



Guildford Development Framework
Woodbridge Meadows
Supplementary Planning Document

February
2008




GUILDFORD
BOROUGH

Status

This Supplementary Planning Document (SPD) has been prepared to support and amplify the policies set out in the Guildford Borough Local Plan (2003), which was formally adopted by Guildford Borough Council in January 2003; the majority of policies have been saved for use until replaced through the Guildford Development Framework (GDF). This SPD, in particular, expands upon Local Plan Policy E2, concerning 'Redevelopment of existing business, industrial and warehousing land in urban areas and within identified settlements in the Green Belt', and any equivalent policies of the emerging GDF which may replace it.

In this respect, this SPD has the status of a material consideration in the determination of planning applications by this Local Planning Authority and in support of its decisions at appeal. It replaces Guildford Borough Council's earlier 'Woodbridge Meadows' Development Guidance dated September 2005.

This document has been prepared within the context of national planning policy and other relevant guidance available, in the period leading up to its adoption in February 2008.

Sustainability Appraisal

In accordance with current EU and government guidance on the subject, this SPD has been subject to appropriate Sustainability Appraisal (SA) during its preparation and to thorough consultation. Whilst screening to consider the extent of the SPD's environmental effects it was concluded that a full Strategic Environmental Assessment (SEA) was not required. It is noted that the SA in any event involves a full consideration of environmental effects as part of the key sustainable development principles.

Appropriate Assessment

The Council is required to undertake an Appropriate Assessment (AA) on the impact of the SPD on Natura 2000 sites. Within Guildford Borough, this includes Special Protection Areas (SPA) and Special Areas of Conservation (SAC). In accordance with these requirements a screening opinion has been prepared, which examines the potential of the Woodbridge Meadows SPD for having significant effects on the Thames Basin Heaths SPA and SAC. The advice of Natural England was taken into account. The screening opinion concluded that the SPD is not directly connected with or necessary to the management of the site, and is not likely to have a significant effect on a European site (in combination with other plans or projects).

Statement of Public Consultation

The Supplementary Planning Document has been the subject of public consultation, in accordance with the Council's Statement of Community Involvement.

A public consultation on the draft Woodbridge Meadows SPD took place over a six-week period between 17th October and 28th November 2007 allowing comments in the form of a questionnaire or letter to be received. Copies of the draft SPD and questionnaire for comments were made available to a wide range of organisations including the specific consultation bodies such as GOSE and SEEDA, development groups, transport groups and other interested bodies. Copies were made available for inspection and collection from the Planning Helpdesk at the Council Offices and copies were available at public libraries throughout the Borough.

The draft Woodbridge Meadows SPD could be viewed on the Council's website, a questionnaire relating to the draft document could be filled in and returned via email. A notice was placed in the Surrey Advertiser newspaper to promote awareness of the draft SPD consultation.

A total of 28 responses were received. These were analysed and the SPD updated. The final SPD was adopted for use as part of the Guildford Development Framework by Executive Committee on 28 February 2008.

Full details of the representations made to the Council, together with the Council's response can be obtained on request by contacting the Planning Policy Team on 01483 444661.

Guildford Borough Council website

This SPD and a range of other policy and supporting documents of the Guildford Development Framework (GDF) can be found on the Council's website, at www.guildford.gov.uk on the 'Planning Policy' pages, including the latest version of the GDF newsletter.

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1. Introduction

- 1.1 Woodbridge Meadows is an industrial estate located north west of Guildford town centre, about 800m north of the railway station. It faces the traffic artery of Woodbridge Road, A25, and is close to the A3 trunk road (see Diagram 1: Estate Context Plan). The estate is approximately 6 hectares in size with the majority owned freehold by Guildford Borough Council, with the exception of the Thames Water Utilities site at the southern end. Individual sites within the estate are let out on long leases to a variety of businesses (see Diagram 2: Existing Layout and Current Demise). It is served by a spine cul-de-sac from the Woodbridge Road or Walnut Tree Close.
- 1.2 The estate is strategically located close to the town centre with a choice of transport access, and at the heart of a highly populated area. An opportunity exists to influence regeneration in this area and provide a quality office or mixed commercial business quarter that could be developed over the medium to long term (10 to 15 years).



Figure 1: River Wey corridor and park

- 1.3 The estate is bounded by an attractive landscape frontage to the River Wey, a designated Conservation Area on the east which also constrains the site in terms of flood risk (see Diagram 7). To the north the site is bounded by a prominent frontage to the busy Woodbridge Road whilst the London to Portsmouth main line railway embankment is to the west, and the London to Guildford via Cobham railway embankment is to the south, from which it is separated for part of its length by a site owned by Thames Water Utilities. Woodbridge Meadows is surrounded by other industrial estates: to the east is Woodbridge Park Estate, to the south is Riverside Business Centre and to the west is Midleton Industrial Estate. Woodbridge Meadows is fronted by large retail stores to the north of Woodbridge Road.
- 1.4 This Supplementary Planning Document sets out a long term vision for the estate, and provides design and layout principles that will guide estate management and planning development with the aim of improving and creating a sustainable environment and enhancing standards of architecture and landscape across the estate. A pro-active approach to redeveloping the estate was proposed in earlier design guidance published in September 2005. However, Woodbridge Meadows leaseholders are taking the initiative and redeveloping, approaching the Council as landowner when they wish to upgrade or rebuild their accommodation. This SPD therefore provides guidance for this incremental approach.

2. Vision

- 2.1 The Council aspires to create a high quality work environment for those employed here, and a worthy piece of townscape. A positive and attractive frontage to, and interaction with, the River Wey Conservation Area Corridor and its open space is intended, and also a sustainable form of development that encourages environmentally sound patterns of usage and movement. Rather than a 'business park' the concept is a lively, accessible business quarter for Guildford.

3. Uses

- 3.1 The majority of the estate accommodates a variety of industrial and office uses, with the entrance to the estate from Woodbridge Road flanked by a car showroom at 26-27 Woodbridge Meadows and a hotel at 1-2 Woodbridge Meadows. Within the hotel there are complementary, low traffic generating commercial but non-retail uses. These two sites form a quality gateway to the estate (see Diagram 2: Existing Layout and Current Demise).
- 3.2 Business development (as defined by the Use Classes Order 2005) is the best option for upgrading Woodbridge Meadows. The Council will also support applications for general industrial, and storage and distribution, excluding open storage (as defined by the Use Classes Order 2005)) when sites come forward for redevelopment. Retail uses (shops, financial and professional services, restaurants and cafes) will be resisted, in line with Policy E3 of the Guildford Borough Local Plan (2003) and emerging policies in the Guildford Development Framework Core Strategy which seek to protect the loss of important employment sites.
- 3.3 The Thames Water Utilities site at the southern end of the estate, though outside the remit of this brief, is currently under-used, and there may be scope to redevelop the site in such a way as to complement the proposals in this guidance. Part of this site lies within Flood Zone 3 (high probability of flooding) and if development is found acceptable only a low vulnerability use will be allowed at this location following the sequential test and guidance in Planning Policy Statement 25: Development and Flood Risk (PPS25). Diagram 7 illustrates the flood risk as identified by the Environment Agency (EA).

