


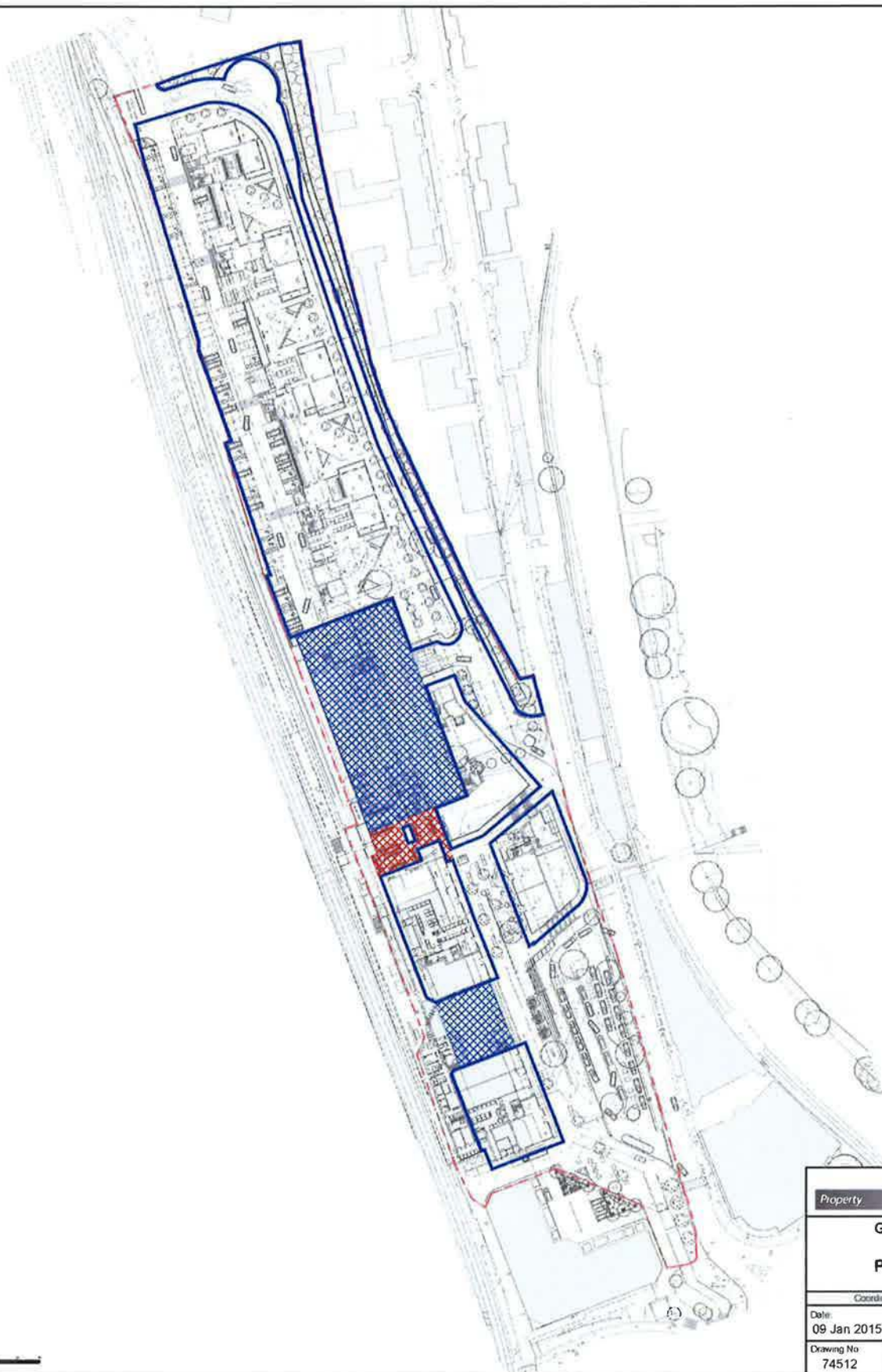





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## Legend

-  Long Lease (250 years) granted to Solum Regeneration with rights of access.
-  Upper floors to Solum & other occupiers. Network Rail freehold. Station lease lower levels & commercial leases upper levels.
-  Cycle store & access way retained by Network Rail & part of station lease. Long lease to Solum above the station facilities.






