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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.

1. John Riggs FRICS

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

2. Julian D.S. Lyon, MFA (Dist.), FRICS

Director of Worldwide Occupier Services, Savills; Chair, The Guildford Society; Chairman, RICS Corporate Occupier Group; Board Member, RICS Commercial Estate Panel Chair, CSI 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 Great Estate Lending 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 Docking, Braintree and Harlow Town. 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 the 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 the 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 Lytton, RIBA


David Oggivile 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 Zinys Connel. He went on to John Madin Design (Birmingham) working on housing in Coventry and then with James Robertson Groverson Hotel before becoming an Associate of Healy & Healy architects in Sydney. He was job architect for the RIBA Canberra University, shopping centres, offices and housing schemes before returning to the UK to join BD in Guildford where he worked on Leatherhead shopping centre, Warwickshire shopping centres, WY development and various schemes, shopping and housing projects, masterplanned the RAE, Blood Products Laboratory, Heathrow Airport and studying for the IRM. In 1991 he set up David Oggivile Design undertaking housing, ecclesiastical and commercial work.

8. James Burland, Architect


9. Alistair Smith


Alistair has been involved in many large organisational change programs enabled by new technology for major corporates including BP, KPMG, Deloitte, and avaris. Many of these programmes have reaped the cutting edge technology particularly supporting R&I organisations.

He has worked internationally particularly in the US and Europe, and his experience of managing internationally based and staffed teams of professional.

10. Richard Jarvis, BSc, MS, CEng, FICE, FCIOB

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 taken 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 man board Director. He was subsequently Executive Chairman of consultants G4K, now part of the US-based ICF group.

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Guildford Town Centre Draft Masterplan Public Presentation 10th May 2018
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 Hodgson, PhD

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 1st 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 Women’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 Livit since its inception, assisting with publicity and organisation, because she wholeheartedly believes in what it is trying to achieve.

16. Liz Markwell, EA 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. Yvonna Wilkinson
Campaign Manager and Administrator for The Guildford Kelkion Group.

Yvonna 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 placemaking 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

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 slotted 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. The construction of the railway canyon in 1945. Major repairs are due to this bridge.

The only major transport corridor away from the town centre is the A3 – effectively a bypass of a bypass 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 traffic delays, some accident and some fatal.

Guildford Railway Station was designed for 3 million passenger journeys. It is currently coping with 8m and is forecast to grow to 12 million 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 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 re-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 affects 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 suggest this need to improve accessibility 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 Rides 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 commerce all space.
- Replace much of the existing one-way system with pedestrianisation. Replace and enhance capacity by a new link road that incorporates the station in the west.
- Incorporate modal separation Pedestrians, Cyclists, and motor vehicles in the new arrangements.
- Create a 21st Century Transport Hub at the Station.
- Pedestrianisation to re-define Core of Town with Riverside and Station.
- Configure the Way Navigation and surroundings to open the riverside and to mitigate flood risk.
5. Development and Redevelopment

The GVG plan will open-up a considerable area for redevelopment especially along the Way Navigation, Station and the site 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 Arteries
- 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 accepted 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. SANS, CIL, and affordable housing quotas. Many sites in Guildford risk in being near open space attract SANS payments, an advantage of using town centre brownfield sites is that SANS payments can be mitigated.

7. Retail

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

8. Commercial

The GVG plan allows for circa 40,000 sqm 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 and retail depending upon market demand. The infrastructure improvements by removing traffic 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 enhance 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 SMCs in time and the development of 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 AS, including an aspiration for a tunnel, to solve problems of congestion and anticipate 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 relocated 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 plans for Sustainable Movement Corridors (SMC) along those roadways, 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 Forton Road and Town Bridge
- Farnham Rd Bridge – Rebuild bridge to avoid weight issues and provide more lanes.
- Farnham 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 Madric 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.

Note that existing one-way system is repurposed 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'].

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 Gatwick, 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, taxi ranks, to west and east of station and separate access for pedestrians and cyclists.

The plans to build Guildford West and East stations are recommended.

