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# GUILDFORD VISION GROUP

## MEMBERS



### **Guildford Vision Group – a wealth of experience**

The day-to-day deliberations of GVG are led by a steering group comprising experienced professionals drawn from GVG's substantial following of local residents.

Of the 18 steering group members, each current or former senior postholders in their field, 13 have very relevant property, urban planning and architectural experience:

#### **1. John Rigg FRICS**

John is co-founder and Chair of Guildford Vision Group, a Fellow of Royal Institute of Chartered Surveyors, past Head of Central London and International Investment at Savills and Head of Strategic Investment, and now a consultant.

#### **2. Julian D S Lyon, MBA (Dist), FRICS**

Director of Worldwide Occupier Services, Savills; Chair, The Guildford Society; Chairman, RICS Corporate Occupier Group; Board Member, RICS Commercial Board; Past Chair, CBI Property Group; Past Chair, ACRE; Board Member, Corporate Landlord Accreditation Scheme; Trustee, South East Music Trust; Past Chair, CASE Community Trust.

#### **3. Dr Angus McIntosh, FRICS**

Economist, Chartered Surveyor and sustainable property consultant to Real Estate Forecasting Ltd. Visiting Post Graduate Professor at Oxford Brookes University and Royal Agricultural University, Hong Kong Academy of Management. Angus is a Chartered Surveyor and an Economist, having worked for the public sector, a property investment fund and three major international consultancies. In recent decades he has been involved in town construction projects, including Dorking, Bracknell and Tunbridge Wells Stations, Central Birmingham, Prague and Barcelona, as well as major consultancy assignments in India, Central & Eastern Europe, Oslo and on French shopping centres. He is the author of "Towns & Cities Competing for Survival".

#### **4. Chris Blow, MA (London), RIBA, FRSA**

Former Partner and Director of Scott Brownrigg specialising in transportation terminals. Chris has been the architect/design manager for many transport buildings, notably airports such as Heathrow Terminal Four with bus and railway stations. He is the author of many books and articles about airports, a member of the Board of British Airports Group, including leading trade mission to Athens. He is visiting professor of engineering design, University of Surrey (Royal Academy of Engineering, 2004-2010) and Chair of Guildford Society Transport Group.

#### **5. Michael Jeffery, RIBA, RIAS**

Retired Director JAA/Ryder, Architects; Past Chairman, The Guildford Society and now Chairman of its Design & Heritage Group. Michael's career has spanned both public and private sectors in the North of England, Scotland and London, latterly as Director of a London Architectural practice. A goodly proportion of that work was conservation and adapting listed buildings. He moved to Guildford 40 years ago, to a town he had come to love over many years of holidays in the family home he now owns.

#### **6. Gerry Lyttle, RIBA**

#### **7. David Ogilvie, Dip. Arch, Dip. T&CP, ARIBA, MRTPI**

David Ogilvie Design Architects and Town Planners, Guildford Society Planning Group. David began his career with HKP&A in London and then with Nairobi City Council and Amyas Connel. He went on to John Madin Design (Birmingham) working on housing in Corby and then with James Robertson Grosvenor Hotel before becoming an Associate of Healy & Horne architects in Sydney. He was job architect for the RSBS Canberra University, shopping centres, offices and housing schemes before returning to the UK to join BDP in Guildford where he worked on Leatherhead shopping centre, VW dealership and various office, shopping and housing projects, master planned the RAE, Blood Products Laboratory, Hearn Airport and studies for IBM. In 1991 he set up David Ogilvie Design undertaking housing, ecclesiastical and commercial work.

#### **8. James Burland, Architect**

Bath University 1980, Arup Associates 1978-85, Cox Architects (Sydney) 1986-90, Arup Associates 1990-2000, Burland TM 2000 – 2010, James Burland Architect 2010-2014, Architectural Consultant to Terrell Ltd Structural Engineers, co-founder Terrell Associates Engineering Architecture. James's past projects cover masterplanning, building design and working details. His early work is best represented by a new college for Durham, Glasgow Arena, the BP Solar Showcase and Manchester City Stadium, all designed at Arup. After Arup his work diversified with Ealing Film Studios, student housing in central London, Bristol Arena and an apartment building on the River Thames – all designed at Burland T.M. Architects.

#### **9. Alistair Smith Retired Business Consultant - specialising in Organisational Strategy Design and Change enabled by IT solutions.**

Alistair has been involved in the many large organisational change programs enabled by new technology for major corporates including BP, Kraft, Astra Zeneca, and Avis. These programmes have involved utilising his skills in business analysis, business case development, organisational design, role definition and supporting technology definition. Many of these programmes have relied on cutting edge technology particularly supporting R&D organisations. He has worked internationally particularly in the US and Europe, and has experience of managing internationally based and staffed teams of professionals.

#### **10. Richard Jarvis, BSc, MS, CEng, FICE, FCIHT**

Retired planning and management consultant. Richard has many years' experience as a transport planner, managing a wide range of projects in the UK and around the world. He has led studies for highways, city planning and public transport and acted as an expert witness at public inquiries. He was employed by WS Atkins for over 25 years, and headed the company's transport planning practice before moving on to broader roles in the company, latterly as a main board Director. He was subsequently Executive Chairman of consultants GHK, now part of the US-based ICF group.

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# GUILDFORD VISION GROUP

## MEMBERS



**11. Chris Shorter, Chartered Structural Engineer**

**12. Maurice Barham, MA (Cantab)**

Retired Shell executive, secretary of Guildford Society Transport Group. Maurice started in refinery operations and moving through functions from refinery scheduling, economics, pipeline and shipping logistics in Venezuela and Singapore, to Shell Representative in Eastern Saudi Arabia in connection with the building of a new joint venture refinery.

**13. Dr Michael Hodson, Ph.D**

Industrial economist with experience in the private sector, consulting and government. Michael has launched a major new business area for an information company, helped design HMG's assistance to business and been Head of Economics and Statistics at the Radiocommunications Agency (now part of OFCOM). He is currently writing and presenting workshops on designing enterprise and is a member of the economics group of the Guildford Society, delivers furniture for BESOM and is the Reader at Christ Church, Guildford. Michael has a Ph.D. in economics from the University of Cambridge.

Other GVG Members include:

**14. Nikki Ackerley**  
Managing Director of Property House Marketing. Former Editor of Guildford Magazine.

Nikki began her career in public relations as a Promotions Executive at IPC Magazines, responsible for the publicity of Ideal Home and Woman's World. Following a career break she was appointed property correspondent of The Surrey Advertiser, a role she held for 15 years, winning Regional Property Correspondent of the Year.

A year after joining the Surrey Advertiser, she founded Property House Marketing. Now in its 23rd year, its impressive portfolio of clients includes well-known names in the housing industry.

**15. Gillian Cameron**  
Honorary Secretary, The Guildford Society.

Gillian has lived in Guildford for some 36 years and worked in a professional capacity at Royal Surrey Hospital and others across the borough and county.

She has been involved with GVG since its inception, assisting with publicity and organisation, because she whole-heartedly believes in what it is trying to achieve.

**16. Liz Markwell, BA Hons, MBA, PGCE**  
International career in commercial, educational and arts organisations.

Liz's last full-time management role was at the Guildford Institute, an arts/educational centre in the heart of Guildford. She is now involved in a number of different activities in and around Guildford including with the University of Surrey and Silent Pool Distillers, as well as voluntary work with the Guildford Society and G Live.

**17. Bill Stokoe**  
Retired banker and consultant.

Bill's banking and consultancy experience included high street banking, capital markets fund raising, privatisations, US listings and international institutional investor relations for major corporate clients from the UK, Europe, South Africa, Far East and Russia.

Bill and his family have lived in Guildford for over 35 years. He is a former chair of Abbot's Hospital, one of Guildford most historic buildings. He is currently vice chair of Guildford College Group, Surrey's largest FE & Skills college. Over the years he has been involved with a number of local organisations and is a past chair of The Guildford Society and Burpham Community Association and a former trustee of Surrey 4x4 Response.

**18. Yvonka Wilkinson**  
Campaign Manager and Administrator for The Guildford Vision Group.

Yvonka has more than 20 years of experience in the world of retail architecture, including a term accompanying a Senior Partner on the British Council of Shopping Centres Awards Committee tour.

This taught her a lot about the importance of place making and sustainable architecture, and the implications of good, dynamic master planning versus having a town regenerated by piecemeal development and insufficient infrastructure.

She believes GVG has the wealth of knowledge and experience in the design and construction of place making development which Guildford needs to become the town it deserves to be.

# INTRODUCTION

## 1. Guildford Vision Group

Guildford Vision Group, in existence for 7 years, is a group of residents who have come together to produce a 21st century vision of how we feel the town could develop into over the next plan period.

GVG has developed a comprehensive vision for a revitalised town centre, using its members' experience in architecture, town planning, economics and in delivering major development projects. We have been aided by David Leonard of Leonard Design Architects, Gardiner & Theobald (cost consultants) and Motion transportation consultants. The result of our many years' work is a 100-page detailed masterplan for the town centre, which you find on subsequent pages. There is also a computer-generated 3D fly-through vision of the revised area. Please see our website [www.guildfordvisiongroup.com](http://www.guildfordvisiongroup.com)

## 2. The Existing Town Centre

Guildford is very vibrant town hosting a thriving University and Research Park which add significant economic benefits to the UK economy. As a town it is situated in a gap in the North Downs that historically has created channelled transport corridors. The large area of the borough designated as Green Belt makes growth difficult. The Town Centre is dominated by a 1960s designed network of transport routes sited over the original Guildford crossing of the River Wey. The three and four lane carriageways carve through the town sitting in part on top of Guildford Wharf so separating the historic Guildford core from

its ancient riverside contributing congestion pollution and accidents to the heart of the town.

The A31 corridor before it can join the gyratory system has to manage the major bottle neck being an ageing two lane bridge crossing the railway. This bridge is the only connection between east and west Guildford after construction of the railway canyon in 1845. Major repairs are due to this bridge.

The only major transport corridor away from the town centre is the A3 – effectively a by-pass of a by-pass running from the North East to the South West. The overloaded A3 also acts a local distributor road for some journeys within Guildford at peak periods. Traffic incidents on the A3 also tend to divert traffic onto the Gyratory system already overloaded at peak times. There have been high levels of accidents, some serious and some fatal.

Guildford Railway Station was designed for 3million passenger journeys. It is currently coping with 8m and is forecast to grow to 12million and yet further with new rail services proposed (including connections to Heathrow and Gatwick) The station will attract more traffic of all types and from further afield as its sub regional role expands.

There is an excellent bus network radiating from a centrally located bus station in the town centre although services are currently hampered by traffic congestion. The site is now required for other purposes so there is added incentive to rearrange the bus interchange facilities to integrate more fully with the railway station and commuter needs.

## 3. What should the Town Look Like?

The town centre needs to be planned to provide an optimal mix of Housing, Commercial, and Retail Development to ensure Guildford thrives economically and continues to act as an economic hub for the area. Any plan should guard against Guildford becoming just a commuter town, so accessibility to the centre and the co-location of commercial and housing allocation is of key importance. Patterns of demand will evolve over time, so space should be designed to be as flexible as possible.

The town needs to be rescued from the traffic blight that afflicts it. The town centre needs to be reconnected to the banks of the river, unlocking prime land for potential redevelopment mostly owned by just three parties GBC, Network Rail and L&G. We support the need to improve access by public and by active modes of transport to the high employment areas in the north-west: University, Research Park and the County Hospital.

Unlike many of the confined town centre approaches there is scope in the actual town centre, through forward looking master planning and planned delivery, to add and separate modes of transport to encourage modal shift, with wider pedestrianisation and use of bikes a key aim. Access to the town using Park and Ride and the rail network also needs to be actively encouraged.

The advent of Automatic (AV) and Electric Vehicles (EV) will potentially change transport requirements and impact, e.g. less parking space, smaller and more frequent buses, more efficient use of road space, lower pollution.

However, it is still desirable in busier corridors to separate out different modes of transport.

## 4. The unique aspects of the proposed plan

Most proposals for Guildford Town centre have kept the current transport infrastructure intact and have made limited impact on the challenges of Safety, Pollution that are necessary to make Walking and Cycling attractive in the town centre.

The GVG plan involves key changes in the town centre that can be summarised as:

- Safer and greater capacity infrastructure
- More and better-quality town centre housing and commercial space.
- Replace much of the existing one-way system with pedestrianisation. Replace and enhance capacity by a new link road that circumvents the station to the west.
- Incorporate modal separation of Pedestrians, Cyclists, and motor vehicles in the new arrangements.
- Create a 21st Century Transport Hub at the Station.
- Pedestrianisation to reunite Core of Town with Riverside and Station.
- Configure the Wey Navigation and surroundings to open the riverside and to mitigate flood risk.



# INTRODUCTION

## 5. Development and Redevelopment

The GVG plan will open-up a considerable area for redevelopment especially along the Wey Navigation, Station and on the sites currently occupied by the Police Station and Law Courts. The redeveloped area will provide:

- New much Needed Housing
- Transport Hub based on the rail station
- New Town Squares
- New Amenities
- Civic Centre, Police Station Courts
- Commercial Space
- New support infrastructure in the form of Schools and Health Centres.

New Development in the context of an adopted masterplan will provide:

- Architectural compliance to a set of design guidelines as to height and bulk, that integrates to the Guildford Townscape
- Buildings built to be flexible for changing use demands
- Buildings built to latest environmental standards
- Flood Protection and Management built into Buildings and Infrastructure
- Combined Heat and Power Infrastructure.

## 6. Housing

A benefit of our masterplanned approach is that the town centre can accommodate more housing (circa 2000 plus dwellings) than is proposed by the submitted Local Plan. This Master Planned approach has advantages in that it:

- Reduces pressure to build on Greenbelt land. (Wisley, for example would not be required)
- Utilises existing town infrastructure
- Minimises commuting and/or supports commuting by public transport by co-locating transport, commercial property and housing
- Creates a more attractive town centre with a revitalized riverside integrated with the High Street and no interruptions from road traffic
- Supports economic growth, allowing Guildford and surrounding areas to continue to prosper, and allows for commercial and population growth in an imaginative and sustainable manner

Note: Housing developments are subject to several levies e.g. SANG, CIL, and affordable housing quotas. Many sites in Guildford due to being near open space attract SANG payments, an advantage of using town centre brownfield sites is that SANG payments can be mitigated.

## 7. Retail

The plan provides circa 20,000Sq/M of retail and Food & Beverage space distributed across the redeveloped area. GVG considers that the retail area is in a considerable state of flux at present with internet shopping being a major challenge to the conventional large store. The focus should be on smaller shops which have flexibility to be repurposed as commercial space. Note: GVG hasn't covered the North Street Site currently planned for circa 41,000SQ/M retail, the viability of this in the current environment must be in question.

## 8. Commercial

The GVG plan allows for circa 40,000Sq/M of Commercial space. This provides space for about 3500 to 4000 staff. It is anticipated that some of this space will be used by relocating courts, police station and local authority to form a civic centre. As discussed above there is an opportunity to add more commercial space vs. retail depending upon market demand. The infrastructure improvements by removing traffic blight will make existing and new commercial properties more attractive and accessible.

## 9. Transport Infrastructure

The GVG plan is based on making the town centre more accessible to a larger number of people WITHOUT increasing road traffic. The aim is to have Infrastructure that positively support and enables modal shift to Rail, Bus, Cycles and Walking.

Current Traffic levels will be supported with modal shift encouraged to manage growth from new housing and commercial activity, building separate, appropriately sized corridors for different modes of transport.

The GVG plan supports the current efforts by the council to establish Sustainable Movement Corridors in the town. The GVG plan by its introduction of modal separation in the town centre supports the establishment of other SMC's in time and tying in of existing pedestrian paths and cycleways e.g. the cycle path south to Shalford.

### a. Road

Although the Authorities appear to be relying on improvements to the A3, including an aspiration for a tunnel, to solve problems of congestion and anticipated population growth from neighbouring communities, we believe that creating an inner corridor will free the Town Centre of polluting traffic for the benefit of pedestrians.

A deliverable option for creating a Town Centre fit for the 21st Century is to revise the main road links to create a new North South Corridor co-located with the Railway to circumvent the town centre.

By diverting through traffic, including freight, away from Bridge Street and Onslow Street it actively supports GBC's planned Sustainable Movement Corridor (SMC) along those sections, allowing more space and less pollution to be enjoyed by pedestrians and cyclists.

The new corridor would be created as follows:

- Re-open Town Bridge rebuilt on a slightly different alignment and higher to mitigate flood risks.
- Park Street: revise for 2-way traffic flow with a revised junction to Portsmouth Rd and Town Bridge
- Farnham Rd Bridge – Rebuild bridge to avoid weight issues and provide more lanes.
- Friary Bridge – Rebuilt as a pedestrian/bike bridge
- Build new link road between [parallel to] Guildford Park Rd [to west of] and the railway tracks.
- New Bridge crossing from Madrid Road to Woodbridge Road

# INTRODUCTION

Diagrams below illustrate the proposals.

## Fig 1 Current main traffic routes

Current main road corridor through Guildford Town centre (Blue). Current bus station loop bright red.



## Fig 2 – Proposed North South Corridor

The proposal would divert through traffic from the two main entry points in the north-east to the west of the Town Centre, re-joining the main routes to the south of the town. This would also provide a new direct east-west link towards the A3.



Note that existing one-way system is re-purposed for bus pedestrian and cycle traffic. Delivery vehicles allowed access during timed periods.

As a group GVG have produced more detail on the road layout and bus routes.

### b. Rail

The rail network will become more important both for commuting, airport access (Gatwick and Heathrow), and local use along the lines radiating from Guildford, and as part of outer orbital network from Guildford, via Guildford, Reading, Oxford to Cambridge.

Creating a true transport hub through an upgraded and expanded station is required. The revised road layout allows for bus stops, and taxi ranks, to west and east of station and separated access for pedestrians and bicycles. The plans to build Guildford West and East stations are commended.

### c. Bus

The GVG scheme provides for two separate bus interchange locations, one at the railway station and one in the town centre, both on the proposed route of the SMC, see diagram in the plan for full details.

### d. Cycling

The GVG scheme provides for modal separation in the town centre, and links to the existing cycle ways plus the proposed sustainable Movement Corridor. The increasing availability of electric bikes allows hills to be easily tackled, currently a blocker to many people using cycles in Guildford.

### e. Pedestrianisation

Pedestrianisation will expand from the current: High Street/Tunsgate to encompass the riverside on east and west sides (which will be redeveloped to have attractive squares, Market etc) and the station. Pedestrianisation will also make properties in Bridge Street and Onslow Street more attractive as they cease to be on a traffic canyon. The Pedestrianisation will link to the Sustainable Movement Corridor and to footpaths leading to the south of the town centre into the Surrey hills.

### 10. Flooding

The centre of Guildford is subject to a considerable flood threat. Flooding in the main needs to be tackled by interventions upstream of the town. The GVG proposals do include raising the current Town Bridge which in extreme weather can block the Wey Navigation flow. Buildings in the flood zone proposed by GVG are designed to mitigate flood issues by using under crofts which in normal weather can be used for vehicle parking.

### 11. Power Infrastructure

There are opportunities to provide Guildford Town Centre with an up to date power infrastructure. Areas that GVG would be supportive of looking at include Ensuring new developments have routing to ensure CHP infrastructure can be delivered Investigating the latest CHP technology including waste incineration to see if these could be applied to Guildford. The proposed major developments to the Sewage Works and Refuse Stations at Slyfield provide a possible site for a state of the art facility.

### 12. Resilience

Creating a new corridor in the town centre creates the following benefits: The second rail crossing and retaining elements of the current gyratory provides a robust infrastructure that can be actively managed to deal with road closures e.g. traffic can be rerouted onto one of the two rail bridges, or bus lanes opened to all traffic in times of emergency.

As traffic volumes and patterns change the road layout can be flexed between Buses, Cars e.g. Road junctions may need to be redesigned to change priorities between Private and Public transport. Car Parks may reduce in size and be repurposed if autonomous vehicles promotes car sharing, roads may become bus, bike, pedestrian corridors with limited general vehicle traffic.

### 13. Delivering the plan

The creation of a new corridor is viable as it utilises Network Rail land to the west of the rail station. The corridor by circumventing a large area by the river unlocks this land for redevelopment in a comprehensive manner that is integrated in to the town centre.

Our plan is ambitious, we believe it can be funded substantially by commercial developers working in conjunction with the three major land owners who own the centre of the town. Guildford is probably unique in the simplicity of the land ownership for the size of the development envisaged (£2-3bn). Our plan can deliver over 3,000 homes in the town and half a million square feet of much needed sustainable business and community space.



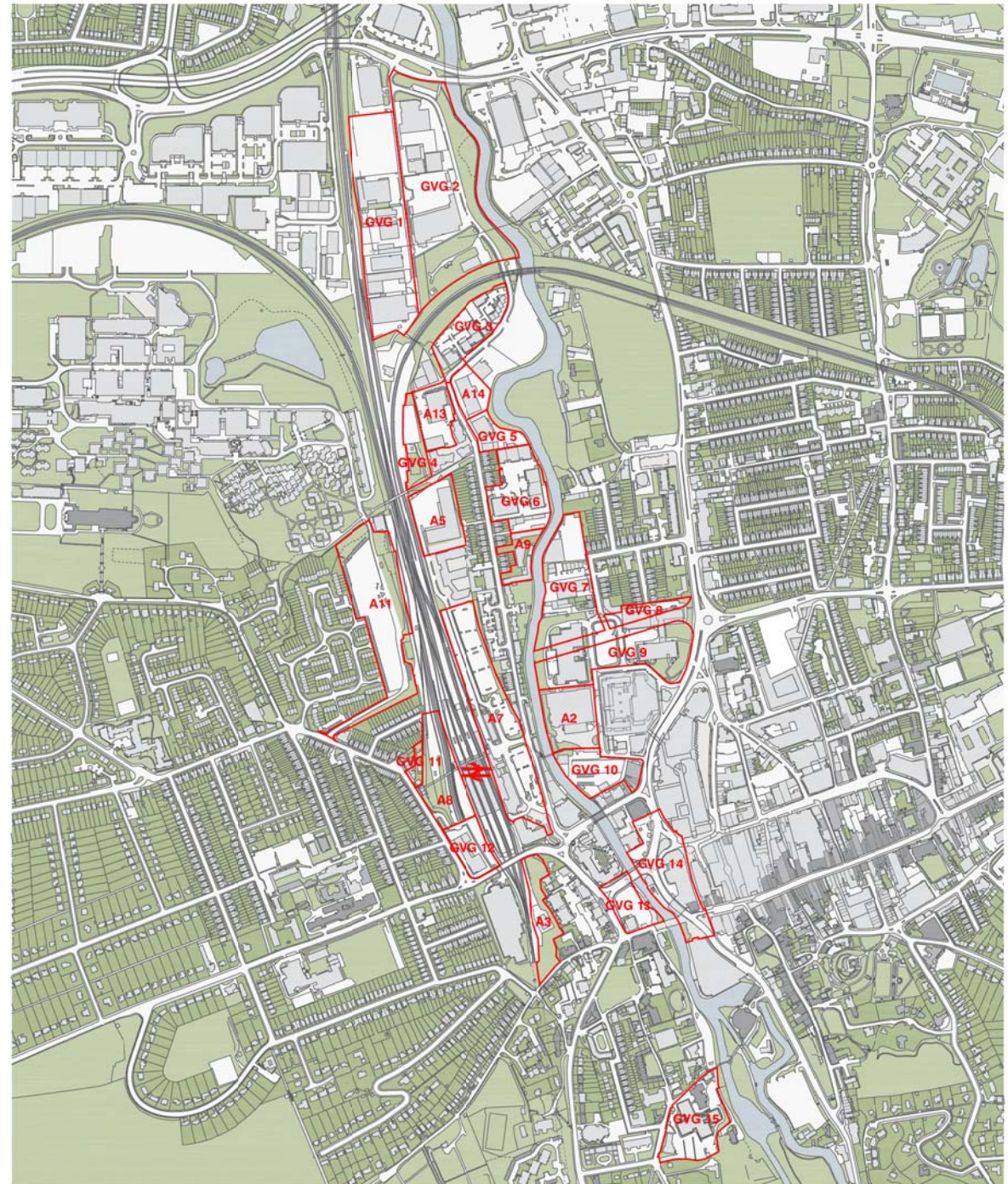
# 1. SEEKING A BETTER GUILDFORD

# THE STUDY AREAS

## GUILDFORD VISION GROUP

The areas listed below and on the plan opposite represent the areas of study with Guildford Vision Group's masterplan for Guildford Town Centre and immediate surroundings. Site prefixed with 'A' correspond to sites within the Guildford borough Proposed Submission Local Plan: strategy and sites, June 2017 and sites prefixed by GVG are unique to GVG's masterplan.

- A2 Guildford Cinema, Bedford Road
- A3 Land between Farnham Road and the Mount
- A5 Jewsons, Walnut Tree Close
- A7 Land and buildings at Guildford railway station
- A8 Land west of Guildford railway station, Guildford Park Road
- A9 77 to 83 Walnut Tree Close
- A11 Guildford Park Car Park, Guildford Park Road
- A13 Kernal Court, Walnut Tree Close
- A14 Wey Corner, Walnut Tree Close
  
- GVG 1 Woodbridge Meadows West
- GVG 2 Woodbridge Meadows East
- GVG 3 Riverview, Walnut Tree Close
- GVG 4 Land between railway and Kernal Court
- GVG 5 Riverside Builder's Yard, Walnut Tree Close
- GVG 6 Riverside Business Centre, Walnut Tree Close
- GVG 7 Bedford Wharf Residential North, Mary Road
- GVG 8 Bedford Wharf Residential East, Margaret Road
- GVG 9 Bedford Wharf Civic Zone, Police and Courts
- GVG 10 Bedford Wharf South, Bedford Road
- GVG 11 Land adjacent to A8, Guildford Park Road
- GVG 12 Corner of Guildford Park Road and Farnham Road
- GVG 13 Town Wharf West
- GVG 14 Town Wharf East
- GVG 15 Millmead



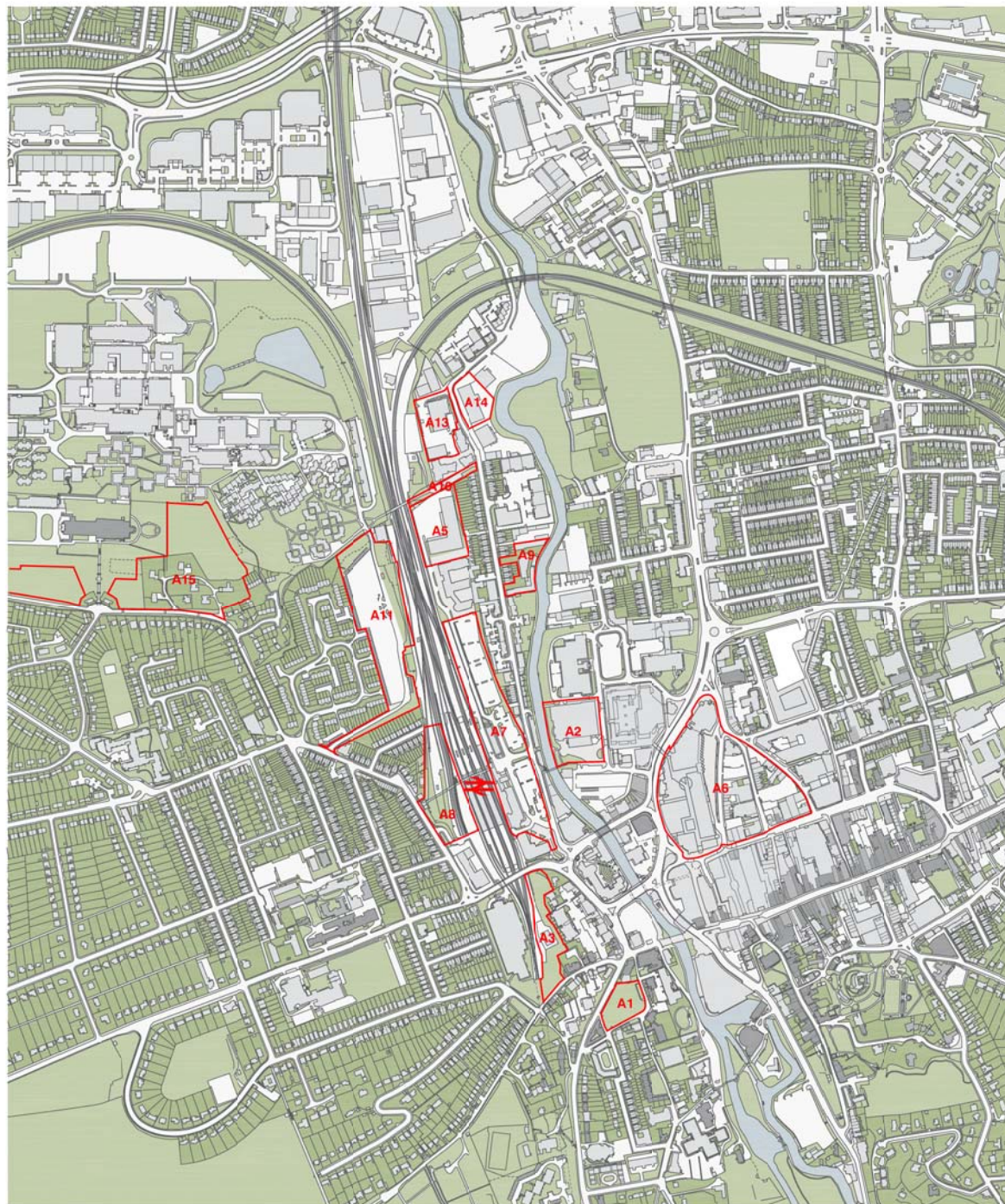


# THE STUDY AREAS

## GBC 2017 LOCAL PLAN

The areas listed below and on the plan opposite represent Town Centre policy areas set out within the Guildford borough Proposed Submission Local Plan: strategy and sites, June 2017.

- A1 The Plaza, Portsmouth Road
- A2 Guildford Cinema, Bedford Road
- A3 Land between Farnham Road and the Mount
- A5 Jewsons, Walnut Tree Close
- A6 North Street redevelopment
- A7 Land and buildings at Guildford railway station
- A8 Land west of Guildford railway station, Guildford Park Road
- A9 77 to 83 Walnut Tree Close
- A10 Land for Sustainable Movement Corridor
- A11 Guildford Park Car Park, Guildford Park Road
- A13 Kernal Court, Walnut Tree Close
- A14 Wey Corner, Walnut Tree Close
- A15 Land at Guildford Cathedral, Alresford Road





# GUILDFORD'S ASSETS THE HISTORIC CORE



Key

- Conservation areas
- Listed buildings
- Locally listed buildings



**GUILDFORD'S ASSETS**  
**KEY BUILDINGS AND PLACES**





# THE VISION SUMMARY

1. Remove traffic from the town centre allowing people to walk and cycle safely
2. Open up the riverside
3. Create new public squares
4. Creating new uses
5. Creating new contemporary town centre to make Guildford an attractive place for residents, tourists and business
6. A joined up approach to tackling Guildford's major issues
7. An integrated transport hub centred around the railway station

Total GEA		
Uses	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	305,349	3,286,744
Office & Civic	47,994	516,603
Parking	95,449	1,038,169
F&B	10,409	112,042
Retail	8,476	91,235
Hotel/Leisure/Culture	13,337	143,558
Community	20,342	218,959
Station & Bus Station	4,004	43,099
<b>Total GEA</b>	<b>506,360</b>	<b>5,450,409</b>

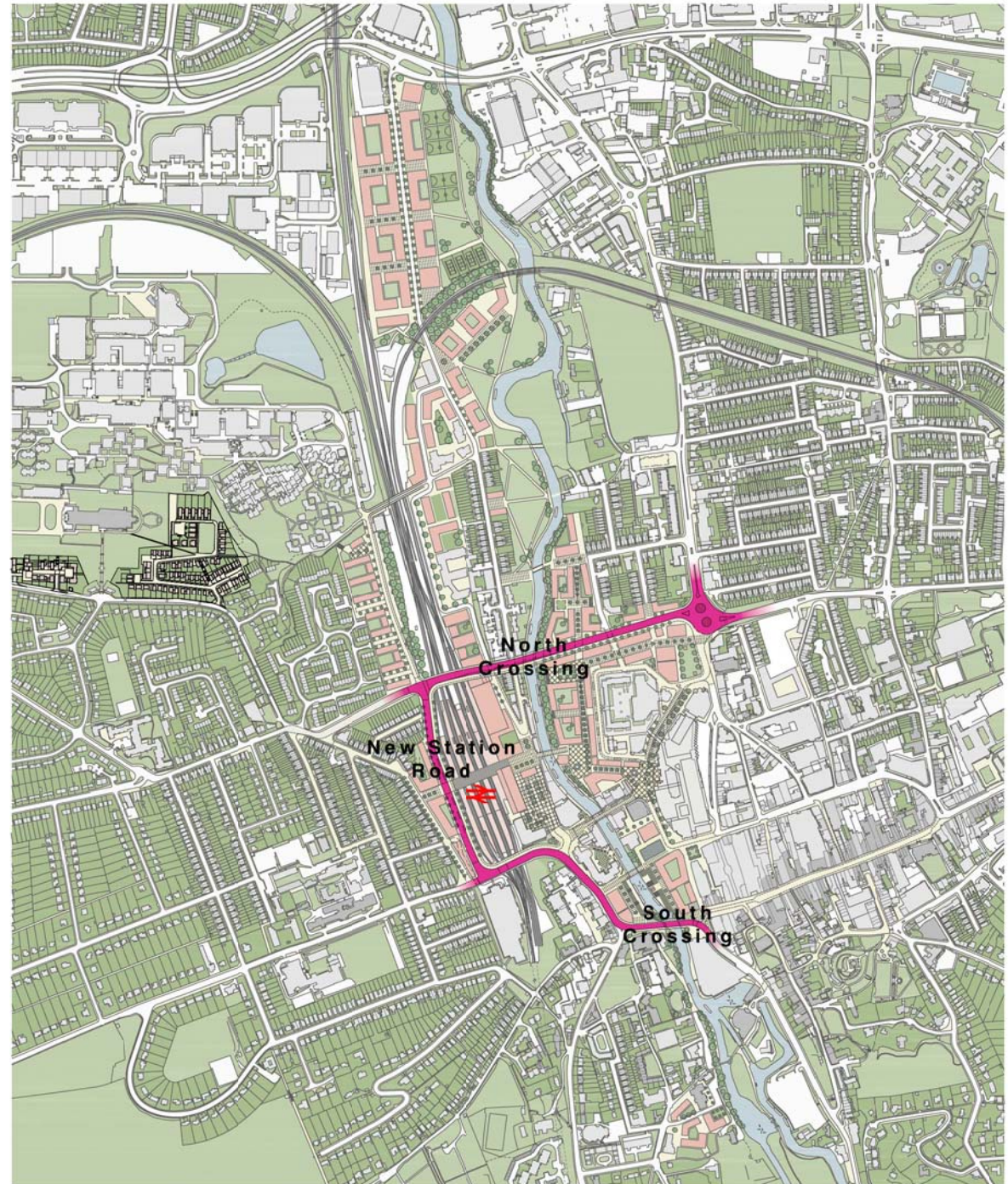
Approximate Number of Dwellings	2,962
Approx Number of Student Dwellings	353
Approximate Retirement Dwellings	52

Total GEA (Excluding areas in flood risk zones)		
Uses	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	288,949	3,110,216
Office & Civic	47,994	516,603
Parking	91,859	988,766
F&B	9,136	98,339
Retail	8,176	88,006
Hotel/Leisure/Culture	13,337	143,558
Community	20,342	218,959
Station & Bus Station	4,004	43,099
<b>Total GEA</b>	<b>483,797</b>	<b>5,207,546</b>

