

JUNE 2006

TOWN CENTRE AREA ACTION PLAN

PREFERRED OPTIONS CONSULTATION DOCUMENT

CONTENTS

SECTION TITLE	PAGE NUMBER
1 Introduction	02
2 Spatial Portrait	06
3 Vision and Objectives	08
4 Context	09
5 Defining the Town Centre Boundary	10
6 Key Issues and Opportunities	11
6.1 Housing	11
6.2 Town Centre Facilities	12
6.3 Environment	13
6.4 Offices and Other Business Development	14
6.5 Shopping	15
6.6 Movement	16
6.7 Tourism	18
6.8 Energy Efficiency	19
6.9 Infrastructure	20
7 Future Development Framework Guidance	22
7.3 Character Areas	25
7.4 Development Sites	58
7.6 Areas of Influence/Fringe Areas (outside the Town Centre)	82
APPENDICES	84
1 Policies	85
2 Local Strategies and Initiatives	97
3 Evidence Base	98
4 Issues and Options Consultation Responses	100
5 Questionnaire	101
6 Sustainability Appraisal	101
7 Infrastructure Requirements	102

Section 1

INTRODUCTION

1.1 What is the purpose of this document?

1.1.1 The Borough Council is preparing an Area Action Plan for Guildford Town Centre, which considers future development and improvements to 2018. This consultation offers you the opportunity to get involved.

1.1.2 We would now like your views on the Preferred Options proposals, which follow: do you agree with these? Is there another option(s) that should instead be pursued?

Please fill in the questionnaire at the end of this document and post it back to us at:

**Planning Policy
Environmental Policy and Design Services
Guildford Borough Council
Millmead House,
Millmead, Guildford
Surrey, GU2 4BB**

Alternatively, complete it on-line at www.guildford.gov.uk

1.1.3 Copies of this document can be made available in different formats including different languages, Braille, large print and audio.

1.1.4 Data Protection Notice:

Personal information provided through this form consultation be used by Guildford Borough Council to monitor responses and to advise you of other Guildford Development Framework (GDF) consultations which may be of interest. It will not be used for any other purpose.

Please note that comments received on this document cannot be treated as confidential, and will be made available for public inspection before and after the document has been submitted to the Secretary of State.

1.1.5 All comments must be received no later than 5.00 pm on **Monday 31st July 2006**.

1.2 Why are we preparing the document?

1.2.1 Planning policies guide the development and use of land and buildings, so they play a major role in shaping our environment. Reviewing existing planning policies for the Town Centre through an Area Action Plan will help us to plan for the future to promote and manage change in the Town Centre for the benefit of the whole community. We want to ensure that Guildford remains a thriving, vibrant, popular, attractive and environmentally sustainable centre, providing a good quality of life for those visiting, working, studying and living there.

Pressures for Change

1.2.2 The Town Centre covers a compact area but includes many functions, including homes, shops and businesses. The Town Centre boundary constrains the amount of land available for town centre activities and expansion. There is continual pressure for new development, including shops, housing, employment, leisure, cultural, community and educational facilities, as well as transport and environmental improvements.

1.2.3 Guildford is a popular shopping centre, but the last major retail development was White Lion Walk, 20 years ago. Competing centres (such as Basingstoke and Reading) are expanding with new shops. Retail studies conclude that there is now need, demand and capacity for new shops in Guildford. Several large-scale developments are either approved or likely to come forward within the next few years including The Friary Extension and the Guildford Railway Station site. Developments like this require co-ordination, to ensure their success and that there are maximum benefits for the town.

1.2.4 The Area Action Plan will set out the spatial vision for the Town Centre and provide the planning framework, with policies and proposals, to promote and manage future development and improvements. There are many opportunities for improvement. The Preferred Options identify key areas suitable for change to accommodate new development and facilities and key areas for conservation and environmental improvements, to protect the town from inappropriate development, preserve and enhance its attractive character and its historic environment. There are also many issues to address, including the appropriate scale, mix and quality of development and the need for transport and other infrastructure improvements.

1.3 How does it fit into the Guildford Development Framework process?

1.3.1 The Area Action Plan will be a Development Plan Document (DPD) under the new planning system, known as the Guildford Local Development Framework (GDF).

1.3.2 The Area Action Plan's focus on central Guildford will be complemented by the borough-wide policies of the Core Strategy DPD. The Plan will influence planning decisions by the Council on new development. Sites for different uses will also be identified in the Town Centre Area Action Plan.

1.3.3 The Town Centre Area Action Plan is one of several documents that combine to make up the GDF.

1.4 What have we done so far?

1.4.1 This review of the town centre was launched in 2005 with early stakeholder and community engagement. The main strengths were identified as: the town's attractive character and the variety of good quality shops. The main weaknesses were identified as: traffic congestion; parking; poor approaches and issues associated with the vibrant evening economy, which attracts large numbers of young people.

1.4.2 Between May and July 2005, there was a public consultation on the Issues affecting the town centre and the possible Options. Details of this stage of the Town Centre Area Action Plan and a summary of the responses received, which have informed the Preferred Options proposals, are available on the Council's website:

www.guildford.gov.uk

Involving the Community

1.4.3 This Preferred Options Stage of the Area Action Plan draws together the conclusions and recommendations of the above initiatives and the consultation responses received from the local community on the earlier stages of the Area Action Plan.

Sustainability Appraisal

1.4.4 Building on earlier appraisal of the Issues and Options last year, the draft Preferred Options have been subject to 'sustainability appraisal' (SA). This process identifies the key likely impacts of each on social, environmental and economic interests, helping us to understand which of the options are the most sustainable, allowing improvements to be made so they evolve into the draft below.

1.4.5 The Sustainability Appraisal Report sets out the process and findings. We would like to hear your views on this work. Please see the Town Centre Area Action Plan SA briefing, leaflet and questionnaire.

The Way Forward

1.4.6 Your views will inform the developing Area Action Plan. The next stage will be to produce the detailed policies and proposals, with a further Sustainability Report, to be submitted to the Secretary of State in early 2007. There will be further consultation and an Examination by a government appointed Inspector in November 2007. Following this process, it is hoped that the Guildford Town Centre Area Action Plan will be adopted in 2008. The Document will then be a material consideration in the determination of planning applications.

Section 2

SPATIAL PORTRAIT

2.1 Guildford's town centre has a strong local identity, characterised by a distinctive historic core focused on the steeply sloping High Street. It contains a wealth of historic buildings and retains a medieval street layout. Within and adjoining the historic core are modern day facilities. Significant buildings include The Castle and the Guildhall, together with more contemporary examples such as the Debenhams and House of Fraser department stores.

2.2 Large parts of the town centre have conservation area status and many of the buildings are listed. The River Wey runs to the west of the centre and is a significant recreational and visual resource. It does flood following heavy and prolonged rainfall and development within the floodplain is restricted.

2.3 The resident population of the town centre is approximately 2,948. There is a high proportion of young people, 65% are 44 or younger. Flats provide the main type of accommodation, accounting for 72%. 37% of those who live in the Town Centre are single and 43% are living as a couple. There has been a recent increase in new residential development with 1,000 new dwellings approved in the last 5 years. House prices in the town centre are high, which has led to an affordable housing problem. Most new developments are in the form of 1 and 2 bedroom apartments. The average density of new development is 52.5 dwellings per hectare.

2.4 There is a low level of unemployment at around 1.0%, which reflects the Borough average. 37% of the Town Centre's population is employed in professional occupations. There are 12,760 jobs in the town centre with approximately 4,000 in both retail and office sectors. The remaining employers are spread between the culture and entertainment, restaurants, and civic and public administration sectors. The Town Centre provides over 100,000 square metres of office floor space.

2.5 According to the 2001 Census, 40% of households in the Town Centre do not own a car (compared to the Borough average of 15%). Over a quarter of residents of the Town Centre walk to work. Guildford's main railway and bus stations are located in the town centre. There is a fast train into London Waterloo (journey time 35-40 minutes) and good links to the south west and west.

2.6 There are four major approach roads into Guildford town centre linking with a central one-way system. The Town Centre suffers congestion at peak periods, as car usage increases and the town centre continues to be a preferred location for future development. Steps are being taken to alleviate congestion.

2.7 There are 23 public car parks providing 5,000 spaces. Movement into the Town Centre is facilitated by three Park and Ride sites at Spectrum, Artington and Ladymead. New sites are planned for the eastern and western corridors and consideration is being given to a site to the north. The town centre is covered by a Controlled Parking Zone.

2.8 The main shopping destination in Surrey, Guildford Town Centre has 120,150 square metres of floor space, to which the significant extension of the Friary Centre will add a further 24,700 square metres.

2.9 There is an increasing range of leisure and cultural facilities within the Town Centre, the main attractions being the eight screen cinema at Bedford Road, and the numerous pubs, clubs cafes, bars and restaurants. Arts and cultural facilities include the Yvonne Arnaud and Electric Theatres, the town museum, the library and art exhibitions at the Guildford House and Harvey Galleries. The Council is currently seeking to replace the Civic Hall facility and Surrey County Council have expressed the desire to provide a new library facility.

2.10 Significant open spaces in the town centre include Racks Close, the Castle Grounds, Foxenden Quarry, Westnye Gardens, Allen House Gardens, Holy Trinity Churchyard and the river environs. There are other areas of open space close by which include Stoke Park, the Mount, the Cathedral, Shalford Meadows and Pewley Down.

2.11 Religious accommodation comprises several churches (including St Saviours, Guildford United Reform, Holy Trinity & St Mary's and St Nicholas' Churches), together with Kingdom Hall of Jehovahs Witnesses, the Synagogue in York Road and the Quakers Hall. Many further places of worship lie within the surrounding area, including the Cathedral, whilst groups such as the Bah'ai community meet in various locations.

2.12 There are a number of education facilities within or just outside the town centre including: Adult Education Centre, Guildford School of Acting, Academy of Contemporary Music, Guildford College, College of Law and the Royal Grammar School.

Section 3

VISION AND OBJECTIVES

3.1 The vision and key objectives for the Town Centre Area Action Plan are set out below. These provide a spatial approach, which takes account of the character and needs of Guildford Town Centre set out in the Spatial Portrait.

3.2 The Spatial Vision is:

'A thriving, safe and vibrant town centre, accessible to all, which takes pride in its history and local identity. A centre for transport links and a focus for high quality, sustainable new development sympathetic to the historic environment, providing opportunity and a balanced mix of uses, giving choice for future generations'.

3.3 The key objectives to achieve this vision are:

- 1.** To deliver sustainable growth through the identification and linking of site opportunities for redevelopment and proposals for a diversity of land uses within the town centre, whilst protecting and enhancing the historic environment and utilising waste minimisation/recycling and energy and water efficiency methods wherever practicable.
- 2.** To stimulate regeneration and other opportunities, where appropriate.
- 3.** To provide more housing in the town centre, particularly affordable housing for those unable to access market housing.
- 4.** To provide for business and employment development needs within the town centre, particularly for existing local businesses.
- 5.** To protect and enhance Guildford's town centre role as a regional shopping centre and as a focal point for social, cultural, arts, recreational, commercial and entertainment facilities and a safe, accessible environment for all.
- 6.** To reduce the need to travel by car, to reduce congestion and improve public transport accessibility within and to the town centre.
- 7.** To improve environmental quality and protect and enhance the distinctive historic character of the town centre.
- 8.** To ensure adequate infrastructure and services are in place to support new development.

Section 4

CONTEXT

4.1 Other Plans and Strategies

4.1.1 The Area Action Plan takes account of - and is in conformity with - national planning policies, the emerging regional spatial strategy (the South East Plan), the Surrey Structure Plan 2004 and its associated strategies.

4.1.2 It also takes account of local strategies on topics, which are included in Appendix 2. Particular regard was had to the Community Plan and existing Guildford Borough Council planning policy and design guidance.

4.2 Evidence Base

4.2.1 Research has been undertaken in support of the Town Centre Area Action Plan and the development of the wider GDF. This includes: a breakdown of the Census 2001 as it affects the Town Centre, Conservation Area Character Appraisals, Landscape Character Assessment, Employment Needs Assessment, Housing Potential Study, An Audit of Open Space, Sport and Recreation Facilities, and a Retail Needs Assessment. A more detailed summary is attached at Appendix 3. A copy of the studies are available at the Council's Offices or can be found on the Council website, go to

www.guildford.gov.uk

then simply click on:

> [Planning & Building Control](#)

> [Policy Team](#)

> [Evidence Base & Statistical Information](#)

4.3 Infrastructure Requirements

4.3.1 To help accommodate new development requirements and land use aspirations, new infrastructure is necessary. Existing infrastructure needs have been identified and some are currently funded and programmed for implementation. However, the new development identified in this Document will also require additional infrastructure to be provided (refer to Policy CP27 in the Core Strategy Preferred Options Consultation Document). A table identifying known infrastructure requirements is included as Appendix 7.

Section 5

DEFINING THE TOWN CENTRE BOUNDARY

5.1 The boundary of the town centre is defined on the map on the A3 insert page below.

5.2 The adopted Guildford Borough Local Plan does not delineate a boundary, although it does show the extent of the town centre parking zone. The draft Core Strategy referred Options refer to good transport accessibility being those areas within 800 metres easy walking distance of the primary shopping area.

5.3 The Town Centre Area Action Plan Issues and Options consultation, which took place in 2005, sought views on four possible boundary options. The consensus from responses broadly favoured reuse of the Local Plan parking zone boundary, whilst many requested that residential areas be omitted. Building on this research, criteria were employed to finalise which areas would and would not be included.

Areas were included which displayed:

- 1.** A diversity of primarily commercial land uses normally associated with the town centre. These include: key shopping frontages (informed by the findings of a Retail Needs Assessment); offices; food and drink; hotels; cultural and entertainment attractions; administrative buildings like the Council Offices, government/ quasi-governmental premises; other major employment sites. And/or
- 2.** Areas of built-form which are comparatively larger scale, bulk and greater density. And/or
- 3.** Areas where clear benefits could be achieved through redevelopment within the period up to 2018, for example, under-utilised or areas for improvement.

Map of the Proposed Town Centre Boundary on A3 insert

Section 6

KEY ISSUES & OPPORTUNITIES

6.1 Housing

Preferred Option

Provide more high density, high quality housing in the Town Centre, respecting existing character.

This will be delivered through:

Identifying redevelopment sites.

Mainly flatted schemes, an appropriate mix of types and size of dwellings in larger schemes, provision of more housing as a part of mixed use schemes.

Delivering 35% affordable housing.

Site Identification

6.1.1 The Borough Council needs to deliver more housing. Residential development is considered an appropriate use within the town centre, including as part of mixed-use schemes. This approach reflects public opinion expressed through the Issues and Options consultation, whilst also following national and regional planning guidance, and our own research.

Dwelling Type

6.1.2 It is expected that mainly flatted schemes will come forward during the plan period. On schemes of 25 dwellings or more a wider mix of dwelling types and size will be sought. Affordable housing provision should reflect housing need. This approach again reflects national and regional planning guidance and the findings of our own research.

Affordable Housing

6.1.3 The Housing Needs Survey demonstrates high levels of affordable housing need within the borough. We will require 35% affordable housing on all schemes of 5 dwellings or more or 0.13 hectares, irrespective of the number of dwellings.

Design Quality

6.1.4 High quality design will be of paramount importance. Developments should adhere strictly to Local Plan Policies G5 and G1(3) and the Residential Design Guide, by reflecting local context and character and having no unacceptable impact on the amenity of adjoining occupiers. In accordance with the draft Core Strategy and Sustainable Development and Construction SPD, design features should be incorporated to enable dwellings to be adapted in the future to support the changing needs of the population, and seek waste minimisation, water and energy efficiencies.

6.1.5 Respecting existing character will be judged in terms of how well a development relates to the geography, history and topography of the area; how comfortably it would fit into the existing pattern of development and routes through and around the area; respects important views, landscape features and neighbouring buildings in terms of size, scale, plot layout and building materials.

