Guildford Station Redevelopment

Welcome

Julian Lyon
Chairman – Guildford Society
Guildford’s Biggest Ever Planning Application

Tonight’s speakers are:

• Julian Lyon    Chairman, The Guildford Society
• Peter Hughes  Development Director – Solum Regeneration
• John Baylis   Planning, The Guildford Society
• Chris Blow    Transport, The Guildford Society
• Doug Scott    Design & Heritage, The Guildford Society
PETER HUGHES, SOLUM

and CONSULTANTS
Established in July 2008, Solum Regeneration is a partnership between Network Rail and Kier Property, formed to attract private investment into the rail network.

The Solum approach is to create value through mixed use developments which generate funding to provide station and environmental improvements to the travelling public.

We have completed projects at Christchurch, Epsom and Walthamstow. In addition, we have secured planning permission for major station projects at Redhill, Haywards Heath and Twickenham, the first of which will start on site shortly.
Introduction

The purpose of this meeting is to present and discuss the proposals for the redevelopment of Guildford Station.

Almost eight million people travel through Guildford station every year, up from six million just ten years ago. As demand continues to grow and new rail services are added to the network, we will provide a new and larger station that can comfortably accommodate the number of passengers in twenty years time.

Solum’s intention is to provide Guildford with a new larger station that can comfortably accommodate passengers over the next 25 years. It is important to note that this investment will not be forthcoming without the proposed mixed use development to support it.
Planning Context

The Station site:
- is an underutilised ‘brownfield’ site
- lies at an important gateway to Guildford
- lies in a highly accessible and sustainable location on the western side of Guildford town centre and
- has been identified by the Council for mixed use redevelopment, to deliver improved transport and interchange facilities, for more than a decade

The delivery of 450 new homes would:
- fund substantial transport benefits as part of the transformation of the Station quarter
- contribute roughly 1.5 years housing supply in Guildford borough
- reduce the extent of the ‘greenfield’ housing required to meet Guildford’s needs and
- facilitate the planned redevelopment of other town centre sites.
Development Masterplan

- New station & offices
- Residential
- Carpark
- Retail

Guildford Station Redevelopment
A New Station For Guildford

The scheme will provide:
- A new public square
- Improved connections to the town centre / bus station
- An improved environment for station users.
- An improved passenger experience with better ticketing facilities, station environment,
- Improved retail offer, new toilets, new shelters and canopies.
- Station improvements which will be funded by a wider regeneration scheme that will provide much needed new homes in Guildford town centre
- A reduction on development pressure of the surrounding rural greenbelt areas.
## Development Proposals - Accommodation Schedule

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Guildford Station &amp; 1200m² Office Accommodation</td>
<td></td>
</tr>
<tr>
<td>New Public Square and vehicle drop off facilities</td>
<td></td>
</tr>
<tr>
<td>Total Residential Units</td>
<td>445</td>
</tr>
<tr>
<td>Retail provision</td>
<td>2838m²</td>
</tr>
<tr>
<td>Total parking spaces</td>
<td>670 MSCP spaces (including 160 residential)</td>
</tr>
<tr>
<td>Total Residential parking spaces</td>
<td>236</td>
</tr>
<tr>
<td>Total secure cycle parking spaces for rail</td>
<td>536</td>
</tr>
<tr>
<td>Total secure cycle parking spaces for residential</td>
<td>464</td>
</tr>
</tbody>
</table>
The New Station Approach
From The River Crossing
A New Station Plaza
Residential Apartments
Along Station View
Station Benefits

A more efficient use of underutilised surface car parking, helping to regenerate this ‘gateway’ to Guildford and improve visitor experience

A new vibrant station quarter, including better quality station shops / Food and Beverage

A new station building with associated ticket hall, covered car and cycle parking and platform improvements

An improved transport interchange, incorporating bus/taxi stopping areas

A new ‘place’ in Guildford, ‘station square’, with enhanced pedestrian links to the town centre

Significant station improvements accommodate the anticipated growth in passengers arising from the planned housing and commercial growth in the borough
Economic Benefits

The Economic and Community Benefits of Development at Guildford Station

Mixed-use development and station improvements at Guildford Station has the opportunity to stimulate economic growth and business development, contribute to regeneration objectives, and assist in meeting the objectively assessed housing need for the Borough.

