



PLANNING POLICY AND CONSERVATION
DIVISION

**SUPPLEMENTARY PLANNING
GUIDANCE**

YORKTOWN



AUGUST 2003

'leading for tomorrow'

SURREY HEATH BOROUGH COUNCIL

PLANNING POLICY AND CONSERVATION DIVISION

SUPPLEMENTARY PLANNING GUIDANCE

SURREY HEATH LOCAL PLAN 2000

Yorktown

This Supplementary Planning Guidance has been the subject of consultation and was approved for development control purposes by the Executive of the Council on 9 July 2002.

This version, dated August 2003, incorporates subsequent amendments made by Surrey County Council to the Yorktown Highway and Transportation Strategy (October 2002). This version supersedes a previous edition of this Supplementary Planning Guidance dated July 2002.

August 2003

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1.0 Introduction

- 1.1 The area covered by this Guidance includes the Yorktown Estate, Watchmoor Business Park, Admiralty Way Industrial Estate and the London Road (A30) frontage. The area is shown on Plan 1.

Objectives of this Guidance

- 1.2 This document has four main objectives:
- To improve access and transport options, and to ease congestion
 - To enhance the image and environment of this business gateway to the Borough
 - To provide a framework for landscaping as new developments proceed
 - To identify potential for improvements to the residential areas

Yorktown Partnership

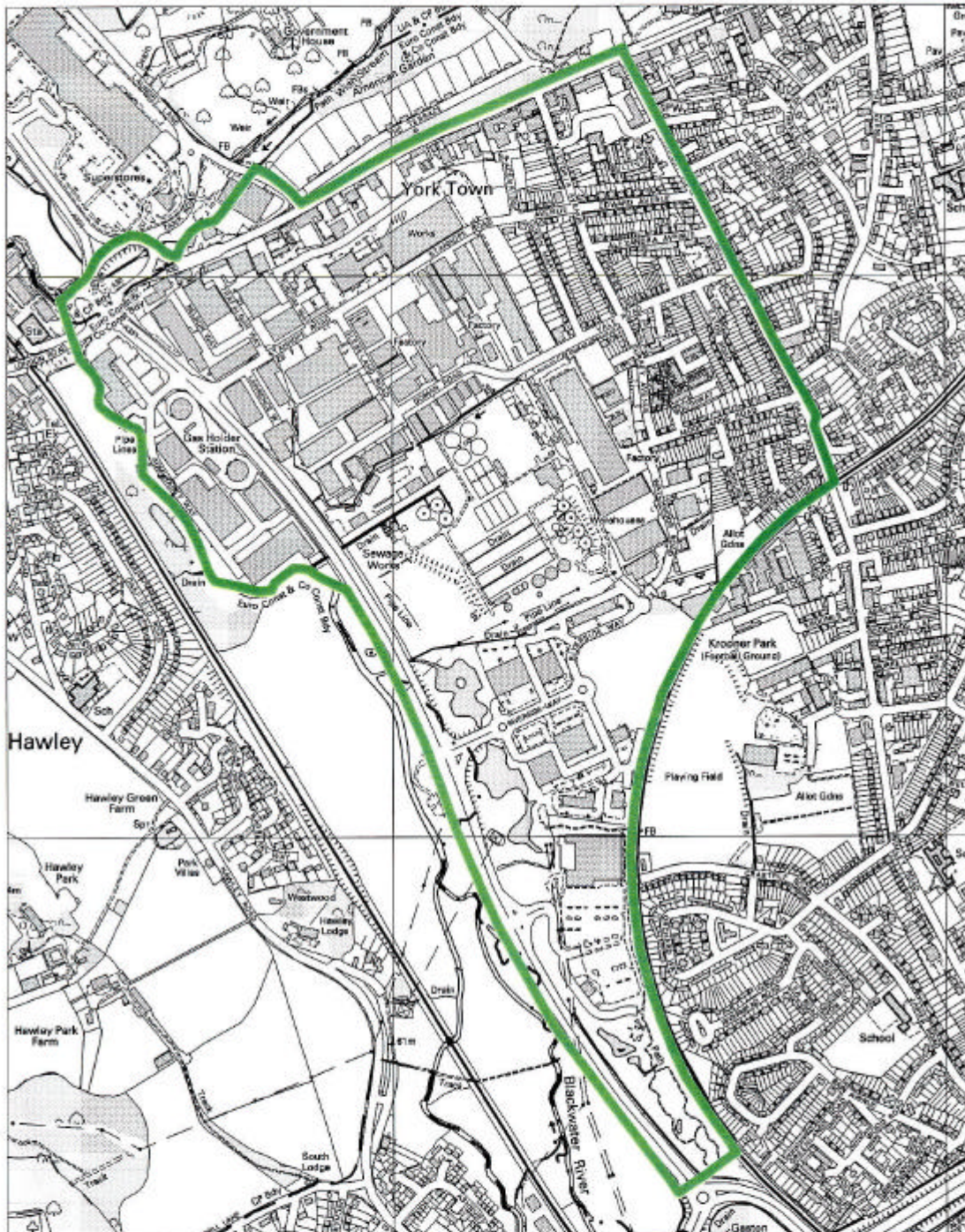
- 1.3 Surrey Heath Borough Council and the Yorktown Business Association have been working together through a partnership group, meeting quarterly, to produce the Yorktown Highway Strategy, which was adopted in November 2000 and later revised and published in October 2002. The Yorktown Business Association seeks to make the business area a centre of business excellence and one of the 100 best business locations in Europe. The Borough Council shares a vision of a significantly upgraded environment for the Yorktown area. One major difficulty in implementing the Highway Strategy, and in achieving environmental improvements is the fragmented ownership of land within the area which makes comprehensive improvements difficult to achieve.

Surrey Heath Local Plan 2000

- 1.4 This Guidance is produced in support of the Surrey Heath Local Plan 2000 and is a material consideration for development control purposes.

Yorktown Highway and Transportation Strategy

- 1.5 Access and transport objectives are addressed in the approved Yorktown Highway and Transportation Strategy (October 2002), which should be read alongside this document. Parts of the Strategy are summarised for convenience in this guidance.



Title	YORKTOWN STUDY AREA
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Drawing No:	PLAN 1
Date: 03.04.02	Scale: 1:10000

Surrey Heath Borough Council
 Knoll Road
 CAMBERLEY
 Surrey GU15 3HD
 Tel : +44 (0)1276 707100
 Fax : +44 (0)1276 707476
 E-mail: technical-projects@surreyheath.gov.uk



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2.0 Area Location and Description

General Location

- 2.1 The area is bounded by London Road to the north, Admiralty Way to the west, Frimley Road to the east and Riverside Way to the south. This area includes the Yorktown Industrial Estate, Admiralty Way Industrial Estate, Watchmoor Business Park and residential areas to the west of Frimley Road.
- 2.2 The Blackwater Valley Relief Road (BVR) runs between Yorktown Industrial Estate and Admiralty Way Industrial Estate. This road gives access to Junction 4 of the M3 which is within one mile of the guidance area. The A30, which is along the northern boundary of the guidance area, provides access to Camberley town centre less than one mile away and into Hampshire and Berkshire via the Meadows gyratory, which adjoins the area. The guidance area in relation to the M3, major roads in the area, and local rail links, is shown on Plan 2.

Area Description

- 2.3 The area covered by this guidance varies in character and includes a mix of older industrial buildings with opportunities for redevelopment, and the newly constructed Business Park at Watchmoor. The Yorktown area is the major employment centre within Surrey Heath and is a major employer of high-tech staff within Surrey. 25% of all jobs in Surrey Heath are in the high-tech sector, and 17% of all high-tech jobs in Surrey are located in Watchmoor Park and Frimley Business Park, which is within one mile of the Yorktown area.¹ Within Surrey, employment growth is focused chiefly in the M3 corridor, the Blackwater Valley and in Guildford, so the Yorktown area, which is within the Blackwater Valley and close to the M3, is an area likely to experience further employment growth.

Yorktown Industrial Estate

- 2.4 Yorktown Industrial Estate dates back to the 1960s, although parts have since been redeveloped. The Estate comprises mainly small-scale industrial units with some warehouse and newer office buildings. Properties are built in a traditional street pattern with development fronting the road, with Stanhope Road and Doman Road the major roads within the Estate. Recent developments include new buildings for Nokia Telecommunications and Alfa-Laval. Access through the Estate is from Stanhope Road and Doman Road from the adjoining residential roads and from the BVR at its junction with Stanhope Road. The restricted access points serving the Estate result in peak hour congestion at the Stanhope Road/BVR junction. The Estate, particularly Stanhope Road also suffers from significant levels of on-street parking.

