
Examination Statement

Guildford Borough Local Plan – Resumed Hearings

Allocation A31 – Former Wisley Airfield

Wisley Property Investments Ltd



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1. Introduction

- 1.1. This Examination Statement to the Resumed Hearings of Guildford Borough Local Plan is made by Savills on behalf of Wisley Property Investments Ltd (WPIL). WPIL are the majority landowner of the Land at Wisley Airfield allocated in the emerging Local Plan (eGLP) at Policy A35. As outlined previously, Wisley Airfield has been allocated as a strategic site within the eGLP since 2014.
- 1.2. WPIL submitted an Examination Statement in May 2018 responding to Matter 11 and providing additional information in respect of the Appeal Decision at the Site and an update on the current position. WPIL can confirm that work is underway to progress the submission of a planning application at the site in Autumn 2019. In addition, and as outlined in more detail below, Guildford Borough Council (GBC) submitted a Garden Village Bid to the Government for Wisley Airfield in November 2018. This bid is fully supported by WPIL.
- 1.3. Following the EiP Hearing in July 2018, the Inspector verbally confirmed that the strategic sites allocation policies including Wisley Airfield were sound. The Inspector has also confirmed that the Resumed Hearings are only to consider the Objectively Assessed Need for housing and additional Green Belt sites proposed for allocation by GBC as part of the main modifications following the EiP Hearings.
- 1.4. This Statement makes comment on the Issues raised by the Inspector which relate to or are a consideration in respect of emerging Policy A35 Land at Wisley Airfield.

2. Response to Inspector's Matters and Issues

Issue 1 – The appropriateness of using 2016 based household projections for the basis of Guildford's Local Plan.

- 2.1. WPIL make no comment on Issue 1.

Issue 2 – whether the calculation set out in the Council's paper "Update to OAN assessment in Guildford as a result of 2016 based Household Projections" (GBC-LPSS-033b) is an appropriate basis for calculating the OAN.

- 2.2. GBC have prepared and consulted on versions of the eGBLP which have consistently included a housing requirement of circa 650 dwellings per annum (dpa). In the current circumstances, and in light of the 2016 sub national population projections, which lower the demographic starting point for the OAN, the Inspector must revisit fully the appropriate uplifts to be applied to the OAN including market signals and the need for all types of housing, in line with Planning Practice Guidance.
- 2.3. This should be considered in the context of the letter and spirit of the National Planning Policy Framework (NPPF) 2012 which aims to "*boost significantly*" the supply of housing. In this context, the inspector may consider that if the eGBLP is able to allocate land in excess of the recalculated OAN as stated by GBC, as demonstrated through the additional main modification sites, then this would be consistent with the NPPF and would positively support future economic growth and housing affordability within the Borough.

Issue 3 – the implications of the Council's paper "GBC note on OAN following the 2016-based Household Projections" (GBC-LPSS-033a) for:

- **The overall housing requirement set by the plan;**

- 2.4. WPIL have no comment on the overall housing requirement set by the plan. The proposed alterations by GBC area not considered to have a direct bearing on Wisley Airfield.

- **The housing trajectory;**

- 2.5. In respect of the housing trajectory, it is relevant to refer to the Garden Village Bid for Wisley Airfield that GBC submitted to MCLG in November 2018 (please see Appendix 1). The Bid requests support from Government in respect of Resource Funding, Capacity Funding, Cross Government Brokering and Delivery Advice and Support. The Garden Village Bid includes two trajectories for delivery. The first reflects the current delivery trajectory for Wisley Airfield which accords with that set out in the emerging Local Plan and would remain unchanged by the proposed modifications outlined by GBC. The trajectory includes the delivery of 150 homes at Wisley Airfield within the first five years of Local Plan.

- 2.6. The second trajectory outlines a potential accelerated delivery, which would be supported by a successful

Garden Village Bid. This trajectory demonstrates that with the acceleration of the planning process and infrastructure delivery, facilitated by the Garden Village Bid, Wisley Airfield could deliver 400 homes in the first five years of the plan.

2.7. WPIL remain confident and committed to securing delivery of new homes at Wisley Airfield within the first five years of the Plan.

- **Five year housing land supply;**

2.8. WPIL have no specific comment on the five year housing land supply position. The evidence provided by GBC indicates that there is no change in housing trajectory or when a 5 year housing land supply is achieved by the eGBLP.

- **The need for the additional sites included in the main modifications;**

2.9. Notwithstanding comments made in respect to Issue 2, WPIL have no comment on the need for additional sites.

Issue 4 – Whether it is possible at this point in time to come to conclusions on the issue of Woking’s OAN and any unmet need.

2.10. Woking Borough Council (WBC) have stated that in their view, their Core Strategy (2012) including a housing target of 292dpa, is up to date. Once WBC begin a review of their Local Plan, the calculation of their OAN will be based on the Standard Methodology calculation. The current standard methodology figure for WBC is 409dpa (notwithstanding potential changes to calculation, not yet finally published by the Government), a significant increase from the currently housing target. It is important to acknowledge that neither the OAN or housing target for WBC have yet been subject to consultation or examination as part of a Local Plan Review.

2.11. It appears clear that the issue of any unmet need from WBC remains applicable as a strategic planning consideration and will remain as consideration until their Local Plan Examination is undertaken, which cannot be pre-empted through the examination of GBC’s eGBLP.

Issue 5 – whether in view of current uncertainties (especially with regard to item 4) it would be appropriate to insert a review mechanism into the plan and if so, how it would be phrased.

2.12. WPIL make no comments on Issue 5.

3. Conclusion

- 3.1. Policy A35 Land at Wisley Airfield, remains a key strategic policy within the eGBLP and has been found sound by the Inspector during the EiP Hearings held in July 2018. The Resumed Hearings relate only to the OAN of the Borough and the implications for the housing target and additional site allocations proposed by GBC through Main Modifications. The principle of the strategic sites has been settled.
- 3.2. In any event, Wisley Airfield can deliver housing within the first five years of the eGBLP and as demonstrated through the Garden Village Bid has potential for accelerated delivery. WPIL are committed to the delivery of the Site and are progressing a planning application for submission in Autumn 2019.
- 3.3. WPIL wish to see the eGBLP to be adopted as promptly as possible.

Examination Statement

Wisley Airfield



Appendices



Appendix 1.0
Wisley Airfield Garden Village Bid



Wisley Airfield Garden Village



GUILDFORD
BOROUGH

Wisley Airfield Garden Village

Garden Communities Programme Bid to the MHCLG

November 2018

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1 FOREWORD

Councillor Paul Spooner – Leader of the Council

1.01 Our Submission Local Plan: strategy and sites (2017) addresses the needs for employment, housing, community facilities and other forms of development in the borough, supported by the appropriate level of infrastructure. There is not sufficient previously developed land available to meet all of the borough's development needs. Thus, there has been a need to identify sites which provide the opportunity for sustainable development to be removed from the Green Belt.

1.02 Wisley Airfield is a key site in the local plan. Its allocation has been informed by an up-to-date, extensive and robust evidence base. It partly comprises previously developed land. The site will provide key and much needed housing for the borough, providing circa 2,000 new homes. Moreover, the site will assist with the infrastructure delivery in the borough which will provide benefits for both new and existing residents. This infrastructure will help improve sustainable connections.

1.03 Guildford Borough Council is committed to high quality development. Extensive preparatory work has already been undertaken on the site and this will inform a masterplan which our emerging local plan requires makes best use of the site, responds to the landscape and context, and incorporates a variety of uses which will best benefit the community.

1.04 The Council consider Wisley Airfield Garden Village to be a strong Garden Community candidate which meets the criteria set out by the Government in their Prospectus. Securing the support of the Government in this way will assist the Council in securing early delivery of homes and infrastructure, and development of the highest standard.