Development Density

6.1.6 Developments of above the 30 to 50 dwellings per hectare range (as set out in PPG3) will be encouraged within the Town Centre, to maximise the benefits of good transport accessibility. The appropriate density for a given site will be informed by the character, uses and appropriate density of the immediate area, in accordance with the Guildford Residential Design Guide (2004).

Why Other Options Discounted

6.1.7 Housing Provision: the Housing Potential Study showed that we could meet our housing targets by allowing residential development within the urban areas particularly the Town Centre. Not providing housing in the Town Centre would fail to meet national planning policy.

6.1.8 A higher proportion of affordable housing than 35% could prejudice the financial viability of schemes. The evidence of developments such as Queen Elizabeth Park in Guildford and the findings of the Knight Frank Study 2003 indicate that a threshold of 35% would be economically sustainable and not hamper the overall supply of new housing. The South East Plan Sustainability Appraisal does, however, indicate that the ability to meet targets for the provision of affordable housing is of concern to the sub regions.

6.2 Town Centre Facilities Preferred Options

Retain and improve existing public services and facilities.

Encourage provision of new services and facilities.

This will be delivered through:

Support for new or improved facilities, including open space;

Use of the Council owned sites to assist in the provision of new facilities or the improvement of existing.

Provide uses which contribute to the nighttime economy without encouraging crime and anti social behaviour.

Redevelopment of redundant or under utilised Council owned and other sites.

Environmental improvements including provisions of new open space and enhancement of existing open space.

6.2.1 It is the Council's intention to promote appropriate town centre facilities to enhance its role as the borough's strategic centre.

6.2.2 The most sustainable location for new recreation, leisure, cultural and community developments is within Guildford Town Centre. Where there is not availability of suitable sites within the Town Centre the sequential test set out in Planning Policy Guidance Note 6 will be followed. Specific sites can be identified in the Town Centre Area Action Plan or the Sites Allocations Development Plan Document.

Why Other Options Discounted

6.2.3 The provision of additional town centre facilities such as health and welfare, education and libraries fall mainly within the jurisdiction of other organisations, such as Surrey County Council or the Primary Care Trust. Their needs are being investigated and where identified will be planned for, if appropriate. Wherever relevant, the specific development site proposals include requirements identified.

6.3 Environment

Preferred Options

Continue to protect and enhance the Town Centre's high quality historical and physical environments and improve those areas of lesser quality;

Provide new public spaces where the opportunity arises.

This will be delivered by:

Safeguarding important views.

Ensuring new development is of a high standard of design and reflects local context, scale and character.

Making best use of redevelopment opportunities.

Co-ordination of redevelopment opportunities to maximise benefits, including encouragement of linked Combined Heat and Power (CHP).

Implementing the Sustainable Checklist process.

Providing environmental improvements in association with new development.

Resist development in the flood plain, unless there are no other suitable alternatives and risks can be mitigated, to the satisfaction of the Environment Agency.

High Quality, Sustainable Design

6.3.1 The Council has prepared a Landscape Character Assessment, which identifies important views to be respected in development proposals.

6.3.2 Making best use of Town Centre redevelopment opportunities will contribute towards the achievement of the Borough's housing requirement and the maintenance of an attractive, successful town. It will involve co-ordination and phasing of developments, minimising disruption to the town in the interests of the local economy and the environment, and seeking benefits by linking sites to achieve benefits such as a CHP project. The Sustainability Checklist is a tool to enable officers to assess how an applicant has identified ways of reducing the impact of the development proposed on present and future generations, using guidance in the Sustainable Development and Construction SPD and other relevant documents and strategies.

Planning and Design Guidance will be developed for the larger development sites

6.3.3 The Issues and Options consultation revealed strong public support for sustainable development principles. These will be applied through implementation of the Council's Sustainable Development and Construction SPD and Core Strategy Policy CP25. Potential applications include waste minimisation, energy and water efficiency measures, use of recycled materials and the establishment of car clubs.

Environmental Improvement

6.3.4 The TCAAP identifies opportunities for environmental improvement, such as tree planting, lighting and CCTV. Improvements include North Street and the River Wey Corridor, this reflects the views received on the previous consultations. The Council's Infrastructure SPD seeks developer contributions to open space provision and environmental improvements, amongst other requirements.

Flood Zones

6.3.5 We will resist development in the floodplain, unless there are no viable alternatives where this can be proven. Permission will be granted for developments in areas prone to flooding, where it can be shown that the risks to life and property can be satisfactorily mitigated to the satisfaction of the Environment Agency. Proposals will be expected to meet the requirements of Core Strategy Policy CP24. A Strategic Flood Risk Assessment is being undertaken by consultants on behalf of the Council. This will inform the planning process of flood risk, and importantly provides information on future risk over a wide spatial area enabling the examination of the sustainability of proposed allocations.

6.3.6 Much of Guildford Town Centre is concentrated around the River Wey, hence many of the sites identified through this Preferred Options document lie close to or within areas liable to flooding. Any such development sites would need to meet the stringent requirements of the Environment Agency in relation to flooding. The Council is preparing Strategic Flood Risk Assessments, that will assist in this purpose. It is recognised that there is a need to be sensitive to the uncertainties of climate change and it may be necessary to adapt to these in the longer term. Proposals which come forward in the future will need to meet the requirements in force at that time.

Why Other Options Discounted

6.3.7 All of the options subject to consultation at the Issues and Options stage are proposed to be pursued.

6.4 Offices and Other Business Development

Preferred Options

Focus new office development within Guildford Town Centre.

Retain existing offices in office use.

This will be delivered through:

The direction of new offices to development sites.

Resisting the loss of existing offices.

6.4.1 As the most appropriate and sustainable location within the Borough, new offices should be directed towards the Town Centre. This approach follows that for the Borough as a whole, as set out in Policy CP13 of the Core Strategy. Existing offices should be retained in office use, and where substandard be upgraded or replaced with new office development.

Why Other Options Discounted

6.4.2 Option 3, reducing the amount of office accommodation by releasing some existing office space for housing and other uses was discounted because the Town Centre is the most appropriate sustainable location for this type of use, as there are a number of alternative modes of transport available other

6.5 Shopping

Preferred Option

Guildford Town Centre to be the main focus for major development comprising shopping and/or other main town centre uses.

This will be delivered through:

The provision of more shopping facilities at The Friary Extension Development, to meet the needs for the plan period identified by the Retail Needs Assessment to 2011.

Reviewing shopping needs after 2011, to consider the need for additional provision up to 2018.

Revision of primary and secondary shopping frontages, to retain a greater proportion of existing retail units.

Shopping Provision

6.5.1 The Retail Needs Assessment (2006) has shown a capacity to accommodate 21,830 sq m additional comparison goods floor space up to 2011, 5,986 sq m for bulky goods and 1,274 sqm to 2,250 sq m gross convenience goods floor space within the same period. The Friary Development Extension will meet needs for the period, to 2011, after which shopping policies will need to be reviewed. In the context of this policy major is defined as schemes of 2,500 square metres of gross additional floorspace or more. The Borough Council will encourage a mix of size of units, including small premises, within new retail developments.

Shopping Frontages

6.5.2 The primary, secondary and tertiary shopping frontages designated through Local Plan Policies S4, S5 and S6 have been reviewed, in light of responses to the Issues and Options consultation and the recommendations of the Retail Needs Assessment. New draft policies TCG2 and TCG3 and the accompanying shopping frontages map (attached at Appendix 1 of this document) will replace S4 - S6, to ensure a greater proportion of existing retail units are retained, particularly in those areas lying towards the edge of the town centre.

Why Other Options Discounted

6.5.3 Options 2 (retain existing level of shopping facilities) and 3 (reduce the amount of shopping) were discounted following the results of the Retail Needs Assessment, which concluded that there is capacity for more shops. Options 4 and 5 (expansion of markets) have not been decided at this stage. This will be considered as part of the long term design options for improvements to North Street and it will involve extensive consultation with the market operators.

6.6 Movement

Preferred Options

Limit parking provision within the Town Centre, to encourage use of other more sustainable transport modes.

Seek to locate development generating significant numbers of trips to the Town Centre.

This will be delivered by:

Permitting Town Centre proposals which provide no more than the maximum car parking standards set out in the Council's Vehicle Parking Standards SPD.

Initiatives to reduce the need for car use and requirement for Green Travel Plans.

Provision of more Park & Ride facilities serving the Town Centre.

Encouragement for additional visitor coach-parking facilities.

Continued improvement of town centre access for buses through implementation of Surrey County Council's bus lanes programme.

Improvements to pedestrian and cyclist access and permeability.

Vehicle Parking Standards

6.6.1 The Vehicle Parking Standards SPD seeks to limit parking provision compared to the full standard for new developments in the Town Centre as this is the most sustainable location in the Borough where there are a number of alternatives to the car.

Provisions for Alternative Transport Modes

6.6.2 Alternatives include improvements to the cycle lane network and more safer walking initiatives will be sought through the Borough and County Councils' joint Cycling and Walking Strategies, supported by developer contributions and use of Green Travel Plans. Car share clubs could also be provided as part of major new residential developments. The Local Transport Plan 2 explains Surrey County Council's continuing programme of improvement of bus access, via dedicated bus lanes; see Movement and Transport map on page 21.

Park and Ride

6.6.3 There are currently 2 permanent Park and Ride sites in the Borough at Artington to the South and Spectrum in the north east. There is also a Saturday only facility at Ladymead and a service operates from the University on Saturdays using normal bus services. Work is soon to commence on a new Park and Ride site at Merrow. The Borough Council and Surrey County Council are currently investigating the Artington site to provide an additional 250 spaces, providing a new site at Manor Farm (at the

University of Surrey land) and providing a new site to the north of Guildford urban area. An updated Park and Ride Strategy is also being prepared, which will take into account the sustainability benefits of additional Park and Ride facilities, as well as the impacts on biodiversity, landscape and other environmental factors.

Parking

6.6.4 There are around 9,000 public and on street car parking spaces available in and around the town centre. There are currently facilities for visitor coach parking within the Town Centre, which should be retained and enhanced, if appropriate opportunities arise.

Traffic Growth

6.6.5 The Draft Surrey Local Transport Plan (LTP) has set an ambitious target of no increase in peak hour traffic in Guildford in the next five years. Surrey County Council, as the highway authority, has funded a Transport Study (referred to as the Guildford and Woking Integrated Transport Study (GWITS)) to assess how this could be achieved through a transport model. The Study has forecast that the rate of residential and commercial development set out in the Core Strategy will increase peak hour traffic by 13% to 2016. This will increase congestion in certain parts of the Borough in the morning peak (between 8 and 9 a.m.), particularly the town centre gyratory system, Ladymead, Woodbridge Road and Woking Road. Testing is currently underway to identify whether it is possible to reduce this percentage using other measures. The Borough Council will assess the impact of this additional testing on the implementation of this Strategy.

6.6.6 The County Council's strategies, objectives and targets for transport use are included in the Local Transport Plan 2. The Draft LTP 2 sets out how Surrey County Council intends to tackle congestion, increase accessibility, improve safety and security, enhancing the environment and improving maintenance without being specific about detailed schemes in the Borough. The County Council has introduced the Pegasus school bus project in Guildford. This provides a Home to School service, which will eventually serve a number of primary schools. Site specific transport improvements arising from the final LTP will be set out in the Site Allocations DPD.

Contributions to Improvements

6.6.7 The Borough Council will also expect contributions from all developments, which generate additional trips to support transport improvements. The detail is set out in the draft Infrastructure Supplementary Planning Document, which was subject to consultation in the Spring.

Why Other Options Discounted

6.6.8 All of the options subject to consultation at the Issues and Options stage are proposed to be pursued.

6.7 Tourism

Preferred Option

Enhance the Town Centre's role as a quality tourist destination.

This will be delivered through:

Protection or enhancement of the town's existing tourist attractions and facilities.

Provision of new visitor accommodation through the possible identification of a site(s) for hotel development.

Visitor Accommodation

6.7.1 There is a perceived need for additional tourist accommodation within the Borough as a whole. The provision of a hotel will be considered as a part of the Railway Station redevelopment as well as other appropriate development sites.

Visitor Attractions

6.7.2 The Cultural Strategy seeks a range of enhancements to existing visitor attractions in the Borough, including improvements to Guildford Museum, in Quarry Street.

6.7.3 As a 'main town centre use', new tourism-related development proposals will be considered against the policy criteria in Core Strategy Policies CP1 and CP15 and in the guidance in Planning Policy Statement (PPS) 6 'Planning for Town Centres'.

Why Other Options Discounted

6.7.4 Both of the options subject to consultation at the Issues and Options stage are proposed to be pursued.

6.8 Energy Efficiency

Preferred Option

Maximise energy efficiency and greater take-up of renewable energy measures in developments.

This will be delivered through:

Requiring major new developments to undertake Combined Heat and Power (CHP) or other innovative technology feasibility studies which the Council will then appraise.

Co-ordination of major new developments to maximise all possible benefits. Implementing the requirements of the Sustainability Checklist.

6.8.1 The Issues and Options consultation revealed strong public support for sustainable development principles. Potential applications include waste minimisation, energy and water efficiency measures, use of recycled materials and the establishment of car clubs.

6.8.2 The Council's adopted Sustainable Development and Construction SPD explains the opportunity for Combined Heat and Power (CHP) technology to be used in developments to improve energy efficiency, particularly large-scale mixed-use developments which might come forward in Guildford Town Centre.

6.8.3 The Borough Council will work towards ensuring major developments are coordinated to maximise opportunities for energy efficiency. There are clear benefits in linking developments, which together can deliver greater benefits than individual schemes, such as CHP and other renewable energy technologies.

6.8.4 Developers will be expected to submit a Sustainability Checklist in accordance with the Council's Sustainable Development and Construction SPD.

6.8.5 Draft Town Centre General Policy (TCG1) in Appendix 1 addresses this preferred option.

Why Other Options Discounted

6.8.6 No specific Issues and Options concerned this subject.

6.9 Infrastructure

Preferred Option

Deliver the infrastructure requirements arising from each new development.

This will be delivered through:

Negotiating the infrastructure requirements of new developments as part of the determination of planning applications.

Meeting Infrastructure Requirements

6.9.1 It is essential that infrastructure within the Town Centre has sufficient capacity to meet the additional demands placed upon it by new development. Infrastructure includes utilities such as water and sewerage, gas and electricity supplies, telecommunications supply, transport improvements, affordable housing, open space, public realm and heritage, biodiversity and landscape, education, health and community facilities.

6.9.2 Physical or financial contributions will be sought towards infrastructure provision where a development generates a clear planning need to make it acceptable in planning terms. This is in accordance with Policy CP27 of the Core Strategy and the guidance set out in the Council's Infrastructure SPD.

Why Other Options Discounted

6.9.3 No other options were clearly set out in respect to this subject, only an open comments box was provided.

Map showing Movement and Transport in the Town Centre

Section 7

FUTURE DEVELOPMENT FRAMEWORK GUIDANCE

7.1 A significant number of large-scale developments in the Town Centre are anticipated in the plan period. It is important that these are considered within an overall development framework to recognise potential linkages between them and the benefits, opportunities and improvements, including new infrastructure, which can be achieved.

7.2 To facilitate this process we have identified 'Character Areas' and the potential development sites within them.

7.3 Character Areas

7.3.1 Identity is based upon a predominant use or activity or mix of activities, or a building form or townscape pattern created historically through layers of development. Guildford's town centre comprises a number of sub areas that have been identified and reflect these different historical, land use and physical characteristics. These 'Character Areas' reinforce local identity and can be used as a design tool to help raise the profile of a place. Over time the tendency has been for new development in these areas to erode local character and identity.

7.3.2 The components of the character for each area are considered in terms of:

Urban Grain including density, street pattern and public realm, views and focal points.

Open Spaces

Built Form including historic origins, predominant land use and scale/massing/height/materials.

