

Shaping Guildford's Future Critique by Guildford Society

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Introduction



This is a critique of the material approved by Guildford Borough Council (GBC) as the outputs of the Shaping Guildford Future Study Phase two. The materials can be found at [Shaping Guildford's Future](#)

As a Critique, this paper is to explore areas of where the Shaping Guildford's Future lacks detail or areas that appear not to have been considered. The detailed work in Shaping Guildford's Future will be conducted over the next 9 months as part of Phase 3 and we would hope our critique can be considered when developing future plans.

As we discuss in Para 2 we are very concerned that the plans have evolved to be concentrated solely on land that the council controls and influences directly and makes scant reference to the historic core of Guildford and its relationship to the Wey. The work so far also ignores many of the externalities e.g. A3 improvements, new strategic sites, Climate Change that could have a considerable impact on the town.

1. Guildford Economy.

The Shaping Guildford's Future part 2 report needs greater detail on issues that will impact its future. Key points that should at least be commented upon are:

1.1. Commuting

It does impact the centre of the town and travel patterns and is almost ignored in the report so far.

1.2. Professional Services sector

This is ignored in relation to likely needs for offices accommodation.

1.3. JLL Competitive Report

We have the following comments:

1.3.1. Life Sciences

1.3.1.1. JLL completely miss that the University is in the process of setting up a Medical School.

1.3.1.2. JLL also miss the presence of Pirbright on the outskirts of the town which is a world class centre of Virus research particularly focused on Animal Health currently employs circa 400 staff

1.3.1.3. The University also has a Vet School, and we also have Noel Fitzpatrick.

1.3.1.4. Although outside the borough, Syngenta, the biggest Agricultural Chemical company in the world, has its largest Global R&D centre in Bracknell.

1.3.1.5. London is developing a three Lifescience Hubs including one at Waterloo although these are a threat, they can also be viewed as an opportunity for collaboration and as a market for a supply chain that could be based in Guildford see [London's increasing Life Science Sector. \(guildfordsociety.org.uk\)](https://www.guildfordsociety.org.uk).

Indications are a Life Sciences sector is possible in Guildford?

1.3.2. Leisure & Museums/Culture

Whilst it is obvious that the private sector may have difficulty in making a case for investment it is notable that with some public investment to kick start Guildford could improve its offer. Guildford needs to have an ambition to create new attractions in the centre e.g. Interpretation Centre/Education Centre for the North Downs, re-imagined museum, or an equivalent to the Woking Lightbox. etc.

Experiential Leisure is a new trend emerging in the US. The highest profile of these is the Area 15 in Las Vegas, which now houses a multitude of attractions and events including Meow Wolf's Omega Mart (an immersive art exhibit with secret bar), a selection of virtual reality experiences and an indoor zip line (We could have done a lot with Debenhams!). Other examples include the likes of City Winery, an intimate music and events space accompanied by locally sourced food and wine, which now has 12 sites throughout the US, and New Arts District, a new AI powered experience soon to open in New York. The draw that an Experiential Leisure offer can bring to a town can be huge and can create significant uplifts in footfall in the locale.

It would be worth looking at how attractions in other towns e.g. [Making a destination in Folkstone \(guildfordsociety.org.uk\)](https://www.guildfordsociety.org.uk) are helping the local economy.

1.3.3. Commercial

The report made several interesting points on the totality of the local commercial market.

- Little Speculative Development
- Traffic Congestion
- Gradual replacement of industrial stock e.g. Jewsons.

There must also be questions on the future of some established commercial uses. The Motor Trade could see a substantial downsizing of requirements. Electric cars have far lower servicing requirements. You can now buy a Tesla totally on the Web and collect the car with your mobile phone as the key!!

An opportunity may be data centre development, Savills anticipates that the number of data centres will need to increase by almost 2.5 times, through the construction of more than 3,000 data centres.

1.3.4. Office Space

JLL highlight a lack of Grade A space. Providing this seems to be missing from the Shaping Guildford's Future report in a short timescale. See comments on the West of the station below. Can we wait for Bedford Wharf to be redeveloped?

Some commentators are anticipating that flex office stock in Europe will reach circa 20% of total office stock across the continent over the next 10 years. A study by Microsoft concluded that 88% of companies are planning a move to flexible working. The market for shared/flexible office space may grow 600% by 2030.

1.4. Green Growth Opportunities

1.4.1. University Developments

As well as the Medical School it should be noted that the University of Surrey is investing heavily to become a centre of expertise for a Sustainability issues. They have recently launched a Institute for Sustainability [Institute for Sustainability | University of Surrey](#)

1.4.2. Green Jobs

The recent PWC Green jobs Barometer (December 2022) highlights the rapid growth In job and opportunities related to managing sustainability and Climate Change. The Southeast is experiencing this growth better than the rest of the UK. Is Guildford participating in this activity. See [Green Jobs Barometer 2022 \(guildfordsociety.org.uk\)](#)

1.5. Retail - Savills

Savills have reported on two issues facing the Retail space market.

1. 1.4bn Sq/ft of the retail estate in the UK will need improvements to meet the requirement to hit Grade B EPC rating by 2030. The majority of this space is in smaller older units. This may place pressure on older units to retire from the market or be redeveloped.
2. A FT Article 25-11-2022 refers to Savills predicting that up to 25% of the retail space in the UK could be surplus to requirements by 2030.

Both the above trends could have a big impact on Guildford as many of our shops are in the Heritage High Street and are difficult to bring to modern standards.

Savills have also highlight how Oxford Street is evolving rapidly over the last 5 years, which may have some pointers for Guildford.

The analysis reveals the extent of potential in the conversion of former retail space to offices, which Savills says would account for 72% (960,000 sq ft) of new office space available on the prestigious address, as the street evolves into a truly mixed-use offer.

Savills says the strength of Oxford Street as an office location is defined by a strong amenity and cultural offer, along with unrivalled accessibility, boosted by the recently opened Bond Street Elizabeth Line station, and abundant green spaces on rooftops, Royal Squares and Parks.

Are there lessons for Guildford?

