Introduction & Methodology

Purpose of Document

1.1 This document is a summary in non-technical language of an Environmental Statement (‘ES’) (‘ES November 2014’) prepared on behalf of Solum Regeneration (‘SR’). It accompanies an application for detailed planning permission for a mixed-use development, replacement station facilities and associated works at the Guildford Station Site (the ‘Site’) located in central Guildford, Surrey. The site encompasses an area of approximately 2.2 hectares.

1.2 The nature and extent of the proposed development (‘the Guildford Station development’) falls within Part 10(b) (Infrastructure Projects) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment (‘EIA’)) Regulations 2011 (the ‘2011 Regulations’). Part 10(b) includes “urban development projects” where sites are over 0.5 hectares. For such developments, EIA is required in situations where the development could give rise to significant environmental effects. The applicant has determined to undertake an EIA in respect of the proposed development.

1.3 The document includes the following information: -

- Section 1.0 – background to the assessment process and the scheme;
- Sections 2.0 to 3.0 – description of the site and the current proposals;
- Sections 4.0 to 12.0 – a topic by topic review of the findings of the EIA;
- Section 13.0 – a review of whether other direct or indirect effects may arise when the scheme is considered with other schemes in the area;
- Section 14.0 – details of how to obtain a full copy of the ES;
- Section 15.0 – key scheme plans.

The EIA Process

1.4 The ES (October 2014) sets out the findings of an EIA of the development.

1.5 The EIA process aims to ensure that any significant effects arising from a development are systematically identified, assessed and presented to help a local planning authority, statutory consultees and other key stakeholders in their understanding of the impacts arising from development. If measures are required to minimise or reduce effects then these are clearly identified in the document.

1.6 For the Guildford Station development, EIA has been carried out to consider the likely significant effects that may arise during the construction and operation of the development and due to its potential relationship to future developments in the area. It has been completed with regard to best practice.
and relevant legislation and has addressed the following matters agreed with Guildford Borough Council (GBC) as being required to assess the impacts of the development:-

1. Socio-Economics
2. Transportation
3. Air Quality
4. Noise & Vibration
5. Ground Conditions
6. Water Resources
7. Townscape, Landscape & Visual Impact
8. Daylight, Sunlight & Overshadowing
9. Heritage

1.7 Likely effects are identified based on current knowledge of the site and surroundings, desk top assessment, survey and fieldwork, and information available to the EIA team. All those matters that could be reasonably required to assess the effects of the proposals are set out in the ES; this includes effects arising from the scheme itself as well as those temporary effects arising during the construction of the proposed residential development.

1.8 The EIA team has worked with the design team to ensure that, where possible or appropriate, the scheme for which planning permission is sought incorporates those revisions or modifications that are necessary or appropriate to avoid or reduce significant adverse effects on the environment.

1.9 Consultation has also informed the EIA process in relation to the methods by which the EIA has been carried out, as a means to seek environmental data, to review the effectiveness of any identified mitigation measures, and as a means to keep interested bodies informed on the process of EIA undertaken.

**Background to the Scheme**

1.10 The Guildford Station Site is in need of investment and is characterised by a poor quality environment including poor permeability and large areas of car parking and underused space. In addition, Guildford has a need for additional housing provision to meet local needs; particularly where this uses previously developed sites within the Town Centre which will reduce the pressure to develop greenfield sites.

1.11 Local planning policy including the statutory Local Plan, identifies a requirement to improve Guildford Station’s infrastructure and interchange facilities as part of any redevelopment of the Station site. The Local Plan also supports the provision of a comprehensive mixed use scheme on the car parking areas adjacent to the station buildings to include a range of appropriate uses such as offices, residential, hotel, leisure and retail and improved transport and parking provision.

1.12 There have been previous attempts to redevelop the area around the station but these have failed. It is an objective of the current Guildford Station Site scheme to bring forward a realistic, viable and deliverable development.
2.0 Site Location & Description

Site Location

2.1 The Site is located in Guildford, Surrey; approximately 40km south west of central London. It comprises 2.2 hectares of land to the east of the railway tracks including the main station building, office accommodation and station parking accessed from Walnut Tree Close.

2.2 The Site does not include all of Guildford Station which also includes the platforms and parking and station related facilities to the west of the railway line. Rail services connect the town to London via Woking, Cobham and Epsom and to Portsmouth.

