12-14cm
- 2 No *Prunus avium*
14-15cm
- 3 No *Carpinus betulus*
14-15cm
- 3 No *Betula pubescens*
14-15cm
- 3 No *Prunus avium*
20-25cm
- 1 No *Acer campestre*
14-15cm
- 1 No *Sorbus aucuparia*
12-14cm
- 2 No *Prunus avium*
20-25cm
- 3 No *Populus nigra*
12-14cm
- 2 No *Calluna vulgaris*
20-25cm
- 5 No *Betula pubescens*
14-15cm
- 1 No *Acer campestre*
14-15cm
- 3 No *Populus nigra*
12-14cm
- 2 No *Betula pubescens*
14-15cm

SANG Detailed Planting Plan	
Area	Planting Details
Area 1	1 No <i>Tilia cordata</i> 20-25cm
Area 2	2 No <i>Prunus avium</i> 20-25cm
Area 3	3 No <i>Populus nigra</i> 12-14cm
Area 4	1 No <i>Acer campestre</i> 14-15cm
Area 5	3 No <i>Populus nigra</i> 12-14cm
Area 6	2 No <i>Calluna vulgaris</i> 20-25cm
Area 7	5 No <i>Betula pubescens</i> 14-15cm
Area 8	1 No <i>Acer campestre</i> 14-15cm
Area 9	2 No <i>Betula pubescens</i> 14-15cm
Area 10	3 No <i>Populus nigra</i> 12-14cm
Area 11	2 No <i>Calluna vulgaris</i> 20-25cm
Area 12	5 No <i>Betula pubescens</i> 14-15cm
Area 13	1 No <i>Acer campestre</i> 14-15cm
Area 14	3 No <i>Populus nigra</i> 12-14cm
Area 15	2 No <i>Calluna vulgaris</i> 20-25cm
Area 16	5 No <i>Betula pubescens</i> 14-15cm
Area 17	1 No <i>Acer campestre</i> 14-15cm
Area 18	3 No <i>Populus nigra</i> 12-14cm
Area 19	2 No <i>Calluna vulgaris</i> 20-25cm
Area 20	5 No <i>Betula pubescens</i> 14-15cm
Area 21	1 No <i>Acer campestre</i> 14-15cm
Area 22	3 No <i>Populus nigra</i> 12-14cm
Area 23	2 No <i>Calluna vulgaris</i> 20-25cm
Area 24	5 No <i>Betula pubescens</i> 14-15cm
Area 25	1 No <i>Acer campestre</i> 14-15cm
Area 26	3 No <i>Populus nigra</i> 12-14cm
Area 27	2 No <i>Calluna vulgaris</i> 20-25cm
Area 28	5 No <i>Betula pubescens</i> 14-15cm
Area 29	1 No <i>Acer campestre</i> 14-15cm
Area 30	3 No <i>Populus nigra</i> 12-14cm
Area 31	2 No <i>Calluna vulgaris</i> 20-25cm
Area 32	5 No <i>Betula pubescens</i> 14-15cm
Area 33	1 No <i>Acer campestre</i> 14-15cm
Area 34	3 No <i>Populus nigra</i> 12-14cm
Area 35	2 No <i>Calluna vulgaris</i> 20-25cm
Area 36	5 No <i>Betula pubescens</i> 14-15cm
Area 37	1 No <i>Acer campestre</i> 14-15cm
Area 38	3 No <i>Populus nigra</i> 12-14cm
Area 39	2 No <i>Calluna vulgaris</i> 20-25cm
Area 40	5 No <i>Betula pubescens</i> 14-15cm
Area 41	1 No <i>Acer campestre</i> 14-15cm
Area 42	3 No <i>Populus nigra</i> 12-14cm
Area 43	2 No <i>Calluna vulgaris</i> 20-25cm
Area 44	5 No <i>Betula pubescens</i> 14-15cm
Area 45	1 No <i>Acer campestre</i> 14-15cm
Area 46	3 No <i>Populus nigra</i> 12-14cm
Area 47	2 No <i>Calluna vulgaris</i> 20-25cm
Area 48	5 No <i>Betula pubescens</i> 14-15cm
Area 49	1 No <i>Acer campestre</i> 14-15cm
Area 50	3 No <i>Populus nigra</i> 12-14cm
Area 51	2 No <i>Calluna vulgaris</i> 20-25cm
Area 52	5 No <i>Betula pubescens</i> 14-15cm
Area 53	1 No <i>Acer campestre</i> 14-15cm
Area 54	3 No <i>Populus nigra</i> 12-14cm
Area 55	2 No <i>Calluna vulgaris</i> 20-25cm
Area 56	5 No <i>Betula pubescens</i> 14-15cm
Area 57	1 No <i>Acer campestre</i> 14-15cm
Area 58	3 No <i>Populus nigra</i> 12-14cm
Area 59	2 No <i>Calluna vulgaris</i> 20-25cm
Area 60	5 No <i>Betula pubescens</i> 14-15cm
Area 61	1 No <i>Acer campestre</i> 14-15cm
Area 62	3 No <i>Populus nigra</i> 12-14cm
Area 63	2 No <i>Calluna vulgaris</i> 20-25cm
Area 64	5 No <i>Betula pubescens</i> 14-15cm
Area 65	1 No <i>Acer campestre</i> 14-15cm
Area 66	3 No <i>Populus nigra</i> 12-14cm
Area 67	2 No <i>Calluna vulgaris</i> 20-25cm
Area 68	5 No <i>Betula pubescens</i> 14-15cm
Area 69	1 No <i>Acer campestre</i> 14-15cm
Area 70	3 No <i>Populus nigra</i> 12-14cm
Area 71	2 No <i>Calluna vulgaris</i> 20-25cm
Area 72	5 No <i>Betula pubescens</i> 14-15cm
Area 73	1 No <i>Acer campestre</i> 14-15cm
Area 74	3 No <i>Populus nigra</i> 12-14cm
Area 75	2 No <i>Calluna vulgaris</i> 20-25cm
Area 76	5 No <i>Betula pubescens</i> 14-15cm
Area 77	1 No <i>Acer campestre</i> 14-15cm
Area 78	3 No <i>Populus nigra</i> 12-14cm
Area 79	2 No <i>Calluna vulgaris</i> 20-25cm
Area 80	5 No <i>Betula pubescens</i> 14-15cm
Area 81	1 No <i>Acer campestre</i> 14-15cm
Area 82	3 No <i>Populus nigra</i> 12-14cm
Area 83	2 No <i>Calluna vulgaris</i> 20-25cm
Area 84	5 No <i>Betula pubescens</i> 14-15cm
Area 85	1 No <i>Acer campestre</i> 14-15cm
Area 86	3 No <i>Populus nigra</i> 12-14cm
Area 87	2 No <i>Calluna vulgaris</i> 20-25cm
Area 88	5 No <i>Betula pubescens</i> 14-15cm
Area 89	1 No <i>Acer campestre</i> 14-15cm
Area 90	3 No <i>Populus nigra</i> 12-14cm
Area 91	2 No <i>Calluna vulgaris</i> 20-25cm
Area 92	5 No <i>Betula pubescens</i> 14-15cm
Area 93	1 No <i>Acer campestre</i> 14-15cm
Area 94	3 No <i>Populus nigra</i> 12-14cm
Area 95	2 No <i>Calluna vulgaris</i> 20-25cm
Area 96	5 No <i>Betula pubescens</i> 14-15cm
Area 97	1 No <i>Acer campestre</i> 14-15cm
Area 98	3 No <i>Populus nigra</i> 12-14cm
Area 99	2 No <i>Calluna vulgaris</i> 20-25cm
Area 100	5 No <i>Betula pubescens</i> 14-15cm



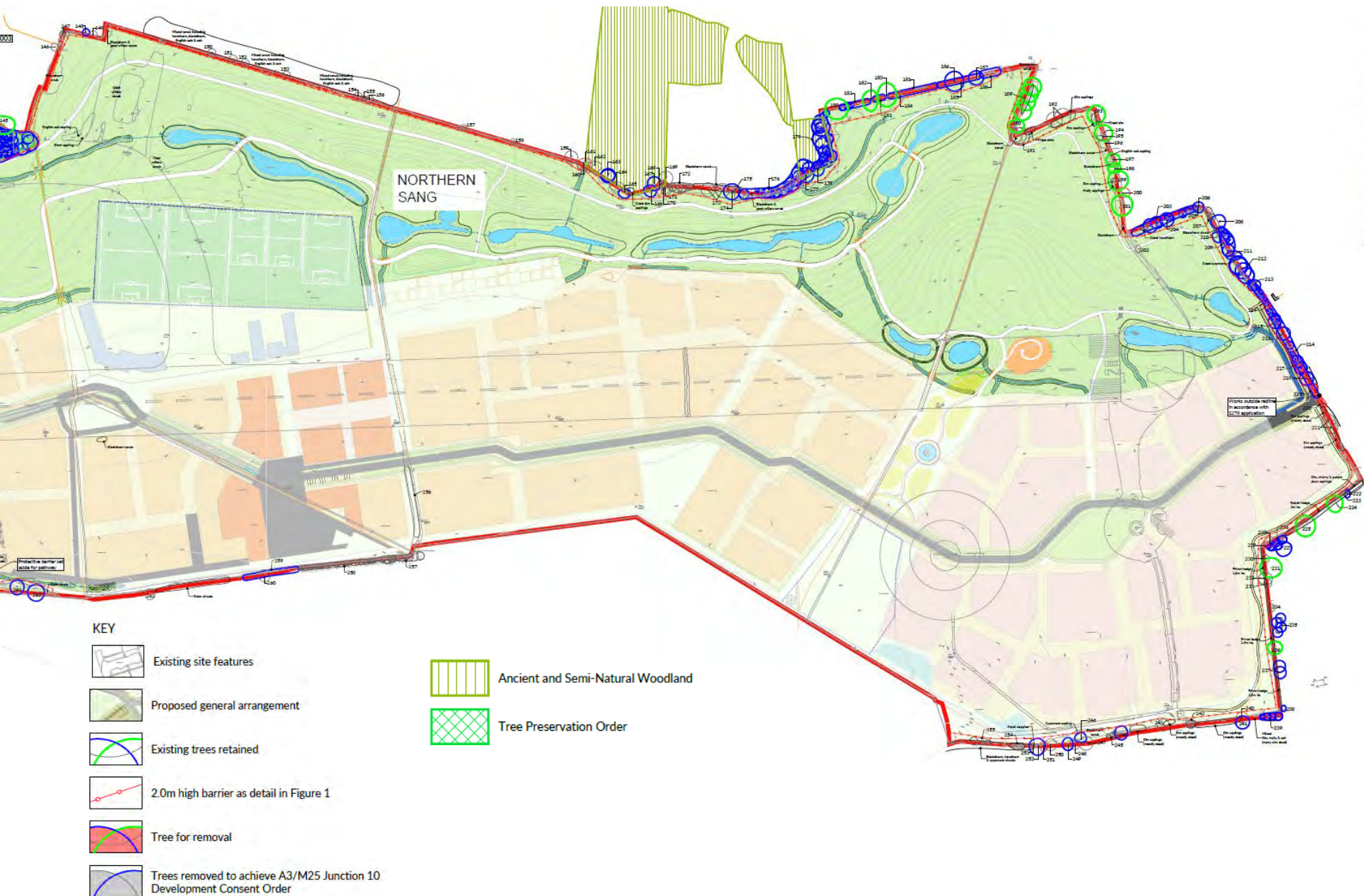


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Tree protection plan



Tree protection plan

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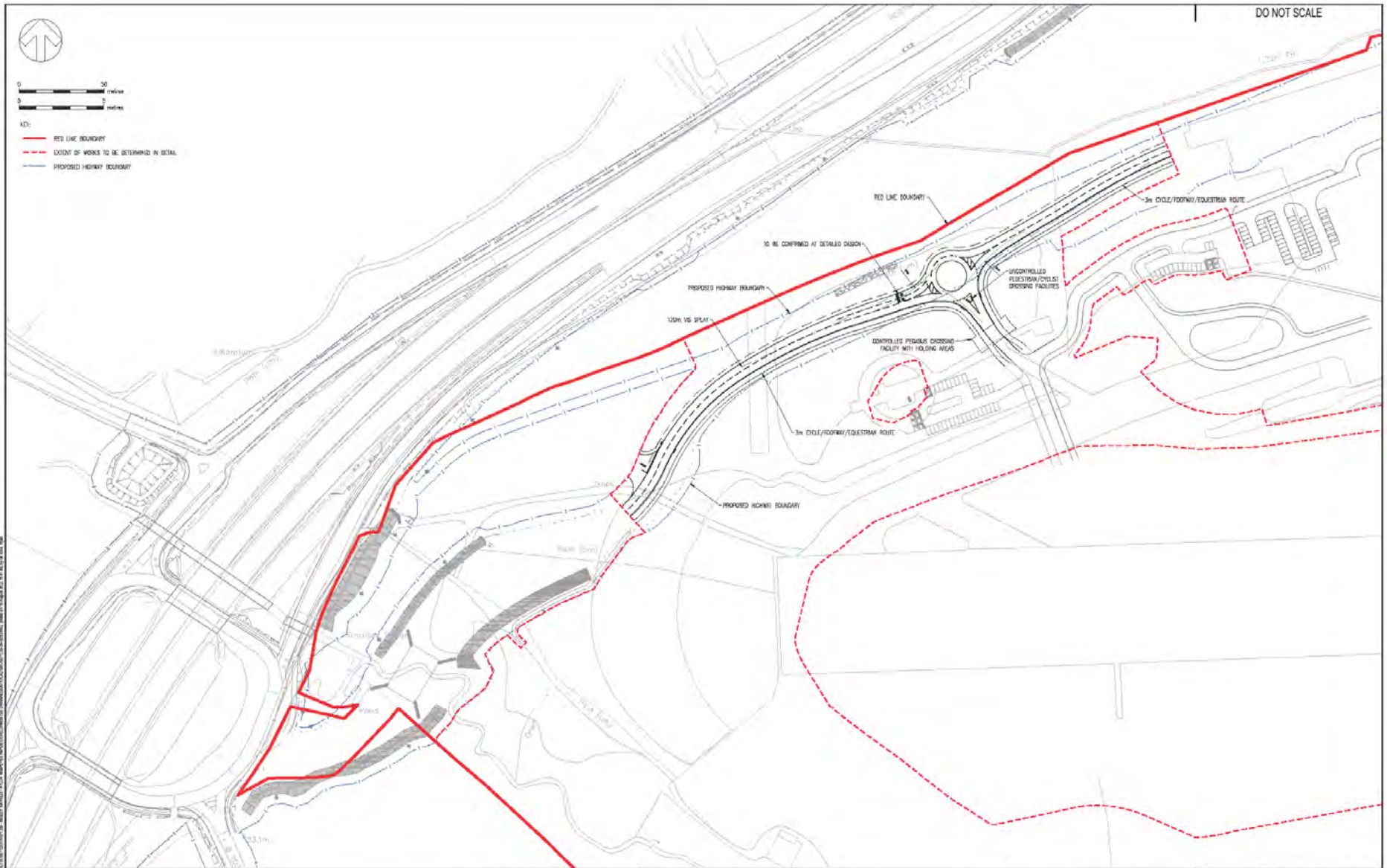
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Full Planning Permission: Access