Approximate Number of Dwellings	2,786
Approx Number of Student Dwellings	353
Approximate Retirement Dwellings	52

The schedules above contain the following property types:

- |                       |                   |                       |
|-----------------------|-------------------|-----------------------|
| Residential including | Office including: | Other uses including: |
| • Apartments          | • Civic buildings | • Community           |
| • Townhouses          | • Courts          | • Medical             |
|                       | • Police          | • Social              |
|                       |                   | • Leisure             |
|                       |                   | • Shops               |
|                       |                   | • Restaurants         |
|                       |                   | • Culture             |

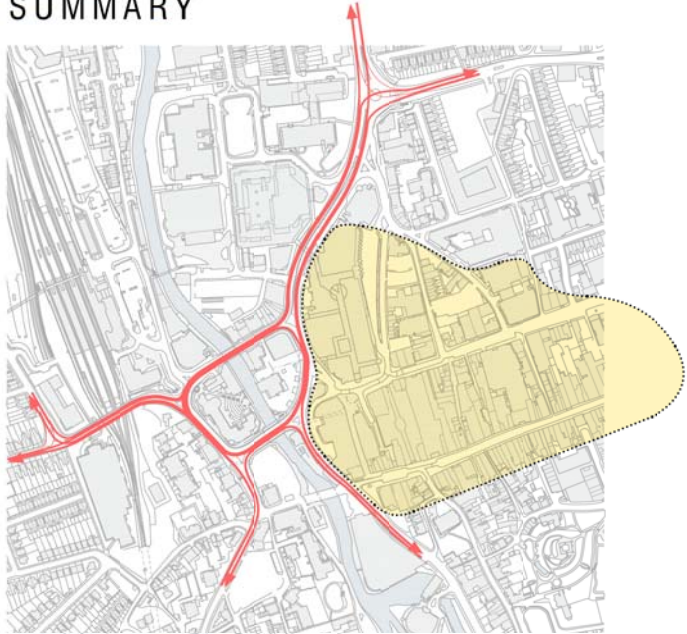




## 2. THE ROADS ISSUE

*The North Crossing and Recovering the Town Centre*

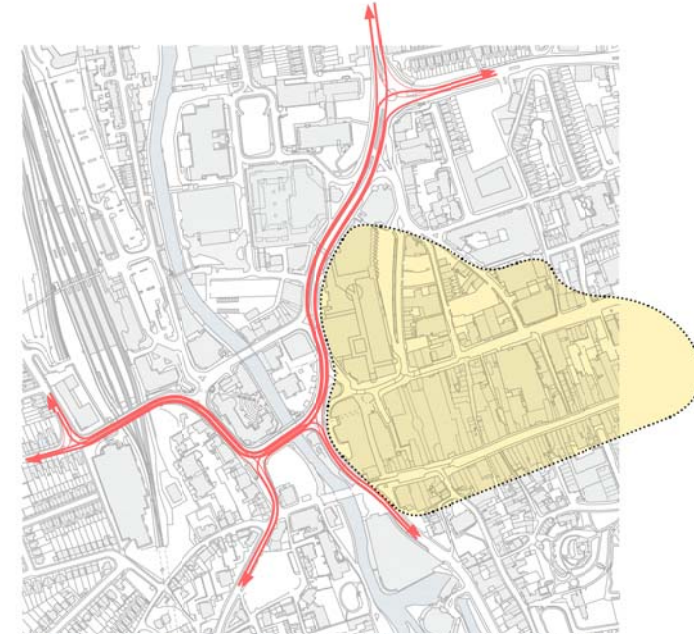
# HIGHWAYS SUMMARY



The existing road network



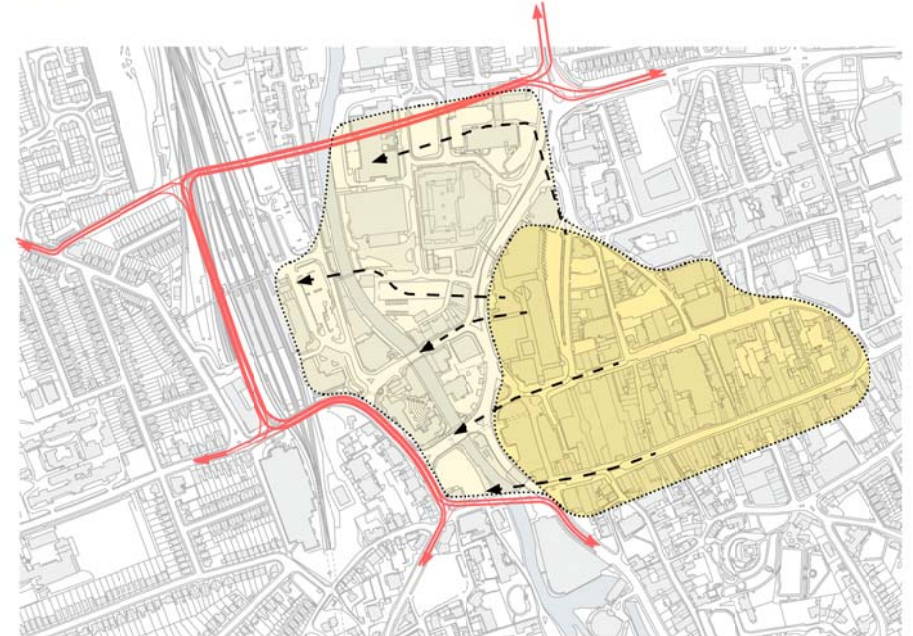
Two-way operating using Bridge Street and the High Street bridge



Potential two-way operating using Friary Bridge for all traffic



Existing Road Traffic Incident data



The proposed crossing improves connectivity between town centre and river



# HIGHWAYS EXISTING

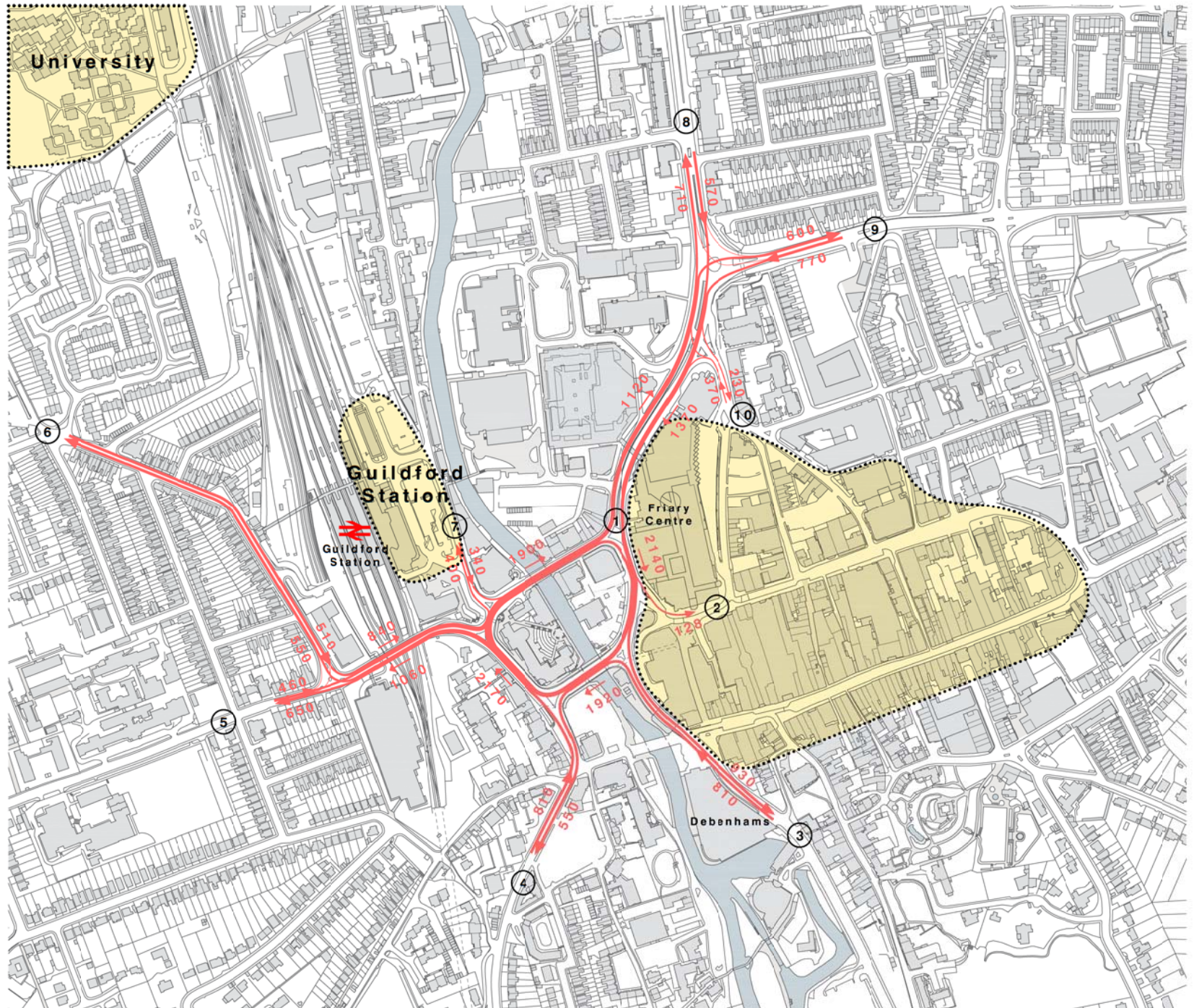
## Issues

- Safety
- Congestion
- Environmental
- Poor pedestrian connectivity
- Major traffic routes conflict with major pedestrian destinations

1. Onslow Street
2. North Street
3. A281 Shalford Road
4. A3100 Portsmouth Road
5. A31 Farnham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leapale Road

# - # Combined average AM and PM peak hourly traffic to the nearest 10 vehicles per hour (8.00am-9.00am and 5.00pm-6.00pm)

\* figures extrapolated from Sky High Traffic Survey dated 9th June 2011





# HIGHWAYS

## TRAFFIC INCIDENTS

The diagram plots traffic incidents during the period from 1999-2016. It highlights the primary areas of conflict at the junction between Onslow Street & Bridge Street and Park Street & Onslow Street. It also highlights the reduction in incidents on the pedestrianised High Street in comparison to North Street.

Data collected from CrashMap on 19.12.16



### Incident Severity

- Fatal
- Serious
- Slight



# HIGHWAYS PREFERRED SCENARIO 1

from 'Guildford Town Centre and Hinterland Masterplan Report Final draft report for consultation October 2015'

## Issues

- Safety
- Congestion
- Environmental
- 57% reduction in traffic capacity (Guildford Town Centre Highways Assessment Technical Note 1, 11th September 2015, WSP)

## Positives

- Improved connection between the town and the riverside

## Negatives

- Traffic still uses Onslow Street dividing the town and maintaining the traffic incident black spot

1. Onslow Street
2. North Street
3. A281 Shalford Road
4. A3100 Portsmouth Road
5. A31 Farnham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leapale Road

# - # Combined average AM and PM peak hourly traffic to the nearest 10 vehicles per hour (8.00am-9.00am and 5.00pm-6.00pm)

\* figures extrapolated from Sky High Traffic Survey dated 9th June 2011





# HIGHWAYS PREFERRED SCENARIO 2

from 'Guildford Town Centre and Hinterland Masterplan Report Final draft report for consultation October 2015'

## Issues

- Safety
- Congestion
- Environmental
- 44% reduction in traffic capacity (Guildford Town Centre Highways Assessment Technical Note 1, 11th September 2015, WSP)

## Positives

- Pedestrian priority on Bridge Street

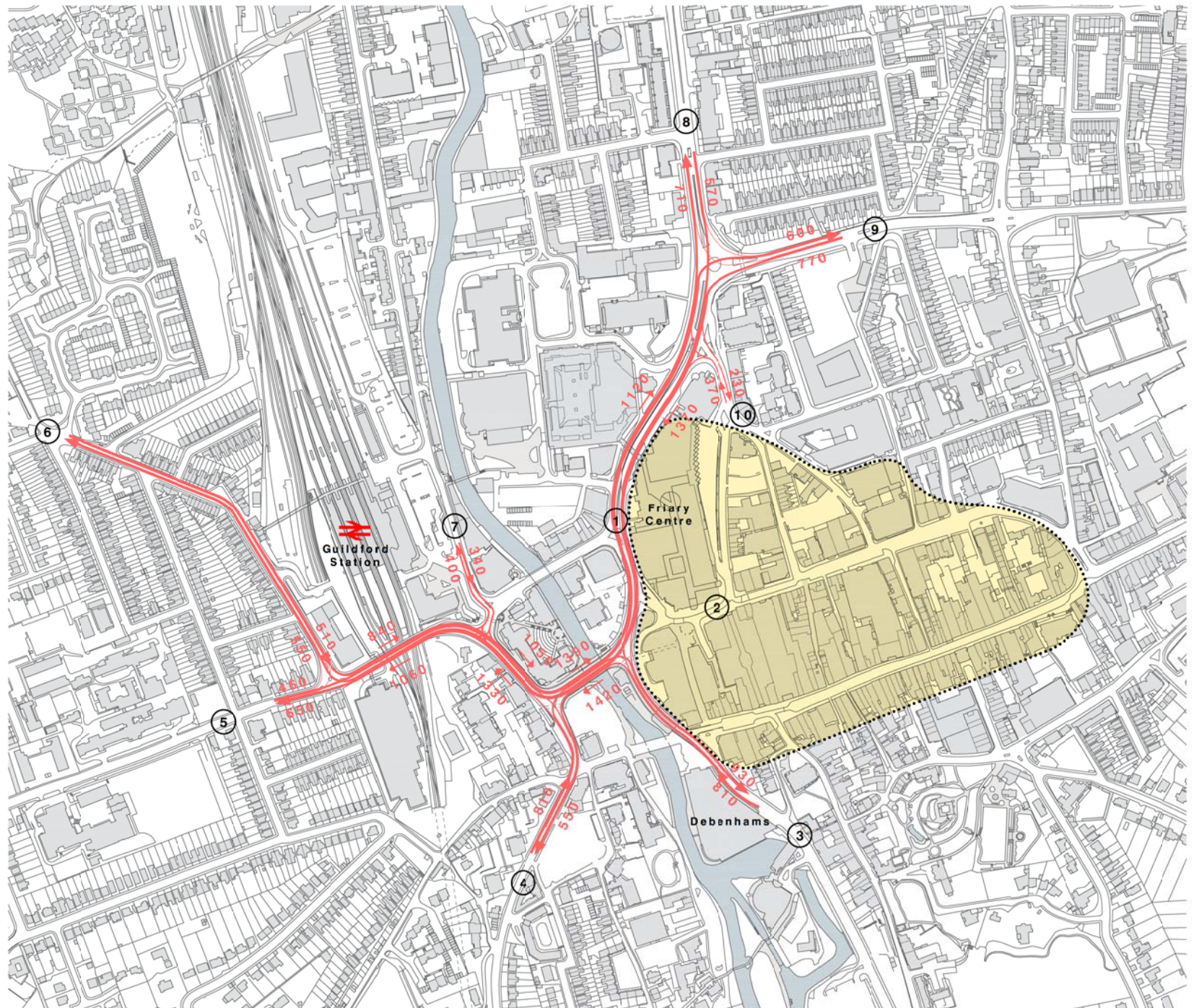
## Negatives

- Traffic still uses Onslow Street dividing the town and maintaining the traffic incident black spot

1. Onslow Street
2. North Street
3. A281 Shalford Road
4. A3100 Portsmouth Road
5. A31 Farnham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leapale Road

# - # Combined average AM and PM peak hourly traffic to the nearest 10 vehicles per hour (8.00am-9.00am and 5.00pm-6.00pm)

\* figures extrapolated from Sky High Traffic Survey dated 9th June 2011





# HIGHWAYS PROPOSED

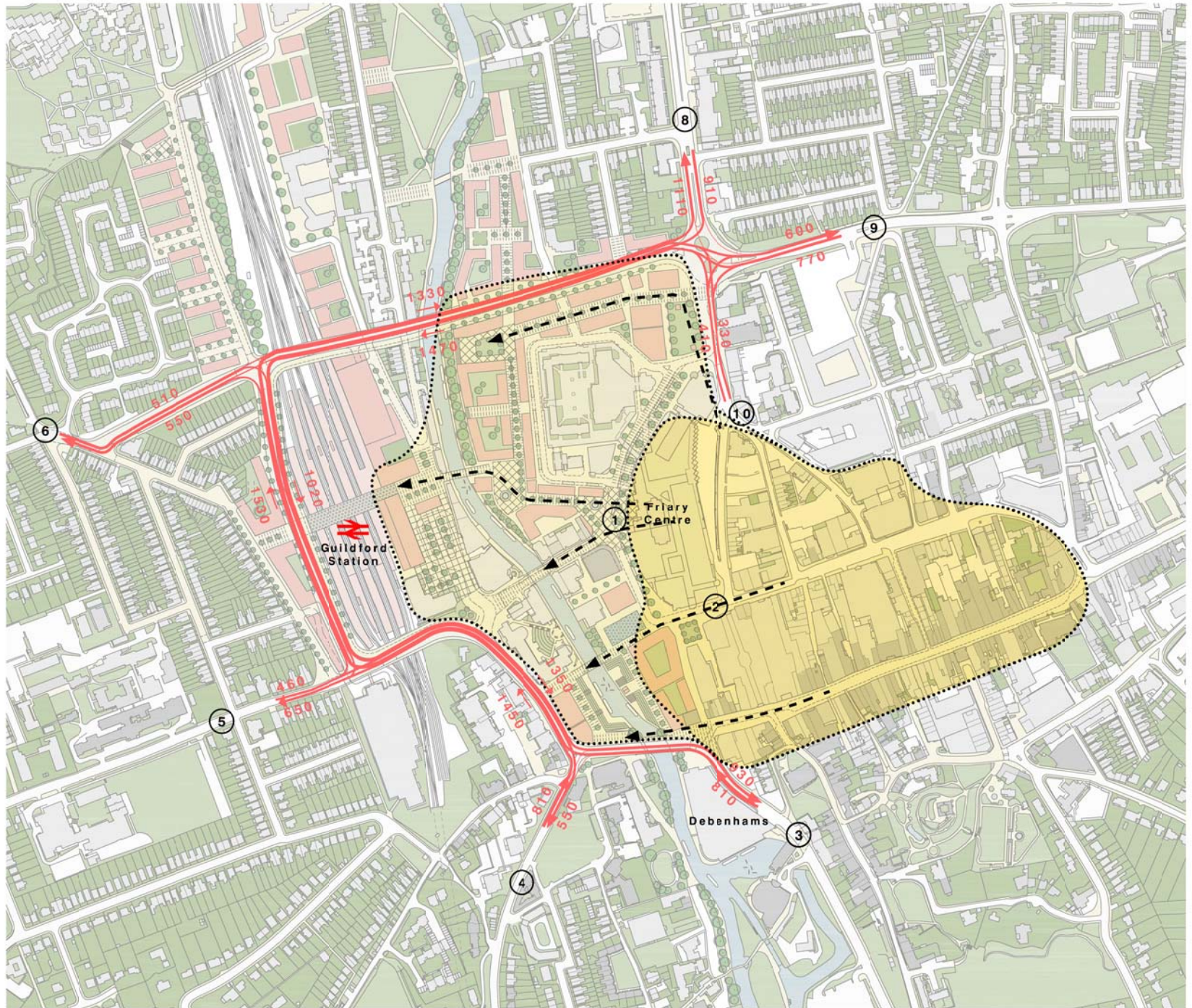
## Positives

- Town connected and extended to Bedford Wharf and the station
- Traffic removed from main pedestrian areas
- Major environmental and pedestrian gains
- The river is integrated and available to the town centre
- Onslow Street available for bus stands
- Four-lane Friary Bridge removed creating new riverside squares
- New roads can integrate safe routes for pedestrians and cyclists

1. Onslow Street
2. North Street
3. A281 Shalford Road
4. A3100 Portsmouth Road
5. A31 Farnham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leapale Road

# - # Combined average AM and PM peak hourly traffic to the nearest 10 vehicles per hour (8.00am-9.00am and 5.00pm-6.00pm)

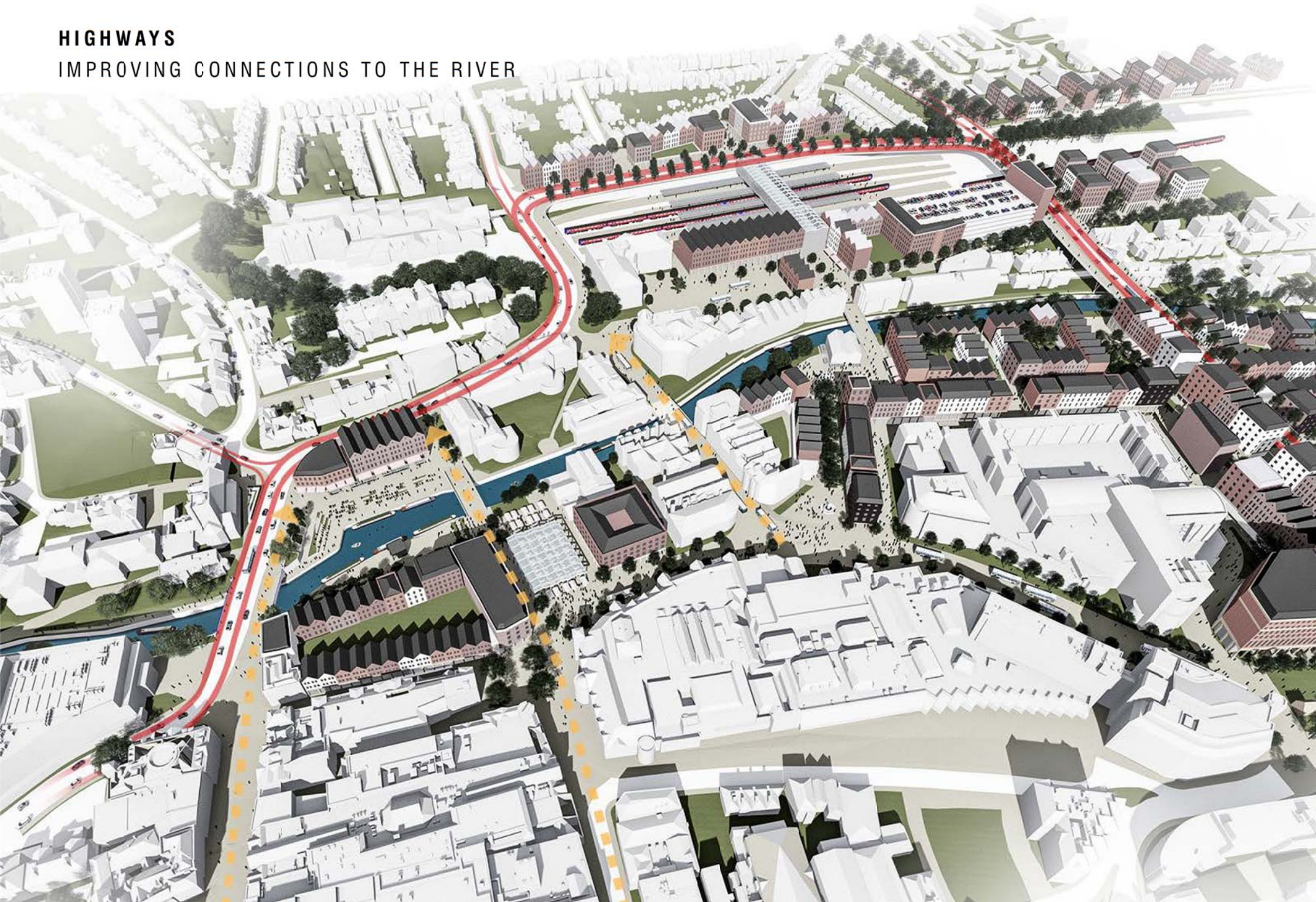
\* figures extrapolated from Sky High Traffic Survey dated 9th June 2011





# HIGHWAYS

IMPROVING CONNECTIONS TO THE RIVER

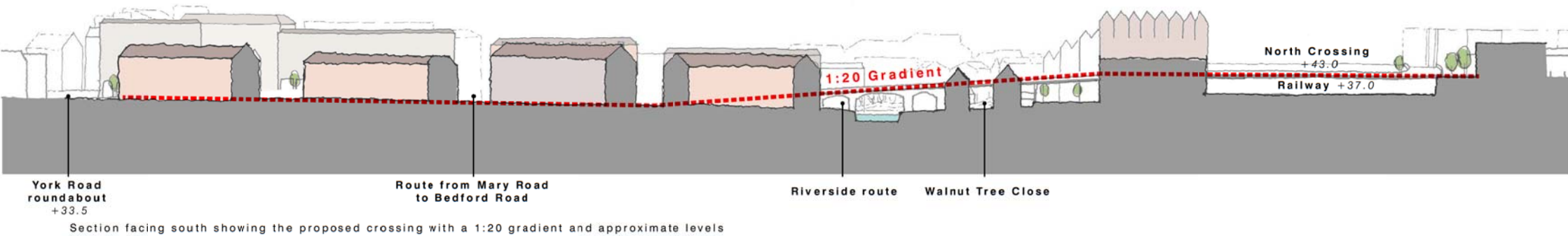
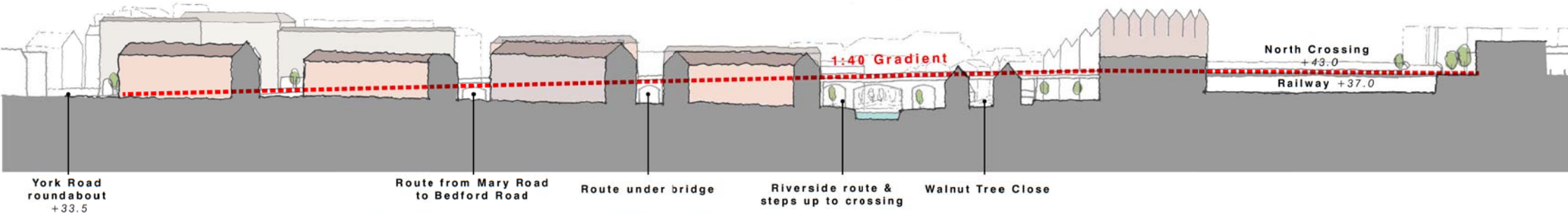




# THE CROSSING

## PROFILE OPTIONS

This section illustrates two options for the profile of the proposed crossing in relation to the proposed buildings.





# THE CROSSING OPTIONS

There are currently three options for the location of the proposed crossing, which have different consequences.

The diagram shows three options for the bridge route.

**— North Crossing Option A**

*Avoids Court & Police*

- CPO houses on Mary Road, Margaret Road, Walnut Tree Close, Rupert Road and Guildford Park Road.
- Courts and police buildings remain in tact

**— North Crossing Option B**

*Minimum CPO of homes*

- Relocate County and Crown courts and police station
- Demolish court and police buildings to build new crossing

**— North Crossing Option C**

*In between Police & Courts*

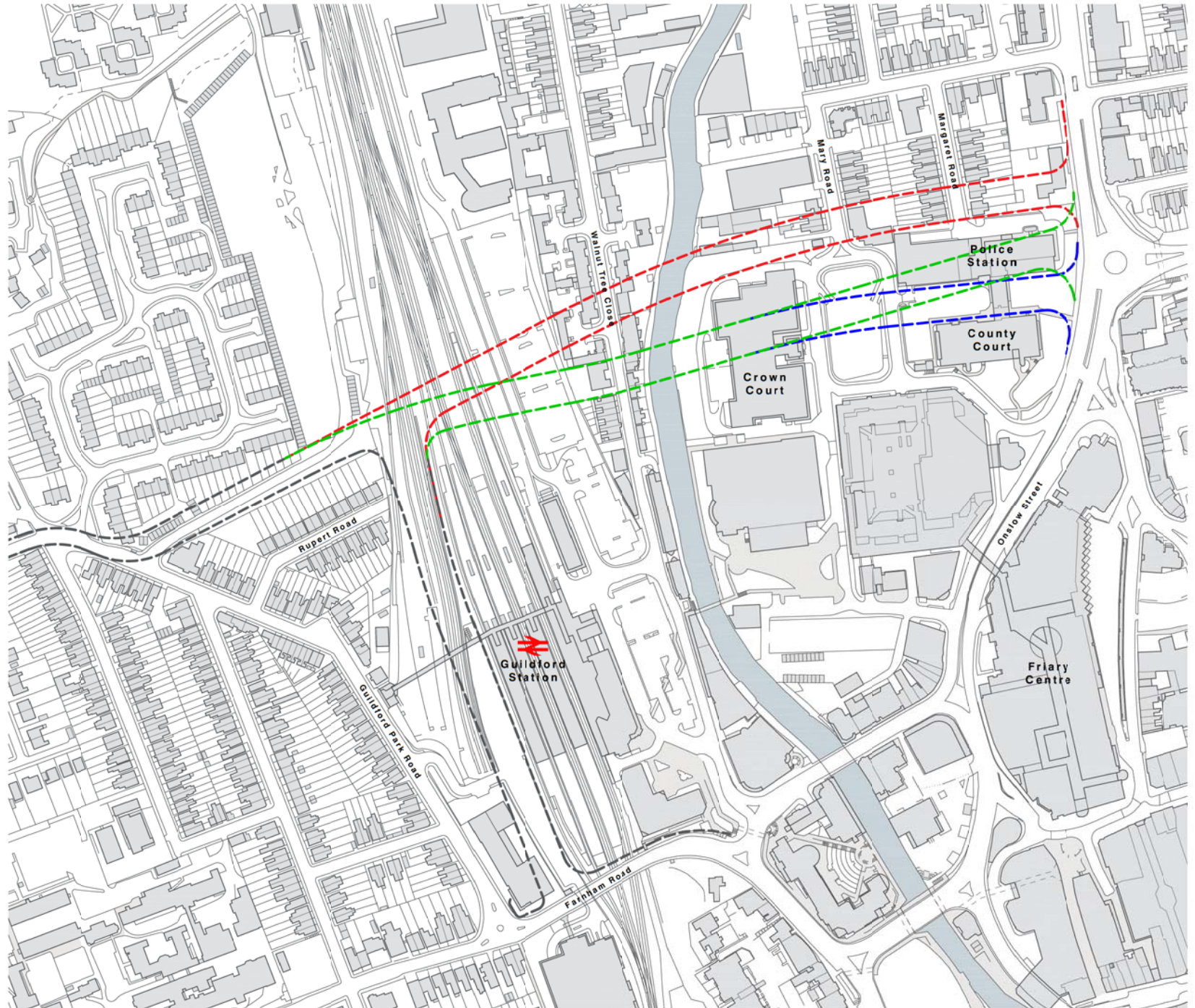
- Crossing built in between County Court and Police Station

**— New Station Road Option 1**

*No development over platforms*

**— New Station Road Option 2**

*Development over platforms*





# 3. THE STATION

*Seeking a Modern Transport Interchange*



# GUILDFORD STATION AMBITION

- A 21st century transport hub
- An integrated station for road, rail, buses, cycle and footpaths encouraging modal shift
- The best railway quarter with the best commercial solutions.
- Mutually beneficial outcome for Network Rail, Guildford, and the community.
- A new future for Guildford





# GUILDFORD STATION CURRENT STATUS

19th Century Station

- Opened 1845, revamped 1880
- New east side entrance 1980

8 million passengers forecast to grow to 12 million

In the top 20 busiest stations outside London

One of the biggest commuter towns

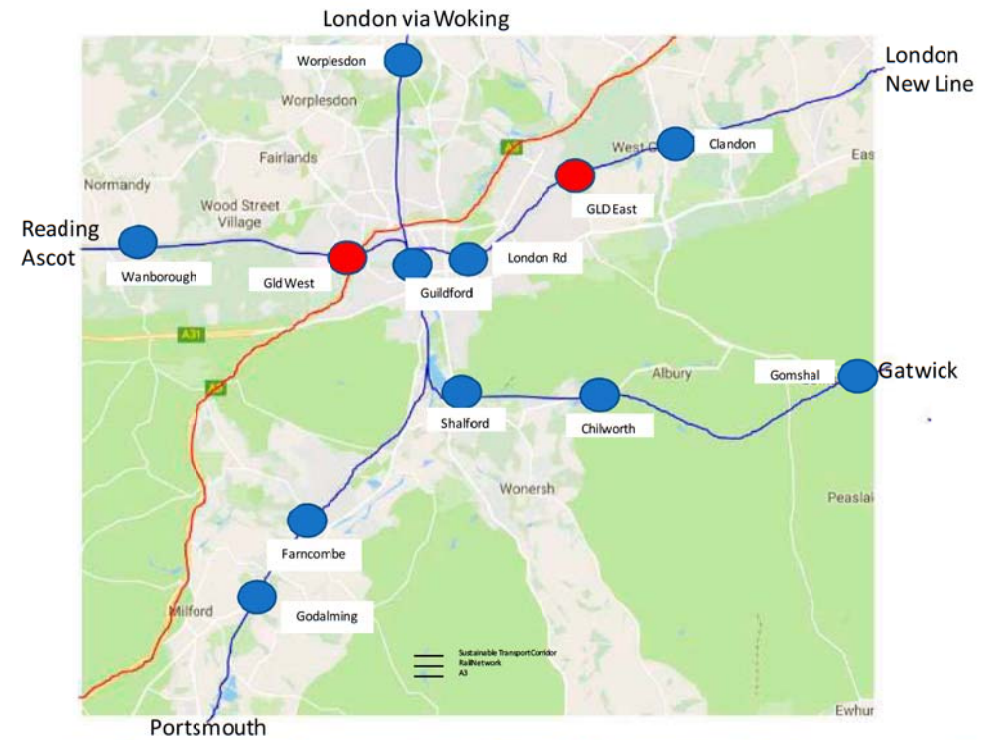
- 50% commute out
- 50% commute in

Interchange

- London-Portsmouth
- Gatwick to Reading
- Guildford to Ascot
- New-Line to London

Constraints

- Sharp curvature in/out tunnel
- Ageing Farnham Road Bridge
- Short of platforms
- Flat Junctions North and South
- Passenger Circulation inadequate
- West side entrance inadequate
- Limited Transport interchange
- Access to Town Poor





# GUILDFORD STATION THE NEXT 25 YEARS

Proposed Major Estates (GBC Plan) 12,000 homes served by

- Aldershot, Ash
- Effingham
- Guildford West (Hospital, University)
- Guildford East
- Guildford (3000 units)

Expanded employment

- Research Park, Town Centre, University

New stations

- Guildford West
- Guildford East

Park and Ride

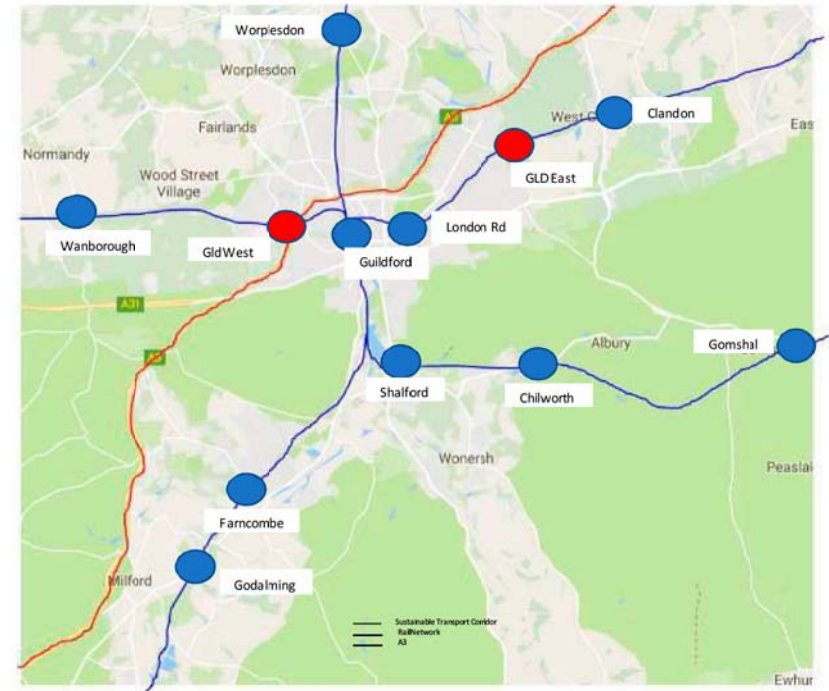
- Worplesdon (P&R?)
- Shalford (P&R)
- Guildford East (P&R)

Other developments outside GBC area will also increase demand e.g. Aldershot (est. 100,000 addition)

## References

Demand extracted from:

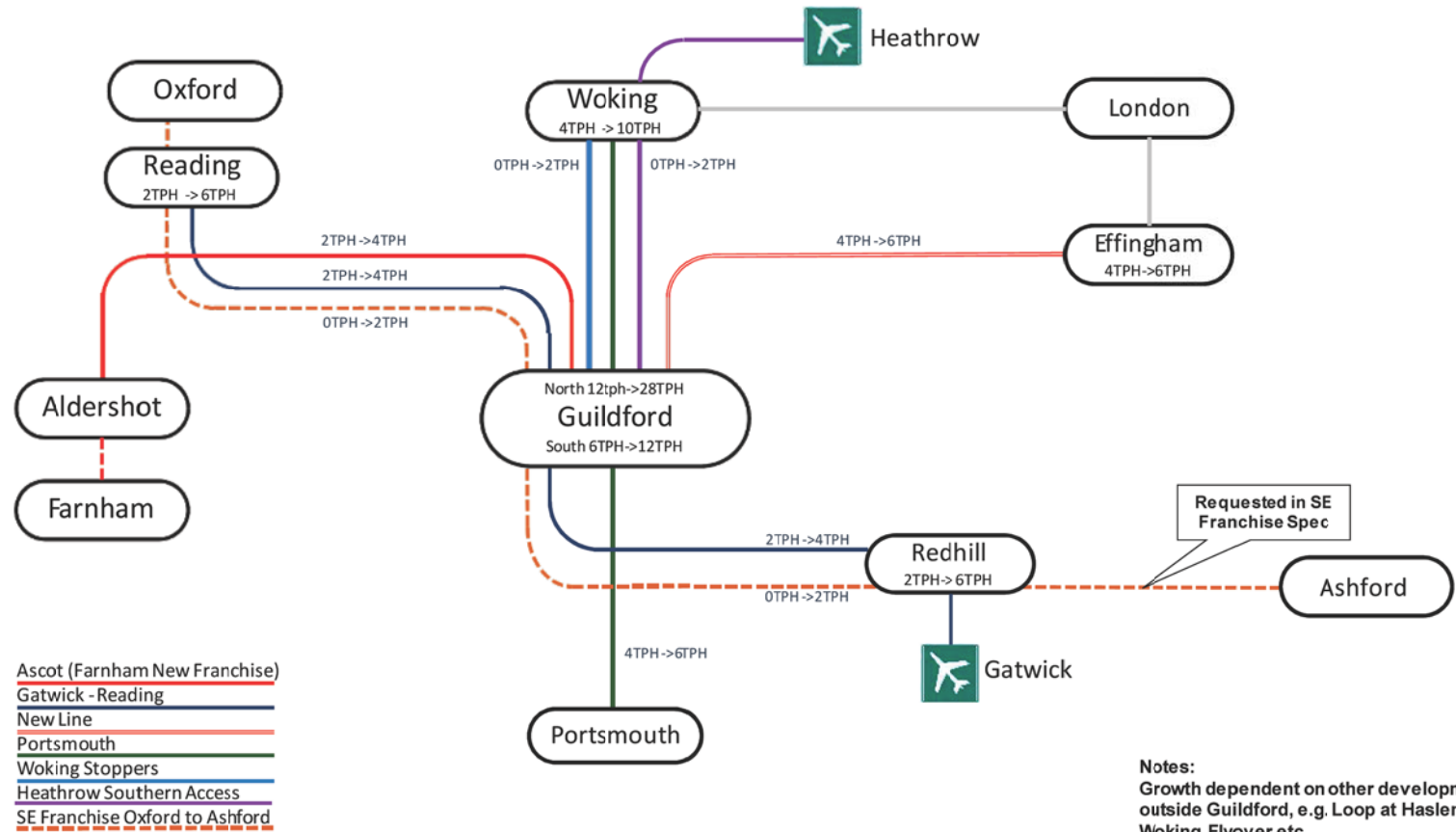
- The 2015 Wessex Route Study
- Guildford Borough Transport Strategy 2016
- Guildford Town and approaches Movement Study 2015
- Proposed Submission of Guildford Borough Local Plan 2016
- South Eastern Rail Franchise Public Consultation March 2017
- Southern Rail Access to Heathrow Feasibility Study 2015
- Surrey County Council - Surrey Rail Strategy September 2013
- New South West Franchise – limited information due to contractual negotiations





# GUILDFORD STATION THE NEXT 25 YEARS

Double the movements



Notes:  
 Growth dependent on other developments outside Guildford, e.g. Loop at Haslemere, Woking Flyover etc.