4. Layout Concept

- 4.1 The layout concept of this guidance identifies the following key opportunities and constraints for the estate (see Diagram 3: Framework Plan and Diagram 4: Opportunities and Constraints):

Constraints:

- Railway embankments constrain links to the south and west. Whilst rail noise is a constraint it can be overcome by avoidance/mitigation measures.
- Congestion at peak times at the junction with Woodbridge Road.
- Many small plots that could not accommodate larger floor areas. Previous use of land for industrial purposes may have caused contamination. This is normally dealt with by planning conditions to ensure the land is suitable for use.
- The western plots are constrained by an overhead power line. Power line relocation is possible but likely to be too expensive.
- A view corridor to the Cathedral restricts the potential heights of buildings in the southwest corner of the estate.
- Flood risk – some of the site, particularly to the south east and east side is covered by Flood Zones 2 and 3. These have the potential to constrain development to certain types in line with Planning Policy Statement 25: Development and Flood Risk (PPS25).

Long Term Aspirations:

- An improved frontage to the River Wey Park could incorporate green fingers of soft landscape into the estate.
- The River Wey Park presents an opportunity for a recreation use.
- An improved and new footpath/cycle network.
- Improvements to the traffic network could ease congestion.
- Improve the overall accessibility to the site.
- Create and maintain an area of open space between the development and the River Wey.

- 4.2 The layout concept and general approach is as follows:

- Green corridors bringing the River Wey Park into the estate.
- Footpaths to increase accessibility from the spine road to the river.
- A series of public spaces along an improved central spine road.
- Frontage development to the River Wey Park and facing the main public realm and green corridors.
- Gateway buildings announcing the entrance to the estate and providing a distinctive presence on Woodbridge Road, as well as a feature building overlooking the River Wey.
- Avoid inappropriate development in the floodplain (see Diagram 7 for EA flood zones), consistent with PPS25 and the Council's Strategic Flood Risk Assessment.

4. Layout Concept - continued

- A view corridor allowing unobstructed sight of Guildford Cathedral.
- An improved widened junction between Woodbridge Meadows and Woodbridge Road.
- An enhanced cycle/footpath network.
- A set back to the front of new developments to accommodate a tree-lined street.
- Parking located behind the buildings to avoid haphazard parking and loading wherever possible.
- Encourage car parking to the western side of the estate. Encourage individual leaseholders to redevelop their properties with high quality new buildings as and when they wish to develop over an extended period.
- The Council will facilitate co-operation between leaseholders in the event that joint developments are proposed.



Figure 2: Cathedral view from within the estate

5. Sustainability

- 5.1 The provision of employment uses in this location within a well-populated area supports the objective of sustainable economic growth since the site is potentially accessible by foot from town, by bus and rail. This potential high level of public transport accessibility would help reduce congestion and contribute to road safety and reduce emissions. Actions are specified which seek to improve accessibility by public transport, cycling and walking.
- 5.2 This SPD includes measures to stabilise and reduce emissions, notably improving accessibility by public transport, cycling, walking and by encouraging renewable energy capacity and energy efficiency. This links in with the Council's Sustainable Development and Construction SPD (2005).
- 5.3 Redevelopment within the Woodbridge Meadows Estate provides an excellent opportunity to enhance biodiversity and identify specific opportunities.
- 5.4 Developers must give consideration to inclusion of such facilities as:
- Solar heating and/or power generation;
 - Green roofs;
 - Water recycling;
 - Sustainable energy supplies;
 - Sustainable Urban Drainage Systems (SUDS) and surface water run-off attenuation.
- 5.5 The Council aspires to low energy consumption and low embodied energy in building components. The Council will require a BREEAM assessment of every new building, and encourages the achievement of an 'excellent' rating.
- 5.6 'Sustainable energy option appraisals' must be carried out to demonstrate that consideration has been given to all available energy options. More information regarding this is contained within Guildford Borough Council's Sustainable Construction and Development SPD (2005), the supporting Sustainability Checklist and the Council's Energy Strategy (2005).
- 5.7 The Council will expect the applicant to demonstrate that the use of at least 10% of energy will be from on site renewable resources.
- 5.8 In the disposal of surface water, Thames Water requires the separation of foul and surface water sewerage on new developments. It is the responsibility of a developer to make proper provision for surface water drainage to ground watercourses. It must not drain to the foul sewer, as this is the major contribution to sewer flooding.

6. Infrastructure

- 6.1 A Transportation Assessment or Travel Plan may be required for new development on Woodbridge Meadows, depending on the size and nature of each development. A Transportation Assessment should take into account the development traffic as well as any potential traffic generation from committed development that has not yet been built and identify:
- The impact of the development in highway terms
 - Highway improvements required to facilitate the development or mitigate the impact of the development
 - The impact of the development on the Woodbridge Road/Woodbridge Meadows road
 - The impact of various standards of parking provision on traffic levels
 - Measures to be adopted to influence sustainable travel
- 6.2 A Travel Plan should consist of a package of measures designed to reduce the number of car trips, particularly single occupancy car trips to Woodbridge Meadows Estate.
- 6.3 Travel Plans should provide and promote as many of the following measures that are appropriate to the scale and type of development:
- Reducing the need to travel
- Flexible working hours for staff
 - Provision of IT systems to enable staff to work from home
- Increasing walking and cycling
- Walking and cycling routes around the site for all site users and visitors
 - Secure, covered and convenient cycle parking for all site users
 - Changing and showering facilities for staff and visitors
- Increasing the use of public transport
- Promotion of walking routes connecting with bus stops and rail stations
 - Favourable loans for season ticket purchase for staff
 - Discount or taster vouchers for staff and residents using public transport
- Reducing the impact of cars
- Allocation of parking spaces based on assessment of the need to drive
 - Preferential parking space allocation for car sharer
- 6.4 Further recommended measures and more information on the production of Travel Plans can be found in Surrey County Council's Travel Plans Good Practice Guide.
- 6.5 The Council has commissioned its own Movement Assessment and Movement Framework for Woodbridge Meadows. This identifies measures to improve the general accessibility of Woodbridge Meadows and mitigate the effects of a potentially more intensive use of the Estate on the local road network.
- 6.6 The Vehicle Parking Standards SPD (2006) states that there should be a maximum of 1 space per 30 sq m and this will be initially sought. However, due to the location in terms of proximity to the already congested A3 and close proximity to Guildford mainline railway station, Surrey County Council highway authority aspire to achieving a standard of 1 space per 45 sq m to reduce the pressure on the A3 and to encourage people to use sustainable transport methods.

6. Infrastructure - continued

- 6.7 PPG 13 states that “in developing and implementing policies on parking, local authorities should not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls”. However, parking must be in line with the Council’s Vehicle Parking Standards SPD and Planning Policy Guidance Note 13.
- 6.8 Improvements to the junction of the spine road with Woodbridge Road may have to be undertaken. It is the Council’s aspiration to widen this junction. Woodbridge Meadows, a through road continuing on from Walnut Tree Close, currently joins the Woodbridge Meadows spine road close to its junction with Woodbridge Road. This is hazardous, causes confusion about priorities, and results in traffic queues at busy periods.