01 CONSTRUCTION IMPACTS

500 Jobs
Direct Employment
(estimated to create 1,760 person-years of temporary construction employment over the 3.5 year period of the build)

760 Jobs
Indirect/Induced Employment
(760 ‘spin-off’ jobs could be supported in the supply chain over a year of construction)

Regeneration Value
(estimated total cost of construction)

02 EXPENDITURE IMPACTS

First Occupation Expenditure
on goods and services to make a house ‘feel like home’ a proportion of which would be captured locally

83 Jobs
New Operational Jobs
supported by increased resident expenditure in the local area

£2.2m

£6.9m

Estimated Additional
Resident Expenditure within
local area and services [per annum]

£28.5m GVA

03 OPERATIONAL IMPACTS

307 - 319
Additional Operational Jobs
(including between 315 and 273 new retail jobs, and 446 new office jobs)

93.95
Indirect/Induced Employment
‘Spin-off’ jobs supported in services and other firms across the region

£13.9m - £14.2m
Economic Output
(£65 per annum)

Solum REGENERATION

Guildford Station Redevelopment
Working With The Community

Changes following earlier consultation:

- Dropping plans for a supermarket.
- Dropping plans for two new hotels.
- Re-arranging the plans for the public square.
- Providing railway car parking closer to the station.
- Providing a brand new station building.

An ongoing dialogue

Since submission, Solum has:

- Distributed 15,000 newsletters
- Held three day public exhibition
- Held three design workshops with the Guildford Society
- Met with GVG, GRA and other groups

We are still listening

- Support for investment in station and public realm
- Height and massing
- Design issues – building materials
- Integration/connectivity with rest of town centre
Next Steps

- Maintain dialogue with the community
- Review community feedback
- Consider amendments
We are proposing:

- To promote and improve cycle and pedestrian access to the station with safer routes away from traffic areas.
- A 60% increase in secure cycle facilities.
- To separate long stay station parking from short stay parking and taxis to remove current congestion.
- To retain 90% of short stay parking spaces (9) and provide additional kerb side drop off bays.
- To increase spaces currently provided for taxi pick up and waiting from 10 to 18 spaces.
- To provide a dedicated bus stop with covered waiting.
- To retain Blue Badge parking facilities.
- To provide a new MSCP providing secure parking with covered access to the station and shorter travel distances.
We are proposing:

- A new larger station concourse and ticket hall to meet future passenger growth beyond 2035

- A wider 10.5m thru concourse with more ticket gates to improve circulation through the station.

- A separate booking hall to the concourse to remove current congestion between paying and arriving passengers

- Retain ticket counter facilities to suit future demands

- Increased ticketing facilities to reduce queue waiting and infrastructure for future increase.

- Retain the existing war memorial and drinking fountain within the new concourse

- Provide a wider range of retail facilities available to evening commuters

- An improved station environment inside and outside for passengers
Land Uses in Guildford Borough

DCLG Land Use Statistics (Generalised Land Use Database), 2005
Deprivation Indices (2010*)
Population (2011 Census)
Office for National Statistics – Census Series

* Department for Communities and Local Government, Indices of Deprivation 2010

http://www.nomisweb.co.uk/census/2011/local_characteristics
Guildford in the Green Belt

Courtesy of Daily Telegraph: http://www.telegraph.co.uk/earth/greenpolitics/planning/9708387/Interactive-map-Englands-green-belt.html#location=51.2321815%2C-0.5764758000000256
Surrey Hills
Area of Outstanding Natural Beauty

http://www.surreyhills.org/surrey-hills-love-local/maps/

Note: key views of the Hills:
• to the Hills,
• from the Hills, and
• through the Hills.