2.3 Immediately to the north of the Site is the 1-2 Station View construction site; this was occupied by office buildings until August 2014 which have now been demolished. To the south is Ranger House, an office building of 18.5m in height and Farnham Road which rises to bridge the railway line. To the west of Site are the Guildford Station platforms and railway lines with the western station entrance from Guildford Park Road. Finally, to the east, are residential properties off Walnut Tree Close with the River Wey beyond.

2.4 Bridge House is a 23m high office building which fronts the junction of Bridge Street and Walnut Tree Close and The Billings (former warehouse) buildings. The latter are two to three storey buildings fronting onto Walnut Tree Close but three to four storeys fronting onto River Wey and its associated footpath. Figure 2.1 Aerial Photograph

2.5 The commercial and civic facilities of Guildford Town Centre lie to the east. This includes the Friary shopping centre as well as other retail and commercial
uses along High Street and North Street. Residential areas are located to the west with the University of Surrey Stag Hill campus to the north-west.

2.6 The River Wey lies approximately 20m east of the Site boundary (at its nearest point) in a north/south orientation. As the Site lies within the River Wey Valley, the surrounding area rises to the south east and south west.

Figure 2.2 Guildford Local Plan Extract

Source: Guildford Local Plan 2003

Site Description

2.7 The Site comprises approximately 2.2ha of previously developed land which slopes downwards from west to east from 37.72m AOD to 34.72m AOD. It is currently occupied by land uses associated with the station.
2.8 The Site boundary includes the station buildings but does not include the platform concourse to the north. It terminates at the end of the station car park to the east and south, adjoining the rear of residential properties in Walnut Tree Close. The Site includes the public realm and some forecourt area to Ranger House at its eastern extremity.

Site Boundary

Figure 2.3 Site Boundary

Source: Rolfe Judd

2.9 A largely single storey building with some two storey elements on the east part of the Site house Guildford Station and ancillary retail floorspace. The building measures up to 13m in height, contains 1,450 sq m of floorspace and is principally finished in red brick with a sloping grey tiled roof.

Main Station Building

Source: Rolfe Judd

2.10 The other building on Site is located to the north of the station building. It comprises a single storey structure of 375sqm of office accommodation and facilities for the British Transport Police. The building is approximately 3.5m in height and is similar in style and appearance to the main station building.
2.11 Pedestrian access to the Site is achieved from either direction on Walnut Tree Close as well as via the footbridge over the River Wey to the east and underpass underneath Bridge Street. Two vehicular accesses to the Site are provided from Walnut Tree Close to the immediate east of the Site. Provision for taxis, station drop-off/pick-up, short stay parking and premier station car parking is provided in front of the existing station building. The total existing car parking provision on the site (including staff provision) is 488.

3.0 Description of Development

3.1 The full planning application seeks permission for the following development:-

A mixed use redevelopment comprising 445 residential dwellings (Class C3 use); station retail/financial and professional services/food and drink and leisure floorspace (Class A1/A2/A3/Sui Generis and D2 uses); station and general office floorspace (Sui Generis and Class B1 uses); station improvements including new station building with booking hall and concourse (Sui Generis use); replacement station and office car parking, new residential car parking, cycle parking, a Station Plaza including new public realm with hard and soft landscaping, new access and servicing arrangements, plant and associated works.

3.2 Key plans assessed as part of the EIA are provided at Section 15.0 of this Non-Technical Summary.

3.3 The development comprises a primarily linear built form on the west part of the Site adjoining the platforms/railway lines which run north/south to the west. The new station building and ancillary facilities are located in the south west with residential accommodation above and extending towards the north and east.

Figure 3.1 Proposed Site Layout

Source: Rolfe Judd
3.4 The development seeks to provide an improved passenger experience and customer journey including a modern, attractive, station building benefitting a major regional centre, a new and larger main ticket hall designed to accommodate passenger use for the next 25 years, a station entrance as the main focus of an improved public forecourt (see below) and an improved and modern retail and café offer.

3.5 A new Station Plaza featuring hard and soft landscaping and leading to and from the station to drop-off, pick-up and taxi areas is located in the south-east of the site.

3.6 A multi-storey car park is positioned centre west on the Site and provides 670 spaces with a further 76 spaces elsewhere in the site to serve some of the residential units. The scheme will also provide 464 cycle spaces for residents and 576 cycle spaces for station users.