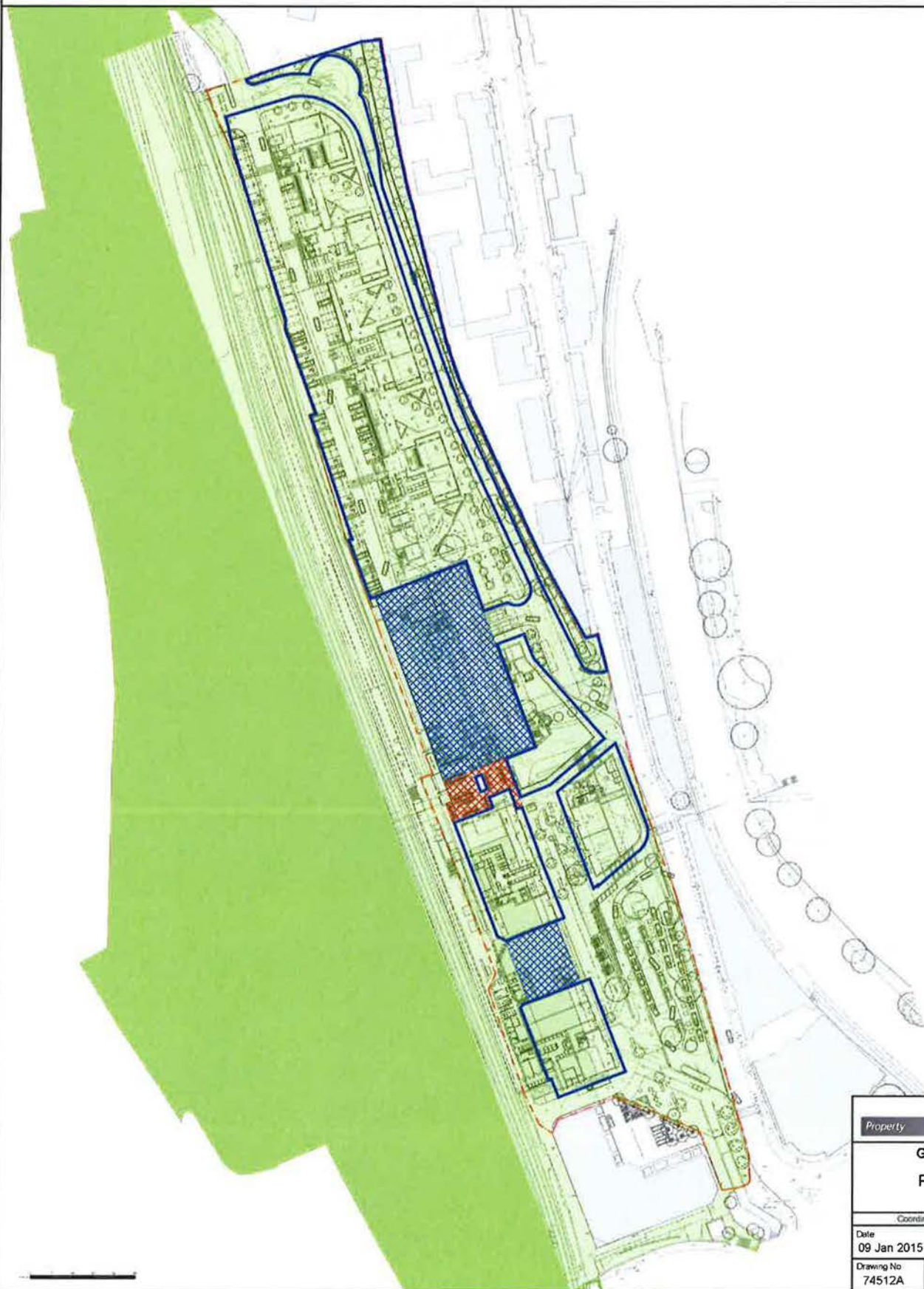
		
Property		
<b>GUILDFORD</b>		
<b>PLAN 1</b>		
Coordinates @ 499195E 149743N		
Date: 09 Jan 2015	Drawn By: R Dance	
Drawing No: 74512	Rev: A	Scale: 1:1250 @ A3



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Property		
NetworkRail		
GUILDFORD		
PLAN 2		
Coordinates @ 499195E 149743N		
Date	Drawn By	
09 Jan 2015	R Dance	
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74512A	A	1:1250 @ A3



# Diagram 1 - Security

## Safe and Robust Landscape

Many users will pass through the station square daily. Important to their safety is a safe and robust design of the Public Realm elements.