7.3.3 Identification of the character areas encourages new development to conserve, enhance or improve the identity of each area, and to ensure that connections and linkages between individual areas are recognised. It also helps to identify what environmental improvements and infrastructure are required in support.

7.3.4 The transition zone between the centre and edge of both the town centre itself and the different areas is the most diffused. For example, the area that bridges the commercial core and the residential hinterland usually comprises a varied and dynamic mix of land uses where shops, workspaces, ware houses, homes and so on co-exist. Such diversity needs to be recognised in future development proposals in these areas.

Preferred Option

The preferred option is to ensure all new development in the Character Areas either:

Where the character has been maintained, ensures that new development improves and enhances this environment;

or

Where the character has been damaged or lost, ensures that new development repairs and improves the environment.

In some cases it may be appropriate to add new architectural 'themes' which compliment the existing character, including contemporary architectural design approaches.

This will be delivered by:

Meeting requirements of the Character Area Analysis and Guidelines

Meeting requirements of adopted policy, including the Design Code (GBC Local Plan Policy G5) and the Residential Design Guide.

Map of Conservation Area Boundaries**Map of Character Areas**

Character Area 1

Eastern Commercial Quarter

The Eastern Commercial Quarter forms an outer gateway into Guildford Town Centre and has the potential to celebrate this position more.

Opportunity for development is limited where it exists:

Offices - Renovation, refurbishment and conversion of historic/older buildings.

New build on gap sites with small to medium scale units. Mixed with residential.

Opportunities for hotel - particularly in proximity to London Road Station if opportunity arises including opportunities for elderly and families.

Enhance and protect views.

Improve pedestrian environment including improvements to pedestrian space, high quality surfacing and tree planting.

Public Realm – Infrastructure and Environmental Improvements

Improve Station Environment, including pedestrian and cycle links.

Issues

An outer gateway into the town centre which is visually indistinct and unmarked apart from the rising density and scale of the buildings and railway bridge crossing point.

Character and Context

Street Pattern

The main London Road approach to Guildford where it crosses above the London Road railway line in its cutting.

Land Use

Mix of 19th/20th century commercial, and transport and educational.

Density

Medium

Scale / height / massing/ materials

Large scale individual buildings of 3-5 storeys set back from the road.

Both 19th and 20th century buildings mainly brick built and of varying yellow shades, with modern materials.

Public Realm / Streetscape/ views / focal points

Some mature street trees and green open space by the road give a lush feel.

Set back building frontage or side elevations form the main streetscape with some enclosed by walls.

Urban gaps and higher topography affords views to west, the north Downs and Guildford Cathedral.

Open Space

Nondescript leftover open space with small groups of mature trees such as lime and conifers reflecting the underlying chalk geology.

Historic Origins

Re-development set within the spacious suburb of individual houses developed during the late 19th century and early 20th century.

Map of Eastern Commercial Quarter CA improvements

Character Area 2

Eastern Fringe

Opportunities and Vision

This area is a transition zone and forms the outer edge between the town centre and the adjacent Epsom Road and Charlotteville residential areas. As such, its existing mix of residential, offices, specialist retailing and community facilities is an asset, which should be built upon and enhanced. There is currently a deficit of urban open space within the local area to support both the existing, and the future residential community and opportunities for small 'pocket' open spaces should be provided by future developments.

New development should consider the implications for use mix, building form and design of open spaces working to strengthen any positive existing attributes. New development should support this mix of uses and residential, cultural activities, community uses, hotels, shops and offices will be encouraged. Any planning applications for residential development will be considered in relation to the surrounding uses and adjacent facilities to ensure that the mixed-use character and residential amenities are sustained and improved.

Development Guidelines

Improve pedestrian environment on upper High Street and Sydenham Road.

Redevelopment of the adjoining Civic Hall Site provides opportunities to enhance the local environment.

Redevelopment of the Bright Hill car park site provides opportunity to repair the damaged urban fabric.

Important to recognise the long distance views across the town, particularly from the top of Bright Hill.

The Adult Education Institute makes a valuable contribution to the visual and social fabric of the area – any future proposals for this site will need to have full regard to this context.

Street Pattern

Main roads east/west with crossway terraces running north/south.

Land Use

Mix of residential and commercial in converted domestic buildings.

Retail on main roads with a mix of residential behind and on side streets.

Low key offices to upper storey and sides.

Density

Medium

Scale / height / massing/ materials

2-3 or 4 storeys

Lower on side streets, higher on main roads.

Mix of terraces and villas, materials red brick, slate and stone

Public Realm / Streetscape/ views / focal points

Gap sites where original fabric has been destroyed.

Dominated by traffic and on-street parking.

Open Space

None other than tiny spaces where building line steps back from the street.

Historic Origins

Pre-War 1871 – 1919 planned residential expansion towards the east.

Issues

Residential Characteristics have been fragmented and some commercial / gap sites provide a buffer between retail and residential.

There is a vibrant evening economy / restaurants.

Works to the public realm must recognise and address this.

Map of Eastern Fringe CA improvements

Character Area 3

Eastgate Quarter

Opportunities and Vision

The area comprises an area of public urban open space, which provides a low-key mix of civic and recreational facilities. These should be maintained and enhanced to provide more positive recreational space for a wider range of the town centre community.

New development should consider the implications for use mix, building form and design of open spaces working to strengthen any positive existing attributes. New development should support this mix of uses. Residential, cultural activities, community uses, hotels, shops and offices will be encouraged providing the area does not become overly residential in character. Any planning applications for residential development will be considered in relation to the surrounding uses and adjacent facilities to ensure that the mixed-use character and residential amenities are sustained and improved.

Expand the current range of activities within the area – additional uses should be promoted which complement the existing mix of residential and civic functions based in the area (Civic Hall, public open spaces etc).

Maintain and improve permeability of urban grain through connections – re-think links with Stoke Fields/Road, car park and new links through to High Street / North Street. Seek opportunities for York Road pedestrian crossings.

Development Guidelines

The Civic Hall site is within this area and provides an opportunity to initially improve and enhance the appearance as well as providing new facilities.

An opportunity for further pedestrian routes to be taken as part of development schemes, to create direct and safe routes.

Character and Context

Street Pattern

Backland development with small feeder roads between York Road and London Road.

Land Use

Mixed with high levels of community use and associated car parking.

Density

Low.

Scale / height / massing/ materials

3-4 stories or large excessively bulky floor plans.

Mainly brick with some 20th Century modern materials.

Public Realm / Streetscape/ views / focal points

Some mature street trees.

Some green open space.

Mixed formal recreation and informal green space.

Open Space

Historic Origins

Back gardens and rear plots to north of High Street.

Issues

Changing character of upper High Street, away from predominantly retail. Need to recognise this change in new works to the public realm.

Map of Eastgate Quarter CA improvements

Character Area 4

Haydon Place / Martyr Road

This area is a transition zone and forms the outer edge between the town centre and the adjacent Stoke Fields residential area. As such, its existing mix of residential, offices, specialist retailing and community facilities is an asset, which should be built upon and enhanced.

There is currently a deficit of urban open space within the local area to support both the existing, and the future residential community and a linked network of small 'pocket' open spaces should be provided by future developments. This area will be impacted upon by The Friary Extension development both during its construction and on completion. Part of these proposals includes the closure of through traffic on Haydon Place, providing an opportunity for a new pocket of open space.

New development should consider the implications for use mix, building form and design of open spaces working to strengthen any positive existing attributes. New development should support this mix of uses and residential, cultural activities, community uses, hotels, shops and offices will be encouraged providing the area does not become overly residential in character. Any planning applications for residential development will be considered in relation to the surrounding uses and adjacent facilities to ensure that the mixed-use character and residential amenities are sustained and improved.

This area provides an important pedestrian route to the north, particularly to the facilities within Stoke Park and to Guildford College. This connection should be improved. Methods of re-connecting the area to its surroundings by removing the barrier to movement created by York Road should be explored, including improving the pedestrian environment on York Road, improving existing crossing facilities.

Development Guidelines

Development opportunities in this area are mainly focused around Haydon Place and Leapale Lane, in the form of redevelopment.

Developments will be expected to reinforce and strengthen links from Leapale Road and North Street to Stoke Fields and Stoke Road.

Buildings should generally front directly onto streets and any new development should restore strong active frontages to the street with regular openings (front doors) where these have been lost.

Buildings between 3-5 storeys with strong reflection of historic plot width and high level of detail to enliven functional facades are considered appropriate on and around Haydon Place and College Road.

Buildings respond to changes in scale rising to 5-6 storeys are considered appropriate on Leapale Road.

Corner buildings to provide keynote buildings which act as focal points and enliven vistas along streets.

Reflect the mixed character of the area and its role as a transition zone.

Upgrade existing gateways and provide new landmarks, including integrated public art.

Provide useable new open space at the junction between pedestrian routes and new buildings should both prescribe and relate to these open spaces.

Protect existing soft landscape and provide opportunities for street trees in key spaces and pedestrian spines.

Provide new high quality paving materials for key public spaces and pedestrian spine route.

Map of Haydon Place/Martyr Road CA improvements

Character and Context

Street Pattern

A series of small residential roads running north-south and east-west providing an important pedestrian link to the Stoke area of Guildford in the daytime. Distinct road boundary formed by the major routes of York Road, Chertsey Street and Onslow Street creating barriers to movement.

Land Use

Mixed - Predominately residential, with some small specialist retail, commercial, and general or specialist community facilities.

Density

Medium.

Scale / height / massing/ materials

2-3 storey residential terraces and individual blocks.

19th-20th Century development of 3-5 storey and larger scale education/ community and commercial blocks.

Older buildings are predominately built of traditional red brick but with some rendered block.

20th century developments use a wider variety of mass produced materials including a variety of brick colours, glass and concrete.

Public Realm / Streetscape/ views / focal points

Fragmented domestic terraces.

Low grade streetscape.

Low key gateways into town centre for both vehicles and pedestrians. Views typically formed along streets, varying in scale from the wide arterial routes to intimate Victorian Streets.

Low lying, gently sloping topography.

Few focal points although modern commercial buildings large scale/low quality buildings dominate.

Traffic dominated major routes with inhospitable pedestrian environment and low quality widened, regulated junctions.

Some non-descript open space generally laid down to grass with small ornamental fruit trees around 20th century residential blocks.

Small front gardens associated with Victorian terraces although absence of street trees.

Tree belts along the York Road relieve the generally hard urban landscape and give a sense of enclosure and hence are of strong amenity value.

Historic Origins

Small scale Victorian planned residential terrace development with scattered community facilities.

The area now shows a surprising resemblance in its mix of terraces and individual blocks to 1870.

Issues

The character of the area has become less distinct with demolition of the terraces and piecemeal block development.

The area has a strong mix of housing types and tenures throughout the area and its low-key residential community is well served by the surrounding town centre facilities apart from a lack of local small scale useable open space.

The area has an Island feel, isolated by adjacent main roads that create barriers to pedestrian movement, and overshadowed by adjacent commercial and retail areas.

It forms a low-key approach from the north which filters pedestrians through a series of smaller scale roads, segregating local traffic on these roads and the majority of through traffic to the larger distributor roads although rat-running and on-street parking are an issue.

Major pedestrian movement through the area between the historic core and the Stoke Fields residential areas and Stoke Park, including Guildford College, to the north.

Character Area 5

Northern Historic Fringe

Opportunities and Vision

New Friary Extension development will replace existing run-down character and lack of visual cohesion. Loss of street pattern and the development of large, sometimes 'faceless' blocks which have created a negative public realm, and creating a barrier from the major pedestrian traffic generators of North Guildford and the mainline train station.

Encourage and support gradual redevelopment and upgrade - larger units acceptable – through piecemeal replacement of inappropriate late 20th century buildings would be welcomed.

Open space as part of public realm, incorporated as break out spaces as part of new development.

Encourage retention and location of both large and small scale community facilities – possibly library.

Improve links between train station, Bedford Road, riverside, car parks and north Guildford.

Opportunity to link the environmental improvements for North Street with an upgrade to Friary Street, linking to enhanced pedestrian crossing facilities at Millbrook and improvements to the adjoining public realm.

Development Guidelines

Development opportunities in this area are mainly focused in and around North Street, in the form of redevelopment and street improvements.

Developments will be expected to maintain mass and scale of historic urban form, respect historic street patterns and links to Haydon Place and north Guildford beyond.

Buildings should generally front directly onto streets and any new development should create strong active frontages to the street with regular openings (front doors and windows).

Buildings between 3-5 storeys with strong reflection of historic plot width and high level of detail to enliven functional facades responding to changes in scale rising to 5-6 storeys are considered appropriate on North Street.

Corner buildings to provide keynote buildings which act as focal points and enliven vistas along streets.

Select construction materials and external detailing that is in keeping with traditional forms.

Upgrade existing gateways and provide new landmarks, including integrated public art.

Provide useable new open space at the junction between pedestrian routes and new buildings should both prescribe and relate to these open spaces.

Protect existing soft landscape and provide opportunities for street trees in key spaces and pedestrian spines.

Provide new high quality paving materials for key public spaces and pedestrian spine route which respect the area's heritage.

Implement environmental improvement scheme for North Street following completion of the Friary Extension, incorporating key cycle route.

Map of Historic Northern Fringe CA improvements

Street Pattern

Fragmented post medieval and mainly Victorian plan forming important connection with the historic urban core.

Varying from wide major roads to minor narrow streets.

Presence of major transport routes.

Land Use

Extension of primary retail and commercial with some residential and small-scale community uses.

Density

Medium to high.

Scale / height / massing/ materials

Densely built up area juxtaposing of varied building ages and styles with large modern commercial buildings up to 6 or 7 storeys set alongside small areas of remnant older domestic scale buildings of 2 storeys.

Now predominantly 4-6 storey creating a strong sense of enclosure and urban feel.

Older buildings typically constructed of red brick with slate roof tiles, later buildings dominated by dark modern brick, slate, glazing and rendered blockwork.

Public Realm / Streetscape/ views / focal points

Low quality streetscape, predominately tarmac with concrete kerbed pavements.

Traffic dominates with heavily used and busy nodes of major shopping areas and road junctions.

Views typically formed along streets.

Large scale / low quality buildings dominate.

Open Space

Little green open space with notable absence of front gardens and street trees.

Historic Origins

Land traditionally beyond the urban boundary of the town ditch and also associated with the medieval Friary, later notable for breweries such as the Friary Brewery.

The initial area of expansion beyond the historic urban core in the 19th century created through piecemeal redevelopment of gardens to rear of High Street.

The area contains the historic North Street Market, held on Friday and Saturday each week.

Issues

Focus of 20th/ 21st Century shopping re-development. Includes The Friary Extension redevelopment site.

Immediately juxtaposed to the historic urban core but currently retaining an element of being the less prominent part of the town centre.

Forming a low-key approach from the north which filters pedestrians through a series of smaller scale roads and segregating motorists to local traffic on these roads and through traffic to the larger distributor roads.

Character Area 6

Historic Urban Core

Opportunities and Vision

This area is the historic nucleus of Guildford Town Centre with a high proportion of listed buildings. It remains the centre for primary retailing and the high quality of the High Street environment and its historic gates creates an overall feeling of quality which becomes less obvious to the east of the area.

There is currently a deficit of dedicated public realm to support both the existing, and the future public entertainment / cultural offer within the town centre and with both Farmers market / street markets and public entertainment expected to grow it is desirable to develop dedicated space either within the character area or the adjacent Northern Historic Fringe area which can accommodate both these and a greater option for public exhibition space.

Provide an improved public realm, which encourages retail activity to upper High Street and support existing restaurants with the provision of a high quality streetscape where pedestrian activity is supported and café spaces can break out into the street.

Supplement restaurant culture with cafes for daytime use including upgrading the Upper High Street streetscape to support this type of use.

Preserve and enhance existing character, continue controls, consider extending pedestrian only times.