3.7 The proposed development consists of a series of six development blocks and is principally 8-9 storeys (25 to 31 metres) in height with one block acting as a ‘marker’ building and extending to 15 storeys (47 metres).

3.8 Existing vehicular accesses will be retained with a new two way vehicular access (via a realigned Station View) to the north to provide access to the proposed multi-storey car park and the northern part of the Site.

3.9 A series of sustainable design principles have been developed and have been tested in the EIA. A low carbon approach will be adopted and the energy strategy has followed a ‘be lean, clean and green’ energy hierarchy. The scheme will seek to achieve at least Code for Sustainable Homes Level 3 for the residential component and at least BREEAM Very Good (for the other buildings) as targets.

**Construction Methodology**

3.10 The EIA has also considered the potential for significant environmental effects during the construction period and a series of construction parameters have been used based on an overall construction programme for the development of approximately three years and nine months. The development is anticipated to be carried out in three broad construction phases; following a phase of enabling works.

3.11 The contractor will be required to produce and agree a Construction and Environmental Management Plan to describe how construction will be managed to avoid, minimise and mitigate any construction effects on the environment and existing surrounding communities.

**Alternatives Considered**

3.12 As part of the EIA, alternative forms of the development have been considered and also the relevance of reviewing alternative sites. This helps in clarifying
the main advantages for taking forward the current scheme, taking account of the environmental effects.

3.13 If the development does not proceed (in other words a 'do-nothing' alternative) the station would be likely to continue to operate in its current form and the necessary station improvements would not be delivered. In addition, an underutilised brownfield site would not assist in addressing housing needs in Guildford which could potentially putting increased pressure on green belt and greenfield land.

3.14 In terms of alternative sites, the location of the railway station is fixed as is the associated land that is currently used for station parking. There is no realistic potential for this to change in the foreseeable future. Therefore, no alternative sites have been considered for the development.

3.15 A range of alternative design proposals have emerged as the scheme has evolved to respond to consultation and analysis undertaken as part of the EIA. Reducing the massing of the Proposed Development requires a reduction in the number of residential units. However, the number of residential units is critical to the deliverability of the scheme and in particular, delivering the socio-economic benefits of the proposed development and GBC planning and regeneration objectives. The Proposed Development has been informed by the various potential environment effects and the resulting design strikes a balance between these environmental considerations. Consultation and Design Evolution

3.16 Consultation has fed into the process of EIA through its scoping, during the evolution of the design and to respond to specific queries in relation to environmental matters. Consultation has been undertaken with GBC, Surrey County Council, statutory consultees, the local community and other key stakeholders including Network Rail. The engagement has involved meetings, public engagement and briefings.

3.17 The key issues raised have been identified and incorporated into the Proposed Development as part of an iterative process where relevant and appropriate.

4.0 Socio-Economic Effects

4.1 Guildford has a diverse range of job opportunities and a growing population (6% between 2001 and 2011).

4.2 The 2011 Census identifies that Guildford can be characterised as a large importer of labour, with a net inflow of around 8,000 workers, which is around 13% of all workplace jobs in Guildford.

4.3 In 2011, 56,080 dwellings were located within the borough. The Draft Guildford Local Plan (2014) sets out a target for at least 13,040 new dwellings to be constructed between 2011 and 2031 - equivalent to an annual average
requirement of 652 homes. Between 2011 and 2014 the average number of units constructed each year equated to around 210 dwellings.

4.4 In terms of education, there is currently modest surplus capacity at a primary and secondary level. Limited capacity also exists within local doctor and dentist facilities. The area is served by a range of recreation, open space and community provision.

4.5 The proposed mixed-used scheme at Guildford Station represents a large new capital investment of £150 million into the local economy, which will help raise the overall levels of economic activity and expenditure in both the local impact area (i.e. mainly Guildford town) and the wider impact area (i.e. the Borough).

4.6 The most significant impact of the development scheme is the enhancement of Guildford as a business location, stemming from the improvements proposed to the railway station infrastructure. It is expected that the improvements to the station will both contribute to Guildford town becoming a more attractive and viable location for business and investment activities, as well as helping to better accommodate the commercial and housing growth planned for the town.