<table>
<thead>
<tr>
<th>AONB</th>
<th>Area (sq km)</th>
<th>Date of Designation Order</th>
<th>Date of Confirmation Order</th>
<th>Local authorities within AONB</th>
<th>Coincidence with other designated areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surrey Hills</td>
<td>419</td>
<td>13 September 1956</td>
<td>8 May 1958</td>
<td>Counties: Surrey</td>
<td>abuts the Kent Downs and Sussex Downs AONBs</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Districts: Tandridge, Mole Valley</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Borough: Guildford, Reigate and Banstead, Waverley</td>
<td></td>
</tr>
</tbody>
</table>
## Land Uses in Guildford (including Green Belt)

<table>
<thead>
<tr>
<th>Category</th>
<th>Area (thousand m²)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Area of All Types</td>
<td>270,866.03</td>
<td></td>
</tr>
<tr>
<td>Green Belt Designation</td>
<td>240,400.00</td>
<td>1.584%</td>
</tr>
<tr>
<td>Domestic Buildings</td>
<td>4,290.61</td>
<td>0.663%</td>
</tr>
<tr>
<td>Non-Domestic Buildings</td>
<td>1,796.66</td>
<td>0.357%</td>
</tr>
<tr>
<td>Roads</td>
<td>8,266.16</td>
<td>3.052%</td>
</tr>
<tr>
<td>Paths</td>
<td>348.54</td>
<td>0.129%</td>
</tr>
<tr>
<td>Rail</td>
<td>643.13</td>
<td>0.237%</td>
</tr>
<tr>
<td>Domestic Gardens</td>
<td>26,090.90</td>
<td>9.632%</td>
</tr>
<tr>
<td>Green Space</td>
<td>222,336.18</td>
<td>82.083%</td>
</tr>
<tr>
<td>Water</td>
<td>2,669.28</td>
<td>0.985%</td>
</tr>
<tr>
<td>Other</td>
<td>4,386.30</td>
<td>1.619%</td>
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<tr>
<td>Unclassified</td>
<td>8.27</td>
<td></td>
</tr>
<tr>
<td>Administrative Boundary</td>
<td>270,931.39</td>
<td></td>
</tr>
</tbody>
</table>
English Local Authority Areas Ranked by Amount of Green Belt as a Proportion of Total Area

Guildford’s total area of 24.4 million square metres of Green Belt (88.73% of the entire Borough) means that we are ranked 7th in terms of the Local Authorities with the greatest proportion of our area designated as Green Belt.
LSOA Guildford 015A

• Guildford 015A (ID: 96593)

• WALNUT TREE CLOSE & STATION

• Code: E01030452
  - http://mapit.mysociety.org/area/96579.html

Guildford 015A

<table>
<thead>
<tr>
<th>Category</th>
<th>Area</th>
<th>Percentage</th>
<th>Borough Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL AREA</td>
<td>612.10 ('000 sqm)</td>
<td>0.23%</td>
<td>0.06% of Borough Green Space</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.12% of Borough Dwellings</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.24% of Borough Gardens</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.05% of Borough NonDomestic Buildings</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.08% of Borough Roads</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.16% of Borough Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.02% of Borough Paths</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.08% of Borough Water</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.08% of Borough Other</td>
</tr>
</tbody>
</table>

Population: 1,976
Households: 927
2.13 Persons per Household
Empty Dwellings: 10.03%

Average Dwelling Footprint: 56.05 sqm
Average Plot Size: 153.14 sqm
Sqm per Person: 309.77 sqm
Average Density (dpH): 15.14 dpH
excl. Green Space: 19.80 dpH
## LSOA Guildford 015A