The design development and continued detail design development will follow the guidelines produced by TFL in partnership with the Department of Transport and Network Rail on the design of public spaces and transport interchanges.

## Security

Security within the station forecourt has been developed in consultation with BTP, Guildford Constabulary and SECTU who have advised Guildford Station is a Category B threat to terrorist attack. The diagram opposite outlines the general access security and counter-terrorist measures to be incorporated in the station square.

In addition the Station Square will be required to have full CCTV coverage supported by an appropriate external lighting design as detailed in Appendix section E1.6.

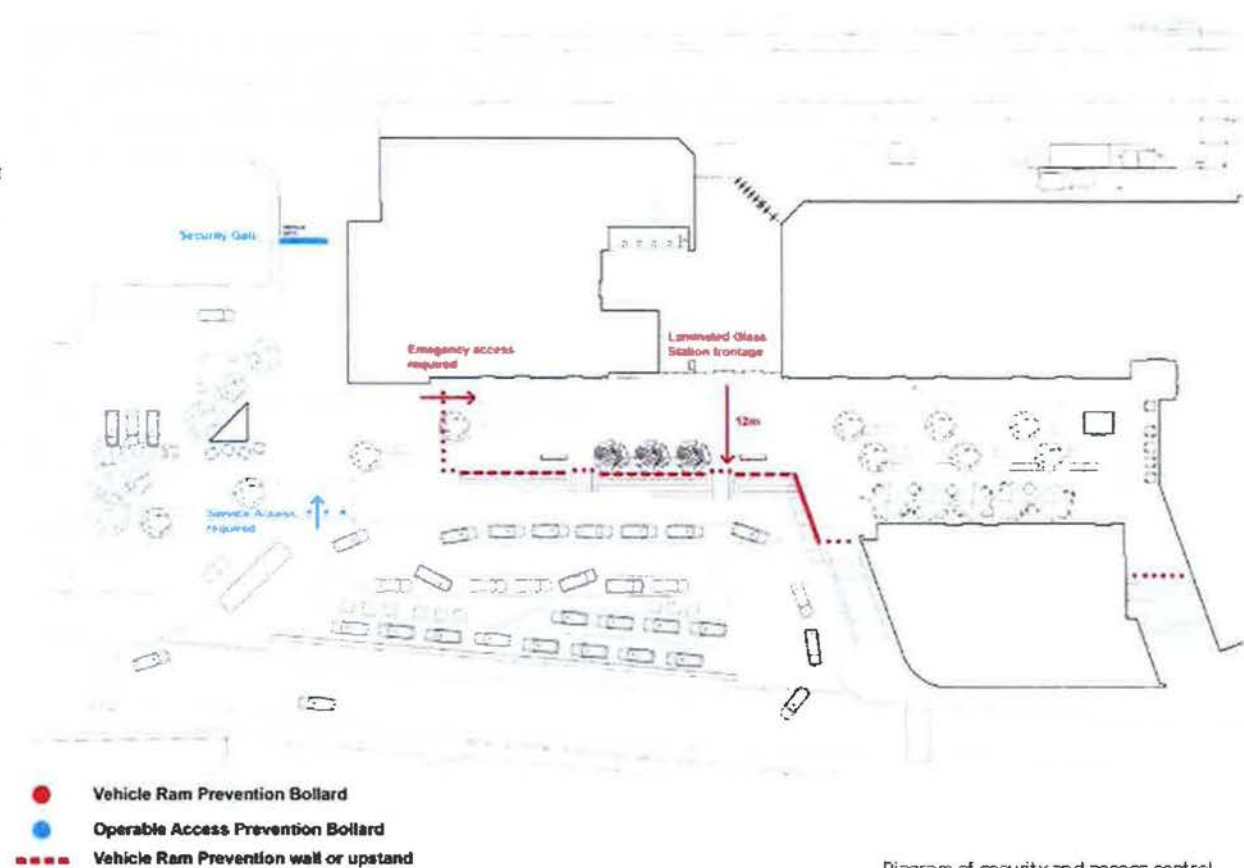


Diagram of security and access control

## Diagram 2 - Pedestrian and Cycle Access

### Pedestrian Access

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

- From the Town Centre and High Street entering the square at the southern end
- Over the canal footbridge entering the site mid way along its frontage to Walnut Tree Close
- 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 desire lines from arrival points to the site and away from the primary vehicular access routes 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 complications 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.