¹ Surrey County Council figures



Title	YORKTOWN STRATEGY AREA
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Drawing No:	PLAN 2
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Surrey Heath Borough Council
 Knoll Road
 CAMBERLEY
 Surrey GU15 3HD

Tel: +44 (0)1276 707100
 Fax: +44 (0)1276 707476
 E-mail: technical-projects@surreyhealth.gov.uk



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- 2.5 The Thames Water Sewage Works are located between the Yorktown Industrial Estate and Watchmoor Business Park, with a frontage along the BVR.

London Road Frontage

- 2.6 London Road runs parallel to Stanhope Road, and development here ranges from the 1980s office buildings in Priory Court, to the Crown Public House, a locally listed building dating from the late 18th/early 19th century, and small parades of shops. Some of these properties appear in need of renovation, although most are occupied in a variety of commercial uses.

Admiralty Way

- 2.7 Admiralty Way Industrial Estate was constructed in the 1970s and comprises industrial and storage units. The Estate is accessed from the BVR, which physically separates it from the Yorktown Estate. Along the frontage with the BVR are two gasometers, which are visible for some distance.

Watchmoor Business Park

- 2.8 Watchmoor Business Park was constructed in the 1980s and 1990s and is a campus-style development of glazed and tiled buildings grouped around Riverside Way, with ponds and lawned areas at the front of the site. The Business Park suffers from significant levels of on-street parking along Riverside Way, the link road through the Business Park.

Adjoining Residential Area

- 2.9 The residential area between Frimley Road and the BVR is an area of relatively high density family housing which suffers from problems caused by traffic travelling to the Yorktown Estate and also by traffic seeking to avoid congestion on the A30. The residential roads in this area are also used for parking by staff and customers of businesses within Yorktown.

Evaluation of the Area

- 2.10 The main problems identified in the area are:
- Inadequate access, peak time traffic congestion
 - Poor image and, in part, very poor environmental quality.
 - Poor landscaping, particularly planting on the older parts of the Yorktown and Admiralty Way Estates.
 - Difficulties caused by through traffic and on-street parking
 - Adjacent residential areas affected by through traffic and parking related to the industrial areas.

3.0 Planning Policy

Surrey Heath Local Plan 2000

Core Employment Area.

- 3.1 Yorktown Estate and Watchmoor Business Park are within designated Core Employment Areas in the Surrey Heath Local Plan 2000. Policy E2 seeks to encourage development within Use Classes B1-B8.

Policy E2 Core Employment Areas

Within Core Employment Areas, as defined on the Proposals Map, the Borough Council will encourage development within Use Classes B1-B8 which makes provision for:

- (a) the expansion needs of existing firms in Surrey;
- (b) small firms;
- (c) changes of use;

providing that any resulting intensification of use can be satisfactorily accommodated in relation to the environmental, infrastructure and other development provision policies of this Plan.

Proposals for development which would result in the loss of land from industrial and commercial use will not be permitted.

- 3.2 Within Watchmoor Business Park, Yorktown Industrial Estate and Admiralty Way Industrial Estate, any of the uses within Classes B1-B8 of the Use Classes Order will be appropriate in principle. Policy E2 of the Local Plan does not permit development which will result in the loss of land from industrial and commercial uses, which is defined as uses B1-B8. Surrey Heath experiences considerable pressures for development but is an area with acknowledged constraints on development. A significant opportunity for commercial development is therefore the re-use and upgrading of existing commercial sites. The Yorktown Core Employment Area is an established commercial area which has direct access to the major highway network and where redevelopment is unlikely to have an adverse environmental impact.

A30 London Road Frontage/Employment Revitalisation Area

- 3.3 The A30 frontage has been designated as an Employment Revitalisation Area in the Local Plan in recognition of the need to upgrade the area through a comprehensive redevelopment strategy.

Policy E6 Employment Revitalisation Areas

The following Employment Revitalisation Areas are defined upon the Proposals Map:

- (a) Nos. 279-299 London Road and nos. 309-369 London Road with nos. 1-17 Frimley Road, Camberley; and**
- (b) Nos. 411-543 London Road, Yorktown, Camberley.**

In the above areas the Borough Council will encourage development for business use (B1), office (A2), retail (A1) floorspace or other appropriate uses normally as part of a comprehensive mixed use scheme which should include replacement residential accommodation and contribute towards highway and environmental improvements as necessary.

Where development comes forward on a phased or piecemeal basis it will be considered in respect of its contribution towards achieving the overall objectives of the Employment Revitalisation Area and any comprehensive scheme.

In respect of land at 309-315 London Road, development outside of any agreed comprehensive scheme may be acceptable. Such development will, however, be expected to contribute towards any agreed environmental improvements for Osnaburgh Hill.

- 3.4 Development within these areas should assist in achieving the objectives of improving the quality of the environment and resolving the existing traffic problems.
- 3.5 The A30 frontage suffers from environmental and traffic problems, which will only be resolved through a comprehensive strategy of mixed use redevelopment, environmental improvements and rear servicing. Any development on the A30 should contribute towards comprehensive development of the area, although phased or piecemeal development will also be considered. A greater range of uses of land will be acceptable along the A30, than within the Core Employment Area. This includes replacement residential use and some A2 and A1 uses, to reflect the current mix of uses and to give greater opportunities for redevelopment to upgrade the area.

Residential Enhancement Area

- 3.6 The Local Plan designates the residential area adjoining Yorktown and Frimley Road as a Residential Enhancement Area as the Borough Council will seek to improve the environment of this area through traffic management measures and other improvements where possible.

Policy UE5 West of Frimley Road Residential Enhancement Area

Within the area defined on the Proposals Map as a Residential Enhancement Area, the Borough Council will secure improvements to the residential environment by:

- (a) the introduction of traffic calming methods where necessary;**
- (b) the reduction or removal of through traffic where it currently causes amenity and/or safety problems;**
- (c) the introduction of trees and landscaping into the street scene where appropriate; and**
- (d) the improvement and harmonisation of on-street parking where it is an existing feature of the street scene.**

4.0 Strategy

4.1 To meet the objectives of this guidance, the following 4-part strategy will be pursued:

- a) Yorktown Highway and Transportation Strategy 2002;
- b) Framework for new building proposals;
- c) Landscape Strategy; and
- d) Residential Enhancement Strategy.

a) Yorktown Highway and Transportation Strategy 2002

4.2 The Council originally approved a Highway Strategy for the industrial and residential areas of Yorktown in 1994. The Surrey Heath Local Plan Deposit Draft 1998 included reference to the 1994 Highway Strategy, and in October 1999 the Local Plan Inspector confirmed that the adopted 1994 Highway Strategy should be included in full in the Local Plan and that reference should be made to progress made in achieving parts of the Strategy and to the review of the Strategy.

4.3 A review of the Highway Strategy started in 1999 and included consultation with representatives of the Yorktown Business Association and local residents. The Yorktown Highway and Transportation Strategy was subsequently approved in November 2000. The intention of the Strategy was to increase road safety and reduce through traffic within both industrial and residential areas whilst ensuring that access points would be improved before any further road closures in the area are considered.