Development Guidelines

All development will be expected to align with the Council's policies relating to new development in conservation areas and the setting of listed buildings.

Map of Historic Urban Core CA improvements

Character and Context

Street Pattern

Underlying medieval street plan of east-west routes linked by narrow lanes running north-south prescribing traditional narrow burgage plots.

Pre-18th century expansion.

Land Use

Primary shopping core and office.

Density - High

Scale / height / massing/ materials

Narrow burgage plots with 2-3 storey buildings give vertical emphasis.

Relatively intact urban fabric with a juxtaposition of different building ages and styles.

High density of buildings and narrow streets contribute to a perception of enclosure.

Small in scale.

Building materials reflect the local geology including timber frame, sandstone, clunch, flint, red brick with stucco or tile hung exteriors.

Public Realm / Streetscape/ views / focal points

Traditional focal point of civic life (in buildings and on streets). Views typically formed along streets and alleys.

Characteristic views to the Mount from High Street and North Street. High Quality streetscape with natural stone paving and traditional street furniture.

Pedestrian priority established.

Open Space

Little green open space with notable absence of front gardens and street trees.

Churchyards provide the only soft landscape, however usually visually segregated from the surrounding hard urban area.

Historic Origins

The historic urban core of Guildford reflecting the extent of the public town during the Medieval and post medieval periods up to approximately 1739.

Tight urban grain provided no opportunities for formal outdoor public spaces with civic life such as markets and celebrations held on the street.

Issues

The public face of Guildford, this area is a destination in its own right with a large number of historic buildings and buildings of architectural note.

Its high heritage value means that the focus is to conserve and protect this value with high levels of regulation on any new development.

It is acknowledged that the secondary shopping frontage of Upper High Street is undergoing a change in character with the loss of retail units and clustering of restaurants at the eastern end.

Character Area 7

The Castle

Opportunities and Vision

Protect and enhance high quality open space and natural landscape.

Promote and enhance civic function (Museum/Castle Grounds).

Improve visual connections to waterfront.

Protect views to and from castle and castle grounds.

Development Guidelines

A conservation – led approach is expected in all proposals:

Provide new local landmarks through integrated public art, Protect and enhance useable open space.

Protect existing soft landscape and provide opportunities for tree planting in key spaces and pedestrian spines.

Provide new high quality paving materials for key public spaces which respect the area's heritage.

Respect the historic form and layout of the castle grounds and where appropriate, reintroduce.

Character and Context

Street Pattern

Generally absent.

Land Use

Recreational open space.

Density

Low

Scale / height / massing/ materials

The castle keep built of local natural stone including clunch and bargate stone dominates the area on a high earthen mount, with other surviving features such as curtain walls and arched gateways incorporated into the wider garden and urban fabric.

Building materials reflect the local geology including timber frame, sandstone, clunch, flint, red brick with stucco or tile hung exteriors.

Castle Street with its narrow burgage plots with 2-3 storey buildings of different building ages and styles give vertical emphasis and a perception of enclosure and arrival into the town centre.

Public Realm / Streetscape/ views / focal points

The castle has a commanding position and creates a dominating focal point, which is the focus of many views from within and outside the town centre, and in turn provides a viewing platform for panoramic views of the town centre and Guildford, particularly of feature buildings such as Bookers Tower on the Mount and Guildford Cathedral.

Undulating local topography allows many viewpoints across the river valley to the North Downs to the west and the Greensand Hills to the south-west. In addition the Wey valley and St Catherine's Chapel is prominent in local views reflecting the castle's domination and protection of these converging landscape features.

Streetscape created by quality and mix of historic properties and sensitive contemporary architecture.

Important views of the backs of properties on Castle Street from Millbrook.

Castle Arch is an important landmark requiring full respect.

Map of The Castle CA improvements

Open Space

The castle grounds have been the focus for many layers of historic garden design, including Victorian and Edwardian phases, and incorporates many decorative features including the town war memorial and some formal sports facilities with bowling greens.

Racks Close is a low-key open space which has become a peaceful respite and important in the overall setting of the castle.

Historic Origins

This area is centred on the medieval Castle and adjacent open spaces, which were used for industries including cloth drying. Castle Street was the traditional entrance into Guildford town centre from the south-east until the construction of Millbrook. Development of large villas down Castle Hill in 19th century.

Issues

Although part of the medieval core of the town it is visually and physically distinct and separate, providing tranquillity and a sense of seclusion from the lively town atmosphere outside its walls.

Part of the wider destination of Guildford.

Problem of rat running on Castle Hill.

Character Area 8

Northern Wey Corridor

Opportunities and Vision

This area is a transition zone and is presently physically segregated from the surrounding urban fabric of the town centre by the adjacent Western Commercial Quarter to the west and south, Dapdune Wharf and the Cricket Ground to the North, and by Woodbridge Road to the east.

Its existing mix of residential, offices, specialist retailing and community facilities is an asset, which should be built upon and enhanced, although piecemeal 20th century development has fragmented the 19th century terraced streets to a point where the strength of existing character is poor, particularly around Woodbridge Road.

New development should consider the implications for use mix, building form and design of open spaces working to strengthen any positive existing attributes. New development should support this mix of uses where residential, cultural activities, community uses, specialist shops and offices will be encouraged. Any planning applications for residential development will be considered in relation to the surrounding uses and adjacent facilities to ensure that the mixed-use character and residential amenities are sustained and improved.

New development must reinforce the surviving fragments of a successful and sustainable local neighbourhood, with the preservation of facilities to support their needs, and the development of places and spaces to build a more positive sense of place, provide legibility, and enhance the setting of the river.

Methods of re-connecting the area to its southern counterpart and the rest of the town centre should be explored through exploring potential for long-term change of the adjacent road and building patterns and exploring the possibility of a pedestrian connection across the river to improve links to outlying areas of influence, such as the University.

Development Guidelines

Development opportunities in this area are mainly focused around Walnut Tree Close the eastern bank of the River Wey and Woodbridge Road, in the form of redevelopment.

Developments will be expected to reinforce and strengthen existing character and provide positive new sense of place.

Buildings should generally front directly onto streets, conserve the scale and street pattern and any new development should restore strong active frontages to the street with regular openings (front doors) where these have been lost.

Buildings between 3-5 storeys with strong reflection of historic plot width are considered appropriate on and around Woodbridge Road, Walnut Tree Close and William Road.

Buildings may respond to traditional riverside vernacular i.e. Billings, where they are adjacent to the river.

Corner buildings to provide keynote buildings which act as focal points and enliven vistas along streets.

Reflect the mixed character of the area and its role as a transition zone.

Upgrade existing gateways and provide new landmarks, including integrated public art.

Provide useable new open space at the riverside through redevelopment opportunities.

Continue to provide long term pedestrian link on eastern bank of river, explore possibility of additional pedestrian bridge to reduce pedestrian reliance on Walnut Tree Close.

Protect existing soft landscape and provide opportunities for street trees in key spaces and pedestrian spines.

Improve pedestrian environment on key pedestrian routes, including exploring schemes to reduce traffic speed and volumes, and provide new high quality paving materials for key public spaces and pedestrian spine routes.

Recognise the opportunities for the area, which could be derived from the Station development.

Map of Northern Wey Corridor CA improvements

Character and Context

Street Pattern

Fragmented 19th century residential streets running parallel to the river.

Land Use

Mixed – Predominately residential, with some small specialist retail, commercial, and general or specialist community facilities.

Density

Medium

Scale / height / massing/ materials

2-3 storey residential terraces and individual blocks predominately built of traditional red brick.

19th-20th Century development of 3-4 storey residential and larger scale retail / community and commercial blocks.

20th century developments use a wider variety of mass produced materials including a variety of brick colours, rendered block, glass and concrete.

Public Realm / Streetscape/ views / focal points

Low quality streetscape, predominately tarmac with concrete kerbed pavements.

Low levels of local traffic to east of river but high levels of cut-through traffic on Walnut Tree Close.

Views typically formed along streets.

Little or no physical or visual connection to adjacent River Wey.

Open Space

No dedicated public open space.

Small front gardens associated with Victorian terraces although absence of street trees.

Non-descript shrub planting where 20th century development sits back from building line.

Historic Origins

Terraced residential streets developed in fields either side of the River in the latter half of the 19th century.

Issues

A low-key mixed area which has an island feel with barriers to pedestrian movement created by the river, the railway, major arterial roads and adjacent predominant commercial land-use.

Its 'backwater' feel provides a pleasant residential environment close to the heart of the town centre, which has strong potential for improvement through releasing the amenity assets of the river.

Walnut Tree Close has become an important pedestrian link with the University Stag Hill campus, although it has a low level pedestrian environment.

Physically segregated from the Northern Wey Corridor by 20th century road and large scale commercial building development.

Large parts of the area are within the river floodplain.

Character Area 9

Western Commercial Quarter

Opportunities and Vision

The Western Commercial Quarter arguably has the greatest development potential within the town centre and to become a lively mix of residential, leisure and business use, which recognises and celebrates the River Wey as its heart. Comprehensive restructuring of the urban form achieved through development.

The area could become the focus for new independent shops, which may include small boutiques and specialist retailers. This could be supported by the introduction of a larger, single indoor market type building.

Opportunities for distinctive restaurants, bars and cafes as part of larger building blocks, which promote street trading, café culture and public entertainment to provide a lively, vibrant atmosphere, which caters for all sectors of society, should be actively promoted.

This area has the advantage of excellent transport connections with major transport interchanges at the bus and railway stations. There is an opportunity through development to explore the potential for a dedicated bus and cycle route from the station to the University/Hospital/Research Park.

With the proposed redevelopment of the railway station and the current low quality, medium density buildings, this area holds one of the greatest areas of future opportunity within the town centre.

Provide new integral urban open spaces for town centre communities.

Define the opportunities for new gateway landmarks.

Development Guidelines

Major long-term re-development opportunities in this area at the station and linkages to adjoining sites – particularly the Bedford Rd and Guildford Park Rd car park sites and The Frairy Extension.

Buildings should generally front directly onto streets and any new development should restore strong active frontages to the street with regular openings (front doors) where these have been lost.

Buildings between 3-6 storeys.

Corner buildings to provide keynote buildings which act as focal points and enliven vistas along streets.

Ensure long distance views are respected.

Upgrade existing gateways and provide new landmarks, including encouraging the installation and exhibition of public art elements.

Define key pedestrian routes and new public spaces to create an attractive and functional network of urban spaces.

Introduce boldly planted avenues of street trees and new green spaces.

Provide new high quality paving materials for key public spaces and pedestrian spine routes.
Improve pedestrian routes to Station.

Map of Western Commercial Corridor CA improvements

Character and Context

Street Pattern

20th century road pattern created for vehicle servicing and movement.
Transport corridors of road, rail and river form the edges of the area.

Land Use

Commercial
Focus on the Station.

Density

High

Scale / height / massing/ materials

Public Realm / Streetscape/ views / focal points

Standalone buildings create little or no direct street frontage. Roads generally highly urban in character with prominent signage, lighting and marked paving areas.

Open Space

Historic Origins

20th century development on riverside fields or previously industrial land.

The development of the main railway line and station to service the town dominated the area.

Issues

This area creates a wedge between the western edge of the town centre and the west and north of Guildford.

Limited or no public permeability through numerous insulated private sites and the main railway line.

It is characterised by over-dominant large scale, sometimes low quality, stand alone pavilion buildings of varying design, with many visible exposed blank sides, car parking and servicing, and surrounded by high levels of non-descript, underused space.

Negative public spaces are poor in both quality and usability.

A major transport hub, the area contains several major internal gateway sites, but currently only limited local public transport provision.

Large parts of the area are within the river floodplain.

Character Area 10

Bridge Street

Opportunities and Vision

Develop as a hub with adjoining character areas – expand the current range of activities in the area – promote additional uses which complement the existing leisure and entertainment uses but which expand the appeal of the area to all sectors of the community.

Improve links with surroundings.

Enhance pedestrian arrival and upgrade general pedestrian environment.

Ensure new development reflects and protects quality historic buildings.

Issues

A remnant of historic urban fabric isolated by insensitive 20th century road development.

A focus for the evening economy largely around alcohol-based activities.

Currently the main pedestrian access route into the Town Centre from the railway station.

Domination of road traffic.

Loss of character.

Development Guidelines

Limited development opportunities in this area are mainly focused around Bridge Street itself, in the form of redevelopment, and within the vicinity of the Electric Theatre.

Developments will be expected to re-establish pedestrian connections to adjacent character areas.

Buildings should generally front directly onto streets and any new development should restore strong active frontages to the street with regular openings or windows where these have been lost.

Buildings to respond to changes in scale from traditional river frontage.

Corner buildings to provide keynote buildings which act as focal points and enliven vistas along streets.

Upgrade existing character area gateways and provide new landmarks, including integrated public art.

Provide useable open space which respects and connects to the adjacent River Wey.

Upgrade existing open space for positive use.

Improve the pedestrian environment by increasing pedestrian space and providing new high quality paving materials for key public spaces and pedestrian routes.

SCC proposals for the gyratory provide opportunities to improve the pedestrian environment and accessibility.

Possible new river footbridge to improve connections from the 'island' site with the opposite side of the river.

Map of Bridge Street CA improvements

Character and Context

Street Pattern

20th century major gyratory road system enclosing pedestrian spaces

Land Use

Predominately leisure and entertainment.

Density High

Scale / height / massing/ materials

Piecemeal development resulting in loss of all 19th century residential terraces with 19th century development of 3-4 storey industrial buildings in variously coloured brick.

20th century developments use a wider variety of mass produced materials including a variety of brick colours, rendered block, glass and concrete.

Public Realm / Streetscape/ views / focal points

High volumes of through traffic creating barriers to pedestrian movement and very poor pedestrian environment.

Low quality streetscape, predominately tarmac with concrete kerbed pavements.

High quality renovation and rejuvenation of historic industrial buildings such as Rodboro building and Electric Theatre.

Interaction between buildings and streetscape through overhanging building elements and activity.

Open Space

Series of non-descript hard landscape pedestrian open space.

Historic Origins

A small urban island created by Bridge Street and Onslow Street in 1882 to improve communications between the town centre and the railway station, separated from its surroundings by the domination of vehicular traffic when the gyratory was created.

Character Area 11

Southern Fringe

Opportunities and Vision

This area is a transition zone and forms the outer edge between the town centre and the adjacent residential areas. As such, its existing mix of residential, offices, community facilities, and specialist knowledge and educational businesses and institutions are an asset that should be built upon and enhanced.

Maintain density and urban form - new development should consider the implications for use, mix, building form and design of open spaces working to strengthen the positive existing character.

New development should support the current mix of uses and residential, cultural activities, community uses, and offices will be encouraged. Any planning applications for residential development will be considered in relation to the surrounding uses and adjacent facilities to ensure that the mixed-use character and residential amenities are sustained and improved.

Open spaces in the form of landscape courtyards to new perimeter blocks will be encouraged to build upon the current softer urban environment and also improve local pedestrian links.

This area provides an important pedestrian route to the south, particularly to several outlying educational establishments, including the College of Law.

Development Guidelines

Development opportunities in this area are mainly focused around the River Wey frontage and the main Portsmouth Road in the form of redevelopment.

Developments will be expected to respect and preserve views from the Historic Urban Core and across the river valley to the North Downs ridges, ensure new development is respectful of its context and that views along streets, particularly those linked to the Historic Core are considered in design and placement.

Buildings should generally front directly onto streets and any new development should restore strong active frontages to the street with regular openings (front doors) where these have been lost.

Buildings of up to 3 storeys with strong reflection of historic urban grain and high level of detail to enliven functional facades are considered appropriate generally, responding to changes in scale by rising to 3-4 storeys approaching Park Street.

Use modern materials with care, where possible encourage those which relate to the vernacular style of existing buildings in the area and reflect underlying physical influences.

Reflect the mixed character of the area and its role as a transition zone and encourage design solutions which conserve and enhance neighbourhood feel.