The recent report for the North Street Development (also produced by Savill's) on retail demand, in Guildford, has forecast that the floorspace up to 2034 (i.e. over the plan-period) is 1,506 sq. m (gross), but increasing to 4,112 sq. m (gross) up to 2036. This compares against the same figure of 43,645 sq. m (gross) that was estimated to be required up to 2034 in the LPSS 2019

Does there need to be a strategy of where potentially a lower area of shopping in the Town Centre is to be located?

1.6. Gross Value Added

One of the economic measures used by government is the Gross Value Added (GVA) figure for various areas and occupations. Broadly F&B and Retail have fairly low GVA's and areas such as Manufacturing, IT a higher value. GVA figures are normally developed by looking at employment in an enterprise and calculating a value add from inputs and outputs of the organisation. Like many commuter towns Guildford has a lot of external GVA e.g., a banker in the City of London with contribute to the GVA of London as the organisation is based there.

GVA is often used to consider infrastructure projects and other government investment. Guildford does need to keep its GVA as high as possible to attract investment. The town needs to be configured to attract more high earning organisations

2. The Vision for Guildford.

The Society is alarmed by the apparent limited remit for the Shaping Guildford's Future exercise. It has evolved to be concentrated on solely on land that the council controls and influences directly and makes scant reference to the historic core of Guildford and its relationship to the Wey. The report also ignores many of the externalities e.g. A3 improvements, new strategic sites, Climate Change that could have a considerable impact on the town.

An issue is that the population of Guildford is ageing with its consequent economic impact, and requirements for health and housing. How this might be addressed is missing.

We would prefer a commitment to produce an integrated set of policies that cover the whole of the Town Centre linked to an understanding of what is the direction of Guildford for the future.

Can Guildford Town Centre rely on Retail and F&B in the future especially as there are no plans to provide a real attraction for the centre? Should Guildford be concentrating on providing an environment that will attract a variety high tech sustainable businesses?

The Shaping Guildford Future needs to set out how Guildford Town Centre becomes an energetic balanced community that is responding to the challenges of the Climate Crisis (Biodiversity loss, Net Zero Economy etc.). This would provide a robust context to understand how the Town needs to evolve, and how this links to its surrounding area.

We need a **vision** for the town; there is a real danger it end's up as an ageing dormitory town reliant on commuting to an uncertain future in London.

3. Policies

To deliver the proposed plan the basis is to have an Area Action Plan (AAP) which are development plan documents that focus on a specific location or an area subject to conservation or significant change, including major regeneration or growth areas. In practice this allows new policies to be 'Dropped into' an existing local plan, whereas a Supplementary Planning Document (SPD) can add more detail to existing policies but not alter or supersede the policies.

The society would like to see consideration be given to AAP's as a set to cover:

- The Heritage Core of the Town
- The identified sites in the SGF
- Extra Areas see Para 8 Below
 - West Side of Station
 - Area on Ladymead between Woodbridge Rd and the East bank of the river.

Area Action Plans need to be supported by:

- Height and Mass of Buildings.
 - Stronger Policies are required, which should include revising Policy S3 from the LPSS2019.
- Local design standards.
 - With the potential rise of working from home and climate change Guildford should consider policies relating to:
 - Size of Dwellings
 - Impact of new heating types on buildings e.g. Heat Exchangers

A issue is how can some of the identified opportunities be safeguarded whilst further development of the plans take place as noted in 9.1 there is already one application that would block a proposed development.

Flooding



It is assumed that flood defences will be built to the same height as the upgraded walls proposed for the St Mary's Debenhams development i.e. 33.28M above Ordnance Datum (AOD).

It is not clear how the walls, from the diagram, are routed through the Millmead area it seems to imply revised buildings.

There is also a gap at the Town Bridge east side. How is this to be plugged, is the bridge to be raised or are moveable flood barriers going to be involved?

The Walnut Tree pedestrian bridge has a large concrete landing stage on the east side. This is a block on flood water, does the bridge need to be

rebuilt or modified?

The Shaping Guildford's Future proposals identify the use of hidden bunds with flat floodable areas in the front of the bund. The floodable area would be used for an Active Travel corridor (Pedestrian Cycles). This arrangement needs to be carefully considered in that cyclists and pedestrians need to be kept apart if the Active Travel Corridor is to be effective. The area this requires needs to be considered. Providing adequate lighting to use these facilities at night also needs consideration.

4. Transport and Traffic

4.1. Trains

Although it is natural that Buses are seen as the prime enabler of modal transfer to public transport the Shaping Guildford's Future part 2 report neglects rail opportunities. Points that need considering are:

4.1.1. Guildford Station

- 4.1.1.1. Bus provision with the Solum development is due to have 6 bus stands on the east entrance to supplement the 2 stops at the western entrance. To make the best use of this facility bus routes need to be properly considered. Should Walnut Tree Close be considered for some of the routes to use rather than Woodbridge Road? Use a gate to allow buses only to use Walnut Tree Close as a through Route.