4.7 The increased economic activity in Guildford town will also deliver a wide range of other socio-economic and regeneration benefits to Guildford including new construction and operational job opportunities (it is estimated that the office and retail space delivered in the scheme will create between 307 and 319 net additional jobs in the area); delivery of 445 new homes to meet housing needs; and fairly minor impacts on wider community facilities that can be addressed through appropriate planning contributions by the developer.

5.0 Transportation

5.1 The existing main station access is from Walnut Tree Close, with an additional pedestrian access from Guildford Park Road. To the east of the station is the Bus Station on Commercial Road; offering services to a variety of destinations.

5.2 Over 60% of people walk to and from the station. At present, the main walk route that pedestrians use to access the main station entrance is via Walnut Tree Close to the main station entrance. Driving is the second highest mode with around 13% of people driving to and from the station, followed by Kiss and Ride, with around 10% of trips by this mode. There are a number of bus routes that serve the Guildford Station, with a wide variety of destinations that can be reached. The Site is in a good location for access by sustainable modes, which has been established.

5.3 Although the main station entrance to Walnut Tree Close has not been identified as an accident blackspot, improvements to the gyratory are included in the proposals for the Site which are intended to improve the safety of the roads and reduce the number of accidents that occur in this area generally.
The primary construction traffic route for the development is from the gyratory system to the south. The worst case increase in traffic flows is less than 1% and will result in a temporary minor adverse impact. A Construction Environmental Management Plan will define the routes to be used by construction vehicles, delivery times, facilities for loading, unloading and parking and proposals to minimise the number of vehicle trips by employees.

The overall residual transportation impacts of the Proposed Development are negligible following the implementation of mitigation measures including travel plans, car club, travel information and highways works to widen Walnut Tree Close. The Proposed Development includes a significantly enhanced transport interchange and increased cycle parking at Guildford Station, both of which are beneficial in transportation terms. Whilst no adverse environmental effects of moderate or more significance are anticipated, a comprehensive package of measures is proposed which would encourage sustainable travel and ensure there would be no impact on the local highway network. These include the development of a Residential and Employee Travel Plan and Station Travel Plan and highways improvements comprising the widening of the approach from Walnut Tree Close to the Gyratory and adjusting the pedestrian island at the Onslow Street/Bridge Street Junction of the Gyratory to allow for two vehicles to turn.

**Air Quality**

No significant industrial or waste management sources are in proximity to the site that are likely to affect the proposed development in terms of air quality. Guildford is not subject to nitrogen dioxide or particulate emissions that breach national standards or national Air Quality ‘objectives’.

The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emission. With these measures in place, it is expected that any residual effects will be ‘not significant’.

The operational impacts of road traffic, and CHP emissions due to the Proposed Development, have been assessed. Concentrations have been modelled for ten worst-case receptors, representing existing properties where impacts of the CHP plant are expected to be greatest. In addition, the impacts of traffic from local roads on the air quality for future residents have been assessed at 13 worst-case locations within the site itself.
6.4 It is concluded that concentrations of nitrogen dioxide will remain below the objective levels in 2019 and the impacts will be negligible at all receptors. The impacts of local traffic and CHP plant on the air quality for residents living in the new housing have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below air quality objectives.

6.5 Overall, the air quality effects of the development are judged to be negligible.

7.0 Noise & Vibration

7.1 The proposed and existing residential dwellings are the most sensitive receivers to potential noise and vibration effects. In terms of existing dwellings, the most sensitive are those on Walnut Tree Close due to their geographic proximity. A large proportion of the proposed dwellings are on the west part of the Site adjacent to the railway line, those considered most sensitive in noise terms are those closest to the proposed commercial elements. Residential developments are not, of themselves, inherently noisy and the principal effects are likely to be from construction activities and changes in road traffic in the area generally. Rail noise effects on to the development itself are also assessed in relation to the proposed residential dwellings within the Proposed Development.
7.2 The residual noise impact of the development during the construction phase is identified as a moderate adverse for a temporary period, with the most sensitive receptors being those existing residential properties adjacent to the Site on Walnut Tree Close. Vibration effects are minor adverse and short term.

7.3 It is proposed that mitigation measures to prevent, reduce and minimise noise and vibration are agreed with GBC prior to any works. These measures may include hoarding and proper maintenance of all plant and equipment.