Figure 3: Existing view along spine road towards north

- 6.9 There is a closed pedestrian underpass that previously linked Walnut Tree Close with Woodbridge Meadows spine road. The reopening of this link would result in improved accessibility from Woodbridge Meadows Estate to Guildford railway station and Guildford Town Centre and as such it is a priority to achieve this link. It is important to determine when the underpass was closed and the reasons for the closure. Network Rail owns the underpass. It is understood that the land to the south is leased by one of the occupants of the units on Walnut Tree Close and the land to the north is in control of Guildford Borough Council but is leased.
- 6.10 The opening of the tunnel could potentially turn the spine road into the main pedestrian and cycle route. The Council will seek a safe and secure route by encouraging land uses and design which bring more activity and passive overlooking onto the spine road in this eventuality. Lighting to address safety issues will also be sought.
- 6.11 If the re-opening of the tunnel is unachievable the southern section of Walnut Tree Close could have a 3m footway-cycleway added on its eastern side. This would create a safe route to and from the town centre and increase enjoyment of the River Wey and park.
- 6.12 High quality kerbing, paving and lighting should be used in all adoptable areas, to the approval of the planning authority as well as the highway authority.

6. Infrastructure - continued

- 6.13 New paving and car parking areas could be made permeable to rainfall by use of permeable paving. This helps reduce water runoff but also reduces damage to the ecology of rivers as well as improving the overall water quality of the local area.
- 6.14 Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure. Drainage on the site must maintain separation of foul and surface flows.
- 6.15 With regard to water supplies to previously developed sites within the area there may be existing water mains crossing the site. In such cases the developer would be required to pay for any mains diversions and any new off-site infrastructure. Once the magnitude of new development has been confirmed Thames Water will need to investigate the impact on the existing network. Even small-scale development can have a significant impact on the infrastructure and, if necessary, developers would be required to fund associated studies and upgrading of the network.
- 6.16 For further information on both sewerage and sewage treatment please contact Thames Water Utilities, Kew Business Centre on 08458502777, [www.developerservices@thameswater.co.uk](mailto:developerservices@thameswater.co.uk), email: developer.services@thameswater.co.uk

7. Landscape

- 7.1 The estate benefits from its setting adjacent to the River Wey Conservation Area Corridor, the boundaries of which are shown in Diagram 7, and the open space fronting it which forms the River Wey park (see Fig.1). It contains a number of mature trees and must be protected from intrusions, which might change its character. The existing towpath, for example, is a small-scale unpaved path which should be retained and improved. There are also a number of picnic tables and benches. There are opportunities to enhance the park for users of the Woodbridge Meadows development. It is proposed to run a footpath-cycleway alongside Walnut Tree Close/Woodbridge Meadows.
- 7.2 New building facades are to be set back from the footway, to accommodate a strip to be tree planted such that the whole length of the existing spine road (Woodbridge Meadows) could be tree-lined.



Figure 4: Existing view south along spine road

- 7.3 It is recommended that 'green corridors' of tree planting would provide views of the riverside from within the estate, and at the same time introduce some of the landscape character of the riverside into the development. One green corridor is the cathedral view corridor from Walnut Tree Close across the southern part of the estate (see Diagram 5: Landscape).



Figure 5: Possible layout and landscaping of Woodbridge Meadows spine road

7. Landscape - continued

- 7.4 Landscaping would have regard to the river setting to create a sense of place and promote the estates connection with the nearby river. Reference should be made to the Council's strategy 'Greening the Approaches' (2001).
- 7.5 Landscaping the land surrounding individual or groups of buildings will encourage drainage away from a property, reduce surface run-off and act as an effective flood mitigation measure. Further guidance on landscaping is available from the Construction Industry Research and Information Association (CIRIA).
- 7.6 Landscaping provides opportunities for planting with more natural vegetation which will enhance habitat and wildlife value along the river corridor. It can provide new green corridors to link into others, which exist such as the adjacent railway line and also to strengthen visual links with the river and soften this potentially harsh urban site. Tree planting using native species of local provenance appropriate to the underlying rural character and riverside location while utilising other plants that are suitably robust will help cope with the stress of either prolonged periods of drought or possible flood conditions of this urban riverside site. The landscaping should also ensure that any existing wildlife habitats and corridors are retained.
- 7.7 Front plot boundaries to roads should be without fencing, with the buildings fronting the tree-planted strip. On those sections of frontage not faced by buildings, ground cover planting adjacent to the road should provide sufficient security and privacy. Side and rear plot boundaries of buildings to the west should all be planted with trees and shrubs, with some form of inconspicuous fencing, for example green or black-coated mesh supported by coated pylon posts could be used. Palisade and chain-link fencing are discouraged.
- 7.8 The Greening the Approaches initiative has identified the wide median strip of Woodbridge Road and the promontory of land between Woodbridge Road and the northern end of Walnut Tree Close as suitable sites for tree planting (see Fig.6). The Greening the Approaches scheme will allow flexibility for improvements to the road junction to take place without affecting tree planting.



Figure 6: Tree planting proposed adjoining Woodbridge Road under Greening the Approaches

7. Landscape - continued

- 7.9 Ground-level car parks could be subdivided by rows of semi-mature trees set in ground cover, as proposed for the spine road.
- 7.10 It is suggested that some form of entrance feature or sign could be located on the eastern side of the junction with Woodbridge Road to signal the entrance to the estate. This could take the form of a commissioned work of art.

8. Buildings

Fronting the Spine Road

- 8.1 Buildings and accommodation are to front and directly face the roads, in particular the spine road. It is also possible to have a number of smaller buildings fronting the road.
- 8.2 The 'gateway' plots to the Estate are currently occupied by the recently completed hotel with complementary, low traffic generating commercial but non-retail uses on one side of the road and by a car showroom, which is a fairly low building, on the other. If the car showroom is proposed for redevelopment in the future, the replacement building could be up to four storeys high and set forward to the back edge of the tree-planted strip.
- 8.3 The Council aspires to take the opportunity to open up the cathedral view when plots at 11 – 14 Woodbridge Meadows are put forward for development. The view corridor to the Cathedral would necessitate plots 11 - 14 being restricted to a height limit of approximately 6m. However, the existing overhead power lines already restrict the height of development on these plots.
- 8.4 The Council seeks to improve pedestrian permeability from the spine road to the river by creating a second footpath alongside the northern edge of plots 19/20 and 30/31 when these plots are put forward for redevelopment (see Diagram 3: Framework Plan).

Fronting the Riverside

- 8.5 Woodbridge Meadows is covered by Guildford's Landscape Character Assessment Volume 3: Townscape within Townscape Type 11: Industrial/Retail Parks. Guidance on development within this area in relation to the surrounding character is provided within this report and should be adhered to. A copy of this document can be viewed in the Council Offices or on the Council website at www.guildford.gov.uk.
- 8.6 It is recognised that the adjacent River Wey is a sensitive townscape of high landscape and historical character. Any new development should aim to conserve features that create this character, and restore, strengthen or improve this character. Development proposals should ensure any new buildings are of appropriate siting, scale, form and detailing including materials, which consistently and sensitively reflect the historic character of the area. To strengthen local identity there is the need for development to provide a unity of building treatment and appropriate materials suggested include brick, render, clay tile and slate.