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/Runnymede 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 vicinity of the

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 adverse weather can hinder the Way Navigates 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 future 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 Sylfield 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 plans 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. Sites 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 Meacows West
GVG 2 Woodbridge Meacows 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 A6, 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
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

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<th>Total GEA/ft²</th>
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<td>Office &amp; Civic</td>
<td>47,994</td>
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<td>54,449</td>
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<td>F&amp;B</td>
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<td>Hotel/Leisure/Culture</td>
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<td>Community</td>
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Approximate Number of Dwellings: 2,962
Approximate Number of Student Dwellings: 363
Approximate Retirement Dwellings: 52

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<th>Uses</th>
<th>Total GEA/m²</th>
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Approximate Number of Dwellings: 2,786
Approximate Number of Student Dwellings: 363
Approximate Retirement Dwellings: 52

The schedules above contain the following property types:

Residential including:
- Apartments
- Townhouses

Office including:
- Civic buildings
- Courts
- Police

Other uses including:
- Community
- Medical
- 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
Irrssues
• Safety
• Congestion
• Environmental
• Poor pedestrian connectivity
• Major traffic routes conflict with
  major pedestrian junctions

1. Onslow Street
2. North Street
3. A281 Shalrord 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. Leopale 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 5th 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 19.12.18

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 routing 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 Farham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leasdale 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 5th June 2011

Guildford Town Centre Draft Masterplan Public Presentation | 10th May 2018
**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 Farham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A302 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 5th 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 Farham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leopale 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 5th 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.

Section facing south showing the proposed crossing with 1:40 gradient and approximate levels

Section facing south showing the proposed crossing with a 1:20 gradient and approximate levels
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 1860
• 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
Double the movements

Yorkshire

Reading

2TPH > 6TPH

Aldershot

Farnham

Oxford

Woking

4TPH > 10TPH

Heathrow

Loncon

Effingham

4TPH > 8TPH

North 12tpm > 2x8TPH

Guildford

South 6TPH > 1TPH

Rechill

2TPH > 6TPH

Portsmouth

Gatwick

Ashford

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 in 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?
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
THE STATION AREA OPTION A
TYPICAL UPPER FLOOR

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

Wider development of station area
- 525 Apartments
- 66,000 sqft Office
- 35,000 sqft Retail
- 1,300 parking spaces including rest bays

Network Rail ownership

Private ownership

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

Guildford Town Centre Draft Masterplan Public Presentation | 10th May 2018
## The Station Area Option A

### Areas and Typical Section

<table>
<thead>
<tr>
<th>Station Tota Area Option A</th>
<th>GEA/ft²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level</td>
<td>0 1 2 3 4 5 6 7 8 9 10 Total/m² Total/ft²</td>
</tr>
<tr>
<td>MSCP NE GEA</td>
<td>3,770 3,770 2,112 2,112 2,112 2,112 2,112 0 0 0 0 18,100 194,627</td>
</tr>
<tr>
<td>MSCP W GEA</td>
<td>9,528 9,528 0 0 0 0 0 0 0 0 0 19,056 205,117</td>
</tr>
<tr>
<td>Resi GP GEA</td>
<td>1,716 1,716 0 0 0 0 0 0 0 0 0 1,716 18,471</td>
</tr>
<tr>
<td>Residential GEA</td>
<td>1,562 3,759 6,810 7,562 7,982 7,458 7,458 6,081 3,213 917 0 53,182 572,444</td>
</tr>
<tr>
<td>Office GEA</td>
<td>0 0 315 1,225 1,225 1,225 1,225 0 0 0 0 6,440 69,320</td>
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<tr>
<td>Retail GEA</td>
<td>2,413 0 836 0 0 0 0 0 0 0 0 3,249 34,972</td>
</tr>
<tr>
<td>Station GEA</td>
<td>1,074 0 1,480 0 0 0 0 0 0 0 0 2,554 27,491</td>
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<tr>
<td>Bus Station GEA</td>
<td>0 0 1,450 0 0 0 0 0 0 0 0 1,450 15,606</td>
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<tr>
<td>Total GEA</td>
<td>20,063 17,057 13,003 11,299 11,299 10,796 10,795 10,795 7,306 3,213 917 0 105,747 1,138,250</td>
</tr>
<tr>
<td>in NR Ownership</td>
<td>17,067 14,061 11,068 10,125 10,125 9,631 9,631 9,631 6,132 3,213 917 0 92,688 997,466</td>
</tr>
<tr>
<td>Total, retail &amp; office</td>
<td>3,395 3,059 2,935 2,164 2,164 1,164 1,164 1,164 1,164 0 0 62,059 678,788</td>
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</tbody>
</table>