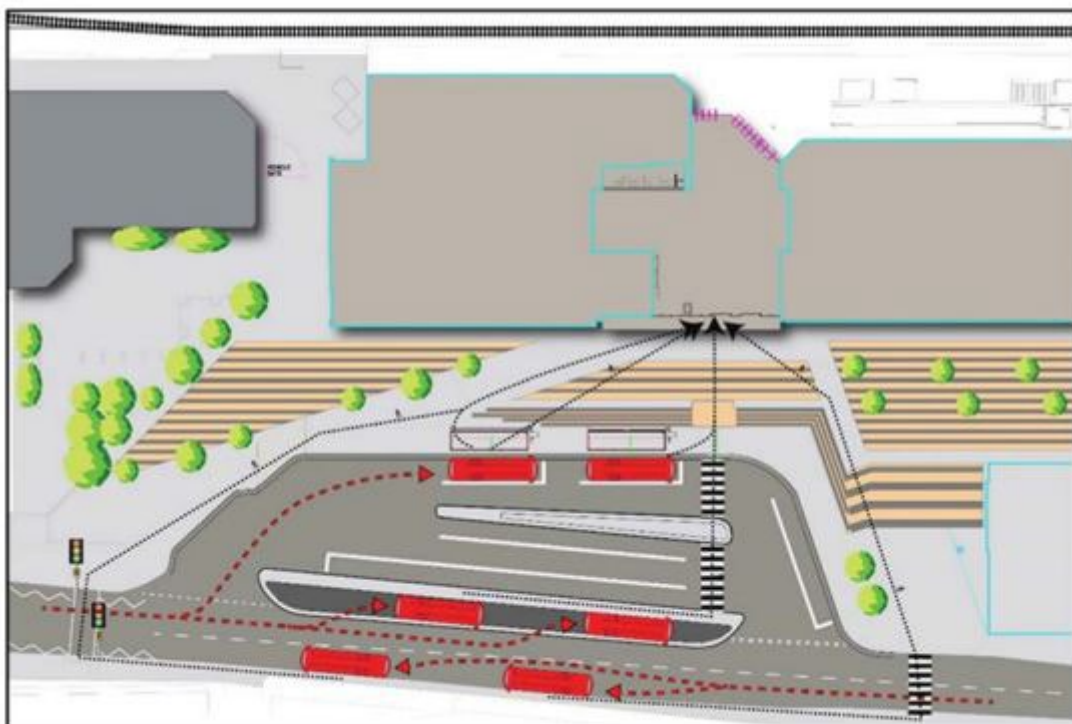


Figure 5.3 Proposed Walnut Tree Close Bus Interchange

Source Planning application 21/P/02565

4.1.1.2. General Station Access

The Transport report for the original Solum application, used as it gives a potentially more normal view from pre Covid times, has the following table

Main Mode	Number (Access)	Percentage (Access)	Number (Egress)	Percentage (Egress)
Walked	5261	61.89%	5327	61.93%
Bus/coach	621	7.31%	641	7.45%
Car (parked at or near the station)	1137	13.38%	1112	12.93%
Car (dropped off by someone)	880	10.35%	902	10.49%
Motorcycle	34	0.40%	34	0.40%
Bicycle	234	2.75%	234	2.72%
Taxi/minicab	307	3.61%	326	3.79%
Underground/Light Rail/Metros/Trams	26	0.31%	26	0.30%
Total	8500	100.00%	8602	100.00%

Table 3.1: Guildford Station Main Mode of Access (Source: National Rail Travel Survey)

This shows almost a quarter of passengers accessed the station by car (Parked/Dropped Off). This shows how important upgrading bus services could be, and providing good Active Travel routes could be.