- KEY:
- RED LINE BOUNDARY
 - EXTENT OF WORKS TO BE DETERMINED IN DETAIL
 - PROPOSED HIGHWAY BOUNDARY



UNLESS TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OF THE RELEVANT JURISDICTION, IT SHOULD BE UNDERSTOOD THAT ALL CONDITIONS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR SUPPLIER COMMENCE WORK PRIOR TO APPROVAL, BEING OBTAIN, IT IS ENTIRELY AT THEIR OWN RISK.

1	08/04/2023	REV	RED LINE BOUNDARY ADJUSTED	044	001
2	11/04/2023	REV	ADJUSTED ROUNDABOUT CROSSING (SECTION 1002) OF DESIGN IN 1011 C	044	002
3	20/09/2023	REV	UPDATE LANDSCAPE PLAN NAMES	048	003
4	06/10/2023	REV	REWORKING AND CORRECTING OF LAYOUT AND CROSSING PAVEMENT MARKS	048	004
5	03/11/2023	REV	REWORKING AND CORRECTING OF LAYOUT AND CROSSING PAVEMENT MARKS	048	005

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Basing View
Basingstoke
RG21 4JQ UK

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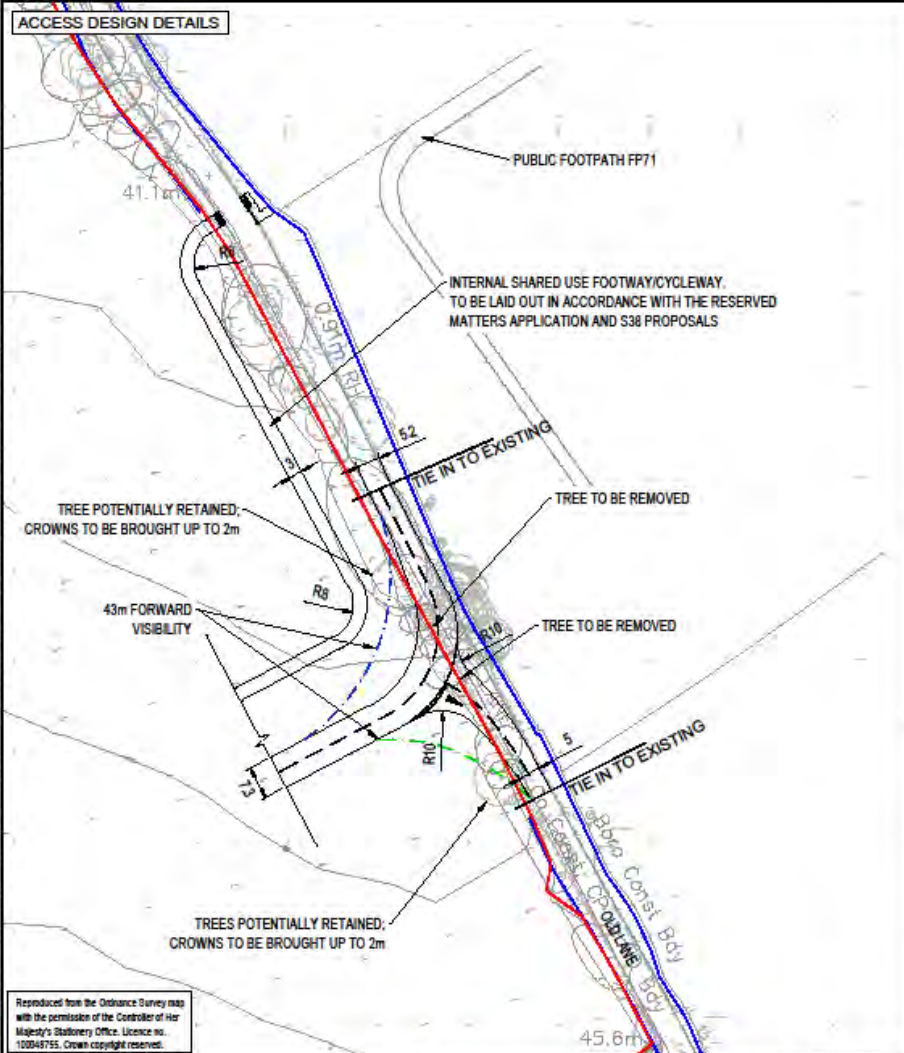
PROJECT	TAYLOR WIMPEY MAJOR DEVELOPMENTS
CLIENT	CSA

LOCATION	WISLEY AIRFIELD
DESCRIPTION	PROPOSED ROUNDABOUT AND PRIORITY JUNCTION ACCESS ON WISLEY LANE DIVERSION

SCALE	1:1000	ISSUE	001	DATE	04/11/23
DESIGNED BY	RL	CHECKED BY	RL	DATE	June 23
PROJECT NO.	70071233-SK-005	REV	G		
© WSP UK Ltd					

Realigned Highway and Site Access

File name: \\UK\WSP\GROUP\COM\CENTRAL_DAT\PROJECTS\07_20\70071233 - WISLEY AIRFIELD TAYLOR WIMPEY\3D\WIMPEY\DEVELOPMENT\03_DRAWING\SAULT\03\SK-003.DWG, printed on 10 October 2022 17:22:38, by James Roland



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D	19/12/22	RL	ALIGNMENT UPDATED FOLLOWING STAGE 1 RSA	CAM	CAM
C	19/06/22	RL	BOUNDARY DETAIL ADJUSTED AND OSB & CTS DETAIL ADDED	CAM	CAM
B	02/06/22	RL	APPLICATION RESUBMITTED	CAM	CAM
A	18/07/21	RL	FIRST ISSUE	CAM	CAM
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS					
S2 - FOR INFORMATION					

Moorbatten House
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Saxinglake
RG21 4FL, UK

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F: 44 (0) 1256 319 700
wsp.com

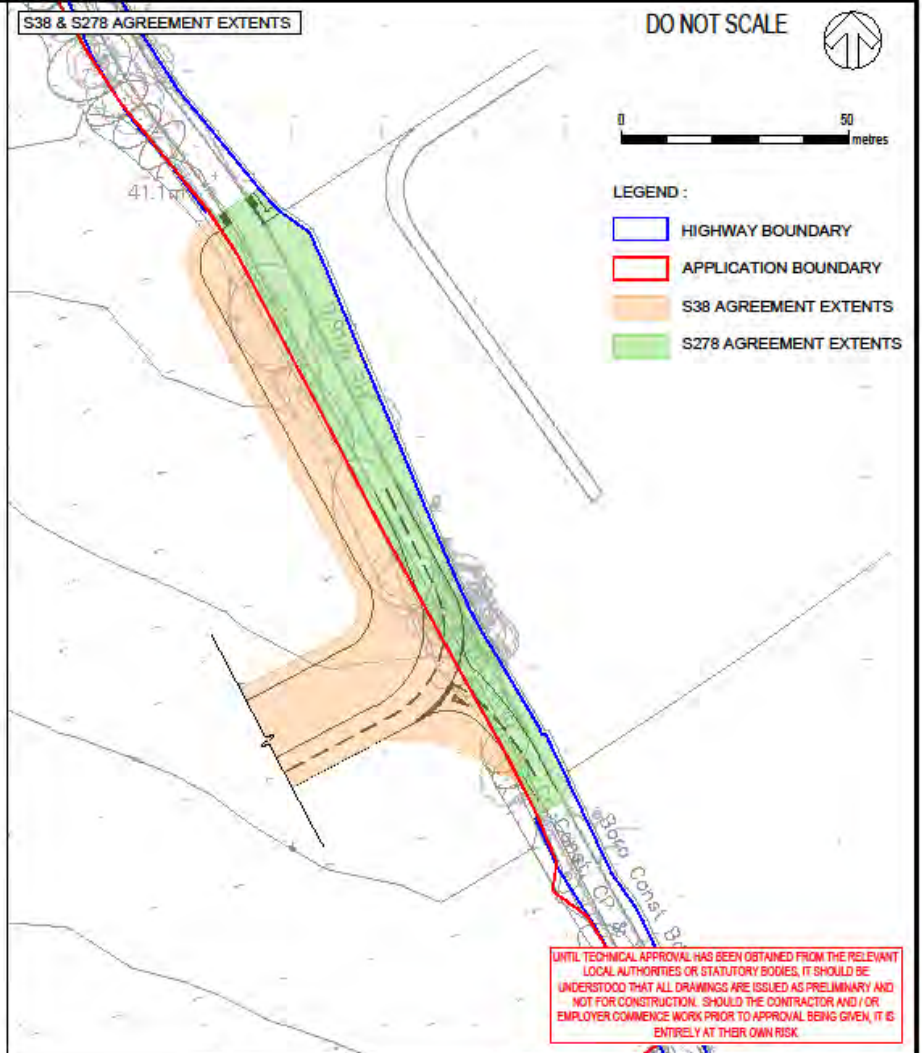
CLIENT: TAYLOR WIMPEY

ARCHITECT: GARDNER STEWART ARCHITECTS

PROJECT: WISLEY AIRFIELD

TITLE: OLD LANE ACCESS

SCALE @ A3	CHECKED	APPROVED
1:1000	CAM	CAM
PROJECT NO:	DESIGNED	DRAWN
70071233	RJ	RJ
		DATE
		October 22
SUBMIT NO:		REV
70071233-SK-003		D
© WSP UK Ltd		



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Old Lane Access

ACCESS DESIGN DETAIL

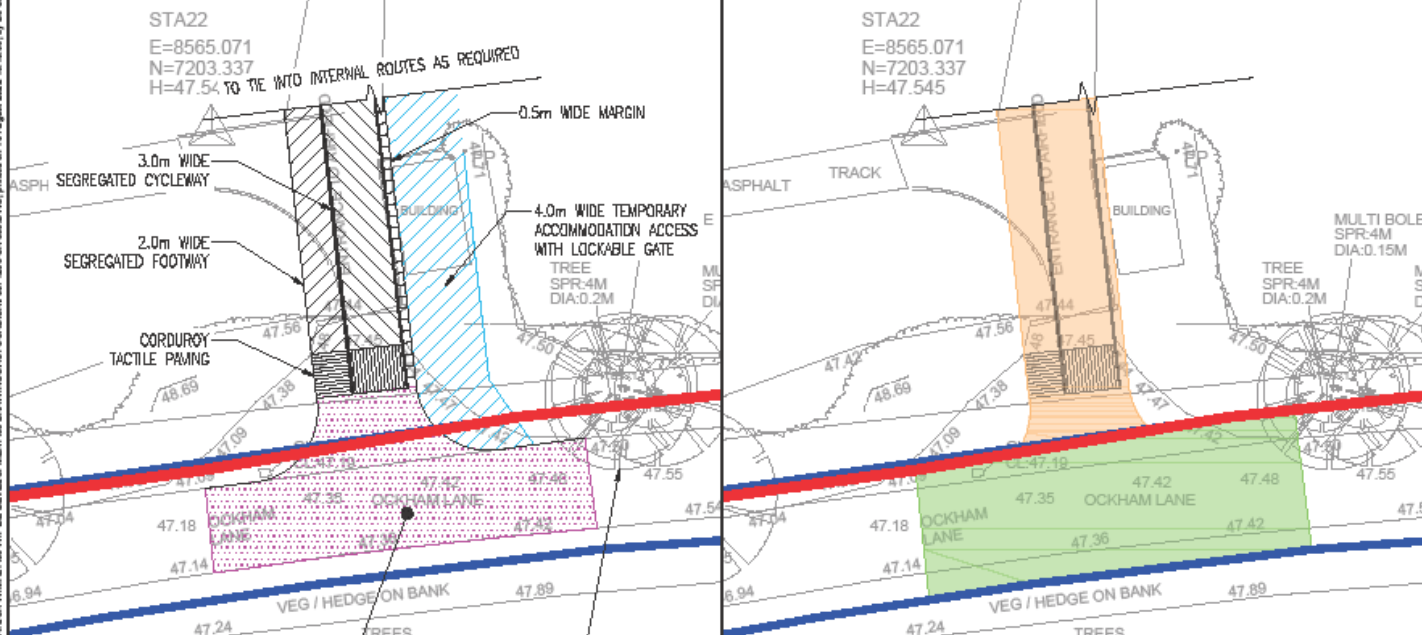
S38 & S278 AGREEMENT EXTENTS



DO NOT SCALE

KEY

- HIGHWAY BOUNDARY
- APPLICATION BOUNDARY
- S38 AGREEMENT EXTENTS
- S278 AGREEMENT EXTENTS



- PLACE-LED INTERVENTION AT THE ACCESS TO HIGHLIGHT THE PEDESTRIAN AND CYCLE CONNECTION.
- ACCESS LOCATED TO REDUCE IMPACT ON TREES ON OCKHAM LANE FRONTAGE.
- MODAL FILTER AT OCKHAM LANE TO ENFORCE NON-VEHICULAR ACCESS.
- SIGNS TO DIAG 957 TO INDICATE SEGREGATED ROUTE.
- GIVE WAY MARKINGS PROVIDED FOR CYCLISTS AT JUNCTION TO DIAGS 1023B, 1009B AND 1003B.
- SIGN TO DWG 619 FOR PROHIBITION OF MOTOR VEHICLES.
- CYCLE ROUTE SIGNAGE TO EFFINGHAM JUNCTION AND COBHAM.
- VEGETATION MANAGEMENT TO ENSURE SAFE VISIBILITY SPLAYS FROM AND ONTO ACCESS