### Guildford 015A

**Total Population**: 1,976

<table>
<thead>
<tr>
<th>AGES</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 – 4</td>
<td>102</td>
<td>5.16%</td>
</tr>
<tr>
<td>5 – 9</td>
<td>43</td>
<td>2.18%</td>
</tr>
<tr>
<td>10 – 14</td>
<td>48</td>
<td>2.43%</td>
</tr>
<tr>
<td>15 – 19</td>
<td>131</td>
<td>6.63%</td>
</tr>
<tr>
<td>20 – 24</td>
<td>409</td>
<td>20.70%</td>
</tr>
<tr>
<td>25 – 29</td>
<td>274</td>
<td>13.87%</td>
</tr>
<tr>
<td>30 – 34</td>
<td>223</td>
<td>11.29%</td>
</tr>
<tr>
<td>35 – 39</td>
<td>171</td>
<td>8.65%</td>
</tr>
<tr>
<td>40 – 44</td>
<td>104</td>
<td>5.26%</td>
</tr>
<tr>
<td>45 – 49</td>
<td>111</td>
<td>5.62%</td>
</tr>
<tr>
<td>50 – 54</td>
<td>80</td>
<td>4.05%</td>
</tr>
<tr>
<td>55 – 59</td>
<td>57</td>
<td>2.88%</td>
</tr>
<tr>
<td>60 – 64</td>
<td>74</td>
<td>3.74%</td>
</tr>
<tr>
<td>65 – 69</td>
<td>32</td>
<td>1.62%</td>
</tr>
<tr>
<td>70 – 74</td>
<td>31</td>
<td>1.57%</td>
</tr>
<tr>
<td>75 – 79</td>
<td>27</td>
<td>1.37%</td>
</tr>
<tr>
<td>80 – 84</td>
<td>29</td>
<td>1.47%</td>
</tr>
<tr>
<td>85 – 89</td>
<td>23</td>
<td>1.16%</td>
</tr>
<tr>
<td>90 and over</td>
<td>7</td>
<td>0.35%</td>
</tr>
</tbody>
</table>

### Households

- Total: 927
- Band A: 1 (0.11%)
- Band B: 1 (0.11%)
- Band C: 117 (12.62%)
- Band D: 410 (44.23%)
- Band E: 201 (21.68%)
- Band F: 109 (11.76%)
- Band G: 64 (6.90%)
- Band H: 1 (0.11%)

**Total**: 904 (97.52%)

*NB: The total is not necessarily 100% indicating there is some inaccuracy of allocation*

### 2012/3 School Enrolments

- Total: 118
- State Primary: 80 (67.80%)
- State Secondary: 37 (31.36%)

**Education, Training Skills**: 3.54 (Deprivation Score)

**Percentage Leaving at 16**: 0.13 (Deprivation Score)

**Not Entering Higher Educ'n**: 0.44 (Deprivation Score)
### LSOA Guildford 015A

See also: [www.neighbourhood.statistics.gov.uk](http://www.neighbourhood.statistics.gov.uk)

<table>
<thead>
<tr>
<th>Total households</th>
<th>927</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied Households</td>
<td>834 (89.97%)</td>
</tr>
<tr>
<td>One-Person Households</td>
<td>278 (29.99%)</td>
</tr>
<tr>
<td><em>of which:</em> over 65yrs</td>
<td>48 (5.18%)</td>
</tr>
<tr>
<td>One-Family Homes</td>
<td>347 (37.43%)</td>
</tr>
<tr>
<td><em>of which:</em> all over 65yrs</td>
<td>15 (1.62%)</td>
</tr>
<tr>
<td>One-Family Married</td>
<td>193 (20.82%)</td>
</tr>
<tr>
<td><em>of which:</em> with children</td>
<td>86 (9.28%)</td>
</tr>
<tr>
<td>and with non-dependants</td>
<td>19 (2.05%)</td>
</tr>
<tr>
<td>One-Family Cohabitng</td>
<td>106 (11.43%)</td>
</tr>
<tr>
<td><em>of which:</em> with children</td>
<td>21 (2.27%)</td>
</tr>
<tr>
<td>and with non-dependants</td>
<td>- (0.00%)</td>
</tr>
<tr>
<td>Single-Parent Family</td>
<td>33 (3.56%)</td>
</tr>
<tr>
<td><em>of which:</em> with children</td>
<td>16 (1.73%)</td>
</tr>
<tr>
<td>and with non-dependants</td>
<td>17 (1.83%)</td>
</tr>
<tr>
<td>Owned/Shared Equity</td>
<td>431 (46.49%)</td>
</tr>
<tr>
<td><em>of which:</em> owned outright</td>
<td>133 (14.35%)</td>
</tr>
<tr>
<td>Rented</td>
<td>403 (43.47%)</td>
</tr>
<tr>
<td><em>of which:</em> Social Rented</td>
<td>103 (11.11%)</td>
</tr>
<tr>
<td>Persons with no car/van</td>
<td>539 (27.28%)</td>
</tr>
<tr>
<td>Access to 1 car/van</td>
<td>831 (42.05%)</td>
</tr>
<tr>
<td>Access to 2+ cars/vans</td>
<td>533 (26.97%)</td>
</tr>
</tbody>
</table>