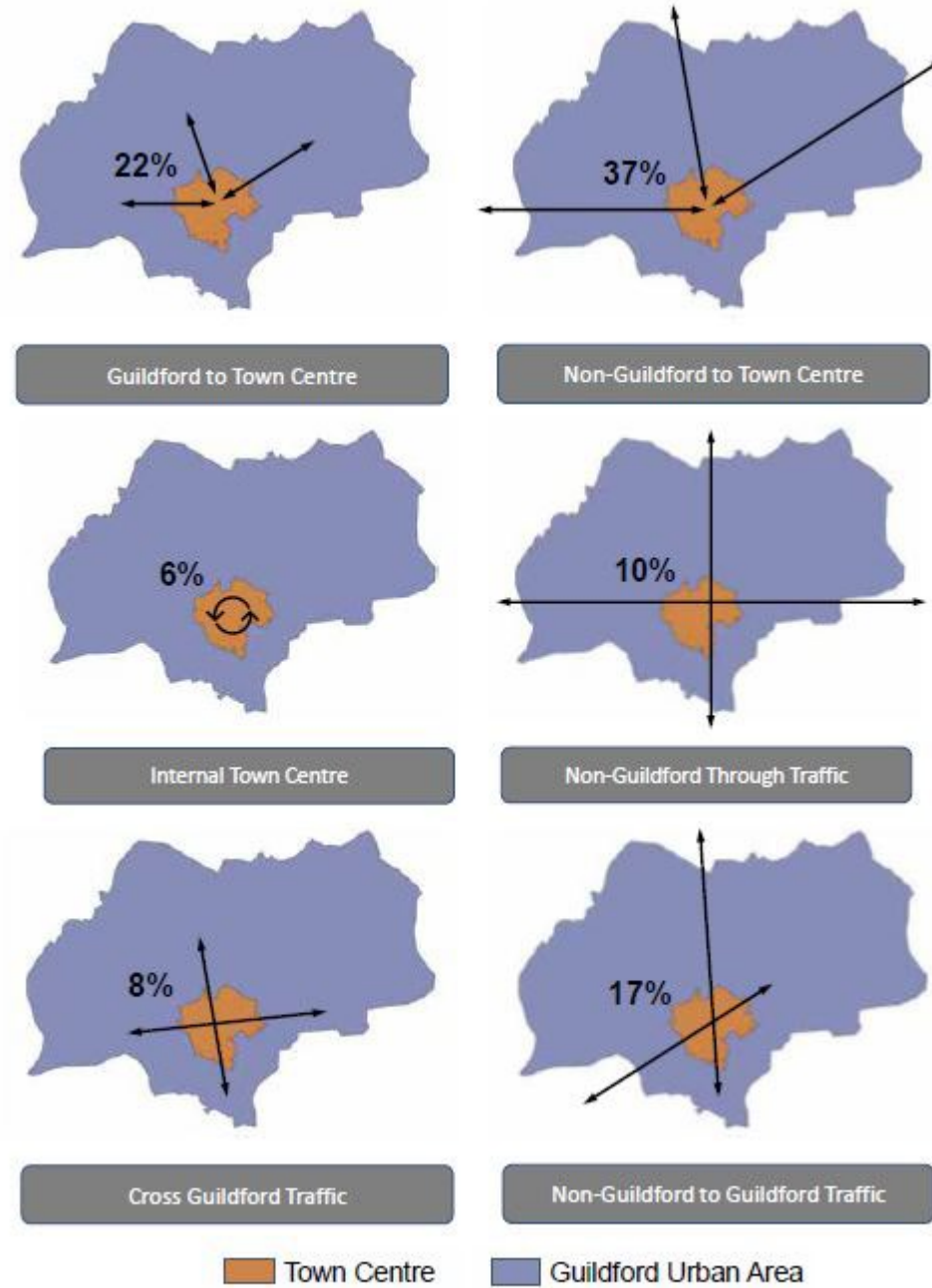
4.1.2. Trains Travel General

- 4.1.2.1. Guildford West and East Stations could have an important effect on travel patterns particularly if timetables were effectively synchronised to allow cross Guildford interchange between New Line and North Down Line / Farnham Services.
- 4.1.2.2. Increase Frequency on the Redhill to Guildford Line, much talked about, to capture more traffic from the villages to the south directly into Guildford.
- 4.1.2.3. Make Gosden Hill a proper transport interchange from A3 to allow Car to Rail interchange for London. Note this is a slow service but there are non-stop services that run Guildford to London via this route, so it is possible. See [The Future is Mobility Hubs? \(guildfordsociety.org.uk\)](http://guildfordsociety.org.uk)
- 4.1.2.4. Linking Town to Station. The proposal to turn Bridge Street into a Pedestrian area is welcome. There is a argument that Bridge Street should be still used by Buses and Taxis, this should be considered as part of more detailed work.
- 4.1.2.5. The Heathrow Rail Link. Although this has gone very quiet at some stage this could come back on the agenda. Although designed in the main to serve workers at Heathrow it could be an important traffic generator at Guildford Station.
- 4.1.2.6. Interchange. The use of Guildford Station for Interchanging may increase. The current station with its congested pedestrian bridge is poor. Network Rail need to be encouraged to develop plans.
- 4.1.2.7. Transport For Southeast have identified the North Downs Line and the Portsmouth Line as routes that should be upgraded with more services, this will place additional pressure on Guildford Station.

4.2. Vehicle Traffic.

4.2.1. Town centre traffic flows.

Figure 6 Town Centre Destination and Through Traffic (AM Peak)



We agree with many of the conclusions drawn but do have concerns at the statement *Whilst the remaining 27% are unlikely to change mode, the 10% of trips starting and ending outside of Guildford could re-route wider away from the town centre if they were to be dissuaded, e.g. through road charging.*

This could have severe impacts on minor roads and the villages in the borough. We already have a heavily used de-facto southern by-pass on local roads in the form of the A25 to A3 cut through via Albury, Shalford, Peasmarsh, Compton. Although Godalming originating traffic can access the A3 through a variety of routes, it not easy to see how traffic from Dunsfold, Cranleigh, Horsham can be so easily accommodated.

4.2.2. Town Centre Traffic Flows

Both Y versus C options in the town centre are dependent on a large reduction circa 30% in traffic.

An issue that has yet to be explored is the state of the current bridges we believe future work needs to establish the potential lifespan for the following bridges.

Yorkies Bridge	120-150 Years Old	Does it need to be replaced
Farnham Rd Bridge	Over 100 years Old	Recently strengthened for an expected life of 60 years. This needs to be reviewed as traffic with electrification is getting heavier used by 20,000 vehicles a day.
Onslow Bridge (Bridge Street)	1882 Grade 11 Listed	Probably not suitable for continuous heavy modern traffic.
Friary Bridge	1960s	What is its life expectancy. as a concrete structure.
Town Bridge	Reconstructed in 1983	As a low bridge does it need to be raised, to the level of Friary Bridge, to stop flood water building up behind the arches?
Broadford Bridge	At least 100 years old	Very narrow not suitable for 2-way traffic. What is its lifespan.

We have also looked at the options for the traffic flows.

The Y scheme has attractions but has the following disadvantages that have not been recognised.

- The Broadford Bridge route would require very significant investment to link the A281 and A3100 effectively.
- Portsmouth Rd once in the Town Boundary has many junctions, a school, and a very narrow section as the road passes the Ship Inn (to complicate matters buildings on both side of the road at this location are Grade II).

4.2.3. Has the H Option been properly evaluated?

An option is to take advantage of the proposed creation of the Town Wharf Area to re-route Millbrook under the redeveloped site.

This would use a tunnel structure through the development but at Ground level or with very shallow excavation thus being far less costly than a proper tunnel option.

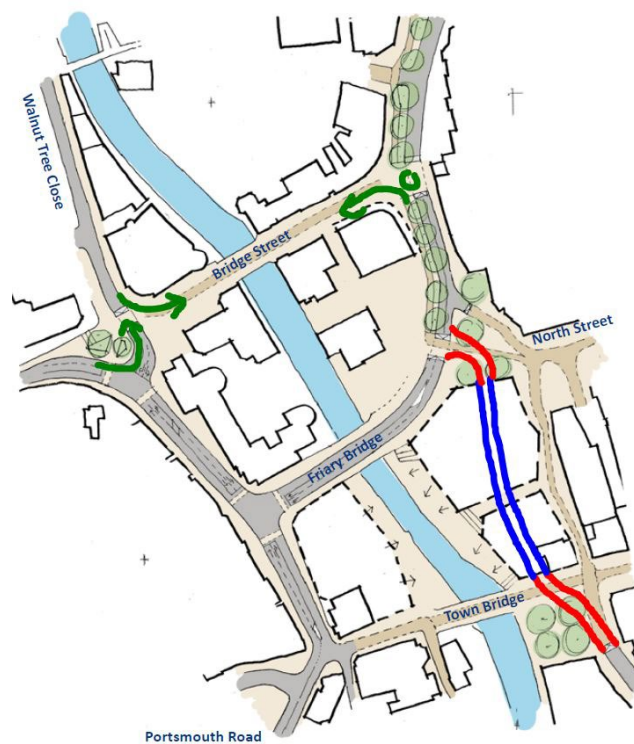
This would give a layout as below (has been overlaid on the proposed Y Scheme). Note the proposed route avoids the main sewer that currently runs under Millbrook along the eastern Riverbank.

The layout shows the revised Millbrook (Red -Open Air, Blue -Covered Road). The Green shows a potential use of Bridge Street for Bus/Taxi access to Station. This layout has the following advantages:

- Access to High Street and Quarry Street can remain as at present.
- The L&G site is preserved for development
- Avoids potential rat run up Warwicks Bench.
- Riverside can still be opened up.
- Maintains Portsmouth Rd as relatively safe and pleasant thoroughfare
- Removes dependency on Broadford Bridge route upgrade.
- The A281 Box can be part of the Flood Protection for Guildford

Compared to the Y scheme it still allows traffic through Shalford but we believe this can be managed by improvements to the Park and Ride system (see Parking Para 5.2), and management through road pricing.