REV	DATE	BY	DESCRIPTION	CHE	APP
B	04/04/2022	RJ	RED LINE BOUNDARY ADDED AND S38 & S278 DETAIL HEED		
A	14/04/2022	RDS	FINAL ISSUE		

DRAWING STATUS: S2 - FOR INFORMATION

wsp

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 wsp.com

CLIENT: TAYLOR WIMPEY MAJOR DEVELOPMENTS

ARCHITECT: GSA

PROJECT: WISLEY AIRFIELD

TITLE: OCKHAM LANE NMU ACCESS

SCALE @A1: 1:250	CHECKED: CAM	APPROVED: CAM
PROJECT No: 70071233	DESIGNED: RDS	DATE: July 22

DRAWING No: 70071233-SK-008

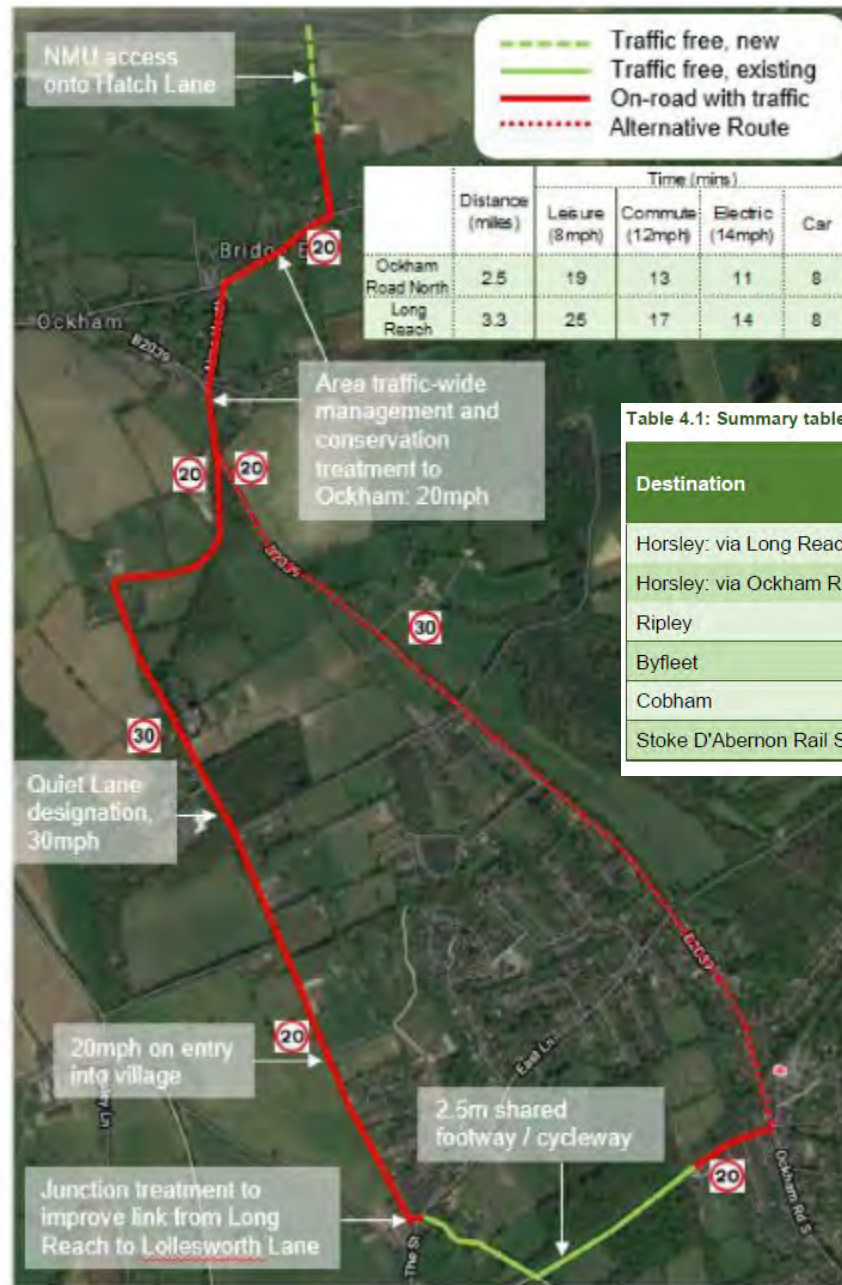
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File name: \\UK-WSPGROUP-COMCENTRAL\DATA\PROJECTS\70071233-WISLEY AIRFIELD\TRACOR\WIMPEY\WIMPEY DEVELOPMENTS\DRAWINGS\AUTOCAD\DWG\0071233-SK-008.DWG, printed on 10 August 2022 at 09:56, by De Silva, Ryan

Ockham Lane NMU Access

Cycle strategy

Figure 8-5 - Summary of Route 1 to East Horsley



Route 1 – East Horsley

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Gateway to Ockham Village

Quiet Lane and Conservation Area Treatment
20mph, centreline removed



Gateway at Alma Heath



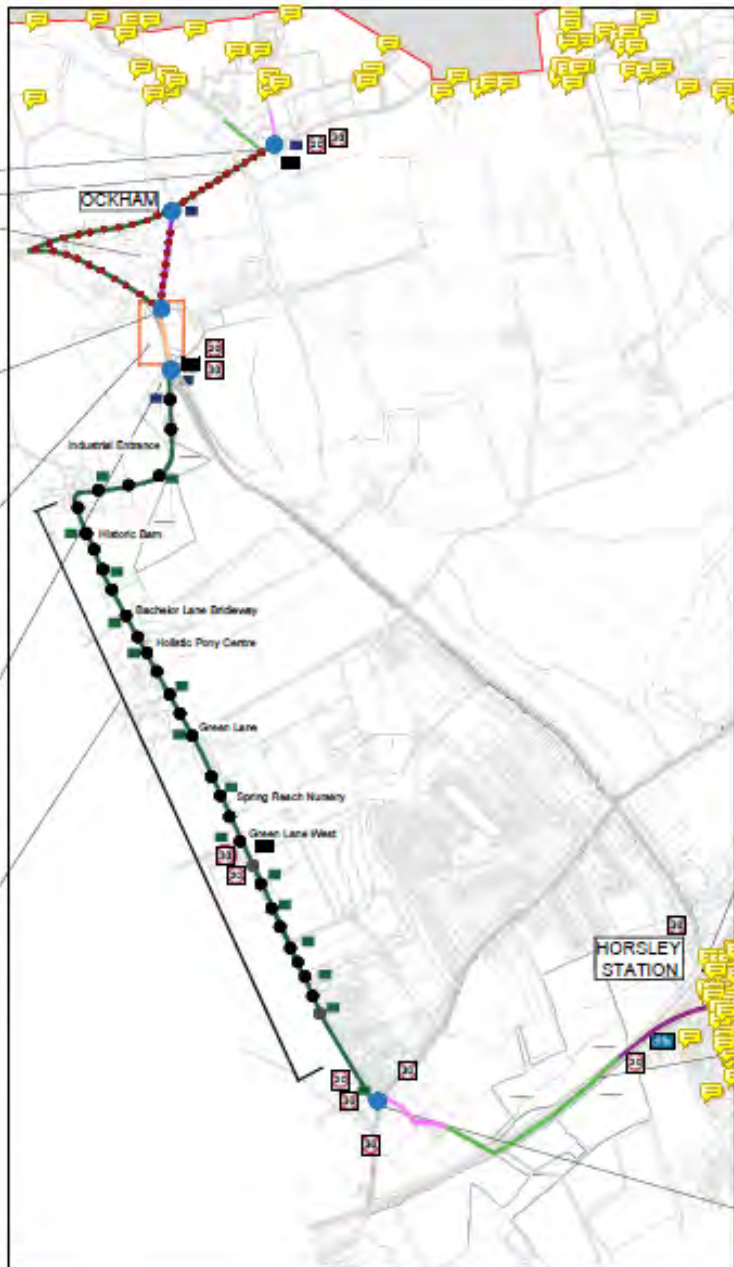
Type E Cycle Street Treatment between Alma Heath and Long Reach



Gateway at Long Reach



Quiet Lane, 30mph, centre line removed, traffic calming and place-making features



Expanded and Improved Cycle Parking at Station



Treatment at Kingston Avenue



Traffic Free Shared Footway / Cycleway



Place-making treatment at Junction with East Lane and Loleworth Lane

- Notes:**
1. Topographical survey provided by Surrey Station drainage 27/10/2021. All 100mm level 1.1. All roads in these drawings should be reviewed in relation to this surveying.
 2. Ockham Survey © Crown copyright 2017. All rights reserved. Ockham Survey 100022022.
 3. Ockham Survey taken between 2019-2021.
 4. Indicative highway authority as received from WSP 28/10/2022.
 5. Design is indicative only for the identification of constraints and is subject to further detailed design.
 6. All dimensions are in metres unless otherwise stated.
 7. Location of existing roadworks past has not been investigated.

Key:

- Type A - Place-making interventions
- Type B - Place-maker Traffic Calming
- Type C - Rural Traffic Calming
- Type D - Gateway Treatment
- Type E - Cycle Street Treatment
- Full segregated cycle provision
- Lightly Segregated Cycle Provision
- Traffic Free Space (Public Right of Way)
- Lightly buffered, residential area (no-vehicle way with kerb)
- Access Road (no-vehicle way with kerb)
- Quiet Lane
- Quiet Lane edge speed limit (vehicle edge with cycle 20/30/40/50)
- 20mph Speed Limit
- 30mph Speed Limit
- Cycle Parking
- Junction Design WSP ref. 28/10/2022
- Corridorway narrowing and surface treatment
- Public Right of Way (with reference number)
- Development Boundary

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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INFORMATION

Martin Higgitt Associates

TAYLOR WIMPEY SOUTH THAMES

WISLEY AIRFIELD

PROPOSED INTERVENTIONS ROUTE TO HORSLEY

DATE OF ISSUE	ISSUE	ISSUED BY	PROJECT NO.
NES	AUG 2022	EG	ME1
PROJECT NO.	LOCATION	SCALE	DATE
WISLEY	WISLEY (P/R) 102		C

Figure 8-6 - Summary of Route 3 to Ripley



Table 4.1: Summary table showing travel distances and times to the key destinations

Destination	Distance (miles)	Time (mins)		
		Leisure (8mph)	Commuter (12mph)	E-bike (14mph)
Horsley: via Long Reach	3.5	26	18	15
Horsley: via Ockham Rd N	2.7	20	14	12
Ripley	1.8	13	9	8
Byfleet	3.1	23	16	13
Cobham	3.3	25	17	14
Stoke D'Abernon Rail Station	4.1	30	20	17

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Segregated with-flow cycle lane westbound on Portsmouth Road



3m Shared footway / cycleway along Wisley Lane diversion and across Ockham Park Roundabout



Combination of stepped cycle lanes and segregated cycle lanes along High Street



Shared footway/cycleway connecting to Ockham Park roundabout from west of development

- Notes
- Historical survey evidence by Weymouth, 2018, shows a 2.7m wide cycle lane along the A14 road to the south of the road at the roundabout.
 - Historical survey evidence by Weymouth, 2018, shows a 2.7m wide cycle lane along the A14 road to the south of the road at the roundabout.
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 - Historical survey evidence by Weymouth, 2018, shows a 2.7m wide cycle lane along the A14 road to the south of the road at the roundabout.