**NOTE:** this does not reflect the numbers of cars but the number of people with access to cars.

| Detached Houses | 81 (8.74%) |
| Semi-detached Houses | 344 (37.11%) |
| Terraced Houses | 112 (12.08%) |
| Flats or Maisonettes | 390 (42.07%) |
| Under or Over Crowding: |
| 2+ Rooms Too Many | 162 (17.48%) |
| 1 Room Too Many | 277 (29.88%) |
| Appropriate Number | 343 (37.00%) |
| 1+ Rooms Too Few | 52 (5.61%) |

**Economic Activity (Household Reference Person):**

| Occupied Households | 834 (100.00%) |
| 16+ Economically Active | 677 (81.18%) |
| 16+ FullTime Employment | 458 (54.92%) |
| 16+ Unemployed | 19 (2.28%) |
| 16+ Economically Inactive | 157 (18.82%) |
| 16+ Retired | 76 (9.11%) |
| 65+ Economically Active | 12 (1.44%) |
| 65+ Economically Inactive | 66 (7.91%) |
Deprivation Ranking (Nationally) Where a higher score is a sign of greater deprivation

- Multiple Deprivation
- Income
- Employment
- Health & Disability
- Education & Skills
- Access to Housing & Services
- Living Environment
- Crime
- Education (Young)
- Skills
- Access to housing
- Access to Services
- Indoor Environment
- Outdoor Environment
- Child Deprivation
- Old Person Deprivation
The information in this document has been reproduced and analysed as part of the Guildford Society response to the 2014 Guildford Consultation Draft Local Plan with the intention of highlighting the shortage of information in the Evidence Base.

Users of the information should cross-check with the original sources before relying on any data although The Guildford Society has attempted to ensure the faithful reproduction of the information.

September 2014
Planning Group Perspective

Dr John Baylis
Secretary of The Guildford Society Planning Group

GSoc Limited (Reg. 09373024)
Solum’s Planning Application 14/P/02168

• Largest ever town centre application

  • 50% larger than the application to build the Friary shopping centre in 1973

  • 50% larger than the Westfield application to extend it in 2004
5.5 Proposed Building Massing

Design & Access Statement

p93 of 180
The Masterplan - Station Plaza Level Plan
Drawing T(20)E09 ‘Block D Proposed East & West Elevations’

Rolfe Judd for SOLUM
Drawing T(20)E12 ‘Block E Proposed South & North Elevations’

Rolfe Judd for SOLUM
Design & Access Statement

p98 of 180

View of Station Forecourt
View of Station Forecourt
The proposed Railway Esplanade will create a strong gateway for the town and reinforce local connections.
1. Improved ticket hall and information office
1. Improved ticket hall and information office

Drawing A-613-PL-090
‘Proposed Station Square GA Plan’
2. New Station Square
2. New Station Square

Drawing A-613-PL-090
‘Proposed Station Square GA Plan’
3. Better station shops and cafés
3. Better station shops and cafés

4. Improved public realm
3. Better station shops and cafés
4. Improved public realm
5. Modern, secure station car parking
3. Better station shops and cafés
4. Improved public realm
5. Modern, secure station car parking
6. More homes in the town
3. Better station shops and cafés
4. Improved public realm
5. Modern, secure station car parking
6. More homes in the town
7. Increased cycle parking
3. Better station shops and cafés
4. Improved public realm
5. Modern, secure station car parking
6. More homes in the town
7. Increased cycle parking
8. Better pedestrian links to the bus station, town centre and university
The information in this document has been reproduced and analysed as part of the Guildford Society response to the Solum Planning Application with the intention of highlighting particular aspects of the scheme at a public meeting on 21st January 2015.