Note the Crane on town wharf has moved several times in its life, relocating it may be useful to consider as part of the design.

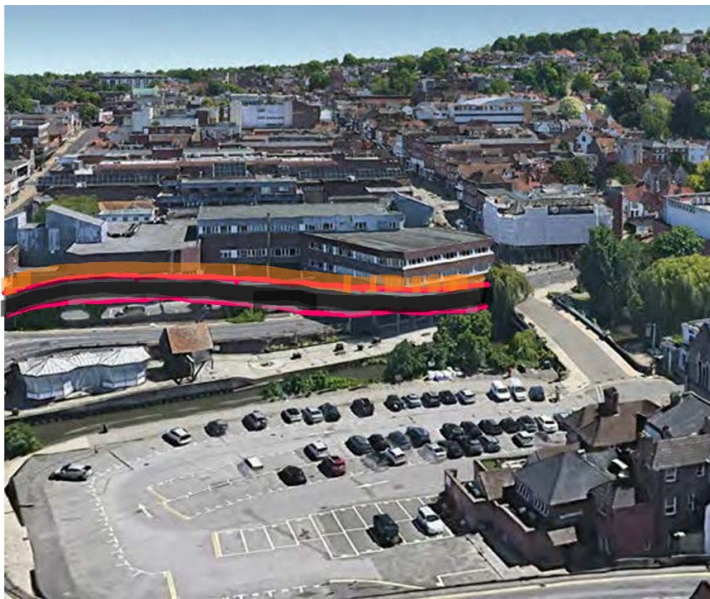


Obviously, this option has impact on the proposed East Side Town Wharf. But with some innovative thinking it should be achievable.

For Example



Current View

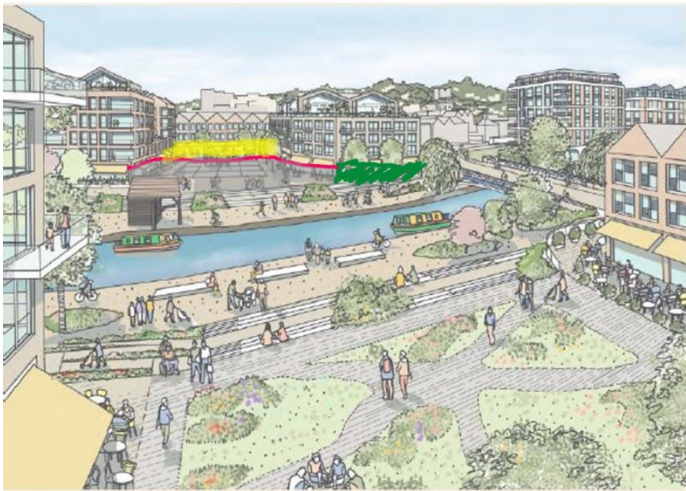


Millbrook put into a box at ground level maybe dipping slightly underneath the East Side Town Wharf



Town Wharf West looking towards Town Wharf East.

Proposed East side from Shaping Guildford's Future part 2 report



Town Wharf West looking towards Town Wharf East.

Revised with raised podium and a green wall to allow the Millbrook 'tunnel' through the site

4.2.4. The Future of the A3

The Department for Transport is understood to be looking at the A3 through Guildford. The A3 is a concern as highlighted by the Transport for Southeast. The solution for the A3 may have impacts on the Town Centre e.g. during construction may divert traffic through the town with impacts on roads and bridges. Some clarity on options is required.

There have been suggestions that the A3 could be put in a tunnel.

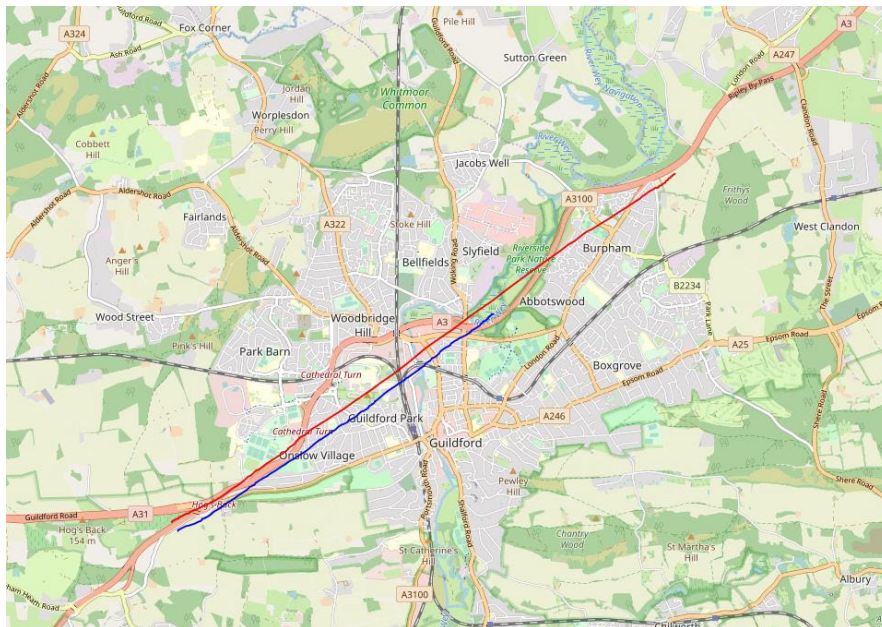
This is an expensive option as any tunnel would be approximately 2-3 times the length of the Hindhead Tunnel and longer than the proposed Stonehenge Tunnel.

	Hindhead (2011 Costs)	Stonehenge (2022 Contract) Note 3	Guildford Short (Blue) Note 1,2	Guildford Long (Red) Note 1.2
Length	1830M	3.2KM	2.8Km	4.5Km
Tunnelling	£283M	£1.25Bn	£1.1Bn	£1.76Bn
Access Roads, Junctions etc	£88M	£500M	£250M	£250M
	£371	£1.75	£1.350Bn	£2.01Bn

Note 1) Guildford Short is from A3/A31 Junction to near sports centre in Stoke Park, Guildford Long is from A3/A31 Junction to Burpham.