Upgrade existing gateways and provide new landmarks, including integrated public art.

Encourage opportunities to enhance visual links to Historic Urban Core.

Protect existing soft landscape and mature trees, and provide opportunities for additional street trees in key spaces and pedestrian spines.

Provide new high quality paving materials for key public spaces and pedestrian routes.

Map of Southern Fringe CA improvements

Character and Context

Street Pattern

Formed around the main arterial Portsmouth Road the historic main road approach to the town centre from the south coast and Portsmouth, curving down where the North Downs Ridge crowds the town centre.

Land Use

Predominantly residential with low-key, commercial, cultural and performing arts educational facilities.

Density

Medium

Scale / height / massing/ materials

2 storey residential terraces predominately built of traditional red brick and some local stone.

19th Century development of 3-4 storey residential perimeter blocks of brick and local stone with integral landscape courtyards.

20th century developments use a wider variety of mass produced materials including a variety of brick colours, rendered block, glass and concrete.

Public Realm / Streetscape/ views / focal points

The inner gateway which now marks this entrance is visually indistinct.

Highly visible in views from the historic urban core, particularly the High Street.

2No 20th century tower blocks feature as prominent local landmarks.

Mix of small scale terraces, isolated pavilion buildings, and historic perimeter buildings create a mix of streetscapes.

Views into and over private green space isolated groups and individual mature trees soften the urban feel.

Open Space

Dedicated public open space limited to Westnye Gardens, although close associations with the public spaces adjacent southern Wey corridor.

Historic Origins

Traditional approach to the town centre from the south with a historic connection to the High Street at its junction with the Town Bridge crossing the River Wey and the Mount.

Issues

Through its performing arts institutions, this area currently has strong connections with the adjacent riverside area and its theatres and entertainment venues.

Its undulating topography and location on the lower slopes of the North Downs makes its northern edge highly prominent in views from the

Historic Urban Core, with strong visual connections to the western ridge of the North Downs across the river valley down side streets.

Character Area 12

Southern Wey Corridor

Opportunities and Vision

Protects and enhance high quality open space and natural landscape.

Promote and enhance civic function (Council offices, theatre etc).

Longer term, consider providing enhanced open space for the town centre through development opportunities.

Improve visual connections to waterfront.

Consider opportunity to provide enhanced open space for the town centre by reconfiguration of the Millbrook Car Park, retaining existing number of spaces.

Consider potential for tree planting along the Millbrook Corridor and within the car park itself.

Development Guidelines

Limited Development opportunities in this area.

Any developments will be expected to reinforce and strengthen public links, both to and along the riverside.

Upgrade existing character area gateways and provide new local landmarks through integrated public art.

Improve Quarry Street gardens, including public access.

Pedestrian/vehicular conflict at entrance of Yvonne Arnaud Theatre. Seek and encourage design solutions.

Single storey red brick building fronting Porridge Pot Alley
– seek repair and suitable use.

Character and Context

Street Pattern

Major north-south transport routes run parallel to the river but remain a block away, with a series of east-west crossings created by bridges of a variety of ages and materials.

Land Use

Mixed commercial, entertainment, leisure and civic within remnant open space.

Density Low

Scale / height / massing/ materials

Predominately large scale late 20th century development.

Public Realm / Streetscape/ views / focal points

The area contains Quarry Street, an important medieval street. The backs of the buildings are highly visible from Millbrook and the river area.

Roofscape in this part of the town is particularly sensitive because of important public views.

Open Space

Public open spaces include former meadows and open spaces leftover after development.

Historic Origins

Centred on the River Wey and its Navigation this area formed the industrial heart of Guildford with water meadows transformed by the use of water for flour milling centred around the town mill and millpool, breweries which lined both banks of the river, and textile treatment.

Issues

Physically segregated from the Northern Wey Corridor by 20th century road and large scale commercial building development.

Millbrook car park and other large parts of the area are within the river floodplain.

Map of Southern Wey Corridor CA improvements

7.4 Development Sites

7.4.1 Market forces mean that there is no certainty that developments will take place during the Plan period. However, there are a significant number of large-scale sites with known development proposals or potential in the Town Centre. It is recognised that some of these may not progress and others currently unidentified, will come forward. Future revisions to this Plan will allow for a response to this evolving process.

7.4.2 To ensure that the sites are developed in accordance with the Character Area objectives, planning and design guidelines have been prepared for the 13 known sites as identified on the following pages.

7.4.3 The 12 Character Areas identified, and the potential development sites within them are included in Table 1 below. This illustrates how most of the area where development and subsequent change is going to take place is concentrated in the north west of the town centre (see Plan opposite).

Character Area	Known Development sites
1. Eastern Commercial Quarter	None
2. Eastern Fringe	Site 11 Bright Hill car park
3. Eastgate Quarter	Site 4 Civic Hall
4. Haydon Place and Martyr Road	Site 10 North Place Day Centre/Bellerby Theatre
5. Northern Historic Fringe	Site 3 The Friary Extension
6. Historic Urban Core	None
7. The Castle	None
8. Northern Wey Corridor Riverfront	None
9. Western Commercial Quarter	Site 1 Guildford Railway Station Site 2 Guildford Park Road car park Site 6 Mary Road car park Site 5 Bedford Road surface level car park
10. Bridge Street	Site 7 Adjoining Electric Theatre
11. Southern Fringe	Site 9 'Guildford Plaza' (former CEGB site)
12. Southern Wey Corridor Riverfront	Site 8 Former Farnham Rd Bus Station

Map of Development Sites

Site 1 GUILDFORD STATION

(Western Commercial Quarter Character Area)

Policy

Planning permission will be granted for a comprehensive mixed-use redevelopment, including a new station. Accompanying uses are expected to include a significant amount of housing, new open space together with one or more of the following:

1.Offices

2.Hotel

3.Retail

4.Leisure/Cultural

Design and Infrastructure Guidelines

- ❑ Create strong/direct pedestrian links to and from town centre (east/west).
- ❑ New transport interchange potential.
- ❑ Seek highway infrastructure improvements.
- ❑ Brownfield site for housing – including affordable housing.
- ❑ Potential for small ‘metro’ style supermarket to serve west end of town.
- ❑ Explore opportunity for new dedicated bus route to north. Guildford from Station - (to University/Hospital/Research Park).
- ❑ Opportunity to investigate potential use of CHP, possibly in combination with other development.
- ❑ Have regard to character and scale of adjoining development sites and a comprehensive approach – i.e. ‘Station View’, privately owned site immediately adjoining to the north and Guildford Park Car Park – GBC owned.
- ❑ Have regard to the need to safeguard amenities of adjacent occupiers and important views.

Site Area, Ownership, Current Uses and Designations

- ❑ 6.31 hectares
- ❑ Station and Car Park
- ❑ Owned by Network Rail – appointed development partner Redrow (March 2006)
- ❑ Site identified in Local Plan (2003) – Policy GT8
- ❑ GBC agreed draft Planning Guidance 2003
- ❑ See Local Plan and draft Planning Guidance – allows for new station and mixed use development - residential, commercial, retail associated with station use, hotel, leisure.

Development Timescales

March 2006 Network Rail appointed Redrow to develop the site.

Current (subject to confirmation):

May-Dec 06 Prepare and adopt Master Plan

March 2007 Outline Planning Permission

2010? Development starts

Map of Guildford Railway Station site

Site 2

GUILDFORD PARK ROAD CAR PARK

(Western Commercial Quarter Character Area)

Policy

Planning permission will be granted for the redevelopment of the site for either:

- Housing, public car parking and new public open space
- or
- Public car parking and new public open space.

In all schemes the redevelopment should provide an equivalent amount of public car parking which would include parking spaces to compensate for the loss of the existing garages.

Design and Infrastructure Guidelines

- ❑ Public car parking could be provided below ground and/or in form of decked structure, having full regard to amenities of adjoining residents.
- ❑ to 5 storey development potential.
- ❑ Potential for basement level parking for any new housing. Contribution towards meeting the Council's housing targets using brownfield land.
- ❑ Opportunity for replacement parking for spaces lost elsewhere in the town by development.
- ❑ New public open space for residents.
- ❑ Recognise history of land slippage in this vicinity.
- ❑ Traffic access to Guildford Park Road is a constraint on development potential.
- ❑ Immediately adjoining Network Rail's Guildford Station development site (Site 1) – to be considered comprehensively with that development as the Master Plan process progresses.
- ❑ Adjoining the University.
- ❑ Opportunity for new dedicated bus route through the site from the Station to the University/Hospital/Research Park.
- ❑ Opportunity for enhanced pedestrian/cycle link through the site from the station to the University/Hospital/Research Park. Heights of building will be governed by site levels and scale of adjoining residential properties.

Site Area, Ownership, Current Uses and Designations

- ❑ 1.61 hectares.
- ❑ 400 surface level public car parking spaces.
- ❑ 118 lock-up garages on periphery of the site.
- ❑ 3 visitor coach parking spaces.
- ❑ Owned by Guildford Borough Council.
- ❑ No planning history.

Development Timescales

- ❑ Currently under consideration as part of review of Town Centre Parking.
- ❑ Anticipated will link with Guildford Station redevelopment timescales when known.

Map of Guildford Park Road Car Park site

Site 3

THE FRIARY EXTENSION

(Northern Historic Fringe Character Area)

The site is identified as a Major Approved Development Site in the current Local Plan.

No policy is required for this site because planning permission has recently been granted for a major redevelopment, which is due to commence.

This will have a very significant impact on the town centre and in this context full regard will be had to the relationship with other development sites when they come forward for consideration, particularly those in close proximity.

The permission is for a mixed-use scheme comprising:

- ❑ Approximately 60 retail units.
- ❑ 170 dwellings
- ❑ New bus station.
- ❑ Community use floor space.
- ❑ Open space

Key infrastructure benefits resulting from the development are:

- ❑ Affordable housing units.
- ❑ New bus station.
- ❑ Financial contribution towards the development of park and ride in Guildford and the environmental improvement of North Street.
- ❑ New local community use floor space.
- ❑ New 'town square' public open space.
- ❑ Off-site highway infrastructure improvements.

Development Timescales

- ❑ The developer is actively progressing the scheme with an anticipated start date of early 2007.
- ❑ Preparatory works have commenced.
- ❑ The development will take 3 years to complete (2010).

Map of The Friary Extension site

Site 4

CIVIC HALL

(Eastgate Quarter Character Area)

Policy

Planning permission will be granted for the redevelopment of the site for housing and/or office use, incorporating a refurbished or new Civic Hall, and replacement of the existing levels of public car parking.

Planning guidelines for the site were agreed in 2003 which required:

- Retain and enhance open space.
- Recognise 'Gateway' significance to the town centre.
- Brownfield housing opportunity (including affordable).
- Improved public car parking facility.
- Improved pedestrian links/routes.
- Contribution to revitalisation of top end of High Street.

Site area, ownership, current uses and designations

- 1.62 hectares.
- Entertainment Venue (closed).
- 251 space public car park.
- Public Open Space.
- Owned by Guildford Borough Council.
- Current consideration being given to either rebuilding or refurbishing the existing building, accompanied by new housing development and replacement below ground public car parking.

Development Timescales

- Dependent on current assessment of new build/refurbishment options.
- Potential decision 2006.
- Potential to commence development 2007
- (2 years to complete – 2009/10).

Map of The Civic Hall site

Site 5

BEDFORD ROAD CAR PARK

(Western Commercial Quarter Character Area)

Policy

Planning permission will be granted for a mixed use redevelopment of the site with a predominance of housing and/or office use as follows:

High density housing (including 35% affordable).

Offices.

Retail – ground floor small scale units, ancillary to main use(s).

Bars/restaurants – ground floor small scale units, ancillary to main use(s).

Design and infrastructure guidelines

- ❑ Planning guidelines prepared for the site (2003).
- ❑ Located within the flood plain: consideration to be given to need for special flood risk management measures and any green space should be designed to accommodate emergency storage of flood water.
- ❑ Site identified in Local Plan (2003) Policy GT1.
- ❑ High density housing opportunity, to include 35% affordable housing.
- ❑ Close proximity to station and bus station - opportunity for reduced parking standard.
- ❑ Provide built enclosure to Bedford Square.
- ❑ Improve public access to River Wey.
- ❑ Contribute to environmental improvement to 'Bedford Square'. Restoration and re-use of former riverside warehouse building. Located between The Friary Extension development and Railway Station development (Sites 6 and 1). On line of very significant major pedestrian route from station to town centre. Opportunity to contribute towards strengthening this route.

Site area, ownership, current uses and designations

- ❑ 0.52 hectares- 70 temporary surface level car parking spaces.
- ❑ Owned by Guildford Borough Council.
- ❑ Residential and small scale retail planning application to be submitted (2006).
- ❑ Existing Development Brief (2000) and Planning Guidance (2003).
- ❑ Adjoins conservation areas.
- ❑ Within the Corridor of the River Wey (Local Plan Policy G11).

Development Timescales

- ❑ Planning application to be submitted by the Council in 2006. Potential marketing of the site 2007.
- ❑ Development 2008 - 2010.

Map of Bedford Road Car Park site

Site 6

MARY ROAD CAR PARK

(Western Commercial Quarter Character Area)

Policy

Planning permission will be granted for the redevelopment of the site for additional short stay public car parking and/or housing use.

Design and infrastructure guidelines

Opportunity to provide additional short stay public car parking (decked).

Opportunity to investigate potential of including housing as part of the development.

Possible small scale retail or leisure on ground floor (subject to flood alleviation measures).

Maximum height of 4/5 storeys, reducing to 2/3 storey on northern edge.

Centrally positioned between Magistrate Courts and police station.

Potential to create small public space facing the Magistrate Courts to enhance setting.

Highway infrastructure is a potential constraint.

Partly in flood plain: consideration to be given to flood risk in building design.

Contaminated site.

Site area, ownership, current uses and designations

- ❑ 0.32 hectares.
- ❑ 107 parking spaces.
- ❑ Owned by Guildford Borough Council.
- ❑ To be considered in the overall context of the Town Centre Parking Strategy.
- ❑ Partly within the flood plain.
- ❑ Within the River Wey Corridor.

Development Timescales

Agreed use dependent on outcome of Town Centre Parking Strategy (2006).

Subject to planning permission and availability of funding – potential start in 2008.

Map of Mary Road Car Park site

Site 7

LAND ADJOINING THE ELECTRIC THEATRE

(Western Commercial Quarter Character Area)

Policy

Planning permission will be granted for the redevelopment of the site for offices, cultural, arts, community or educational use, or a mix of such uses, with bar and restaurant ancillary uses.

Design and infrastructure guidelines

Potential for 3 to 4 storey (3 storey at the gyratory street level). Uses would need to have synergy with existing uses in the area – i.e. theatre/bar/restaurant/Academy of Contemporary Music.

Flood plain – would require flood risk assessment and consent of Environment Agency. Flood constraints would require ground level kept clear – allowing space below for servicing/parking etc.

Development would act as a 'screen' from the gyratory road system.

Enhancement of the river setting.

Potential new footbridge across river to link site to station.

Currently an 'island' site segregated from rest of town by road system – important to 'link' the site back to the town, possibly as part of the County Council proposals for the gyratory road system.

Site area, ownership, current uses and designations

- ❑ 0.04 hectares
- ❑ Owned by Guildford Borough Council
- ❑ Development concept included within existing adopted development brief (1994) for The Rodborough Site – this will be superseded by the Town Centre Area Action Plan. Currently public open space and operational parking Corridor of the River Wey.
- ❑ Flood plain: consideration to be given to flood risk in building design Adjoining listed building.
- ❑ Within conservation area

Development Timescale

Timescale not yet identified

Map of Land adjoining The Electric Theatre site

Site 8

FORMER FARNHAM ROAD BUS STATION

(Southern Wey Corridor Riverfront Character Area)

Policy

Planning permission will be granted for a mixture or one of the following uses:

Housing

Offices

Community/cultural

Hotel (with conference facilities)

Design and infrastructure guidelines

- ❑ The site will be used as a temporary bus station during the construction of The Friary Extension development (2007 – 2010).
- ❑ The Council has currently submitted a planning application to use the site for housing and a new day centre which would replace the North Place day centre (included within Site 10).
- ❑ Riverside Setting in key town centre location.
- ❑ Close proximity to station.
- ❑ Potential use of built form to screen site from gyratory road system.
- ❑ Opportunity to enhance riverside walk/open space.
- ❑ Pedestrian Subway Route - important pedestrian route through site to/from station etc.
- ❑ Opportunity for exemplar energy efficient development.