- Key
- Type A1: Proposed intervention
 - Type A2: Proposed intervention
 - Type A3: Proposed intervention
 - Type A4: Proposed intervention
 - Type A5: Proposed intervention
 - Type A6: Proposed intervention
 - Type A7: Proposed intervention
 - Type A8: Proposed intervention
 - Type A9: Proposed intervention
 - Type A10: Proposed intervention
 - Type A11: Proposed intervention
 - Type A12: Proposed intervention
 - Type A13: Proposed intervention
 - Type A14: Proposed intervention
 - Type A15: Proposed intervention
 - Type A16: Proposed intervention
 - Type A17: Proposed intervention
 - Type A18: Proposed intervention
 - Type A19: Proposed intervention
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 - Type A21: Proposed intervention
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 - Type A24: Proposed intervention
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 - Type A27: Proposed intervention
 - Type A28: Proposed intervention
 - Type A29: Proposed intervention
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 - Type A31: Proposed intervention
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 - Type A33: Proposed intervention
 - Type A34: Proposed intervention
 - Type A35: Proposed intervention
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 - Type A97: Proposed intervention
 - Type A98: Proposed intervention
 - Type A99: Proposed intervention
 - Type A100: Proposed intervention

INFORMATION

Martin Higgitt Associates

TAYLOR WIMPEY SOUTH THAMES

WISLEY AIRFIELD

PROPOSED INTERVENTIONS ROUTE TO RIPLEY

DATE	BY	FOR	BY	FOR
15/08/2022	EDS	15/08/2022	EDS	15/08/2022
15/08/2022	EDS	15/08/2022	EDS	15/08/2022
15/08/2022	EDS	15/08/2022	EDS	15/08/2022

Figure 8-7 - Summary of Route 4 to Byfleet

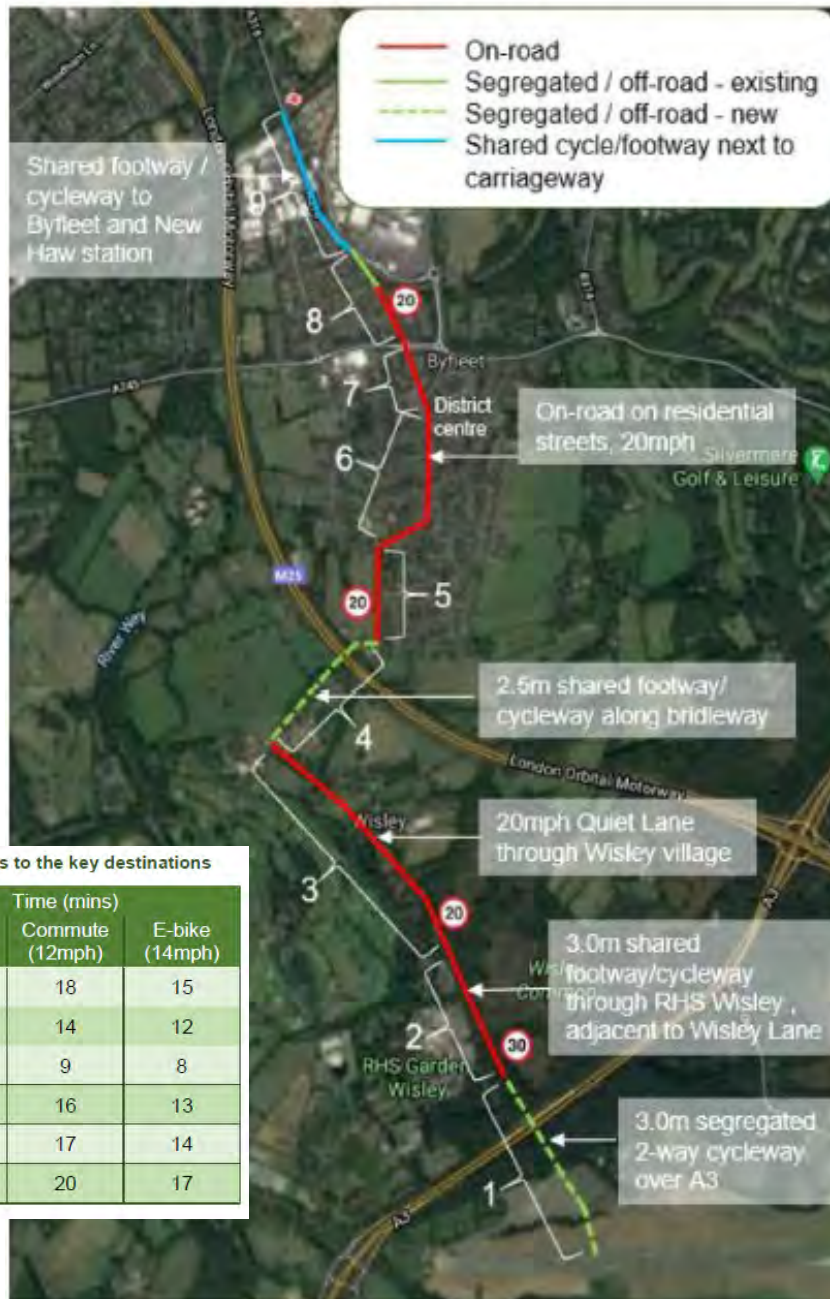
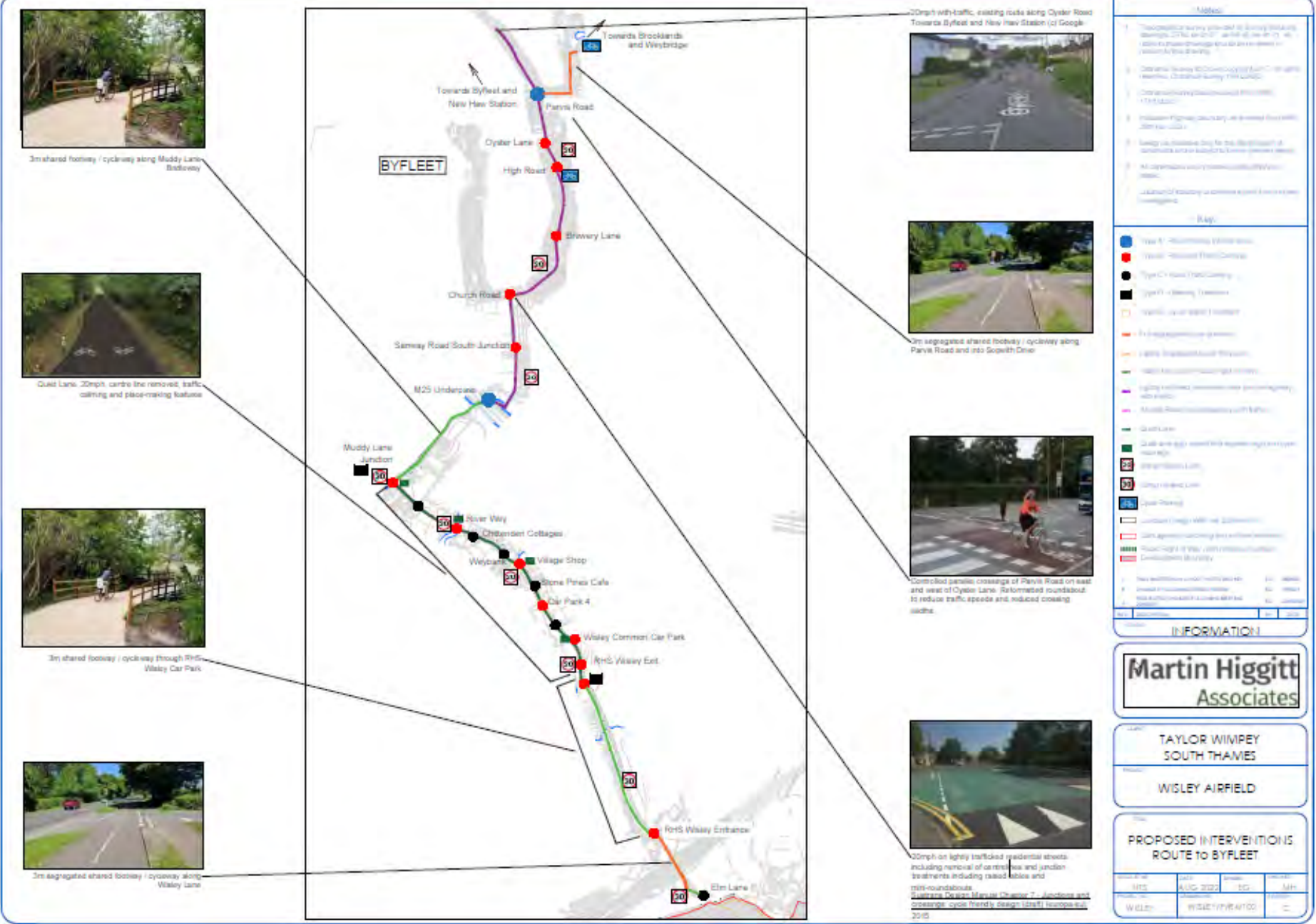


Table 4.1: Summary table showing travel distances and times to the key destinations

Destination	Distance (miles)	Time (mins)		
		Leisure (8mph)	Commute (12mph)	E-bike (14mph)
Horsley: via Long Reach	3.5	26	18	15
Horsley: via Ockham Rd N	2.7	20	14	12
Ripley	1.8	13	9	8
Byfleet	3.1	23	16	13
Cobham	3.3	25	17	14
Stoke D'Abernon Rail Station	4.1	30	20	17



- Milestones**
- 1 Theoretical survey started to bring in early design options - 27th April 2022
 - 2 Data and survey received and analysis completed - 13th May 2022
 - 3 Client survey (downloaded) received - 15th May 2022
 - 4 Progress of design survey work received - 20th May 2022
 - 5 Survey work complete for the section of route and a section of route between
 - 6 All operational survey data received
 - 7 Submission of highway works to the client

- Legend**
- Type 1 - Shared Footway
 - Type 2 - Segregated Footway
 - Type 3 - Road Cycleway
 - Type 4 - Shared Footway
 - Type 5 - Segregated Footway
 - Type 6 - Segregated Footway
 - Type 7 - Segregated Footway
 - Type 8 - Segregated Footway
 - Type 9 - Segregated Footway
 - Type 10 - Segregated Footway
 - Type 11 - Segregated Footway
 - Type 12 - Segregated Footway
 - Type 13 - Segregated Footway
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 - Type 46 - Segregated Footway
 - Type 47 - Segregated Footway
 - Type 48 - Segregated Footway
 - Type 49 - Segregated Footway
 - Type 50 - Segregated Footway

- 20mph cycleway with traffic
- 3m segregated shared footway - cycleway along Parris Road into Goswell Drive
- Controlled parallel crossings of Parris Road on east and west of Oyster Lane. Reformed roundabout to reduce traffic speeds and reduced crossing width.
- 20mph on lightly trafficked residential streets including removal of centre line and junction treatments including raised table and mini-roundabouts

No.	Description	Start	End
1	New 20mph cycleway with traffic	0	0.1
2	20mph on lightly trafficked residential streets	0.1	0.2
3	3m segregated shared footway - cycleway	0.2	0.3
4	Controlled parallel crossings of Parris Road	0.3	0.4
5	20mph cycleway with traffic	0.4	0.5
6	3m segregated shared footway - cycleway	0.5	0.6
7	3m shared footway - cycleway	0.6	0.7
8	3m segregated shared footway - cycleway	0.7	0.8
9	3m shared footway - cycleway	0.8	0.9
10	3m segregated shared footway - cycleway	0.9	1.0
11	3m shared footway - cycleway	1.0	1.1
12	3m segregated shared footway - cycleway	1.1	1.2
13	3m shared footway - cycleway	1.2	1.3
14	3m segregated shared footway - cycleway	1.3	1.4
15	3m shared footway - cycleway	1.4	1.5
16	3m segregated shared footway - cycleway	1.5	1.6
17	3m shared footway - cycleway	1.6	1.7
18	3m segregated shared footway - cycleway	1.7	1.8
19	3m shared footway - cycleway	1.8	1.9
20	3m segregated shared footway - cycleway	1.9	2.0

INFORMATION

Martin Higgett Associates

TAYLOR WIMPEY SOUTH THAMES
WISLEY AIRFIELD

PROPOSED INTERVENTIONS ROUTE TO BYFLEET

Client	TW	Project	WISLEY AIRFIELD
Date	AUG 2022	Scale	1:1
Author	WLS	Checked	MH
Version	WLS01	Drawn	-

PROPOSED INTERVENTIONS ROUTE to BYFLEET

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Figure 8-8 - Summary of Route 5 to Cobham



Table 4.1: Summary table showing travel distances and times to the key destinations

Destination	Distance (miles)	Time (mins)		
		Leisure (8mph)	Commute (12mph)	E-bike (14mph)
Horsley: via Long Reach	3.5	26	18	15
Horsley: via Ockham Rd N	2.7	20	14	12
Ripley	1.8	13	9	8
Byfleet	3.1	23	16	13
Cobham	3.3	25	17	14
Stoke D'Abernon Rail Station	4.1	30	20	17

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Quiet Lane, 30mph, centre line removed, traffic calming and place-making features



Traffic Calming of Martyr's Green junction to enable safer cycle crossing



An aggregated shared footway/cycleway exiting development onto Cockham Lane



Consider using an outdoor area of Hollyhedge Park, providing access to south cycleway towards Cobham High Street and a softplay for play area, including a vehicle play area (see 10)



High 2 Cycle Street treatment through narrow section of Downside Bridge Road by St Andrew's Church



Continuation of shared cycle way and footway onto Downside Bridge Road

Notes

1. Targeted Cycle Employment and Safety Measures (see page 20) - see also page 21
2. Detailed Survey of Cobham Road (see page 10) - see also page 11
3. Cobham Road Survey (see page 10) - see also page 11
4. Design and Construction of Cycleways (see page 10) - see also page 11
5. Design and Construction of Cycleways (see page 10) - see also page 11
6. Design and Construction of Cycleways (see page 10) - see also page 11
7. Design and Construction of Cycleways (see page 10) - see also page 11
8. Design and Construction of Cycleways (see page 10) - see also page 11
9. Design and Construction of Cycleways (see page 10) - see also page 11
10. Design and Construction of Cycleways (see page 10) - see also page 11