Note 2) the Junction with A31 may be very complex in difficult geology and in practice may have to be south of the Hogs Back.

Note 3) Doubts have been raised on the Stonehenge costs and it is thought by many that costs in practice will be over £2Bn

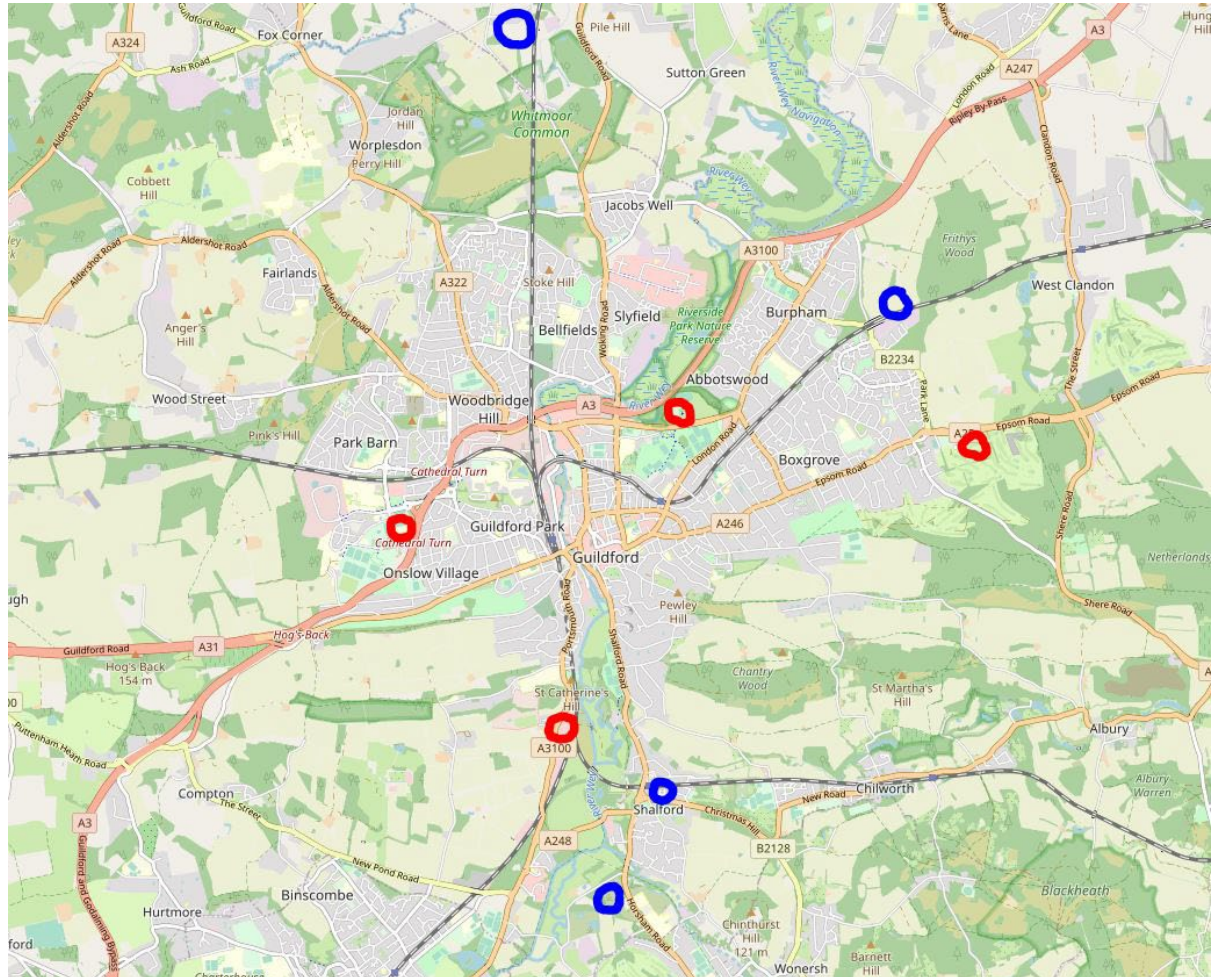


Whether the A3 will get a budget of between circa £1.35Bn to £2Bn must be extremely doubtful.

5. Parking

5.1. Long Term

We feel the study misses some important possible sites that should be explored. The map shows existing P&R sites in Red, with potential sites in Blue.



Shalford could benefit from a P&R site potentially behind the Police Pound. There is also the potential to improve Shalford Station and provide more parking. (Obviously could be advantageous if train services are improved)

Gosden Hill Farm is a site where a major P&R and Transport interchange could be provided. As noted in the Shaping Guildford's Future part 2 report this could allow Spectrum to be closed and the land used to provide more sports facilities. The current Gosden Hill Farm Policy A25 in the LPSS2019 is very badly written and should be upgraded to include consideration of a multimode transport interchange.

See [The Future is Mobility Hubs? \(guildfordsociety.org.uk\)](http://guildfordsociety.org.uk)

Worplesdon

To the north of the town the Worplesdon Station area might have space for a P&R which would potentially be shared with Woking and Guildford. Slyfield may another option.

Note: Although P&R is not fully operating has any information been gathered on where the clientele come from and where they are going too in Guildford?

Note: See below Bus Services (Para 6). We believe there a good case for P&R buses to travel across the town.

5.2. Short Term

The Society understands the desire to remove two of the Town Centre Car Parks Castle (340) and Leapale Rd (278).

Our proposal is that the Castle facility is considered as a method to provide disabled parking near the town centre, obviously with some reconfiguration for access. The Castle could also provide residents parking to support the Bright Hill Development to make this development car free.

Leapale Road future should be considered once North Street Development is agreed. If the current proposals fail it may be sensible to convert Leapale in part to provide residents parking to make North Street viable on a smaller scale. In addition, the lower floors should be preserved to service the proposed health centre on the North Street Site.