Site area, ownership, current uses and designations

- ❑ 0.32 hectares
- ❑ Used as temporary surface level public car park
- ❑ Owned by Guildford Borough Council
- ❑ Site identified in Local Plan (2003) Policy GT2
- ❑ Existing development brief (2000)
- ❑ To be used as temporary bus station during Friary Extension, construction period (2007-2010).
- ❑ Current Planning Application for housing and day centre Adjoining Conservation Area and listed buildings
- ❑ Corridor of the River Wey
- ❑ Flood plain: consideration to be given to need for special flood risk management measures and any green space should be designed to accommodate emergency storage of flood water.
- ❑ Area of High Archaeological Potential: archaeological survey recommended prior to development.

Development Timescale

Development unable to progress until the temporary bus station use ceases (from 2010).

Map of Former Farnham Road Bus Station site

Site 9

GUILDFORD PLAZA

(Southern Fringe Character Area)

Policy

Planning permission will be granted for the redevelopment of the site for office use (in accordance with emerging policy CP13 in the Core Strategy)

Design and infrastructure guidelines

- ❑ To be no higher than adjoining listed building (Wycliffe Buildings) at its highest point and reducing in height to the scale of adjoining properties on Bury Street.
- ❑ Close proximity to station.
- ❑ Opportunity to 'repair' the urban fabric.
- ❑ Potential improved pedestrian link to town centre.
- ❑ Impact on setting of conservation area and adjoining listed buildings.
- ❑ Use of peripheral block form(s) but should not be continuous unbroken elevations.
- ❑ Opportunity to set back on ground floor to Portsmouth Road to compensate for close proximity to road for passing pedestrians.
- ❑ Opportunity to create public space on Portsmouth Road adjoining pub, also providing a pedestrian link.
- ❑ Retain pedestrian link between site and Wycliffe Building.
- ❑ Within River Wey Corridor: consideration to be given to need for special flood risk management measures.

Site area, ownership, current uses and designations

- ❑ 0.34 hectares.
- ❑ Previously offices – now demolished.
- ❑ Currently vacant.
- ❑ Private ownership.
- ❑ Previous permission for offices 1999 – now expired.
- ❑ In conservation area, adjoining listed buildings.
- ❑ Corridor of the River Wey.
- ❑ Area of High Archaeological Potential: archaeological survey recommended prior to development. NB site has considerable level changes across it.

Development Timescale

Current pre-application proposals for office development.

Map of Guildford Plaza site

Site 10

NORTH PLACE DAY CENTRE & BELLERBY THEATRE SITE

(Haydon Place and Martyr Road Character Area)

Policy

Planning permission will be granted for the redevelopment of the site for predominantly housing and public car park use as follows:

Housing - potentially 100% affordable.

Public short-stay car parking to replace existing – unless this can be replaced elsewhere in the town.

Community facility to replace existing – unless this can be provided elsewhere within the town centre.

Open space – to include a small-scale play area.

Design and infrastructure guidelines

- ❑ High density housing - 2-4 storey (potential for an element of 5 storey on Leapale Lane).
- ❑ Reintroduce original urban grain character in layout design. Perimeter blocks fronting the street. Any parking contained within court yards or below ground.
- ❑ Improve and reinforce pedestrian links, particularly the connection from The Friary/Leapale Road to Stoke Fields, Stoke Park and Guildford College.
- ❑ Provide new public open space for local existing and new residents, including a play area.
- ❑ Consider providing replacement short stay public car parking below ground – potentially 200 spaces.
- ❑ Abuts the British telecom building on Leapale Lane - potential development site.
- ❑ Contribute to improvements planned for the Hayden Place/ Martyr Road area (footpath works, street lighting, traffic calming measures etc).

Site area, ownership, current uses and designations

- ❑ Part of site identified in Local Plan (2003) Policy GT3.
- ❑ 0.96 hectares – owned by Guildford Borough Council.
- ❑ Public car park, North Place Day Centre, Bellerby Theatre, Youth Centre.
- ❑ 2003 – Development Brief adopted, to be superseded by Town Centre Area Action Plan.
- ❑ Abuts conservation area boundary on Haydon Place frontage.

Development Timescale

Potential for a phased development – will link to timescales for relocation of day centre and closure of Victoria Court, when confirmed (refer to Site 8).

Map of North Place Day Centre & Bellerby Theatre Site

Site 11

BRIGHT HILL CAR PARK

(Eastern Fringe Character Area)

Policy

Planning permission will be granted for the redevelopment of the site for housing and public car parking.

Design and infrastructure guidelines

See Development Guidance 2004 – allows for approximately 70 - 80 housing units and 197 below ground public car parking spaces.

Conservation area – development guidance recognises the importance of achieving a high quality design respecting the context and also important views from the site which are to be retained.

The site adjoins the County Council owned Harvey Road Adult Education Institute – at present there are no plans for the future of this site but it is anticipated that the County Council may review the site at some point in the future.

Site area, ownership, current uses and designations

- ❑ 0.52 hectares
- ❑ 144 parking spaces
- ❑ Owned by Guildford Borough Council
- ❑ Conservation area
- ❑ Development Guidance adopted 2004

Development Timescale

Dependent on Town Centre Parking Strategy – but anticipated to commence by 2008.

Map of Bright Hill Car Park site

7.6 Areas of influence/fringe areas (outside the Town Centre)

7.6.1 Some of the character areas extend beyond the defined boundary, for example the Southern and Northern Way Corridors. It is important to recognise the influence that areas and developments beyond the town centre have upon it. These will change over time but those currently considered to be most significant, and the influences they predominantly exert are as follows:

Park and Ride

7.6.2 The Council, working in partnership with Surrey County Council (SCC), is developing a series of Park and Ride sites around the town area as part of its strategy to reduce traffic congestion in the town centre. To date permanent sites have been constructed at the Spectrum and Artington, and works are due to commence at Merrow. A site is acquired at Manor Park, and a search for a suitable site to serve the 'northern corridor' is underway.

7.6.3 Where possible, SCC is developing bus lanes, which enhance the speed and reliability of the buses. These services penetrate the core of the Town Centre and facilities and infrastructure for these services must be allowed for when considering any proposals in this area.

Surrey University

7.6.4 The major development by the University at Manor Park has implications for the town centre. The student population will significantly increase over the next decade or more, and facilities and services in the town centre will need to respond to this. Transport, including pedestrian, link improvements from the town centre to the campus (which is mainly car-free) will also benefit others accessing the Hospital and Research Park. The university campus on Stag Hill can also be expected to change during the Plan period as existing buildings and uses are reordered to accommodate changing needs.

Guildford College

7.6.5 Guildford College adjoins Stoke Park. Many students cut through and across the town centre to access the College, and these important pedestrian routes need recognizing and strengthening should any relevant development opportunities arise.

Guildford College of Law & Mount Brown (Surrey Police HQ)

7.6.6 Both these establishments are located off the Portsmouth Road, in close proximity to one another. They attract traffic, some of which has to access from the north, via the town centre. Many students at the College access the site by foot, and these important pedestrian links need to be recognized in any future development to the south side of the town centre. The transportation needs of these establishments needs to be considered.

The Cathedral

7.6.7 Guildford Cathedral is unique among the country's cathedrals being prominently sited on an open hillside site within the town, its single tower the focus for many medium and long- range views throughout the town centre and beyond. The Guildford Diocese is seeking to develop part of its site to provide new associated facilities and housing. The pedestrian routes to the Cathedral from the Town Centre in particular are indirect and uninviting. Opportunity to improve these links would be derived from a measure of any future development proposed.

7.6.8 Woodbridge Meadows/Ladymead area

This area to the north of the town centre is rapidly evolving from a mainly quasi-industrial and commercial area to that of a mixed use zone, including large-scale retailing units, hotel facilities and potentially a new location for the Guildford School of Acting.

7.6.9 Pedestrian and cyclist links to the town centre are weak and development can provide the opportunity to strengthen and reinforce new and improved existing routes.

7.6.10 The changing character of the area also needs to recognise its impact on town centre facilities and the importance of ensuring development is sustainable and does not encourage town centre type uses to move away from the core. The lack of suitable brownfield development sites within the town core creates difficulty in achieving this.

Stoke Park

7.6.11 The park is the main 'playground' for Guildford, including the site for both the Spectrum Leisure Centre and Guildford Lido. It hosts many major town and increasingly large-scale regional events throughout the year. Many access it by foot or cycle and it is important to recognise the opportunities to improve such access from the town centre, particularly from and to the rail and bus stations for visitors using public transport.

Slyfield Area Development

7.6.12 Work is also being carried out to investigate the future development potential of a large brownfield site on the north east side of Guildford urban area. This is known as the Slyfield Area Action Plan, and if it proves possible to progress such development it will be essential that linkages with and any impact on the town centre are recognised.

APPENDICES

TITLE	PAGE NUMBER
Appendix 1	POLICIES
	1. ENERGY EFFICIENCY
	2. SHOPPING
	3. DESIGN
Appendix 2	LOCAL STRATEGIES AND INITIATIVES
Appendix 3	EVIDENCE BASE
Appendix 4	ISSUES AND OPTIONS CONSULTATION RESPONSES
Appendix 5	QUESTIONNAIRE
Appendix 6	SUSTAINABILITY APPRAISAL
Appendix 7	INFRASTRUCTURE REQUIREMENTS

APPENDIX 1 - POLICIES

1. ENERGY EFFICIENCY

Policy TCG 1 - Energy Efficiency and Renewables in Guildford Town Centre

Planning permission will not be granted for Town Centre development schemes of over 1,000 square metres or 5 dwellings or more unless:

1) Design advice has been sought and acted upon for commercial developments over 2,500 square metres.

2) Feasibility of providing gas or fuel cell CHP (including micro-CHP) or other innovative technology and renewable sources of supply (e.g. biomass CHP, ground source heat pumps, solar panels) has been undertaken. The Council will appraise the feasibility studies submitted and will seek opportunities to link new developments in order to achieve combined energy efficiency benefits.

These measures are sought in addition to the requirements of Core Strategy Policy CP25.

This policy supplements Energy Efficiency Policy CP25 the Core Strategy.

1.1 Encouragement and guidance will be given to developers who seek to maximise the use of reclaimed or recycled building materials.

1.2 Core Strategy Policy CP25 states the energy efficiency requirements for commercial and residential developments, above and beyond that demanded through the Building Regulations, include the need to complete a Sustainability Checklist. The Council's adopted Sustainable Development and Construction SPD amplifies the topic and explains the opportunity for Combined Heat and Power (CHP) and other sources of renewable energy technology to be used in developments to improve energy efficiency, particularly large-scale mixed-use developments which might come forward in Guildford Town Centre.

1.3 CHP uses the waste heat generated during the production of electricity to heat or cool buildings. Overall fuel efficiency can be increased to 70-90% compared to 30-50% with conventional heating and electrical generation. To be most economically viable, CHP systems require a relatively large and constant demand for heat; greatest efficiency is therefore possible when CHP is used to serve a number of local buildings of different uses. Micro CHP can also be used for small residential developments of five or less dwellings or domestic sized commercial buildings.

1.4 The drive for energy efficiency in new development is supported by the national planning policy guidance set out in both Planning Policy Statements 1 'Delivering Sustainable Development' (PPS1) and 22 'Renewable Energy' (PPS22), together with Policy EN1 of the draft South East Plan and Surrey Structure Plan Policy SE2.

Targets

1.5 All commercial town centre development schemes exceeding 2500 square metres have sought and acted upon commercial design advice.

1.6 All town centre development schemes exceeding 1000 square metres or 5 dwellings undertake feasibility studies to investigate provision of gas or fuel cell CHP (including micro- CHP) or other innovative technology and renewable sources of supply (e.g. biomass CHP, ground source heat pumps, solar panels).

1.7 All developments that trigger the threshold, to complete and comply with the sustainability checklist.

Indicators

1.8 Percentage of required developments completing, and complying with, sustainability checklist.

1.9 Number of Combined Heat and Power (CHP) schemes in Guildford Town Centre.

1.10 Number of other renewable energy schemes in Guildford Town Centre.

2. SHOPPING

Policy TCG 2 - Guildford Town Centre Primary Shopping Frontages

Within the Primary Shopping Frontages, as defined on the map below, proposals for the change of use of existing shops (class A1) to other uses at ground floor level will not be permitted.

This policy replaces Policy S4 of the Guildford Borough Local Plan 2003.

2.1 The High Street and part of the Upper High Street remains the retail core of Guildford Town Centre. The Plan defines prime shopping frontages along the High Street and Upper High Street and North Street, where a concentration of the retail multiples are represented. This prime area is characterised by the highest proportion of A1 (shop) uses, the highest Zone A rental values, and predominantly the highest pedestrian flow levels in Surrey. In order to protect the vitality and viability of this primary shopping frontage and the Town Centre as a whole, the change of use from A1 (shops) to other uses within this Prime Shopping Frontage will not be permitted.

2.2 This strong policy protection is required to deal with pressures upon the vitality and viability of the frontage arising from encroachment by non shopping (A1) uses. This approach also offers adjacent streets greater opportunity to accommodate complementary retail based uses.

2.3 The primary shopping frontages have been extended, responding to the recommendations of the Retail Needs Assessment and Planning Policy Statement (PPS) 6 'Planning for Town Centres'.

2.4 It is acknowledged that existing non-retail frontages exist within the primary shopping frontages; however it is not necessary for further non-retail frontages to be permitted in the primary shopping frontage.

Targets

2.5 0% loss of A1 retail use at ground floor level within defined primary shopping frontages.

Indicators

2.6 Number of developments approved by the Borough Council, which involve loss of A1 retail use at ground floor level within defined primary shopping frontages.

2.7 Number of developments allowed on appeal, which involve loss of A1 retail use at ground floor level within defined primary shopping frontages.

Map showing Primary and Secondary Shopping Frontages

Policy TCG 3 - Guildford Town Centre Secondary Shopping Frontages

Within the secondary shopping frontages of Guildford town centre, as defined on the map above, planning permission for the change of use from shops (Class A1) to financial and professional services (Class A2), restaurants and cafes (Class A3), drinking establishments (Class A4) or hot food takeaway (Class A5), will be permitted where all the following criteria are met:

- (1) The new use results in no more than two permitted non-retail (non-A1), ground floor units next to each other;
- (2) The new use results in no more than a guideline figure of one third of the sum total of the defined ground floor secondary shopping frontage in permitted non-retail (non-A1) use; and
- (3) The use does not result in loss of amenity in terms of noise, disturbance, smell, litter or traffic generation.

This policy replaces Policies S5, S6 and S7 of the Guildford Borough Local Plan 2003.

2.8 The High Street remains the retail core of Guildford Town Centre. This Document defines the primary shopping frontage along the High Street, extending into the Upper High Street. This prime frontage is characterised by the highest proportion of A1 shop uses, the highest Zone A rental values and predominantly the highest pedestrian flows.

2.9 The diversity of uses in town centres makes an important contribution to their vitality and viability. A more flexible policy approach is required to foster this diversity in the streets surrounding the primary shopping frontage. While these streets perform an important shopping function within the Town Centre, their rental levels and footfall are at such a level to offer opportunity to a wider range of shopping uses.