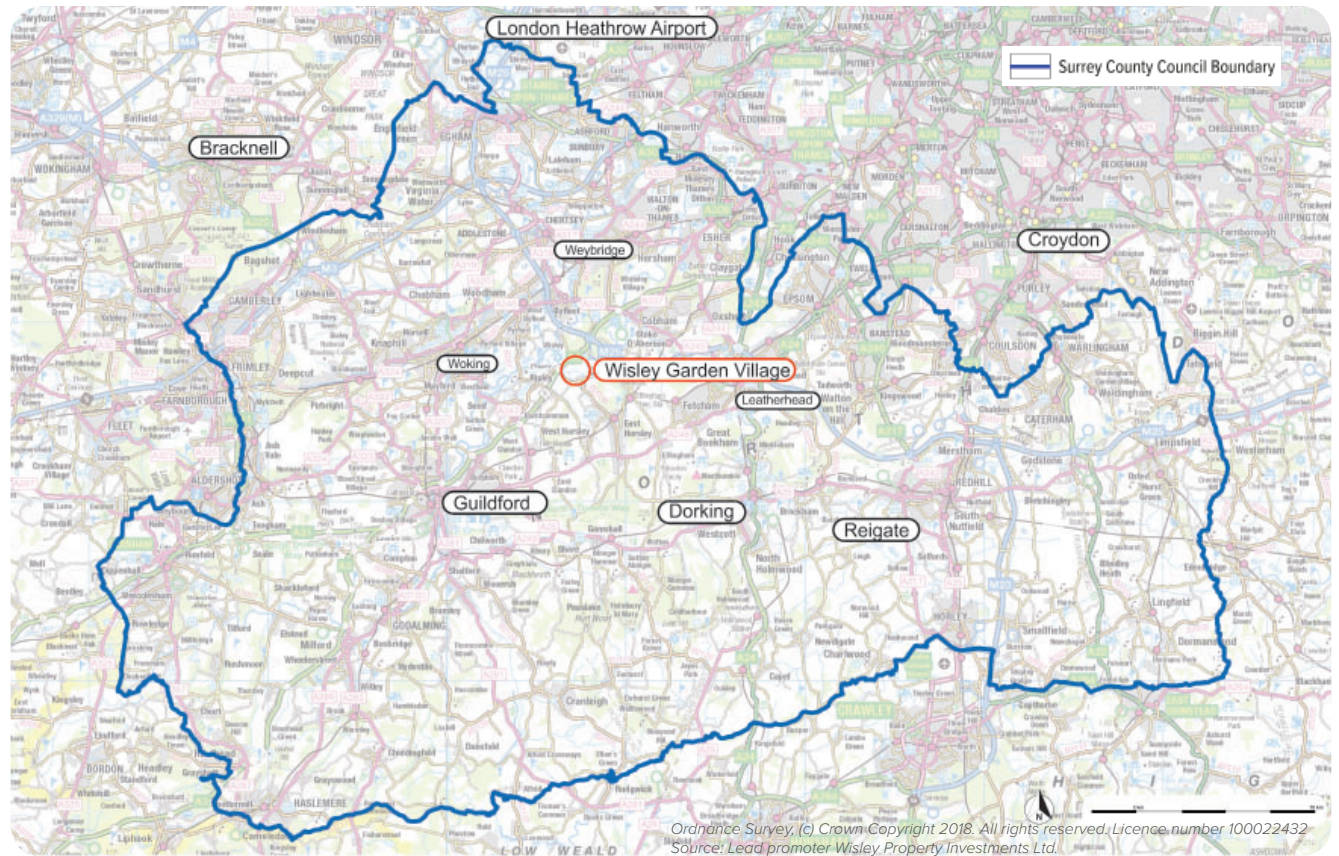












Figure 01 - Site Context

	<p>CLEAR IDENTITY</p> <p>Standalone well-connected and sustainable community with a unique identity.</p>		<p>HEALTHY PLACES</p> <p>Development which is located within extensive open space promoting healthy lifestyles and wellbeing. Provision of new sports facilities and all weather pitches with ancillary facilities for a range of sports.</p>
	<p>SUSTAINABLE SCALE</p> <p>Self-sustaining new village, with a mixture of uses incorporated in to it, including employment, education and healthcare facilities. Comparable in scale to other villages in Guildford borough.</p>		<p>TRANSPORT</p> <p>Delivery of infrastructure and ease of movement across the site focusing on cycling and walking with connections to the wider area via sustainable transport, notably new regular bus services. WAGV is likely to contribute to the delivery of side road infrastructure relating to Highways England's RIS1 M25 Junction 10 improvement works by facilitating the diversion through the WAGV site of the Wisley Lane access to RHS Wisley from the A3 Ockham roundabout.</p>
	<p>WELL DESIGNED PLACES</p> <p>High quality design that creates exceptional public realm, open space and cohesive neighbourhoods.</p>		<p>GREEN SPACE</p> <p>Delivery of significant new public open space on over half of the site including a country park with featured walks and a variety of landscapes.</p>
	<p>GREAT HOMES</p> <p>Delivering, quickly, a full range of beautifully designed homes including a range of sizes and tenures tailored to the local need, notably two- three bedroom dwellings.</p>		<p>LEGACY AND STEWARDSHIP</p> <p>Creation of a Community Trust that supports asset endowment and place making activities led by the local community</p>
	<p>STRONG LOCAL VISION AND ENGAGEMENT</p> <p>Driven by 6 years of local engagement which has shaped the proposal. Aims to create a cohesive community which interconnects with the wider borough.</p>		<p>FUTURE PROOFED</p> <p>Sustainable, adaptable and resilient design, for example, enabling mixed uses in the local centre and employment areas and the inclusion of sustainable sources of materials and waste minimisation.</p>

2 INTRODUCTION

2.0.1 This Garden Village Bid has been produced by Guildford Borough Council (GBC) with information provided by the lead Site Promoter of Wisley Airfield Garden Village. This document responds to the Ministry of Housing, Communities and Local Government’s invitation of bids for ambitious, locally supported, proposals for new garden communities at scale. This bid is supported by all the respective Site Promoter, Surrey County Council (SCC) and the Enterprise M3 Local Enterprise Partnership (LEP).

2.1 The Submission

2.1.1 This Garden Village is made up of the following:

- Bid Document including:

- Demonstration of how the Wisley Airfield Garden Village meets the Prospectus criteria;

- Delivery Trajectories and Proposal Viability;

- Request for Government assistance;

- Location Plan;
- Strategic Framework Plan;
- Land Ownership Plan; and
- Plan showing SCC and LEP Area;

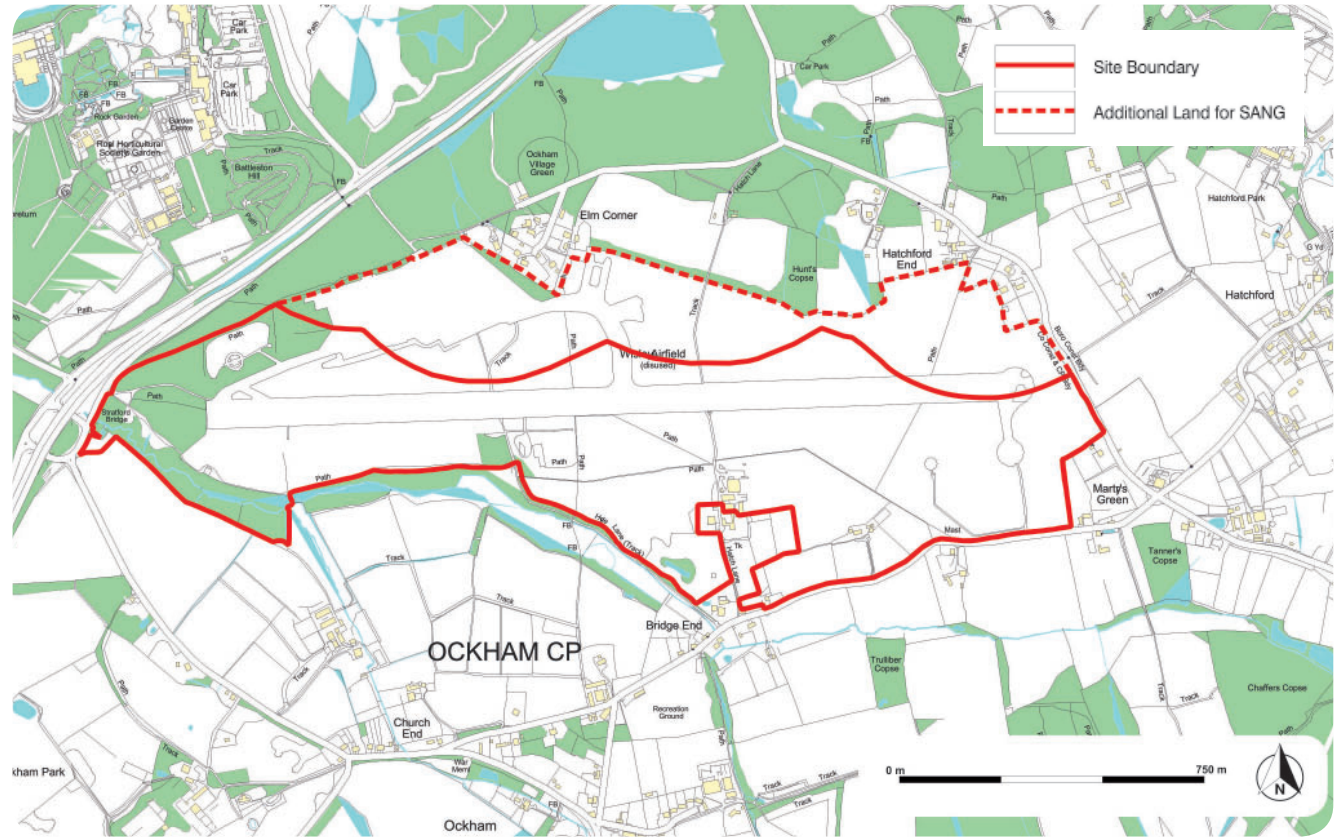


Figure 02 - Site Boundary

Ordnance Survey, (c) Crown Copyright 2018. All rights reserved. Licence number 100022432
Source: Lead promoter Wisley Property Investments Ltd.