8. Buildings - continued

- 8.7 Guildford displays a strong tradition of large industrial scale canal-side architecture in the town centre, which can be seen in buildings such as The Billings further along Walnut Tree Close. A modern interpretation of this may be suitable for any new buildings fronting onto the riverside of this site. For guidance, a suitable riverside vernacular of building blocks of 3-4 storeys (brick clad, vertical windows and access from the front street, contemporary use of brick, glass and timber and balconies) is recommended to create a contemporary, active streetscape in keeping with River Wey Conservation Area vernacular. It is recommended that any plot be designed to use an appropriate scale and form of fronting landscape to reduce the adverse impact of large bulky buildings on the sensitive riverside character area.
- 8.8 The frontages of any plot facing the river needs to be of higher architectural quality. This has design implications in terms of building form, density and position of parking where full depth plots remain, and any new buildings could be double or fully fronted to address at least the river and the spine road, and preferably all aspects where footpaths run also between plots. An appropriate design approach could be the adoption of a perimeter block to provide an internal parking/service yard, or if a large box unit is unavoidable then ensure that the main box unit is wrapped with a skin of smaller buildings to create active frontage(s) compatible with the more fine-grained traditional riverside architecture.
- 8.9 In addition the river corridor is particularly sensitive to noise and light pollution and avoidance by design will be required, rather than mitigation.

The Entire Site/Estate

- 8.10 Opportunities for green and brown roofs should be considered which could enhance the view towards the Cathedral and also improve the biodiversity of the local area.
- 8.11 Building heights should reflect the character of the surrounding buildings and area and should not appear excessive in the streetscape of Woodbridge Meadows. Treatments such as mansard roofs containing accommodation, which artificially try to make the building appear lower, will not be acceptable.



Figure 7: View over the estate from Midleton Industrial Estate

8. Buildings - continued

- 8.12 The estate is visible from a number of elevated positions: from Midleton Industrial Estate, from both railway lines, and, through trees, from the Surrey University lake. Freestanding roof tanks and air-conditioning equipment on roofs will therefore not be allowed, and must be housed in structures which are an integral part of the design of the building.
- 8.13 The degree of glazing or solidity to building façades is left to the designer of the building. However, monotonous unrelieved façades, particularly large areas of mirror-glass, will be discouraged. A degree of intricacy, such as that which might be provided by sun-shading, is desirable as is the location of visible, populated accommodation at street level so that the building is perceived as a lively, occupied structure.
- 8.14 Measures to mitigate any possible noise and / or light pollution from new buildings will be important, and may be implemented by use of planning conditions.
- 8.15 All signage is to conform to the Council's agreed sizes, materials, positioning and illumination. Please refer to 'Advertisements and Signs' Supplementary Planning Guidance (1994).
- 8.16 Planning permission may be required for any later addition of signs, fences, aerials or external air conditioning or ventilation.
- 8.17 Access for disabled people to buildings, car parks and public areas is to be provided in accordance with current regulations and codes of practice.
- 8.18 Entrances and the detailed design of screening and accesses are to comply with Secured by Design practice in consultation with the Police.

9. Legal Agreements

- 9.1 Developers will be expected to enter into appropriate legal agreements with Guildford Borough Council and/or Surrey County Council relating to infrastructure contributions. The Council's 'Infrastructure' SPD (2006) provides more information.

Its requirements are:

- The submission and approval of green travel plans to reduce reliance on car travel (see Topic 4 of the Infrastructure SPD);
- Contributions towards on-site landscape provision, such as the tree planting along the spine road and other public space (see Topic 3 of the Infrastructure SPD);
- Contributions towards improvement of existing open space, e.g. the River Wey Park and the 'Greening the Approaches' initiative (see Topic 3 of the Infrastructure SPD);
- Contributions towards an art work at the entrance to the estate on a Percent for Art basis (see Topic 3 of the Infrastructure SPD).

9. Legal Agreements - continued

- 9.2 In order to improve accessibility to Woodbridge Meadows Estate a set of improvement measures have been identified that require funding (see Woodbridge Meadows Movement Framework, March 2007, available to view at Planning Reception, Guildford Borough Council, Millmead).

Contributions will be sought towards:

- Upgrading the Royal Mail Sorting Office footway
- Upgrading Woodbridge Meadows/Woodbridge Road junction
- Upgrading the informal River Wey cycle/pedestrian path
- Providing a cycle route on the east side of Woodbridge Meadows or re-opening Walnut Tree Close cycle/pedestrian underpass and providing a cycle route on Woodbridge Meadows spine road
- Providing pedestrian and cycle improvements of the Surrey County Council footpath
- Providing street lighting throughout the whole of the Estate
- Providing a new vehicle link along the Royal Mail Sorting Office footway
- Upgrading all existing footways within the Estate or directly linked to new development

Please refer to Diagram 6 of this SPD for a map showing the location of each of the above measures.

- 9.3 Planning Obligation (Section 106) monies may be collected and 'pooled' to be spent on longer-term improvement projects within the Woodbridge Meadows Estate.
- 9.4 Where green roofs and/or Sustainable Urban Drainage Systems are implemented they should be maintained for the lifetime of the development.

10. Information Requirements

- 10.1 The following will be expected to accompany any planning application for redevelopment within the site:
- A supporting Design and Access Statement will be required from each developer explaining their proposals in the context of this SPD.
 - A Transportation Assessment/Travel Plan may also be required.
 - Sustainability Checklist (with developments of 1000 sq m commercial floorspace or more). Please refer to the Sustainable Development and Construction SPD.
 - An engineering study of the potential for SUDS surface water drainage.
 - A flood risk assessment will be required with every planning application (refer to PPS 25: Development and Flood Risk, it's practice guide companion and Guildford Borough Council's Strategic Flood Risk Assessment (SFRA)). See Diagram 7 for the Environment Agency's Flood Zones.

11. Developer's Check List

- Design and Access Statement
- Transport Assessment/Green Travel Plan
- Contributions in line with accessibility measures (see Woodbridge Meadows Movement Framework, 2007)
- Infrastructure/Planning Obligations – developer's contributions (see Guildford Borough Council's Infrastructure SPD, 2006)
- Sustainability considerations (see Sustainable Development and Construction SPD & Sustainability Checklist)
- Engineering Study regarding Sustainable Urban Drainage Systems/Water and Sewerage capacity
- Flood Risk Assessment/Flood mitigation measures (see Diagram 7 for Flood Zones)

12. Appendix 1

The saved Guildford Borough Local Plan (2003) provides the planning framework for these proposals. Of particular relevance are the following:

- G1 General standards of development
- G1 (6) Flood protection
- G5 Design code
- G6 Planning benefits
- G11 River Wey corridor
- G13 Green Travel Plans
- HE7-10 Development adjoining River Wey Conservation Area
- E2 Redevelopment of existing business, industrial and warehousing land
- M1 Parking provision
- M4 Provision for buses
- M6 Provision for cyclists and pedestrians
- R4 Recreational Open space relating to new commercial developments
- R5 Protection of open space

The developer should also be mindful of the emerging Guildford Development Framework. In particular, Local Plan policies G6, E2, M1, R4 & R5 are proposed to be replaced in the Core Strategy. For further information please visit the Guildford Borough Council website at www.guildford.gov.uk >Planning & Building Control >Planning Policy > Local Development Framework or telephone the Planning Policy Team: 01483 444661.