Key

- Blue circle: Cycleway (see page 10)
- Red circle: Cycleway (see page 10)
- Black circle: Cycleway (see page 10)
- Black square: Cycleway (see page 10)
- Black triangle: Cycleway (see page 10)
- Black diamond: Cycleway (see page 10)
- Black hexagon: Cycleway (see page 10)
- Black octagon: Cycleway (see page 10)
- Black star: Cycleway (see page 10)
- Black cross: Cycleway (see page 10)
- Black circle with cross: Cycleway (see page 10)
- Black circle with dot: Cycleway (see page 10)
- Black circle with horizontal lines: Cycleway (see page 10)
- Black circle with vertical lines: Cycleway (see page 10)
- Black circle with diagonal lines: Cycleway (see page 10)
- Black circle with wavy lines: Cycleway (see page 10)
- Black circle with zigzag lines: Cycleway (see page 10)
- Black circle with dots: Cycleway (see page 10)
- Black circle with squares: Cycleway (see page 10)
- Black circle with triangles: Cycleway (see page 10)
- Black circle with diamonds: Cycleway (see page 10)
- Black circle with hexagons: Cycleway (see page 10)
- Black circle with octagons: Cycleway (see page 10)
- Black circle with stars: Cycleway (see page 10)
- Black circle with crosses: Cycleway (see page 10)
- Black circle with circles: Cycleway (see page 10)
- Black circle with squares: Cycleway (see page 10)
- Black circle with triangles: Cycleway (see page 10)
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- Black circle with octagons: Cycleway (see page 10)
- Black circle with stars: Cycleway (see page 10)
- Black circle with crosses: Cycleway (see page 10)
- Black circle with circles: Cycleway (see page 10)

INFORMATION

Martin Higgitt Associates

TAYLOR WIMPEY SOUTH THAMES

WISLEY AIRFIELD

PROPOSED INTERVENTIONS ROUTE TO COBHAM

Project Name	Date	Project	Project
WIS	AUG 2020	WIS	WIS
WISLEY	WISLEY (WISLEY/100)	WISLEY	WISLEY

Figure 8-9 - Summary of Route 6 to Stoke D'Abernon

Table 4.1: Summary table showing travel distances and times to the key destinations

Destination	Distance (miles)	Time (mins)		
		Leisure (8mph)	Commute (12mph)	E-bike (14mph)
Horsley: via Long Reach	3.5	26	18	15
Horsley: via Ockham Rd N	2.7	20	14	12
Ripley	1.8	13	9	8
Byfleet	3.1	23	16	13
Cobham	3.3	25	17	14
Stoke D'Abernon Rail Station	4.1	30	20	17

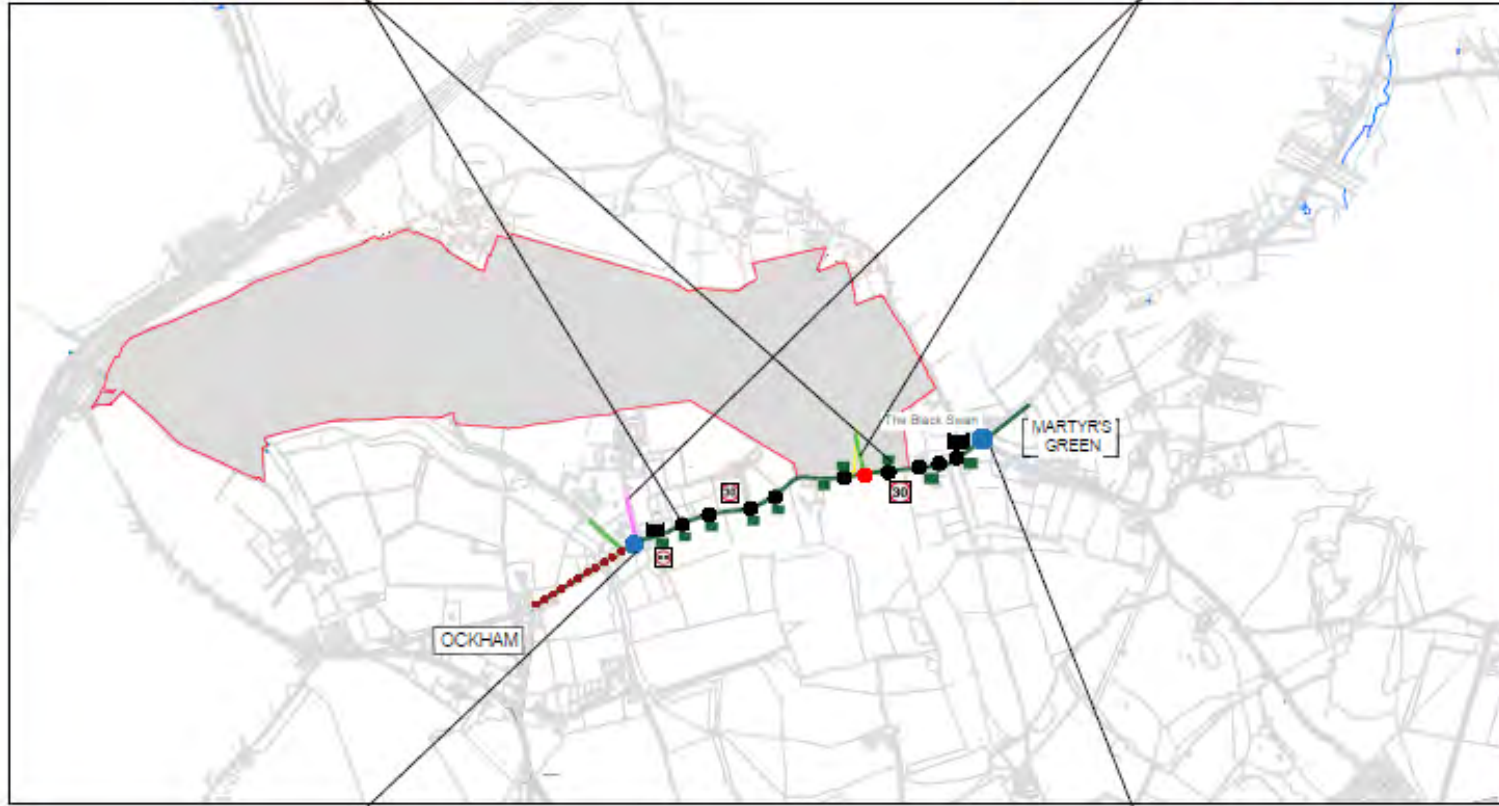


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Quiet Lane. 30mph, centre line removed, traffic calming and place-making features



5m segregated footway / cycleway exiting development onto Ockham Lane



Gateway to Ockham Village



Traffic Calming of Martyr's Green Junction to enable safer cycle crossing



Notes

1. Transport for London Highway Intervention Design Guide (2016) and TfL Roadworks Manual (2017) to be used to inform design. (2019)
2. Design and Construction Standards for Highways (2019)
3. Design and Construction Standards for Highways (2019)
4. Design and Construction Standards for Highways (2019)
5. Design and Construction Standards for Highways (2019)

Key

- Type A - Planning Permission
- Type B - Planning Permission
- Type C - Planning Permission
- Type D - Planning Permission
- Type E - Planning Permission
- Type F - Planning Permission
- Type G - Planning Permission
- Type H - Planning Permission
- Type I - Planning Permission
- Type J - Planning Permission
- Type K - Planning Permission
- Type L - Planning Permission
- Type M - Planning Permission
- Type N - Planning Permission
- Type O - Planning Permission
- Type P - Planning Permission
- Type Q - Planning Permission
- Type R - Planning Permission
- Type S - Planning Permission
- Type T - Planning Permission
- Type U - Planning Permission
- Type V - Planning Permission
- Type W - Planning Permission
- Type X - Planning Permission
- Type Y - Planning Permission
- Type Z - Planning Permission

INFORMATION



TAYLOR WIMPEY SOUTH THAMES

WISLEY AIRFIELD

PROPOSED INTERVENTIONS Ockham Lane - Hyde Lane to Martyrs Green

Drawn by	JRS	Check by	EG	Scale	A4
Drawn on	WISLEY	Drawn on	WISLEY/POCKN-102	Scale	A

PROPOSED INTERVENTIONS - Ockham Lane - Hyde Lane to Martyrs Green

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Outline Planning Permission: Parameter Plans



Key

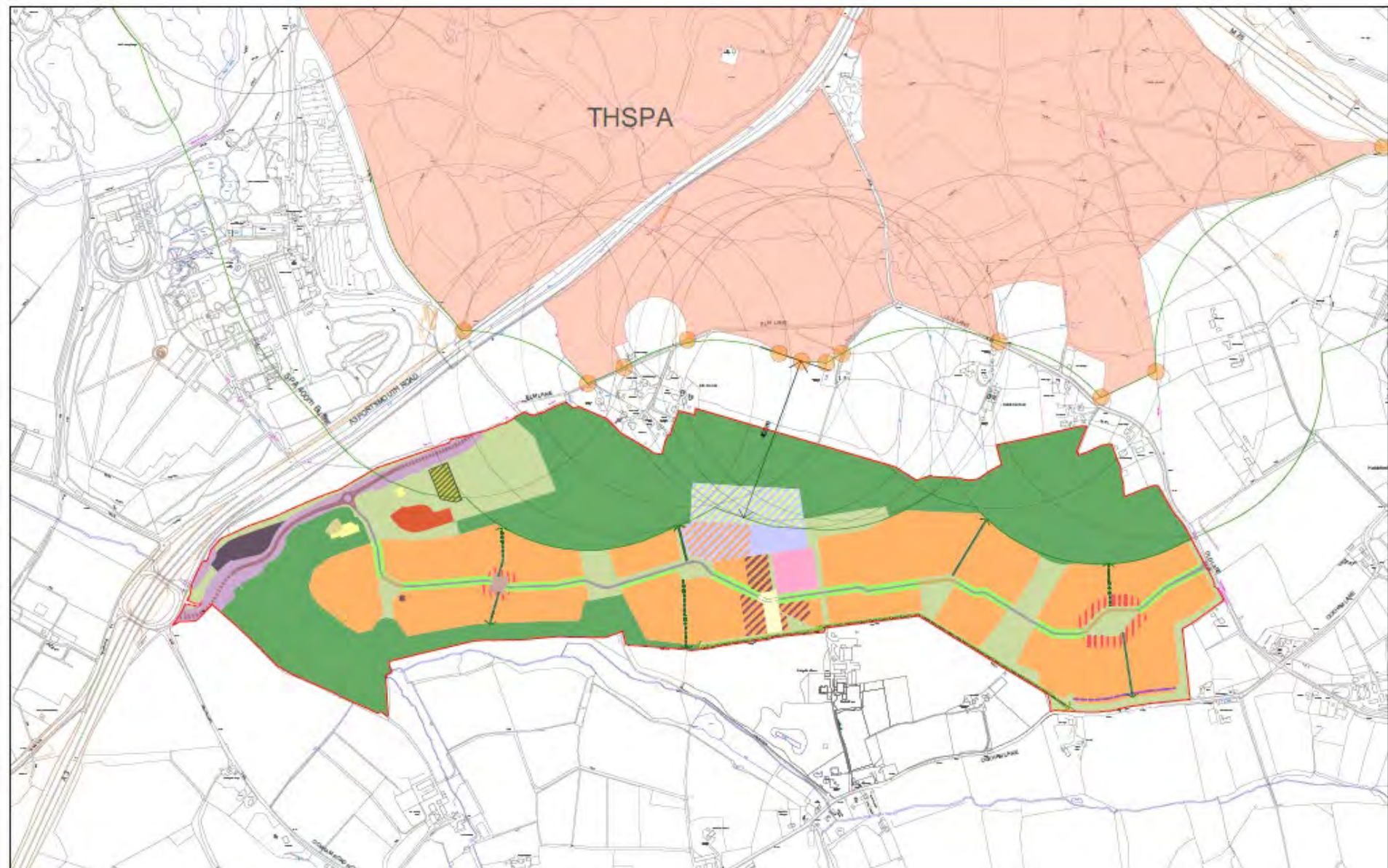
- Application Boundary
- Residential (Use Class C3), incorporating appropriate utilities
- Residential (Use Class C3), with potential to include Nursery (Class E), retail (Class E) or community use (Class F2). Flexible zone - retail limited to one small shop in each zone.
- Mixed Uses including: Residential (Use Class C3), retail (Use Class E), cafe / restaurant / public house (Use Class E / sui generis), offices (Use Class E), employment (Use Class B2), Research & Development, & Light Industrial suitable for a Residential Location (Use Class E) bike and transport hub and community use (Use Class F2)
- Area reserved for Education.
- Area reserved for Education. This area for residential, if secondary provision not required.
- Sports Pitches (including School Sports Pitches)
- Sheltered/Extra Care Homes (Use Class C2)
- Employment Use Class B2 or B8 including Energy Centre, Pumping Station and Substation
- Gypsy and Traveller Site

- Suitable Alternative Natural Greenspace (SANG)
- Green Infrastructure (see separate Green Infrastructure Plan)
- Green Lanes - enhanced pedestrian routes in landscaped setting
- The Broadwalk - Wide, landscaped pedestrian and cycle route. Landscape corridor 14-20m in width.
- The Broadwalk Centre Line- no buildings should be located within 10m of the Broadwalk centre line.
- Sports Pavilion with ancillary sui generis use, maintenance store and parking zone - with sports pitches adjacent.
- Market Square
- Neighbourhood Square
- ✳ Indicative Location for temporary shop use Class E/F.2 (up to 50 sqm.)