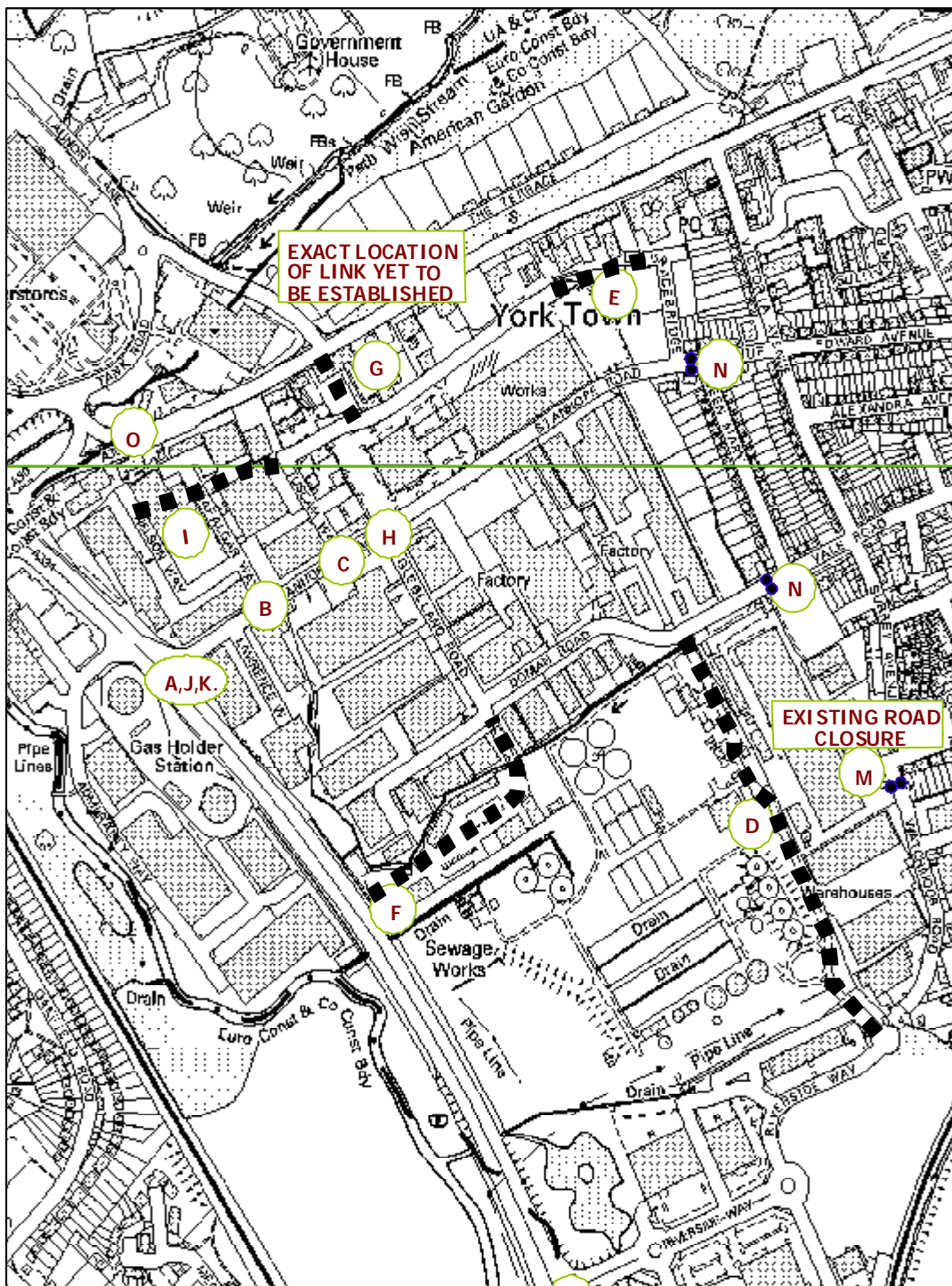
4.4 Since this time, Surrey County Council has undertaken a further review of this Strategy (October 2002), which builds upon previous studies and investigations and provides the additional dimension of an integrated approach to transport in the area. It is envisaged that the Strategy will enable the provision of a transport network that caters for the travel needs of all members of society.

4.5 The Strategy includes the following five key objectives:

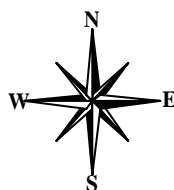
- Improved access for deliveries, customers, employees, public transport and emergency services between Yorktown and on the surrounding highway network;
- Improvements to bus and rail services to reduce traffic and the reliance on private cars;
- Implementation of continuous sections of pedestrian and cycle routes as part of Surrey County Council's Cycle Network Strategy for the Borough-wide Cycle Network Strategy to provide improved facilities for pedestrians and cyclists;
- Improve road safety and consider options to reduce through traffic in the residential and business areas;
- That the Strategy is to be development-led and that some objectives will be achieved before others.

4.6 The Strategy is available as a separate document and includes a range of complementary measures which will be achieved through developer contributions or Local Transport Plan (LTP) funding. The implementation measures of the Strategy are outlined below and illustrated on Plan 3.

STRATEGY IMPLEMENTATION MEASURES		
	Objective 5.1: Improved access for deliveries, customers, employees, public transportation and emergency services between Yorktown and on the surrounding Highway Network	
A	1.1	Widening of Stanhope Road
B	1.2	Signalisation of Stanhope Road/Trafalgar Way
C	1.3	Signalisation of Stanhope Road/Tuscam Way
D	1.4	Contribution towards implementation of Riverside Way/Yorktown Link Road from Doman Road to Riverside Way
E	1.5	Linking of Tuscam Way (Nokia Service Road) with Bracebridge
F	1.6	Linking Doman Road with a left in/left out junction on the BVR A331 through the Council depot site
G	1.7	Linking of the Nokia Service Road/Tuscam Way with London Road
-	1.8	Contribution towards the feasibility, design and implementation of miscellaneous Yorktown highway improvements
-	1.9	Contribution towards the review and implementation of on street parking control measures
-	1.10	Provision and Implementation of Travel Plans (per occupier)(monitoring cost £2000 each)
-	1.11	Contribution towards Camberley Movement Study
H	1.12	Signalisation of Glebeland Road/Stanhope Road
I	1.13	Extension of the Nokia Service Road to the west of Tuscam Way
J	1.14	Widening of the BVR at its junction with Stanhope Road to accommodate two right turn lanes
	Objective 5.2: Improvements to bus and rail services to reduce traffic and the reliance on private cars	
K	2.1	Provision of 2 bus lay-bys on the BVR in the vicinity of Stanhope Road
L	2.2	Provision of 2 bus lay-bys on the BVR in the vicinity of Riverside Way
-	2.3	Route 1 Bus Study contribution
-	2.4	Improved Public Transport information
M	2.5	Provision of bus gate at Watchmoor Road/Moorlands Road
N	2.6	Provision of bus gates at Stanhope Road/Queen Mary Avenue and Doman Road/Vale Road
-	2.7	Bus Route Impact Feasibility Study on residential area to east of Yorktown, through Yorktown to Camberley Rail Station, implementation including pump priming for 5 years
-	2.8	Rail Passenger Transport Study Bid to the Strategic Rail Authority for improved public transport provision between Yorktown and Riverside Way
	Objective 5.3: Implementation of continuous sections of Pedestrian and Cycle Routes as part of SCC's Cycle Network Strategy for the Borough wide Cycle Network to provide improved facilities for pedestrians and cyclists	
O	3.1	Toucan Crossings at The Meadows
-	3.2	On and off carriageway pedestrian/cycle routes as identified in the cycle strategy
	Objective 5.4: Improve road safety and consider options to reduce through traffic in the residential and business areas .	
-	4.1	Traffic Impact Feasibility Study on residential area to the east of Yorktown, with implementation of traffic calming/environmental enhancements and the option of road closures for vehicles in the residential areas of Vale Road, Alexandra Avenue, Edward Avenue, Sullivan Road, Queen Mary Avenue and Stanhope Road
-	4.2	Environmental/signage improvements within the business area



Title	YORKTOWN HIGHWAY AND TRANSPORTATION STRATEGY
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Strategy Overview

- 4.7 The Yorktown Highway and Transportation Strategy 2002 provides an integrated approach to transport in the area.

Highway Access between Yorktown and the Surrounding Highway Network

- 4.8 Improved access for deliveries, customers, employees, public transport and emergency services between Yorktown and the surrounding highway network is one of the primary objectives of the Strategy. This provides the opportunity to promote such initiatives as Advance Direction Signs, Estate Direction Signs, the review and implementation of on-street parking controls, introduce link roads, and carry out junction and other highway enhancements and improvements.

Bus and Rail Services

- 4.9 There is a need for good public transport routes between Yorktown and the railway stations at Blackwater, Farnborough Main and Camberley. Whilst the current highway network is not helpful in supporting cost effective bus operations, a variety of route options can be developed with the support of the operators, particularly through the Estate. The Strategy looks to progressing infrastructure improvements, and where appropriate, pump priming operations.
- 4.10 Blackwater Station is located close to this area, but pedestrian and cycle links from the station to the Guidance area are currently very poor and station facilities are limited. In addition, there are no bus services to transfer passengers from the station to the heart of the Guidance area. Development proposals within this area may be required to provide improved links to the station, to assist in the aim of reducing dependency on the car for staff and visitors and to upgrade and increase facilities.

Pedestrians and Cyclists

- 4.11 Improved facilities for pedestrians and cyclists may assist in changing travel behaviour. Within Yorktown, allowing cyclists and pedestrians to travel freely between the industrial and residential areas, and introducing such features as cycle advance areas at traffic signals and cycle lanes are positive features to increase personal safety and mobility.
- 4.12 Within new developments, secure cycle parking facilities, showers and locker facilities should be provided.
- 4.13 The Surrey Heath Cycle Strategy highlights desired cycle links through Yorktown. Plan 4 shows the concept for the cycle route link throughout the Yorktown area. These link into the Draft Cycle Network Strategy for the Borough.