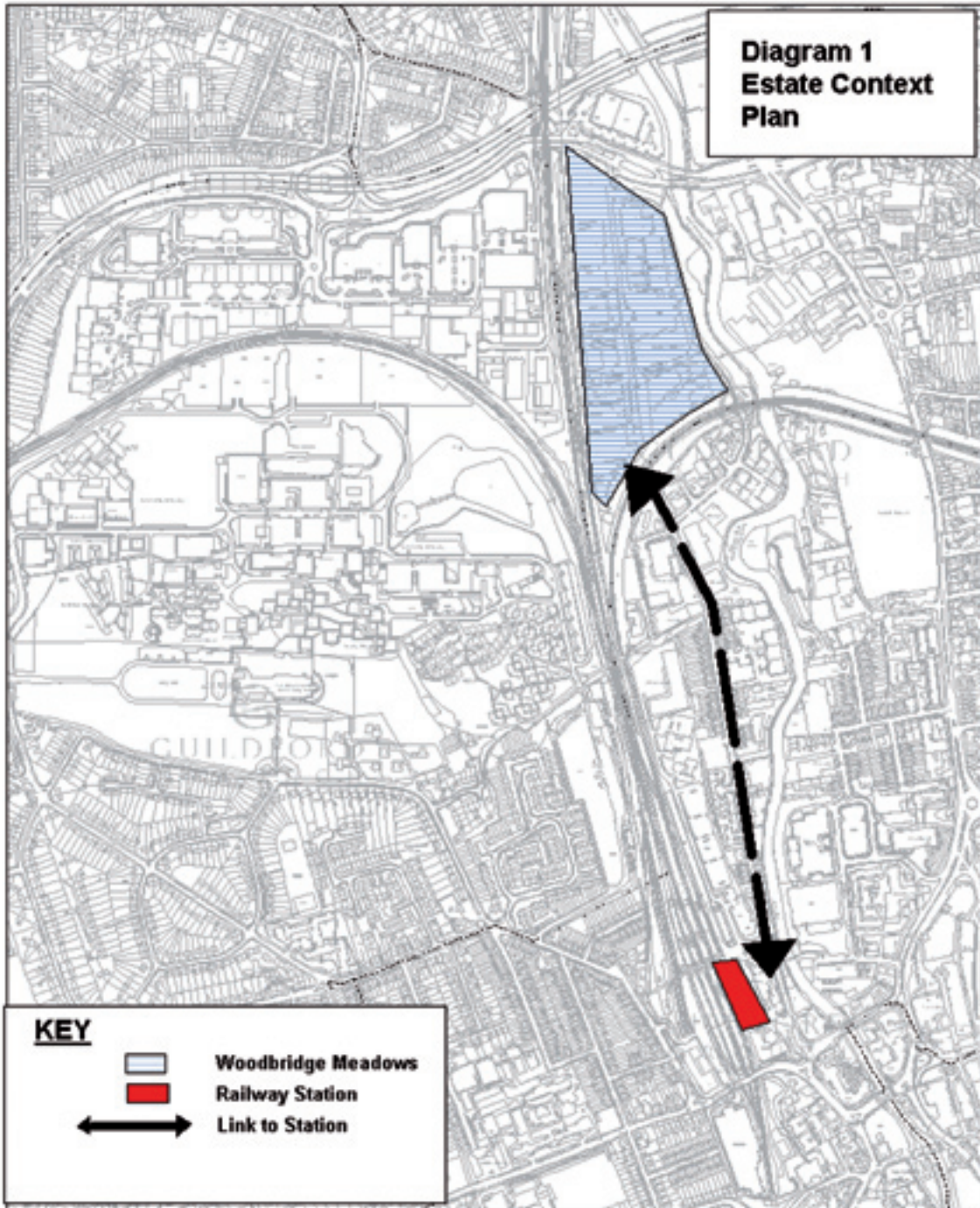
Higher level planning policies are currently set out in the County Council's saved Surrey Structure Plan (2004), the South East England Regional Assembly's (SEERA) emerging South East Plan and Communities and Local Government's national Planning Policy Guidance Notes and Planning Policy Statements.



Diagrams

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Woodbridge Meadows Industrial Estate

**Diagram 1
Estate Context
Plan**



KEY	
	Woodbridge Meadows
	Railway Station
	Link to Station

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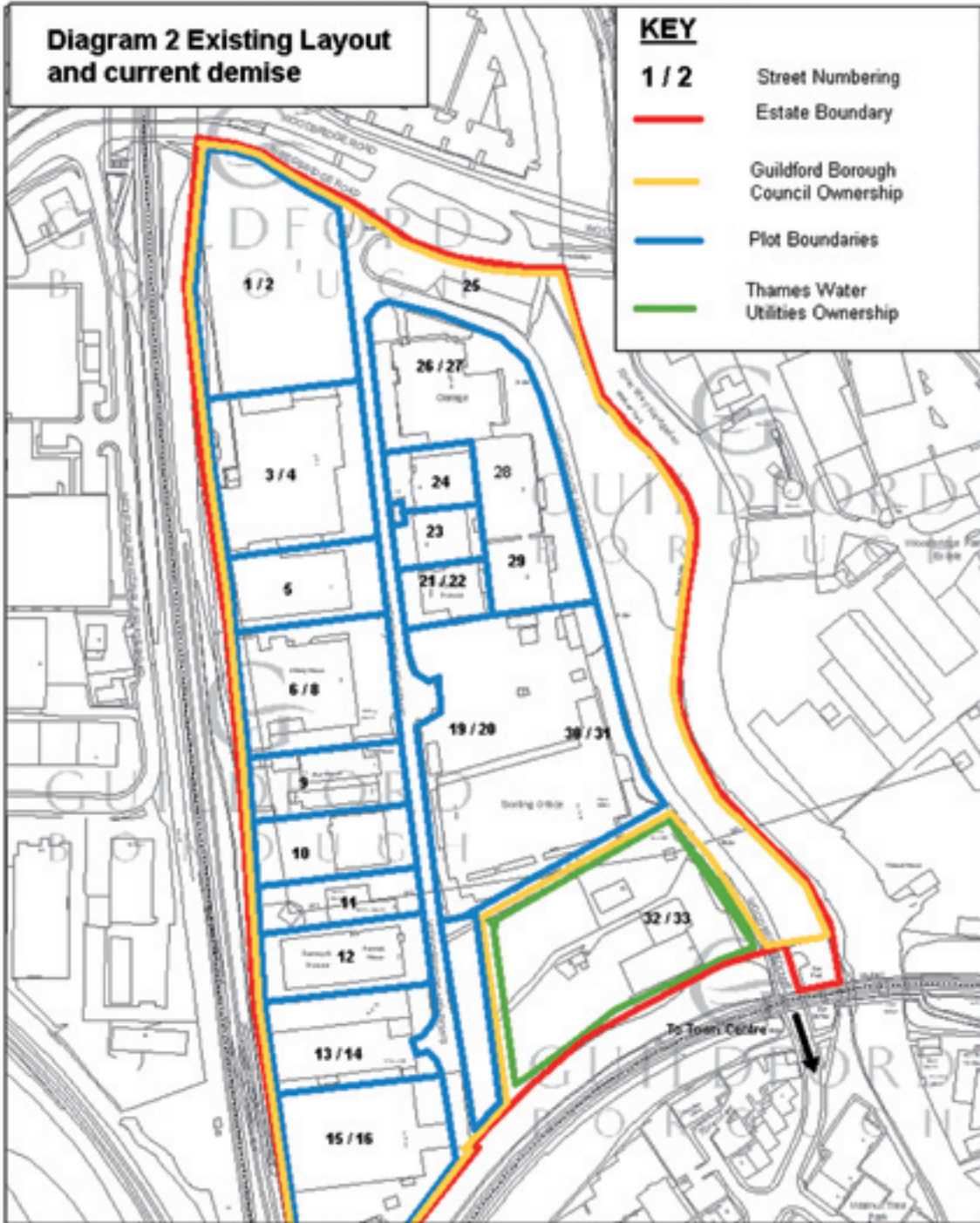