OS Co-ordinates for centre of site: TQ075575 (Easting: 507568, Northing: 157525)

2.1.2 As outlined within this document, GBC alongside SCC, the LEP and Site Promoter consider the Wisley Airfield Garden Village to meet the criteria set out in the Prospectus and the delivery of this development will result in a sustainable new settlement within the Borough resulting in social, economic and environmental benefits. These benefits will have a positive impact within the Borough and the wider region.

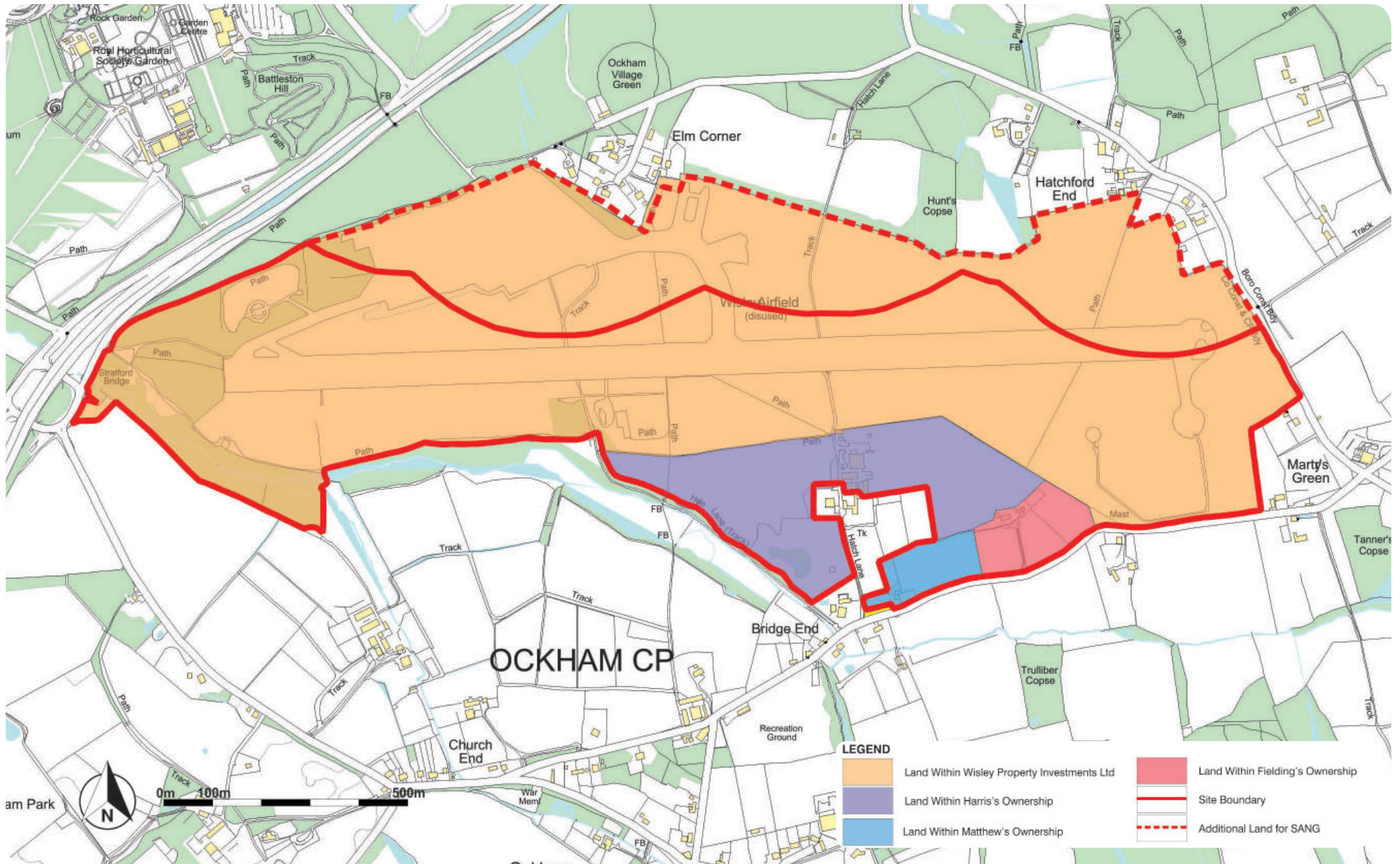


Figure 03 - Land Ownership

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Source: Lead promoter Wisley Property Investments Ltd.

3 THE PROPOSALS: WISLEY AIRFIELD GARDEN VILLAGE

3.01 The proposal for a new Garden Village at Wisley Airfield is included within the emerging Local Plan being developed by GBC. The emerging Local Plan is currently at an advanced stage of examination and due for adoption in early 2019 (the 'local plan'). At the close of the hearing sessions in June-July 2018, the Inspector's interim conclusions included that the inclusion of the allocation at Wisley Airfield Garden Village was sound. The Garden Village has been demonstrated to be deliverable and viable by the evidence base prepared by GBC and is supported by further evidence prepared by the Site Promoter in support of the Local Plan and the planning application process.

3.02 The lead Site Promoter submitted a planning application for a large proportion of the Wisley Airfield Garden Village allocation area in December 2014. The application was refused in 2016 and was subject to planning appeal recovered by the Secretary of State which was dismissed. The key reason for refusal remaining at the time of the appeal was the site's designation as Green Belt, with design and density and impact on the Strategic Road Network also criticised. A position statement was agreed by the lead Site Promoter with Highways England however this was too late to inform the Inspector's report. This indicates that the concerns expressed by the Inspector and Secretary

of State about the adequacy of the Strategic Road Network highway infrastructure is capable of being resolved, if it has not already been. The appeal did however demonstrate that the proposals were deliverable and viable and would result in significant benefits. Through the emerging Local Plan the entire allocation site will be released from the Green Belt and the Local Plan evidence base has demonstrated that exceptional circumstances exist to justify this. The allocation is for a larger area than the appeal site, allowing the opportunity for a new scheme to present a different density and height of development. Following adoption of the Local Plan and release of the site from the Green Belt, GBC are confident that an appropriate planning application for Wisley Airfield Garden Village can achieve planning permission.

3.03 The principle components for Wisley Airfield Garden Village are outlined in emerging Local Plan (Policy A35) and include:

- Approximately 2,000 homes (C3), including some specialist housing and self-build plots;
- Approximately 100 sheltered/Extra Care homes (C2 use);
- 8 Gypsy and Traveller pitches;
- Approximately 1,800 sq m of employment floorspace (B1a);
- Approximately 2,500 sq m of employment floorspace (B2/B8);

- Approximately 500 sq m of comparison retail (A1);
- Approximately 600 sq m of convenience retail (A1);
- Approximately 550 sq m services in a new Local Centre (A2 –A5);
- Approximately 500 sq m of community uses in a new Local Centre (D1);
- A primary school (D1) (two form entry); and
- A secondary school (D1) (four form entry, of which two forms are needed for the housing on the site and two for the wider area).