- Wisley Lane Diversion, incorporating principal site access - by others.
- Wisley Lane Diversion - by others
- Sustainable Transport Corridor
- Sustainable Transport Corridor - through Greens.
- Route of STC through Market Square
- Zone for SANG building(s)
- Zone for SANG Car Park
- Building frontage set back to respond sensitively to Ockham Lane.

Notes
 All Land Uses, with the exception of SANG provision and the predominant building frontage to Ockham Lane, can deviate laterally +/- 10m within the EIA boundary, subject to site constraints.

Land Use Parameter Plan



Land use parameter – with residential exclusion zone plotted


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Key

 Application Boundary

-  1 Storey.
Maximum eaves height - 4m AGL
-  2 Storeys.
Maximum eaves height - 6.3m AGL
-  2 Storeys. Maximum eaves height - 6.3m AGL
Occasional 2.5 storeys - no more than 20% of built footprint across hatched area. Maximum eaves height - 7.9m AGL
-  2 - 2.5 Storeys. Maximum eaves height - 7.9m AGL.
Occasional 3 storeys - no more than 20% of built footprint across hatched area. Maximum eaves height - 9.5m AGL
-  2 - 3 Storeys.
Maximum eaves height - 9.5m AGL
-  2 - 3 Storeys. Maximum eaves height - 9.5m AGL.
Occasional 4 storey - no more than 20% of built footprint across hatched area. Maximum eaves height- 12.6m AGL
-  2 - 4 Storeys. No more than 30% of built footprint across hatched area to be 4 storey.
Maximum eaves height- 12.6m AGL

-  3 - 4 Storeys. No more than 30% of built footprint to be 4 storey. Increased storey height (4.5m floor to floor, maximum 3 storey building) for potential mixed uses.
Maximum eaves height - 14m AGL
-  2-3 storeys - Schools
Maximum eaves height - 10.5m AGL
-  2 storeys - B2/ B8 Use
Maximum eaves height - 12m AGL
-  Sports Pavilion, maintenance store and parking zone.
Sports Pavilion - maximum eaves height 9m AGL
-  Route of Wisley Lane Diversion (incorporating principal site access) & STC
-  Wisley Lane Diversion - by others
-  Viewing gallery zone. Viewing gallery only - no Class C3 or Class E uses over 18m AGL.
Maximum Height - 23.5m AGL

Notes

1. The extent of the building height parameter envelope can deviate laterally +/- 10m, within the application boundary, subject to site constraints.
2. The height parameters set out in the Building Heights Parameter Plan are maximum eaves heights. Heights are set from ground level. The heights are based on 3.15m floor to floor heights for residential use, and 4.5m floor to floor for other uses.
3. An additional roof and parapet zone of up to 4.5m above maximum eaves height allows for pitched roofs where appropriate, with the following exception (Note 4).
4. Buildings with 4 residential levels will have a maximum ridge height of 16.5m AGL, and will be designed sensitively within the defined locations indicated.
5. Occasional chimneys, flues, photovoltaic panels, AOVs and ACUs could extend above ridge height, up to 1.5m.
6. Built Footprint is defined as built form only, and does not include associated parking and amenity space.

Building Heights Parameter Plan



Key

- Application Boundary
- Development Parcel
- Sports Pavilion, maintenance store and parking zone.
- SANG Car Park & associated building(s)
- Zone for SANG Car Park
- Sustainable Movement Corridor (SMC), incorporating dedicated cycle lanes and footways on both sides of carriageway.
- Potential for Secondary Route Zone to allow for future extension to southern parcels, and creation of bus route loop.
- Wisley Lane Diversion (WLD) incorporating principal site access.
- Wisley Lane Diversion- by others

- Bridleway to be delivered by others (diverted around new access roundabout).
- ↘ Proposed Vehicular, Cycle and Pedestrian Site Access to Former Wisley Airfield
- ↘ Proposed Vehicular, Cycle and Pedestrian Site Access to Employment Site, Pumping Station and Energy Centre
- ↻ Access from Ockham Lane. for non-motorised users.
- Vehicular connection zone - exact location to be determined at RMA. No through access to Ockham Lane
- Connection zone - exact location of routes and uses to be determined at RMA. No through access to Ockham Lane

- SANG parking access route
- Gypsy and Traveller site access route
- Existing Public Footpath maintained
- Existing Public Bridleway maintained

Notes
Routes can deviate laterally +/- 10m within the application boundary, subject to site constraints.

**Access & Movement
Parameter Plan**



Key

- Application Boundary
- Development Parcel
- Area reserved for all-through school
- Area reserved for all-through school. This area for residential, if secondary provision not required.
- School Sports Pitches for community use
- Gypsy and Traveller Site
- Suitable Alternative Natural Greenspace (SANG) and associated SANG infrastructure
- Green Space (including Amenity Green Space, Other Green Space & Growing Areas)
- Neighbourhood Green
- Market Square
- Neighbourhood Square
- Pitch and Non Pitch Sports Area
- All Weather Pitch Zone
- Green Infrastructure and Landscaping associated with Wisley Lane Diversion
- Green Buffer
- Sports Pavilion, maintenance store and parking zone
- Zone for SANG Car Park & associated building(s)
- Zone for SANG Car Park
- Green Infrastructure, including SuDS, associated with Sustainable Transport Corridor
- Green Lanes - enhanced pedestrian routes in landscaped setting
- The Broadwalk - Wide, landscaped pedestrian and cycle route. Landscape corridor 14-20m in width.
- The Broadwalk Centre Line- no buildings should be located within 10m of the Broadwalk centre line.
- Indicative Location of Play Area for children up to 12 years old
- Indicative Location of Naturalised Play Area for 12-17 year olds
- Route of Wisley Lane Diversion, incorporating principal site access.
- Wisley Lane Diversion - by others
- Structural Planting Buffer to include groups of trees and scrub within species rich grassland and SuDS features.
- SuDS feature. Exact location, size and area will be subject to detailed design

Notes

All Land Uses, with the exception of SANG provision, can deviate laterally +/- 10m within the application boundary, subject to site constraints.

Play areas will be sized to be policy compliant and located in amenity greenspace. Exact locations of play areas, all-weather pitches, allotments and community growing areas are subject to detailed / RM applications.

Green & Blue Infrastructure Parameter Plan



Key

- Application Boundary
- Stratford View (West Neighbourhood)
- Upper Ockham (Central Neighbourhood)
- Upton End (East Neighbourhood)
- Area reserved for all-through school
- Local Centre
- Area reserved for all-through school. This area for residential, if secondary provision not required.
- School Sports Pitches for community use
- Gypsy and Traveller Site
- Employment Use Class B2 or B8 including Energy Centre, Pumping Station and Substation
- Suitable Alternative Natural Greenspace (SANG) and associated SANG infrastructure
- Green Space (including Amenity Green Space, Other Green Space & Growing Areas)
- Wisley Lane Diversion, incorporating principal site access - by others.
- Wisley Lane Diversion - delivered by others
- Tree - Lined Sustainable Transport Corridor (STC).
- Market Square
- Neighbourhood Square
- Sports Pavilion, maintenance store and parking zone
- Glimpsed Views Out
- Key Neighbourhood Green Space
- Arrival Gateway
- Prime frontage to key open spaces
- Continuous frontage to sustainable transport corridor
- Semi-continuous frontage facing open space
- Neighbourhood Centre - mixed-use frontage
- Formal frontage to Broad Walk
- Lower density frontage to open space
- Robust but informal frontage to open space addressing A3 noise source
- Rural Frontage
- Positive Rear Frontage
- Landmark building
- Focal corner
- Marker corner
- Garden Squares. See note 5 below.
- Farmstead Courts. See note 5 below.
- Key strategic view
- Feature SANG building (s) which could include cafe, education facility and WCs.

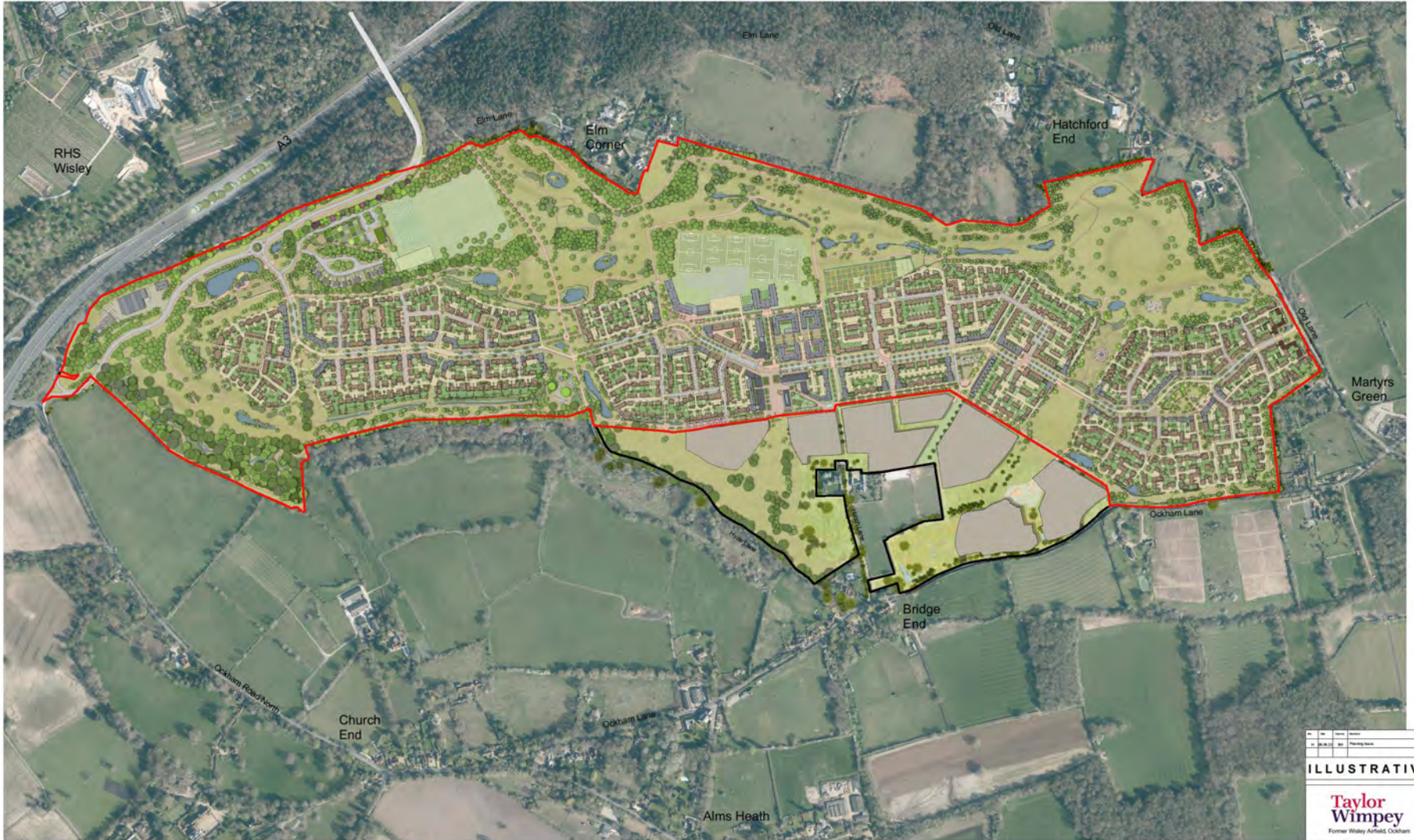
Notes

1. The symbols on this drawing do not represent actual building footprints
2. All urban framework features can deviate laterally +/- 10m within the application boundary, subject to site constraints.
3. Location of tertiary routes subject to further RM applications.
4. Names of neighbourhoods are provisional and will be developed further as part of Cultural Strategy.
5. Number and Location of Garden Squares and Farmstead Courts to be determined at RMA stage.