Users of the information should cross-check with the original sources before relying on any data although The Guildford Society has attempted to ensure the faithful reproduction of the information.

GSoc Limited – January 2015
Transport Group Perspective

Chris Blow
Chair of The Guildford Society Transport Group

GSoc Limited (Reg. 09373024)
Solum’s Planning Application 14/P/02168
to provide

a significantly enhanced transport interchange
(to be supplemented by the
West Side Story later
when Network Rail allows)

For 8 million rail passengers per year now
(plus 1 million passengers who just change trains)
with numbers growing by 40% by 2043
3.2 Physical - Site Surroundings

Commercial Quarter (West) Council Aspirations


Guildford Borough Council has identified a number of aspirations for the site and the surrounding area. This document aims to produce a site specific master plan and outline design that will assist in realising these aspirations.
5.6 Public Realm - Vehicular Access

Vehicular Access Requirements

The Station Square will act as an important vehicular interchange facility to providing connections to both local public transport, buses and taxis, and private vehicles.

The Station Square is also the centre of the proposed masterplan and will be the single point of access for a number of residential and commercial properties as well as the new station.

Schedule of Vehicular Operations

The design and arrangement of the square and interchange will accommodate and/or provide access for the following:

1. Requirement to provide 24hr access to NR signal box.
2. Station refuse pick up and set down area.
3. Dedicated area for delivery vehicle parking for residential & retail servicing to block A north (note: no delivery to block A south to cross station entrance).
4. Lockable gate to prevent fly tipping within TOC refuse set down area.
5. Proposed location for DDA short stay parking - space suitable for high top vehicles.
6. Proposed location for BTP high vehicle.
7. Delivery vehicle turning area to be provided within forecourt; plan footprint to be sensitively domesticated in public realm finishes.
8. At junction with interchange access control to be provided to prevent general public use of forecourt area. Access to be provided to NR, TOC, Residential General delivery & Ranger house office parking.
9. Proposed location for Brompton locker cycle storage
10. Provision of 8 short stay spaces
11. Provision of 6 taxi pick up spaces and waiting for 13
12. Provision for 6 passenger and taxi set down spaces
13. City Centre shuttle bus stop
<table>
<thead>
<tr>
<th>Present</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>surface parking</td>
<td>premium 83</td>
</tr>
<tr>
<td></td>
<td>main 254</td>
</tr>
<tr>
<td></td>
<td>staff 82</td>
</tr>
<tr>
<td>Ranger Ho</td>
<td>69</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>670</td>
</tr>
<tr>
<td>TOTAL</td>
<td>488</td>
</tr>
</tbody>
</table>

Notes
* mix of 445 flats: 151 studio and 1-bed, 269 2-bed, 25 3-bed flats with total of 238 parking spaces

Station travel mode percentages
present as survey:
on foot 62%, **car to park 13%**, car to drop-off 10%, bus 7%, taxi 4%, cycle 3%.

Station travel mode percentages
future stated aims:
reduce car to park and car to drop-off
6.2 Key Site Access Routes

Pedestrian Routes

The proposed development will prioritise pedestrian movement throughout the site with vehicle movements being limited and controlled. Landscape levels across have been carefully considered to ensure people of all abilities can access all areas without difficulty. Changes in level have been designed into the landscapes with gently sloping ramps forming an integral part of the design rather than an inappropriate afterthought.

A dedicated disabled parking facility has been provided with level access to all station ticket hall areas and residential entrances. Due to the large change of level in and around the new station steps have been introduced.

Vehicular Routes

The development is principally split up into two areas, the station forecourt and the residential area to the north. Vehicle access is principally orientated around these areas.

Taxi Rank

The station forecourt has limited and controlled access for taxis, servicing and emergency vehicles only.
5.6 Public Realm - Pedestrian and Cycle Access

Pedestrian Access

The principal pedestrian approach routes to the station and across the square are:

a) From the Town Centre and High Street entering the square at the southern end
b) Over the canal footbridge entering the site mid-way along its frontage to Walnut Tree Close
c) From the new multi-storey car park, accessed from the northern end of the site

Within the square pedestrian access is required to a number of private residential properties and office premises.

The pedestrian approaches in the new development have been configured as direct, direct lines from arrival points to the site and away from the primary vehicular access route mitigating any need for cross flow with interchange traffic as currently experienced in the existing station.

Cycle Access

The station's cycle parking facilities are located and accessed from the northern end of the square. Cycle access to these facilities will follow and share the principal pedestrian routes. Cyclists will be expected to dismount when entering and crossing the square. No dedicated or separate cycle paths are proposed within the square owing to the complexities of resolving cross flows and conflicts between the two principal pedestrian access routes to the station entrance.

Cycle wheel ramps integrated within the public realm finishes will be provided at the perimeter of the main access stairs on the approach from the canal crossing.
7.2 Delivering The Vision

Make Connections

Existing routes in and from the station offer a poor experience for commuters and visitors to the Town Centre. The redevelopment relocates and orients the new station entrance to balance existing and proposed new routes along the River Way and through the redevelopment zone of Bedford Street, linking directly with the Friary Centre and offering the potential to realise the connections illustrated in the Guildford vision document.

The new station square uses the connection points of existing and proposed routes to create a dynamic flow of pedestrians through the space ensuring the success of a public space and the birth of the ‘station esplanade’ identified in the vision document.

The development also allows for future proposals to be explored on the west side of the tracks. The existing route over the railway could be enhanced should the opportunity arise.
Improved ticket hall and information office?
Measures to help traffic flow

The only proposal concerns extra lanes at two junctions

Extract from Environmental Statement Chapter E page 45
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GSoc Limited – January 2015
Design and Heritage Group
Perspective

Doug Scott
Chair of The Guildford Society Design and Heritage Group

GSoc Limited (Reg. 09373024)
Solum’s Planning Application 14/P/02168

• Largest ever town centre application

  • 50% larger than the application to build the Friary shopping centre in 1973

  • 50% larger than the Westfield application to extend it in 2004

  • 50% higher than the highest local buildings. 15 storeys against 10 storeys. Harming views from and across Guildford

• Out of Character: Conflicts with the Bridge Street Conservation Area, and the views across Guildford
While agreeing with and supporting the comments made by my colleagues in the Guildford Society, I would like to focus on three areas

- Height
- Character
- Design
Height
Guildford lies in a gap in the North Downs.

From Chantry View (125m)
The top of the Tower lines up with the top of stag Hill.
i.e. the base of the Cathedral.

The tower comes ¾ of the way up the huge crane at Farnham Road Hospital.

Guildford DAS Page 41 with Building heights added.
Line of Sight
Chantry View
Now
Chantry View with Tower

The red line shows the Station Tower, clearing the trees and reaching the base of the Cathedral.
View from Guildford Cathedral

Outline from View 2 Guildford Cathedral Immediate Vicinity (Chapter J), superimposed on the view from the Cathedral Tower
View from the Jellicoe Roof Garden
View from the Jellicoe Roof Garden
The Mews, Walnut Tree Close

Chapter J Townscape Appendix
Surrounding Short / Local Views.
19 The Mews from Walnut Tree Close.
Wireframe Filled
Character
Conservation Areas

• The Planning (Listed Buildings and Conservation Areas) Act 1990 describes conservation areas as ‘areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’.

• Local Plan Policy HE&10: Development Which Affects the Setting of a Conservation Area.

• The Borough Council will not grant permission for development which would harm the setting of a conservation area, or views into or out of that area.

• Development adjacent to a conservation area, even at some distance or on the skyline, where the height of new buildings could be significant, could affect sensitive views into and out of the conservation area.
Conservation Areas

• Bridge Street

• Wey & Godalming Navigation

• Millmead & Portsmouth Road
Conservation Areas
Bridge Street Conservation Area
Key Characteristics

- **Flat elevations, three to four storeys high**, that provide a strong sense of enclosure. This is re-enforced by little or no space between buildings. The back of pavement building line also contributes to the sense of enclosure.

- The expanse of the elevations is broken by windows composed of small panes, brick detailing, and division into bays by the use of pilasters above ground floor level. Typically, bays are 5-10m wide.

- **Symmetry is a strong component of the character of the area.** Most of the buildings and structures that make a positive contribution to the character of the area display symmetry of form and decoration.

- **The use of non-standard window and door openings adds visual interest.** Many of the industrial buildings have large window and door openings, reflecting the way the building is or was previously used. i.e. to maximise light inside a factory, or to facilitate loading and unloading of goods.

- **The predominant facing material is brick,** with windows either metal or timber, usually reflecting the original industrial or residential use of the building.
Guildford Station

Despite its shortcomings; The existing Guildford Station is in sympathy with the Conservation Area

Page 5: Non-Technical summary
View of the Billings

Needs to match the Conservation area:

Colour of Bricks
Height of Building C
9 Storeys 27m

Guildford DAS
Design And Access
Page 110
View out of Bridge Street Conservation Area

No 22 Pedestrian Bridge
Bedford Road

Surrounding Local / Short Views – Number 22

Chapter J Townscape
Appendix
View out of Bridge Street Conservation Area

Pedestrian Bridge Bedford Road

Surrounding Local / Short Views Number 22

Chapter J Townscape Appendix
Wireframe Filled
View from Guildford Castle Keep
Design
The Marker building was developed as a central focus for the Station Square.

Described as an elegant proportioned tower.
Or is it an just an undistinguished block of flats?
Around the intimate public spaces the dominant building form is the various ecclesiastical architecture of the region. Flat topped towers prevail, few spires can be seen within the historic centre. The culmination of this is Guildford Cathedral. Lofted above the Town Centre the square form of the tower is an icon for Guildford. This Guildford Station development has respected the design and seeks to emulate this in the architectural quality through simplicity of design and massing form.
Guildford’s Marker Buildings are buildings with Character

The Guildhall

Abbots’ Hospital

Wycliffe
Front & Back

The Front is terraced, articulated and planted with greenery to soften the visual impact.

The backside is a canyon wall, along the railway track.

The back should be broken, with a green terrace, part way up, to soften the visual impact.
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GSoc Limited – January 2015
Height and Levels

SR has undertaken detailed analysis of the heights of existing buildings which range from single storey to multi-storey (10+) in this part of Guildford Town Centre.

The proposed development is principally 8-9 storeys in height but Block A2 is intended to provide a ‘marker’ building adjacent to the new station building and extends to 15 storeys.

Chapter B, Methodology and scope of assessment Technical Appendix: Source: Rolfe Judd

<table>
<thead>
<tr>
<th>Max Building Height</th>
<th>Block</th>
<th>Storeys</th>
<th>Metres</th>
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</tr>
<tr>
<td>A2</td>
<td>15</td>
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<td>B</td>
<td>9</td>
<td>26</td>
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<td>9</td>
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<td>8</td>
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<tr>
<td>E</td>
<td>8</td>
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</tbody>
</table>
Environmental Statement (Appendix C)

The Masterplan - Station Plaza Level Plan
5.5 Proposed Building Massing

Design & Access Statement

p93 of 180
Indicative height of proposed tall building
View from the Mount
The Trackside Canyon Wall

The East Elevation is broken by greenery and stepped back terraces

A green terrace part way up the West Elevation, would break the effect of a canyon wall
Guildford Station Redevelopment

PLEASE USE THE MICROPHONES

PLEASE SPEAK CLEARLY

PLEASE MAKE YOUR POINTS QUICKLY & CONCISELY

PLEASE LET OTHERS SPEAK

PLEASE BE POLITE & OBJECTIVE

Q&A

MODERATED BY Julian Lyon
Drawing T(20)E01 ‘Station & Blocks A1, A2 & B Proposed East Elevation’

Rolfe Judd for SOLUM
Guildford Station Redevelopment

WRAP UP

Julian Lyon
Chairman – Guildford Society

planningenquiries@guildford.gov.uk
quote reference number 14/P/02168.