### Solarium Development

<table>
<thead>
<tr>
<th>Solarium Development</th>
<th>Total GEA/m²</th>
<th>Total GEA/ft²</th>
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<tbody>
<tr>
<td>15,580</td>
<td>160,840</td>
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<tr>
<td>2,122</td>
<td>22,841</td>
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<tr>
<td>45,480</td>
<td>490,650</td>
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</tr>
<tr>
<td>2,104</td>
<td>22,947</td>
<td></td>
</tr>
<tr>
<td>3,642</td>
<td>39,202</td>
<td></td>
</tr>
<tr>
<td>932</td>
<td>9,935</td>
<td></td>
</tr>
<tr>
<td>69,781</td>
<td>751,116</td>
<td></td>
</tr>
<tr>
<td>69,781</td>
<td>751,116</td>
<td></td>
</tr>
<tr>
<td>51,236</td>
<td>551,499</td>
<td></td>
</tr>
</tbody>
</table>

### Approximate Number of Dwellings

- Apartments: 1100 ft² per dwelling * 520
- Total number of dwellings: 438

### Approximate Number of Parking Spaces

- MSCP NE GEA: 700 (incl real)
- MSCP W GEA: 600 (incl real)

*subject to refuse, cycle, parking, MEP provisions

### Notes
- The residential area quoted in the above is 14,354 m². This is assumed to be a typo and that the residential area should read 45,354 m².

---

**GUILDFORD VISION GROUP**

**Guildford Town Centre Draft Masterplan Public Presentation | 10th May 2014**
THE STATION AREA OPTION B
GROUND FLOOR

Station East Ground Floor
Station West Underground Parking

- Creates an additional 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

1:2000

Guildford Town Centre Draft Masterplan Public Presentation 10th May 2018

28
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
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
- 66,000 sqft Office
- 35,000 sqft Retail
- 1,300 parking spaces including rest bays
# The Station Area Option B

## Areas and Typical Section

<table>
<thead>
<tr>
<th>Station Tect Area Option B</th>
<th>GEA/m²</th>
<th>Level 0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>Total/m²</th>
<th>Total/f²</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSCP NE GEA</td>
<td>3,770</td>
<td>3,770</td>
<td>2,112</td>
<td>2,112</td>
<td>2,112</td>
<td>2,112</td>
<td>2,112</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>18,100</td>
<td>194,827</td>
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<td>MSCP W GEA</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>19,068</td>
<td>205,117</td>
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</tr>
<tr>
<td>Resi GEA</td>
<td>1,716</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,716</td>
<td>18,471</td>
<td></td>
</tr>
<tr>
<td>Residential GEA</td>
<td>1,562</td>
<td>3,759</td>
<td>6,799</td>
<td>9,864</td>
<td>9,864</td>
<td>9,860</td>
<td>9,860</td>
<td>7,983</td>
<td>3,213</td>
<td>917</td>
<td>0</td>
<td>62,591</td>
<td>673,724</td>
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</tr>
<tr>
<td>Office GEA</td>
<td>0</td>
<td>0</td>
<td>972</td>
<td>1,399</td>
<td>1,399</td>
<td>1,399</td>
<td>1,399</td>
<td>1,399</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,967</td>
<td>85,756</td>
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<tr>
<td>Retail GEA</td>
<td>2,413</td>
<td>0</td>
<td>865</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,278</td>
<td>35,284</td>
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<tr>
<td>Station GEA</td>
<td>1,074</td>
<td>0</td>
<td>1,836</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,960</td>
<td>31,861</td>
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<tr>
<td>Bus Station GEA</td>
<td>0</td>
<td>0</td>
<td>1,450</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>1,450</td>
<td>15,608</td>
<td></td>
</tr>
<tr>
<td>Total GEA</td>
<td>20,063</td>
<td>12,657</td>
<td>13,594</td>
<td>13,375</td>
<td>13,375</td>
<td>12,871</td>
<td>12,871</td>
<td>9,382</td>
<td>3,213</td>
<td>917</td>
<td>0</td>
<td>117,118</td>
<td>1,260,646</td>
<td></td>
</tr>
</tbody>
</table>