Road Safety

- 4.14 This provides for the needs of the mobility impaired, cyclists, pedestrian and other vulnerable road users. Issues such as inadequate footway widths, lack of crossing facilities, severance, lack of positive cycle facilities, poor lighting and fears for personal safety need to be addressed to help encourage a change in travel behaviour. Traffic calming options where appropriate are to be considered, together with

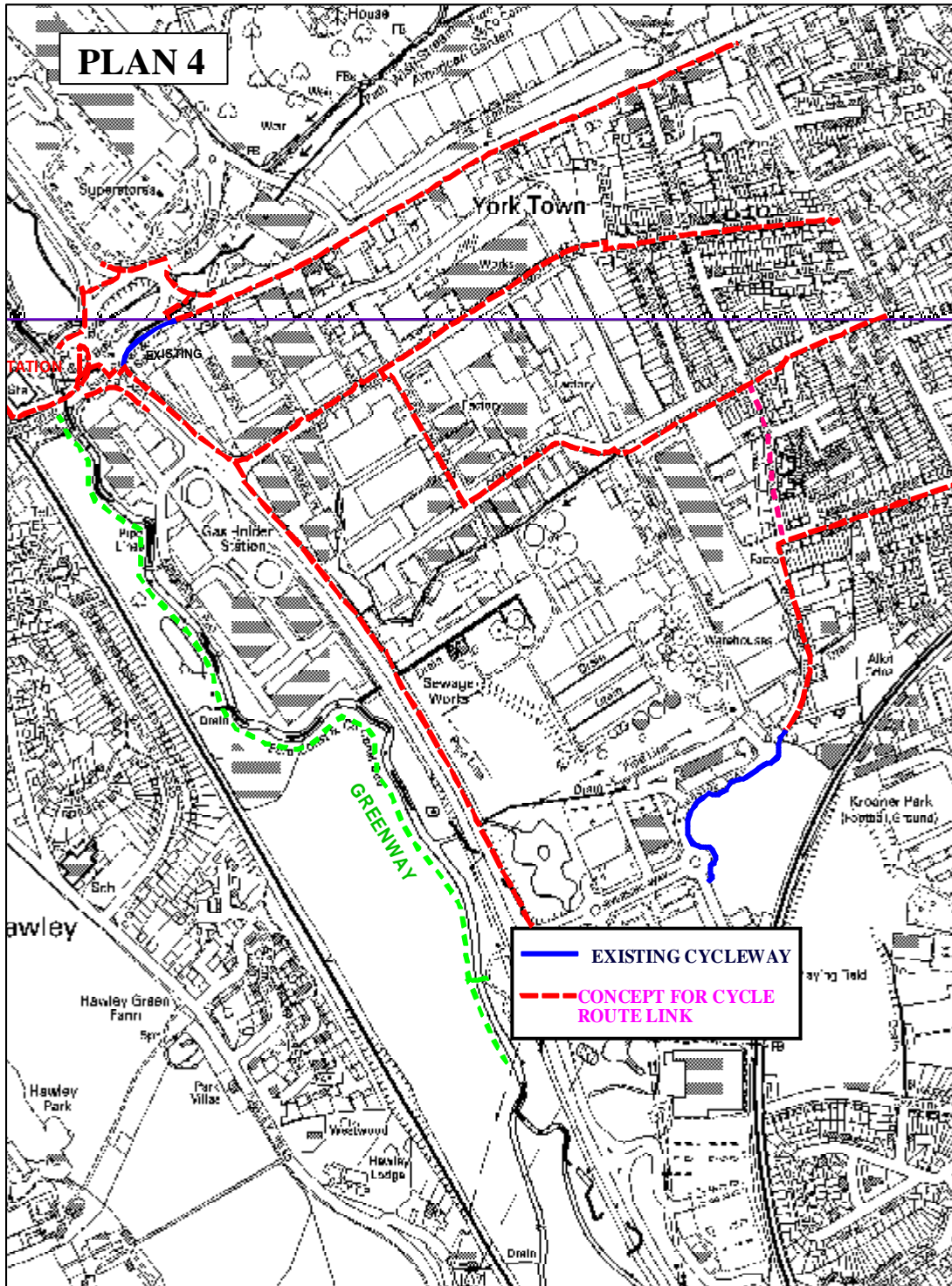
investigation into the potential of closing off vehicular links between the residential and business areas.

Transport Mitigation Measures

- 4.15 Surrey Heath Borough Council, with advice from Surrey County Council as the Highway and Transportation Authority, will encourage developers to provide transportation mitigation when determining future planning applications within the Yorktown business area. It is anticipated that all new developments will contribute in an equitable manner to improvements that are fairly and reasonably related to the proposals. This may include contributions towards: the promotion of the principles of sustainable development; encouraging greater community involvement in considering transport issues; reducing road accidents; improving the integration, quality and choice of public transport; providing for the needs of vulnerable road users; and reducing congestion, pollution and other traffic generated impacts.

Travel Plans

- 4.16 One of the Government's initiatives to encourage businesses to think strategically about transport requirements is through the adoption of Travel Plans. Travel Plans are a means of encouraging employees to use sustainable modes of travel and reduce their reliance on the private car.
- 4.17 Developers will be expected to prepare Travel Plans for new commercial planning permissions and make a commitment to their future monitoring. These would be the subject of legal agreements and form an essential part of any favourable Transportation Authority recommendation.
- 4.18 The Travel Plans will be expected to consider a number of issues that may act as incentives or penalties to reduce car use. These could include:
- Organised arrangements for car sharing
 - Improved access by bus, walk and cycle modes
 - Park and Ride services
 - Better public transport information
 - Financial incentives for cycle and bus travel and for car sharing
 - Restrictions on permits for staff parking on site
 - Reducing car subsidies for employees
 - Charging staff for permission to park on site
- 4.19 Guidance should be sought from the Transportation Development Control Section at Surrey County Council for information as to the contents of a Travel Plan for a particular scheme (See Appendix 1).



Title	CYCLE ROUTE LINKS	
Drawing No:		
Date: 08/08/02	Scale: 1:8000	

Surrey Heath Borough Council
 Knoll Road
 CAMBERLEY
 Surrey GU15 3HD

Tel : +44 (0)1276 707100
 Fax : +44 (0)1276 707476
 E-mail: technical-projects@surreyheath.gov.uk



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b) Framework for New Building Proposals

- 4.20 The Guidance area varies in character, and it is not intended that a standardised approach be taken to design issues throughout the area. Watchmoor Business Park and Admiralty Way Industrial Estate have well defined design characteristics and conformity in appearance of buildings. New development should be in keeping with the existing character of these areas in terms of scale and materials and reflect the quality of the best buildings in the area. Where a comprehensive re-development of an estate or area of estate is proposed, development should provide a high quality of design and materials.
- 4.21 Yorktown and the A30 frontage vary in style of building and development appears to follow no specific design themes. Development has taken place at different times, and is likely to continue to develop on a site by site basis, with developers seeking to build stand alone buildings.

Materials

- 4.22 There is no distinctive local material that should be used throughout the area, but to achieve cohesiveness, materials used in new developments should have regard to materials on adjoining sites where appropriate or to examples of good quality buildings in the area. New buildings at prominent positions, such as road junctions or on major road frontages, should be considered as landmark buildings where more modern styles of design and materials may be appropriate. Buildings at key points such as road junctions may be constructed using similar materials to other key buildings, where appropriate, to avoid confusion of style.

Design Principles

- 4.23 New development should reflect the scale and form of adjoining development, but can also give opportunities to improve the quality of the area by seeking high standards of design. Planning applications for large schemes should be accompanied by a statement on the design principles adopted for the site. Policy G4 of the Local Plan sets out the design principles to be used when considering proposals for new development.

Policy G4 Design Principles

The Borough Council will, in considering proposals for new development and redevelopment, ensure that:

- (a) the scale, mass, density, quality, character, materials and landscape design of development is compatible with the adjoining development and that in the surrounding area;**
- (b) in settlement areas, development should not be of a height that would appear incongruous;**
- (c) in the countryside, development will be restricted to two storeys unless the characteristics of the site and surrounding area are such**

that no harmful visual impact or harm to the area's rural character would arise;

(d) vehicular and servicing access is unobtrusive; and

(e) special attention is given to the quality of public spaces.