3.1 Wisley Airfield Community Trust (WACT)

3.1.1 The Proposals include the formation of a Community Trust which will be established and resourced by the lead Site Promoter and managed by a board of Trustees. The Trust will support the new community and provide public benefit to existing and new residents including:

- Long term ownership and maintenance of the on-Site Suitable Alternative Natural Greenspace (SANG), and delivery of wardening activity in support of the Thames Basin Heaths Special Protection Area;
- Delivery of permanent provision of frequent bus services for the new community to key local settlements and railway stations including “gap” subsidy funding (where required);
- Provision of community development activities to assist in building a strong, healthy and cohesive community of which everyone who lives, works or studies at Wisley Airfield Garden Village can feel a part of;
- Ownership and management of community assets, including potentially the operation of a homeworking support hub (co-working facility) and flexible employment accommodation to encourage on-site employment and reduce the need for travel.
- Management of an endowed asset base to secure long term funding of its operational duties, aims and objectives

3.1.2 The Trust is proposed to be constituted as a Community Interest Vehicle, most likely with charitable status. Its Trustees are proposed to be drawn from a range of interest groups relevant to the new Garden Village and those with the skills and experience to deliver initial placemaking during the Trust’s early years. Trustees could include short term appointments made by developers during the build out phases of the development, along with for example, individuals nominated by Local Planning and Highway Authorities, and environmental / ecology agencies. In addition the Trust will contain an executive structure and function to manage activities on behalf of the Trustees, and to directly commission and fund specialist providers to deliver services or where appropriate to employ staff to deliver the services itself.

3.1.3 The Trust and its activities will be funded and resourced in the early years directly by developers, and will then be endowed with income generating assets able to deliver sufficient annual income to support the Trust in perpetuity. Funding sources are also to include a ground rent charge to fund place-making activities and to give residents a stake in, and sense of ownership of, the Trust and its activities. To support the Trust, it is proposed that office, and/or “touchdown space” will be provided for the use of the Warden (employed to manage the SANG) and for Surrey Police community policing team. These facilities could for example be co-located with the Trust’s office at, for example, a part of the Village Hall.

3.1.4 The Trust will therefore ensure that the Wisley Airfield Garden Village is future proofed, able to adapt over time and well placed to create a positive and sustainable legacy and stewardship.

3.1.5 A full suite of Trust formation documentation and strategic mechanisms for the funding and operation of the Trust have been agreed with GBC and SCC via a completed s.106 agreement for the Appeal scheme.

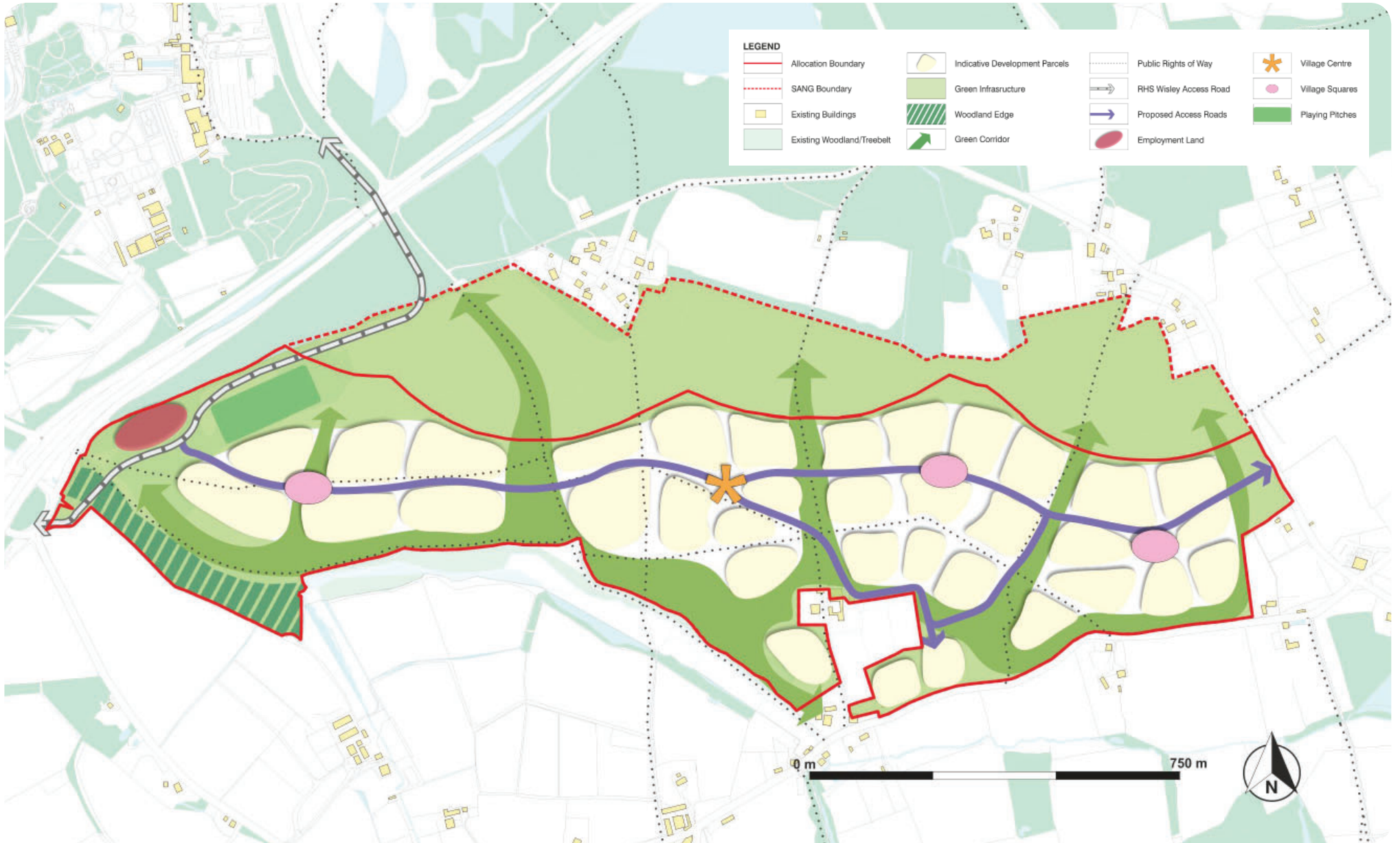


Figure 04 - Strategic Framework

Ordnance Survey, (c) Crown Copyright 2018. All rights reserved. Licence number 100022432
Source: Lead promoter Wisley Property Investments Ltd.

3.2 Meeting Government Aims

3.2.1 The Garden Communities Prospectus sets out a number of criteria which submission proposals must meet in order to be a successful Garden Communities bid. The following section outlines how the Wisley Airfield Garden Village (WAGV) meets the relevant criteria.

3.3 Scale

Assessment Criteria	Wisley Airfield Garden Village criteria satisfaction feature
Significant contribution to closing the housing supply gap	WAGV comprises 32% of the total housing delivery from strategic sites and 13% of overall housing delivery within the Local Plan. There is a history of past under delivery within the Borough and the delivery of WAGV will help constitute a step change in delivery of housing in the Borough.
Garden Village with capacity of 1,500 - 10,000 homes	WAGV has a capacity of approximately 2,000 homes.
Demonstrating exceptional quality or innovations	GBC are committed to achieving exceptional quality of design to create a cohesive and vibrant neighbourhood at WAGV. High level Masterplanning is currently being undertaken by consultants, on behalf of GBC, of all the strategic sites across the borough. This will form the evidence base for a Strategic Development Framework Supplementary Planning Document, which will form the basis of any future development. Through the emerging Local Plan GBC has secured the requirement for developers to masterplan strategic sites including WAGV and for these to be subject to Design Panel Review and engagement with the local community.
Development on predominantly brownfield sites	The WAGV site, including its proposed SANG area, contains some 74 acres of previously developed land being the runway hardstanding and trackways serving the former airfield operations, making it the largest area of brownfield land within Green Belt, in Guildford Borough. Outside of the urban areas of the Borough, there are few areas of substantial previously developed land, making the WAGV site unique.
Being in an area of particularly high housing demand	Guildford Borough is located within one of the most expensive areas outside of London with median house prices of £459,543 (2018) ¹ . The Borough has an affordability ratio of 10.92 ² and affordability has decreased significantly over the last 10 years. GBC have included ambitious housing delivery projections in the emerging Local Plan and WAGV forms a key element of this. WAGV will include 40% affordable housing in a range of tenures and will also assist in ensuring that all groups of the local population can afford to live in the Borough.
Discrete new settlement or transformational development of an existing settlement	WAGV will take the form of a largely self contained, sustainable community providing all of the services and facilities required for day to day life alongside education, community and leisure facilities, and retail and employment opportunities. The WAGV will provide new high quality open space and integrated walking and cycling routes through the development, all supported by the new bespoke and regular bus service, connected to local railway stations and service centres.
Sufficient scale to be largely self-sustaining and genuinely mixed use	WAGV is of a scale which will allow the development to be largely self sustaining including the provision of necessary day to day services and facilities to achieve this. The development will be genuinely mixed use, as outlined by the policy requirements of the emerging Local Plan, providing educational and leisure facilities, a village centre with retail provision and employment opportunities including support for home working.

¹ Land Registry August 2018

² West Surrey SHMA: Guildford Summary Report October 2015 pg 13.



Figure 05 - Wisley Airfield Brownfield Land

3.4 Key Facts



TRANSPORT IMPROVEMENTS

Homes delivered as soon as 2021

Historic average housing delivery in Borough only 272 homes per annum

HOUSING DELIVERY

Access to RIS Wisley enhanced

Frequent bus service



50 ha of country park for the borough

Leisure & Sports facilities

COMMUNITY FACILITIES

Largest PDL site in GBC Green Belt

£57m net additional GDV per annum



Figure 06 - Key Facts

3.5 Strategic Fit

Assessment Criteria	Wisley Airfield Garden Village criteria satisfaction feature
Offer opportunities for significant long-term housing growth in a local area	<p>WAGV will provide approximately 2,000 new homes in the Borough which represents a significant amount of new housing compared to past delivery rates. The current delivery trajectory [see pages 18 & 19] shows the delivery of new homes over a 12 year period with a maximum delivery rates of 200 homes per year, which is the equivalent of 30% of the annual housing requirement. In the context of the affordability of the Borough and the Council’s ambition to increase housing delivery and support economic growth to meet identified needs, this is a significant contribution.</p> <p>Also outlined on pages 18 & 19 is an accelerated delivery trajectory which could be achieved should WAGV be successful in its Garden Village bid. This would see more homes being delivered an early stage in the plan period and a shorter overall build period.</p>
Offer opportunities for significant long-term economic growth in a local area	<p>WAGV will contribute to the provision of long term economic growth in a number of ways:</p> <ul style="list-style-type: none"> • The delivery of a mix of tenures and sizes of homes, including affordable housing, which will ensure that the Borough can attract and retain an economically active and skilled population. This is particularly important for younger groups of the population who are frequently priced out of the Borough; • The delivery of new transport infrastructure including onto the strategic and local road networks and sustainable transport to support economic growth; • Delivery of new jobs within the Garden Village including at dedicated employment site and as well as part of the retail, education and community elements of the proposals; • Delivery of direct and indirect jobs associated with the construction of the Garden Village; <p>The total jobs estimated to be provided as estimated by the site promoter are as follows:</p> <ul style="list-style-type: none"> • 180 construction jobs per annum, • 775 permanent direct on site jobs • 1,410 permanent indirect jobs (on and off site) <p>WAGV is estimated to be contribute £57 million per annum net additional GVA in addition to the wider economic benefits provided by the delivery of new homes and infrastructure.</p>
Fit with housing need for the housing market area	<p>WAGV will deliver a range of new homes meeting the needs of the housing market area including:</p> <ul style="list-style-type: none"> • Approximately 1,200 market homes in a range of sizes; • Approximately 800 affordable homes including a mix of sizes and tenures including affordable home ownership and affordable rent; • Specialist accommodation for the elderly population; and • Traveller pitches accommodation.
Priority for proposals which respond to housing need in high demand areas / meet local housing need / go above housing need	<p>This has been tested through the preparation of the Local Plan and its evidence base and will be secured through emerging policies. The lead Site Promoter is committed to ensuring that the proposals meet the needs of the housing market area.</p>

Wisley Airfield Garden Village

Garden Communities Programme Bid to the MHCLG

November 2018

<p>Fit with wider strategies to support economic growth and increase productivity</p>	<p>The Enterprise M3 LEP is supporting this Garden Village Bid and, as outlined in their supporting letter, is clear that the delivery of the WAGV will support their aspirations for growth within the area. The LEP identifies that a lack of availability of housing, low affordability and under investment in transport infrastructure can lead to the suppression of economic growth and this is an issue for the LEP area. The delivery of the WAGV will assist in addressing these issues within the Borough.</p> <p>In addition, the delivery of retail and employment floorspace within the Garden Village will assist the Council in meeting identified needs within the Borough.</p>
<p>Ambitious proposals which create a variety of new jobs</p>	<p>As outlined in Section 3 the proposals include the delivery of new B1, B2, B8 use floorspace alongside A1 and A2-A5 floorspace. Whilst the exact use of these spaces will be decided by the market, the range of employment use classes to be provided will ensure a variety of new jobs supplemented further by jobs created in educational and community facilities and in managing the new open spaces.</p> <p>Proposals also include provision of flexible office accommodation and co-working accommodation with further business centre support for homeworking and remote working. This is likely to take the form of premises at the Village Centre, at the heart of the community.</p>
<p>Timely delivery of infrastructure</p>	<p>The delivery of infrastructure is outlined in the proposed Trajectory [pages 18 & 19] and demonstrates that infrastructure will be delivered throughout the build period and not confined to the later stages. This can be further enhanced and infrastructure delivery brought forward should WAGV be successful in this bid.</p>

Economic Benefits

The scheme will provide direct and indirect job opportunities through both the office, retail and industrial space and the residential and social infrastructure uses. These include temporary jobs created during the construction period as well as permanent jobs provided once the operational phase has begun.

Construction Jobs

180 average construction jobs per year (including indirect off-site jobs) over 12 years

A new residential population and those workers in the office, retail and industrial space will generate Gross Value Added (GVA).

Permanent Jobs

775 permanent direct (on site) jobs

1,410 permanent direct and indirect jobs (on and off site)

£57 million per annum net additional GVA (GVA associated with the additional number of jobs)



Figure 07 - Economic Benefits

Source: Lead Promoter Wisley Property Investments Ltd
Credit: Savills Economics

3.6 Locally-led

Assessment Criteria	Wisley Airfield Garden Village criteria satisfaction feature
The backing of local authorities in which they are situated	GBC is committed to delivering a sound Local Plan so that need can be met and growth can be guided to the most sustainable locations and provided with the necessary supporting infrastructure. This site is necessary to achieving a sound Local Plan which GBC is intending to adopt in early 2019. GBC is committed to ensuring that all development coming forward as a result of the emerging plan is of the highest design quality and is delivered with all necessary supporting infrastructure delivered in a timely manner. In order to help achieve these outcomes GBC is submitting this bid in order to secure the maximum benefits to the local communities and wider area. SCC has also provided a letter of support for this bid. This clearly demonstrates that the sustainable delivery of WAGV has the backing of the key local authority stakeholders in the area.
Priority to proposals which demonstrate collaboration across local authority boundaries	WAGV is located close to the boundary of neighbouring Woking and Elmbridge Borough Councils. Guildford and Woking sit within the same housing market area and have therefore cooperated throughout the preparation of the emerging Local Plan. The Local Plan Inspector's interim findings are that the Council has successfully demonstrated that it has discharged its duty to cooperate and that the emerging plan is effective.
Desirable for proposals to have the support of the Local Enterprise Partnership	As outlined above the Enterprise M3 LEP support this Bid and have provided a letter of support (see attached).
Set out how the community is being, or will be engaged	GBC has already undertaken extensive community engagement over a six year period in respect of progressing the proposals at WAGV through the emerging Local Plan. In addition to this, community engagement has also been undertaken as part of the previous planning application. This has taken a number of forms including:
Strategies for continued community engagement and involvement	<ul style="list-style-type: none"> • Consultation on the emerging Local Plan; • Website; • Public Consultation events undertaken in respect of the Application and Appeal; and • Community meetings. <p>There are also a number of future community engagement opportunities planned in respect of WAGV including:</p> <ul style="list-style-type: none"> • Consultation as part of the Council led Masterplanning for strategic sites which is currently underway as part of preparation of the Strategic Development Framework Supplementary Planning Document (SDF SPD) and the developer led Masterplanning as required by emerging local plan policy D1; and • Community engagement prior to the submission and during the planning application process for WAGV.
Local communities must have a meaningful say in developing the proposal from design to delivery	<p>GBC and the lead Site Promoter are committed to ensuring that the community can meaningfully engage with the development of the proposals for WAGV at all stages of its development. This is illustrated by the extensive public engagement already undertaken.</p> <p>This will include further future engagement both as part of preparation of the SDF SPD as required by emerging Policy D1 in the developer led Masterplanning and through the future submission of a planning application (s).</p> <p>The proposed Community Trust, as described in section 3.1, will also secure the ability of the local community to continue to influence the development of WAGV through place making activities secured by the Trust. This provides confidence that the community will be involved in how WAGV is developed over its lifetime.</p>