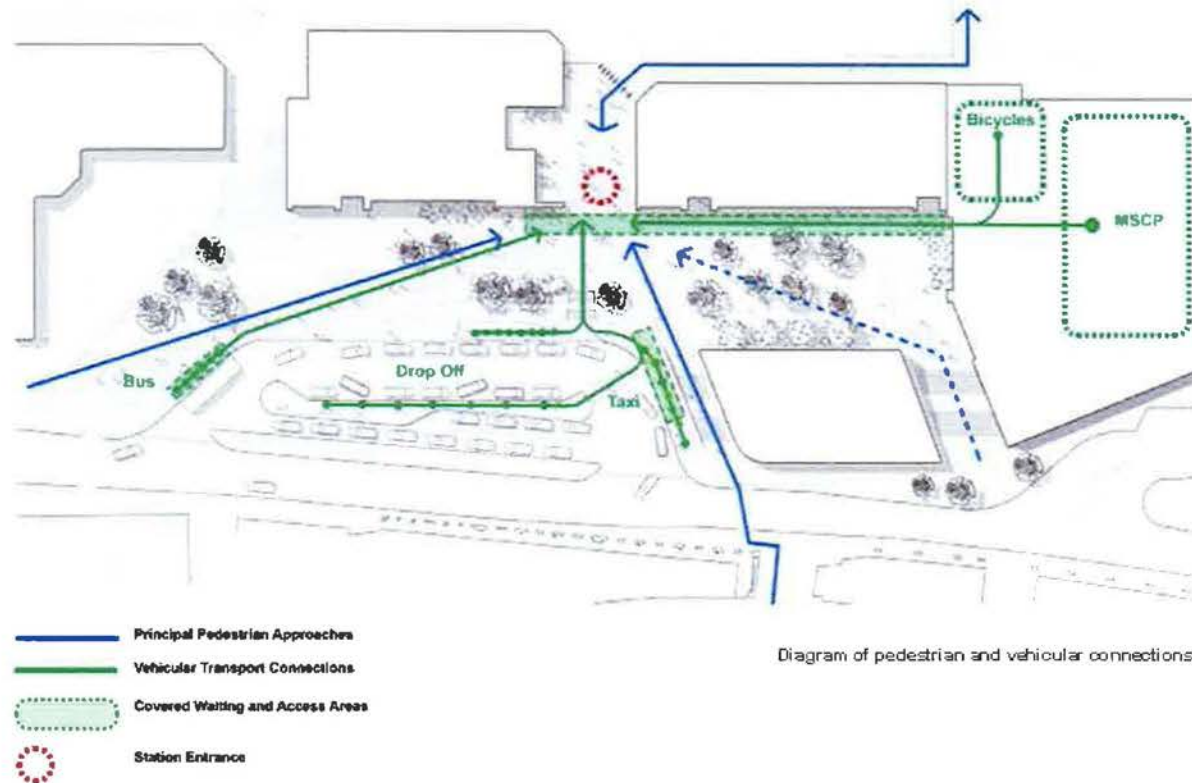
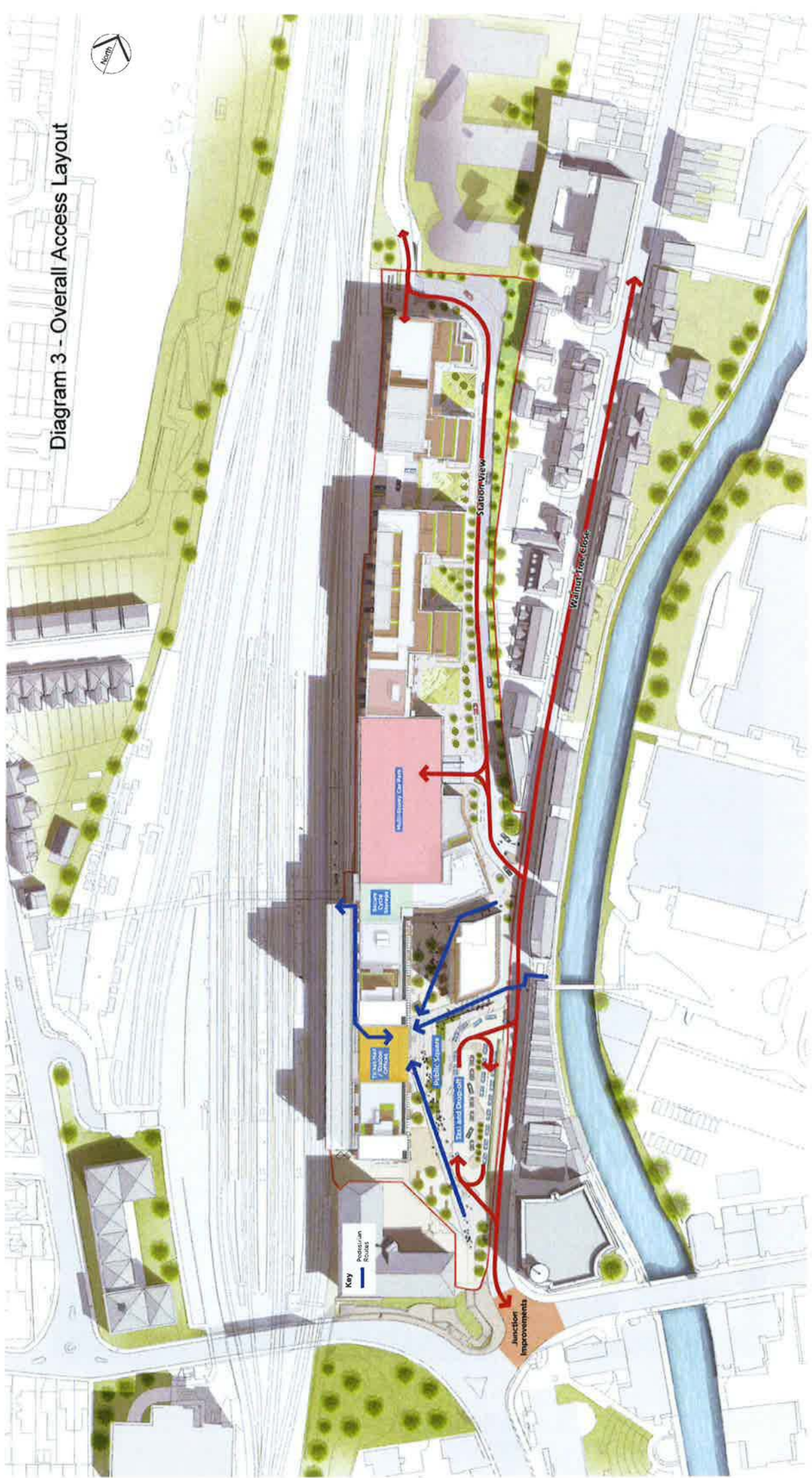