Design Framework Parameter Plan

Outline Planning Permission:
Illustrative Masterplan and Vignettes

ILLUSTRATIVE MASTERPLAN



- Hybrid Application Boundary
- A35 Allocation Boundary
- Indicative development parcels within allocation subject to separate applications by 3rd parties

Illustrative Masterplan



No	Date	Issue
1	20/08/20	Final Masterplan

ILLUSTRATIVE

Taylor Wimpey
Former Wisley Airfield, Cobham

Project: Former Wisley Airfield - Illustrative Masterplan

Drawn:	JM 21	Checked:	PB 17	Scale:	GK
Date:	1/25/2020	Rev:	H		

1350-2-191

architecture master planning urban design

Greater London Authority
Planning and Building Control
100 Broad Street
London EC2M 2YF
Tel: 020 7332 6000
www.gla.gov.uk

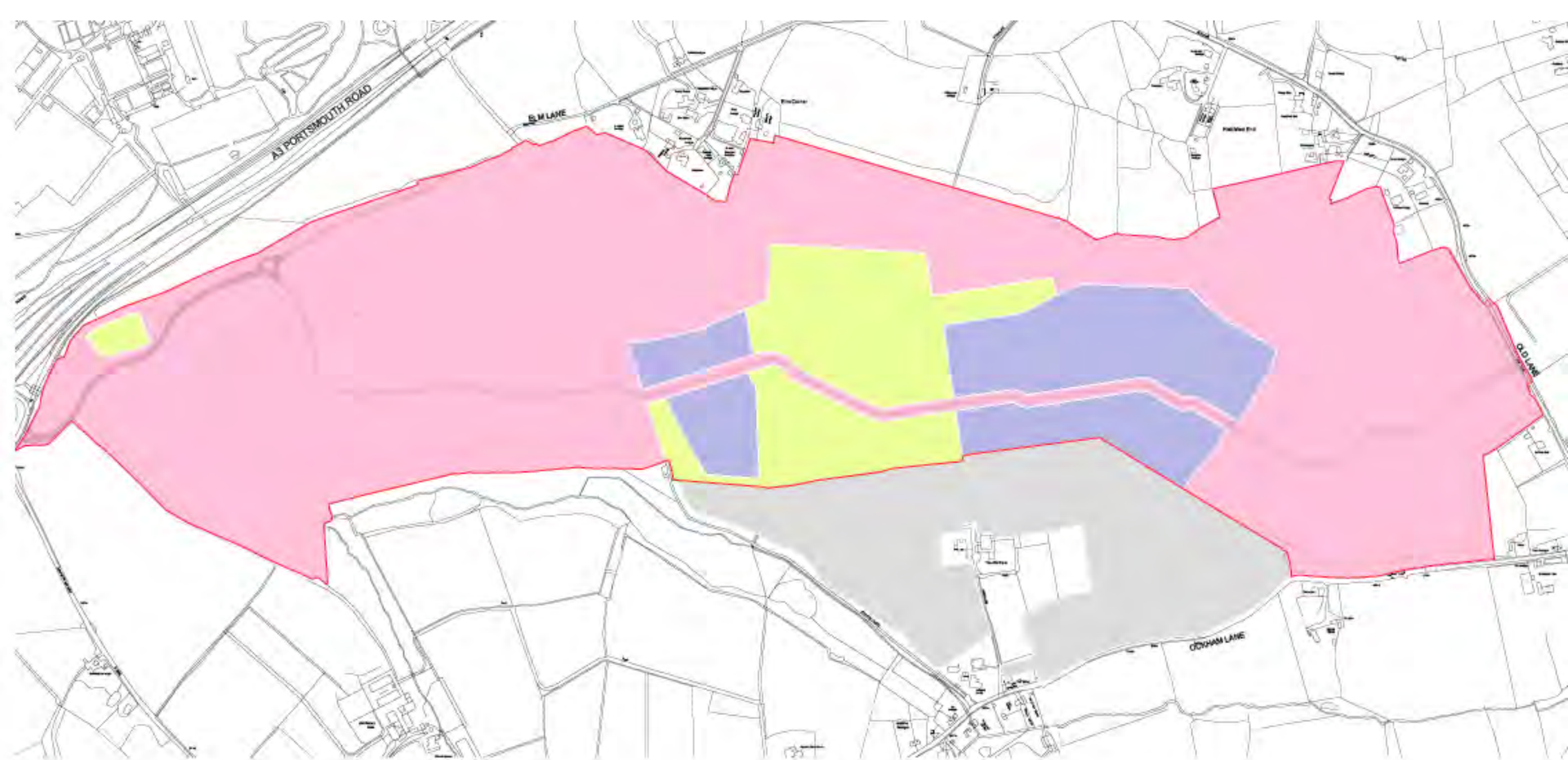
A35 ILLUSTRATIVE MASTERPLAN





- Hatched Application Boundary
- ASE Absolute Boundary
- A A35 Layout A - Provided by CIBH on 20th January 23
- B A35 Layout B - Provided by Helen Kuhn on 04 January 23


ILLUSTRATIVE			
Taylor Wimpey			
Riverside Way, Wisley, Guildford, Surrey GU24 0NY			
Project: Wisley New Settlement - A35 Illustrative Masterplan			
Date:	Rev:	By:	For:
11/01/23	001	BHI	GSA
Scale: 1:25000 CAD		Sheet: 11	
1350-2-198			
Architect: master planning, urban design			
Contract Number: 1350-2-198			
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			GSA







 Hybrid Application Boundary

 Strategic Master Phase 2

 Other land in Allocation A35 to be developed by third parties

 Strategic Master Phase 1

 Strategic Master Phase 3

ILLUSTRATIVE AND INDICATIVE SUPPORTING INFORMATION



ILLUSTRATIVE ROOF PLAN - NTS



LANDSCAPE CONCEPT - NTS

- Multi-functional Trees
- Native Trees and Shrubs
- Avenue Trees and Shrubs
- Social Interaction/Seating areas
- Amenity Grassland
- Wildflower Grassland
- Sculpture/Water Feature denoting desire lines/thresholds
- SUDS/Swales
- Public Rights of Way
- Rain Gardens
- Sculpture focal point
- Framed Views towards the South Downs

School located to the north, with a direct visual relationship to the heart of the community and a dedicated pedestrian/cycle link

Delivery bay for foodstore and retail conveniently located on the STC, with minimal disruption for pedestrians and other road users.

Tree groups provide shade and filter views of moving traffic when viewed from the south. They also help to break up the linearity of the elongated square.

Market Square orientated to maximise the views of the Surrey Hills to the south, and capture the unique nature of the place. It will function as a community space throughout the year

Cloistered Market Hall building incorporating cafe and market storage helps to enclose the square, and frame the view to the Surrey Hills.

Apartments are located over retail and mixed-use buildings, providing a concentration of uses and population that contribute to the creation of a vibrant community heart.

Hard surface extends across the broadwalk, marking the threshold into the Local Centre.

Arrival into Village Centre marked by public art.

Parcels to south (by others) contribute to the enclosure of space and framing of views based on the agreed A35 masterplan



VIGNETTE 1:500

Extra Care homes are arranged in courtyards around small communal gardens.

Colonnade at ground floor matches the language of the market hall and retail to the south, creating a unified Local Centre character.

This is one of the highest density character areas. Buildings step up to 3-4 storeys. The key community building will act as focal point, and aid with wayfinding through the settlement.

The Village Hall incorporates a roof terrace and a viewing gallery offering high level views across the square and the hills beyond.

Built frontage continues along the right of way, creating a well defined public space.

Attractive Communal gardens with opportunities for seating to enjoy the morning sun to the east of the Market Hall.

MAXIMUM PARAMETERS FOR APPROVAL

LAND USE

- Residential (Use Class C1)
- Mixed Uses including Residential (Use Class C1), Retail (Use Class E), Public Buildings (Use Class F), Offices (Use Class B), and Community (Use Class D)
- Green Infrastructure
- Residential (Use Class C1)
- Sustainable Transport Corridor
- Market Square
- The Broadwalk under landscaped pavement and some trees

ACCESS AND MOVEMENT

- Existing Public Footpath-maintained
- Sustainable Movement Corridor (SMC) incorporating additional cycle lanes and footways on both sides of carriageway

GREEN INFRASTRUCTURE

- Green Spaces (including Amenity Green Spaces, Other Green Spaces & Growing Areas)
- Green Infrastructure, including SuDS associated with Sustainable Footway Corridor
- Market Squares
- Broadwalk

DESIGN FRAMEWORK

- Green Spaces (including Amenity Green Spaces, Other Green Spaces & Growing Areas)
- Continuous Footway to sustainable transport corridor
- Neighbourhood Centre - mixed-use footway
- Frontal Footway to Street View
- Prime Footway to key open spaces
- Market Center
- Focal corner
- Landmark building
- Key Strategic View
- Market Square

BUILDING HEIGHTS

- 2 - 2.5 stories. Max eaves height 7.5m AGL. Occasional 3 stories, no more than 20% of total footprint across half-block area. Max eaves height 9.5m AGL.
- 2 - 3 stories. Maximum eaves height - 9.5m AGL.
- 2 - 4 stories. No more than 30% of total footprint across half-block area to be 4 stories. Maximum eaves height - 12.5m AGL.
- 1 - 4 stories. No more than 30% of total footprint to be 4 stories. Increased eaves height at 2.5m floor to floor, maximum 2 storey building for potential road view. Maximum eaves height - 14m AGL.
- Existing Gateway zone. Viewing gallery only - Use Class C1 or Class E uses over 18m AGL. Maximum height - 23.5m AGL.

Notes

- The height parameters set out in the Building Heights Parameter Plans are maximum eaves heights. Building heights are measured from the finished ground level. The height is measured at the highest point of the building. The height is measured at the highest point of the building.
- An additional roof and parapet zone of up to 4.5m above maximum eaves height allows for pitched roofs where appropriate, with the following restriction (Note 3).
- The 4 storey residential buildings will have a maximum eaves height of 16.5m AGL, and will be staggered vertically within the defined locations indicated.
- Occasional chimney, mast, telecommunications, AC/TV and AC/TV mast eaves above eaves height, up to 1.5m.

ILLUSTRATIVE AND INDICATIVE SUPPORTING INFORMATION

KEY PLAN

ILLUSTRATIVE MASTERPLAN

ILLUSTRATIVE AND INDICATIVE SUPPORTING INFORMATION

VIEW LOOKING TOWARDS THE VILLAGE HALL AND MARKET HALL - SUMMER FETE

BIRDS EYE VIEW - NTS

- Tree groups provide shade and filter views of moving traffic when viewed from the south. They also help to break up the linearity of the elongated square.
- Market Square orientated to maximise the views of the Surrey Hills to the south, and capture the unique nature of the place. It will function as a community space throughout the year.
- Apartments are located over retail and mixed-use buildings, providing a concentration of uses and population that contribute to the creation of a vibrant community heart.
- Arrival into Village Centre marked by public art.
- Hard surface extends across the broadwalk, marking the threshold into the Local Centre.
- Clustering Market Hall building - incorporating cafe and market storage helps to enclose the square, and frame the view to the Surrey Hills.
- Attractive Communal gardens with opportunities for seating to enjoy the morning sun to the east of the Market Hall.
- The Village Hall incorporates a roof terrace and a viewing gallery offering high level views across the square and the hills beyond.
- Delivery bay for foodstore and retail conveniently located on the STC, with minimal disruption for pedestrians and other road users.
- School located to the north, with a direct visual relationship to the heart of the community and a dedicated pedestrian/cyclist link.
- Extra Care homes are arranged in courtyards around small communal gardens.

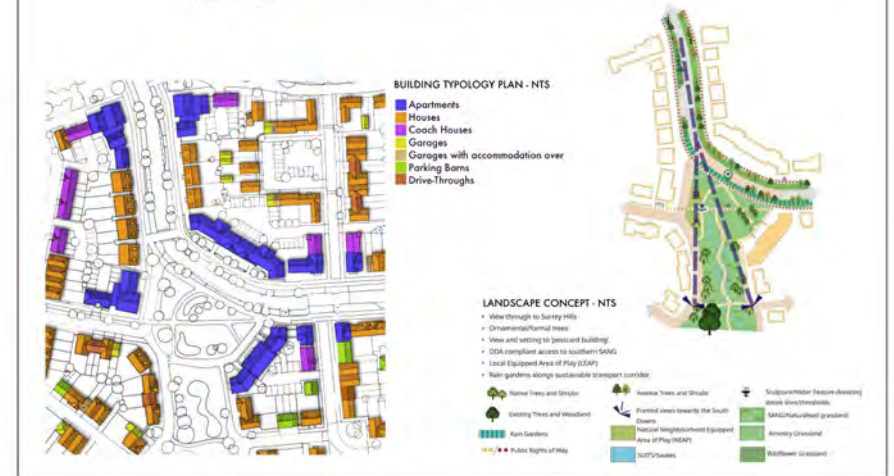
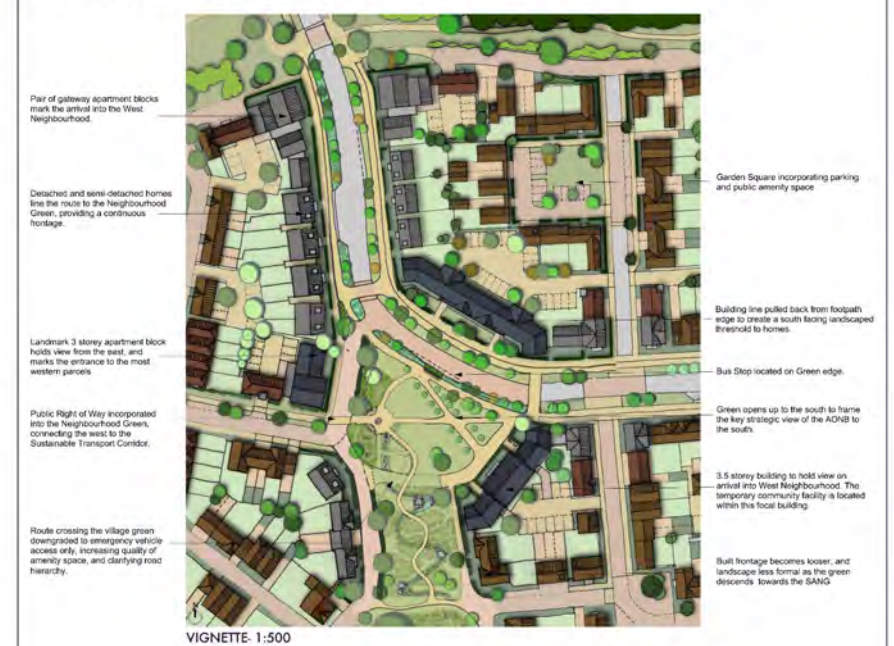
MAXIMUM PARAMETERS FOR APPROVAL



ILLUSTRATIVE AND INDICATIVE SUPPORTING INFORMATION



ILLUSTRATIVE AND INDICATIVE SUPPORTING INFORMATION



ILLUSTRATIVE AND INDICATIVE SUPPORTING INFORMATION



3.5 storey building to hold view on arrival into West Neighbourhood. The temporary community facility is located within this focal building.

Green opens up to the south to frame the key strategic view of the AONB to the south.