**Approximate Number of Dwellings**

- Total, retail & office: 2,075
- Apartments: 1,100 ft² per dwelling
- Total: 1,212

**Solum Development**

<table>
<thead>
<tr>
<th>Total GEA/m²</th>
<th>Total GEA/f²</th>
</tr>
</thead>
<tbody>
<tr>
<td>15,560</td>
<td>168,840</td>
</tr>
<tr>
<td>2,122</td>
<td>22,441</td>
</tr>
<tr>
<td>45,490</td>
<td>499,650</td>
</tr>
<tr>
<td>2,104</td>
<td>22,647</td>
</tr>
<tr>
<td>3,642</td>
<td>39,292</td>
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<tr>
<td>922</td>
<td>9,935</td>
</tr>
<tr>
<td>69,781</td>
<td>751,116</td>
</tr>
<tr>
<td>65,781</td>
<td>751,116</td>
</tr>
<tr>
<td>51,236</td>
<td>551,499</td>
</tr>
</tbody>
</table>

**Approximate number of parking spaces**

- MSCP NE GEA: 700 (incl. resi)
- MSCP W GEA: 600 (incl. resi)

---

**Diagram:**

- Guildford Park Road (+42.4 m)
- Station West Plaza (+43.0 m)
- Parking (+42.0 m)
- Platforms (+37.8 m)
- Existing Station Tunnel
- Extension of existing tunnel
- Station Square (+37.0 m)

---

**Note:** The residential area quoted in the above is 14,354 m². This is assumed to be a typo and that the residential area should read 45,354 m².

**Areas taken from A1 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/22/32163).**

**GUILDFORD VISION GROUP**

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**Guilford Town Centre Draft Masterplan Public Presentation 10th May 2018**

---

**Number of dwellings:** 438

**MSCP Bays (incl. resi):** 644

**MSCP Motorcycle Bays:** 75
1. SECTION 15 - STATION, BLOCKS A’, A2, D & E EAST ELEVATION

2. SECTION 14 - STATION, BLOCKS A’, A2, B, D & E WEST ELEVATION
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
**Summary**

### Total GEA

<table>
<thead>
<tr>
<th>Uses</th>
<th>Total GEA/m²</th>
<th>Total GEA/ft²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>335,349</td>
<td>3,296,744</td>
</tr>
<tr>
<td>Office &amp; Civic</td>
<td>47,964</td>
<td>516,603</td>
</tr>
<tr>
<td>Parking</td>
<td>94,449</td>
<td>1,026,169</td>
</tr>
<tr>
<td>F&amp;B</td>
<td>10,409</td>
<td>112,042</td>
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<tr>
<td>Retail</td>
<td>6,478</td>
<td>91,235</td>
</tr>
<tr>
<td>Hotel/Leisure/Culture</td>
<td>13,337</td>
<td>143,558</td>
</tr>
<tr>
<td>Community</td>
<td>20,342</td>
<td>218,959</td>
</tr>
<tr>
<td>Station &amp; Bus Station</td>
<td>4,004</td>
<td>43,099</td>
</tr>
<tr>
<td><strong>Total GEA</strong></td>
<td><strong>506,360</strong></td>
<td><strong>5,450,409</strong></td>
</tr>
</tbody>
</table>

- Approximate Number of Dwellings: 2,962
- Approximate Number of Student Dwellings: 353
- Approximate Retirement Dwellings: 52