Diagram of pedestrian and vehicular connections



Diagram 3 - Overall Access Layout





## Photo 1 - Site Location

The area around Guildford Station is the gateway to the town centre and identified by the Council within the saved and emerging local plan, as a key development opportunity





## Photo 2 - Existing Station images



### Existing Site

The site is located at the edge of Guildford town centre and sits within Surrey County Council under the planning authority of Guildford Borough Council.

The 2.2ha site is currently occupied by the main Guildford station buildings, station car park, British Transport Police and Train Operator offices, a Network Rail telecoms exchange and the Ranger House car park. The Train Operating Company (TOC) South West Trains currently operates the lease for the station.

Photos of the existing station site are included in Fig.01. A bird's-eye photo of the existing station site is illustrated on Fig.02 adjacent with the principle station elements identified and noted as follows:

- 1 Main Station Entrance and Ticket Hall
- 2 Vehicular Approach and drop off
- 3 Station Car Park
- 4 Third Party Car Park (Ranger House)
- 5 Station Retail and Ancillary Accommodation
- 6 Train Operator / BTP Office and Telecoms Exchange
- 7 Platforms 1 & 2 adjacent to site boundary
- 8 Overbridge for passenger and public use
- 9 Guildford Park Road Station Entrance and Drop Off

### Photo 3 - Existing Site Uses



Fig. 2 - Existing station principle elements



Photo 4 - CGI of approach to new station from river crossing