TPH = Trains per hour in one direction



# GUILDFORD STATION REMOVING CONSTRAINTS

More trains

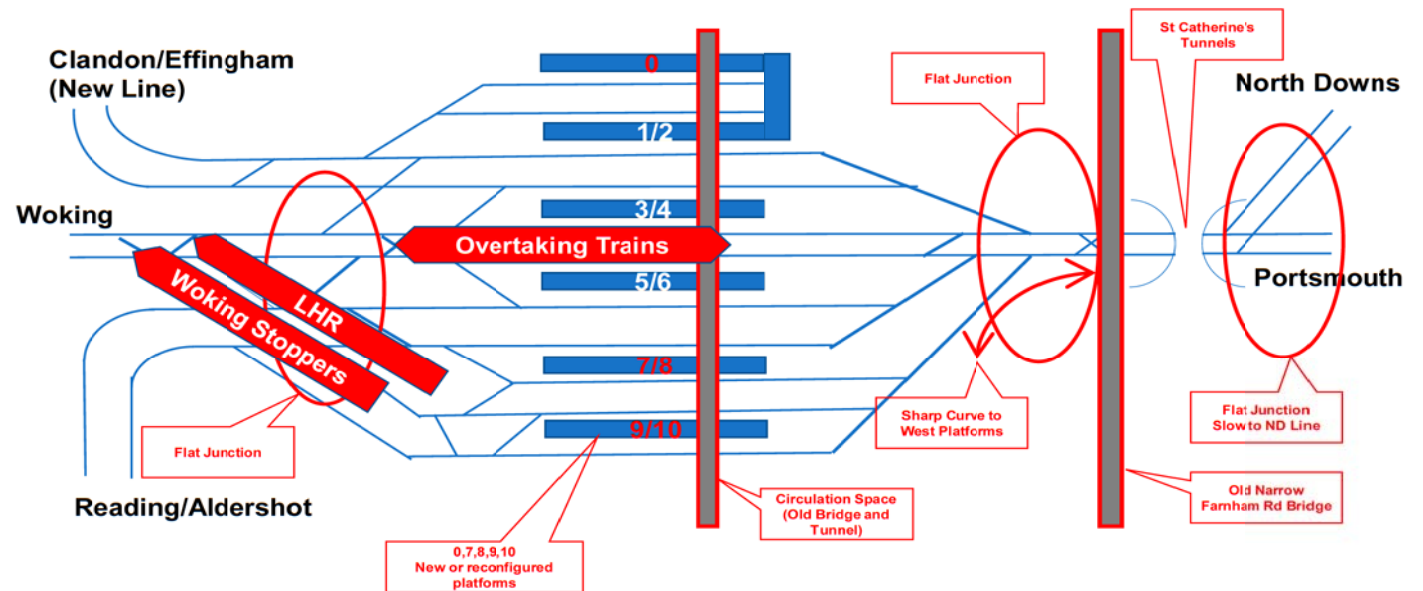
- Running
- Crossing (ND vs Portsmouth Direct)
- Overtaking (Portsmouth Direct)
- Turning Back (LHR, Stoppers)

More Passengers into and out of station

More Interchange traffic

**Is Station layout as currently planned operationally robust and able to handle new traffic?**

**Can station be re-built without massive disruption including new Farnham road bridge?**





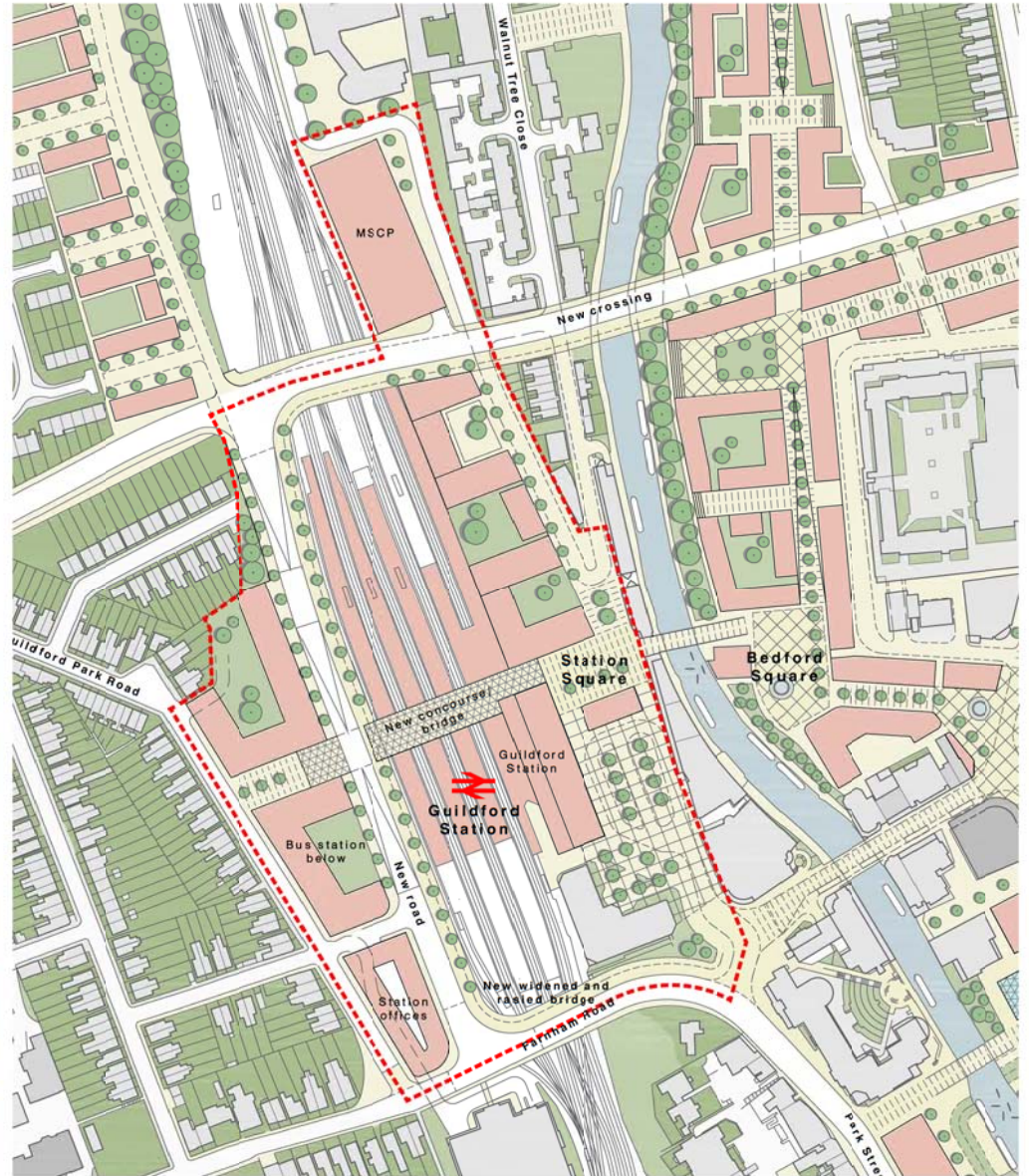
# THE STATION AREA

## TWO STRATEGIES



### Strategy A Minimum development over railway

- Reduced construction cost
- Reduced development area



### Strategy B Development over railway

- Increased construction cost
- Increased development area



# THE STATION AREA OPTION A GROUND FLOOR

Station East Ground Floor  
Station West Underground Parking

Creates an additional four platforms giving a total of 11

- Platform 0 on the East
- Platforms 8, 9 & 10 on the West

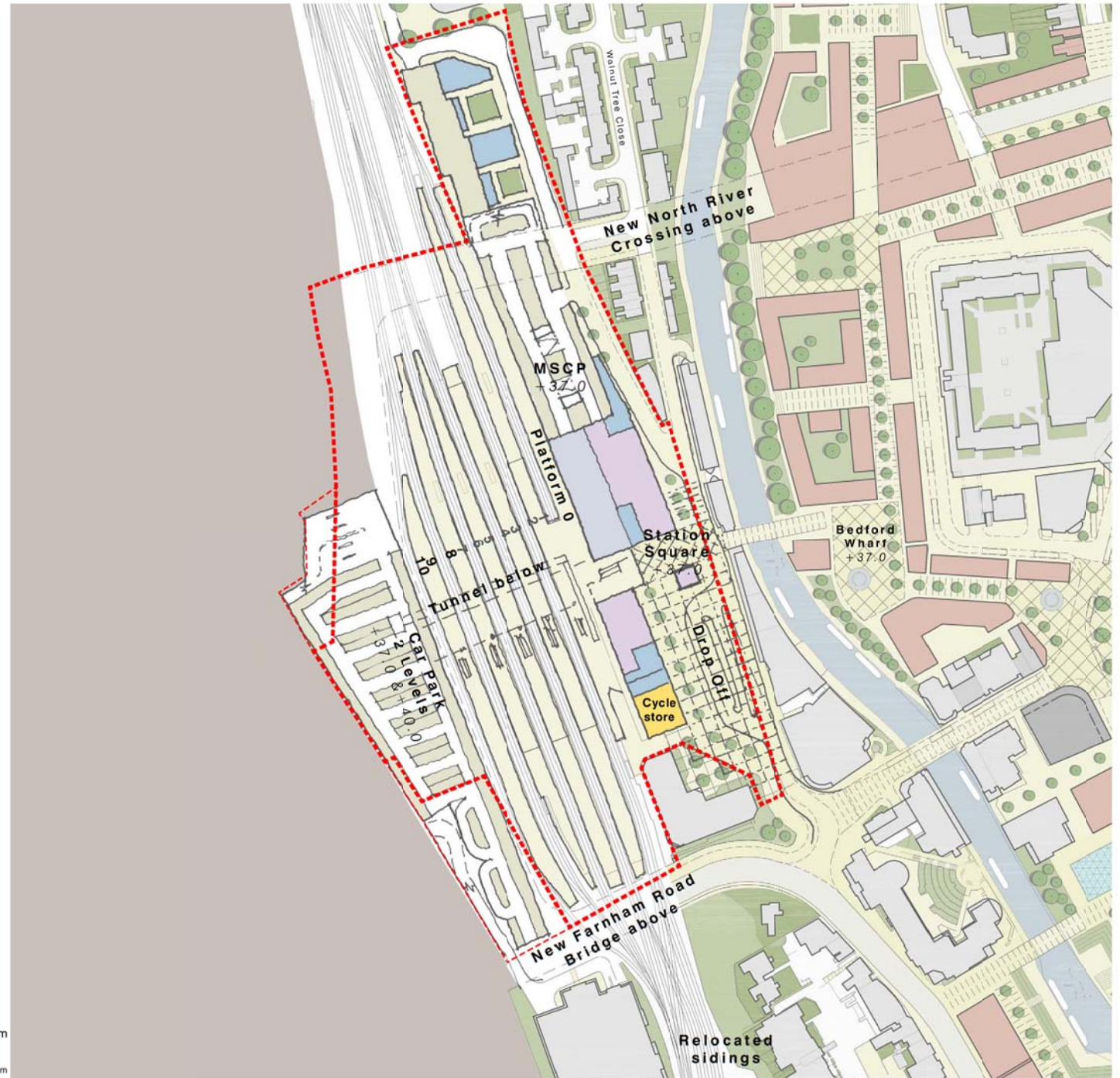
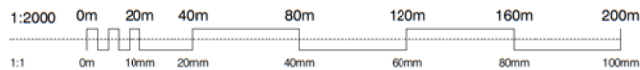
Apart from the crossing itself, there is no development over the new platforms

----- Network Rail ownership

----- Private ownership

### Uses

- Residential
- Retail/Food & Beverage
- Office
- Station
- Cycle Store
- Car Park





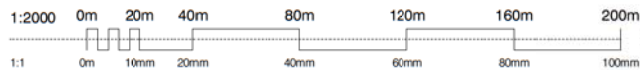
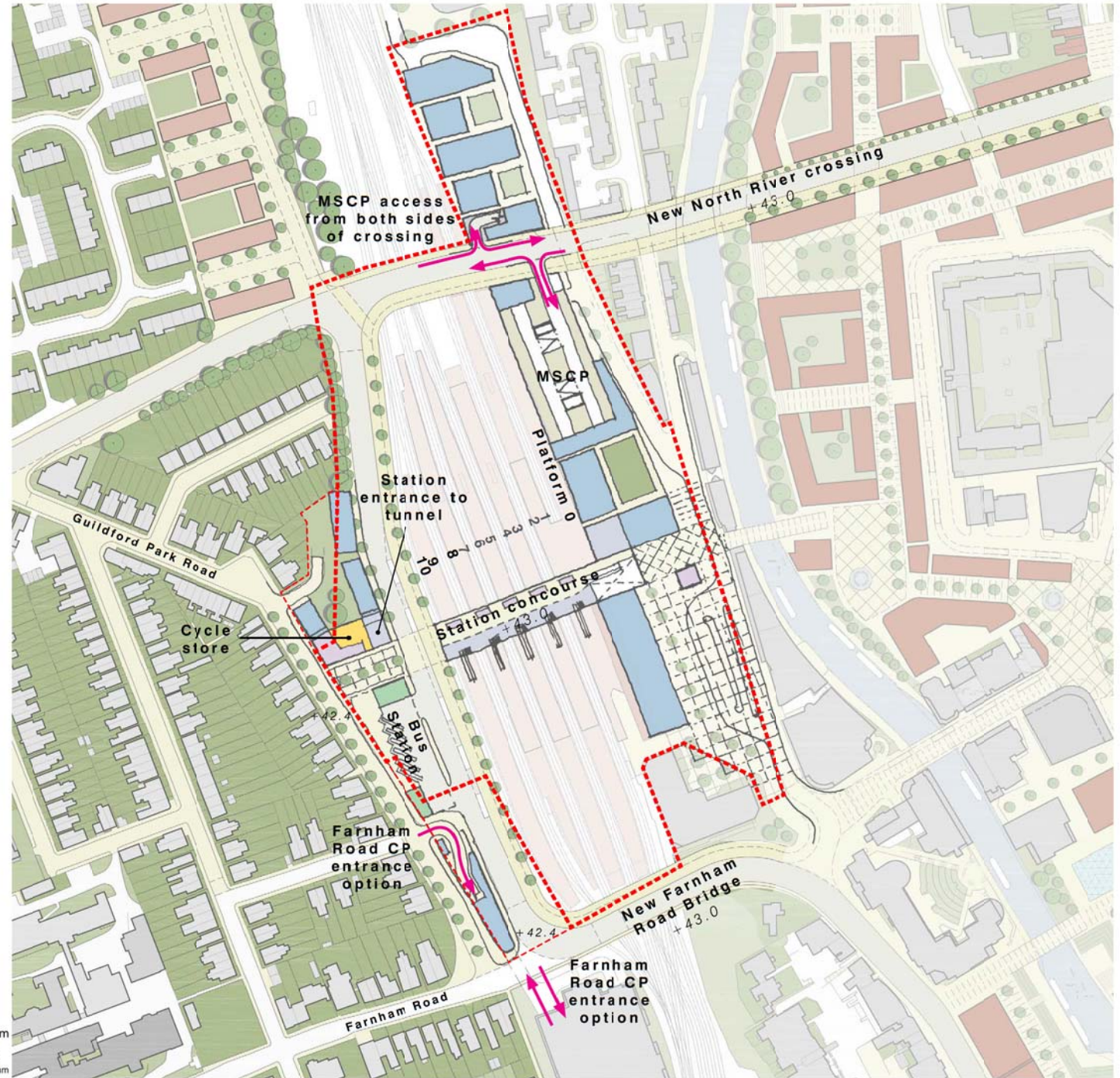
# THE STATION AREA OPTION A FIRST FLOOR

Station East Second Floor  
Station West Ground Floor

Access to the MSCP from the proposed new river crossing in both directions

Options for access to Farnham Road car park

- - - - Network Rail ownership
  - - - - Private ownership
- Uses**
- Residential
  - Retail/Food & Beverage
  - Office
  - Station
  - Cycle Store
  - Car Park





# THE STATION AREA OPTION A TYPICAL UPPER FLOOR

Commercial area and car parking within NR ownership equal to Solum scheme







Wider development of station area

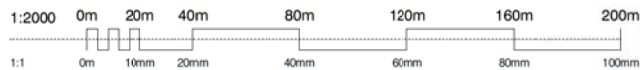
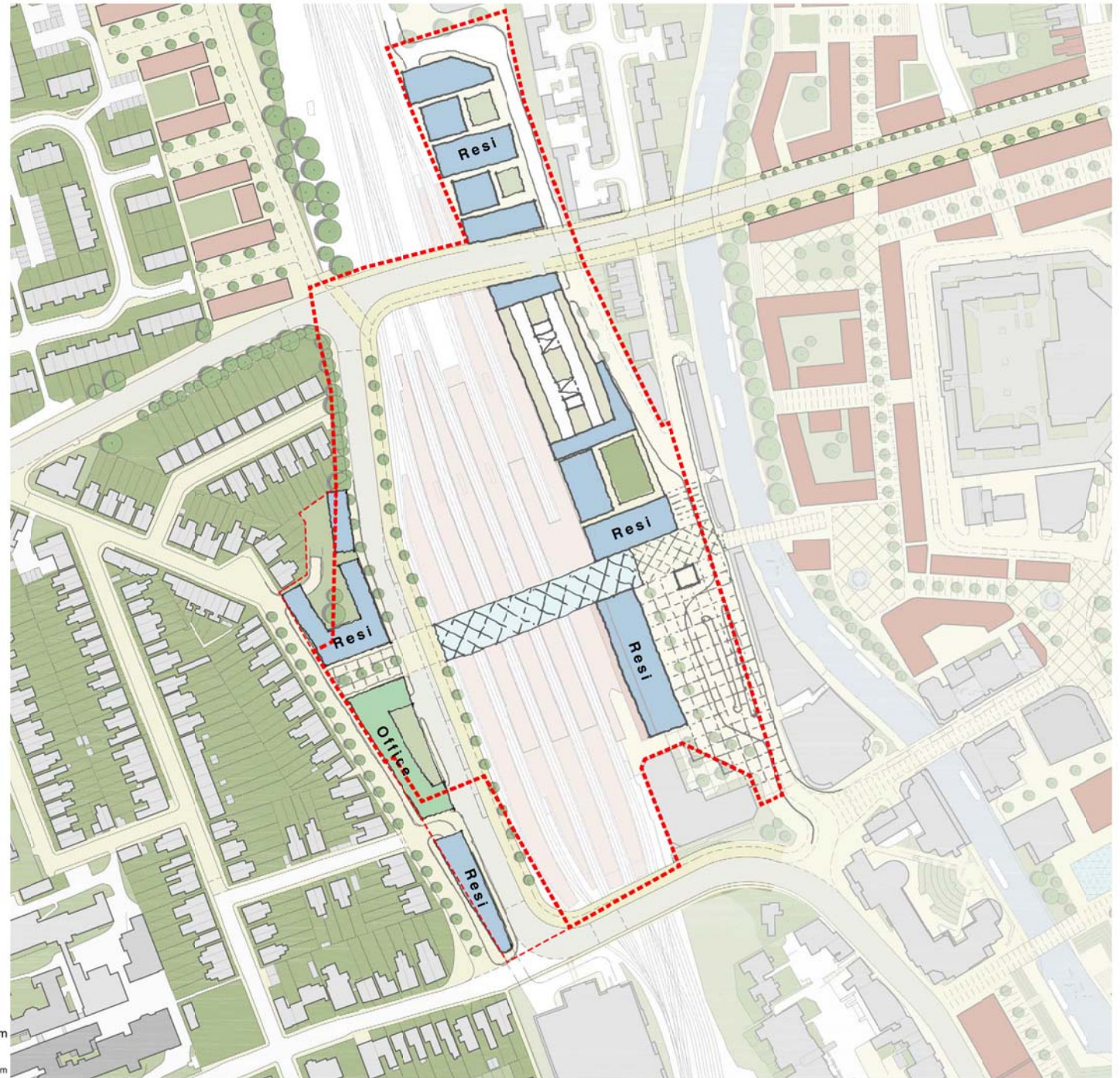
- 525 Apartments
- 68,000 sqft Office
- 35,000 sqft Retail
- 1,300 parking spaces including resi bays

----- Network Rail ownership

----- Private ownership

### Uses

-  Residential
-  Retail/Food & Beverage
-  Office
-  Station
-  Cycle Store
-  Car Park





# THE STATION AREA OPTION A

## AREAS AND TYPICAL SECTION

Areas taken from 'A1.1 Schedule of Areas & Accommodation' in Guildford Station Redevelopment Design & Access Statement prepared by Rolfe Judd forming part of the Station Redevelopment planning application (reference 14/P/02/02168)

Note: The residential area quoted in the above is '14,354m<sup>2</sup>.' This is assumed to be a typo and that the residential area should read 45,354m<sup>2</sup>

Station Total Area Option A													
Level	GEA/m <sup>2</sup>										Total/m <sup>2</sup>	Total/ft <sup>2</sup>	
	0	1	2	3	4	5	6	7	8	9			10
MSCP NE GEA	3,770	3,770	2,112	2,112	2,112	2,112	2,112	0	0	0	0	18,100	194,827
MSCP W GEA	9,528	9,528	0	0	0	0	0	0	0	0	0	19,056	205,117
Resi CP GEA	1,716	0	0	0	0	0	0	0	0	0	0	1,716	18,471
Residential GEA	1,562	3,759	6,810	7,962	7,962	7,458	7,458	6,081	3,213	917	0	53,182	572,446
Office GEA	0	0	315	1,225	1,225	1,225	1,225	1,225	0	0	0	6,440	69,320
Retail GEA	2,413	0	836	0	0	0	0	0	0	0	0	3,249	34,972
Station GEA	1,074	0	1,480	0	0	0	0	0	0	0	0	2,554	27,491
Bus Station GEA	0	0	1,450	0	0	0	0	0	0	0	0	1,450	15,608
<b>Total GEA</b>	<b>20,063</b>	<b>17,057</b>	<b>13,003</b>	<b>11,299</b>	<b>11,299</b>	<b>10,795</b>	<b>10,795</b>	<b>7,306</b>	<b>3,213</b>	<b>917</b>	<b>0</b>	<b>105,747</b>	<b>1,138,250</b>
In NR Ownership	17,067	14,061	11,786	10,125	10,125	9,621	9,621	6,132	3,213	917	0	92,668	997,469
Total resi, retail & office	3,975	3,759	7,961	9,187	9,187	8,683	8,683	7,306	3,213	917	0	62,871	676,738

Solum Development	
Total GEA/m <sup>2</sup>	Total GEA/m <sup>2</sup>
15,500	166,840
2,122	22,841
45,490	489,650
2,104	22,647
3,642	39,202
923	9,935
<b>69,781</b>	<b>751,116</b>
69,781	751,116
51,236	551,499

Approximate Number of Dwellings								Apartments	1100ft <sup>2</sup> per dwelling*	520
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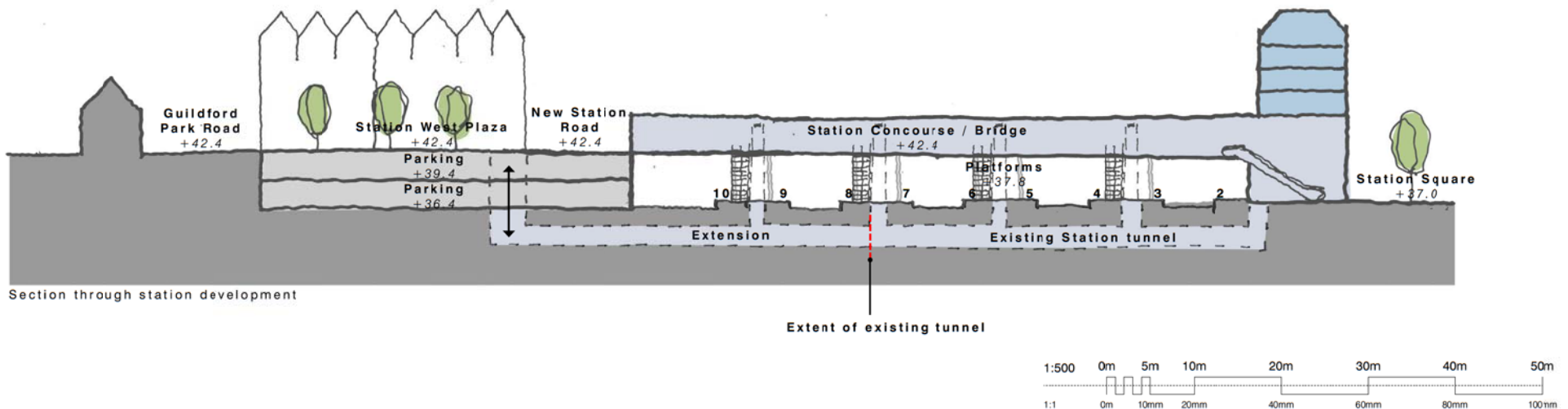
Number of dwellings	438
---------------------	-----

Approximate number of parking spaces

MSCP NE GEA	700 (incl resi)
MSCP W GEA	600 (incl resi)

\* subject to refuse, cycle, parking, MEP provisions

MSCP Bays (incl resi)	644
MSCP Motorcycle Bays	75





# THE STATION AREA OPTION B GROUND FLOOR

Station East Ground Floor  
Station West Underground Parking

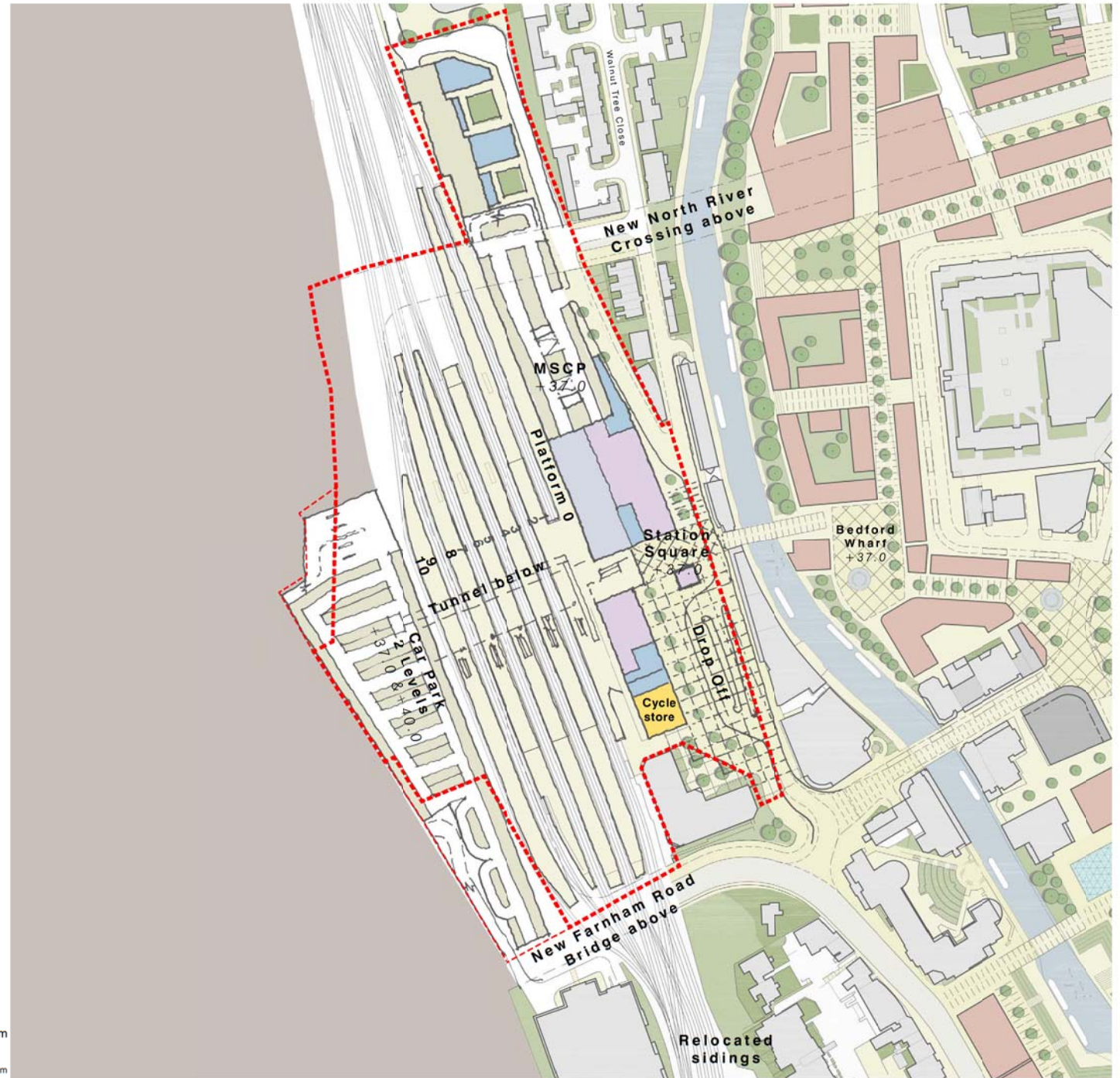
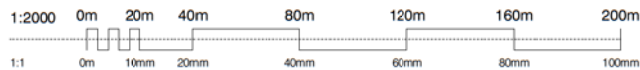
- Creates an addition four platforms giving a total of 11 platforms.
- This option proposes building over platform 9 and 10
- The concourse passes beneath the proposed road to avoid the need to cross traffic
- Produces a larger bus interchange than Option A
- MSCP serves Guildford Park Road development as well as the station

----- Network Rail ownership

----- Private ownership

### Uses

- Residential
- Retail/Food & Beverage
- Office
- Station
- Cycle Store
- Car Park