### Total GEA (Excluding areas in flood risk zones)

<table>
<thead>
<tr>
<th>Uses</th>
<th>Total GEA/m²</th>
<th>Total GEA/ft²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>268,949</td>
<td>3,110,216</td>
</tr>
<tr>
<td>Office &amp; Civic</td>
<td>47,964</td>
<td>516,603</td>
</tr>
<tr>
<td>Parking</td>
<td>91,839</td>
<td>998,769</td>
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<tr>
<td>F&amp;B</td>
<td>9,930</td>
<td>108,339</td>
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<td>13,337</td>
<td>143,558</td>
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<td>Community</td>
<td>20,342</td>
<td>218,959</td>
</tr>
<tr>
<td>Station &amp; Bus Station</td>
<td>4,004</td>
<td>43,099</td>
</tr>
<tr>
<td><strong>Total GEA</strong></td>
<td><strong>483,797</strong></td>
<td><strong>5,207,546</strong></td>
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</table>

- Approximate Number of Dwellings: 2,786
- Approximate Number of Student Dwellings: 353
- Approximate Retirement Dwellings: 52

---

Buildings in flood risk zones
BUILDING HEIGHTS

PROPOSED

Number of storeys

1
2
3
4
5
6
7
8
9
10

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 map also improves access to existing riverside assets such as Dapdure Wharf and Millmead, below.
CYCLES
TOWN CENTRE CYCLING

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

- Cycle friendly route
- Dedicated cycle lanes
Public car parks

1. Bedford Road (1033 spaces)
2. Leopale Road (384 spaces)
3. Tungate (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 (97 spaces)
9. Guildford Park Road (approximately 600 spaces)
10. MSCP (approximately 700 spaces)

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

- Undercroft parking
- Basements
**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 2013*
5. THE MASTERPLAN ZONES
### Station Total Area Option A

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<tr>
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<th>8</th>
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<th>10</th>
<th>Total/m²</th>
<th>Total/ft²</th>
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<td>3,770</td>
<td>2,112</td>
<td>2,112</td>
<td>2,112</td>
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<td>0</td>
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**Approximate Number of Dwellings**

- Total residents: 20,063
- Total apartments: 17,057
- Total family/office: 13,003
- Total combined: 50,123

**Number of dwellings:** 438

**Approximate number of parking spaces**

- MSCP NE GEA: 700 (incl retail)
- MSCP W GEA: 600 (incl retail)

*Subject to refuse, cycle, parking, MEP provisions*
THE STATION AREA OPTION B
MASTERPLAN EXTRACT
### The Station Area Option B

**Areas and Typical Section**

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<td>3,770</td>
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<td>2,112</td>
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<tr>
<td>Retail GEA</td>
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<td>0</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>Total GEA</td>
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<td>in NR Ownership</td>
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<td>4,061</td>
<td>12,025</td>
<td>12,250</td>
<td>12,250</td>
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<td>3,213</td>
<td>917</td>
<td>0</td>
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<tr>
<td>Total resi, retail &amp; office</td>
<td>3,075</td>
<td>3,759</td>
<td>8,546</td>
<td>11,263</td>
<td>11,263</td>
<td>10,759</td>
<td>10,759</td>
<td>9,382</td>
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<tr>
<td>Approximate Number of Dwellings</td>
<td>1100 ft² per dwelling*</td>
<td>612</td>
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<td></td>
<td></td>
<td></td>
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</table>

- Approximate number of parking spaces
  - MSCP NE GEA: 700 (incl resi)
  - MSCP W GEA: 600 (incl resi)

Notet: The residential area quoted in the above is "14.13m²." This is assumed to be a typo and that the residential area should read 45.354m².

**Solum Development**

<table>
<thead>
<tr>
<th>Total GEA/m²</th>
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<td>Total GEA/m²</td>
<td>Total GEA/m²</td>
</tr>
<tr>
<td>15,580</td>
<td>168,840</td>
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<td>2,122</td>
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<td>45,490</td>
<td>489,650</td>
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<tr>
<td>2,960</td>
<td>31,861</td>
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<td>117,118</td>
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<td>65,781</td>
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<td>104,432</td>
<td>1,124,086</td>
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<td>51,236</td>
<td>551,499</td>
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</table>

- Number of dwellings: 438
- Apartments: 1100 ft² per dwelling
- * subject to refuse, cycle, parking, MEP provisions

---

**Figure:** Section through station development

**Note:**
- MSCP Bays (incl resi): 544
- MSCP Motorcycle Bays: 75
BEDFORD WHARF
MASTERPLAN EXTRACT
### Bedford Wharf GVG A2,7,8,9 & 10