Tree line and remnants of historic hedgerow retained and extended

Bus Stop located on Green edge


Built frontage becomes looser, and landscape less formal as the green descends towards the SANG

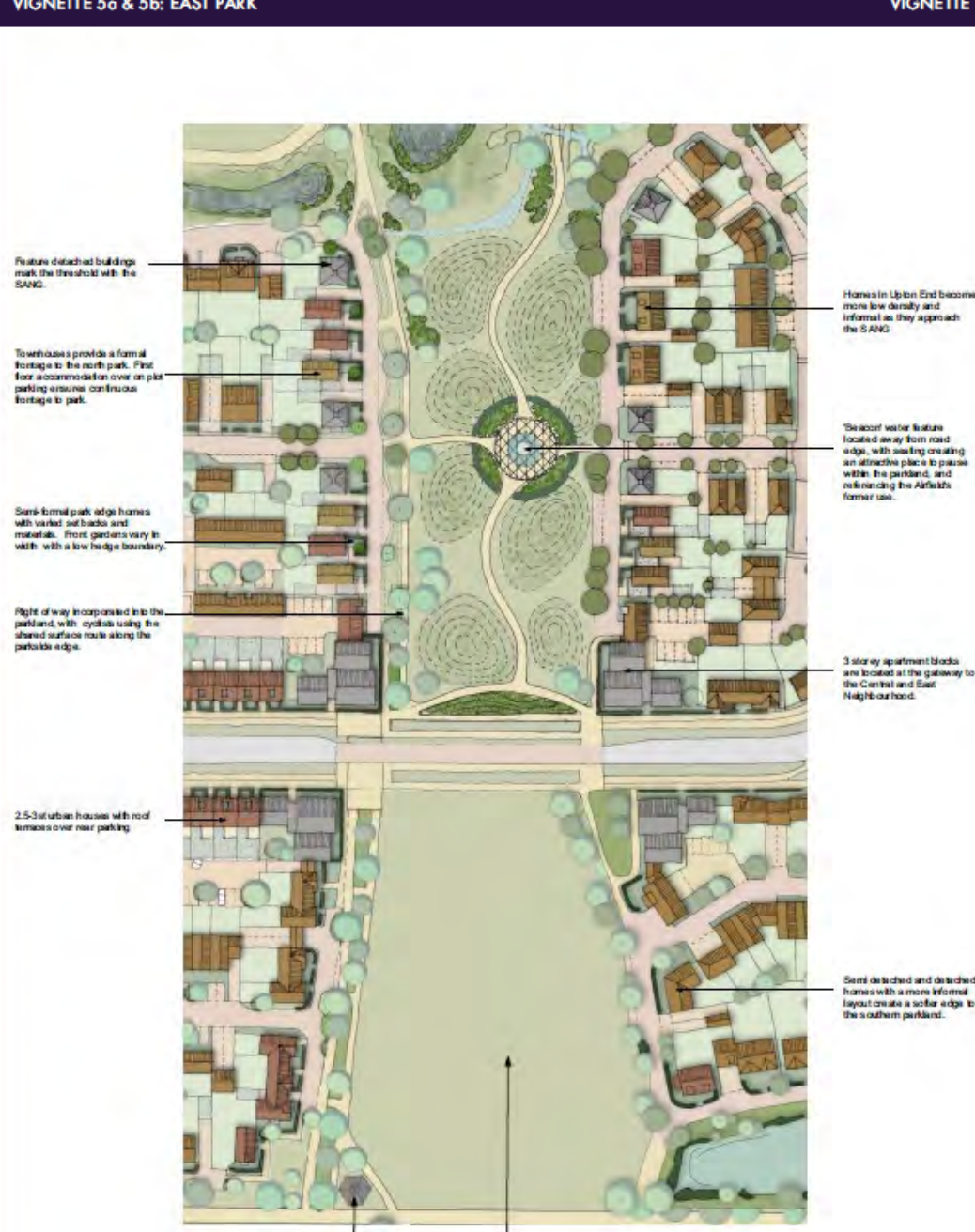
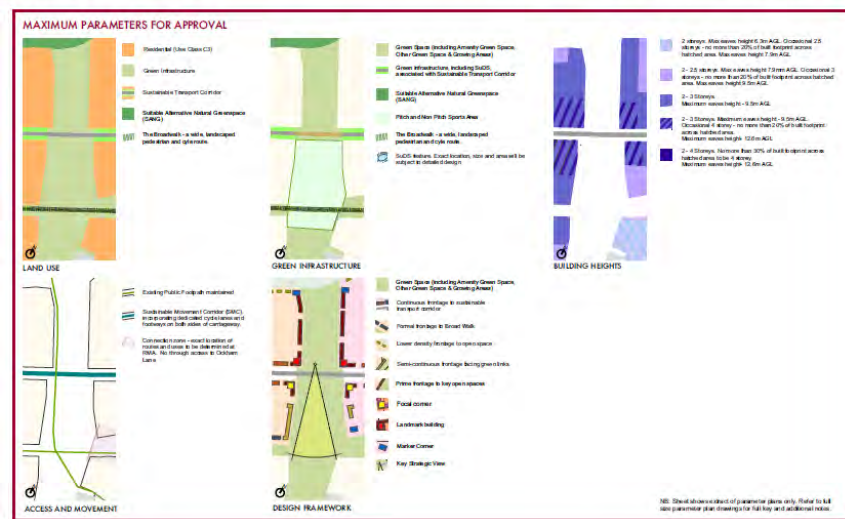
Garden Square incorporating parking and public amenity space

Landmark 3 storey apartment block holds view from the east, and marks the entrance to the most western parcels

Detached and semi-detached homes line the route to the Neighbourhood Green, providing a continuous frontage.

Pair of gateway apartment blocks mark the arrival into the West Neighbourhood.

 BIRDS EYE VIEW - NTS

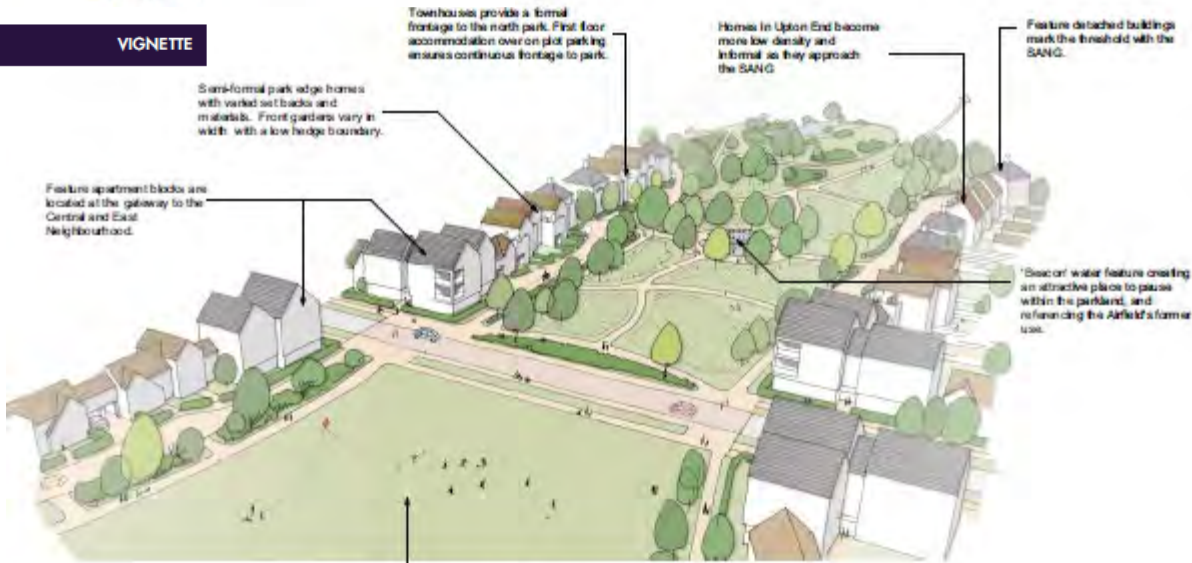


Vignette 5A and 5B – East Park



VIGNETTE 5a & 5b; EAST PARK

VIGNETTE



Vignette 5A and 5B – East Park

BIRDS EYE VIEW

Reasons for refusal

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1) The site lies within the both the 0-400m buffer and the 400m to 5km zone of the Thames Basin Heaths Special Protection Area (TBHSPA). Policy A35 of the Local Plan Strategy and Sites requires Bespoke SANG to avoid adverse effects on the integrity of the SPA. The applicant has failed to provide sufficient information to demonstrate that appropriate mitigation of the air quality and recreational impact of the application proposal on the ecology of the Thames Basin Heaths Special Protection Area and other important habitats and species is achievable, contrary to LPSS Policy P5 and DMP Policy P6.

The proposed development fails to comply with Policy in that:

- Insufficient information has been provided on the full capital costings required to establish the SANG and details for its management in perpetuity to demonstrate that the mitigation is appropriately secured as required and as advised by Natural England
- Insufficient information has been provided to demonstrate that a sufficient quantum of bespoke SANG would be available for residents of the development, taking into account the extent of the minimum 28 protected skylark plots that should be provided outside the usable SANG area.

Accordingly, the Local Planning Authority would not have been satisfied, had it remained the Competent Authority that there will be no likely significant effect on the Special Protection Area and is unable to satisfy itself that this proposal, either alone or in combination with other development, would not have an adverse effect on the integrity of the Special Protection Area and the relevant Site of Special Scientific Interest (SSSI). As such, the development would be contrary to Policies P5, ID4 and A35 of the Guildford Borough Local Plan: Strategy and Sites, 2019, LNPEN2 of the Lovelace Neighbourhood Plan and with saved Policy NRM6 of the South-East Plan 2009. For the same reasons, the development would fail to meet the requirements of Regulation 63 and 70 of The Conservation of Habitats and Species Regulations 2017 as amended.

2) Insufficient information on maintenance/capital costs and the endowment has been provided to enable assessment to ensure management of the BNG for 30 years can be achieved in a form to be approved by the Council, in accordance with DMP P7.

3) From the information submitted with the application, the Local Planning Authority is not satisfied that there will not be a significant adverse effect on protected species from the proposed development. Specifically, without appropriate Bat and Invertebrate surveys, the Local Planning Authority does not currently have adequate information in order to determine that the favourable condition status of the local Bat and Invertebrate population will be maintained following the proposed development. The application is therefore contrary to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 (as amended), policy P6 of the Local Plan: Development Management Policies and LNPEN2 of the Lovelace Neighbourhood Plan.

5) It has not yet been demonstrated to the satisfaction of the Local Planning Authority that development to facilitate publicly accessible open space to be used as a SANG to the southwestern part of the site, would not increase flood risk elsewhere. In the absence of a robust Flood Risk Assessment, it is not known if there would be any potential loss of floodplain storage or impedance of flood flow, which would have to be mitigated against. This would be contrary to Policy P4 and A35 (23) of the Guildford Borough Local Plan: Strategy and Sites (2019), Policy P10 of the Guildford Borough Local Plan: Development Management Policies (2023), the NPPF (2021) and Planning Policy Guidance.

6) It has not yet been demonstrated to the satisfaction of the Local Planning Authority that the significant traffic impacts from the development on the local transport network, in terms of highway safety, can be effectively mitigated. The proposed development is therefore contrary to LPSS Policies ID3 and A35, Section 8 of GBC's Strategic Development Framework (2020) and Section 9 of the NPPF (2021).

7) In the absence of a completed planning obligation the development fails to mitigate its impact on infrastructure provision. This includes, but is not limited to the following:

- Transport mitigation, including but not necessarily limited to:
 - contribution towards the Burnt Common Slips or suitable alternatives
 - Old Lane Traffic Management Scheme
 - Traffic calming to reduce vehicle speeds on Ockham Lane and other local roads
 - a scheme for the monitoring of parking demand
- Transport sustainability measures, including but not necessarily limited to:
 - Provision of a high frequency EV bus service
 - “Access for All” improvements at both Horsley and Effingham Junction Railway Stations
 - package of cycle route improvements inclusive of:
 - improvements to Bridleway No. 98 and Footpath No. 99
 - improvements to Bridleway No. 566
 - improvements to Footpath No. 67
 - Contributions towards off-site pedestrian and cycle enhancements
 - Provision of a Travel Plan
 - Provision of a Car Club
 - Provision of a Mobility Hub
- An obligation not to construct the consented In-Vessel Composing Facility
- Provision of SANG and its management and maintenance in perpetuity
- Contributions towards SAMM and the SAMM+ package
- The provision of 40% affordable housing
- The provision of self build units
- The provision of first homes as 25% of all affordable homes for Phase 1, with a review of take up prior to setting percentage for each further phase
- The provision of accommodation for older people
- The provision of 8 Gypsy and Traveller pitches
- Provision of early years and primary education facilities, on a site sufficient to accommodate a 3 form entry primary school
- Provision of a contribution for additional early years facilities if not on site, and secondary education facilities
- Provision of a health facility and/or equivalent contribution
- Provision of community buildings / spaces and provisions for ongoing management
- Provision of a space for a pop-up library or equivalent contribution
- A contribution towards the cost of police infrastructure and touch- down space within the development
- Provision and maintenance of playing fields, children’s play space and amenity space
- Delivery of a local centre, retail and employment uses and ongoing management
- Delivery of Energy Centre for FWA
- Preservation and management of skylark habitat with Skylark Strategy
- Provision of Community Trust

ILLUSTRATIVE MASTERPLAN



- Hybrid Application Boundary
- A35 Allocation Boundary
- Indicative development parcels within allocation subject to separate applications by 3rd parties

Illustrative Masterplan

0m 500m

ILLUSTRATIVE			
Taylor Wimpey Former Wisley Airfield, Cobham			
Former Wisley Airfield - Illustrative Masterplan			
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architecture master planning urban design			
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