A STRATEGIC ECONOMIC PLAN FOR THE ENTERPRISE M3 AREA 2018 – 2030

A globally competitive region, unique
for its knowledge, digital & design
based economy



enterprise **m3**
Driving prosperity in the M3 corridor



Figure 08 - EM3 Enterprise Zone Map

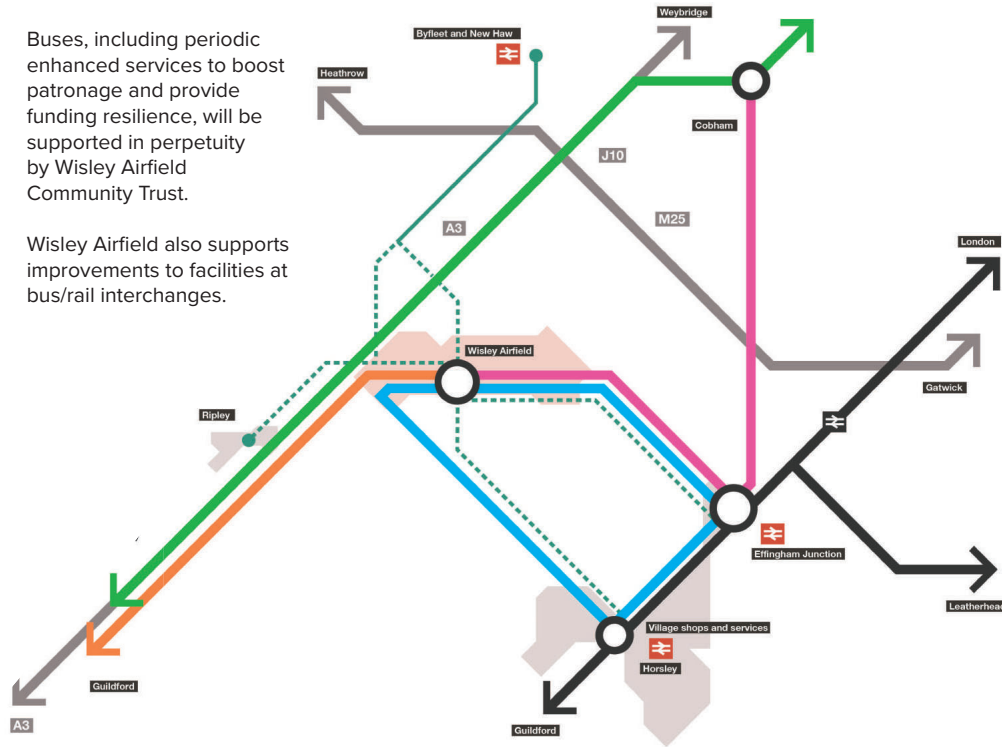
3.7 Garden Community Qualities

Assessment Criteria	Wisley Airfield Garden Village criteria satisfaction feature
Clear identity	<p>GBC's vision for WAGV is to create a sustainable self-contained new settlement within the Borough which can provide all of the services and facilities required to support the community. WAGV will deliver high quality design creating its own identity resulting in cohesive and vibrant neighbourhoods, open spaces and public realm focused around a new village centre. This vision is shared by the lead Site promoter.</p> <p>The vision for the WAGV will be secured in the first instance through the emerging Local Plan and Council led Masterplanning exercise in the form of the SDF SPD. The Community Trust will secure the long term vision.</p> <p>The Proposals will provide adaptive and resilient physical infrastructure and bespoke high quality architecture and public realm. WAGV will be stand alone and self-contained allowing its identity to be developed over time and shaped by its community.</p>
Sustainable scale	<p>WAGV will provide approximately 2,000 new homes and can provide the services and facilities required to support the day to day needs of the new community. A mix of uses will be provided to support retail and wider employment alongside educational and leisure facilities. The scale is sufficient to support this mix of land uses and to be sustainable. This has been demonstrated through the evidence supporting the emerging Local Plan.</p>
Well-designed places	<p>WAGV will include a mix of uses including a range of employment and retail services supported by community, educational, healthcare and leisure facilities. This will be provided in the setting of significant public open space provided on up to half of the wider site area.</p>
Great homes	<p>WAGV will provide for a diverse range of sizes and tenures of both market and affordable homes, reflecting the need identified in the Strategic Housing Market Assessment. This will provide a genuine mix of design and architectural styles to ensure that all members of the Borough's community can find a place to live here, including those from the Gypsy and Traveller Community. This also includes self build plots and specialist homes for the elderly. The mix, particularly of affordable homes, will be secured by the Council through the future outline planning application.</p>
Strong local vision and engagement	<p>As outlined above (see section 3.5) the involvement of the existing and new community at WAGV is key to the development of the proposals. Significant engagement has already taken place and will be supplemented by future consultation, Masterplanning and design panel. This will be continued throughout the construction period and wider life of WAGV by the Community Trust.</p>
Transport	<p>The proposals focus on securing opportunities for walking, cycling and sustainable transport (supported in perpetuity by the community trust) through the development itself and into the wider Borough. This will provide sustainable access to on and off site locations for employment, leisure and wider services. WAGV also presents the opportunity for wider strategic sustainable transport improvements and to the local and strategic highway networks.</p>
Healthy places	<p>Through the proposed public open space and walking and cycling links WAGV will promote healthy lifestyles and wellbeing. The public open space, proposed to form half of the site area, will provide a range of walking routes, play and leisure facilities and sports pitches providing a range of options for the community. Alongside the clear legible walking and cycling routes through the development and into the wider area, the use of sustainable forms of travel will be maximised.</p>
Green space	<p>The proposals include formal and informal open spaces including playing fields, children's playing space and the SANG. The SANG is specially designed to encourage use by the local community and to appeal to a range of people by catering for a mix of outdoor activities. The proposals will also provide new habitats for wildlife. Open space is a vital element of the proposal and WAGV can deliver a high quality mix of open space providing recreational and ecological benefits.</p>
Legacy and stewardship arrangements	<p>As set out above the key legacy and stewardship arrangements for the site will be through the Community Trust which will manage placemaking activities as well as owning assets to generate income. The Trust will have a range of functions all focusing on achieving a sustainable development with a vibrant community that have a genuine say in the development of WAGV and its ongoing success as a sustainable new settlement.</p>
Future proofed	<p>The scale of the proposals at WAGV are sufficient to allow for a mix of house types and sizes and a mix of uses, public and open spaces and buildings to make the development resilient to change. The spaces can be adapted to suit future changes in the needs of the community. The inclusion of significant areas of open space and promoting sustainable transport will assist in remaining resilient and adaptive to the impacts of climate change in line with emerging policy D2.</p>

Strategic Transport Improvements - Bus & Cycling

Buses, including periodic enhanced services to boost patronage and provide funding resilience, will be supported in perpetuity by Wisley Airfield Community Trust.

Wisley Airfield also supports improvements to facilities at bus/rail interchanges.



Key

Site Location

Existing Routes

Route 715 (Hourly Guildford-A3 Wisley-Kingston upon Thames)

Railway

Railway Station

Proposed Routes and planned frequencies

Wisley-Guildford (2 buses an hour)

Wisley-Horsley/Effingham Junction (5 buses an hour)

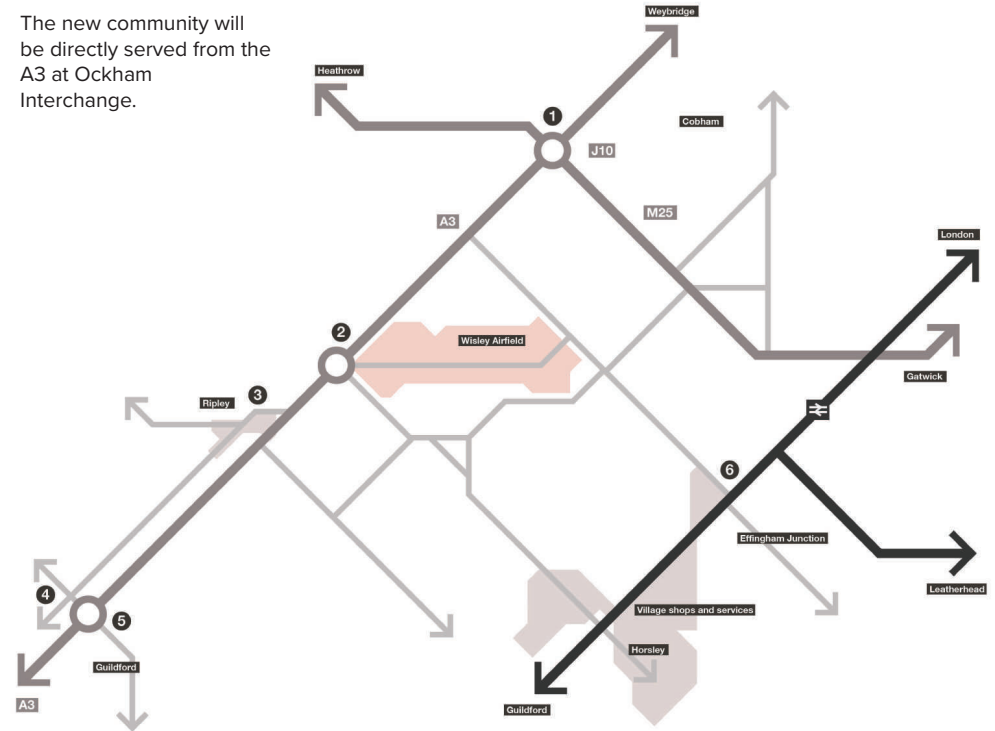
Wisley-Cobham (2 buses an hour)

Cycling route contributions

Cycling route upgrade

Strategic Transport Improvements - Highways

The new community will be directly served from the A3 at Ockham Interchange.