7.4 Once the scheme is operational, a series of in-built (design and materials) and proposed (noise controls) mitigation measures result in a long term but neutral/negligible impact during the operation phase. The most sensitive receptors are those closest to noise source (commercial units and mechanical plant). For affected areas, mitigation measures include use of double glazing, incorporation of modern ventilation systems and control of delivery times and operating activities for the commercial units.

8.0 Ground Conditions

8.1 A desk study review has confirmed that, historically, the site has been in use for operations associated with the railway line and station. The surrounding
area was previously fields to the northwest and south, with mixed residential
and commercial/industrial uses to the east. These areas have now been
subject to residential, industrial and commercial development.

8.2  Geology maps indicate the site is underlain by artificial Made Ground; itself
underlain by the Lambeth Group in the northern part of the site which
comprises clay, silt and sand and by chalk (Seaford Formation) in the south.
Both geological formations are described as aquifers. Groundwater underlying
the site currently has a poor chemical quality.

8.3  There are a range of possible historical and current sources of contamination
which may have resulted in localised contamination of underlying soils and
groundwater. These have the potential to affect human health through
ingestion or inhalation, through contamination of waters and through direct
contact with contaminated soils and groundwater during the construction and
operational phase.

8.4  It is proposed to conduct ground investigation at the site prior to commencing
construction works to delineate areas of contamination, risks to human health,
controlled waters, the presence of ground gases and identify any geotechnical
risks that may be present. Where risks are identified, mitigation measures will
be implemented in order to minimise or remove the risks identified.

8.5  Mitigation measures are likely to include personal protective equipment for
construction and maintenance workers, interceptors within the drainage
system, implementing a cover system with clean certified material underlain by
a geo-membrane, and appropriately designed construction methods, buildings
and foundations to accommodate any ground risks.

8.6  If all mitigation measures are implemented then it is anticipated that overall
there is likely to be direct effect on all receptors of a neutral/negligible
significance.

9.0  Water Resources

9.1  The River Wey is located approximately 30 metres to the east of the Site and is
the main watercourse within the vicinity. The catchment area upstream of the
Site is approximately 690km² and the river is not tidally influenced at this
location. The current water quality has been assessed as having a ‘moderate’
ecological status and a ‘fail’ for chemical status. In terms of groundwater, it
has been identified with a poor quantitative status and a good chemical status.

9.2  The site overlies a Principal Aquifer and is located within a Groundwater
Source Protection Zone.

9.3  The site is not located in the vicinity of any statutory designations such as
Ramsar Sites, Special Areas of Conservation or Special Protection Areas.
9.4 The site is located within Flood Zone 1 which has a less than 1 in 1000 annual probability of river flooding in any year (<0.1%) and is therefore considered to be at low risk of fluvial flooding.

Flood Risk Zones

9.5 A number of potential effects on surface water and groundwater receptors have been identified as a result of the construction and operation phases of the proposed development. These include potential sediment mobilisation, contamination of groundwater and surface waters from oils and hydrocarbons, concrete and existing contamination on site in underlying soils. Potential impacts from dewatering activities during the excavation works include disrupting groundwater flows and the requirement for disposal of pumped groundwater.

9.6 The employment of appropriate construction techniques and good design principles will mitigate these risks to acceptable levels. When taking account of mitigation measures the proposed construction and operation effects will be reduced to slight with the exception of the reduction in impermeable area that provides betterment to surface water management, this effect has been considered as a moderate beneficial effect.

10.0 Townscape, Landscape & Visual Impact

10.1 This assessment has considered the potential effects that the proposed development may have on the existing landscape/townscape character and visual amenity of its receptors. The assessment has considered 19 short/local viewpoints and 15 medium/long viewpoints. These viewpoints cover a wide
range of receptors and receptor types such as residential, pedestrian, cyclists and vehicle users.

Figure 10.1  Local/Short Viewpoint Locations

Source: Charles Funke Associates
10.2 The majority of viewpoints would have a negligible to minor effect on landscape/townscape character and visual amenity during construction. A small number of viewpoints have been assessed as moderate; however these effects are only temporary in nature and will be alleviated with mitigation measures.