Farnham Road Car park access is not very easy from certain directions. See our comments in Farnham Rd Bridge Para 8.3 below.

Millbrook expansion might be not necessary if good Park and Ride can be provided at Shalford.

6. Buses

We have the following observations to make on the proposed Bus usage.

We agree that several of the corridors should provide more frequent/regular services.

The Society also proposes that Buses will be seen as more attractive if:

- Park and Ride Services provide across Guildford Services (See Oxford for an example of this) thus capturing people travelling in the wider urban area.
- The extra stands at Guildford Station are used to integrate buses to trains (see Para 4.1.1.1 above).

An effort is made to access Government Funding to support electric buses and speed the conversion to cleaner power. This may require investment in opportunity charging. See [London Buses Electrification Continues \(guildfordsociety.org.uk\)](https://guildfordsociety.org.uk)

6.1. Bus Lanes

There needs to be a concerted effort to provide better Bus Lanes in the Town. Areas that can be considered for bus lanes should include:

- Walnut Tree Close
- Shalford Park – along eastern side of A281?
- London Road Stoke Park – Remove street parking on North Side and replace by Bus Lane.

- Farnham Road Bridge – Remove all Pedestrians and relocate to limited life Bridge to side of Farnham Road Bridge until a proper Farnham Road rebuild takes place. Note this was done at Broadford Bridge so it can be done.
- Woking road – Remove on street parking and replace by a Bus Lane
- Onslow Street – already discussed in Shaping Guildford’s Future.

Some continental town use single track bus lanes signalled for two way working effectively – a option to consider in a restricted town like Guildford. See Zurich example [Trolley Bus Technology in Zurich \(guildfordsociety.org.uk\)](https://guildfordsociety.org.uk)

6.2. Bus Station

A subject of considerable date at time of writing in December 2022. There is considerable doubt as to the ability of a revised ‘U’ turn bus Station to cope with a increase in Bus Traffic, as well as heavy bus routes we may see more on demand mini-buses in the future. The Shaping Guildford’s Future report proposes using Onslow Street as an extra Bus Station though this option suffers from poor access to the main bus station.

There has been a long debate on the location of the Bus Station. The data available indicates the population would like the bus station to remain in situ. The Society believes that a flexible approach needs to be provided for the bus station as if Bus Travel volumes expand it is likely change will be required in the future.

Our proposal would be that

- The Bus station stay in its current location.
- North Street is considered as a joint Bus/Pedestrian Boulevard space
- This allows for the resilience and flexibility to relocate services to stops in North Street – possible services for this might be Park and Ride Services which in addition should stop at the east end of the High Street thus servicing both ends of the core retail area. A condition of this use of North Street would be the Buses would be electric/hydrogen powered. See [Swindon Revising its Bus System \(guildfordsociety.org.uk\)](https://guildfordsociety.org.uk)
- Buses can layover for a considerable time in the bus station, in practice one line of parking is used for this purpose. There needs to be consideration of spreading layovers which are required for crew changes/breaks and regulate the service times to other parts of the network. Layovers get less of a problem if bus lanes and reduced congestion avoid delays in the centre of Guildford.
- Pedestrianisation of North Street Compromised.

While the use of North Street for Buses undoubtedly compromises pedestrianisation we would argue there is little evidence that pedestrianisation by itself re-energise North Street. Shaping Guildford’s Future will promote an extra 40,000SQ Ft of retail on the Wey and we have retail opening potentially in the St Mary’s and North Street Development. With the likely long-term reduction in retail space required whether North Street will become an area as attractive as the High Street must be doubtful.

North Street does need an SPD to define its future.

7. Sustainable Movement – Walking and Cycling

- 7.1.** The map on Page 34 shows the Cycling paths North South using the Wey Towpath. This is a wholly inadequate solution for proper cycling provision. See the standards in Cycle Infrastructure Design DFT July 2020
- 7.2.** Proposing a redefined Public Realm which would accommodate cyclists on Farnham Road Bridge is totally fanciful. There is not safe space. The Shaping Guildford's Future should have the courage to propose a total replacement of this old bridge with a proper multiuse deck.
- 7.3.** Yorkies Bridge will it stand more traffic, it also narrow and not up to standard as an Active Travel corridor.
- 7.4.** There should be more commitment to:
- Upgrade the bridge to Active Travel Standards beside the 'New Line Rail Bridge' as it cross the Wey,
 - Bring back the pedestrian underpass under the railway to link Walnut Tree Close to the western leg of Woodbridge Meadows.
- 7.5.** There is a need with the Town Wharf and Millbrook/Millmead to consider other pedestrian bridges across the river to give better and easier access especially if this is really supposed to be an accessible 15-minute town.

8. Missing Development Areas?

8.1. West Side of Station

We are surprised that the west side of the station LPSS 2019 Policy A8 and No 1 Farnham Rd have not been considered as part of the Shaping Guildford's Future. This is a sustainable site that could provide far better connectivity to the west side of the station and also provide a Quantum of Class A office accommodation.

8.2. LPSS 2019 Policy A3

This policy in the LPSS 2019 is allocated for 70 Dwellings. This site should be carefully considered alongside plans to replace Farnham Rd Bridge as access could be provided from a revised Bridge to allow the site to become mixed use site e.g. Parking on the lower floors with office/light commercial on the upper floors.

8.3. Farnham Road Bridge

This area is the setting for the Farnham Road Bridge which is ageing and doesn't provide a resilient key travel corridor for the future.

There is a case for considering the whole area as another development zone which would allow a proper program of works to:

Remove no1 Farnham Road and use the site for constructing a far wider Farnham Road Bridge or Deck over the railway.

Make the entrance to the Farnham Road Car Park easier either by access from the new Farnham Road Deck/Bridge or from the rebuilt No 1 Onslow Street and Station West Side Access.

No 1 Onslow Street and Station West Side Access. Rebuild to include better bus facilities and Drop Off Arrangements, and Office space over the site.