Key

Site Location

Highway Improvements

1 M25 J10 improvements

2 Ockham Interchange signalisation and site access

3 Ripley highways improvements

4 Send Roundabout safety improvements

5 A3 Burnt Common junction local plan improvement

6 Effingham Junction crossroads improvements

Figure 09 - Transport Map

Source: Feilden Clegg Bradley Studios/WSP

Source: Lead promoter Wisley Property Investments Ltd.

3.8 Delivery & Viability

Assessment Criteria	Wisley Airfield Garden Village criteria satisfaction feature
Delivery models and timescales	<p>As outlined in the Trajectory [pages 18 & 19], WAGV has the potential for clear phases of housing and infrastructure delivery. The delivery of homes and supporting on and off site infrastructure has been coordinated throughout the build period to ensure the development is as sustainable as possible through this period.</p> <p>There are opportunities both for WAGV to be delivered by an enabling master developer/site promoter and for phases of development to be purchased by a range of different type and size of housebuilders, including SMEs, to deliver. This has been taken into account when outlining both the current and accelerated delivery trajectories for the development.</p>
Infrastructure requirements	<p>The range of infrastructure required to support WAGV and its proposed delivery timescale is outlined within the Trajectory (see pages 18 & 19). The provision of infrastructure will be secured through the emerging Local Plan and through future Section 106 legal agreements/CIL. Through the previous planning application process, both GBC and SCC agreed to S106 agreements with the Lead Promoter to secure infrastructure and there is therefore no reason why this could not be secured in the future.</p>
Opportunities to capture land value	<p>The land value capture at WAGV will take the form of the circa £80 million of privately funded infrastructure to be brought forward by the Site Promoter and/or future house builders/delivery partners. This includes new junction slip roads onto the A3 strategic road network, wider local road and cycling network improvements and endowed assets for the local community secured through the Community Trust. As outlined below in section 3.10 the proposals result in a positive GDV and residual land value assisting in securing land value capture. In addition, WAGV is likely to contribute to the delivery of side road infrastructure relating to Highways England’s RIS1 M25 Junction 10 improvement works by facilitating the diversion through the WAGV site of the Wisley Lane access to RHS Wisley from A3 Ockham roundabout including enhanced walking and cycling linkages. The value generated shall also enable half the site to be provided as open space and a full 40% affordable housing contribution.</p>
Access to finance and private sector investment	<p>Given the high value location of WAGV, as demonstrated by the high house prices of the Borough, it is reasonable to conclude that the development will be able to stimulate private investor interest and access to finance to enable timely infrastructure delivery.</p>



Source: Lead promoter Wisley Property Investments Ltd.

3.9 Trajectory

Wisley Airfield Garden Village Trajectories

Current Delivery Trajectory

	Pre-Adoption				First Five Years					6-10 Years					11-15 years				
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Local Plan Adoption				Mar-19															
Planning Application Submitted					Sep-19														
Planning Committee					Apr-20														
Local Level Consent						Jun-20													
Reserved Matters/SANG Pre Commencement Conditions						Dec-20													
RIS 1																			
Delivery of Housing at Wisley Airfield (per annum)								50	100	150	150	150	200	200	200	200	200	200	200
Cumulative Delivery of Housing at Wisley Airfield (per annum)								50	150	300	450	600	800	1000	1200	1400	1600	1800	2000
Delivery of Housing at Wisley Airfield (per 5 year period)								150					850						1000
SANG Phase 1																			
Ockham Junction Signalisation																			
Temporary Community Facility																			
Horsley and Effingham bus stop upgrade																			
Bus Service																			
Cycle & PRoW Upgrades																			
Cycle Upgrades to Brooklands																			
2FE Primary School																			
Old Lane Restriction																			
Effingham Junction Crossroad Improvements																			
Send roundabout																			
Bus Infrastructure / rail access improvements at Effingham Junction and Horsley																			
Community Hall																			
4FE Secondary School																			
Healthcare facility																			
Employment Phase 1																			
Burnt Common Slips (A3)																			
Library																			
Village Centre																			
Sports Facilities MUGA including pitches																			
SANG Phase 2																			
SANG Phase 3																			
Employment Phase 2																			
Nursery (Maintained)																			
SANG Phase 4																			

Wisley Airfield Garden Village

Garden Communities Programme Bid to the MHCLG

November 2018

Delivery Trajectory based on GV Status

	Pre-Adoption				First Five Years				6-10 Years					11-15 years					
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Local Plan Adoption				Mar-19															
Planning Application Submitted					Jun-19														
Planning Committee					Dec-19														
Local Level Decision					Jan-20														
Reserved Matters SANG Pre Commencement Conditions					Mar-20														
RIS 1																			
Delivery of Housing at Wisley Airfield (per annum)								200	200	200	200	200	200	200	200	200	200	200	200
Cumulative Delivery of Housing at Wisley Airfield (per annum)								200	400	600	800	1000	1200	1400	1600	1800	2000		
Delivery of Housing at Wisley Airfield (per 5 year period)									400					1000					600
SANG Phase 1																			
Ockham Junction Signalisation																			
Temporary Community Facility																			
Horsley and Effingham bus stop upgrade																			
Bus Service																			
Cycle & PRoW Upgrades																			
Cycle Upgrades to Brooklands																			
2FE Primary School																			
Old Lane Restriction																			
Effingham Junction Crossroad Improvements																			
Send roundabout																			
Bus Infrastructure / rail access improvements at Effingham Junction and Horsley – trigger 500 units																			
Community Hall																			
4FE Secondary School																			
Healthcare facility – trigger between																			
Employment Phase 1																			
Burnt Common Slips																			
Library																			
Village Centre																			
Sports Facilities MUGA including pitches																			
SANG Phase 2																			
SANG Phase 3																			
Employment Phase 2																			
Nursery (Maintained)																			
SANG Phase 4																			

First occupation 2022/23 dependent on Highways England RIS 1 scheme opening

Delivery accelerated by enhanced reserve matters and masterplanning

Delivery supported by accelerated infrastructure funding assisted by Garden Village status

Key
Delivery of Infrastructure - current trajectory
Accelerated delivery of infrastructure based on early housing delivery
Accelerated delivery infrastructure based on GV status (e.g. via funding)