<table>
<thead>
<tr>
<th>Uses</th>
<th>Lower Ground/m²</th>
<th>Upper Ground/m²</th>
<th>Typical Flo ar/m²</th>
<th>Average number of stories above ground</th>
<th>Total GEA/m²</th>
<th>Total GEA/ft²</th>
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<td>11,240</td>
<td>3.6</td>
<td>46,818</td>
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<td>4,733</td>
<td>5,342</td>
<td>7.0</td>
<td>41,554</td>
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<td>128,684</td>
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<td>F&amp;B</td>
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<td>3,190</td>
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<td>4,669</td>
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<td>4.0</td>
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<td>62,054</td>
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<tr>
<td>Hotel</td>
<td>395</td>
<td>1,074</td>
<td>1,074</td>
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<td>112,282</td>
<td>1,206,381</td>
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<td><strong>112,282</strong></td>
<td><strong>1,206,381</strong></td>
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**Approximate Number of Dwellings**  
501

*subject to refuse, cycle, parking, MEP provisions

---

### Bedford Wharf (GVG A2,7,8,9 & 10) (Excluding areas in flood risk zones)

<table>
<thead>
<tr>
<th>Uses</th>
<th>Lower Ground/m²</th>
<th>Upper Ground/m²</th>
<th>Typical Flo ar/m²</th>
<th>Average number of stories above ground</th>
<th>Total GEA/m²</th>
<th>Total GEA/ft²</th>
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<tr>
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<td></td>
<td>7,180</td>
<td>77,280</td>
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<td>14,930</td>
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<td>1,074</td>
<td>1,074</td>
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<td>5,755</td>
<td>62,054</td>
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**Approximate Number of Dwellings**  
325

*subject to refuse, cycle, parking, MEP provisions

---

**Indicative section showing possible strategy for parking and flooding**
## Town Wharf Areas

<table>
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<tr>
<th>Uses</th>
<th>Ground Floor/m²</th>
<th>Typical Floor/m²</th>
<th>Average number of stories above ground</th>
<th>Total GEA/m²</th>
<th>Total GEA/m²</th>
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Approximate Number of Dwellings

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<th></th>
<th>101</th>
<th>1000ft²/dwelling*</th>
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* subject to refuse, cycle, parking, MEP provisions
## Millmead Areas

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<th>Average number of stories above ground</th>
<th>Total GEA/m²</th>
<th>Total GEA/ft²</th>
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Approximate Number of Dwellings: 90, 1000 ft²/dwelling

*subject to refuse, cycle, parking, MEP provisions*
### Guildford Park Areas

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<th>Total GEA/ft²</th>
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<td><strong>28,951</strong></td>
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*Approximate Number of Dwellings* 237

*subject to refuse, cycle, parking, MEP provisions*
### Walnut Tree Close (GVG A5,A9,A13,A14,3,4,5 & 6)

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<td><strong>65,799</strong></td>
<td><strong>709,722</strong></td>
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</tbody>
</table>

| Approximate Number of Dwellings | 221 | 1000 ft²/dwelling* |
| Approximate Number of Student Dwellings | 353 | 600 ft²/dwelling* |
| Approximate Retirement Dwellings | 52  | 600 ft²/dwelling* |

* subject to refuse, cycle, parking, MEP provisions
### Woodbridge Meadows (GVG 18.2)

<table>
<thead>
<tr>
<th>Use</th>
<th>Ground Floor/m²</th>
<th>Typical Floor/m²</th>
<th>Average number of stories above ground</th>
<th>Total GEA/m²</th>
<th>Total GEA/ft²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5.52</td>
<td>19.026</td>
<td>6.0</td>
<td>119.668</td>
<td>1,268,096</td>
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<tr>
<td>Parking</td>
<td>33.490</td>
<td>0</td>
<td></td>
<td>33.490</td>
<td>368,480</td>
</tr>
<tr>
<td>Retail</td>
<td>1.024</td>
<td>0</td>
<td></td>
<td>1,024</td>
<td>11,022</td>
</tr>
<tr>
<td>Community</td>
<td>3.996</td>
<td>0</td>
<td></td>
<td>3,996</td>
<td>42,044</td>
</tr>
<tr>
<td><strong>Total GEA</strong></td>
<td><strong>158,088</strong></td>
<td><strong>0</strong></td>
<td><strong>1,711,650</strong></td>
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</tr>
</tbody>
</table>