10.3 During operation, views form Guildford Cathedral beyond trees; Guildford Castle (Keep and Motte), Pedestrian Bridge Bedford Road and From Bridge Street will have a moderate adverse effect. Mitigation measures (e.g. landscaping) would have no impact given the distance of the receptor from the development; measures to reduce the vertical massing of the development could reduce the significance of impact.
Near to the site, some views of the Proposed Development, such as from Walnut Tree Close, were found to make a beneficial contribution to landscape/townscape character and visual amenity.

Medium/long-range views were found to have adverse visual effects due to the uncharacteristic height of the marker building. Those viewpoints found to have an adverse effect were not directly affected by identified mitigation proposals due to the distance of the receptor from the development.

All developments of this scale are likely to contribute to effects in relation to landscape/townscape character and visual amenity. There may be a range of landscape/townscape and visual effects within the identified study area. These effects where adverse, have to be weighed against those which are beneficial and contribute to a positive change to the area.

The Proposed Development would represent a significant intensification of built development on the western side of Guildford town centre.

**Daylight, Sunlight & Overshadowing**

The majority of receptors to the existing surrounding buildings will continue to receive adequate daylight. A number of adverse effects have been highlighted to the residential properties principally situated on Walnut Tree Close. However, these effects are extremely limited in number and are generally of low impact significance. They are considered unavoidable in any urban development. The effects are to some degree compounded because the
prospect from the existing buildings is at present, in general, unobstructed, which leads to the proposal having a greater effect than it would in a situation where the surrounding are already built out. In summary, the overall effect is considered to be of negligible adverse significance.

11.2 In respect of the daylight analysis to the proposed buildings, the majority of habitable rooms to the residential components will be day-lit in accordance with the appropriate targets. Where adverse effects are noted these are generally negligible adverse and accord with daylight levels expected in urban locations, where full compliance with targets is not possible to achieve.

11.3 Similar conclusions can be drawn for sunlight availability in respect of both the existing surrounding buildings and the development. That is, the majority of existing and proposed receptors will receive compliant levels of sunlight with the development in place. Where existing levels are not compliant, the effect significance is considered to be minor, which again accords with expectations in urban development where full compliance with targets cannot be achieved.

11.4 Appropriate levels of sunlight will be maintained to the proposed dwellings, this is also the case for their gardens and amenity areas.

11.5 In summary, it is considered that the design of the development has evolved to ensure that adequate daylight and sunlight will be retained and external amenity areas will be well sunlit.

12.0 Heritage

12.1 Guildford is an important historic town that has many listed buildings, conservation areas and scheduled ancient monuments reflecting its architectural and historic interest. Its key features include the Castle Keep (a grade I listed building and a scheduled ancient monument), the Cathedral (a grade II* listed building) and the low-lying historic roofscape located between them. The topography of the town reinforces the relationship between the three - with the views from the Castle mound towards the Cathedral encapsulating the relationship between the low-rise roofscape and its hilly, vegetated backdrop which is topped by the imposing landmark Cathedral.

12.2 For the purposes of this assessment, the most important above ground heritage assets with a visual relationship to the Site have been considered. This has shown that the existing architectural and historic significance of Guildford Town Centre Conservation Area which covers a large part of central Guildford is:

- Largely 19th and 20th century buildings located at lower ground rising eastwards from the River Wey forming the historic high street.
- Buildings are largely 3-4 storeys in height, finished in red brick with red clay tiled roofs creating a generally consistent, low-rise roofscape.
### Summary of Effects with Mitigation in Place

<table>
<thead>
<tr>
<th>Environmental Topic</th>
<th>Effects during Construction</th>
<th>Effects during Operation</th>
<th>Cumulative Effects</th>
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<tr>
<td>Socio-Economic</td>
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<td>Mainly minor to substantial beneficial with some minor adverse</td>
<td>Minor adverse on some community facilities/amenities</td>
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<tr>
<td>Transportation</td>
<td>Temporary minor adverse</td>
<td>Beneficial due to station improvements</td>
<td>Negligible</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Negligible</td>
<td>Negligible</td>
<td>Negligible</td>
</tr>
<tr>
<td>Noise &amp; Vibration</td>
<td>Temporary minor adverse</td>
<td>Neutral/negligible</td>
<td>Negligible</td>
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<tr>
<td>Ground Conditions</td>
<td>Negligible</td>
<td>Negligible</td>
<td>Negligible</td>
</tr>
<tr>
<td>Water Resources</td>
<td>No effects</td>
<td>Negligible</td>
<td>No effects</td>
</tr>
<tr>
<td>Townscape, Landscape &amp; Visual Impact</td>
<td>Mainly negligible with some minor through to moderate adverse effects</td>
<td>Mainly negligible, minor beneficial and minor adverse effects. Moderate adverse for five views</td>
<td>New precedent set for contemporary architecture in Guildford; no greater effects than shown for Station site by itself</td>
</tr>
<tr>
<td>Daylight, Sunlight &amp; Overshadowing</td>
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<td>Mainly negligible; some minor/moderate adverse for a small number of properties</td>
<td>No effects</td>
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<tr>
<td>Heritage</td>
<td>Minor through to moderate adverse effects for different receptors</td>
<td>Mainly no effect or negligible. Minor adverse for two key receptors</td>
<td>No greater effects than shown for Station site by itself</td>
</tr>
</tbody>
</table>