4.24 At important road junctions and road frontages, the height of buildings can be used to give points of reference through the area and to define key buildings. Tall buildings at road junctions and on important sites such as the former Solomons site could provide landmarks to define the area and provide a suitable entrance to the industrial area and the Borough. Plan 5 identifies sites where tall buildings or buildings of particular quality will be sought to provide landmarks at important locations in Yorktown and the Admiralty Way Industrial Estate.

4.25 Yorktown is the entrance to the Borough from Hampshire and Berkshire and to drivers from the M3, but does not provide a visible gateway into the Borough. The development of striking buildings along the major frontages of the A30 and BVR in particular will give a more visible presence to this important commercial area.

4.26 Where decked parking solutions are proposed with the area, it is not anticipated that decks in excess of one level above ground will be acceptable.

Energy Efficiency

4.27 New buildings should be designed to include energy efficiency measures. These could include passive solar gain, as well as employing 'cutting edge' technology such as active solar systems, computerised ventilation systems and combined heat and power.

Public Art

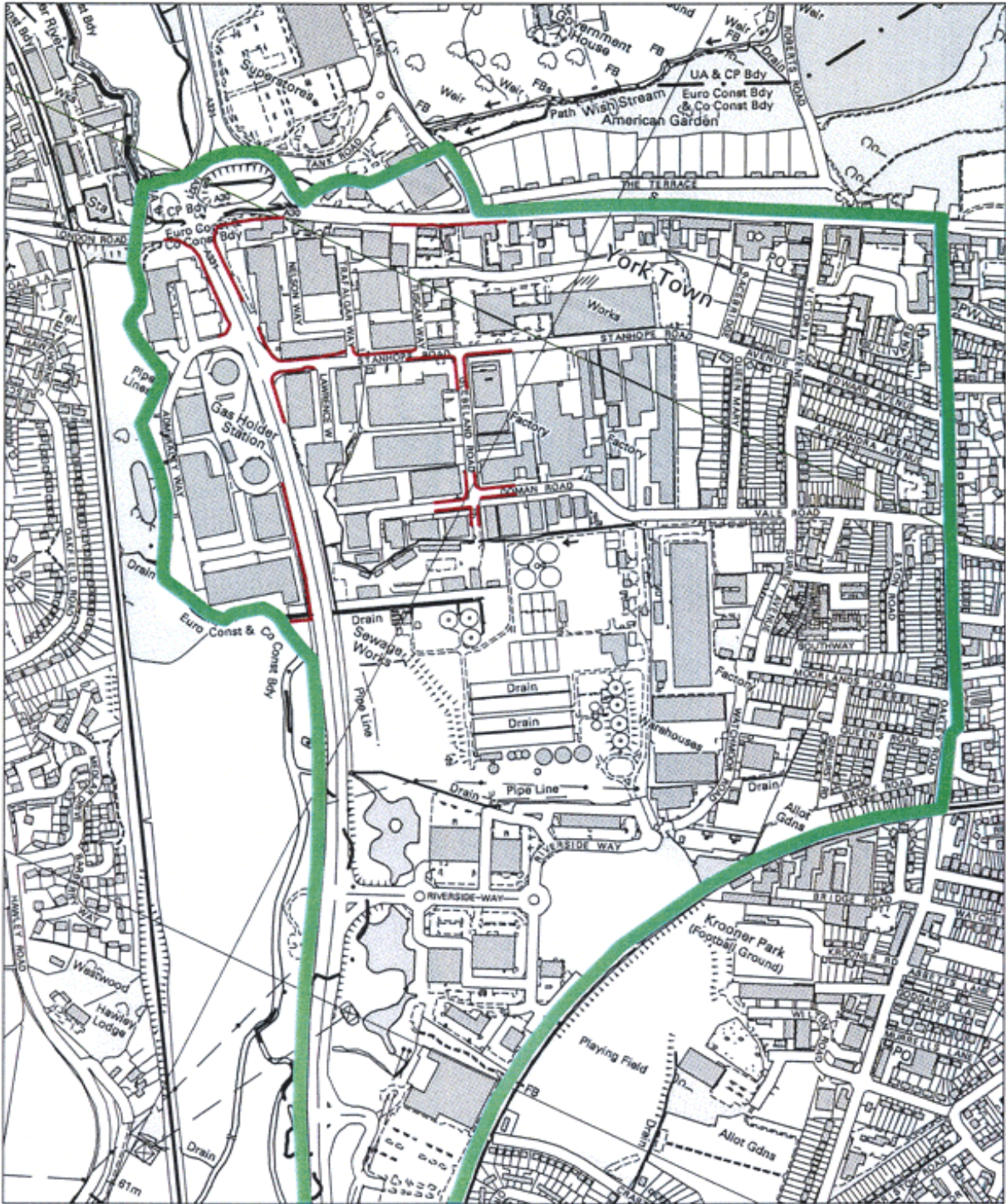
4.28 Public art can play a major part in improving the environment and providing interest in an area. Within major developments, the Council will seek new works of public art. Public art includes such things as sculptures, water features, mosaics, decorative street furniture and ground surfaces.

Sustainable Drainage Systems

4.29 Sustainable drainage systems can help reduce the environmental impact of developments by managing water run-off rates to reduce the impact of development on flooding. Development proposals will be expected to incorporate source control techniques and sustainable drainage systems.

River Corridors and Waterways

4.30 The River Blackwater runs close to the western edge of the area covered by this Guidance. The Environment Agency recommends that buffer zones be provided which are free of any development, to protect and enhance the River Blackwater.



Title	SITES FOR POTENTIAL NEW KEY BUILDINGS / LANDMARKS.
Drawing No:	PLAN 5
Date: 21:06:02	Scale: 1:8000

Surrey Heath Borough Council
 Knoll Road
 CAMBERLEY
 Surrey GU15 3HD
 Tel : +44 (0)1276 707100
 Fax : +44 (0)1276 707476
 E-mail: technical-projects@surreyheath.gov.uk



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c) **Landscape Strategy**

Landscaping

- 4.31 Watchmoor Business Park is a well-landscaped environment, providing an attractive setting to businesses. Yorktown and the A30 are harsher environments, with little existing landscaping. The BVR and A30 are designated as Green Corridors in the Local Plan as they are major routes through the Borough where the environment should be preserved and enhanced.

Policy G23 Green Corridors

The Borough Council will seek to ensure that any development in the vicinity of Green Corridors, as shown on the Proposals Map, preserves their landscape character. The Borough Council will encourage, where necessary, the enhancement of the character of the area through landscape design.

- 4.32 This Strategy provides a spatial framework for landscaping improvements to be provided through both development-related and non development-related initiatives.
- 4.33 The main elements of the landscape strategy are:

a) Proposed Link Roads

The Yorktown Highway and Transportation Strategy envisages a number of new link roads, e.g. connecting to the A30 and from the Doman Road Depot to the BVR. Opportunities to create a tree-lined avenue should be pursued, to bring some of the environmental quality of the Watchmoor Business Park into Yorktown.

b) Major New Development Sites

A number of major sites are coming forward for redevelopment, such as the former Solomons site. There is an opportunity to secure a strong landscaped element with all such sites, particularly important to enhance Yorktown as a major gateway development to Camberley.

c) Nodal Points

Impact landscaping and/or public art should be secured where opportunities can be realised. Possible locations are at major highway junctions, eg Stanhope Road and the BVR, Doman Road and the BVR.