8.4. Brownfield Sites

Though outside the immediate remit of SGF it should be noted considerable Brown Field areas exist in the Urban areas currently occupied by car parking and single storey shops etc. These include:

Site	Area	Comments
Sainsbury's Burpham	2.25HA	Could convert to Retail and Housing over Parking?
Tesco	2.43HA	Could convert to Retail and Housing over Parking?
Ladymead	4.55HA	Large open area [parking – could be a more efficient site in future
UniSurrey Main Car Park	2.71HA	Open Area Parking
Artington Car Park	1.79HA	Open Area Parking

These may need to be considered as evaluation of the proposed sites proceeds and if issues with flooding etc are discovered. The sites all have reasonable transport links.

9. Development Areas Proposed

Obviously detailed plans have not been developed so comments are made on the limited information available.

9.1. Greenway



The Society is supportive of this development as it will integrate the town on a North South Axis.

The corridor is also critical to Biodiversity and could be an important corridor for wildlife. Detailed plans are required to make this happen effectively. We musn't accept the SANG (Dog Walking) approach.

To make it happen requires clear direction immediately. We note the following planning application 22/P/O1830 | 44 residential dwellings on the Bus Depot, Leas Road, Guildford, GU1 4QT which

would block part of the route.

9.2. Millbrook and Millmead



The proposed plan of Millmead and Millbrook, from Millmead house in the South to Town Bridge in the North

Should consideration be given to removing the The White House Pub and creating a green space on the river in front of St Nicholas?

See comments under parking for Millbrook car park, Para 5.2,

9.3. Town Wharf



The concept masterplan of Town Wharf

A great deal depends on the approach to solving the traffic issues in the town centre. See our proposals on a H traffic option at 4.2.2. above.

9.4. Bedford Wharf



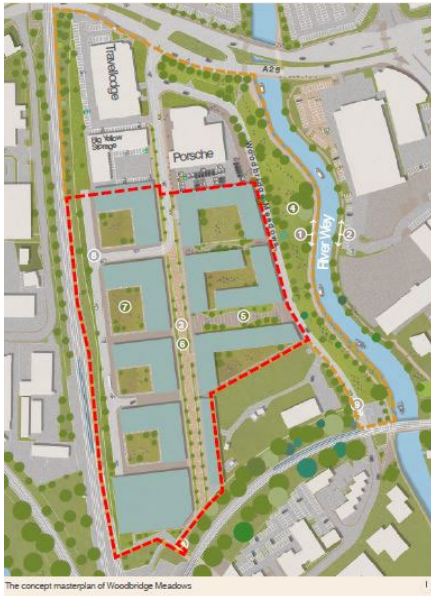
The concept masterplan of Bedford Wharf

The effective linkages of this site depend upon good links across Onslow Street. Should allowance be made to create an effective linkage into the Friary St development. The current pedestrian link is possibly by the most unpleasant and convoluted route in Guildford as it passes through a multistorey and has no signposting.

It looks as if Walnut Tree Bridge at the very least will require major revisions. Has any thought been given to using this corridor for Buses?

We welcome the provision of new office/commercial space on this site

9.5. Woodbridge Meadows



The pedestrian cycle links under the rail line to Walnut Tree close mentioned on Page 55 3A should be provided.

It is not clear why the site at the Southeast side by the rail station has been excluded from the plans.

9.6. Spatial Policy

Our understanding of what is proposed Areas vs.Totals

Area	Height of Buildings	Retail F&B SQ/Ft	Commercial Space SQ/Ft	Incubator & Workshop SQ/Ft	Dwellings
Millbrook and Millmead 1.05/0.76Ha	4				420
Town Wharf 2.36Ha	2-6	110,000			280
Bedford Wharf 4.726Ha	4-7		250,000		1000
Woodbridge Meadows 6.31Ha	6-9		120,000	20,000	900
Totals from Page 58 Shaping Guildford's Future part 2 report		140,000 100,00 Reprovided	250,000 Office 120,000 Reprovided	60,000	2600

10. Learning from Other Areas

It is to be hoped that Guildford will take every opportunity to learn from other towns. The Society has noted the following developments that may be of interest

- Salford Multi-occupancy Passivhaus Scheme in a flood zone
 - [Sustainable co-living housing on stilts \(guildfordsociety.org.uk\)](https://guildfordsociety.org.uk)
- Bayswater Multiuse scheme using timber construction
 - [Timber Framed Flats in London \(guildfordsociety.org.uk\)](https://guildfordsociety.org.uk)
- Providing dense housing without building high.
 - [Architect wins 2022 Soane Award \(guildfordsociety.org.uk\)](https://guildfordsociety.org.uk)

11. Delivery

Extracted from Shaping Guildford's Future Stage 2 Report ---- It is proposed that Guildford Borough Council undertake the role of Enabler for Strategic Infrastructure and Development Zones. This approach gives the Council control over the delivery of both Strategic Infrastructure and Development Zones such that the aspirations of the Council can be assured to be delivered in a controlled and timely manner. In the enabling role the Council will procure the private sector to deliver the development zones either with adjacent/special landowners, or by selection of private sector delivery partners.

The society believes that this statement needs to be strengthened to include how the management might be adapted for a revised Local Government Structure. At the very least would it make sense to have an advisory committee with SCC, M3Lep, TfSE etc as members.

12. Financial Model

Extracted from Shaping Guildford's Future Stage 2 Report --- Commercial analysis has been a core component of the masterplan from inception, including the uses for sites, spatial demand and needs of the town. Modelling has been undertaken for each of the development zones to determine viability of proposals and their consequential deliverability. Feasibility level evaluation of each of the uses in respect of value and construction cost have been undertaken as applicable, allowing for a suitable return to be made by the private developer partners. These appraisals include allowances for planning agreements (S106) and have been modelled for residential based on Local Plan policy compliance. Similarly, the cost of all Strategic Infrastructure has been assessed in respect of its construction cost.

Feasibility analysis demonstrates that all Development Zones are marginally viable. As land receipts will not be sufficient to cover the funding of the Strategic Infrastructure work, as anticipated, grant will be required to make the whole regeneration proposals deliverable.

Any Financial model needs to be clear on the principles of costing and funding. For example, is an element of cross subsidy between the various areas going to be adopted e.g. Infrastructure at Ladymead may be less than at Town wharf.

As regards funding the use of Road Pricing should be added.