2.10 It is, however, important to strike the correct balance between shops (Class A1) and other retail based uses (Classes A2, A3, A4 and A5). Concentrations of uses such as restaurants and take-away food outlets can play an important role, collectively and individually, in enhancing the town centre's evening economy and adding to vitality, but their cumulative effects can also cause local problems. Whilst recognising the town centre's role as an entertainment focus, the frontage must remain liveable for existing and future residents. The environs of Abbot's Hospital and the tranquil Holy Trinity Churchyard are particular frontages where new changes of use to Classes A3, A4 or A5 uses, or proposals to extend opening hours, will need to be assessed in light of the need to safeguard residential amenity. The loss of retail floor space, increased traffic generation and local amenity impacts such as noise, smells and litter will therefore be amongst the considerations in such cases.

2.11 With regard to criterion 2, the total of the defined street level, secondary frontage will be measured in distance (metres) and not number of units. Gaps in frontages, formed by lanes, footpaths or access points will not be included in these calculations.

2.12 The secondary shopping frontages shown have been amended in comparison with those of the adopted Guildford Borough Local Plan 2003, in response to the recommendations of the Retail Needs Assessment and guidance set out in Planning Policy Statement (PPS) 6 'Planning for Town Centres'. Tertiary and specialist frontages are no longer defined because national planning guidance relating to town centres indicates that we should only identify primary and secondary shopping frontages.

Targets

2.13 No more than 20% loss of Class A1 retail use at ground floor level within defined secondary shopping frontage.

Indicators

2.14 No. of developments approved by the Borough Council, which involve loss of A1 retail use at ground floor level within defined secondary shopping frontages.

2.15 Number of developments allowed on appeal, which involve loss of A1 retail use at ground floor level within defined secondary shopping frontages.

3. DESIGN

3.1 These policies supplement the existing saved design policies within the Local Plan and are specific to the Town Centre area.

Policy TCG 4 - Town Centre Gateways

New developments on identified gateways as located on the Town Centre Framework Map will be expected to contribute to these visually important entrances to the Town Centre.

In addition to or as part of the required design statement, all site proposals relating to gateway locations will be expected to provide the following information:

- (1) A townscape assessment identifying the gateway characteristics of the site and outlining how the proposed development recognises the importance of the gateway and enhances and/or improves it;
- (2) An assessment of important views from within and to the site as well as to landmarks visible outside the site, ensuring that these are protected;
- (3) An assessment of the location and quality of existing pedestrian links to and through the site, and proposed new links to the town centre.

This policy supplements Policy G5 of the Guildford Borough Local Plan 2003.

3.2 The Council has identified the need to improve the quality of gateways (entrances) into the town centre. The action plan aims to raise the quality of main routes into the town centre through both design of new buildings and general environmental improvements to the public realm.

3.3 Twelve town centre gateways are identified within the Town Centre Framework. Large-scale buildings will be discouraged unless they can be shown to relate well to the surrounding character, public spaces at ground level and respect significant views from around the town. At some places improvements may be achieved solely by enhancing the public realm through landscape, public art and street furniture rather than buildings.

3.4 In addition, 'local' gateways have also been identified into the character areas where locally strategic routes intersect or local landmarks provide useful reference points. Where development is proposed in such locations it will be expected to reinforce local identity through architectural, lighting or landscape design in keeping with the character area guidelines, to achieve a greater 'sense of arrival' at a local character area.

Targets

3.5 To create high quality gateways which mark and enhance the approaches to the town centre, improve legibility and reinforce individual character.

3.6 Priority to be given to protection of identified significant views when development is proposed.

3.7 Improve the quality of the pedestrian environment into the town centre from these 'gateway' sites by increasing number of pedestrian connections.

Indicators

3.8 Percentage of required developments completing, and complying with a townscape assessment, view assessment and pedestrian links assessment.

3.9 Percentage of developments situated on identified gateway sites providing high quality design through integrated architecture, landscape and public art.

3.10 Number of direct pedestrian connections into the town centre.

Policy TCG 5 - Quality Design (character, views and viewpoints and legibility)

Development will be expected to:

- 1) Include characteristics of local distinctiveness in terms of design, layout and materials.
- 2) Respect the scale, density, massing, building lines and layout of its locality.
- 3) Respond to changes in gradient and topography.
- 4) Retain the rhythm and vertical emphasis of its locality, for example, by the articulation of detail to elevations and by varying the use of materials to reflect historic plot widths.
- 5) Enhance the quality of gateways, arterial routes and their varied character to protect the town centre image and legibility.

3.11 Use of strong building frontages, or a combination of buildings, trees and hedges will assist in creating a sense of enclosure. The form of enclosure used will give the streets their character and must respect either existing traditional character or provide new appropriate scale of enclosure where this has been lost. Enclosure is not absolute and new development must also take into account and safeguard any important views and provide glimpses of key landmarks both in the street and beyond.

3.12 The topography upon which Guildford sits creates a town centre with numerous important viewpoints and views. All new development will protect and enhance views to and from established landmarks, hills, skylines, and work with or provide a positive addition to distinctive character areas or urban backcloths, maintain strategic views from major access routes and public vantage points, particularly those that provide a visual link across the river and to the North Downs ridge.

3.13 The main arterial transport routes into the town centre often form boundaries between adjacent character areas, where local character can become most indistinct. The preservation and enhancement of positive local characteristics, which provides the image and legibility of the town centre is an important consideration for all development on these routes.

Targets

3.14 To ensure new developments are of a high quality design standard, having full regard to local distinctiveness and the site's prominence and context.

Indicators

3.15 Number of planning applications per year within the Town Centre refused on design grounds.

3.16 Number of Town Centre planning refusals on design grounds allowed / dismissed at appeal.

Policy TCG 6 - High Quality Public Realm

Development will be expected to:

- 1) Front directly onto streets and areas of public space and not be set back.
- 2) Mark the convergence of key routes, avoiding landmark architecture which is not in keeping with the character of the area.
- 3) Provide a focus for pedestrian routes which should be accessible, safe and comfortable.
- 4) Create new open spaces that are useable and accessible.
- 5) Determine an appropriate balance between pedestrians and traffic.
- 6) Introduce high quality external boundary and surface treatments of an appropriate design and materials.
- 7) Provide sensitively located street furniture, including lighting.

3.17 Throughout the town centre, buildings should present their public face to the street and provide active frontage where possible. Where buildings stretch between two streets design needs to address both street frontages, recognising the building has two public facades.

3.18 Use of different approaches to urban form will help to create diverse streets and places, which feel comfortable at human scale and will ensure a quality pedestrian environment. Developments should be shown to relate well to public spaces at ground level.

3.19 Although situated close to a rich resource of open green space the town centre itself generally has a deficit of high quality urban public space. The creation of a network of new spaces that provide useable, accessible public space providing for a range of environments of differing character and function will be sought through development.

3.20 Wherever possible, opportunities should be taken to create new public open spaces in association with development. Any measures to improve permeability through the area should be well designed and secure, encouraging pedestrian flow and reflecting the special character of the area, such as historic street pattern.

3.21 The design and management of spaces demands as much care and attention as the buildings which enclose them. Design of new public spaces and routes will ensure that they are attractive, safe, uncluttered and accessible for everyone, including the disabled and elderly.

3.22 Development must ensure high quality streetscape design, street furniture and materials are used in the renewal / provision of the public realm within the town centre taking positive action to secure the preservation and enhancement of Conservation Areas through the application of the Surrey County Council 'Highway Materials within Conservation Area's' (HIMCAR) guidelines.

Targets

3.23 Provide amenity space for existing/future town centre communities by increasing the number of urban public spaces within the town centre.

3.24 Ensure all town centre development sites shown as having opportunities for providing new urban open space provide that space on site and contribute to an overall Town Centre network of public open space.

Indicators

3.25 Percentage of required developments completing, and complying with design standards set out in Policy TG6.

3.26 Number of new high quality public realm spaces created which preserves and enhances town centre character.

3.27 Number of environmental improvements implemented in the town centre to improve public realm.

3.28 Percentage of developments within thresholds (refer to Infrastructure SPD) providing planning obligations which contribute to future management / maintenance of public realm.

Policy TCG 7 - Services and Parking

Servicing and parking areas should be designed to a high standard and integrated within the urban fabric.

3.29 The high density of the town centre, makes the management of traffic highly important through good quality design. Development will be measured by the success not only of its functional performance, but also how it contributes to the quality and character of the urban area.

3.30 The ideal form of delivery is from the street directly to the building in the traditional way. Where a delivery/storage yard is required, it should be placed to the rear of the site and framed with buildings to avoid unsightly yards and interruptions in street frontage.

3.31 There is a preference for underground car parking and where new developments incorporate off-street parking they should ensure that these would not be evident at ground floor, with the exception of points of access and egress; the developments design should ensure that other active uses form the street frontage.

Targets

3.32 Where applicable, all Town Centre development schemes to provide integrated service / parking design set out in Policy TCG7.

Indicators

3.33 Percentage of required developments completing, and complying with, design standards on servicing and parking within TCG7.

Policy TCG 8 - The River Wey

Developments within the town centre must respect the setting of the River Wey, and in particular:

1. Adjacent sites will be expected to provide positive public space and an attractive 'active' frontage to the River.
2. Provide opportunities to reconnect other areas of the Town Centre with the riverfront.

The River Wey is one of the town centre's greatest cultural assets, yet previous development has turned its back and isolated it from the surrounding town centre urban fabric. New development must seek to redress this through providing a high quality urban environment which provides a focus for facilities for public open space, leisure and entertainment and restores the connections to adjacent character areas, looking in particular at restoring the links between the southern and northern river corridors, whilst complying with the objectives of other relevant Local Plan and Guildford Development Framework policies.

This policy supplements Policy G11 of the Guildford Borough Local Plan 2003.

Targets

3.34 Improve the quality of the riverfront throughout the town centre and to create a high quality pedestrian environment.

3.35 Provide appropriate mixed use development, which respects the historic character of the riverside.

3.36 Encourage all new developments to provide an active frontage to the river and provide usable and accessible public open space.

3.37 Restore connections along the river and between adjoining character areas.

3.38 Provide continuity of riverside.

Indicators

3.39 Number of environmental improvements implemented to improve riverside.

3.40 Number of development schemes which actively contribute to active riverside frontage.

3.41 Number of mixed use development schemes achieved along the river.

3.42 Percentage of town centre riverside development schemes as defined within TCG8.

3.43 Number of direct pedestrian connections increased between the riverside and the rest of the town centre.

3.44 Number of developments which preserve /enhance riverside character.

3.45 Number of developments which improve access to the river.

Policy TCG 9 - Permeability

Developments will be expected to improve permeability, particularly for pedestrians and cyclists, by combining existing and creating new links to surrounding areas.

This policy supplements Policy M6 of the Guildford Borough Local Plan 2003.

3.46 Maximising choice in how people move around means creating routes that are felt to be safe for all. The town centre must be a permeable, well-connected area, where people are able to access spaces and locations easily by foot. It must also be well connected to other areas of the town, so that visitors, workers and residents can easily access the town centre by sustainable methods of transport.

3.47 Making connections where barriers to movement have been created will be a priority in any development within the town centre. The creation of new barriers to movement will be resisted.

3.48 Developments should not create 'closed' space, particularly in the evening or night. Routes should remain open, not locked in the evening.

Targets

3.49 Improve the public realm by creating a more integrated environment through a series of connected spaces where pedestrians/ cyclists have priority.

Indicators

3.50 Increase in public realm where pedestrians/cyclists have priority.

3.51 Number of subways / segregated pedestrian footpaths and footbridges replaced by integrated pedestrian routes and at-grade pedestrian crossings.

3.52 Increase usage by pedestrians/cyclists.

3.53 Number of reported crimes.

3.54 Number of road traffic accidents involving pedestrians and cyclists.

APPENDIX 2

LOCAL STRATEGIES AND INITIATIVES

2.1 These include:

- i. Arts Development Strategy
- ii. Greening The Approaches Strategy (2001)
- iii. Guildford Residential Design Guide (2004)
- iv. Guildford Air Quality Strategy (2005)
- v. Guildford Borough Anti Poverty Strategy (2001)
- vi. Guildford Borough Community Plan (2003)
- vii. Guildford Borough Community Safety Strategy (2002- 2005)
- viii. Guildford Borough Cultural Strategy (2004)
- ix. Guildford Borough Homelessness Prevention Strategy (2003-2006)
- x. Guildford Borough Joint Cycling Strategy (2003)
- xi. Guildford Borough Licensing Policy (2003)
- xii. Guildford Borough Local Plan (2003)
- xiii. Guildford Climate Change Strategy (2004)
- xiv. Guildford Community Safety Strategy (2005)
- xv. Guildford Energy Strategy (2005)
- xvi. Guildford Homes Partnership Housing Strategy (2005-2010)
- xvii. Guildford Housing Strategy (2005 – 2008)
- xviii. Guildford Joint Walking Strategy (2004)
- xix. Guildford Recycling Action Plan (2005)
- xx. Guildford Town Centre Action Plan (1994)
- xxi. Housing Strategy 2005 – 2008
- xxii. Crime and Disorder Act 1998 Section 17
- xxiii. Cultural Strategy
- xxiv. Leisure Strategy
- xxv. Lighting Strategy (1999)
- xxvi. Park & Ride Strategy (currently being revised)
- xxvii. Parking Strategy (2005)
- xxviii. Race Equalities Scheme (2002)
- xxix. River Wey Environmental Study
- xxx. South East Plan (draft), including Regional Economic and Housing Strategies (South East Plan Part 1: Core Regional Policies, July 2005)
- xxxi. Surrey Cultural Strategy 2002-07
- xxxii. Surrey Design Guide (2003)
- xxxiii. Surrey Local Transport Plan (2000)
- xxxvi. Surrey Structure Plan (2004)
- xxxvii. Surrey Urban Habitat Action Plan (2002)
- xxxviii. Thames Basin Heaths Area Based Delivery Project (draft, 2005)

2.1.1 With specific regard to the supplementary parking documents (SPD) being produced as part of the GDF:

- Infrastructure SPD (consultation draft, April 2006)
- Sustainable Development and Construction SPD (adopted December 2005)
- Thames Basin Heath Special Protection Area SPD (pre-production)
- Vehicular Parking Standards SPD (consultation draft, April 2006)
- Woodbridge Meadows SPD (pre-production)

2.1.2 Substantial regard should also be given to the following Development Plan Document (DPD), also part of the GDF:

Core Strategy (Preferred Options, June 2006).

APPENDIX 3 - EVIDENCE BASE

3.1 Census 2001

The 2001 Census was carried out by the Office for National Statistics in April 2001. Its results provide a large amount of statistical information about the Town Centre. The key elements relevant to this Area Action Plan are summarised in 'A Profile of Guildford Town Centre'.

3.2 Conservation Area Character Appraisals

As part of an on-going programme, the Town Centre Conservation Area (January 2006) has been subject to a character appraisal, which clearly identifies what it is about the character and appearance of the town centre which should be preserved or enhanced.

3.3 Landscape Character Assessment

The Borough has a strong and varied landscape, of which townscape is also part. Land/townscapes are dynamic in that they change with both natural and man's influences; the Landscape Character Assessment provides beneficial guidance on the suitability and management of such change.

3.4 Employment Needs Assessment

Survey work has sought to identify and assess the quality of the current supply of Business Use Classes B1-B8 floor space within the borough, including existing commercial sites above 0.1ha within the town centre, those allocated in the adopted Local Plan 2003 or those with extant planning permission. Sites which have been vacant for a substantial period of time or which are of lesser quality may be considered in the future for release for change of use. This data is compared to demand for commercial floor space, to gauge the adequacy of provision for the future.

3.5 GWITS (Transport Study)

Surrey County Council and the Highways Agency have under taken a transport study of the urban areas of Guildford and Woking, to assess the transport implications of the housing allocations included in the 2004 Surrey Structure Plan. This is known as the Guildford Woking Integrated Transport Study (GWITS). GWITS aims to identify a strategy for both towns which reduces congestion, improves accessibility, improves the safety and security of the transport system and improves local air quality.

3.6 Housing Needs Survey 2005

Updated in 2005, the Housing Needs Survey provides a robust and up to date assessment of housing needs in the Borough, considering housing requirements in both the market and social sectors and featuring an affordable need forecast to 2011.

Amongst headline findings were that:

- ❑ Access to market housing has become more difficult for new households since 2003, increasing the need for subsidised housing of some form.
- ❑ Predicted population changes include a growth in the 45-64 age group and a fall in the economically active 30-44 age group. The 'older' retirement group (those 80 and over) will also grow, who are much more likely to have care and support needs.
- ❑ Total affordable (borough wide) housing need annually is for 1,185 units, outstripping current provision rates.
- ❑ Research continues to show a need for small affordable housing units, particularly 1 and 2-bed dwellings.

3.7 Housing Potential Study

Work has been undertaken to assess how much additional housing could be accommodated on previously developed land within the borough. This helps us to distribute the additional dwellings required by county and regional level policies, including within the town centre. Initial findings of this research are available however, as an on-going study, it is unlikely to be completed and published until spring 2008 when it will also inform decision-making on borough-wide housing allocations.

3.8 Monitoring of Planning Applications & Decisions

The Planning Policy Team monitors residential, employment, retail and telecommunications developments in the Town Centre. A variety of monitoring documents are produced, covering a wide range of topics, including housing, employment and population. An Annual Monitoring Report is also produced; the first was submitted to the Government Office for the South East in December 2005.

3.9 Open Space, Sport and Recreation Facilities (PPG17 Audit)

In line with Planning Policy Guidance (PPG) 17, this assessed specific needs, deficits or surpluses of open space, sport and recreational facilities in the borough, informing the preparation of appropriate policy.

3.10 Retail Needs Assessment

An assessment was undertaken of retail needs, to clarify if there is a need for additional retail floor space to 2016 and, if so, what type and size of retail units are needed and where these should be provided. This has informed the town centre retail allocation and primary/secondary shopping frontages policy in this document. The key findings for the town centre are that:

The Friary Shopping Centre Extension will provide an additional 24,920 square metres of floor space, much of which will be retail, meeting the guideline requirement for comparison goods retail floor space to 2011;

Allocations for further comparison, as well as convenience (e.g. food stores) and bulky goods floor areas, are not required 2006-2011 but will be reviewed after in light provision achieved through the Friary Extension.

3.11 Infrastructure Requirements

Over the last year, the Borough Council has targeted key service providers in order to assess their present and future land use requirements. Such providers include Surrey Police, Network Rail, the Primary Health Care Trust and Education authority (Surrey County Council), Thames Water and Three Valleys Water authorities, Guildford Library and member organisations of the Local Strategic Partnership.

3.12 The policies of the TCAAP must take these infrastructure and land use requirements into account, to ensure an integrated approach to development.

3.13 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) provides information on future flood risk over a wide spatial area. It adopts a risk-based sequential approach to test alternative sites in accordance with their vulnerability to flood risk. The Guildford Borough SFRA is expected to be completed at the end of August 2006.

APPENDIX 4

ISSUES AND OPTIONS CONSULTATION RESPONSES

4.1 Housing

- ❑ More housing should be provided in the town centre.
- ❑ Increasing the proportion of affordable housing is one preferred approach, converting existing vacant offices for housing another.
- ❑ There is unease about densities becoming too high; we need to preserve the area's character.

4.2 Town Centre Facilities

- ❑ Further alcohol-related facilities would not be welcomed, whilst weekend public order problems must be seriously addressed. Character should be preserved and the area liveable for existing and future residents - whilst recognising the Town Centre's role as an entertainment focus.
- ❑ Desirable additional facilities include more small food shops, restaurants, health/welfare facilities, a new theatre, an arts cinema and entertainment for young people.
- ❑ Developments such as the Friary Extension and new Civic need to be progressed.

4.3 Environment

- ❑ Increased protection supported for the historical and physical environment and views.
- ❑ This could be achieved by promoting high quality, sensitive building design and scale, and by encouraging more tree planting and street improvements. North Street/High Street is identified as an area requiring attention.
- ❑ Better use could be made of the river.
- ❑ Support for sustainable development principles.

4.4 Offices

- ❑ A clear preference has emerged for reducing the amount of office space in the Town Centre, by releasing some for housing and other uses, whilst still retaining a reserve of office space.
- ❑ There is very little support for providing more office space.

4.5 Shopping

- ❑ The existing level of shopping facilities should be maintained.
- ❑ Small independent shops are to be encouraged and further large stores resisted.

4.6 Movement

- ❑ Safer walking initiatives are the preferred method of tackling congestion in the town centre, one way in which to reduce the 'school run'.
- ❑ Green travel plans and variable parking charges are others;
- ❑ Many concerns were expressed about transport in the town centre, including calls for improved bus services and more integrated cycle lanes.

4.7 Tourism

- Most wish to see Guildford Town Centre's role as a quality tourist destination enhanced,
- But there is concern over how far this could go – because of congestion issues, 'modest' tourist attractions and a lack of hotel accommodation.

4.8 Energy Efficiency

- There is support for sustainable development principles.
- In addition, the following relevant points were raised through the Core Strategy Issues and Options consultation.
- There was general agreement to encourage greater energy efficiency in new developments and promote sustainable development and construction.
- Most respondents felt that more could be required from developers to achieve this, and that the issue should be come more prominent.
- One of the most commented upon issues was reducing the demand and use of energy.

4.9 Infrastructure and Other Issues

- Concerns included adequacy of infrastructure to support the growth of the town centre and the need to address the needs of disadvantaged and vulnerable people across our communities.

APPENDIX 5

5.1 QUESTIONNAIRE

Available to complete on-line at www.guildford.gov.uk
>Planning & Building Control > Consultations
or by telephoning 01483 444464

APPENDIX 6

6.1 SUSTAINABILITY APPRAISAL

Available to view on-line at www.guildford.gov.uk
>Planning & Building Control > Consultations
or by telephoning 01483 444464

APPENDIX 7

7.1 Town Centre Infrastructure Requirements

USES (for which there is an anticipated need) NB: not prioritised, listed in alphabetical order.	REQUIREMENT	RESOURCES IDENTIFIED
Affordable Housing	There is a very high need to provide affordable housing in the sustainable location of the town centre. The Council requires a minimum of 35% of all new units to be affordable in development sites above the identified threshold.	Several development sites are proposed for high density housing which will include for 35% to be affordable.
Art Gallery	There is a demand for a new art gallery/cultural facility which could be included as part of a development opportunity.	No suitable site yet identified – the Electric Theatre site provides some potential.
Civic Hall	New or refurbished Civic Hall on existing site.	Under current consideration.
Community facilities	<p>The outdated day centre facilities at North Place in Haydon Place require a replacement.</p> <p>The Guildford Community Centre facility on Haydon Place will require replacing as part of the proposals to redevelop the site or replaced elsewhere within the town centre.</p>	<p>There is a current proposal to provide a new day centre on the former Farnham Road Bus Station site.</p> <p>Floorspace in The Friary Extension has been allocated for community use. This is being developed to meet the accommodation needs of the voluntary organisations.</p>
Hotel	The town lacks high quality hotels, particularly those incorporating conference facilities.	Potential use identified on some individual development sites.
Library	The Surrey County Council have indicated their desire to replace the existing outdated library with a new facility. This would not necessarily remain on the existing site.	No suitable site yet identified.
Markets	Need to consider potential expansion of the existing North Street and Farmers Markets, together with opportunities for further markets.	The environmental improvement for North Street will take place at the end of The Friary Extension development. It will provide the opportunity for expansion of the existing market and a possible location for other markets.
Open space	Invariably new development does not provide for new open space on site, but provides funding to improve existing. As the residential population of the town centre increase the need for additional open space and play facilities is apparent.	Development sites and developer financial contributions.
Small Supermarket	The identified development sites provide an opportunity to make this provision. The town is poorly served at the western end in terms of food outlets.	Potential to accommodate within The Friary Extension development (subject to the developer). Further potential identified as part of the Railway Station development site

7.2 Car Parking and Park & Ride

	REQUIREMENT	RESOURCES IDENTIFIED
Parking	<p>The Council is currently exploring how to maintain levels of short-stay public car park spaces in the town centre, in line with policy. Such spaces may be lost at those existing surface level car parks which are being proposed for future development at:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Bright Hill <input type="checkbox"/> Mary Road <input type="checkbox"/> Guildford Park Road <input type="checkbox"/> The Civic <input type="checkbox"/> Bedford Road <input type="checkbox"/> The Friary Extension area <p>Consequently replacement on-site parking will be considered as part of such proposals, together with opportunities to increase site numbers to compensate for loss elsewhere in the town centre.</p>	Currently under consideration.
Park & Ride	<p>The strategy for Park & Ride has, to date, delivered permanent park facilities at Spectrum and Artington. A further site is due to be developed at Merrow 2006/07.</p> <p>Land at Manor Farm, forming part of the University's development, is allocated to provide a site on the western corridor.</p> <p>A site to serve the northern corridor is required.</p> <p>It is proposed that the existing Artington site is to be extended, subject to planning permission.</p>	<p>Funding is either provided from the Council's own Major Capital Scheme or from developer contributions, currently as follows:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Merrow site - £1.5m <input type="checkbox"/> Northern corridor site 'to benefit Stoughton Area' - £1.462m <input type="checkbox"/> Additional scheme (assumed at Manor Farm) - £1.5m

7.3 Traffic and Transport

	REQUIREMENT	RESOURCES IDENTIFIED
<p>Traffic and Transport Improvements</p>	<p>Surrey County Council is the authority for traffic and public transport. Improvement proposals planned for the town centre area are:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The Gyratory – Including narrowing the Bridge Street carriageway, widening footpaths and creating at-grade pedestrian crossings. <input type="checkbox"/> Farnham Road bridge (strengthening and improving). <input type="checkbox"/> Bus Lanes – Woodbridge Road, Onslow Street and Millbrook. <input type="checkbox"/> Off-site highway works associated with The Friary Extension. <input type="checkbox"/> New bus station as part of The Friary Extension development. <input type="checkbox"/> New railway station and passenger travel interchange as part of the Railway Station development proposals. <input type="checkbox"/> Shuttle Bus (GBC funded). <p>Transport improvements are focussed on improving and increasing bus services.</p> <p>Through development proposals there is potential to achieve a dedicated bus route from the station to the University, Hospital and Research Park.</p>	<p>Funding provided from:</p> <ul style="list-style-type: none"> <input type="checkbox"/> SCC budgets <input type="checkbox"/> Developer contributions <input type="checkbox"/> Requirements of planning permissions <input type="checkbox"/> Local Transport Plan <input type="checkbox"/> Guildford Borough Council – revenue and capital funding
<p>Pedestrian Movements</p>	<p>Specific proposals to improve pedestrian access and routes are included in the Pedestrian Strategy.</p> <p>The key routes identified for improvement (not prioritised) are:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Between town centre and station <input type="checkbox"/> York Road car park to The Friary extension <input type="checkbox"/> Town centre to University/Cathedral <input type="checkbox"/> River Wey Towpath (Walnut Tree Close) <input type="checkbox"/> Town Centre to Guildford College <input type="checkbox"/> Former Farnham Road bus station site, across Millbrook and along Friary Street to North Street (in response to temporary relocation of bus station during construction of The Friary Extension). 	<p>Funded from GBC/SCC and developer contributions</p>

Traffic and Transport Improvements	<p>Subways under roads in the town centre were constructed when new highway infrastructure was introduced in the 1960s/1970s. The public have expressed strong concern at using these routes in the “Fear of Crime” survey. They are either to be improved with new lighting, design treatment, CCTV coverage etc or to be removed. Proposals are being prepared at the following locations:</p> <ul style="list-style-type: none"> ❑ York Road (two subways – including potential closure of the subway at the roundabout and replacement with an at-grade crossing facility). ❑ Millbrook (leading to Debenhams – including potential closure of the subway and improving the at-grade crossing facility). ❑ Station ❑ Farnham Road ❑ Friary Passage 	Funded from GBC/SCC and developer contributions.
Pedestrian Movements	Proposed and improved cycle routes in the town centre are included in the Cycling Strategy. The Gyrotory forms a ‘barrier’ to cross town routes, as addressed in the strategy.	Funded from GBC/SCC and developer contributions.

7.4 Open Space

	REQUIREMENT	RESOURCES IDENTIFIED
Existing public open space	Some existing open space requires improvement and review, including enhanced accessibility. Improvements are planned for Foxenden Quarry, Racks Close, Allen House Grounds and Quarry Street/Millbrook. Further improvements are to be identified.	Funded from GBC/SCC and developer contributions
New public open space	(see ‘open space’ above)	

7.5 Environmental Improvements

	REQUIREMENT	RESOURCES IDENTIFIED
Public realm	<p>Within the public realm a large number of environmental improvements have been achieved in the past decade, including the part pedestrianisation of the High Street, and more recently the paving and closure of Chapel Street. A rolling programme of schemes continues, with the following locations identified for future improvement:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Town Wharf (phase II) <input type="checkbox"/> North Street – a major scheme will commence on completion of The Friary extension development. <input type="checkbox"/> Upper High Street <input type="checkbox"/> Sydenham Road <input type="checkbox"/> Millbrook pedestrian crossing area (at foot of High Street) <input type="checkbox"/> River Wey towpath (in vicinity of Walnut Tree Close) <p>There is ongoing concern over the condition of the High Street setts which are the responsibility of SCC. GBC has paid for extensive repairs to them in the past. The need for a comprehensive repair is identified, possibly as a phased programme of works.</p>	<p>Funded by GBC and/or developer contributions.</p> <p>(Towpath to be primarily funded by the National Trust)</p>
Lighting and CCTV equipment	<p>In response to public safety concerns, a rolling programme of lighting improvements has been initiated by GBC, to supplement work carried out by SCC (the responsible authority). Many of these schemes are in the town centre and designed to create a safe environment, aesthetically enhance the area, and avoid light pollution using energy efficient fixings. A list of schemes is in the Lighting Strategy.</p> <p>Further public safety measures are achieved from the town CCTV infrastructure which is provided by GBC working with the Police. It includes a programme of upgrading, replacement and new cameras.</p>	<p>Lighting – GBC/SCC</p> <p>CCTV – GBC/Police (and government funding on occasion)</p>

7.6 Energy Efficiency Infrastructure

	REQUIREMENT	RESOURCES IDENTIFIED
Energy efficiency measures	<p>In accordance with the Council's Sustainable Development and Construction Supplementary Planning Document, commercial development over 1000sq m and new residential development of 5 dwellings or more will be encouraged to incorporate energy efficiency measures. This will include the potential for achieving combined heat and power operations, particularly by linking development sites.</p> <p>Energy efficiency will be sought when considering all infrastructure requirements.</p>	<p>To be identified by developers/landowners as part of the planning process.</p> <p>Corporate approach required by the local authorities and others working with them.</p>

7.7 Historic Buildings

	REQUIREMENT	RESOURCES IDENTIFIED
Repair and maintenance	<p>Conservation of the historic built infrastructure of the town centre is essential. A high proportion of buildings have listed status, and owners are responsible for their repair and maintenance. The Council itself owns several such properties in the town centre. An extensive restoration of the Castle Keep has been completed and future works are planned for The Museum and property adjoining Tunsgate Arch in the High Street.</p> <p>Owners of privately owned buildings are encouraged to maintain them in a satisfactory condition.</p> <p>Where such buildings are within a development site the opportunity will be taken to ensure they are restored if necessary and that suitable uses are found.</p>	<p>GBC funds repairs to its own buildings.</p> <p>Private owners, including developers, are required to fund such works when a building falls within their ownership.</p> <p>In some circumstances funding towards restoration of other properties can be achieved through developer (eg where identified for use by community facilities).</p>