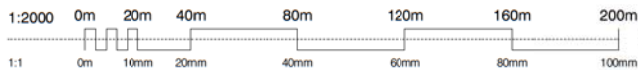
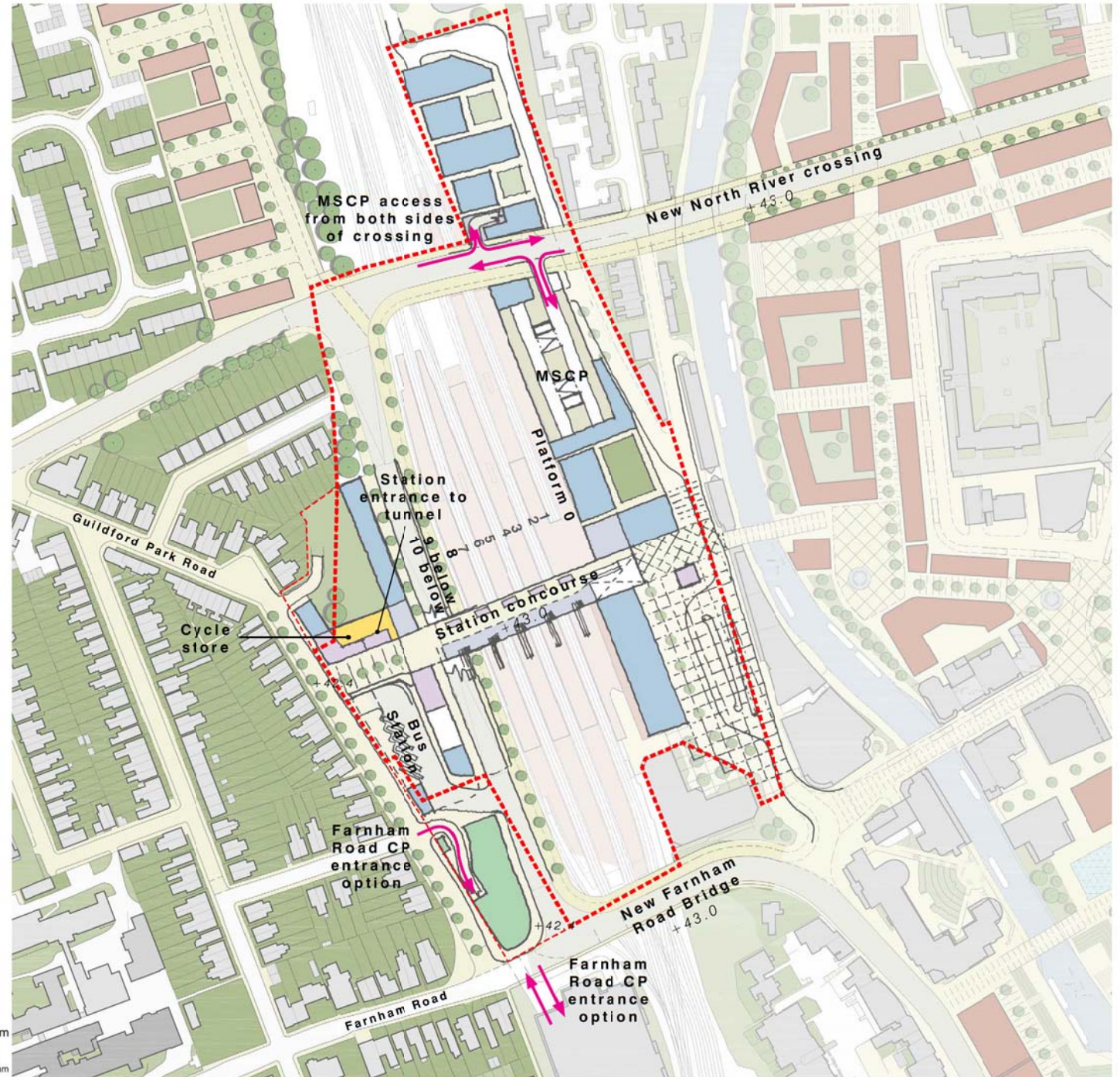
# THE STATION AREA OPTION B FIRST FLOOR

Station East Second Floor  
Station West Ground Floor

Access to the MSCP from the proposed new river crossing in both directions

Options for access to Farnham Road car park

- - - - Network Rail ownership
  - - - - Private ownership
- Uses**
- Residential
  - Retail/Food & Beverage
  - Office
  - Station
  - Cycle Store
  - Car Park





# THE STATION AREA OPTION B

## TYPICAL UPPER FLOOR

20% more commercial area within NR ownership







Car parking within NR ownership equal to Solum scheme  
 Wider development of station area

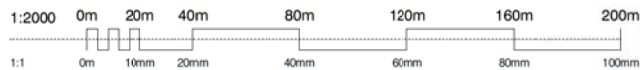
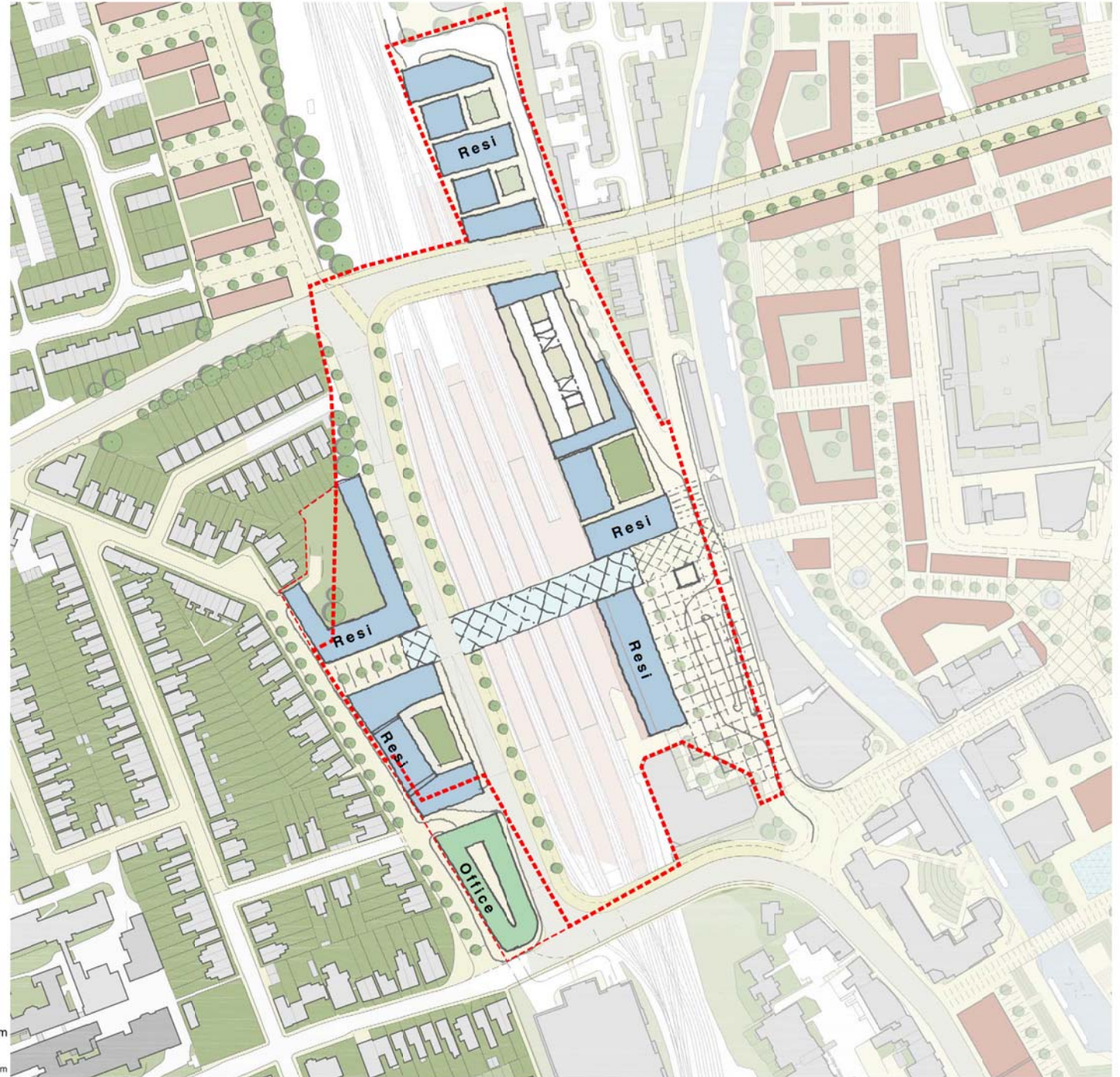
- 620 Apartments
- 68,000 sqft Office
- 35,000 sqft Retail
- 1,300 parking spaces including resi bays

--- Network Rail ownership

--- Private ownership

### Uses

-  Residential
-  Retail/Food & Beverage
-  Office
-  Station
-  Cycle Store
-  Car Park





# THE STATION AREA OPTION B

## AREAS AND TYPICAL SECTION

Areas taken from 'A1.1 Schedule of Areas & Accommodation' in Guildford Station Redevelopment Design & Access Statement prepared by Rolfe Judd forming part of the Station Redevelopment planning application (reference 14/P/02/02168)

Note: The residential area quoted in the above is '14,354m<sup>2</sup>.' This is assumed to be a typo and that the residential area should read 45,354m<sup>2</sup>

Station Total Area Option B													
Level	GEA/m <sup>2</sup>										Total/m <sup>2</sup>	Total/ft <sup>2</sup>	
	0	1	2	3	4	5	6	7	8	9			10
MSCP NE GEA	3,770	3,770	2,112	2,112	2,112	2,112	2,112	0	0	0	0	18,100	194,827
MSCP W GEA	9,528	9,528	0	0	0	0	0	0	0	0	0	19,056	205,117
Resi CP GEA	1,716	0	0	0	0	0	0	0	0	0	0	1,716	18,471
Residential GEA	1,562	3,759	6,709	9,864	9,864	9,360	9,360	7,983	3,213	917	0	62,591	673,724
Office GEA	0	0	972	1,399	1,399	1,399	1,399	1,399	0	0	0	7,967	85,756
Retail GEA	2,413	0	865	0	0	0	0	0	0	0	0	3,278	35,284
Station GEA	1,074	0	1,836	0	0	0	0	0	0	0	0	2,960	31,861
Bus Station GEA	0	0	1,450	0	0	0	0	0	0	0	0	1,450	15,608
<b>Total GEA</b>	<b>20,063</b>	<b>17,057</b>	<b>13,994</b>	<b>13,375</b>	<b>13,375</b>	<b>12,871</b>	<b>12,871</b>	<b>9,382</b>	<b>3,213</b>	<b>917</b>	<b>0</b>	<b>117,118</b>	<b>1,260,646</b>
In NR Ownership	17,067	14,061	12,825	12,250	12,250	11,746	11,746	8,257	3,213	917	0	104,432	1,124,096
Total resi, retail & office	3,975	3,759	8,546	11,263	11,263	10,759	10,759	9,382	3,213	917	0	73,836	794,764

Solum Development	
Total GEA/m <sup>2</sup>	Total GEA/m <sup>2</sup>
15,500	166,840
2,122	22,841
45,490	489,650
2,104	22,647
3,642	39,202
923	9,935
<b>69,781</b>	<b>751,116</b>
69,781	751,116
51,236	551,499

Approximate Number of Dwellings												Apartments	1100ft <sup>2</sup> per dwelling*	612
---------------------------------	--	--	--	--	--	--	--	--	--	--	--	------------	-----------------------------------	-----

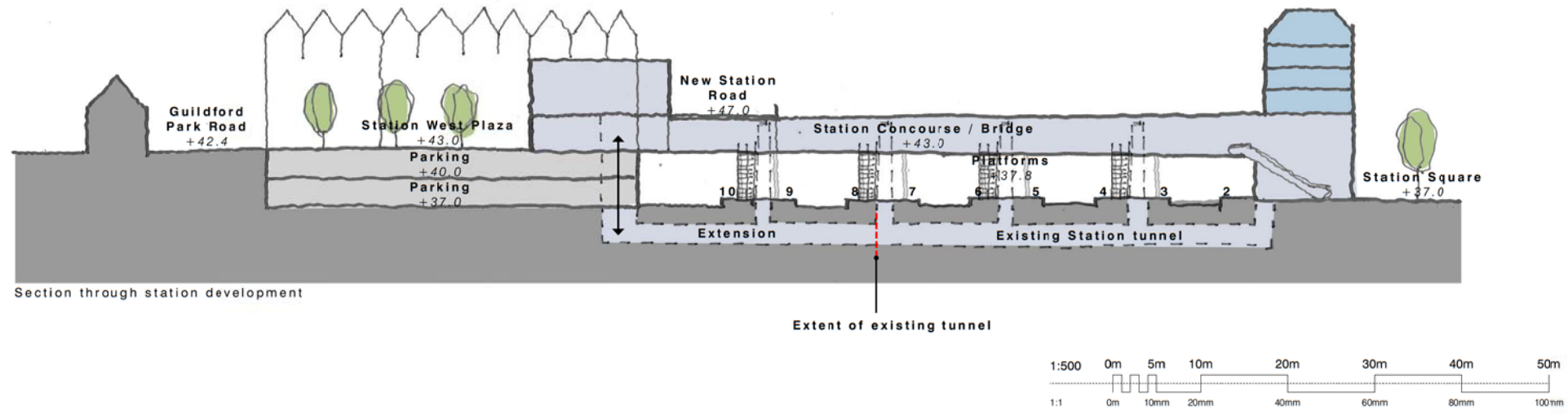
Number of dwellings	438
---------------------	-----

Approximate number of parking spaces

MSCP NE GEA	700 (incl resi)
MSCP W GEA	600 (incl resi)

\* subject to refuse, cycle, parking, MEP provisions

MSCP Bays (incl resi)	644
MSCP Motorcycle Bays	75



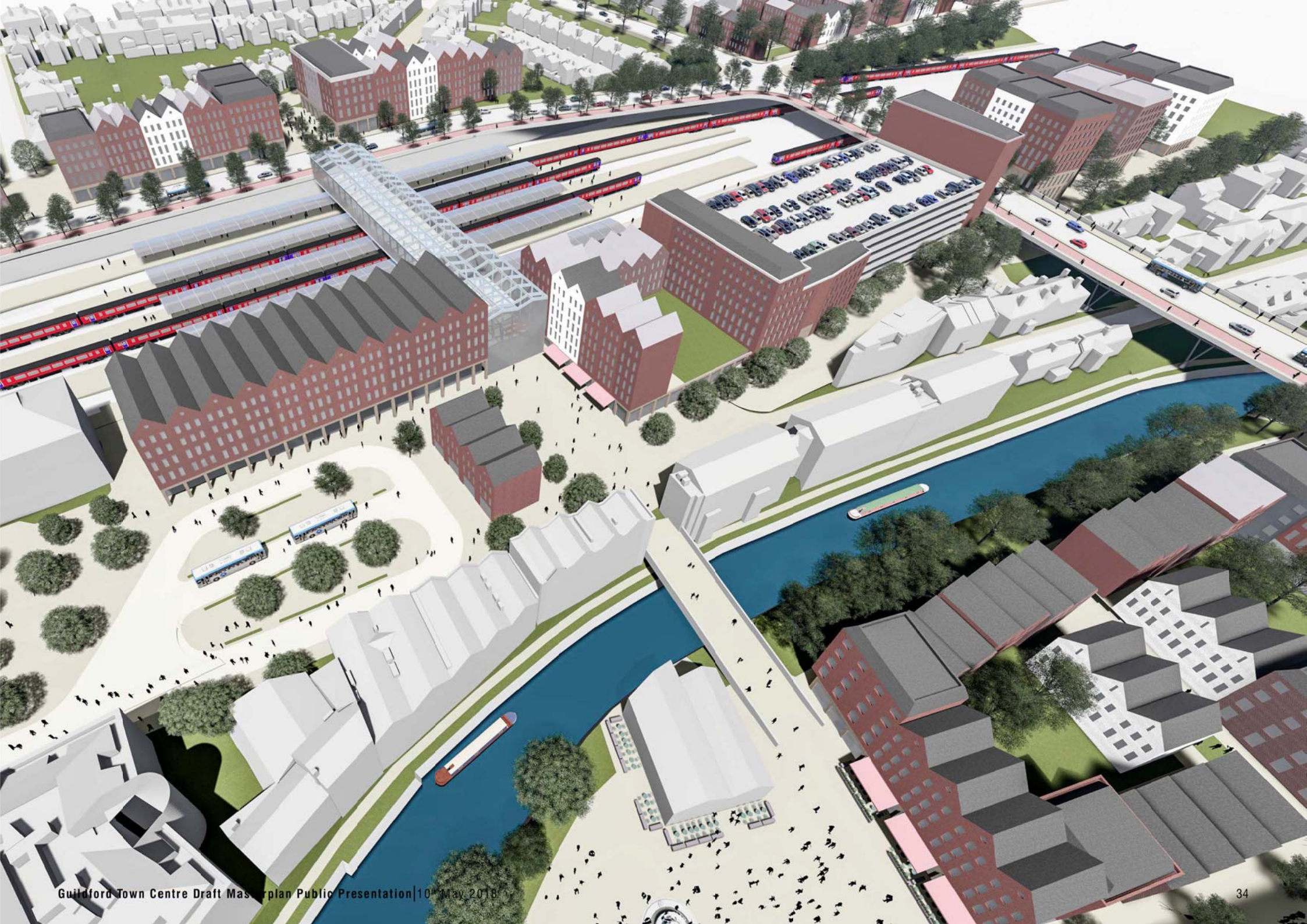






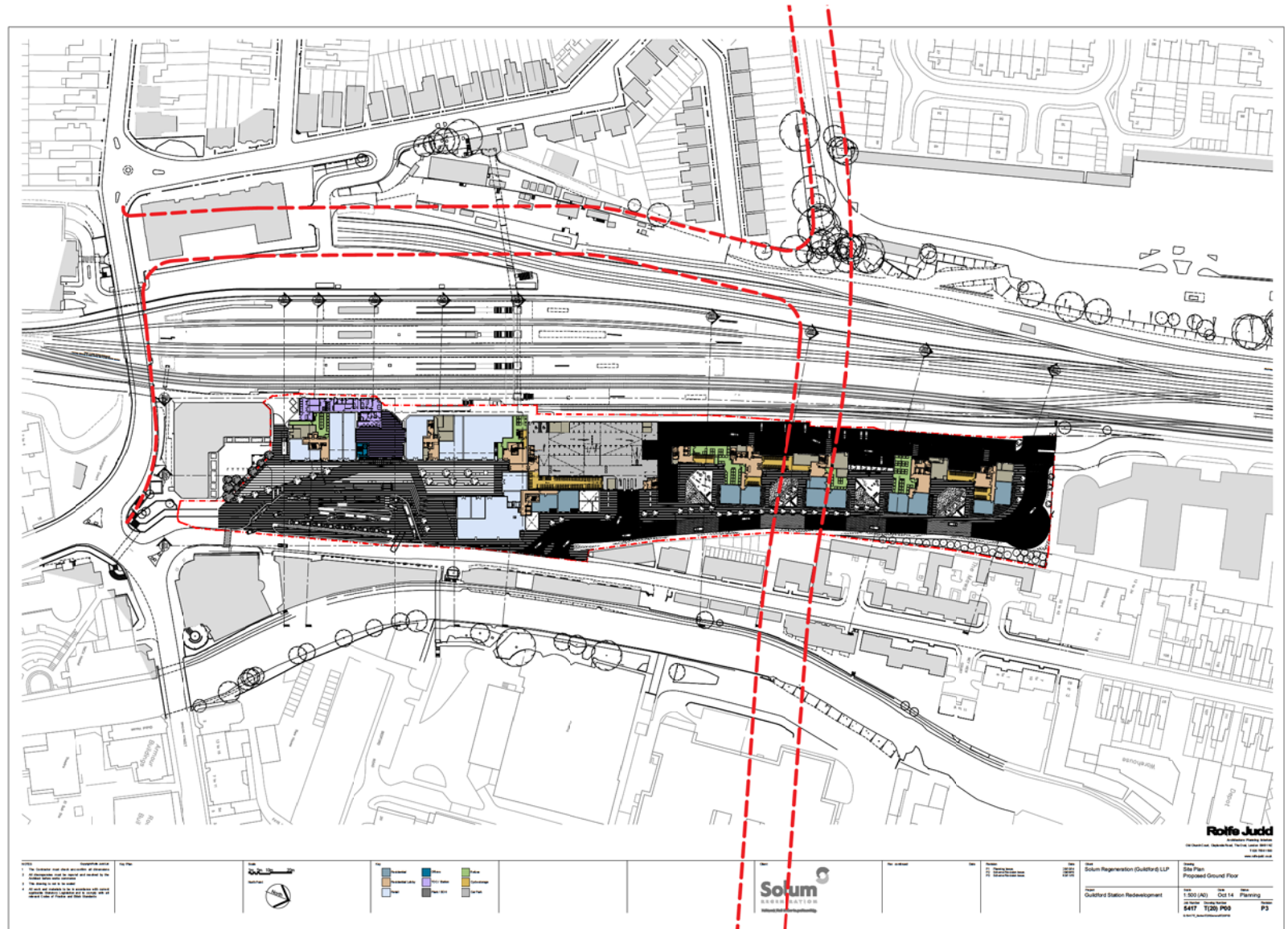




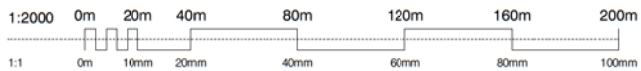




# SOLUM DEVELOPMENT GROUND FLOOR



— — Outline of proposed North Crossing & New Station Road

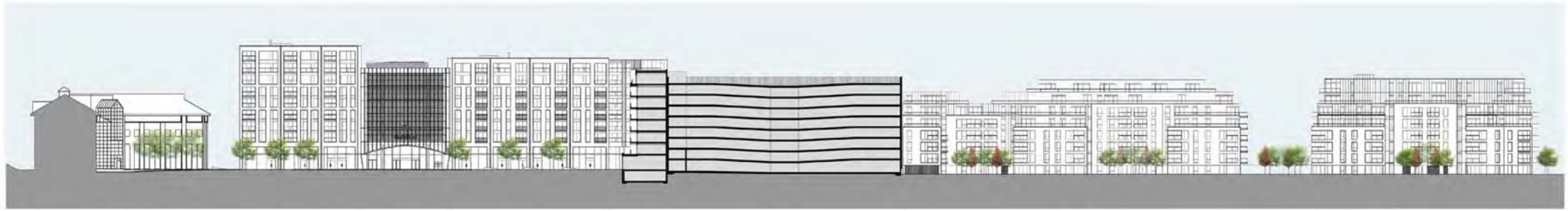
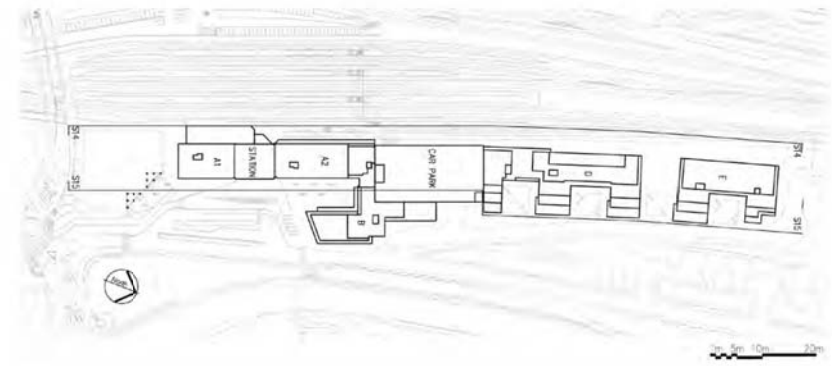








# SOLUM DEVELOPMENT SITE SECTIONS



RANGER HOUSE    BLOCK A1    STATION    BLOCK A2    BLOCK B    CAR PARK    BLOCK D    BLOCK E

**1 SECTION 15 – STATION, BLOCKS A1, A2, D & E EAST ELEVATION**  
SCALE: 1:500 (A1)



BLOCK E    BLOCK D    CAR PARK    BLOCK B    BLOCK A2    STATION    BLOCK A1    RANGER HOUSE

**2 SECTION 14 – STATION, BLOCKS A1, A2, B, D & E WEST ELEVATION**  
SCALE: 1:500 (A1)

NOTES

- The Contractor shall be responsible for all costs of the design.
- All developments shall be reviewed and approved by the Architect before work commences.
- This drawing is not to be scaled.
- All work shall conform to the applicable Building Regulations and to comply with all relevant Codes of Practice and British Standards.

Copyright Rolfe Judd Ltd    Key Plan

Scale    1:500



Rev	continued	Date	Revision	Date
P1	Planning Issue	28/09/14		
P2	Planning Issue	21/10/14		
P3	Planning Issue	18/12/14		
P4	Scheme Revision Issue	29/09/15		

Client	Solum Regeneration (Guildford) LLP
Project	Guildford Station Redevelopment

**Rolfe Judd**  
Architecture Planning Interiors  
Old Church Court, Claydon Road, The Oval, London SW9 0JZ  
T 020 7556 1500  
www.rolfejudd.co.uk

Drawing  
Proposed Site Sections 14 & 15

Scale	Date	Status
1:500 (A1)	Oct 14	Planning

Job Number    Drawing Number    Revision  
5417    T(20)S01    P4

0:54177\_0001220GeneralT20S01



# STATION DEVELOPMENT VIEW FROM THE CASTLE

— Outline of Solum development





## 4. THE MASTERPLAN

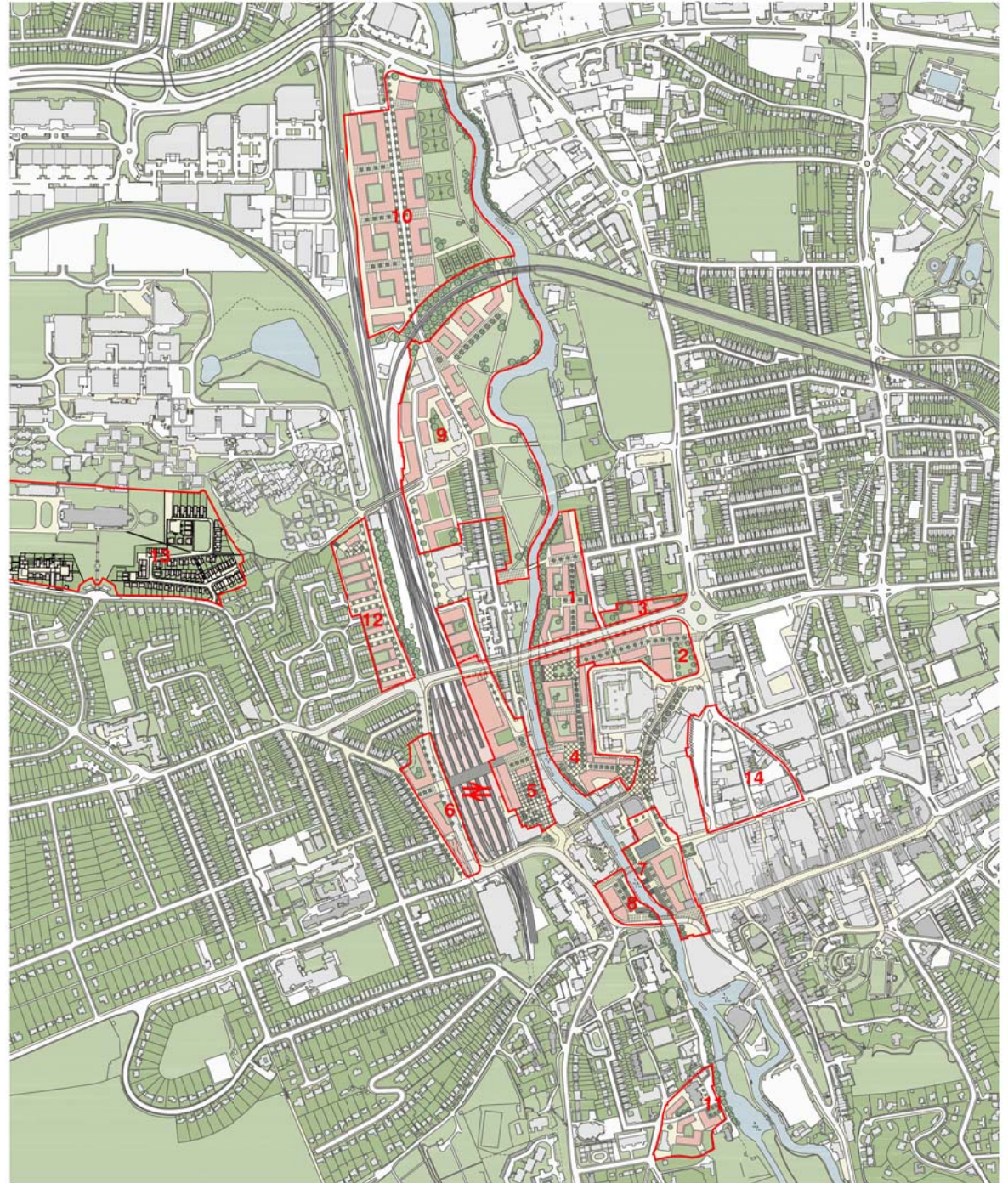


# THE MASTERPLAN OVERALL

## Masterplan Zones

1. Bedford Wharf North Residential Zone
2. Civic Centre
3. Bedford Wharf East Residential Zone
4. Bedford Wharf South Leisure & Residential
5. Railway Station East
6. Railway Station West
7. Town Wharf East
8. Town Wharf West
9. Walnut Tree Close
10. Woodbridge Meadows
11. Millmead
12. Guildford Park Road
13. Cathedral
14. North Street

-  Proposed Buildings
-  Listed Buildings
-  Locally Listed Buildings
-  Existing Buildings






# QUANTUM SUMMARY

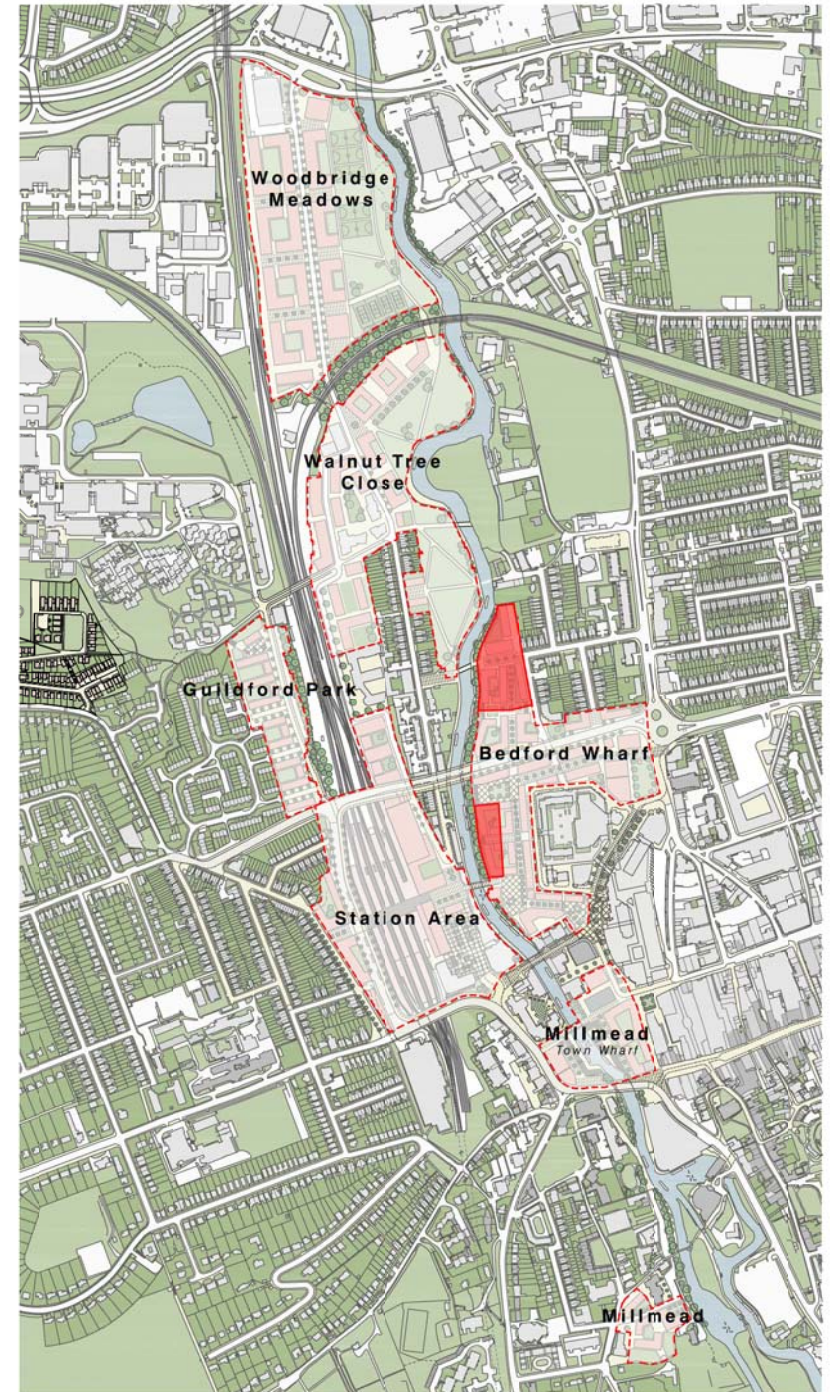
Total GEA		
Uses	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	305,349	3,286,744
Office & Civic	47,994	516,603
Parking	95,449	1,038,169
F&B	10,409	112,042
Retail	8,476	91,235
Hotel/Leisure/Culture	13,337	143,558
Community	20,342	218,959
Station & Bus Station	4,004	43,099
<b>Total GEA</b>	<b>506,360</b>	<b>5,450,409</b>

Approximate Number of Dwellings	2,962
Approx Number of Student Dwellings	353
Approximate Retirement Dwellings	52

Total GEA (Excluding areas in flood risk zones)		
Uses	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	288,949	3,110,216
Office & Civic	47,994	516,603
Parking	91,859	988,766
F&B	9,136	98,339
Retail	8,176	88,006
Hotel/Leisure/Culture	13,337	143,558
Community	20,342	218,959
Station & Bus Station	4,004	43,099
<b>Total GEA</b>	<b>483,797</b>	<b>5,207,546</b>

Approximate Number of Dwellings	2,786
Approx Number of Student Dwellings	353
Approximate Retirement Dwellings	52

 Buildings in flood risk zones





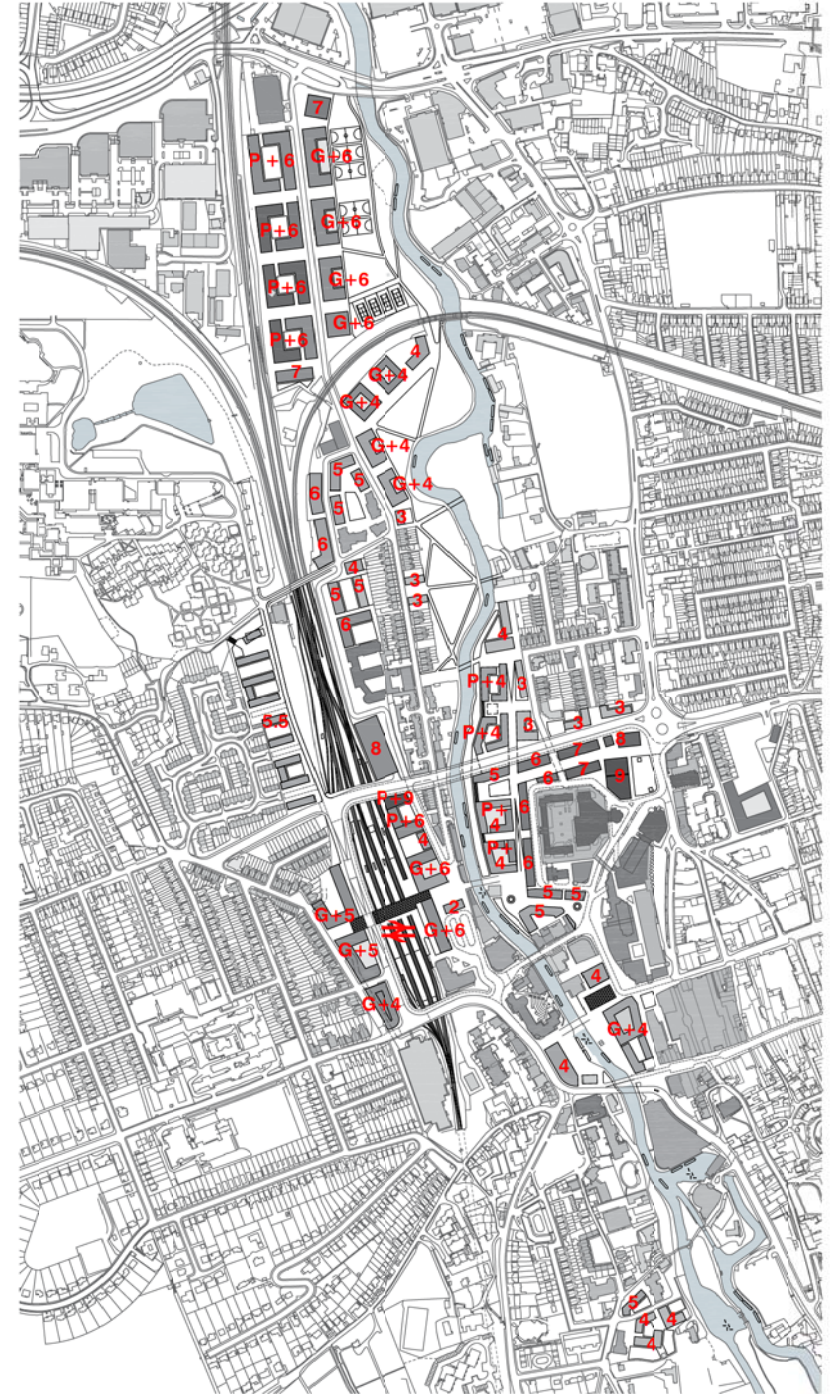
# BUILDING HEIGHTS PROPOSED

Number of storeys



**P+#** Ground floor parking  
+ number of storeys

**G+#** Ground floor retail/F&B  
+ number of storeys





# USES

## COMMUNITY & SOCIAL

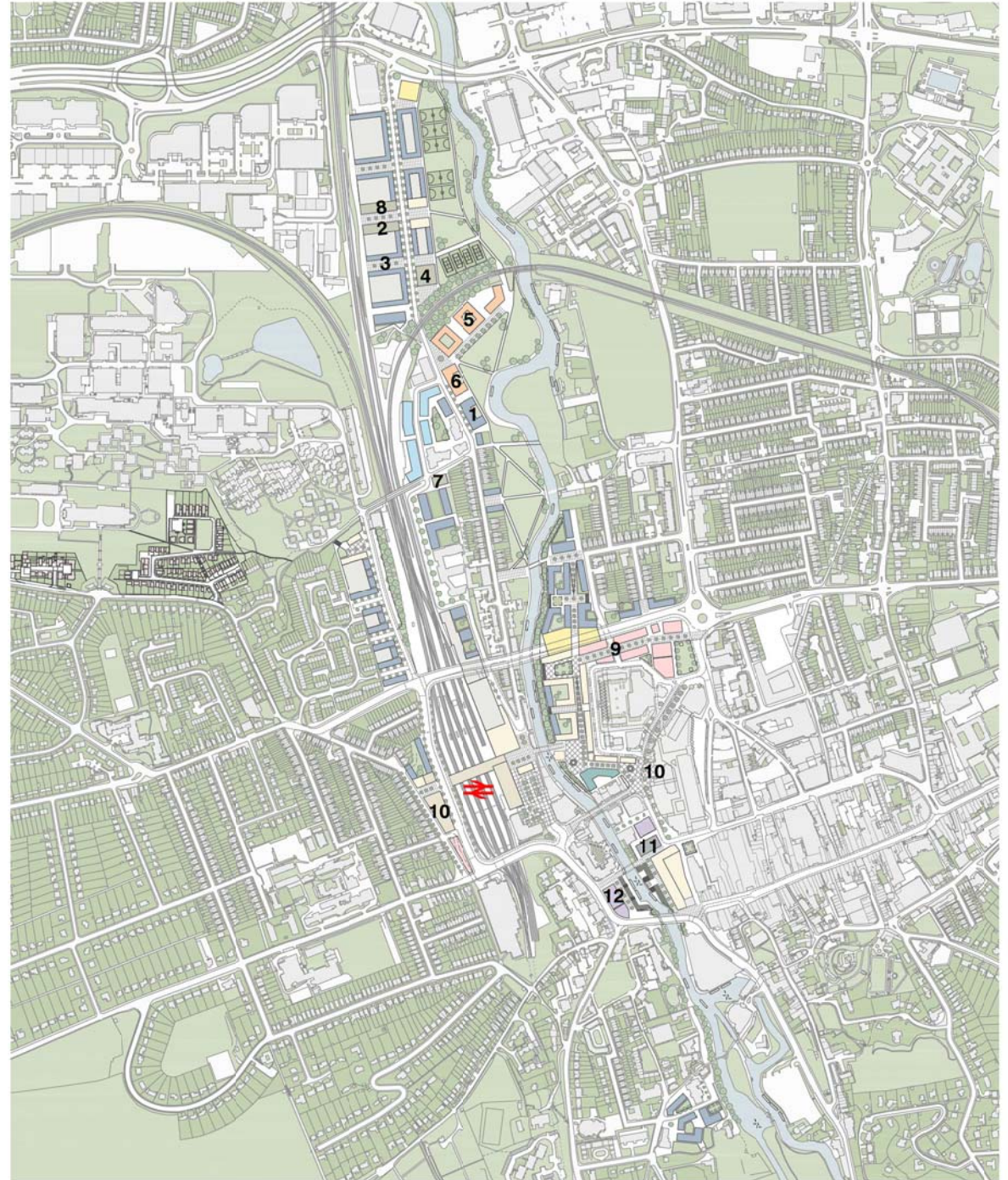
In addition to commercial and residential uses proposed in the masterplan there will be provision for social and community facilities.