Approximate Number of Dwellings: 1,288

1,288 x 1,000 ft² dwelling

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

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**Woodbridge Meadows (GVG 18.2)**

**Residential**

**Car park +32.0**

**Retail**

**Woodbridge Meadows +32.0**

**Residential**

**Car park +32.0**

**Playing fields/park in flood risk zone +32.0**
6. THE TOWN BRIDGE
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 town service access to high street
PROPOSED
VIEW FROM TOWN WHARF
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
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
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
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
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 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
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 120C dwellings, whilst an equivalent area of greenbelt land can accommodate 350 dwellings. High-density residential development of Woodbridge Meadows will help protect the green belt.
A. Preparations

Bedford Wharf
1. Planning consent for new Police and Court buildings at Mary Road
2. Shopping & office for part 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 masterplan, a clear approved flood risk strategy)
4. Identify new site for Rosem Cineama

Station Quarter
5. Network Rail and Department for Transport approval for station expansion (including Platform 6, 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 North 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 this 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 Sibfield to relocate Employment
   Land uses from Woodbridge Meadows and Walnut Tree Close (will require amendment of Green belt boundary and reconstituting 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 Abbott 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 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 6 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
25. Build new police station and court buildings on Bedford Wharf
26. 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
31. Build new residential development on site of Jewsons
31. 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
A. Preparations

Bedford Wharf
7. Planning Consent for relocation 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 6 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: suggests 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 6 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 Jordane Farmhouse

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 (§16) 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 Platform 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 floor car parking for residential development at Woodbridge Meadows (parity 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 13 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.

Woodtree Close & Woodbridge Meadows
4. Jewsons site dwellings completed and occupied
5. Woodtree 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 Survey County Council

B. Enabling Works

Bedford Wharf
10. Demolish Odeon and Old Grapes 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 Bridges
15. Construct new supports for the Farnham Road Bridge alongside the railway and 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 Woodtree 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
11. Build new Council Offices and County Court on Bedford Wharf site (including new Survey 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
22. Construct York Road extension between new Council Offices and County Court

Woodtree Close & Woodbridge Meadows
24. Begin construction of school(s) on Woodtree 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 curing 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. Reconfiguration of Town Bridge
8. Construction of bridge ramps for the new Shalbord 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 walkways 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 Shalbord Road Bridge
17. Construct new road layout between Park Street and Shalbord Road Bridge
5-10 YEARS
PHASE 5

Guildford Town Centre Draft Masterplan Public Presentation | 10th May 2018
Completions
Station Quarter
1. Bus Interchange
2. Station Concourse
3. Station Offices
4. Western area 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 near to Yorkies Bridge

A. Preparations
North Street & Pedestrian Prioritisation
10. Close Ondslow Street and Bridge Street to through traffic

B. Enabling Works
North Street & Pedestrian Prioritisation
11. Remove central reservation from Ondslow Street
12. Lay new street surface (similar to Castle Street treatment) in Bridge Street and Ondslow 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
1. Construction of Offices and Residential on Bedford Wharf
10. Construct new square in front of St Saviour's Church

North Street
2. Complete North Street
21. Replace Friary Centre to provide retail frontage to Ondslow Street
22. Resurfacing and environmental improvements at street level

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

Millmead
21. Develop former Council offices for residential use (including opening up parkland in front of Millmead House

Station Quarter
24. 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
Flooding
Flooding Risk Zones

- Flooc zone 2 - medium risk
- Flooc zone 3A
- Flooc 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.
FLOODING
BUILDINGS IN FLOOD RISK ZONES

The section shows the strategy for the buildings in the Bedford Wharf flood risk zone.
10. EXISTING PLANS
BUILDING HEIGHTS
EXISTING PLAN

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

1
2
3
4
5
6
7
8
9
10