3.10 Delivery Timescales & Accelerated Delivery

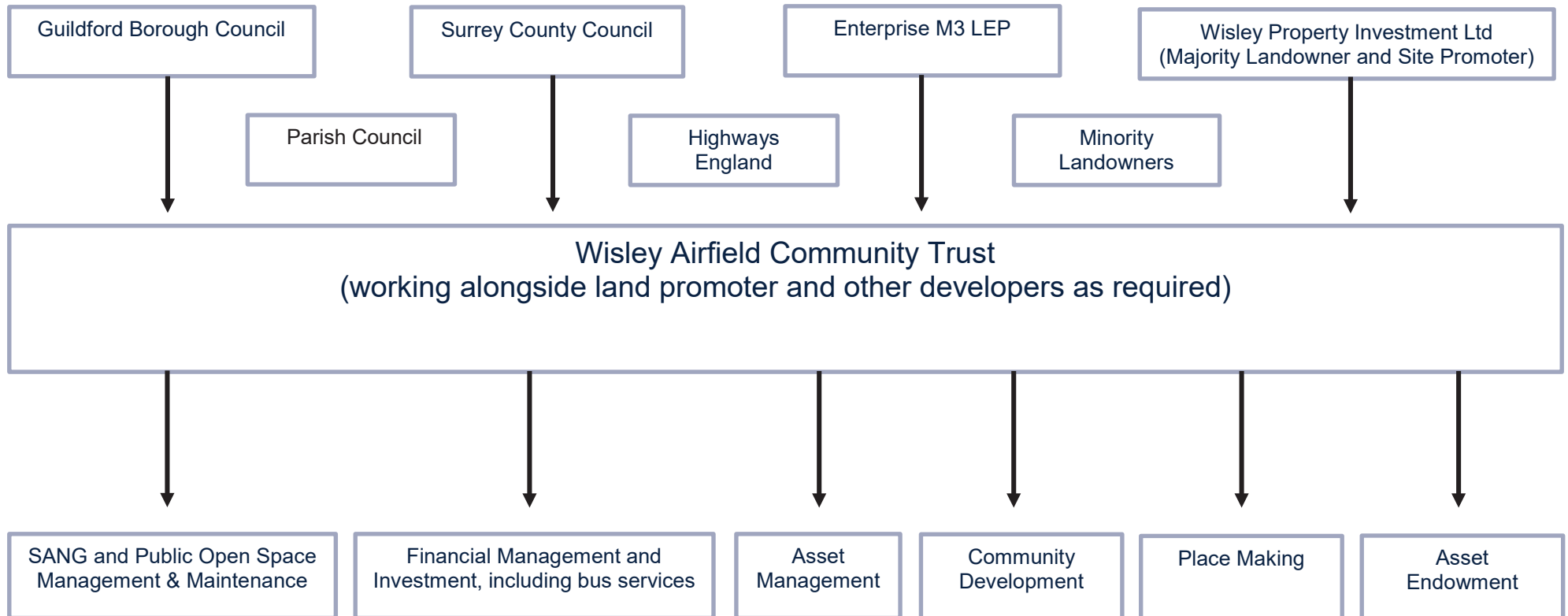
Assessment Criteria	Wisley Airfield Garden Village criteria satisfaction feature
Priority to proposals that offer a strong prospect of early delivery	The delivery trajectories for WAGV (see pages 18 & 19) demonstrate that on the Council's current trajectory the development will achieve the delivery of housing and associated infrastructure within the first 5 years of the Local Plan. This would equate to 4.5% of the Council's identified five year requirement in the first five years, 25% of the requirement for the 6-10 year period and 30% of the 10-15 year requirement.
Priority to proposals that offer a significant acceleration of housing delivery	<p>With the potential for accelerated delivery the Council considers it may be possible for 400 homes to be completed in the first five years, compared to the emerging local plan's trajectory which states 150 homes will be completed in the first five years.</p> <p>On the basis of WAGV securing Garden Village status the delivery could be accelerated through Government support (outlined below) and this would result in the delivery of 12% of the five year requirement in the first five years and 30% of the 6-10 year requirement. This accelerated delivery would help to ensure that the Local Plan remains up to date.</p>
Innovative ways to deliver new homes	WAGV is of a sufficient scale to support innovative delivery methods. These will be explored by GBC and their key stakeholders and with the Site Promoter and future housebuilders through the strategic and detailed masterplanning of the site.
Opportunities for a diverse range of housebuilders	As outlined in more detail above, GBC and the lead Site Promoter are committed to ensuring that the quality of development is secured. This is secured through the strong design values outlined in the emerging Local Plan policies, the Council led Masterplanning exercise in the form of the SDF SPD and the requirement to prepare masterplans that are subject to design panel review. This will be secured through future outline and detailed planning consents. In addition the Community Trust will ensure that the local community have direct influence on the quality of place making.
Priority to proposals that can demonstrate how build out will be achieved at pace while maintaining quality	



Source: Lead promoter Wisley Property Investments Ltd.

3.11 Governance Structure Chart

3.11.1 The chart below illustrates how the delivery of Wisley Airfield Garden Community will be secured through Guildford Borough Council, Surrey County Council, Strategic Stakeholders and the Landowners and Site Promoters of the development. This is underpinned by the Community Trust and will ensure that the long term sustainable vision for the development is secured.



3.12 High Level Viability Appraisal

3.12.1 Wisley Airfield Garden Village is considered to be both viable and deliverable by GBC. This view is shared by the lead Site Promoter. This has been demonstrated through the Local Plan preparation and is supported by the associated Viability Assessments undertaken by Peter Brett Associates in 2016 and by Porter Planning Economics in 2017. The evidence is sufficient to support the Local Plan preparation process. The policy and infrastructure requirements in relation to the appeal scheme were fully documented in signed s.106 agreements and the scheme was considered to be viable.

3.12.2 The assessment tested “policy on” and “policy off” scenarios to ensure that allocations were viable both alone and with policy requirements which would be triggered through a planning application. WAGV was assessed to be “viable with financial headroom that could be used for further planning gain”³. In addition there will be further value generated by open spaces and commercial space delivered as part of the proposals.

3.12.3 The lead Site Promoter has estimated the total value of the infrastructure to be delivered by the proposals to be some £80 million, in addition to 40% affordable housing provision (approximately 800 units) and significant public open space provision.

3.13 Accelerated Delivery of Garden Village

3.13.1 As outlined in the delivery trajectories (see pages 18 & 19) there is potential for WAGV to achieve accelerated delivery should Garden Village status be achieved. This is due to this status allowing the lead Site Promoter and potentially other future housebuilders to be supported by accelerated infrastructure funding required to assist with short term debt funding of major infrastructure assets, and also for resource funding to assist with the delivery of consent for planning outline and reserved matters. This has a particularly significant effect on infrastructure delivery in the first five years.

4 REQUEST FOR GOVERNMENT ASSISTANCE

4.13.1 As outlined in the Prospectus the Government are offering assistance and support to successful local authorities and Garden Villages. In order to deliver Wisley Airfield Garden Village at accelerated rates and to secure the maximum benefits to the communities of the Borough and wider region, GBC ask for support in respect of:

1. Resource Funding

4.13.2 Through the emerging Local Plan, GBC are allocating a large number of sites including five strategic sites including WAGV. As these sites come forward to planning application stage, this is likely to put pressure on staff resourcing. Resource funding would ensure that GBC are able to resource the Planning Department to enable it to manage the scale and complexity of applications efficiently, ensuring approval and delivery can be achieved in a professional and timely manner. For WAGV the additional resource funding can allow the relevant planning permissions to be achieved by March 2020 allowing for delivery of homes by June 2021.

4.13.3 This would also support the Council led Masterplanning, which is currently being advanced, and potentially other preparatory studies and will ensure the GBC vision for WAGV is achieved and the development is of the highest quality and as sustainable as possible.

2. Capacity Funding

4.13.4 Initial capacity funding would support GBC in planning, and supporting the delivery by highways authorities and developers of, wider strategic proposals across the Borough linked to and including proposals within WAGV. This includes potential assistance with major strategic infrastructure (identified in the Borough Infrastructure Delivery Plan, for example the Burntcommon Slip Roads) and sustainable transport linkages particularly focusing on cycling infrastructure.

3. Cross Government Brokerage

4.13.5 WAGV includes some complex and strategic level infrastructure which requires cross boundary and multi-stakeholder agreement to deliver. Whilst progress has been made towards agreement through the preparation of the Local Plan and previous application, there is work to do. The support of Homes England and wider Government bodies in order to facilitate effective and proactive engagement with Highways England and other key stakeholders would be hugely beneficial in securing the accelerated delivery of WAGV. Two specific areas where additional assistance could be provided include the facilitation of engagement with Highways England with regard to the formal approval of new sliproads to the A3 at Burnt common (including permitting of that scheme by means, for example, of a Side Roads Order), and the site and its generated traffic movements in the context of Highways

4.13.6

England's RIS 1 works to J10 M25. The early delivery of WAGV will be closely aligned with this RIS scheme for Junction 10, whose Development Consent Order application submission is 31st January 2019.

4. Delivery Advice & Support

The support of Homes England to assist in enabling the delivery of new homes and infrastructure by attracting private sector investments and loans would enable both homes and infrastructure to be delivered at an accelerated rate at WAGV. The prompt delivery of WAGV will realise 800 affordable homes, of varied tenures. The delivery of which would benefit from Homes England advice and support.

Produced by:



GUILDFORD
BOROUGH

with information provided by the lead site promoter, Wisley Property Investments Ltd
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