Scale 1:2500



Woodbridge Meadows Industrial Estate

Diagram 2 Existing Layout and current demise



KEY

- 1 / 2** Street Numbering
- Estate Boundary
- Guildford Borough Council Ownership
- Plot Boundaries
- Thames Water Utilities Ownership

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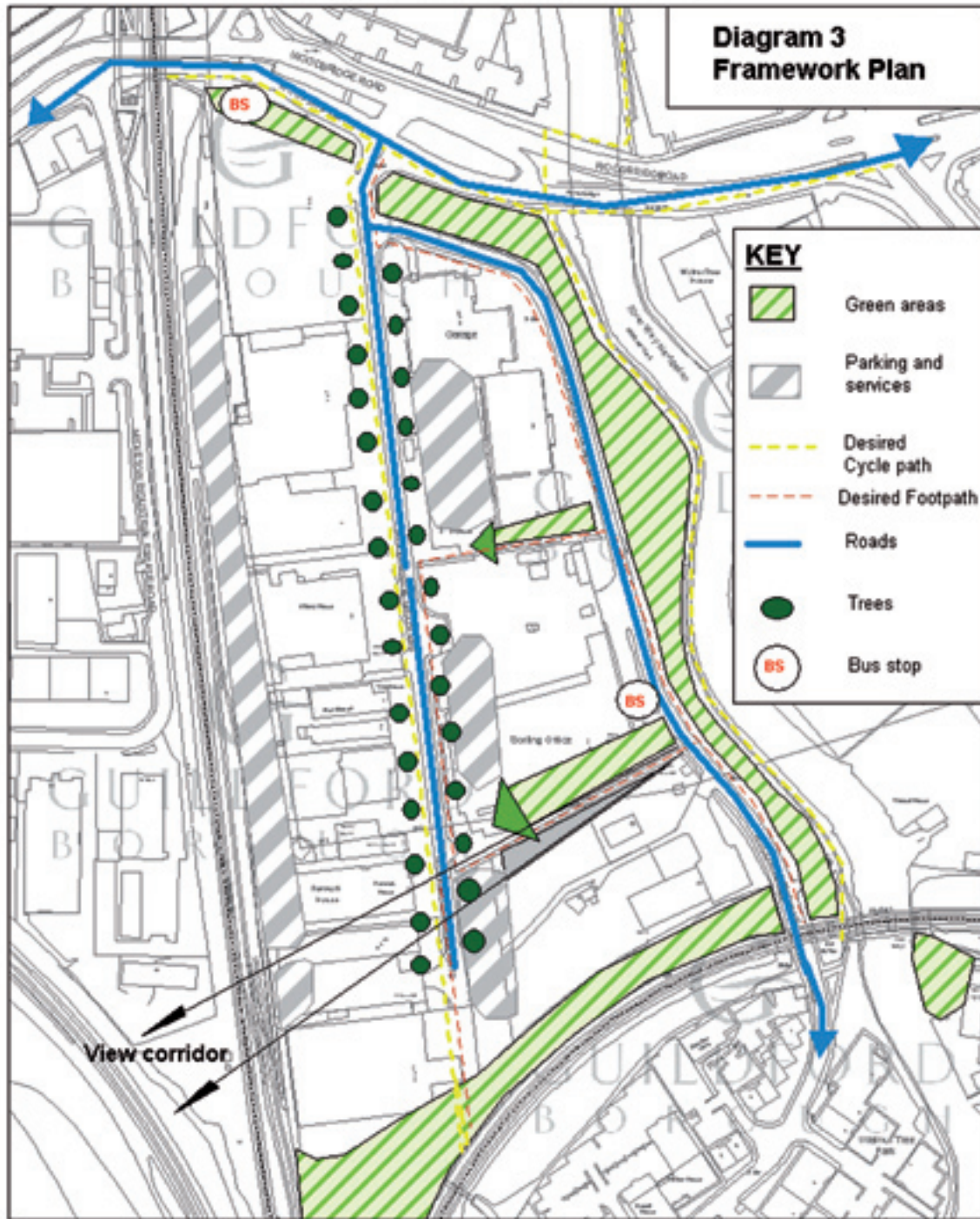


Scale 1:2500



Woodbridge Meadows Industrial Estate

Diagram 3 Framework Plan



KEY	
	Green areas
	Parking and services
	Desired Cycle path
	Desired Footpath
	Roads
	Trees
	Bus stop

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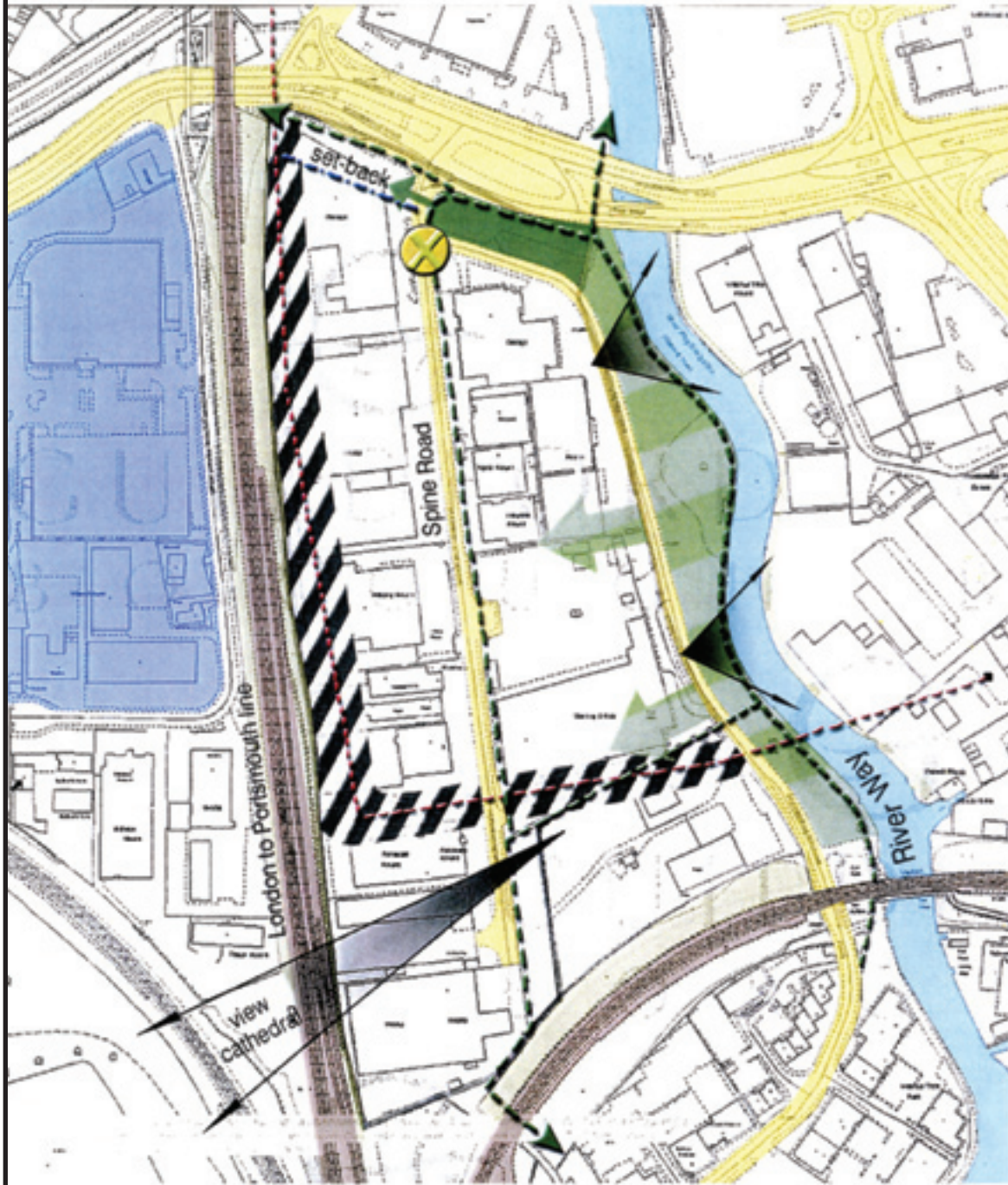


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WOODBRIDGE MEADOWS INDUSTRIAL ESTATE

DIAGRAM 4
Opportunities and Constraints



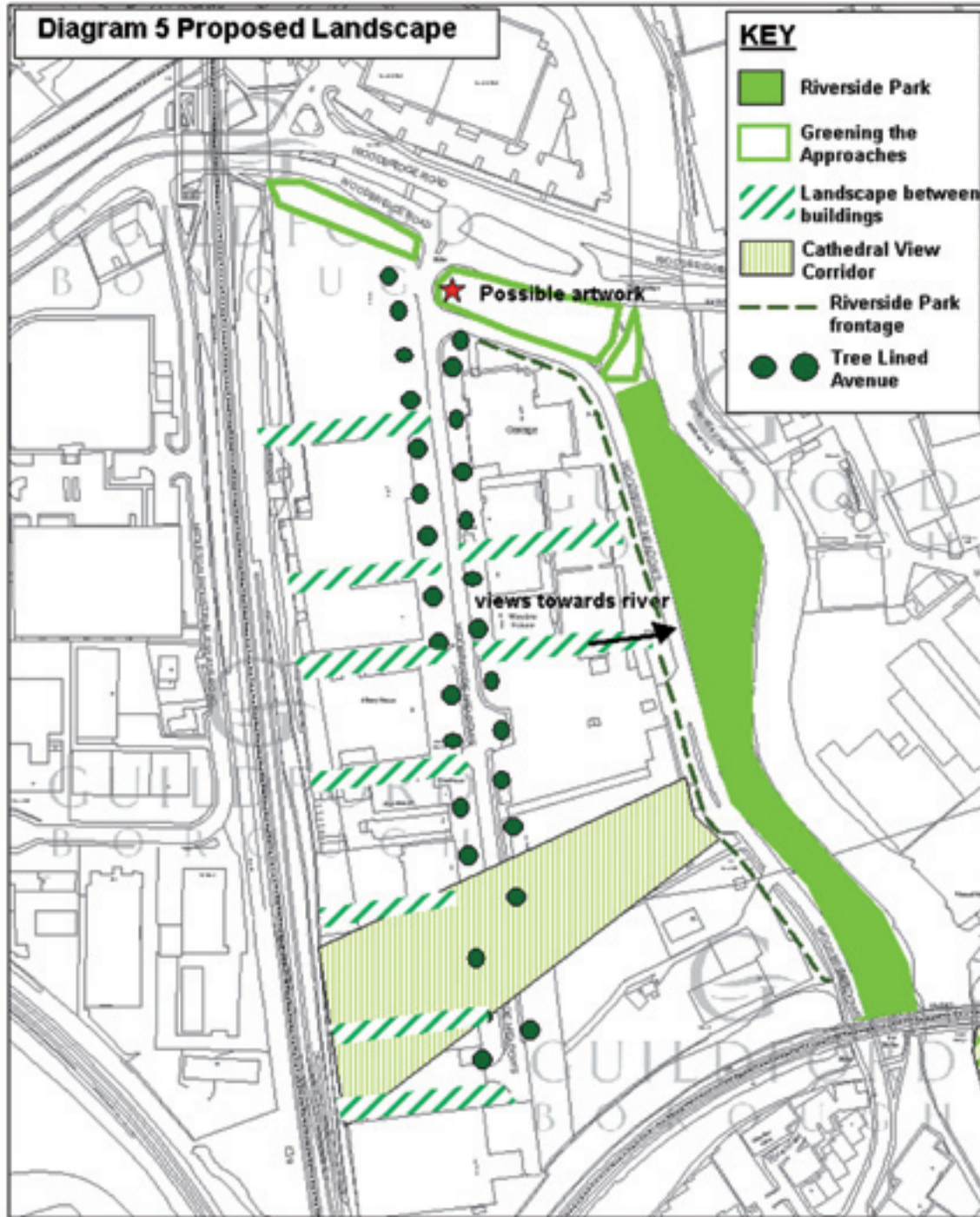
Scale 1/2500
Date 16/08/03

- | | | | |
|---------------|-----------------------|---------------|----------------|
| railway line | footpath | park | good views |
| business park | O/H power line | trees | existing roads |
| hostile areas | potential green lines | designed park | poor junction |

Jon Rowland
urban design

Woodbridge Meadows Industrial Estate

Diagram 5 Proposed Landscape



KEY

- Riverside Park
- Greening the Approaches
- Landscape between buildings
- Cathedral View Corridor
- Riverside Park frontage
- Tree Lined Avenue

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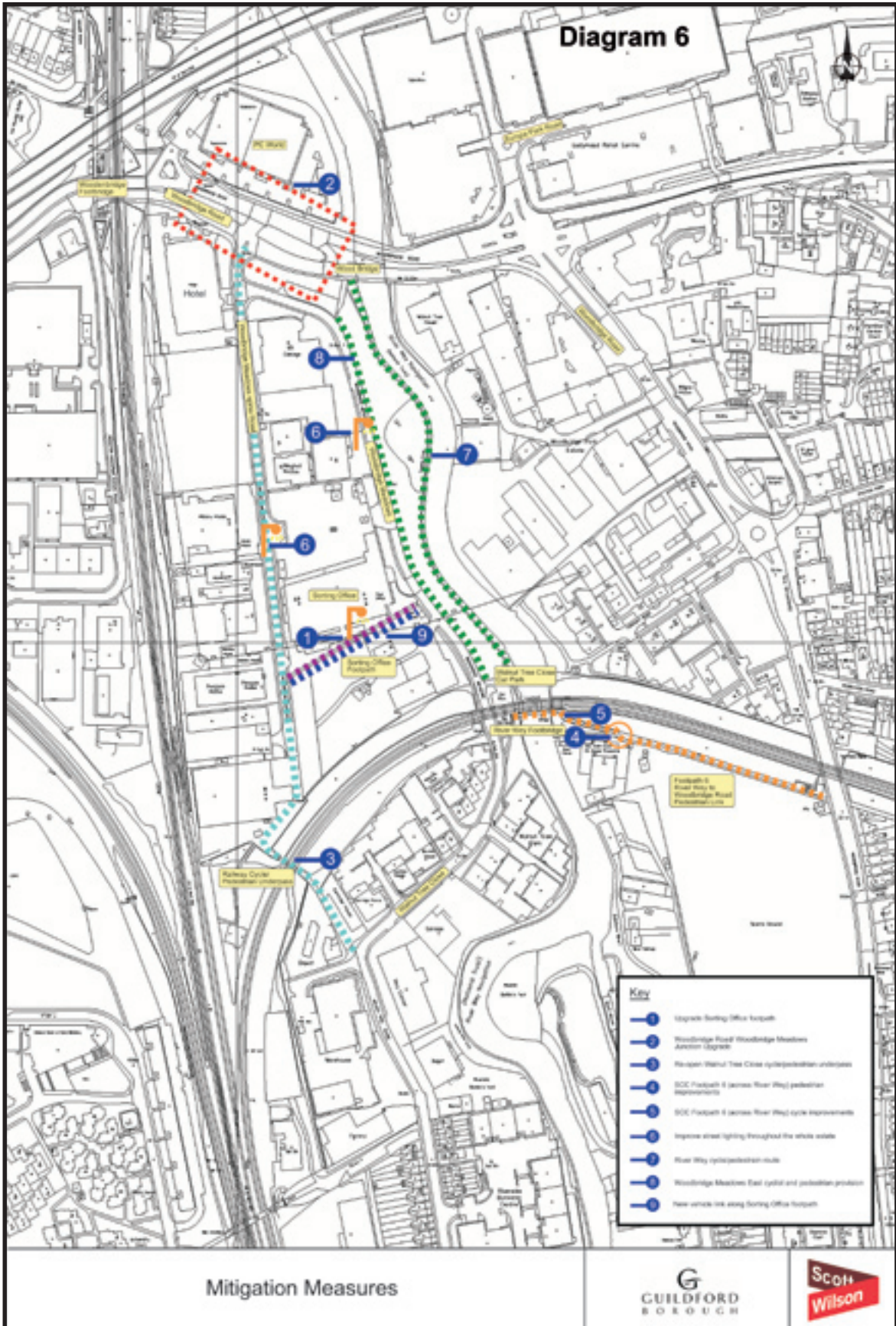
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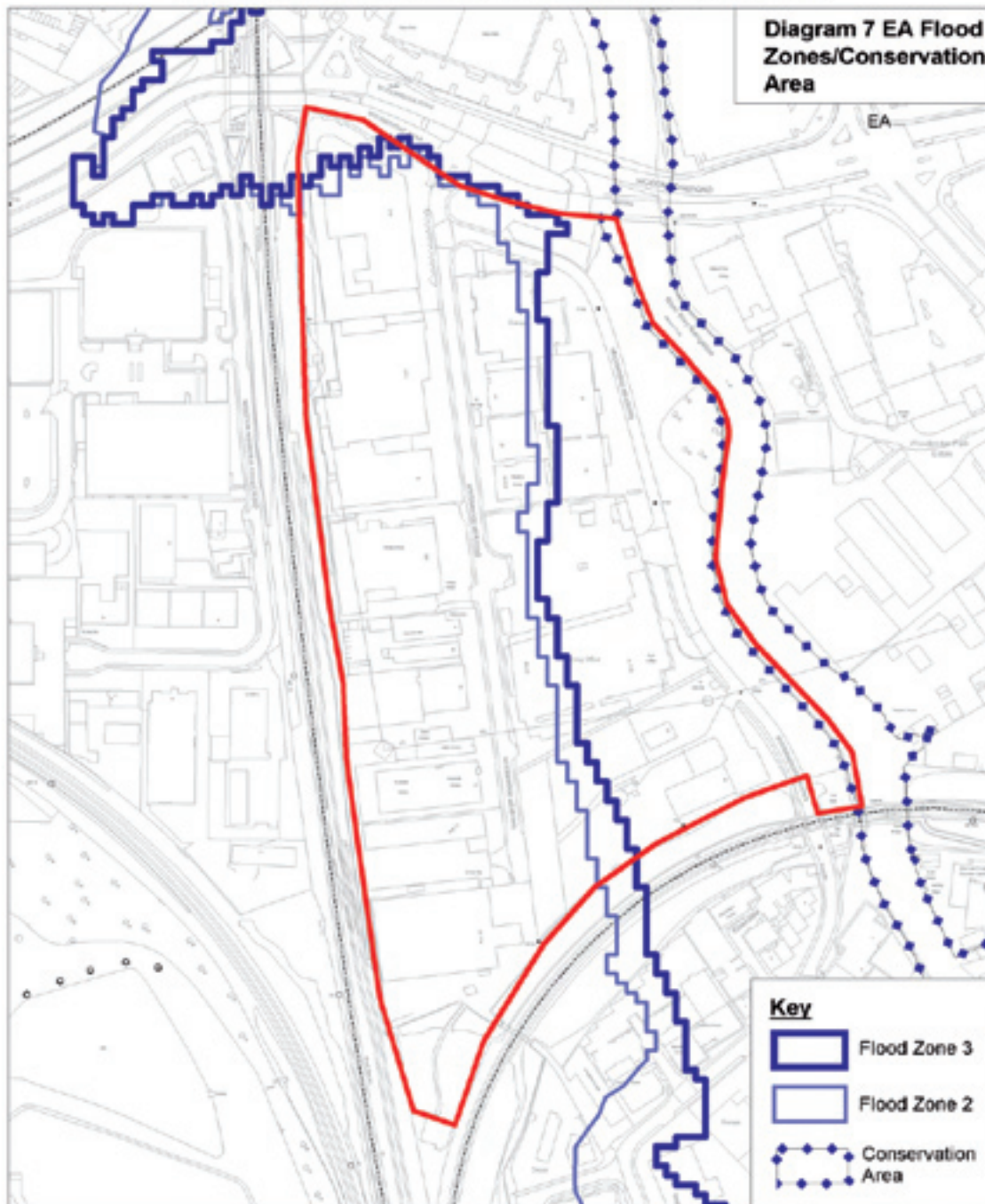
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Woodbridge Meadows Industrial Estate

Diagram 7 EA Flood Zones/Conservation Area



Key

-  Flood Zone 3
-  Flood Zone 2
-  Conservation Area

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