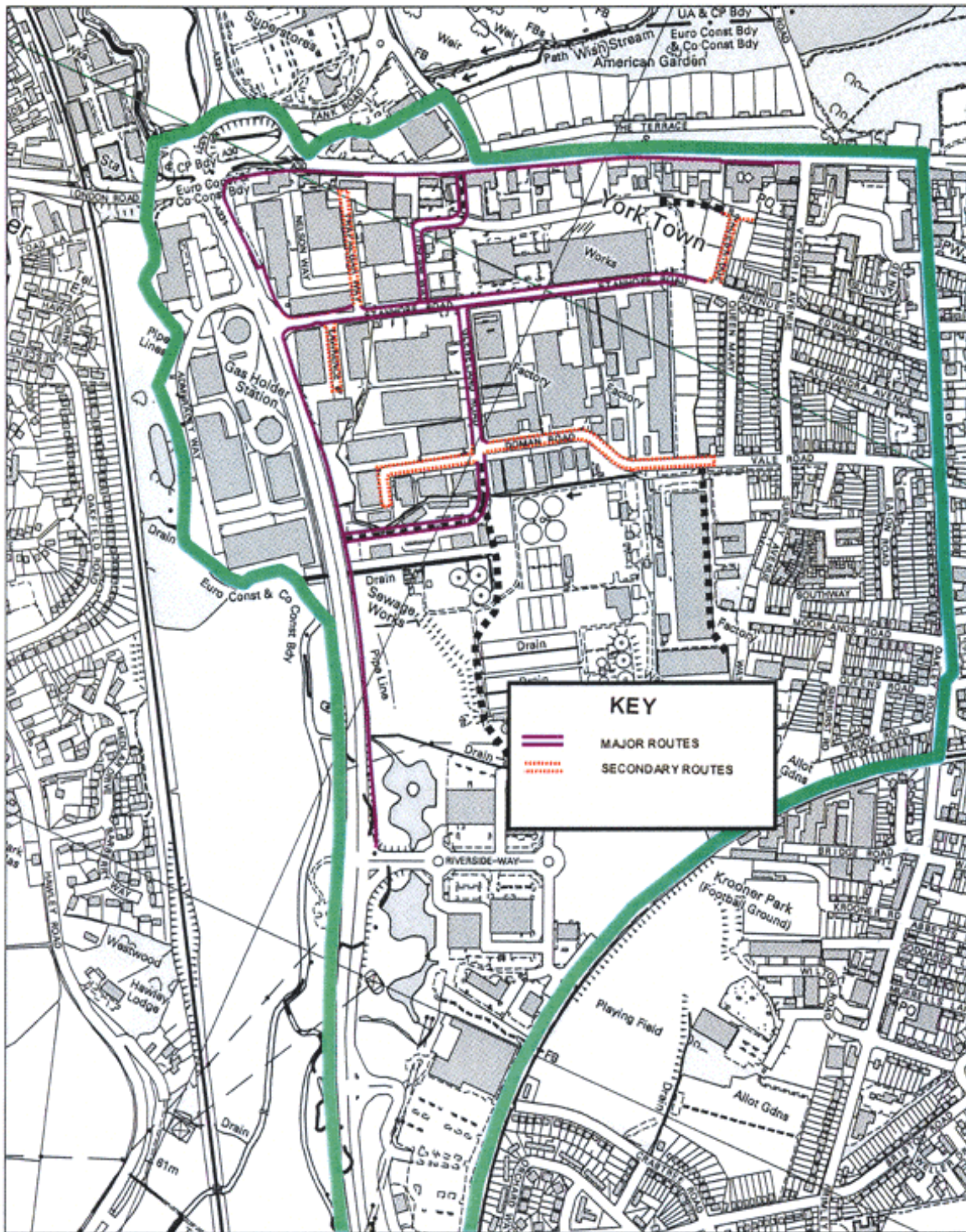
d) Public Domain

There may be some opportunities to enhance the hard landscaping elements of the public domain, as and when enhancements in the form of cycleways and bus facilities can be introduced.

e) **Private Domain**

Existing businesses should be encouraged to invest in landscaping enhancements to uplift their environmental surroundings. General advice on appropriate species is available from the Borough Council.

- 4.34 Plan 6 shows areas within Yorktown where landscaping can be introduced. The most dominant planting should be along the main routes of the Estate, with avenues of trees used to define the hierarchy of roads and to soften the hard environment and to provide visual links from the A30, BVR and the Yorktown Estate. Varying the depth of landscaped strips and size of trees can be used to differentiate the major roads from subsidiary roads. Along the BVR, Stanhope Road and Doman Road, landscaping strips of up to 3-6 metres wide and taller specimen trees could provide a contrast with narrower landscaped strips of 2-3 metres and smaller trees along Tuscam Way, Trafalgar Way, Glebeland Road, Bracebridge and Lawrence Way.
- 4.35 The creation of these avenues may require use of highway land or land within development sites. The use of highway land for landscaping purposes will require consideration of how the needs of cyclists and pedestrians can be accommodated within any revised layout.
- 4.36 Suitable trees for the creation of avenues include:
- Hornbeam Fastigiata,
 - Beech
 - Sweet Chestnut
 - Horse Chestnut
 - Lime
 - Norway Maple
 - Oak
 - London Plane.
- 4.37 The use of different tree species along different roads will avoid too rigid an approach being taken to landscaping, while the use of specific trees within each road provides cohesiveness through the area.
- 4.38 Along the A30, many buildings are close to the road, giving little existing landscaping. Much of the green character of the A30 comes from the dominance of trees along the Royal Military Academy frontage. Any new landscaping along the A30 should be in extensive sections to avoid a fragmented arrangement of planting and buildings.



Title	AREA OF PROPOSED LANDSCAPING
-------	------------------------------

Drawing No:	PLAN 6
Date: 17.06.02	Scale: 1:8000

Surrey Heath Borough Council
 Knoll Road
 CAMBERLEY
 Surrey GU15 3HD

Tel: +44 (0)1276 707100
 Fax: +44 (0)1276 707476
 E-mail: technical-projects@surreyheath.gov.uk



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 LICENCE No. LA 079618

Landscaping Details

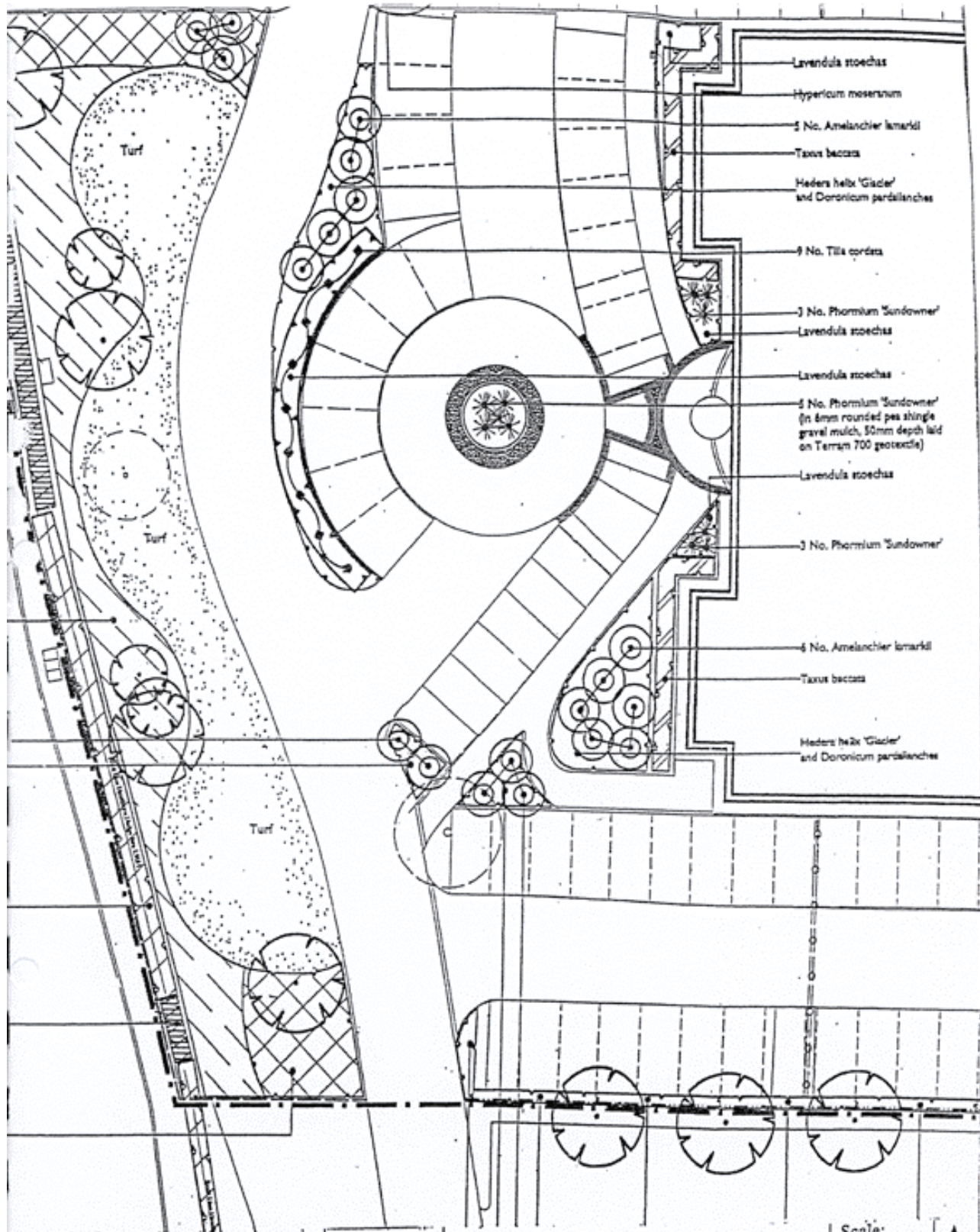
- At important junctions or key buildings, breaks in an established avenue of trees can allow attractive buildings and any hard landscaping or public art to be viewed
- In addition to tree planting, shrubs may be planted at various heights to screen unattractive views where necessary
- At road junctions, planting should be kept to a low level to protect sight lines
- Landscaping areas should be large enough to have a positive impact and trees should be of a scale to match the scale of large buildings
- Large expanses of grass should be avoided as they can become poorly maintained and unsightly

4.39 Plans 7 and 8 show examples of how landscaping can be incorporated into commercial development schemes to enhance buildings. Attention should also be paid to ensuring that adequate landscaping, including the planting of suitable trees, is considered within car parks.

d) Residential Enhancement Strategy (west of Frimley Road)

4.40 This residential area is generally of reasonable quality with sound properties. The main environmental problems of the area derive from the levels of through traffic and some on-street parking associated with staff in the employment area. Measures to improve the environment include traffic management initiatives in the area, landscaping improvements, and the consideration of road closures identified in the Yorktown Highway and Transportation Strategy, to reduce through traffic.

4.41 Surrey County Council is investigating measures such as “Home Zones” which seek to give pedestrians priority over traffic, and this area may be suitable for setting up such a scheme. A feasibility study to investigate setting up a “Home Zone” or implementing other safety measures, will be carried out in the near future, and consultation will take place with local residents before any measures are carried out.



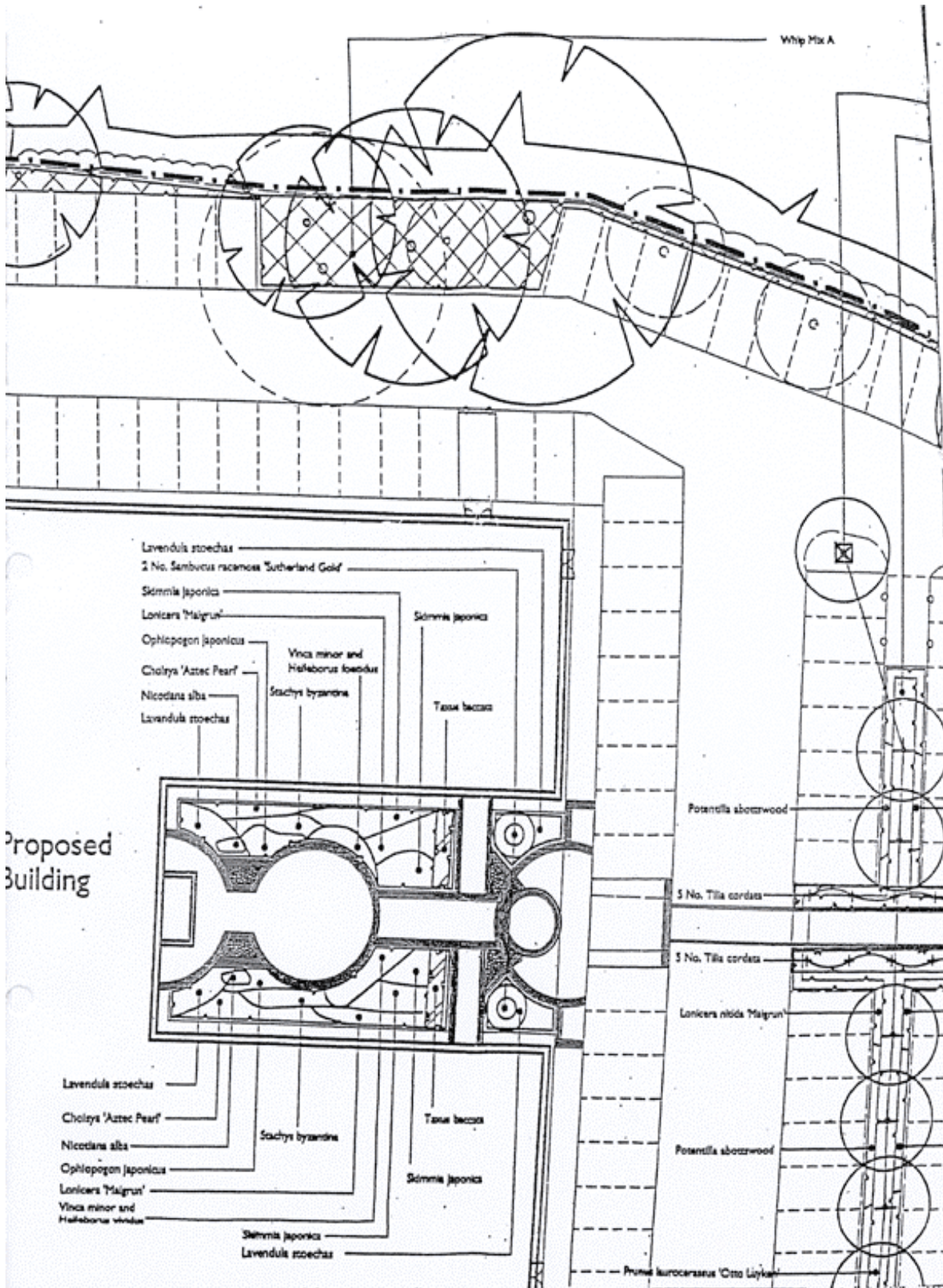
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 11 Heath House
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 Haslemere, Surrey, GU15 3HD.



Plan 7

Scale:
 1: 1250
 Date:
 14/12/01

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 N



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Heath Borough Council
 Heath House
 3rd
 Epsom, Surrey, GU15 3HD.



Plan 8

Scale:
 1: 1250

Date:
 14/12/01



5.0 Submission of Planning Applications

Supporting Information

- 5.1 Planning applications for development within the Guidance area should include the following:
- A Design Statement that has regard to the criteria in Policy G4 of the Surrey Heath Local Plan 2000.
 - A Transport Assessment

Planning Conditions/Legal Agreements

- 5.2 Legal agreements are likely to be required to cover:
- Contributions to meet highway works and improvements, including cycleways and pedestrian links
 - Travel Plans
- 5.3 Conditions may be required to secure details of landscaping and public art.

APPENDIX 1: USEFUL CONTACTS

For further advice regarding the contents of this Guidance, the contacts are as follows:

	Tel. Nos.
Surrey Heath Borough Council	01276 707100
Surrey Heath House Knoll Road Camberley Surrey GU15 3HD	
Planning:	
For advice on planning applications: Development Control Division	02176 707222
For advice on Local Plan Policy and this Guidance: Planning Policy and Conservation Division	01276 707222
Surrey County Council	
Transportation and Highways:	
Andy Stokes Transportation Development Control Section Surrey County Council County Hall Kingston upon Thames KT1 2DY	0208 5419837

APPENDIX 2: CONSULTATION RESPONSE

This appendix includes the report considered by the Borough Council Executive at its meeting on 9 July 2002. This sets out the representations made on this guidance in the consultation exercise, and the Borough Council response to these representations.

SUPPLEMENTARY PLANNING GUIDANCE FOR YORKTOWN

Portfolio	Environment
Ward(s) Affected:	St. Michael's

Purpose

To approve the Supplementary Planning Guidance for Yorktown.

Background

1. In January 2002, the Environment Committee approved draft Supplementary Planning Guidance for Yorktown for consultation purposes. Consultation has taken place with all businesses and residents in the area covered by the Guidance, together with adjoining local authorities, Surrey County Council and other public transport and infrastructure providers.
2. As a result of comments received, some amendments have been made to the draft Supplementary Planning Guidance. A table of representations received and the response to those comments is attached at Annex A. The amended Guidance is attached at Annex B. The changes proposed are shown in italics.

Proposal

3. It is proposed that the Supplementary Planning Guidance for Yorktown, as detailed in Annex B, be approved.
4. Once approved, the Supplementary Planning Guidance for Yorktown will be a material consideration for development control purposes.

Options

5. The draft Supplementary Planning Guidance has been the subject of extensive local consultation and has been prepared in partnership with the Yorktown Business Association, which has made comments on the draft document. If the Guidance is not approved it will not be considered to be a material consideration for development control purposes.

Resources Implications

6. Printing of the Supplementary Planning Guidance will incur minor costs, which can be met from the Local Plan budget.

Recommendation

6. The Executive is asked to RECOMMEND that the Supplementary Planning Guidance for Yorktown be approved for development control purposes.

Background Papers: Forward Planning file CA 3.8

Contact: Margaret McEvit 01276 707212
e-mail: margaret.mcevit@surreyheath.gov.uk

ANNEX A: TABLE OF REPRESENTATIONS RECEIVED ON ORIGINAL YORKTOWN SUPPLEMENTARY PLANNING GUIDANCE AND THE RESPONSE TO THOSE COMMENTS²

Consultee	Comments	Response
Tracey Hall 34 Vale Road Camberley	Concerned about through traffic and speed of traffic between Vale Road and the Yorktown estate. Barrier between Vale Road and Doman Road should be permanently closed.	This is addressed in the adopted Yorktown Highway and Transportation Strategy. The road closures may take place when all the proposed link roads are in place, or restrictions will remain with bus gates in place. Surrey County Council is investigating possible traffic calming schemes in the residential area, as referred to in paras. 4.34 and 4.35. No change to Guidance.
Emma Brodie 21 Edward Avenue Camberley	Asked about plans to close off Edward Ave from the industrial estate. Traffic causes disturbance and there have been numerous accidents.	This is addressed in the adopted Yorktown Highway and Transportation Strategy. The road closures may take place when all the proposed link roads are in place, or restrictions will remain with bus gates in place. Surrey County Council is investigating possible traffic calming schemes in the residential area, as referred to in paras. 4.34 and 4.35. No change to Guidance.
Mr & Mrs Harding 47 Vale Road Camberley	Objects to a possible link road through the former Lenthéric Mornay site as would cause noise and disturbance to nearby residents. Permanent closure of the roads between the residential and commercial areas would be welcome. Prefers a bus route from the A30 to the BVR via the Council depot and Thames Water site to avoid the residential roads. Welcomes more landscaping, particularly on Yorktown industrial estate.	The link road through the former Lenthéric Mornay site is included in the adopted Yorktown Highway and Transportation Strategy, but the site has been re-developed so the road seems unlikely to be provided in the near future but remains a possible option in the future. The road closures may take place when all the proposed link roads are in place, or restrictions will remain with bus gates in place. Bus routes have not yet been determined, and feasibility studies will be undertaken to determine preferred routes. No change to Guidance

² Note that the paragraph references relate to the numbering on the original Yorktown supplementary planning guidance (July 2002).

Consultee	Comments	Response
Thames Trains Ltd.	Proposals in the area, despite the proposed traffic improvements, will add to traffic saturation at junction 4 of the M3 and the Meadows junction. Development of rail facilities should be a pre-requisite of development in the area. Blackwater Station would be a logical target for such development. Thames Trains would be happy to be involved with the Council and Railtrack about improvements. These could include improving pedestrian, disabled and cyclist access to the station, creating arrangements to encourage a public transport interchange and upgrade and increase of station facilities.	Para. 4.9 refers to the need for development proposals to provide improved links to Blackwater Station. This could include works to improve facilities at Blackwater Station. <u>Guidance amended accordingly.</u>
Mrs A S Alexander	Objects to a possible link road through the former Lenthéric Mornay site as would cause noise and disturbance to nearby residents. Permanent closure of the roads between the residential and commercial areas would be welcome. Prefers a bus route from the A30 to the BVR via the Council depot and Thames Water site to avoid the residential roads. Welcomes more landscaping, particularly on Yorktown industrial estate.	The link road through the former Lenthéric Mornay site is included in the adopted Yorktown Highway and Transportation Strategy, but the site has been re-developed so the road seems unlikely to be provided in the near future but remains a possible option in the future. The road closures may take place when all the proposed link roads are in place, or restrictions will remain with bus gates in place. Bus routes have not yet been determined, and feasibility studies will be undertaken to determine preferred routes. No change to Guidance.
Environment Agency	Wishes to see changes to include advice on sustainable drainage systems, guidance on the protection and enhancement of the Blackwater River and its banks by providing buffer zones and advice on River Corridors and Waterways.	Agreed. <u>Guidance amended by the addition of paragraphs 4.23 and 4.24</u>
Weatheralls on behalf of Lattice Group Pension Scheme, freeholder of Admiralty Way Industrial Estate	Supports the objectives of the Guidance and the flexibility of local plan policies for the area. Agree with the principles in paragraph 4.14 that new buildings should be in keeping with the well-defined character of Admiralty Way, where development involves extensions or minor works.	Comments noted.

Consultee	Comments	Response
	<p>For major redevelopment of the estate, it will not be necessary to be in keeping with the existing estate, but an opportunity to provide high quality buildings to complement new developments in the area.</p> <p>Contributions towards highway improvements should relate to the size and type of proposed development and should only apply to larger redevelopment proposals which have an impact on local infrastructure and the environment.</p> <p>The west frontage of the BVR is also suitable for landmark buildings to help create a gateway into Camberley and the western part of the Borough.</p>	<p>Agreed. A comprehensive redevelopment of the estate would be an opportunity to create a new, high quality environment. <u>Guidance amended at paragraph 4.14.</u></p> <p>Contributions referred to in para. 4.4 will relate to the size of development and increased traffic generation of new development. Contributions under Section 106 Agreements must be reasonable and related to the scale of development so will only be sought where development is of a scale to justify seeking developer contributions because of the scale of traffic generation. No change to Guidance.</p> <p>Agreed. New development of the Admiralty Way industrial estate could provide for landmark buildings to complement developments on the Yorktown and BVR frontages. <u>Plan 4 and paragraph 4.18 amended.</u></p>
Yorktown Business Association	<p>Supports the goal of reducing travel to work by car, but most employees have to travel by car and the Guidance should deal with this reality. Objects to measures outlined in para. 4.13 which may be included in Travel Plans to act as incentives or penalties to reduce car use. Employees cannot easily re-locate to this area and public transport is not suitable. Restrictions on parking are an additional taxation, and adequate free parking is essential to ensure availability of key staff.</p> <p>Levels of on street parking in the area are the result of a reduction in parking availability on new developments. The Association suggests a preferred on-site provision of 1 space per 20 square metres and a minimum of 1 space per 40 square metres in business areas.</p>	<p>Measures in para. 4.13 form part of the adopted Yorktown Highway and Transportation Strategy which are being reported in this Guidance only. The requirement for developers to prepare Travel Plans which may include a number of requirements aimed at reducing car use is in conformity with the aims of PPG13.</p> <p>No change to Guidance.</p> <p>The County Highway Authority has adopted a maximum parking standard of 1 space per 35 square metres floorspace for office and industrial uses. PPG13 also recommends a parking standard of 1 space per 30 square metres.</p> <p>Parking standards are not</p>

Consultee	Comments	Response
	<p>Parking areas should incorporate suitable trees to enhance the overall appearance of the estate.</p> <p>Policy UE5 of the Local Plan should be changed to remove the reference to closure of Doman Rd and Stanhope Rd to through traffic and refer only to traffic calming.</p> <p>Plan of the Yorktown Highway Strategy should be included to clarify references in the extract of the Strategy in para. 4.4.</p> <p>Plans 3, 4 and 5 should include all link roads and cycle routes on future link roads. Some link roads are not shown and others are shown incorrectly. Some link roads have been abandoned or will not take place.</p> <p>Plan 5 shows Doman Rd as a major route, which it will not be. A major route suitable for tree planting is the link road through Doman Rd depot, along Glebeland Rd, along the Nokia service road and the link road to the A30.</p>	<p>determined as part of this guidance. No change to Guidance.</p> <p>Agreed. <u>Para. 4.33 to be amended to strengthen reference to landscaping within car parks.</u></p> <p>Amendments to the Local Plan cannot be considered as part of this process.</p> <p>Agreed. <u>Plan showing all link roads and highway improvements included in the Guidance.</u></p> <p><u>Plans to be amended to show all link roads in the Highway Strategy and cycle routes where these have been determined.</u> Some links have not been plotted in the Highway Strategy so cannot be shown but others are still shown in the adopted Highway Strategy so are shown even if their completion seems unlikely.</p> <p><u>Agreed that the proposed link road will be a major route and landscaping should reflect this. Plan amended</u></p>
<p>White Young Green on behalf of Castlemore Securities.</p>	<p>Supports main objectives of the guidance and the framework for new buildings proposals and landscape strategy.</p> <p>Agrees that the Yorktown Highway Strategy provides an integrated approach to transport in the area and under the planning consent for the former Solomon's site, Castlemore will be providing a number of measures listed in the strategy. A consistent approach should be taken for all sites coming forward for redevelopment in the area.</p>	<p>Agreed. No change to Guidance.</p>

Consultee	Comments	Response
Directory Planning and Community Services	Reference should be made to limiting the height of decked parking solutions within the area.	<u>Agreed. Guidance amended at paragraph 4.20</u>