The main categories for these uses are:

- Education
- Health
- Sports & leisure
- Childcare
- Social care
- Libraries
- Emergency services
- Mental health
- Community venues
- Public toilets
- Youth centres
- Cultural institutions

The following is a provisional list of community and social facilities to be provided in the masterplan. Possible locations are indicated on the plan opposite

1. Retirement home
2. Community centre
3. Youth centre
4. Sports club
5. School
6. Nursery school
7. Medical centre
8. GP Surgery
9. Police Station, New Courts and Government buildings
10. Bus interchange
11. Market
12. Arts centre





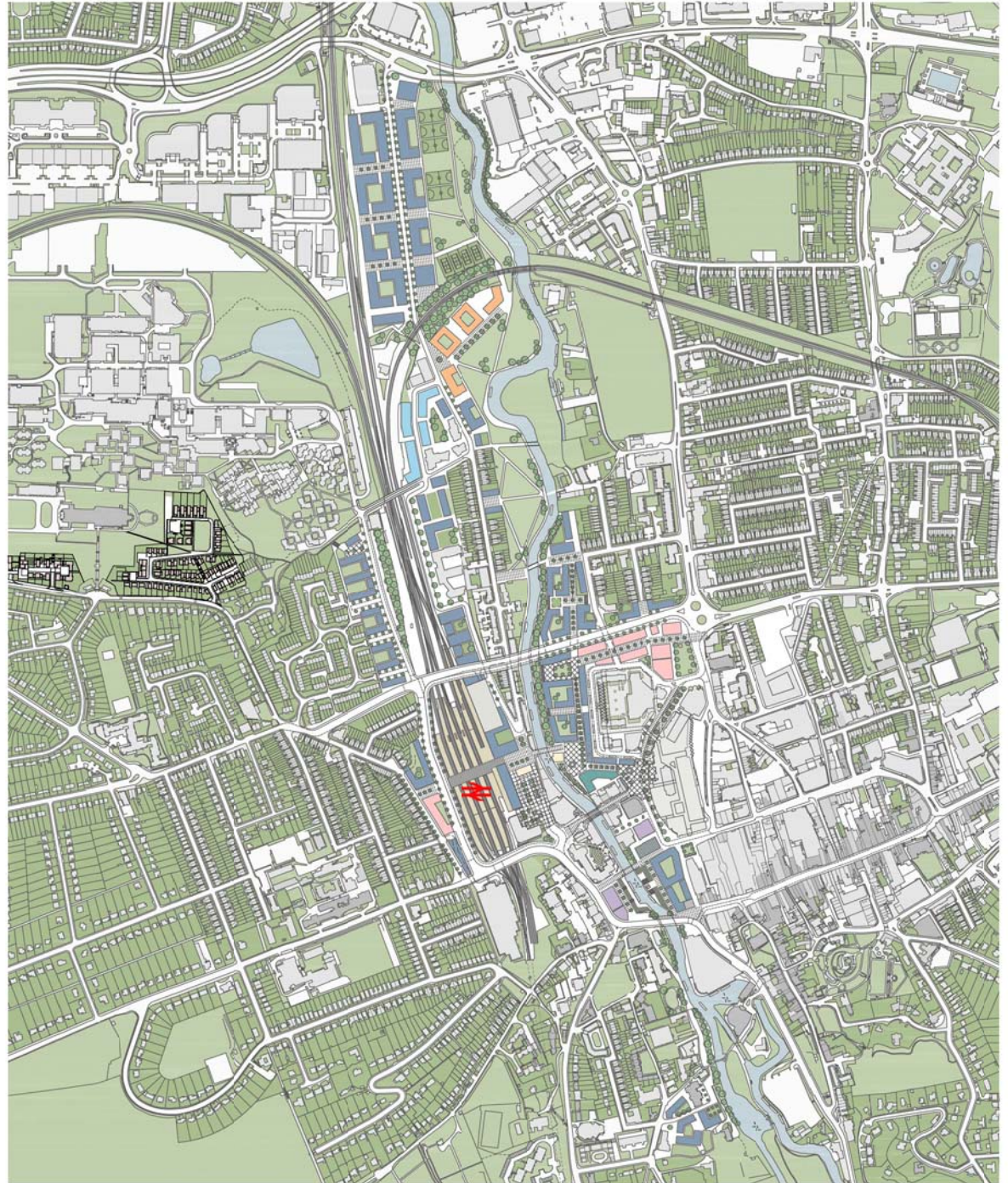
# USES

## BUILDING USES

This plan shows the principal uses for the buildings across the masterplan. Many of the buildings in the proposed masterplan are mixed use with residential or office use on the upper levels and community, retail or food and beverage uses at ground floor. The following page indicates ground floor uses.

### Possible Principal Building Uses

- Residential
- Student Housing
- Hotel
- Community (see previous page)
- Retail/Food & Beverage
- Leisure/Culture
- Office
- Education
- Tech workshops
- Station & bus interchange
- Car Park



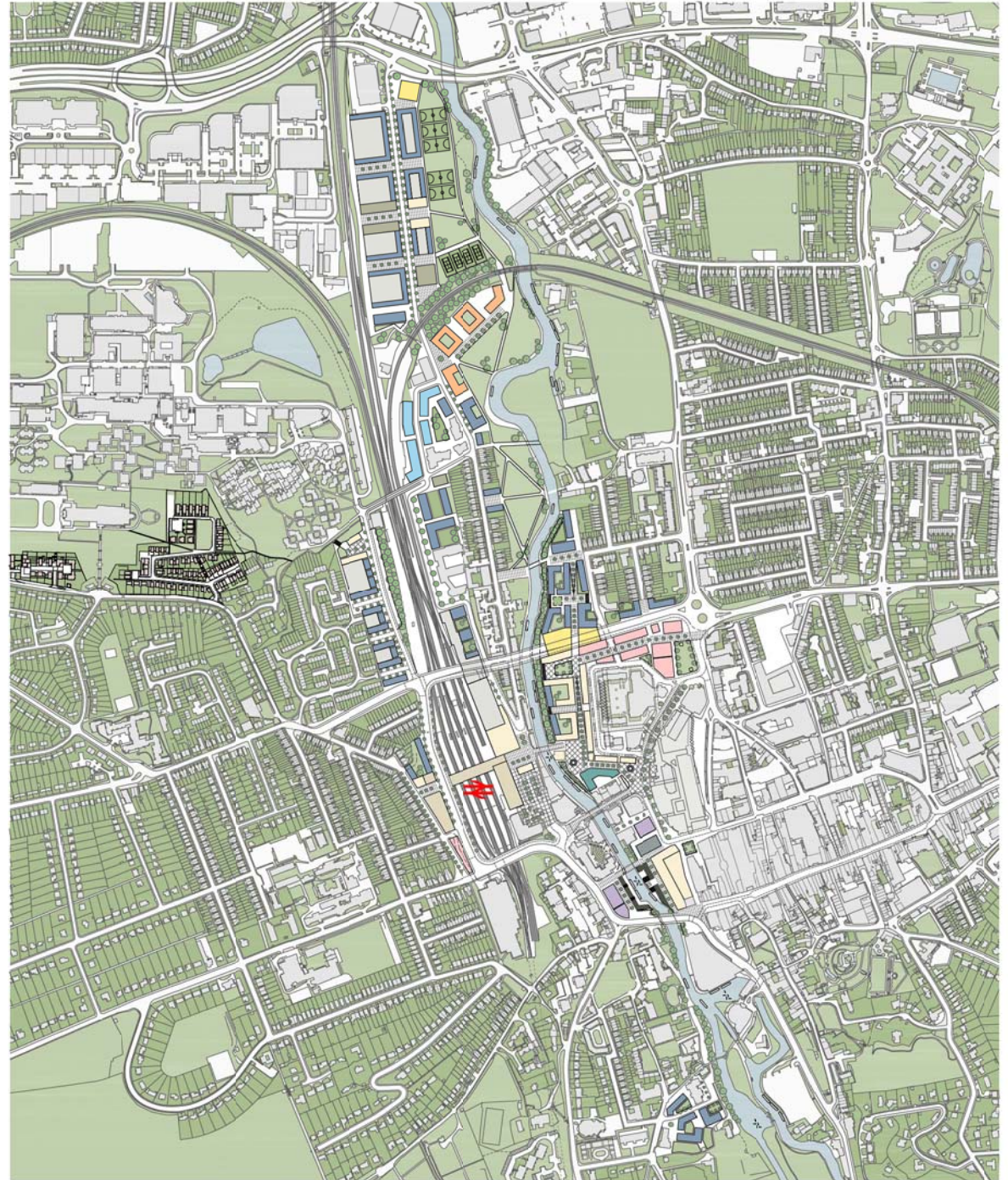


# USES

## GROUND FLOOR

### Possible Ground Floor Uses

- Residential
- Student Housing
- Hotel
- Community (see previous page)
- Retail/Food & Beverage
- Leisure/Culture
- Office
- Education
- Tech workshops
- Station & bus interchange
- Car Park

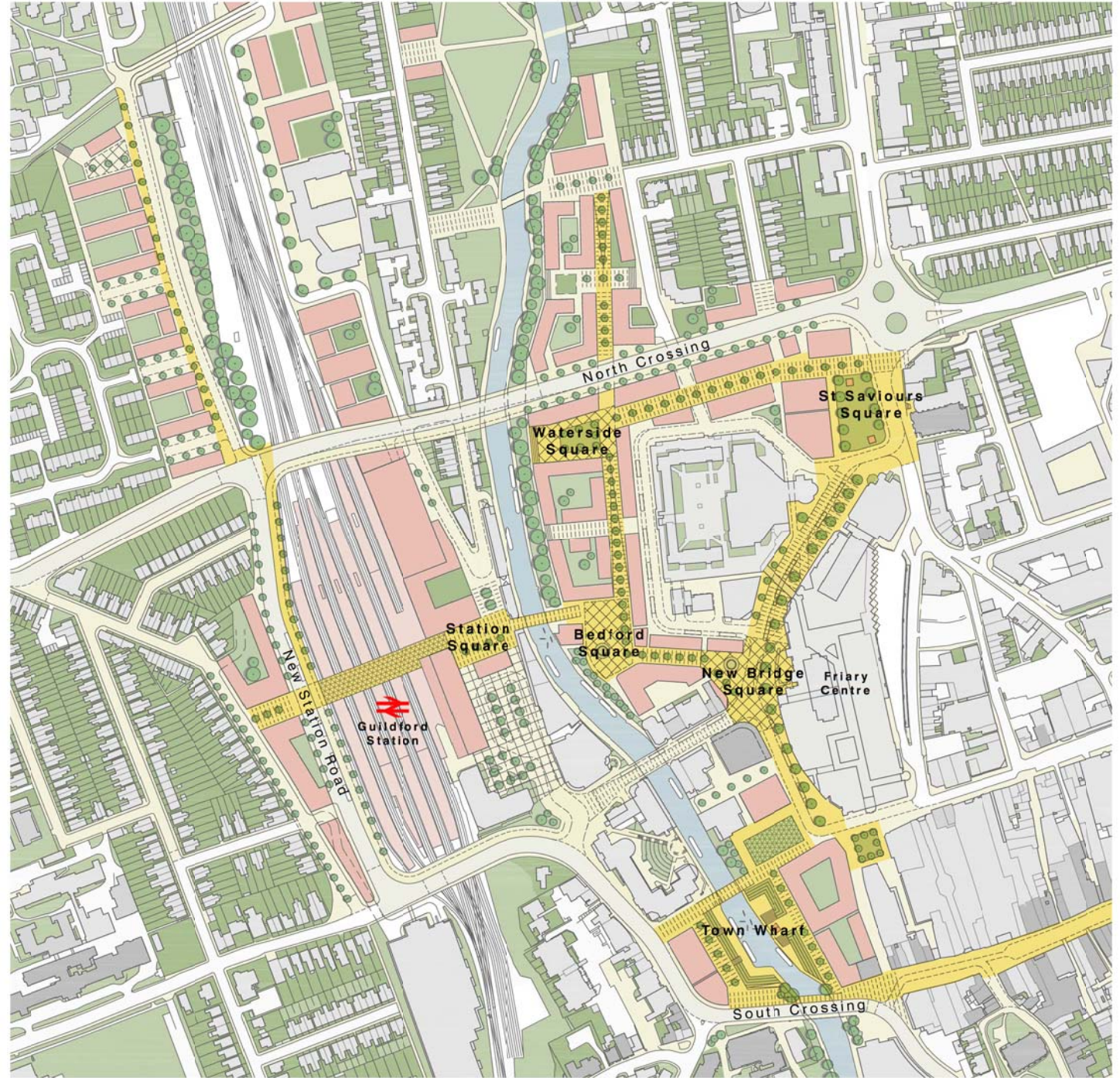




# PUBLIC REALM

## TOWN SQUARES AND KEY ROUTES & BOULEVARDS

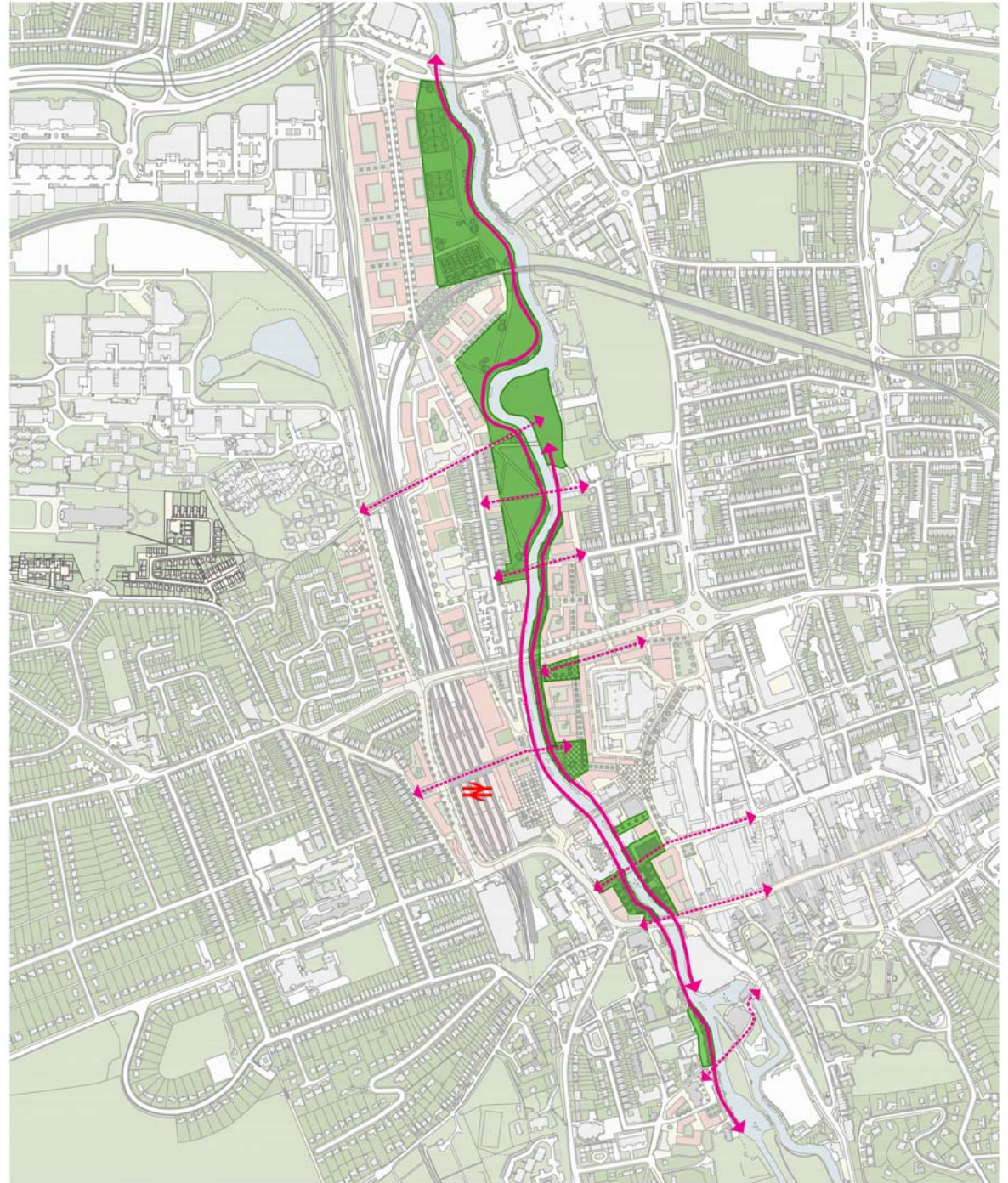
The masterplan proposes a number of new public spaces, which are connected by generous pedestrian boulevards. These are indicated on the plan opposite.





# THE RIVERSIDE PARKS & SQUARES

The masterplan creates several new parks which are connected by riverside pedestrian and cycle paths. Improved connectivity between the town centre and river allows for town squares fronting onto the river. The masterplan also improves access to existing riverside assets such as Dapdune Wharf and Millmead, below.



- Riverside parks and squares
- Riverside pedestrian and cycle routes
- Cross connections



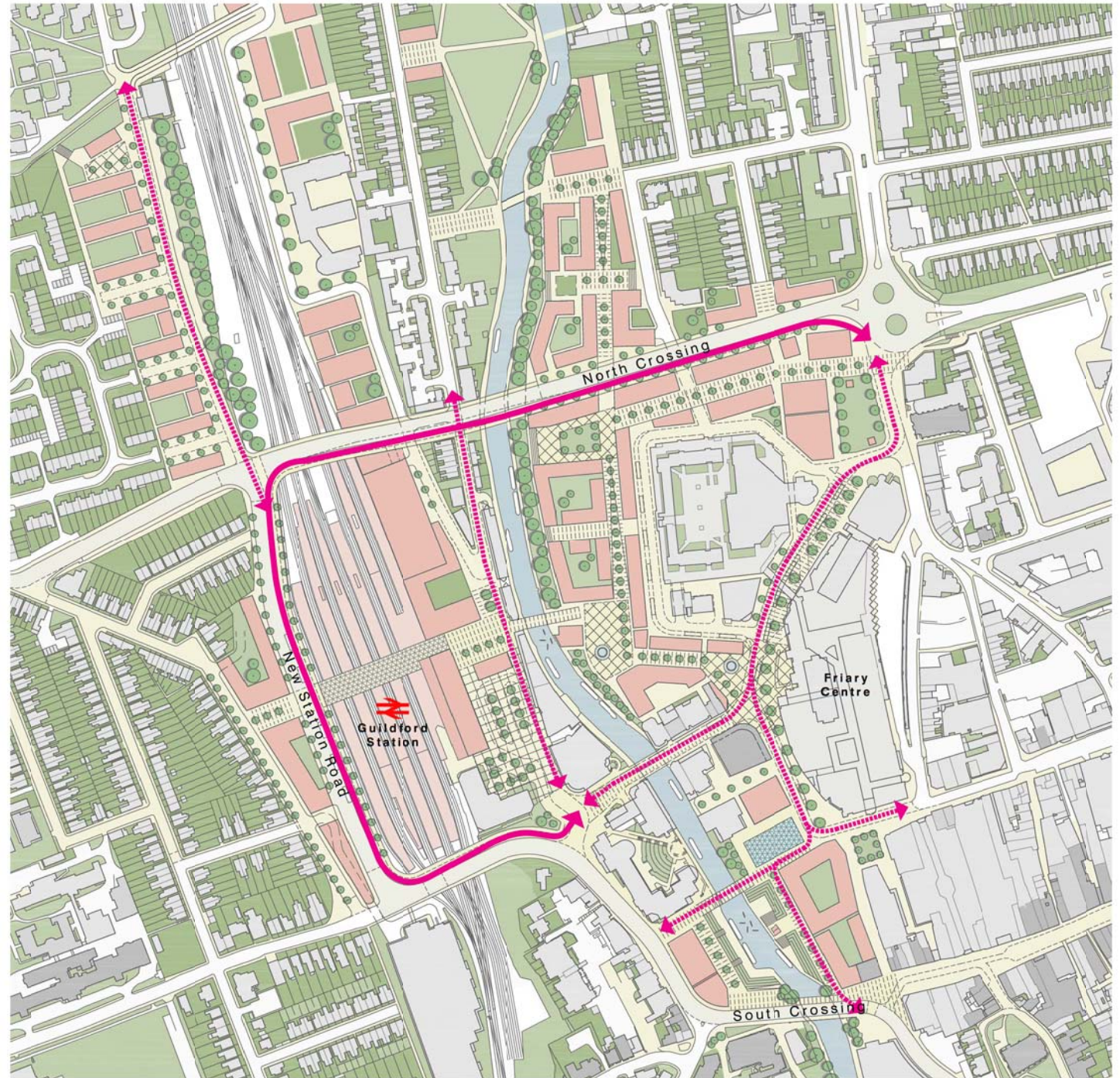
# CYCLES

## TOWN CENTRE CYCLING



Images showing the dedicated two way cycle route over the proposed new crossing

-  Cycle friendly route
-  Dedicated cycle lanes






# CAR PARKING

## PUBLIC & RESIDENTIAL PARKING

### Public car parks

1. Bedford Road (1033 spaces)
2. Leapale Road (384 spaces)
3. Tunsgate (64 spaces)
4. Castle (350 spaces)
5. York Road (605 spaces)
6. Bright Hill & Robin Hood (144 spaces)
7. Millbrook (244 spaces)
8. Farnham Road (917 spaces)
9. Guildford Park Road (approximately 600 spaces)
10. MSCP (approximately 700 spaces)


 Existing interceptor

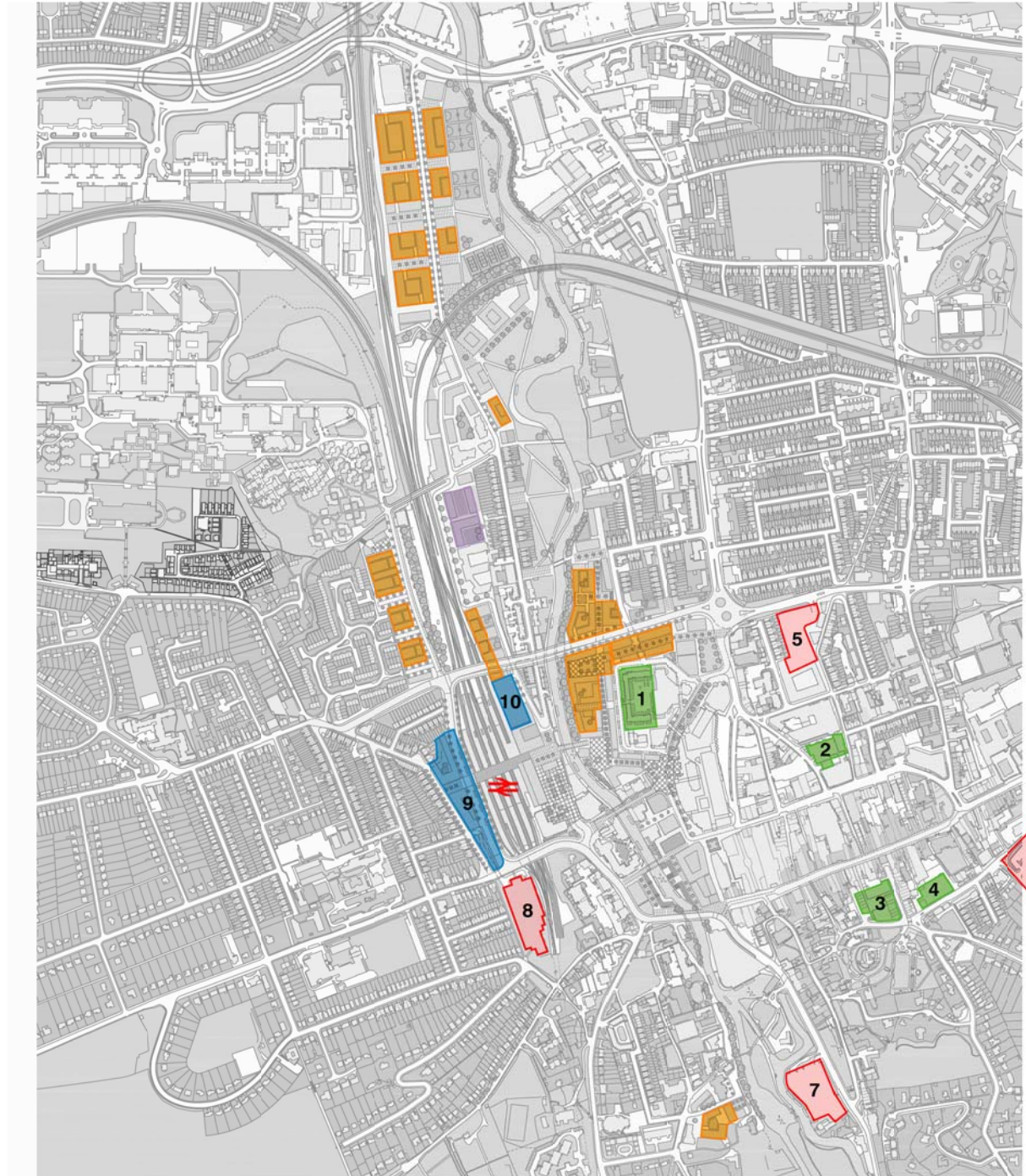
 Existing town centre

 Proposed

### Private car parks (residential, office, Police Station, Courts etc.)

 Uncroft parking

 Basement





# GVG BUS STRATEGY OVERALL STRATEGY

## Bus Services

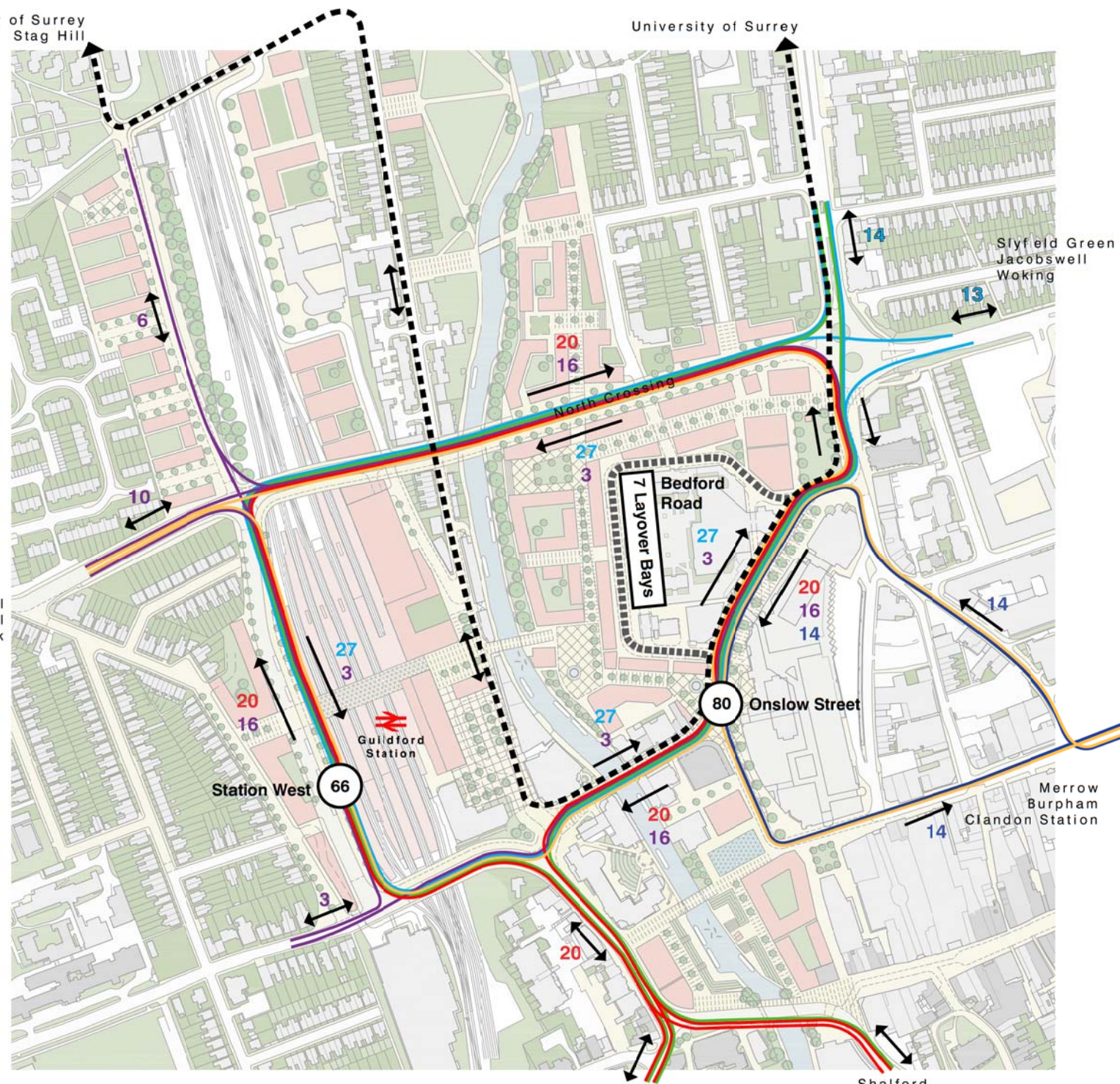
- South
- North West
- North
- East
- North - South
- East - West

Sustainable Movement Corridor

Interchange

27  
6 Peak buses per hour

University of Surrey Stag Hill  
Royal Surrey County Hospital  
Surrey Research Park





# GVG BUS STRATEGY

## TOWN CENTRE INTERCHANGE

### Existing Bus Station

The existing Guildford Friary Bus Station provides the following:

- 24 bays (23 of which are used)
- 6 layover bays
- Staff toilets
- Staff room
- Travel office
- Passenger waiting facilities

Information from Guildford Town Centre Bus Study, Technical Note on Existing Conditions produced by Arup. 27 May 2016





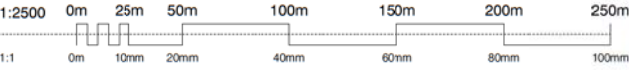
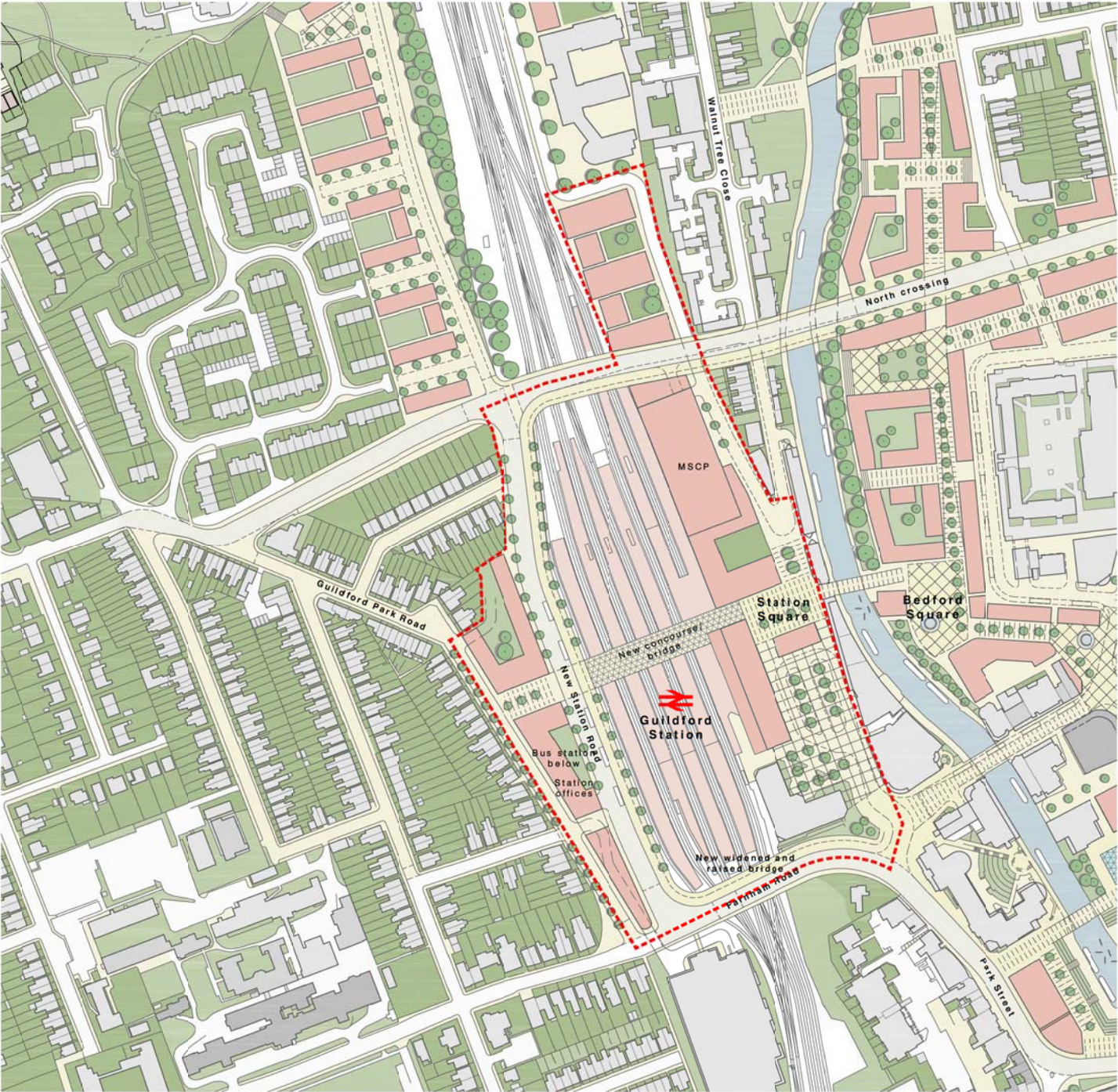




## 5. THE MASTERPLAN ZONES



# THE STATION AREA OPTION A MASTERPLAN EXTRACT





# THE STATION AREA OPTION A

## AREAS AND TYPICAL SECTION

Areas taken from 'A1.1 Schedule of Areas & Accommodation' in Guildford Station Redevelopment Design & Access Statement prepared by Rolfe Judd forming part of the Station Redevelopment planning application (reference 14/P/02/02168)

Note: The residential area quoted in the above is '14,354m<sup>2</sup>.' This is assumed to be a typo and that the residential area should read 45,354m<sup>2</sup>

Station Total Area Option A													
Level	GEA/m <sup>2</sup>										Total/m <sup>2</sup>	Total/ft <sup>2</sup>	
	0	1	2	3	4	5	6	7	8	9			10
MSCP NE GEA	3,770	3,770	2,112	2,112	2,112	2,112	2,112	0	0	0	0	18,100	194,827
MSCP W GEA	9,528	9,528	0	0	0	0	0	0	0	0	0	19,056	205,117
Resi CP GEA	1,716	0	0	0	0	0	0	0	0	0	0	1,716	18,471
Residential GEA	1,562	3,759	6,810	7,962	7,962	7,458	7,458	6,081	3,213	917	0	53,182	572,446
Office GEA	0	0	315	1,225	1,225	1,225	1,225	1,225	0	0	0	6,440	69,320
Retail GEA	2,413	0	836	0	0	0	0	0	0	0	0	3,249	34,972
Station GEA	1,074	0	1,480	0	0	0	0	0	0	0	0	2,554	27,491
Bus Station GEA	0	0	1,450	0	0	0	0	0	0	0	0	1,450	15,608
<b>Total GEA</b>	<b>20,063</b>	<b>17,057</b>	<b>13,003</b>	<b>11,299</b>	<b>11,299</b>	<b>10,795</b>	<b>10,795</b>	<b>7,306</b>	<b>3,213</b>	<b>917</b>	<b>0</b>	<b>105,747</b>	<b>1,138,250</b>
In NR Ownership	17,067	14,061	11,786	10,125	10,125	9,621	9,621	6,132	3,213	917	0	92,668	997,469
Total resi, retail & office	3,975	3,759	7,961	9,187	9,187	8,683	8,683	7,306	3,213	917	0	62,871	676,738

Solum Development	
Total GEA/m <sup>2</sup>	Total GEA/m <sup>2</sup>
15,500	166,840
2,122	22,841
45,490	489,650
2,104	22,647
3,642	39,202
923	9,935
<b>69,781</b>	<b>751,116</b>
69,781	751,116
51,236	551,499

Approximate Number of Dwellings								Apartments	1100ft <sup>2</sup> per dwelling*	520
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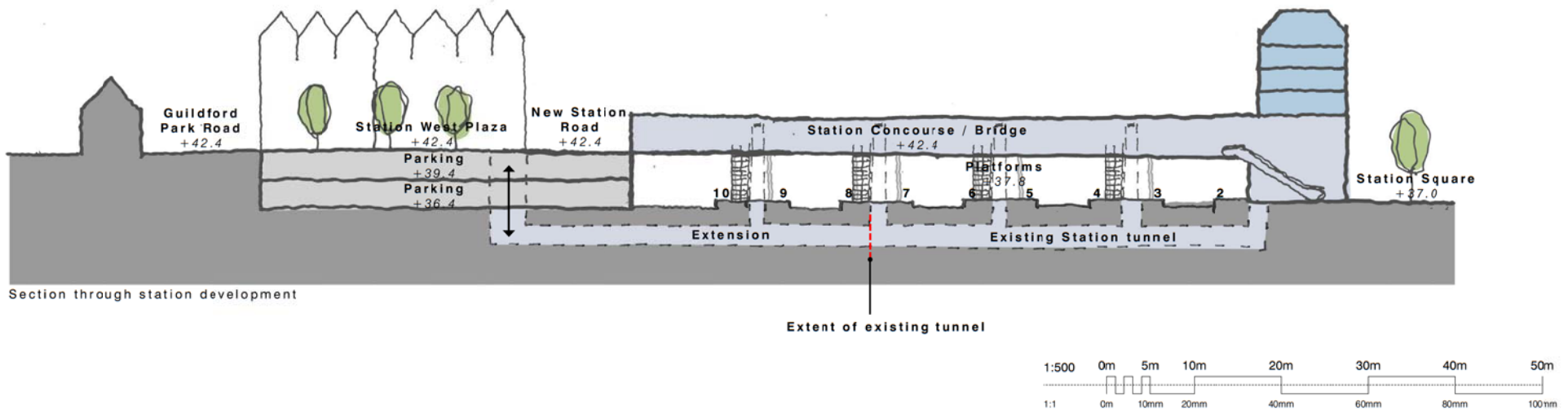
Number of dwellings	438
---------------------	-----

Approximate number of parking spaces

MSCP NE GEA	700 (incl resi)
MSCP W GEA	600 (incl resi)

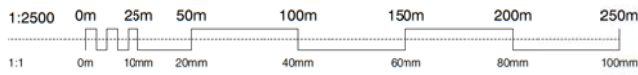
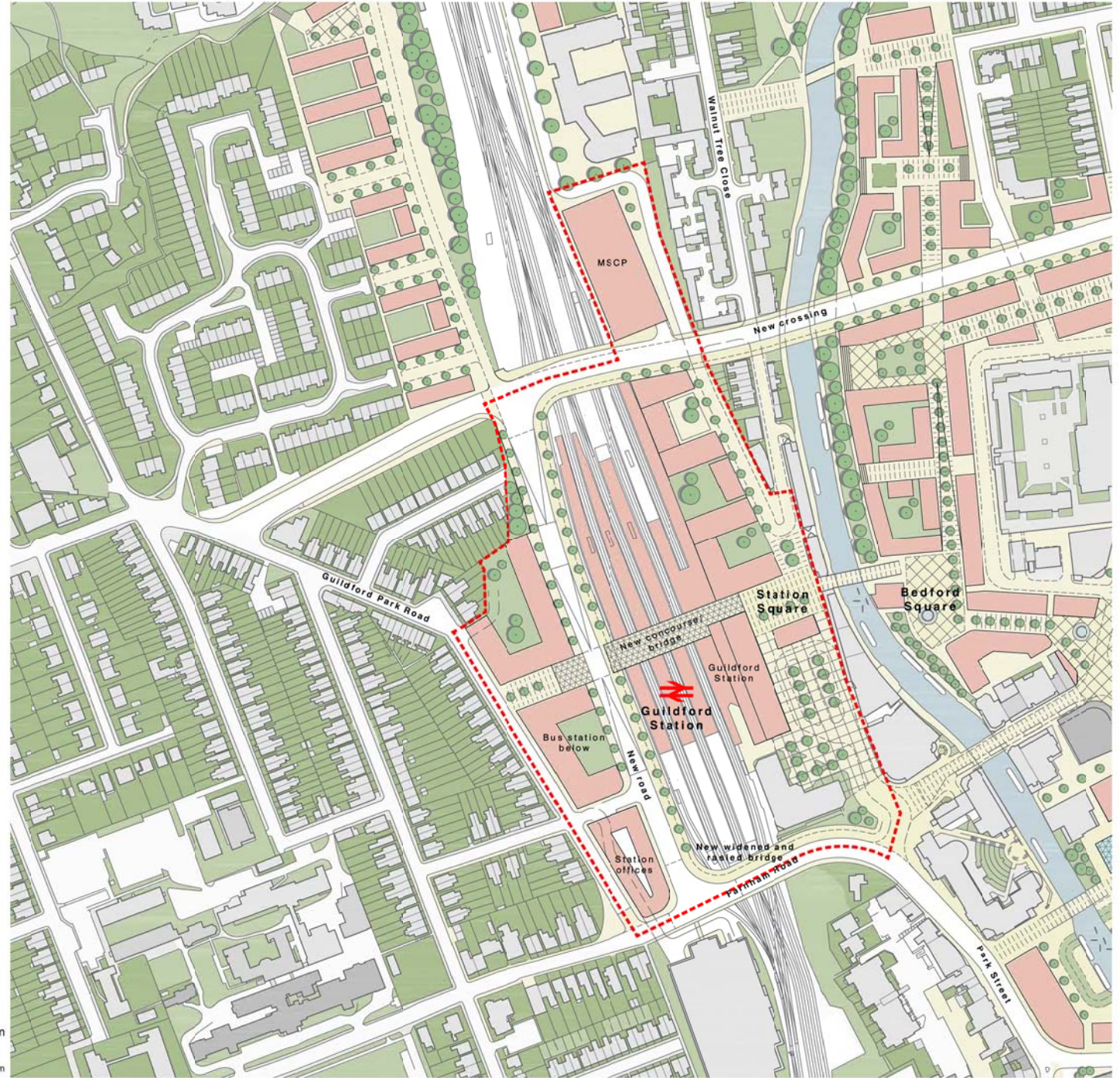
\* subject to refuse, cycle, parking, MEP provisions

MSCP Bays (incl resi)	644
MSCP Motorcycle Bays	75





# THE STATION AREA OPTION B MASTERPLAN EXTRACT





# THE STATION AREA OPTION B

## AREAS AND TYPICAL SECTION

Areas taken from 'A1.1 Schedule of Areas & Accommodation' in Guildford Station Redevelopment Design & Access Statement prepared by Rolfe Judd forming part of the Station Redevelopment planning application (reference 14/P/02/02168)

Note: The residential area quoted in the above is '14,354m<sup>2</sup>.' This is assumed to be a typo and that the residential area should read 45,354m<sup>2</sup>

Station Total Area Option B													
Level	GEA/m <sup>2</sup>										Total/m <sup>2</sup>	Total/ft <sup>2</sup>	
	0	1	2	3	4	5	6	7	8	9			10
MSCP NE GEA	3,770	3,770	2,112	2,112	2,112	2,112	2,112	0	0	0	0	18,100	194,827
MSCP W GEA	9,528	9,528	0	0	0	0	0	0	0	0	0	19,056	205,117
Resi CP GEA	1,716	0	0	0	0	0	0	0	0	0	0	1,716	18,471
Residential GEA	1,562	3,759	6,709	9,864	9,864	9,360	9,360	7,983	3,213	917	0	62,591	673,724
Office GEA	0	0	972	1,399	1,399	1,399	1,399	1,399	0	0	0	7,967	85,756
Retail GEA	2,413	0	865	0	0	0	0	0	0	0	0	3,278	35,284
Station GEA	1,074	0	1,836	0	0	0	0	0	0	0	0	2,960	31,861
Bus Station GEA	0	0	1,450	0	0	0	0	0	0	0	0	1,450	15,608
<b>Total GEA</b>	<b>20,063</b>	<b>17,057</b>	<b>13,994</b>	<b>13,375</b>	<b>13,375</b>	<b>12,871</b>	<b>12,871</b>	<b>9,382</b>	<b>3,213</b>	<b>917</b>	<b>0</b>	<b>117,118</b>	<b>1,260,646</b>
In NR Ownership	17,067	14,061	12,825	12,250	12,250	11,746	11,746	8,257	3,213	917	0	104,432	1,124,096
Total resi, retail & office	3,975	3,759	8,546	11,263	11,263	10,759	10,759	9,382	3,213	917	0	73,836	794,764

Solum Development	
Total GEA/m <sup>2</sup>	Total GEA/m <sup>2</sup>
15,500	166,840
2,122	22,841
45,490	489,650
2,104	22,647
3,642	39,202
923	9,935
<b>69,781</b>	<b>751,116</b>
69,781	751,116
51,236	551,499

Approximate Number of Dwellings								Apartments	1100ft <sup>2</sup> per dwelling*	612
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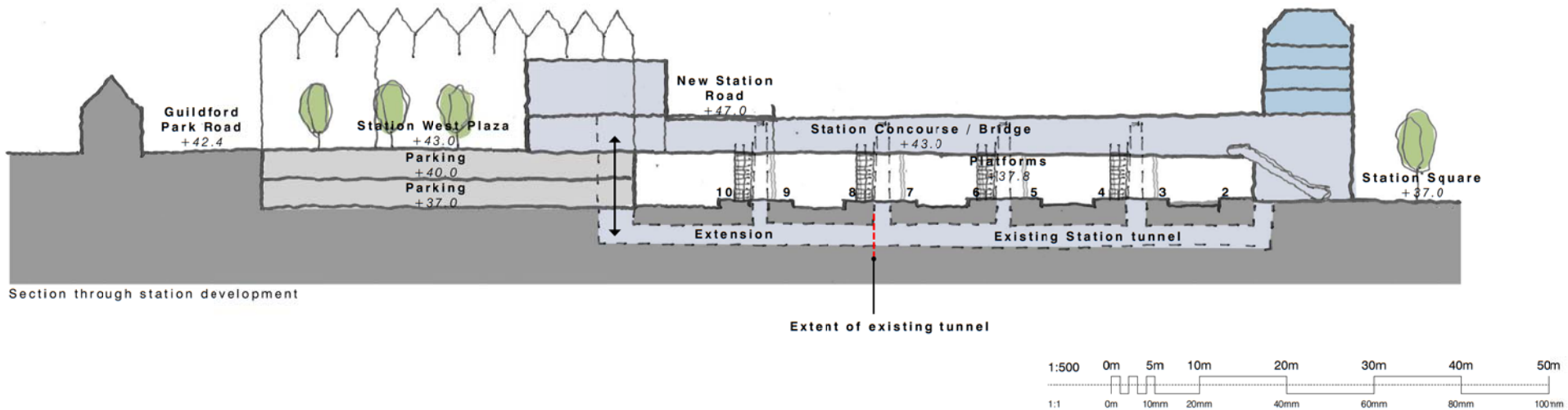
Number of dwellings	438
---------------------	-----

Approximate number of parking spaces

MSCP NE GEA	700 (incl resi)
MSCP W GEA	600 (incl resi)

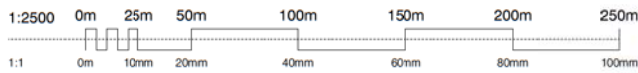
\* subject to refuse, cycle, parking, MEP provisions

MSCP Bays (incl resi)	644
MSCP Motorcycle Bays	75



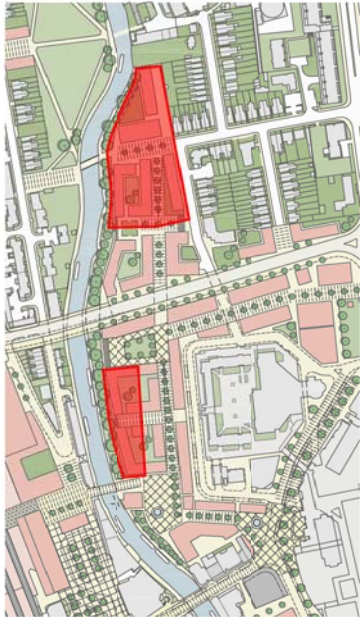


# BEDFORD WHARF MASTERPLAN EXTRACT





# BEDFORD WHARF AREAS & TYPICAL SECTION



■ Buildings in flood risk zones

Bedford Wharf GVG A2,7,8,9 & 10						
Uses	Lower Ground/m <sup>2</sup>	Upper Ground/m <sup>2</sup>	Typical Floor/m <sup>2</sup>	Average number of stories above ground	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	0	7,556	11,240	3.6	46,818	503,945
Office & Civic	0	4,733	5,342	7.0	41,554	447,284
Parking	11,769				11,769	126,684
F&B	1,480	3,189	0		4,669	50,257
Retail	585	1,102			1,687	18,159
Hotel	395	1,074	1,074	4.0	5,765	62,054
<b>Total GEA</b>					<b>112,262</b>	<b>1,208,381</b>

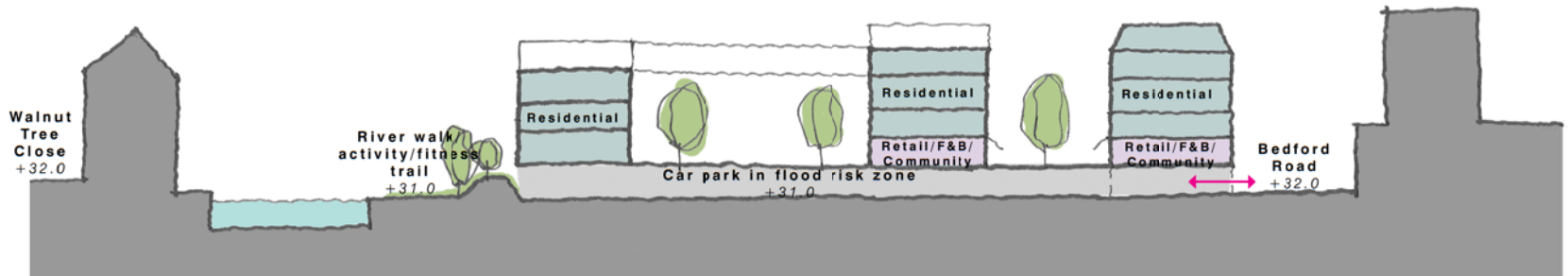
Approximate Number of Dwellings					501	1000ft <sup>2</sup> /dwelling*
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\* subject to refuse, cycle, parking, MEP provisions

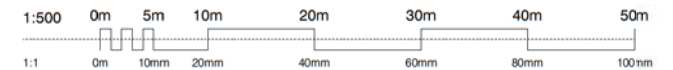
Bedford Wharf (GVG A2,7,8,9 & 10) (Excluding areas in flood risk zones)						
Uses	Lower Ground/m <sup>2</sup>	Upper Ground/m <sup>2</sup>	Typical Floor/m <sup>2</sup>	Average number of stories above ground	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	0	4,719	7,119	3.6	30,418	327,417
Office & Civic	0	4,733	5,342	7.0	41,554	447,284
Parking	7,180				7,180	77,280
F&B	1,190	2,206	0		3,396	36,554
Retail	585	802			1,387	14,930
Hotel	395	1,074	1,074	4.0	5,765	62,054
<b>Total GEA</b>					<b>89,700</b>	<b>965,518</b>

Approximate Number of Dwellings					325	1000ft <sup>2</sup> /dwelling*
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\* subject to refuse, cycle, parking, MEP provisions

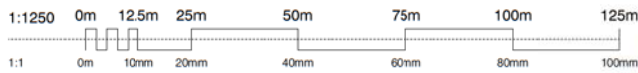
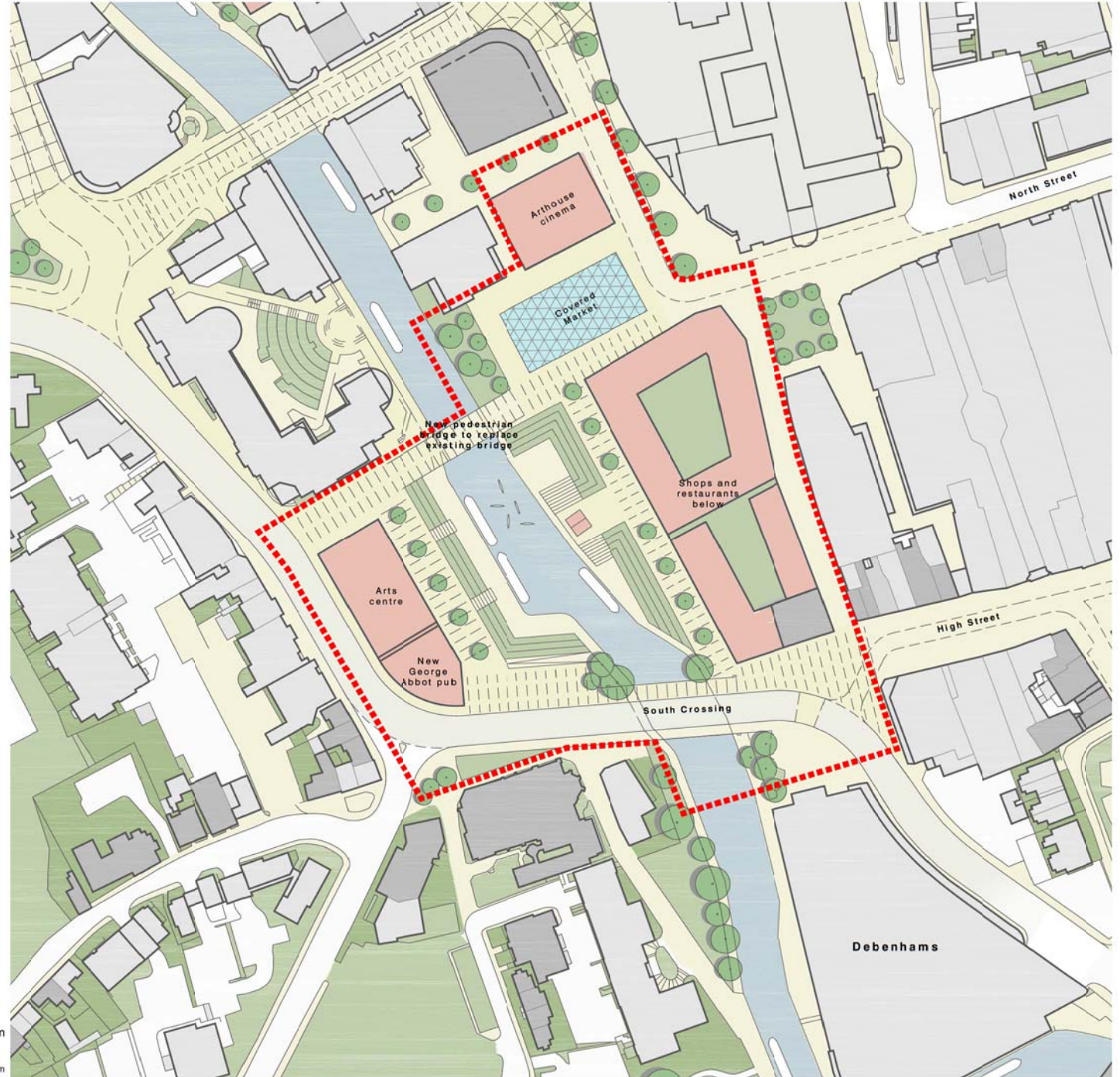


Indicative section showing possible strategy for parking and flooding





# TOWN WHARF MASTERPLAN EXTRACT





# TOWN WHARF AREAS

Town Wharf (GVG 14 & 15)					
Uses	Ground Floor/m <sup>2</sup>	Typical Floor/m <sup>2</sup>	Average number of stories above ground	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	0	2,675	3.5	9,363	100,777
Retail	1,517	1,517	1.0	3,034	32,658
F&B	2,245	2,245	1.0	4,490	48,330
Cinema	736	736	3.0	2,944	31,689
Arts Centre	1,157	1,157	3.0	4,628	49,815
<b>Total GEA</b>				<b>24,459</b>	<b>263,269</b>

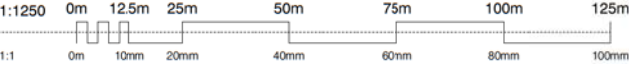
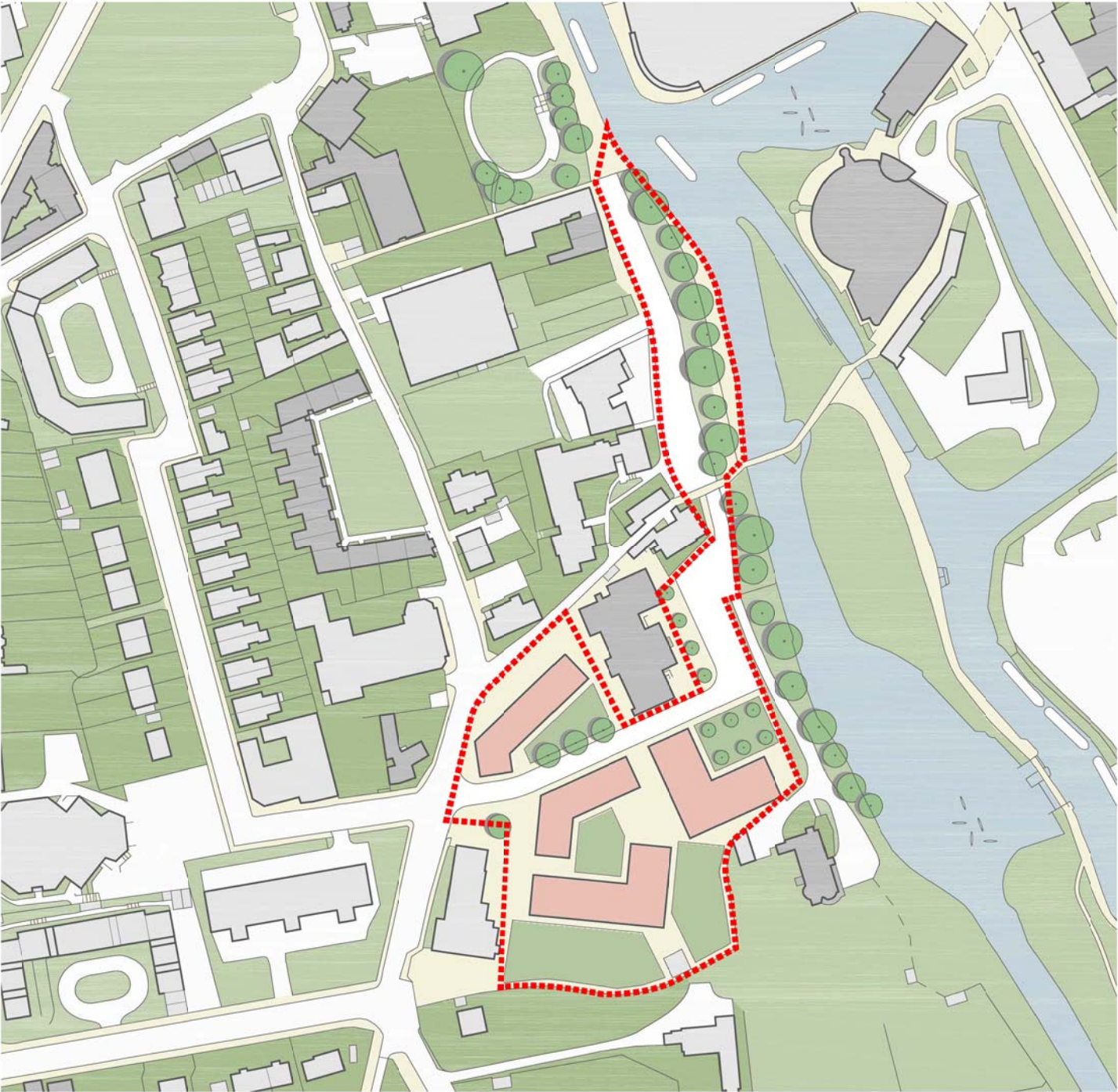
Approximate Number of Dwellings				101	1000ft <sup>2</sup> /dwelling*
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\* subject to refuse, cycle, parking, MEP provisions





**MILLMEAD**  
MASTERPLAN EXTRACT





# MILLMEAD AREAS

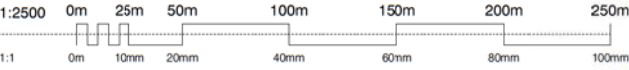
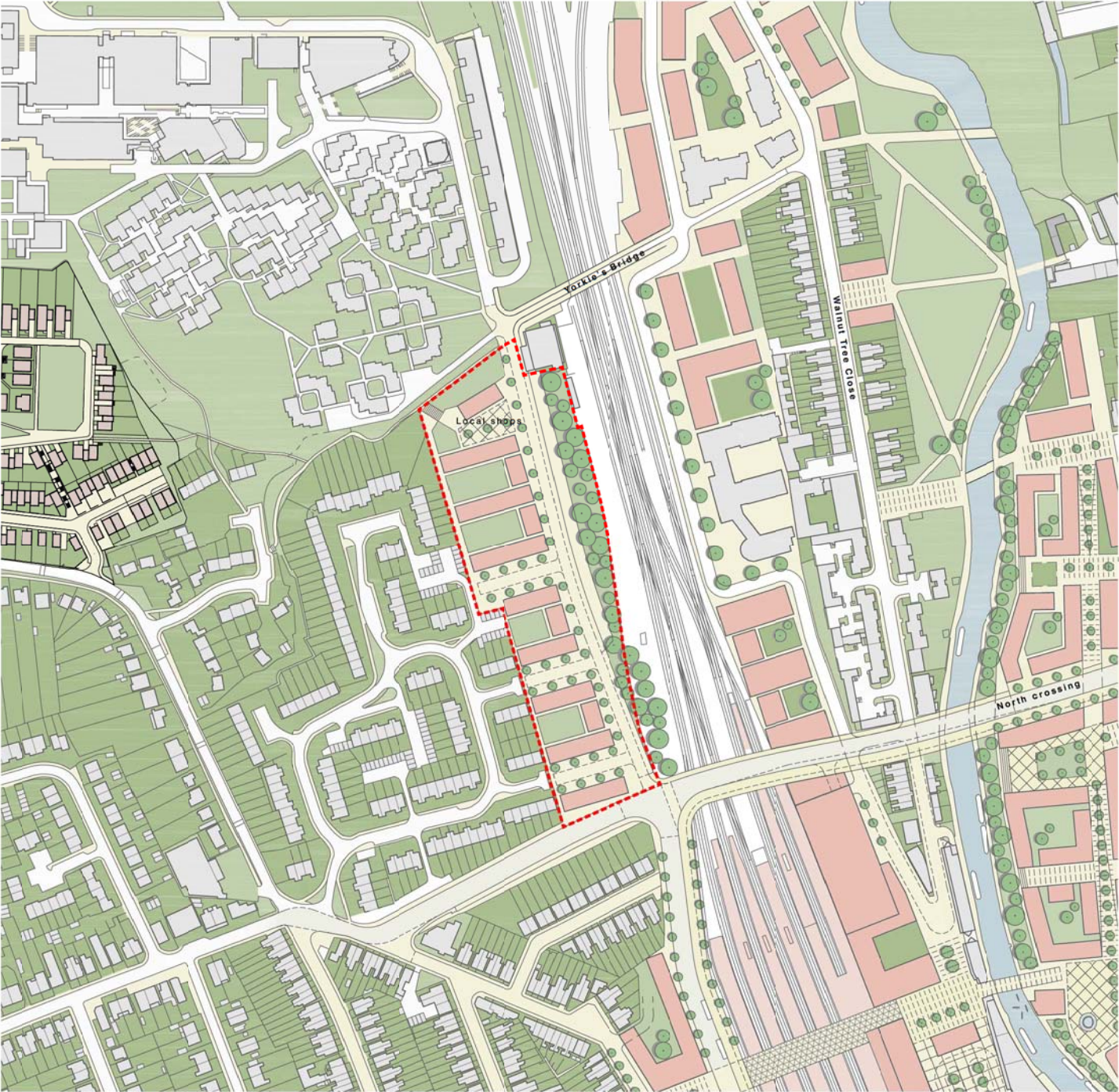
Millmead (GVG 16)					
Uses	Ground Floor/m <sup>2</sup>	Typical Floor/m <sup>2</sup>	Average number of stories above ground	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	1,458	2,062	3.5	8,675	93,377
Parking	2,428	0		2,428	26,133
<b>Total GEA</b>				<b>11,103</b>	<b>119,510</b>

Approximate Number of Dwellings				93	1000ft <sup>2</sup> /dwelling*
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\* subject to refuse, cycle, parking, MEP provisions



# GUILDFORD PARK MASTERPLAN EXTRACT





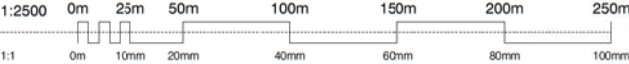
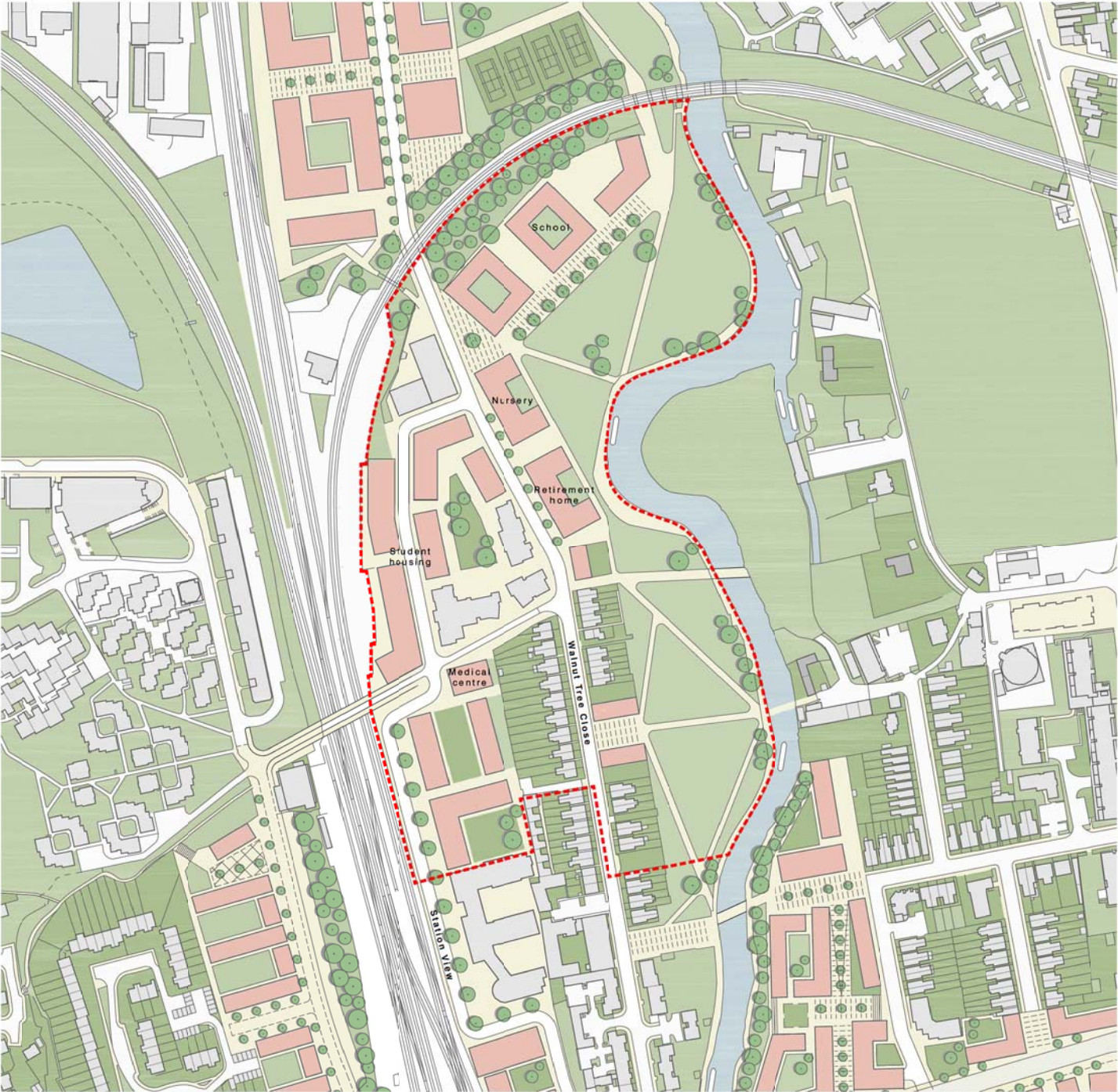
# GUILDFORD PARK AREAS

Guildford Park (GVG A 11)					
Uses	Ground Floor/m <sup>2</sup>	Typical Floor/m <sup>2</sup>	Average number of stories above ground	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	3,099	4,211	4.5	22,049	237,328
Parking	6,171	0		6,171	66,419
Retail	732	0		732	7,879
<b>Total GEA</b>				<b>28,951</b>	<b>311,626</b>
Approximate Number of Dwellings				237	1000ft <sup>2</sup> /dwelling*

\* subject to refuse, cycle, parking, MEP provisions



# WALNUT TREE CLOSE MASTERPLAN EXTRACT





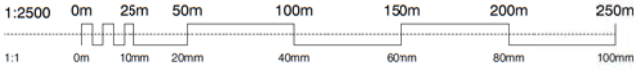
# WALNUT TREE CLOSE AREAS

Walnut Tree Close (GVG A5,A9,A13,A14,3,4,5 & 6)					
Uses	Ground Floor/m <sup>2</sup>	Typical Floor/m <sup>2</sup>	Average number of stories above ground	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	3,593	4,391	3.7	21,524	231,677
Student Residential	3,522	3,522	4.5	19,703	212,081
Retirement Living	392	994	4.0	4,368	47,017
School	3,668	3,668	3.0	14,672	157,928
Nursery	612			612	6,588
Medical Centre	384			1,152	12,400
Parking	3,719			3,719	40,031
<b>Total GEA</b>				<b>65,749</b>	<b>707,722</b>
Approximate Number of Dwellings				221	1000ft <sup>2</sup> /dwelling*
Approx Number of Student Dwellings				353	600ft <sup>2</sup> /dwelling*
Approximate Retirement Dwellings				52	600ft <sup>2</sup> /dwelling*

\* subject to refuse, cycle, parking, MEP provisions



# WOODBIDGE MEADOWS MASTERPLAN EXTRACT





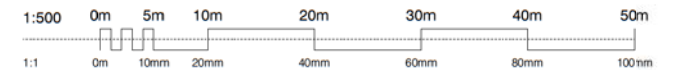
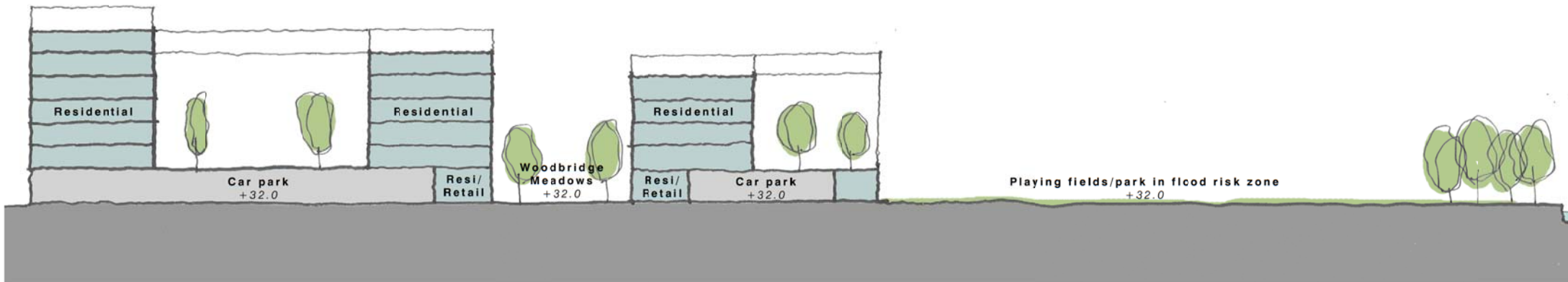
# WOODBIDGE MEADOWS

## AREAS AND TYPICAL SECTION

Woodbridge Meadows (GVG 1&2)					
Use	Ground Floor/m <sup>2</sup>	Typical Floor/m <sup>2</sup>	Average number of stories above ground	Total GEA/m <sup>2</sup>	Total GEA/ft <sup>2</sup>
Residential	5,512	19,026	6.0	119,668	1,288,096
Parking	33,490	0		33,490	360,489
Retail	1,024	0		1,024	11,022
Community	3,906	0		3,906	42,044
<b>Total GEA</b>				<b>158,088</b>	<b>1,701,650</b>

Approximate Number of Dwellings				1,288	1000ft <sup>2</sup> /dwelling*
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\* subject to refuse, cycle, parking, MEP provisions





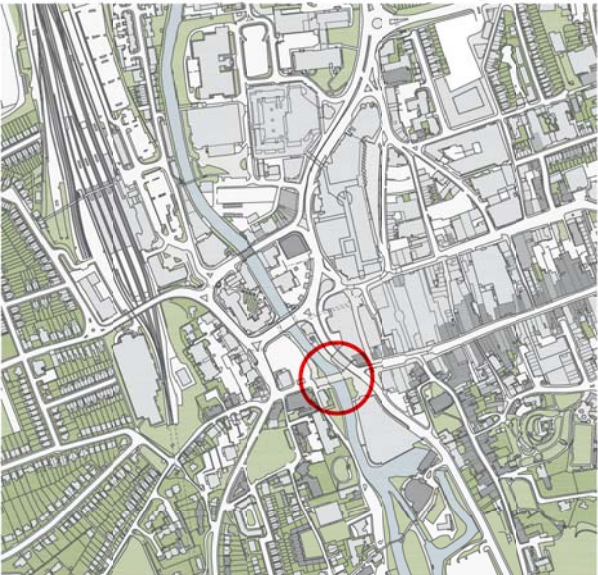




## 6. THE TOWN BRIDGE



# EXISTING LOCATION & PHOTOGRAPHS



Existing location plan

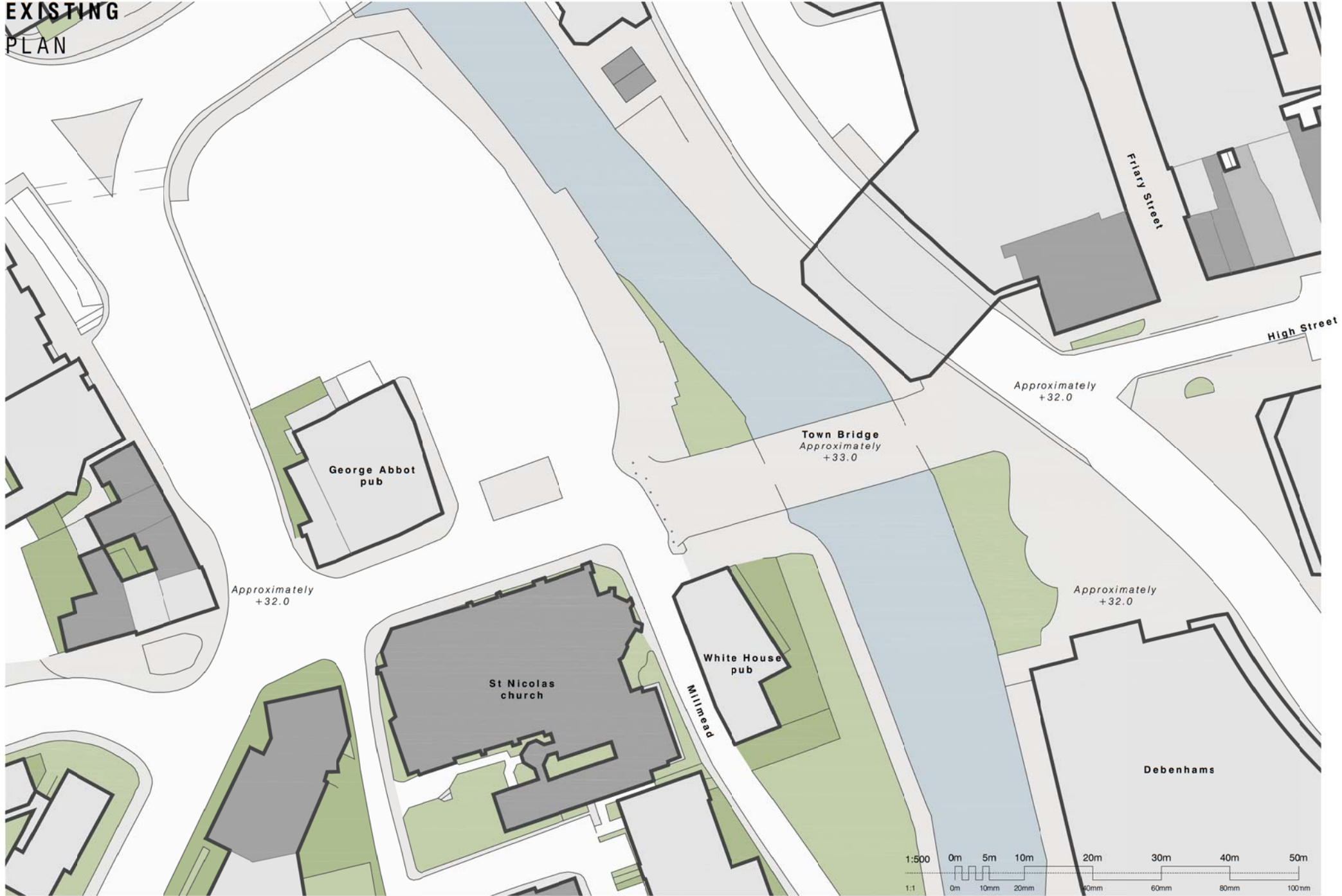


Existing photographs of the Town Bridge





**EXISTING  
PLAN**





# PROPOSED PLAN



1. New willow trees next to bridge
2. Town Bridge dismantled and side panels reused on new road and pedestrian bridge
3. Sunken towpath beneath remodelled Town Bridge
4. Continuation of pedestrian route from High Street
5. Gradual slope up to traffic bridge
6. Landscaped barrier to protect pedestrians from new bridge at a higher level
7. Pedestrian crossing to Debenhams
8. Controlled out of hours service access to high street

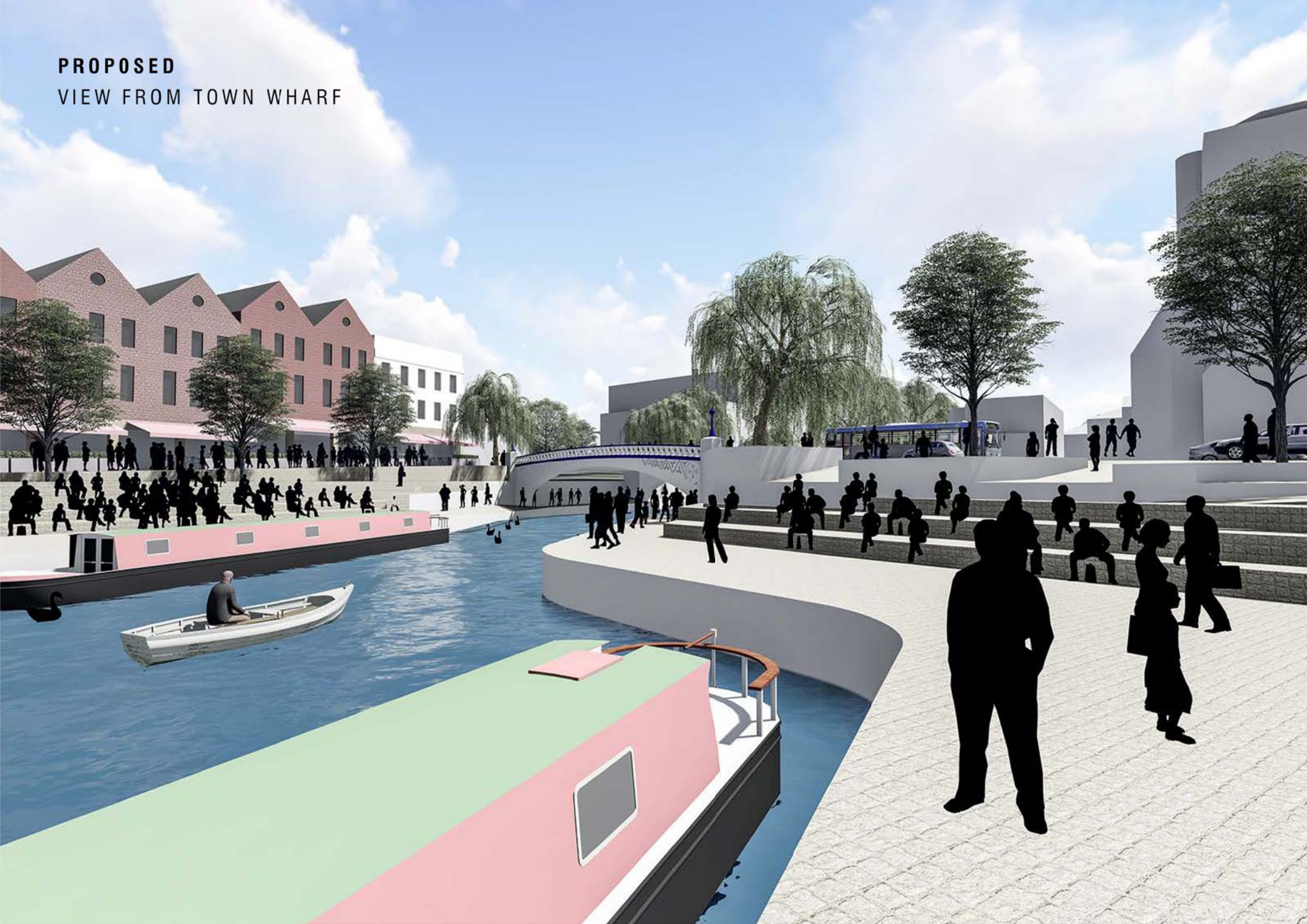


PROPOSED  
AERIAL VIEW





**PROPOSED**  
VIEW FROM TOWN WHARF





# PROPOSED VIEWS



View of the Town Bridge from Millmead



View of the Town Bridge from the Town Wharf



# PROPOSED BEFORE & AFTER FROM THE HIGH STREET



Existing view of the Town Bridge from the High Street



Proposed view of the Town Bridge from the High Street



# 7. PUBLIC SPACE PRECEDENTS



# TOWN WHARF

## USES & ACTIVITIES

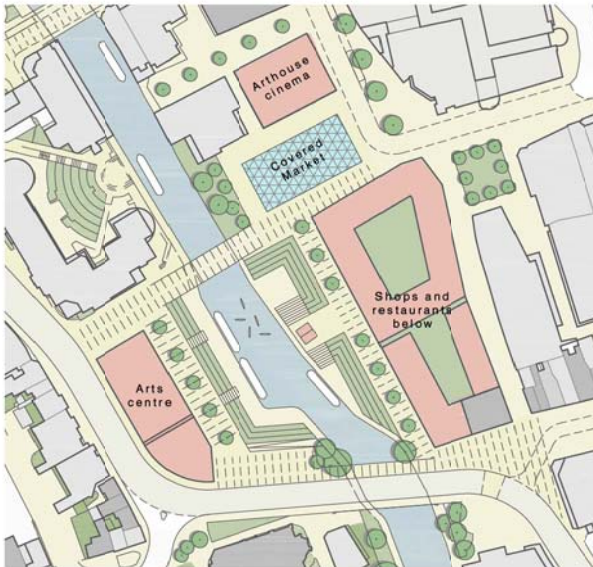
The Town Wharf is a multipurpose space connecting North Street and the High Street to the river.

### Activities/Uses/Buildings

- Landscaped waterside seating
- Markets
- Cafes and restaurants
- Outdoor dining
- Watersports
- Footbridge
- Town centre living
- Shopping
- Street performers
- Arthouse cinema
- Arts centre/gallery



Proposed Squares Key Plan



Town Wharf Extract



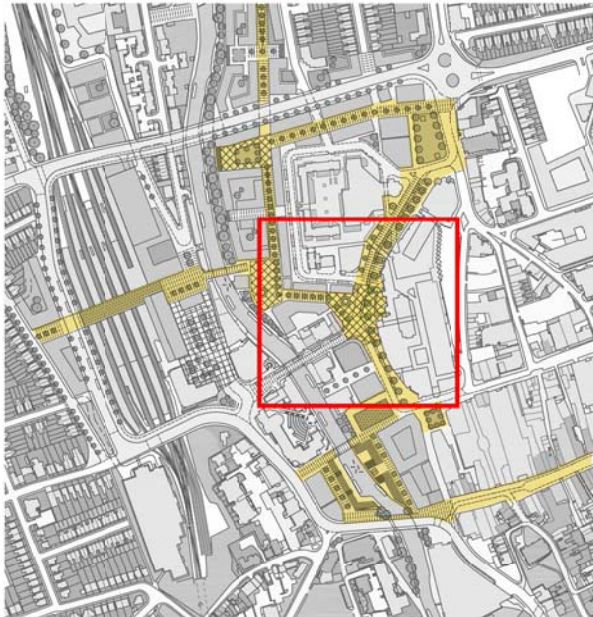


# NEW BRIDGE SQUARE USES & ACTIVITIES

A focal point for the pedestrianised  
Onslow Street, New Bridge Square  
connects the Friary and Bedford Wharf

## Activities/Uses/Buildings

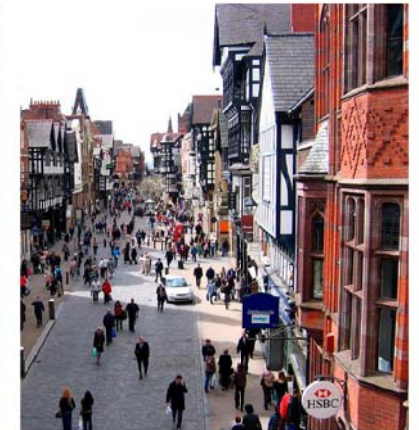
- Bus interchange
- Water feature
- Shopping
- Town centre living



Proposed Squares Key Plan



New Bridge Square Extract





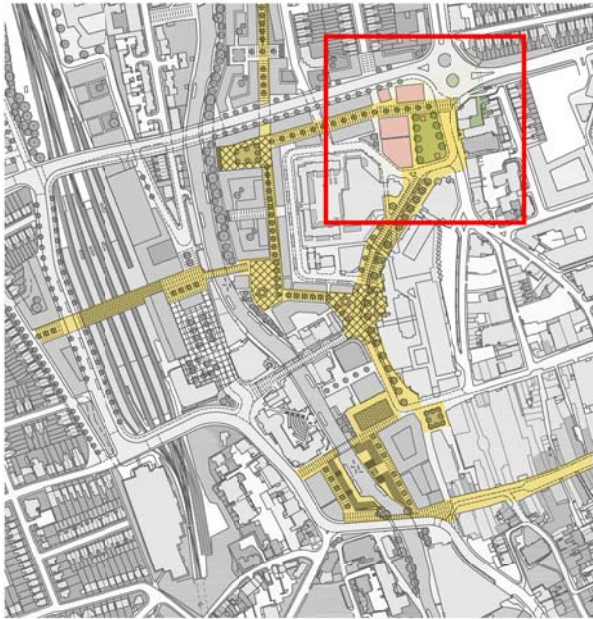
# ST SAVIOUR'S SQUARE

## USES & ACTIVITIES

A civic square formed by St Saviour's church and new civic buildings provides a gateway into Guildford.

### Activities/Uses/Buildings

- Civic centre
- Town Hall
- Police Station
- Ceremonies
- Public exhibitions
- Town centre green space
- Outdoor exercise



Proposed Squares Key Plan



St Saviour's Square Extract



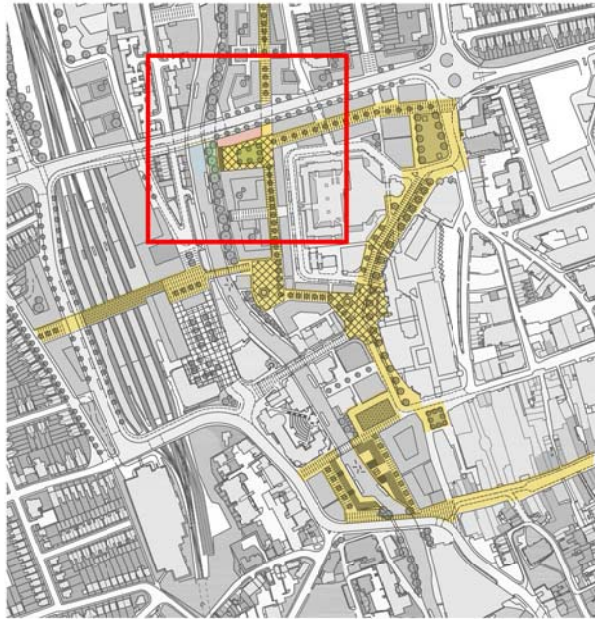


# THE WATERSIDE USES & ACTIVITIES

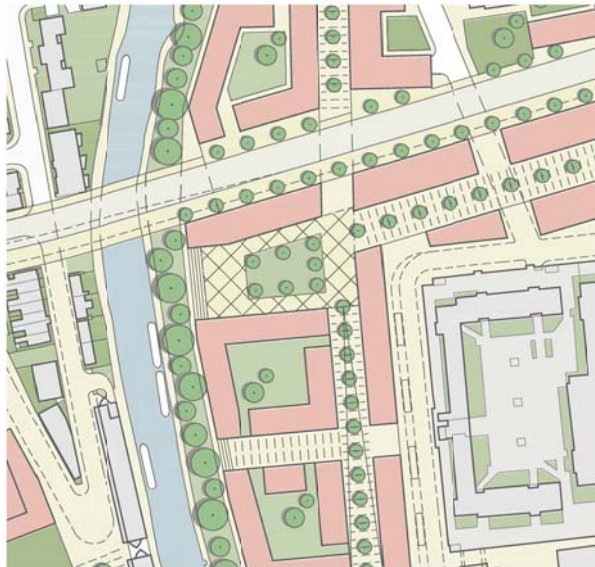
A waterside square linking Bedford Wharf and St Saviour's Square

## Activities/Uses/Buildings

- Outdoor talks
- Performances
- Offices
- Residential
- Bars and restaurants
- Outdoor dining
- Lunch breaks



Proposed Squares Key Plan



The Waterside Extract





# BEDFORD SQUARE USES & ACTIVITIES

Bedford Wharf connects the station to the town centre and becomes a cultural hub for Guildford.

## Activities/Uses/Buildings

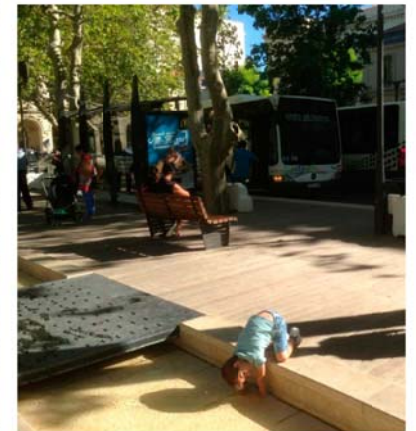
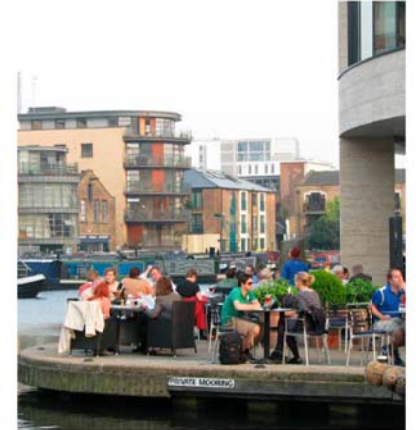
- Hotel
- Public art
- Restaurants and bars
- Pedestrian bridge
- Public screenings of films or sporting events
- Outdoor performances
- Route to station



Proposed Squares Key Plan



Bedford Square Extract



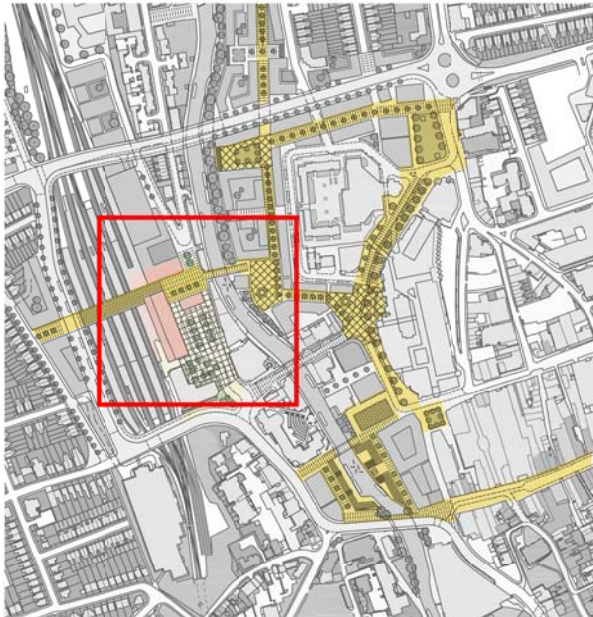


# RAILWAY ESPLANADE USES & ACTIVITIES

A square providing an a grand arrival in Guildford and a clear route to Bedford Wharf and the town centre beyond

## Activities/Uses/Buildings

- Guildford station porte cochere
- Vehicle drop off
- Cycle parking
- A meeting place
- Residential
- Offices
- Cafes
- Food kiosks
- Public art



Proposed Squares Key Plan



Bedford Square Extract









## 8. PHASING

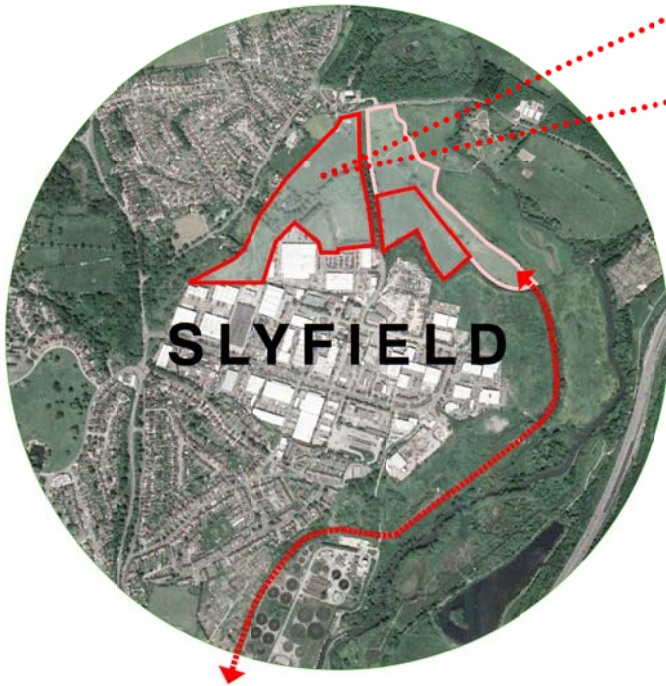


# 1-5 YEARS

## PHASE 1

The first phase involves relocation of businesses in Walnut Tree Close and Woodbridge Meadows to an extension of Slyfield. This will help to avoid excess development of greenbelt space.

Woodbridge Meadows can accommodate 150 dwellings per hectare, whilst a greenbelt extension would accommodate 30-40 dwellings per hectare. At 150 dwellings per hectare Woodbridge Meadows can create 1200 dwellings, whilst an equivalent area of green belt land can accommodate 350 dwellings. High density residential development of Woodbridge Meadows will help protect the green belt



-  Slyfield extension (13.4 Ha)
-  Park & Ride
-  Sustainable Movement Corridor





## A. Preparations

### Bedford Wharf

1. Planning consent for new Police and Court buildings at Mary Road
2. Stopping up orders for parts of Mary Road
3. Integration with Environment Agency's flood defence system and EA consent for developments (need to ensure there is, in the Bedford Wharf master plan, a clear approved flood risk strategy)
4. Identify new site for Odeon Cinema

### Station Quarter

5. Network Rail and Department for Transport approval for station expansion (including Platform 0, reorganisation of platforms 7 & 8, and creation of platforms 9 and 10)
6. Office of Rail Regulation (ORR) consent to sell parts of the station for development
7. Acquire by CPO or otherwise the office building on the corner of Guildford Park Road and Farnham Road
8. Consent for multi-storey car park on Northern end of East side of Station
9. Consent for multi-storey car park on west side of station (may require compulsory acquisition by Network Rail as part of expansion of the station)
10. Consult on regeneration of wider area of western side of the station including arrangements to restrict road use, etc – and open enough to include possibility of redevelopment of Guildford Park Estate

### New Road

11. Acquire by CPO or otherwise the properties in Walnut Tree Close to facilitate and accommodate the new road
12. Land assembly (including CPOs) for new road(s) from York Road to Guildford Park Road and Farnham Road

### Walnut Tree Close & Woodbridge Meadows

13. Development Plan Document to enable use of Slyfield to relocate Employment Land uses from Woodbridge Meadows and Walnut Tree Close (will require amendment of Green belt boundary and rezoning of Walnut Tree Close & Woodbridge Meadows)
14. Land assembly in Woodbridge Meadows and Walnut Tree Close to enable development preparation
15. Enter discussions with Education Funding Agency with a view to new schools on Walnut Tree Close and/or Woodbridge Meadows
16. Discussions with NHS and GP surgeries for new or extended surgery to service town centre homes

### Riverside Square

17. CPO or otherwise acquire the George Abbot pub and other buildings on lower High Street

## B. Enabling Works

### Bedford Wharf

18. Reorganisation of road system at Mary Road to 'hug' the Bedford Road car park on the north side and block off Mary Road
19. Secure hoarding between Mary Road construction site and police and court buildings (whilst maintaining access)
20. Redirect services *if* they run across the construction site to the police, courts and other.
21. Potential decontamination of former gas works site

### Station Quarter

22. Temporary foot bridge to north of Yorkies Bridge to enable demolition of Yorkies Bridge
23. Reconstruction of bridge ramps to take new Yorkies Bridge (NOTE: these should be set further back to give capacity for longest possible lead for rail from Platform 0 before crossing over other rail lines)
24. Acquire Jewsons and provide access road to new Station View (Taylor Wimpey) apartments
25. Demolish small parts of the station building and relocate [British Transport Police (if required) and] station staff car park
26. Demolish office building on corner of Guildford Park Road and Farnham Road down to lower level car parking

### Walnut Tree Close & Woodbridge Meadows

27. Clearance of riverside of Woodbridge Meadows and Walnut Tree Close to prepare for flood management infrastructure (to be under or part of riverside park)
28. Increase size of tunnel under Suburban rail line between Walnut Tree Close and Woodbridge Meadows

## C. Developments and Construction Projects

### Bedford Wharf

29. Build new police station and court buildings on Bedford Wharf
30. Incorporate extension of Mary Road underneath new buildings to access Bedford Road Car Park

### Station Quarter

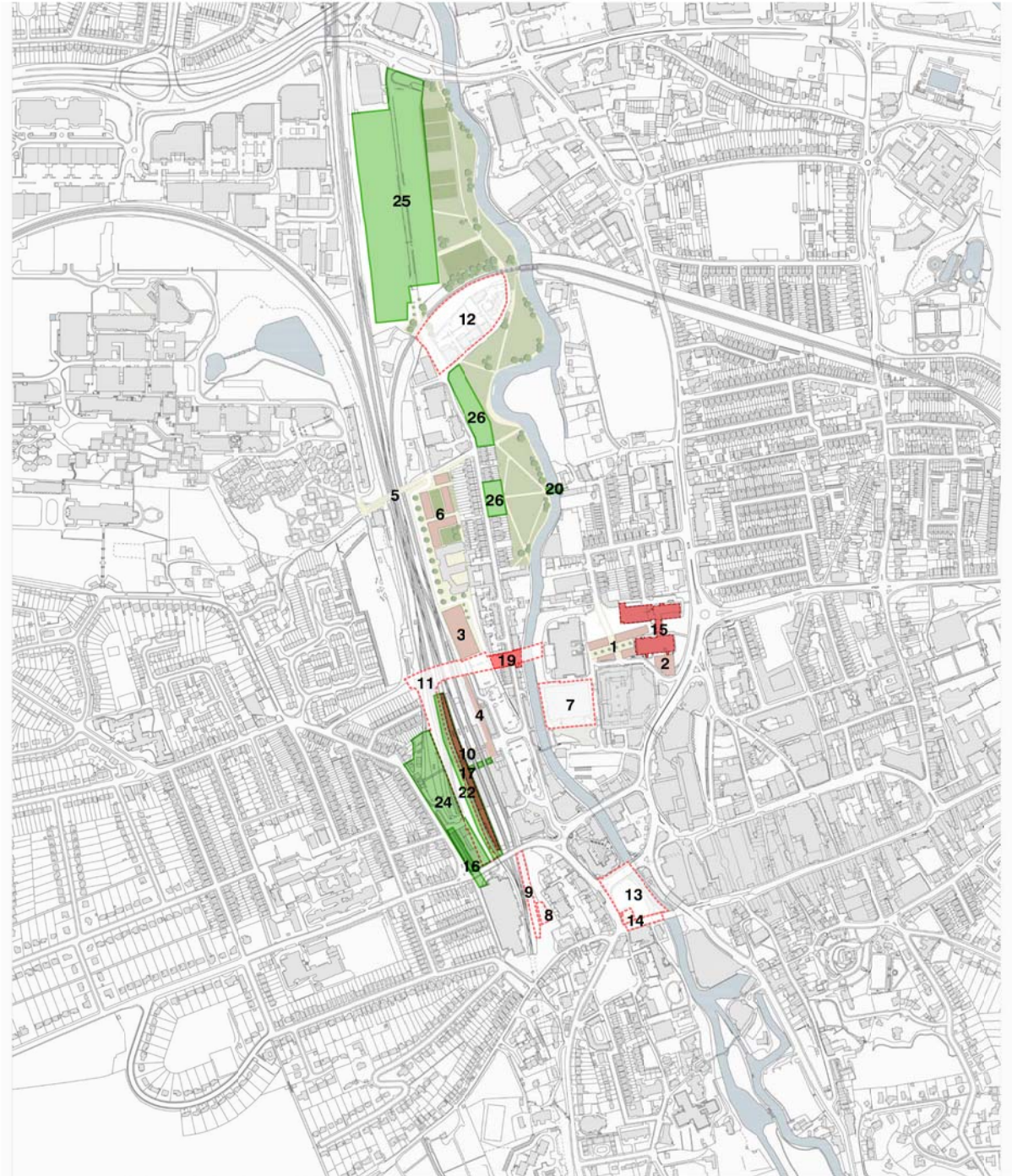
31. Build new MSCP on north east side of station

### Walnut Tree Close & Woodbridge Meadows

32. Build new residential development on site of Jewsons
33. Construct new Yorkies Bridge to take buses and cycles – use short term to enable access to car park via Guildford Park Car Park to release site for housing development as early as possible



1-5 YEARS  
PHASE 2





## Completions

### Bedford Wharf

1. Police Station operational
2. County Court operational

### Station Quarter

3. Station Multi-storey Car Park (North East) open and operational
  4. Platform 0 open and operational allowing platforms 7 and 8 to close
- ### Walnut Tree Close & Woodbridge Meadows
5. New Yorkies Bridge open and operational
  6. First dwellings available for occupation on former Jewsons site

## A. Preparations

### Bedford Wharf

7. Planning Consent for relocated Odeon Cinema and CPO/commercial deal for acquisition of freehold of Cinema and Restaurant

### Station Quarter

8. Relocate Network Rail depot offices from eastern side of the Station into portacabins along the eastern edge against the 'cliff' close to the tunnel entrance
9. Relocate sidings to the north eastern side of the tunnel entrance (opposite the Farnham Road car park) by the portacabins.
10. Close platforms 7 and 8 at Guildford Station (platform 0 will give the capacity to do this)

### New Road

11. Boreholes and geological testing for new road bridge and raised carriageway structures across the railway and alongside platform 8

### Walnut Tree Close & Woodbridge Meadows

12. Acquire land on Walnut Tree Close for development of school(s) [NOTE: suggested to develop these as part of the green space for some playing fields – schools land value can be as much as residential land value and so gives some cash receipt against keeping land open]

### Riverside Square

13. Planning approvals for development on western side of the river
14. Demolition permits for George Abbot Pub and Listed Building approvals for works in the curtilage of St Nicholas Church and The White House

## B. Enabling Works

### Bedford Wharf

15. Demolish existing Police Station and Law Courts

### Station Quarter

16. Construct new ramp down to Farnham Road car park alongside Guildford Park Road and through the westernmost arch of the Farnham Road bridge
17. Demolish platforms 7 & 8
18. Move station boundary fence westwards to accommodate platforms 7 to 9 or 10 (NOTE: platform 10 may not be required on the basis Platform 0 will be operational)

### New Road

19. Demolish the properties in Walnut Tree Close to facilitate and accommodate the new road

### Walnut Tree Close & Woodbridge Meadows

20. Construct new pedestrian and cycle bridge between Walnut Tree Close and Dapdune Farm House

## C. Developments and Construction Projects

### Bedford Wharf

21. Build new Odeon Cinema (site to be determined)

### Station Quarter

22. Begin construction of platforms 7, 8 and 9 (& 10) including extended underpass and a new core of lift and stairs (to be load bearing) on each platform with structure to take new station concourse
23. Construct new supports for new road bridge at Station and over new rails at Platforms 7 – 9/10 as part of platform construction process – and including ramp over concourse level.
24. Construct new car park alongside Guildford Park Road (below road level) to take development above

### Walnut Tree Close & Woodbridge Meadows

25. Construct ground level car parking for residential development at Woodbridge Meadows (partly for flood water containment if necessary) to allow for all servicing for the development
26. Develop residential plots on Walnut Tree Close



**1-5 YEARS**  
**PHASE 3**





## Completions

### Bedford Wharf

1. New Odeon Cinema open for business (location to be determined)

### Station Quarter

2. Guildford Park Road Car Park open for business with protection from above ground level construction in next phase
3. Open Platforms 7 to 9 or 10 for use (initially to be able to alternate between lines to enable working through the station in a phasing to suit Network Rail, enabling the bridge supports, the concourse construction, the replacement of Farnham Road Bridge and any works of improvement to the rails themselves.

### Walnut Tree Close & Woodbridge Meadows

4. Jewsons site dwellings completed and occupied
5. Walnut Tree Close residential blocks

## A. Preparations

### Bedford Wharf

6. Complete all EA requirements for a residential development above parking on the Bedford Wharf site

### Station Quarter

7. Relocate Guildford Park Car Parking into new car park on Guildford Park Road (with underpass access for ticket-holders to all station platforms)
8. Clear entrance road to Guildford Park Road Car Park (NOTE: if there is to be a regeneration of the Guildford Park Estate this might only be retained as a temporary access and so substantial works not required)

### North Street Development

9. Agree new bus routes and stops with bus operators and Surrey County Council

## B. Enabling Works

### Bedford Wharf

10. Demolish Odeon and Old Orleans buildings ready for development
11. Demolish buildings on Onslow Street
12. Demolish buildings on the west side of Mary Road

### New Road

13. Construct bridge supports and associated works on both sides of the River to take the new road bridge

### Riverside Square

14. Demolish George Abbot pub and other structures on Portsmouth Road car park

### Farnham Road Bridge

15. Construct new supports for the Farnham Road Bridge alongside the railway land on both sides of the railway (if this is done outside the line of the existing bridge, this might allow for a slightly wider bridge for better pedestrian and cyclist experience but can also help reduce the time taken to replace the bridge.
16. Temporarily reroute Farnham Road traffic along Walnut Tree Close as far as Yorkies Bridge, over Yorkies Bridge, back along Guildford Park Car Park and onto Guildford Park Road.

## C. Developments and Construction Projects

### Bedford Wharf

17. Build new Council Offices and County Court on Bedford Wharf site (including new Surrey County Council offices and library if that can be achieved)

### Station Quarter

18. Construction works to all other platforms to accommodate new concourse.
19. Construct (or complete construction of a new concourse over station) working over platforms when rail traffic is diverted onto other platforms.
20. Develop site over entrance to Farnham Road Car Park as a bus interchange with buildings over.
21. Construct new station offices on the corner of Farnham Road and Guildford Park Road with parking for staff and British Transport Police beneath
22. Begin construction of new residential block above Guildford Park Road car park

### New Road

23. Construct York Road extension between new Council Offices and County Court

### Walnut Tree Close & Woodbridge Meadows

24. Begin construction of school(s) on Walnut Tree Close
25. Begin construction of new residential units on Woodbridge Meadows

### Guildford Park Car Park

26. Begin development of Guildford Park car park to the extent use for through traffic during construction of Farnham Road Bridge will allow.

### Farnham Road Bridge

27. Construct new Farnham Road bridge



**1-5 YEARS**  
**PHASE 4**





### Completions

#### Bedford Wharf

1. Council Offices operational
2. County Court operational

#### Farnham Road Bridge

3. Farnham Road Bridge open

#### Walnut Tree Close & Woodbridge Meadows

4. Schools on Walnut Tree Close

### A. Preparations

#### Station Quarter

5. Clear entrance road to Guildford Park Road Car Park (NOTE: if there is to be a regeneration of the Guildford Park Estate this might only be retained as a temporary access and so substantial works not required)

### B. Enabling Works

#### Bedford Wharf

6. Demolition of County Court

#### Riverside Square

7. Re configuration of Town Bridge
8. Construction of bridge ramps for the new Shalford Road Bridge

### C. Developments and Construction Projects

#### Bedford Wharf

9. Build new residential to the west of Mary Road
10. Site preparations to meet Environment Agency requirements and ground level parking (with active frontages onto Riverside walkway) ready for residential and office developments above and first floor level walkways as a means of access during a flood event.

#### New Road

11. Construct York Road extension to River Wey
12. Construct new Road Bridge over River Wey and over Walnut Tree Close and the Railway
13. Complete construction of new road over new platforms on western side of the station.

#### Guildford Park Car Park

14. Complete Guildford Park Car Park development including through route

#### Walnut Tree Close & Woodbridge Meadows

15. Develop student accommodation and residential next to Yorkies Bridge

#### Riverside Square

16. Construct Shalford Road Bridge
17. Construct new road layout between Park Street and Shalford Road Bridge



**5-10 YEARS**  
**PHASE 5**





## Completions

### Station Quarter

1. Bus Interchange
2. Station Concourse
3. Station Offices
4. Western road above platforms 7 to 9/10

### New Road

5. Crossing from Guildford Park Car Park to York Road enabling the bus station to be closed and the North Street development to be started.

### Riverside Square

6. Shalford Road bridge open completing the new highways system

### Guildford Park Road

7. Guildford Park Car Park development completed with scope for additional phase taking in Guildford Park Estate

### Walnut Tree Close & Woodbridge Meadows

8. Substantial parts of the Woodbridge Meadows housing
9. Student accommodation and residential next to Yorkies Bridge

## A. Preparations

### North Street & Pedestrian Prioritisation

10. Close Onslow Street and Bridge Street to through traffic

## B. Enabling Works

### North Street & Pedestrian Prioritisation

11. Remove central reservation from Onslow Street
12. Lay new street surface (similar to Castle Street treatment) in Bridge Street and Onslow Street

### Walnut Tree Close & Woodbridge Meadows

13. Close Walnut Tree Close to through traffic

### Riverside Square

14. Demolish Friary Bridge

### Millmead

15. Demolish Council Offices
16. Create roadway from Portsmouth Road (Lawn Road) to Millmead through Council site
17. Close off Millmead to traffic from Town Bridge

## C. Developments and Construction Projects

### Bedford Wharf

18. Construction of Offices and Residential on Bedford Wharf
19. Construct new square in front of St Saviour's Church

### North Street

20. Complete North Street
21. Reface Friary Centre to provide retail frontage to Onslow Street
22. Resurfacing and environmental improvements at street level

### Walnut Tree Close & Woodbridge Meadows

23. Continue development of residential blocks on Woodbridge Meadows and Walnut Tree Close

### Millmead

24. Develop former Council offices for residential uses (including opening up parkland in front of Millmead House)

### Station Quarter

25. Develop Station East residential and new Station frontage

### Riverside Square

26. Develop buildings and landscape on west side of river



**10-15 YEARS**  
**PHASE 6**





#### **Completions**

##### **Bedford Wharf**

1. Bedford Wharf

##### **Riverside Square**

2. Riverside Square west

##### **North Street**

3. North Street retail, residential and public open space
4. Street-level environmental improvements
5. Onslow Street (Friary) Retail

##### **Walnut Tree Close & Woodbridge Meadows**

6. Woodbridge Meadows

##### **Millmead**

7. Residential development on council land

#### **B. Enabling Works**

##### **Riverside Square**

8. Demolish Friary Street retail scheme to create space for Riverside Square

#### **C. Developments and Construction Projects**

##### **Riverside Square**

9. Develop buildings and landscape on east side of river



**15 YEARS**  
**THE COMPLETE MASTERPLAN**



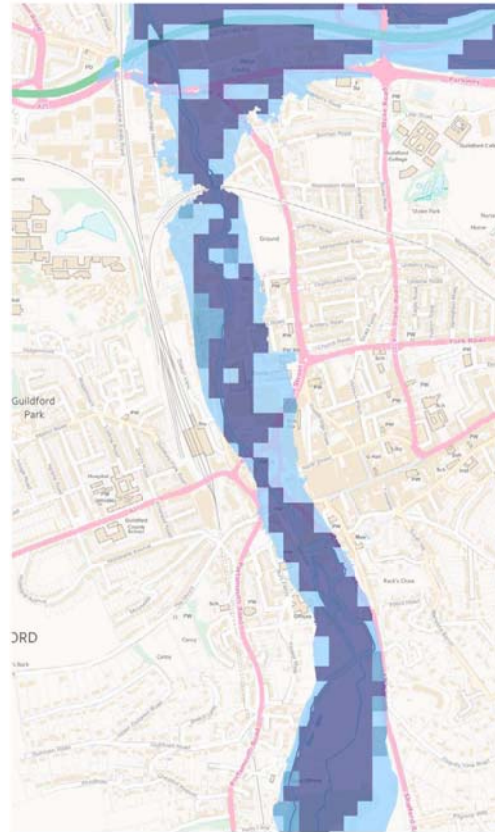


# 9. FLOODING STRATEGY



# FLOODING

## TYPES OF FLOODING



Flood risk from rivers



Flood risk from surface water



Flood risk from reservoirs

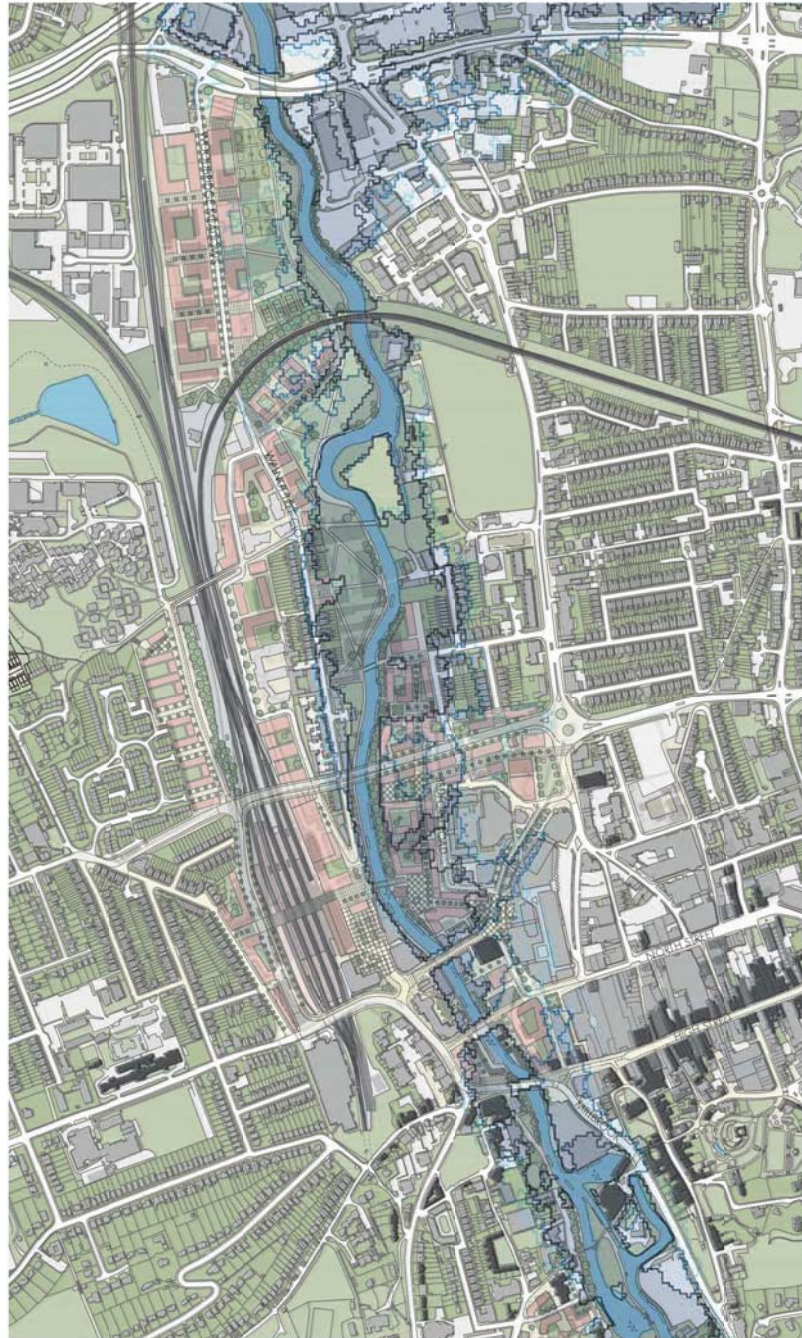
### Flood risk





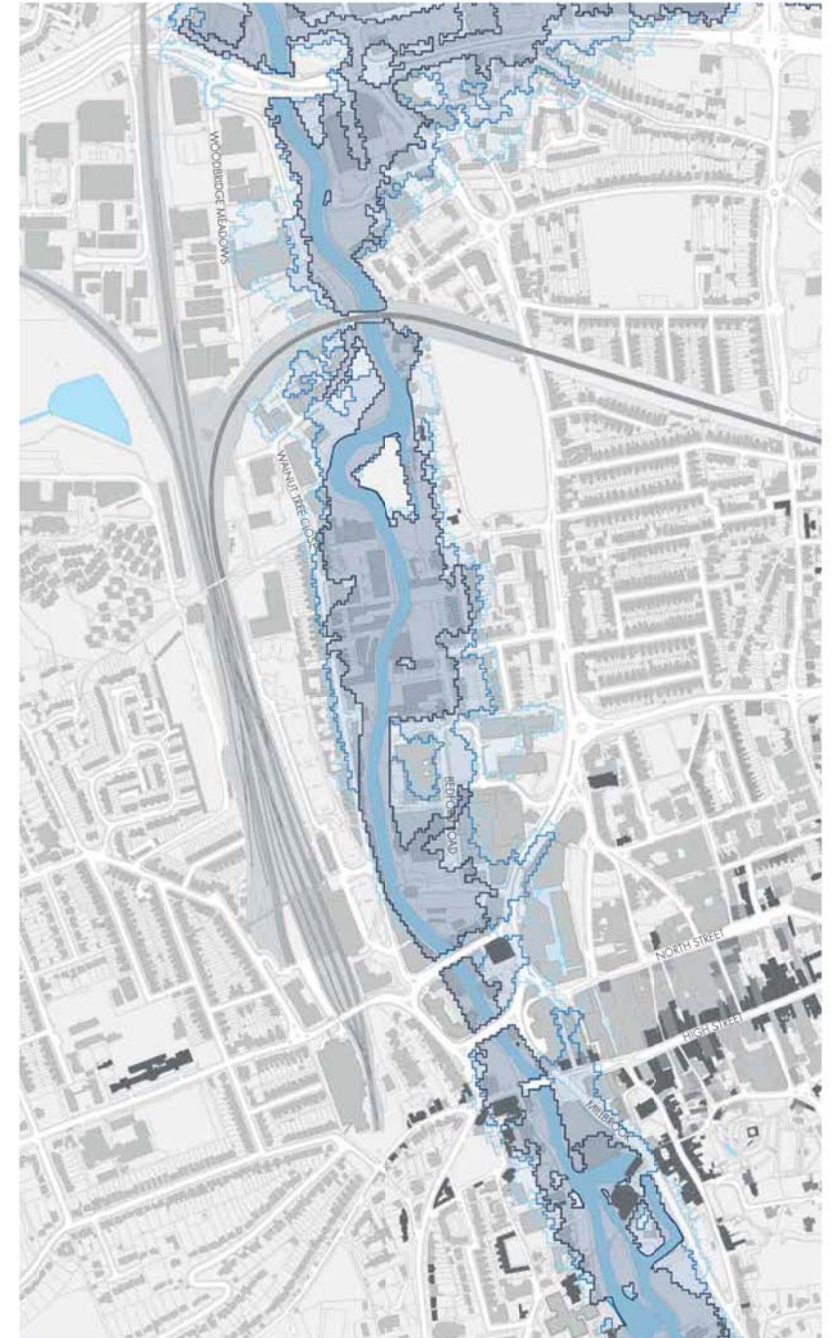
# FLOODING

## FLOOD RISK ZONES



- Flood zone 2 - medium risk
- Flood zone 3A
- Flood zone 3B - highest risk

Proposed masterplan superimposed on existing flood risk zones



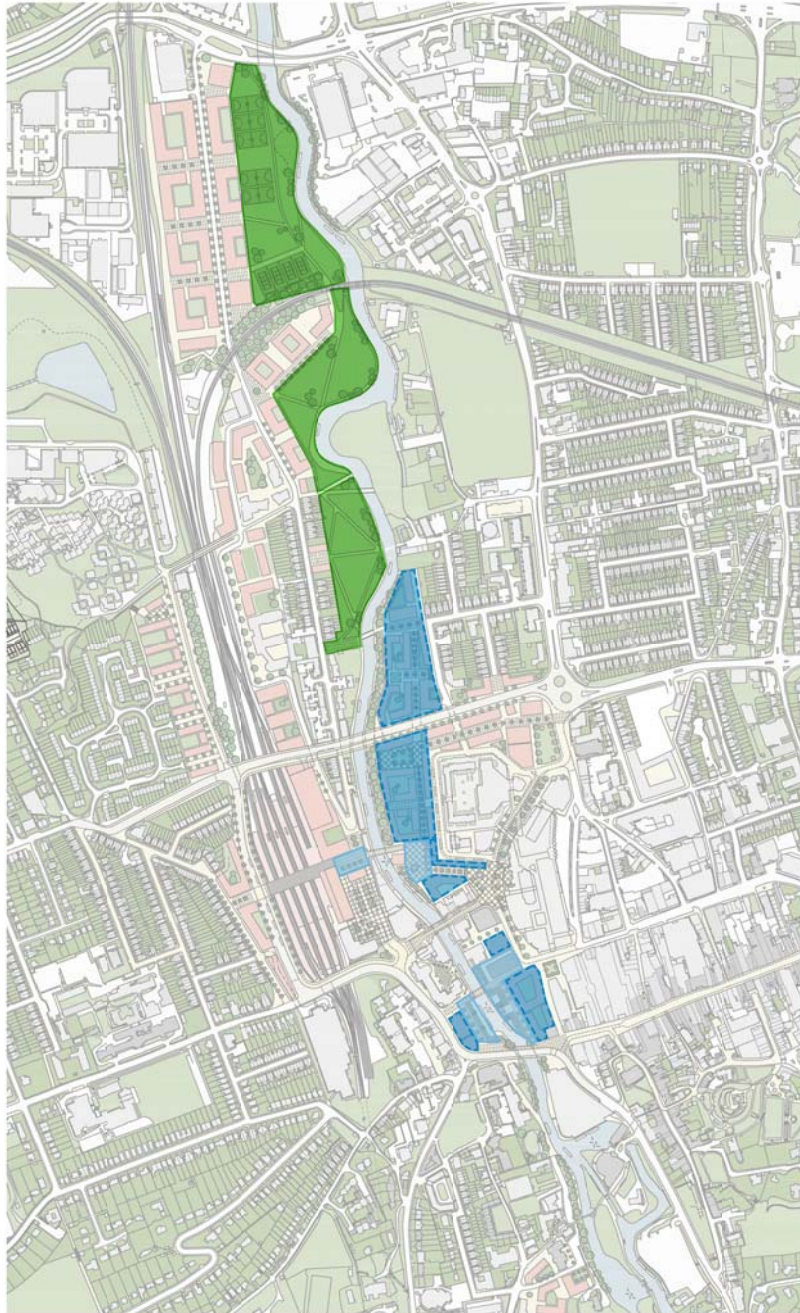
Existing flood risk zones from 'Guildford Town Centre and Hinterland Masterplan Report Final draft report for consultation October 2015'






# FLOODING STRATEGY

Away from the town centre the impact of flooding is mitigated by waterside parks on the floodplain. In the town centre where residential buildings are proposed in flood risk zones there will be a raised level to allow escape in the event of a flood. This is in the form of raised ground floors, undercroft car parking and other non residential uses at ground floor.

Flood water reservoirs are also proposed beneath public squares as well as the widening of banks at Town Wharf and Bedford Wharf.



-  Reservoir under public square
-  Raised ground floor allowing escape during times of flood
-  Waterside park floodplains

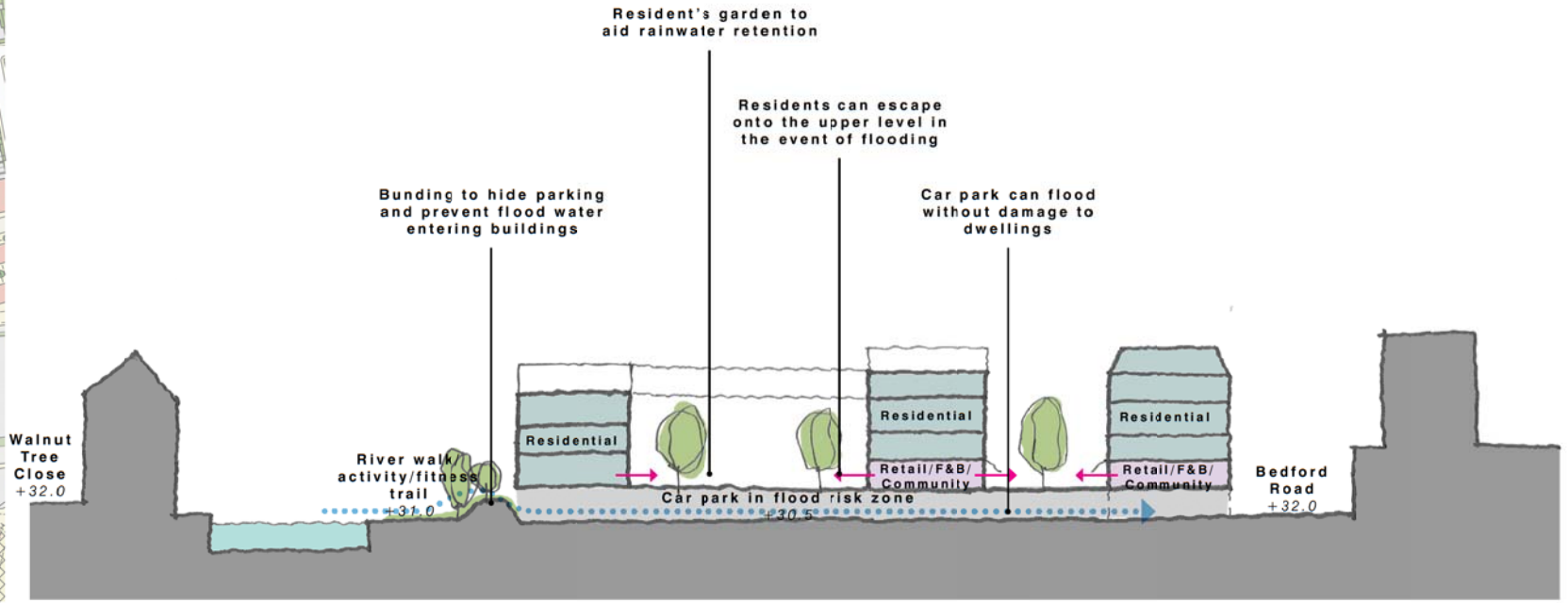
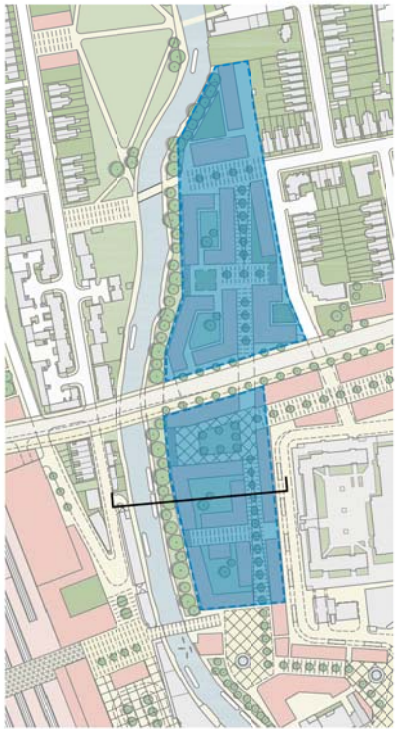
Proposed masterplan



# FLOODING

## BUILDINGS IN FLOOD RISK ZONES

The section shows the strategy for the buildings in the Bedford Wharf flood risk zone.



Typical section showing strategy for parking and flooding



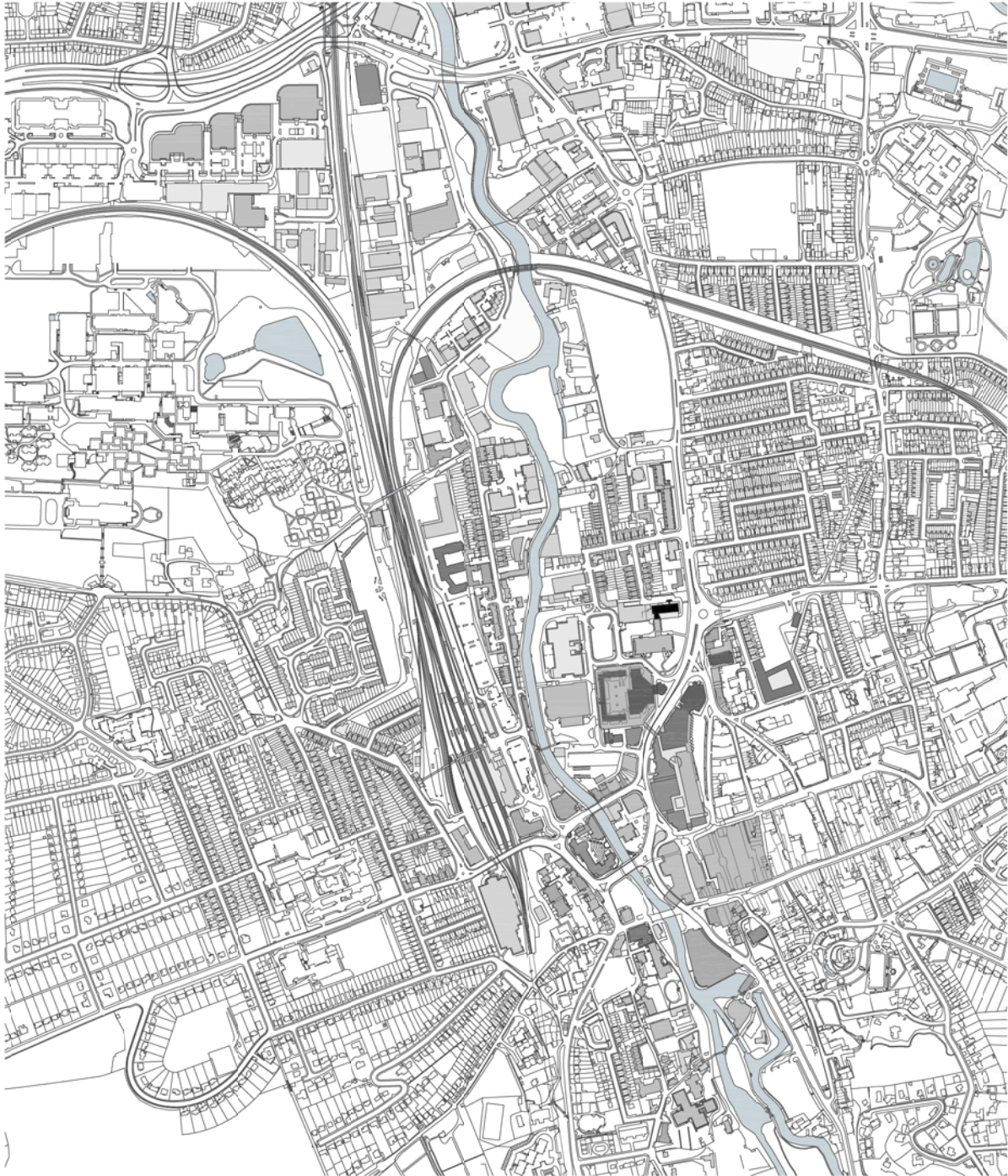




# 10. EXISTING PLANS



# BUILDING HEIGHTS EXISTING PLAN



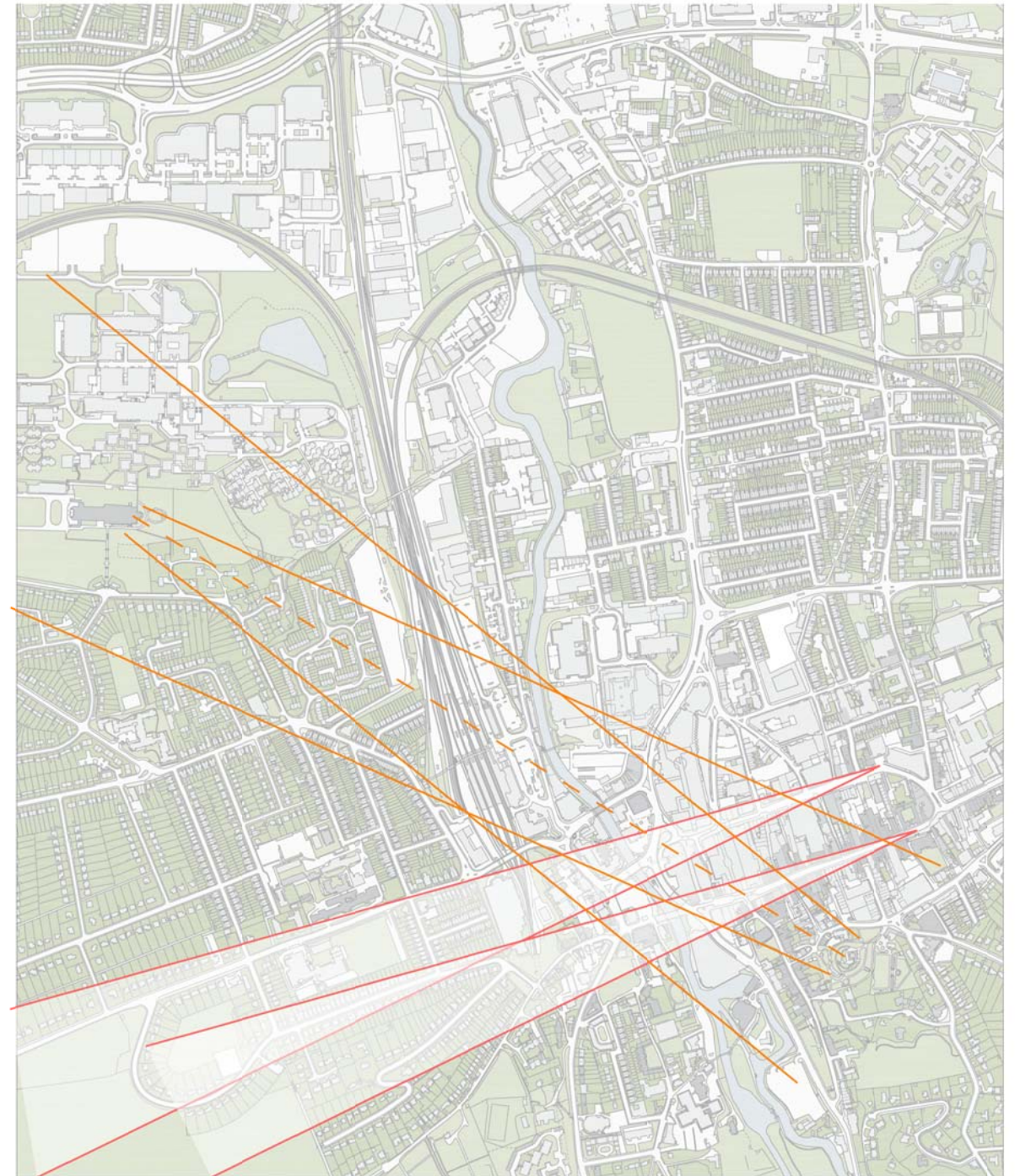
Number of stories based on a  
3m floor to floor height





# VIEWS

## EXISTING PLAN



- Views from North Street and High Street
- Views between Cathedral and Castle