### 13.2
A range of mitigation measures have been identified throughout the ES which are largely capable of being enforced through planning conditions or a s106 Legal Agreement in relation to the development.

### 13.3
Some negative residual effects remain in relation to specific sensitive receptors in relation to landscape and visual impact, noise and vibration and above ground heritage assets. However, these must be balanced against the significant beneficial environmental effects in terms of socio-economic (regenerative, jobs and addressing housing needs) and transport (upgrading to Guildford Station).

### 13.4
The relationships between the effects identified on site do not give rise to a need for additional mitigation measures or measures cannot be incorporated at this time in relation to the development. There are no cumulative effects arising from the development when considered with other developments in the surrounding area.
12.3 The wider setting of the Conservation Area as viewed from the Castle Keep and higher ground within and surrounding the Conservation Area is important. The significance of the setting lies in the relationship between the generally low-lying town with the partly wooded hill beyond and the landmark Cathedral being the most prominent building in the vicinity.

12.4 The assessment identified that the Proposed Development had no effect or a negligible effect on the significance of the majority of receptors.

12.5 This assessment found that the introduction of the scheme within the townscape of Guildford would have no direct impacts on any above ground heritage assets. It would, however, have a minor adverse effect on the significance of:

1) Cathedral Church of the Holy Spirit (grade II*)
2) Jellicoe Roof Garden (grade II listed Registered Park)

12.6 The impact is due to the development height, bulk and massing and reflective materials located within the viewing corridor between the Castle and the Cathedral and within the setting of the Cathedral more generally. The Cathedral is seen in a number of views from higher ground to the south and east of the town. The development would compete with the Cathedral during the day time and when both are lit at night.

12.7 The assessment also identified a minor beneficial effect on the significance of the Bridge Street Conservation Area.

13.0 Cumulative Effects & Summary of Findings

13.1 The table below reviews whether the inter-relationship between effects arising from the development may give rise to additional impacts not previously identified. It also considers whether effects may arise when the development is considered alongside other schemes or proposals in the surrounding area, the likelihood of the other developments proceeding and the ability or necessity of the applicant to mitigate any such effects for those other sites. The developments to be assessed were agreed with GBC and Surrey County Council.
14.0 Availability of the Environmental Statement

14.1 If you would like to purchase a paper copy or CD Rom of the ES, please contact:
- Nathaniel Lichfield & Partners, 14 Regent’s Wharf, All Saints Street, London N1 9RL (Tel: +44 (0)20 7837 4477

14.2 Alternatively, information on the ES can also be viewed on the GBC website at http://www.guildford.gov.uk.

15.0 Scheme Plans

15.1 The following key application drawings are attached:
1. T20P00: Ground Floor Plan
2. T20P06: Sixth Floor Plan (a typical mid-level plan)
3. T20P15: Fifteenth Floor Plan (roof plan)
4. T20S02: Proposed Site Sections 01 & 14
5. T20E01: Station & Blocks A1, A2 & B East Elevation
6. T20E02: Station & Blocks A1, A2 & B West Elevation
7. T20E06: Blocks C & D East Elevation
8. T20E09: Block D East & West Elevation
9. T20E11: Block E East & West Elevations
10. T20E13: MSCP & Block B West Elevation
The Contractor must check and confirm all dimensions. All discrepancies must be reported and resolved by the Architect before works commence.

This drawing is not to be scaled.

All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards.