To:
All members of the Environment and Sustainability Committee

Please reply to:
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Date: 19 April 2022

Supplementary Agenda

Environment and Sustainability Committee - Tuesday, 26 April 2022

Dear Councillor

I enclose the following item which was marked 'to follow' on the agenda for the Environment and Sustainability Committee meeting to be held on Tuesday, 26 April 2022:

4. Pre-Submission Publication Version of the Local Plan and Draft Staines Development Framework Publication **3 - 428**

To consider publication of the Draft Local Plan and Staines Development Framework for public consultation (Regulation 19).

Yours sincerely

Chris Curtis
Corporate Governance

To the members of the Environment and Sustainability Committee

Councillors:

I.J. Beardsmore (Chairman)
O. Rybinski (Vice-Chairman)
M.M. Attewell
M. Beecher
J.T.F. Doran
T. Fidler
N.J. Gething
K.M. Grant
N. Islam
T. Lagden
V.J. Leighton
S.C. Mooney
J.R. Sexton
V. Siva

Substitute Members:	Councillors: S.M. Doran, R.D. Dunn, H. Harvey, R.A. Smith-Ainsley, B.B. Spoor and J. Vinson

Environment and Sustainability Committee

26 April 2022

Title	**Pre-Submission Publication Version of the Local Plan and draft Staines Development Framework publication**
Purpose of the report	To make a decision
Report Author	Ann Biggs, Strategic Planning Manager
Ward(s) Affected	All Wards
Exempt	No
Exemption Reason	N/A
Corporate Priority	Community Affordable housing Environment
Recommendations	**Committee is asked to:** • Consider referral of this committee's resolutions on this item to Council for final decision • Agree that the Pre-Submission Publication Version of the Local Plan be published for public consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) • Agree the draft Staines Development Framework for public consultation • Agree that public consultation for both the Pre-Submission Publication version of the Local Plan and draft Staines Development Framework run from 15 June 2022 to 5 September 2022 • Agree that the Local Plan Task Group and the Staines Development Task Group consider the specific requirements around the most appropriate public consultation mechanisms • Authorise the Strategic Planning Manager to make minor changes and corrections to the documents prior to publication, in consultation with the Chair and Vice Chair of this committee

Reason for Recommendation	The draft Spelthorne Local Plan 2022 – 2037 and the draft Staines Development Framework have reached key milestones in the preparation process. For the Local Plan, this is known as the Regulation 19 stage where the Pre-Submission Publication Version is published for consultation before submission to the Planning Inspectorate for an Examination to be held, after which it is expected the Council can then adopt it. For the Staines Development Framework, the recommendation seeks agreement to a second round of public consultation on the draft Framework itself, after which the feedback will inform the final version that will be submitted to the Planning Inspectorate with the Local Plan. This is because both documents are intrinsically linked. It is a committee level decision to agree to publish planning documents for public consultation but in view of the significant amount of public interest, it is recommended that the resolution of this committee is referred to Full Council.

1. Summary of the report

1.1 This report is seeking the agreement of the committee to move forward with the Pre-Submission Publication Version of the Local Plan and the draft Staines Development Framework. The journey of the Local Plan began back in 2014 with work starting on the Framework in earnest back in 2020. Both have been a collaboration between 21 Members on a cross party basis (reflecting this authority's political makeup) with representation from every ward, supported by the Strategic Planning team.

1.2 Since June 2020, the 'collective team' have spent over 100 hours in task group meetings, and debated matters at numerous Cabinet and Environment and Sustainability Committee meetings, to ensure that the documents appended to this report represent the best, most robust and most defensible draft Local Plan and draft Staines Development Framework.

1.3 Between them, the two areas have been considered by councillors at either Cabinet or Committee on 6 different occasions to ensure that Members were comfortable with the direction of travel and the progress being made at. every stage.

1.4 To reach this point, the Publication version of the Local Plan has been through two rounds of extensive public consultation (with a total of 684 responses from people or organisations plus 7 petitions with several hundred signatures). The draft Staines Development Framework Objectives and Options generated 745 responses and will be subject to a further round of public consultation before submission (as set out in the recommendations above).

1.5 This is an incredibly difficult decision for councillors to make, but it does now need to be made. Pivotal to a lot of councillor discussion and debate has been whether or not the Borough should meet its housing need in full. This has been debated vociferously by councillors over a considerable period at numerous Local Plan Task Group meetings, Environment and Sustainability

Committees, as well as motions to Council. Each time, councillors have reached the conclusion that the right approach is to meet our need.

1.6 Throughout preparation of both documents, the Council has made continued and compelling attempts to central government to have the standard method for calculating need amended to reduce the figure for Spelthorne. In the event that the standard method is revised this year, which has been suggested, we would still be able to revise the Plan accordingly before submission.

1.7 The Publication Version of the Local Plan accords with the strategy agreed in July 2021 to meet our housing need (now 618 dwellings per annum), release approximately 0.7% of Green Belt[1], and no longer include an additional housing allocation for Staines. In order to achieve this, the draft Local Plan sets out a number of green belt site allocations which are included at the end of the document (debated and agreed by the Local Plan Task Group). Many of these sites will be brought forward in the early years to front-load the Plan to take account of previous under-delivery and they bring with them the prospect of a greater percentage of affordable homes, family housing and open space provision.

1.8 Whilst the Local Plan also inevitably focuses on development opportunities in Staines-Upon-Thames, the draft Staines Development Framework demonstrates how the town can grow in a sustainable and sensitive way, and deliver on '6 Big Ideas' – connecting to the rivers, development that respects character, healthy streets for people, new open spaces, redevelopment of Elmsleigh and Tothill area and design for urban living. The concept of zoning has been developed to afford greater 'protection' to those areas which merit it, whilst ensuring the town as a whole has the capacity to grow. Critically, in order to demonstrate that it can deliver the growth required for the Local Plan, the framework is rooted in commercial reality.

1.9 The decision to publish the draft Local Plan and draft Staines Development Framework now is key to ensuring progress can be made to deliver an adopted Local Plan in the summer of 2023. It is crucial that the plan is in place before deadline of December 2023 which has been imposed on all councils by central government. Failing to do so runs the very real risk of control of its production being taken away from Spelthorne (either to the Secretary of State or a body such as Surrey County Council).

1.10 The draft Local Plan represents the most reasonable option for meeting our housing need (which councillors on the E&S committee have agreed has to happen). Both documents deliver for our important areas of green belt by minimising the loss of Green Belt that we have to accept (just 0.7%), they reduce the impact on Staines as far as possible (within the constraints we have to work within) by not including an additional housing allocation, provide opportunity to reduce some building heights in Staines through zoning proposals and allow for more family homes with gardens to be built. It prevents the process from becoming a battleground between those that want to preserve all our Green Belt and those who do not want overdevelopment in Staines. It prevents landowners and developers of the least preferred sites from taking advantage our inaction and it allows us to keep control of our Plan.

[1] The marginal increase of 0.1% from the 0.6% in the strategy agreed by E&S Committee on 13 July 2021 is a result of changes to sites selected and recommended for release by the Task Group

1.11 The starting point for the examination is the assumption that the Council has submitted what it considers to be a sound plan. The Plan is positively prepared, based on a strategy which seeks to meet objectively assessed development and infrastructure requirements; is justified by robust evidence; can be delivered; and is consistent with national policy. We have also carried out our responsibilities under the Duty to Cooperate and engaged effectively with our neighbouring authorities. As such, the Plan is considered to meet the test of soundness and is therefore a step closer to examination and eventual adoption.

2. Key issues

2.1 The draft Spelthorne Local Plan and the draft Staines Development Framework have reached a key milestone in their production and are now ready for their final stages of publication and public consultation before submission to the Planning Inspectorate for examination and eventual adoption (targeted for Summer 2023).

2.2 This work has been a collaboration between Members on a cross-party basis over several years, supported by officers in the Strategic Planning Team. In addition to the work undertaken by previous iterations of the task groups, the current Local Plan Task Group and Staines Development Task Group have met on 57 occasions since their inception in June 2020, equating to over 100 hours of meetings. This is a considerable amount of involvement in plan preparation in comparison to other authorities but demonstrates the commitment to achieving the task with as much input from every ward and every political grouping as possible. The Local Plan Task Group comprises a Member from each ward plus the chair and vice chair of the task group and the vice chair of Environment and Sustainability committee (16 in all). The Staines Development Task Group comprises all Members from each Staines ward plus the chair and vice chair of the Environment and Sustainability Committee (12 in all). Overall, 21 of the 39 Spelthorne councillors have been directly involved in this process.

Councillor Decision	Body	Date
Consult on 4 options for the **Local Plan**	Cabinet	24 April 2018
Agreed the fourth option (combination) for the **Local Plan** for consultation	Cabinet	25 September 2019
Agreed the consultation response document on Preferred Options for the **Local Plan** for publication	Cabinet	23 September 2020
Agreed to proceed with the lower provisional housing figure for the **Local Plan** in anticipation it would be formally adopted	Cabinet	4 November 2020
Agreed the Analysis and Review report, the Objectives and Options report, and the Objectives and Options consultation	Cabinet	29 March 2021

questionnaire for the **Staines Development Framework**		
Agreed the revised strategy for the **Local Plan** (meet housing need, release approximately 0.6% of Green Belt and no longer include an additional housing allocation for Staines)	E&S Committee	13 July 2021

2.3 All the documents leading up to this point have been the subject of full public consultation, where all our residents, businesses and interested parties have had the opportunity to have their say. Key stages have been agreed through the formal decision-making process by Committee and prior to that by Cabinet. Whilst the Plan must comply with national planning policy and guidance, there are decisions to be made locally on the overall strategy and direction of the Plan and these have been Member-led, with support and professional advice from officers, taking account of consultation feedback. The table below sets out the formal consultation steps to date and the level of engagement:

Consultation	Dates	Number of people or organisations responding
Local Plan Issues & Options	14 May – 25 June 2018	247
Local Plan Preferred Options	5 November 2019 – 21 January 2020	437 plus seven petitions of several hundred signatures each
Staines Development Framework Objectives & Options	18 May – 29 June 2021	745

2.4 Consultation strategies have been agreed by Members of the respective task groups, which have aimed to reach as many people in the Borough as possible through a variety of methods. These have included pull-out sections of the Bulletin or leaflets sent to every household in Spelthorne, physical events such as public meetings at the Council Offices and stalls in areas of high footfall (prior to COVID-19), and making use of social media, especially during pandemic restrictions when physical interaction was more limited.

Background

Local Plan

2.5 Work to produce a new Local Plan for Spelthorne commenced in 2014, after it was identified that the Core Strategy and Development Policies DPD 2009 was out of date and preceded the publication of the National Planning Policy Framework (NPPF). Due to a shortage of resources in the team, this work did not begin to make significant progress until 2017 with the appointment of a new Strategic Planning Manager and vacant posts filled. The Local Plan

Working Party, as it existed at the time, considered the emerging evidence in drawing together Issues and Options for the new Local Plan to address. The method for calculating housing need at that time was through Strategic Market Housing Assessments, procured locally from expert consultants based on housing and employment growth by borough. This figure was between **552 and 757 homes per year**. Noting that the NPPF placed great emphasis on meeting housing need, the broad options put forward in the Issues and Options consultation included ways in which this could be achieved if Exceptional Circumstances could be demonstrated to amend Green Belt boundaries.

2.6 The four options were (1) to intensify brownfield (previously developed) sites in the urban area, (2) release Green Belt, (3) maximise development opportunities in Staines upon Thames or (4) a combination of these approaches. Agreement to go out to consultation on these four options was agreed by **Cabinet on 24 April 2018**.

2.7 The option to maximise sites in Staines suggested that a 'masterplan' could be developed to help guide this approach. Staines is the borough's largest town with good access links and has a sizeable proportion of potential development sites compared to other towns and villages in Spelthorne, which is why one of the options was to focus growth here. Further details of the Issues and Options consultation can be found here: https://www.spelthorne.gov.uk/article/19957/Issues-and-Options-Consultation-2018

2.8 The Local Plan Working Party and subsequently **Cabinet on 25 September 2019,** decided to pursue the fourth option of the combination approach, which would ensure development could be balanced throughout the Borough and meet our needs in the most sustainable way.

2.9 There was then a further public consultation on Preferred Options from November 2019 to January 2020. In addition to sites with planning permission, already under construction or other urban sites identified through our Strategic Land Availability Assessment, the consultation proposed meeting our shortfall of housing need by releasing approximately **1.6% of our Green Belt** for development and specifying a further 100 units per year in Staines upon Thames on the assumption that opportunity sites would be identified through the Staines Development Framework.

2.10 In the summer of 2020, the consultation response document on Preferred Options for the Local Plan was finalised and subsequently published following agreement at **Cabinet on 23 September 2020**. This took place shortly after a change in the Leader and membership of the Cabinet, and the creation of a new Local Plan Task Group. It was made clear in the document that the consultation was carried out under the previous Cabinet, and represented a rearward assessment of responses to a strategy made at that time. It did not make any decisions on the future direction of the Local Plan.

2.11 Members of the enlarged Local Plan Task Group (LPTG) going forward were keen to reduce or avoid use of Green Belt altogether and wanted to consider a ‘brownfield-only’ strategy. This coincided with a Government consultation on a revised standard method for calculating housing need, which brought our **figure down from 606 per year to 489,** and would have allowed for many Green Belt sites to be removed from consideration or taken out entirely and

still allow us to meet our need. In order to enable progress to be made, a decision was made by **Cabinet on 4 November 2020** on the recommendation of the LPTG to proceed with the lower provisional figure in anticipation it would be formally adopted. However, in December 2020, the Government announced that it would not be proceeding with the revised methodology and the existing one would stand, **putting our figure back to 606 homes per year** (**now 618** as the calculation is carried out annually).

2.12 With the need figure back to where it was, the LPTG still wanted to proceed with a brownfield-only strategy and Members examined density and yield assumptions on the brownfield sites in local area meetings to increase them and therefore lower the deficit that would need to be met by Green Belt sites. There was also a further Call for Sites exercise for developers and landowners to put forward sites for development. These endeavours yielded further units to bring down the deficit to around the figure under the now-dropped revised standard method (i.e. 489 units pa). Meanwhile, work on the draft Staines Development Framework suggested that it would be difficult to identify further opportunity sites beyond those already included in the Strategic Land Availability Assessment.

2.13 With opportunities to progress a brownfield-only strategy now exhausted, the LPTG met on 11 May 2021 and were asked to consider how this lower deficit over the 15-year plan period could be met. It was informally agreed that by releasing a small amount of Green Belt (approximately 0.6%) and no longer including an additional allocation for Staines, our housing need could still be met and we would be able to develop a Local Plan with a sound strategy that delivers a mix of housing in suitable locations. It is worth pointing out that a brownfield-only strategy would have delivered some 98% of new units as flats.

2.14 In order to assist Members in deciding on the strategy, officers provided a shortlist of potential Green Belt release sites (amounting to a **reduction of Green Belt land of approximately 0.6%)** that would address this deficit, although Members did not assess them individually or in detail as they were to illustrate the principle. Whilst indicative only, these sites represented those that would meet all or as many as possible of the following revised assessment criteria for site selection:

- Weakly performing Green Belt
- Higher proportion of Previously Developed Land
- Additional benefits to the community
- Feedback from the public from the Preferred Options consultation
- Smaller sites
- Contributes to distribution of sites across the Borough

2.15 The revised strategy was agreed by **Environment & Sustainability Committee on 13 July 2021**. The list of indicative sites represented a starting point to consider these sites in more detail through the LPTG, and this has been the focus of work since then. One Green Belt site was removed from consideration by Members (Manor Farm in Charlton Village) and two new sites added: Ashford Community Centre (reprovision of community centre with affordable flats above) and a further site on Upper Halliford Road in Sunbury to deliver a new sixth form college with enabling housing

development. All the sites were discussed at multiple LPTG meetings, with further information sought and added until the LPTG could agree they should be taken forward as draft allocations for the Local Plan.

2.16 Alongside the allocations, which have proven to be the more contentious element of the draft Local Plan, the LPTG has also been developing and reviewing the draft policies. These were initially consulted on at Preferred Options stage back in 2020, but they have been updated to take account of new evidence and guidance, with greater focus on mitigating climate change and all supported by ongoing sustainability appraisal. Multiple meetings were held with the task group to review every policy in thematic groupings, followed by updated policies being recirculated to the group once comments from Members, other key stakeholders and internal teams had been incorporated. The Publication version of the Local Plan is attached at **Appendix 1**.

Staines Development Framework

2.17 Work also began in early 2020 to commission a Masterplan for Staines that would be adopted alongside the Local Plan as a Supplementary Planning Document (SPD). In the summer of 2020, the Masterplan was renamed the Staines Development Framework (SDF) and consultants David Lock Associates (DLA), who had been appointed in May, began working with stakeholders to set out the key issues that the Framework would seek to address. This included an important piece of baseline research (an Analysis and Review Paper), as well as discussing and developing with the Staines Development Task Group (SDTG) which elements should be included within the Objectives and Options consultation. This document set out 6 key objectives (1) Accommodating sustainable and inclusive growth (2) Diversifying and strengthening a resilient and inclusive town centre offer (3) providing people friendly streets and spaces (4) improving sustainable access (5) Integrating the riverside with the open spaces network (6) Promoting health and wellbeing through access to useable and attractive recreation facilities.

2.18 **On 29 March 2021 Cabinet** agreed the Analysis and Review report, the Objectives and Options report, and the Objectives and Options consultation questionnaire. This followed on from a number of meetings of the SDTG as a result of concerns from members around the need to ensure clear communication to maximise public engagement. The draft SDF was the subject of a public consultation on Objectives and Options which took place from 18 May to 29 June 2021. There was also a residents' briefing which took place on 13 May (with slides and a recording available on the Council's website). 745 responses were received from individuals or organisations which have been broken down into more than 19,000 comments.

2.19 The draft SDF has taken account of this feedback as it has developed through discussion with the SDTG. Members of the task group have been mindful of this feedback throughout their deliberations and the numerous meetings which have taken place since last autumn. This focus resulted in a request for the draft document to clearly demonstrate how that consultation feedback has been woven into its current format, which each section does. Further

information on the SDF and consultation can be found here: https://www.spelthorne.gov.uk/sdf

2.20 The draft document is a credit to the consultants who have assisted Members and officers on a challenging task to devise a framework for how the town can grow in a sustainable and sensitive way, but most importantly in a way that is deliverable and is rooted in commercial reality. Much of the conversation has focused on high rise development, which the SDF addresses through proposed zones, but there is much more to this document. A key element of the Framework is the section on six 'Big Ideas' for the town:

1. Connecting to the Rivers
2. Development that Respects Character
3. Healthy Streets for People
4. New Open Spaces
5. Redevelopment of the Elmsleigh & Tothill Area
6. Design for Urban Living

2.21 The issue of zoning has proved to be understandably contentious, not least because it resulted in a deficit of housing numbers originally anticipated in Staines. Through discussion with both task groups, it was agreed by the LPTG (responsible for housing supply and distribution for the Borough) that the deficit would be met elsewhere in Staines in less sensitive areas than the zones cover rather than any contemplation that further Green Belt sites should be released to meet housing need.

2.22 As a result, the SDTG had to undertake a further review of the zoning in order to accommodate this deficit whilst still endeavouring to afford greater 'protection' to those areas which the TG felt required and merited it. A copy of the draft SDF is attached **at Appendix 2.** (It should be noted that the visual appearance of the document will be enhanced through the use of desktop publishing before it goes out to consultation).

Housing need number

2.23 Throughout preparation of both documents, the issue of housing need has been prevalent. The Council has made continued and compelling attempts to have the standard method for calculating need amended to reduce the figure for Spelthorne. Correspondence setting out our efforts can be found here: https://www.spelthorne.gov.uk/article/20561/Council-challenge-the-Government-and-local-MP-on-housing-numbers. Without a change to the method itself and with our current rate of under-delivery against objectively assessed need, the strategy has remained to aim to meet our need in full and that balancing the benefits of doing so against the limited harm of releasing just 0.7% of our Green Belt amounts to Exceptional Circumstances to allow us to amend the boundaries.[2] Evidence produced for the Local Plan shows that whilst the need figure is high, we can deliver on this number without resulting in adverse impacts such as to the highway network, the environment

[2] The marginal increase of 0.1% from the 0.6% in the strategy agreed by E&S Committee on 13 July 2021 is a result of changes to sites selected and recommended for release by the Task Group

or local infrastructure and services, subject to investment identified through the Infrastructure Delivery Plan. **However, in the event that the standard method is revised this year, we would be able to revise the Plan accordingly before submission or at any point before adoption by the Council.**

Current position

2.24 The draft Local Plan is now complete and ready for the Regulation 19 stage of the process. It is accompanied by a 'Destination and Objectives' section, which aligns the Plan to the Council's current corporate priorities (adopted by Corporate Policy and Resources Committee on 29 November 2021), and shows a vision of the future once the objectives have been met at the end of the Plan period.

2.25 The Strategic Planning Team has been responsible for producing and commissioning the full evidence base to support the Local Plan, which has required updating at various points of the process due to the passage of time. The volume of work produced is indicative of just how much supporting evidence is required for the production of a Local Plan and the difficulty in keeping the evidence up to date when there are delays in production. The full list of evidence is attached at **Appendix C.**

2.26 The draft Staines Development Framework is also ready for its next stage of consultation, after which the consultation feedback will inform a final version of the Framework for submission with the Local Plan to the Planning Inspectorate. The two will be submitted together as they are intrinsically linked, even though the SDF as a supplementary planning document is subordinate to the Local Plan and would not normally require examination before adoption.

Review by Task Groups

2.27 Both task groups have met to review the drafts of the respective documents and take a view on whether they can proceed to be considered by the E&S Committee.

2.28 In the case of the Local Plan, the task group met on 6 April 2022 for the final review of the draft. There was further discussion on whether the climate change and accessible homes policies were robust enough and comments were agreed for inclusion in the final version following any further amendments agreed by committee, such as removing 'low carbon' in favour of 'zero carbon'. There was debate about at which stage the Plan could be amended should the standard method for calculating housing need change, which is covered in this report. There remains concern over the zoning proposals in the SDF and whether it is a suitable approach to reduce potential yields in our largest town. Officers explained that the approach has been to try and meet as many of our communities' aspirations for the Borough as a whole, balancing the impact of development and addressing concerns where we can. The zoning represents a tangible change to the Local Plan and SDF as a direct result of public consultation, which should be seen as a positive

step in plan-making, but ultimately it will be for an inspector to consider whether it is sound. There was also discussion on whether the allocations could be separated from the policies element of the Local Plan but it was explained that this is a single document that needs to be read as a whole. Even if sitting within a separate document, sites cannot be lifted out or dropped in without undermining the strategy and the evidence that sits behind it. The Local Plan Task Group agreed by majority (one abstention, no disagrees) to support the draft Local Plan to proceed for consideration by E&S Committee.

2.29 For the Staines Development Framework, the SDTG met on 31 March 2022. There was concern raised after the meeting as to whether there had been sufficient time to read and digest the draft but after having held multiple task group meetings during preparation of the document it was pointed out that the key elements of it had already been reviewed. The SDF will also come back to the task group after consultation for further amendments to be considered and included to take account of feedback from the public and stakeholders so Members are only agreeing a draft for consultation, which is different to the Pre-Submission Publication Version of the Local Plan where no further significant changes will be made unless required by the Inspector. Members would have preferred to see the desk-top published version of the draft SDF as they were only able to see selected example pages alongside the full version they were supplied with as a Word document. It was not possible to achieve this in the time but it will be available before the consultation. The task group agreed the draft SDF could proceed for consideration by E&S Committee.

3. Options analysis and proposal

Option 1 - Agree the Publication Version of the Local Plan and the draft Staines Development Framework for publication

3.1 **This is the preferred option.**

3.2 The decision to publish the draft Local Plan and draft Staines Development Framework now is key to ensuring progress can be made to deliver on the timetable set out in the approved Local Development Scheme (LDS) **Appendix D**. It is crucial that the new Local Plan is in place before deadline of December 2023 which has been imposed on all Councils by central government. Failing to do so runs the very real risk of control of its production being taken away from Spelthorne.

3.3 The LDS was updated last year (in part due to the early stages of COVID when the team resource was reallocated to assist with the pandemic, but also as a result of changes in the political leadership). Even so, key milestone dates have already slipped as a result of additional time needed by the relevant task groups to agree elements of both documents, and the time taken to review the Members' 'vision' that was later dropped from further consideration. The LDS gives an adoption date of June 2023, although this is dependent on keeping to the timescales, and the lead in time and length of the examination (this is largely out of our hands).

3.4 This overall delay of 18 months has unfortunately held up completion of key pieces of evidence that relied on a decision being made on the overall strategy and selection of sites, such as the transport assessment, viability

assessment and the Infrastructure Delivery Plan. Whilst these have now been completed, they and other evidence will only remain current for a limited period of time before they need updating again.

3.2 Different options for the Local Plan strategy have been considered at various stages of its preparation, as set out above. We are now at a crucial point of needing to agree the Plan as drafted so that it can be consulted upon and examined. This allows for an independent inspector to assess the soundness of our Plan, test the evidence and hear from those parties who have been integral to its production and from those who may oppose it. Essentially, the time for discussing alternatives has passed and after so many years we must now advance to the next critical stage, having demonstrated that through numerous task group meetings, committee meetings and consultations we have now reached the point where discussions should give way to decisions.

3.3 It should be noted that any significant amendments sought to the Local Plan risks unravelling the document and the strategy behind it. The Plan is the culmination of an evidence-based approach, assessed through sustainability appraisal, so it is not as simple as being able to lift elements out or drop new elements in. The task groups have worked tirelessly on finessing these documents to reach this stage so it is for this committee to agree or disagree that they can be published for consultation as drafted.

3.4 The draft Local Plan represents the most reasonable option for meeting our housing need. It proposes only a small loss of Green Belt (just 0.6%), reduces the impact on Staines by not including an additional allocation, provides opportunity to reduce some building heights in Staines through zoning proposals in the draft Staines Development Framework and allows for more family homes with gardens to be built. A brownfield-only strategy would have delivered some 98% of new units as flats.

3.5 Both the draft Local Plan and draft Staines Development Framework deliver for our important areas of Green Belt, for the future of Staines and for the needs of our residents. It prevents the process from becoming a battleground between those that want to preserve all our Green Belt and those who do not want overdevelopment in Staines. It prevents landowners and developers of the least preferred sites from taking advantage our inaction and it allows us to keep control of our Plan. It is positively prepared, based on a strategy which seeks to meet objectively assessed development and infrastructure requirements; is justified by robust evidence; can be delivered; and is consistent with national policy. As such, the Plan is considered to meet the test of soundness and will withstand the rigours of examination and be capable of eventual adoption.

<u>Option 2 – do not agree the Publication Version of the Local Plan and the draft Staines Development Framework and amend so that we do not fully meet our need</u>

3.6 This is not recommended.

3.7 It is important to re-state that this Local Plan should aim to meet our housing need. Officer advice, confirmed by legal counsel advice, is that whilst it is appealing to consider producing a Plan that does not meet our need in full this will not be a sound strategy and would be rejected by the Planning Inspector.

3.8 As Officers we understand that this is an incredibly difficult decision for councillors to make. The Local Plan is the one document which has the most impact on how the Borough will look, and what facilities it will provide for future generations of residents and businesses. Whether or not the Borough should meet its housing need has been debated vociferously by councillors over a considerable period at numerous LPTG meetings, Environment and Sustainability Committees (including the one on 13 July 2021 which agreed the strategy), as well as motions to Council on an alternative 'Vision' for the borough. Each time, councillors have reached the decision that the right approach is to meet our need.

3.9 Those few authorities that have attempted not to meet their housing need since the introduction of the standard methodology have so far failed. This is because the plans such as those submitted by Sevenoaks District Council and Wealdon District Council have not proceeded to full examination as the inspectors have considered that the Duty to Cooperate test has not been met and that more should have been done to secure assistance from neighbouring authorities to meet housing need. Plans that have had a lower number accepted were submitted under the regime that preceded the standard method. Our housing need is high, we have years of under-delivery against the latest objectively assessed need figures and we have areas of Green Belt that are not performing against its stated aim, that have already been built on and that could bring additional benefits to our communities. The possible sites are not what many people would even recognise as Green Belt in character and visual amenity value.

3.10 Whilst it may be tempting to submit a plan which does not meet our housing need and allow the Inspector to reject our Plan rather than progress a sound strategy ourselves, this would result in a delay of at least a year to 18 months. That runs the significant risk of having production of our Plan handed to the Secretary of State or a body such as Surrey County Council as it will be clear by that stage that there is little prospect of meeting the December 2023 deadline. It also opens up the very real potential for larger, more important and highly performing Green Belt sites to come forward for development with greater prospect of success without a sound Local Plan progressing. Recently, planning inspectors have given significant weight to the Council's under delivery of housing in allowing appeals against our decisions. This situation will only be exacerbated the longer the Local Plan takes to be adopted – taking decision making increasingly out of 'local hands'. Furthermore, the zoning approach to sensitive areas of Staines in the SDF is only likely to be found sound if overall the Local Plan is meeting our housing need, as reducing the potential yield of sites in town centres could be considered to national policy on optimising densities in sustainable locations.

3.11 The committee will be aware of the recent decision made by Elmbridge Borough Council on their Regulation 19 Local Plan, which was to only meet two thirds of their housing need, and not to release any Green Belt. Their public consultation will run very slightly ahead of ours (if the documents are agreed by this Committee and Council). As an authority we will need to consider our position on their unmet need, but are currently minded to object to the overall soundness of their Plan. There is the risk that an inspector examining their plan, should it reach that stage, would say Spelthorne's Plan

should meet some of their unmet need, as happened at Waverley Borough Council where housing need from Woking and London was imposed.

4. Financial implications

4.1 Delays in agreeing the Publication Version of the Local Plan and the draft Staines Development Framework, and therefore the plan-making process as a whole, will incur additional financial costs as evidence becomes out of date and needs refreshing. This could amount to tens of thousands of pounds.

4.2 If the recommendations are not agreed, and a version of the plan is pursued which does not meet housing need, then the abortive costs would run to tens of thousands of pounds, without any certainty of success. This would be in addition to the costs already incurred to date on the Local Plan review (c£100k), and the costs that are yet to come.

5. Other considerations

5.1 The emerging Local Plan and the Staines Development Framework will begin to have limited weight in decision making from the Regulation 19 stage but this will depend on the extent of objection to policies and allocations. The level of weight will increase throughout the examination stage to the inspector's report on the soundness of the Plan but full weight can only be given on adoption of both documents.

5.2 The Council's CARES corporate objectives have been used to set out the Destination and Objectives for the Local Plan so that there is a 'golden thread' that binds strategic objectives with planning policy. This means we have been able to focus on how these common objectives can be achieved at a practical and deliverable level. Examples include: Affordable housing, where the Local Plan policy and key allocations will ensure delivery of significantly higher levels of affordable housing than we are currently achieving. Environment, where climate change has been at the forefront of new policies that go much further in terms of requirements on developments to incorporate mitigation and zero carbon solutions. Recovery, where both the Local Plan and the Staines Development Framework have a clear emphasis on supporting local businesses and employment opportunities, enhancing our town centres and retail offer.

5.3 It is important to set out that the whole Local Plan process needs to be underpinned by a robust viability assessment to ensure that the Plan and the SDF are deliverable and commercially sound. Policies can only be relied upon where they do not prevent development coming forward due to overly onerous requirements. The reality is that developments will only be built if they are viable to the developer and make a return, otherwise there is no incentive for them to be built here. Such requirements are on top of the Community Infrastructure Levy, which is fixed and non-negotiable, and include the level of affordable housing, sustainability measures, open space provision and additional infrastructure. It is a careful balance to ensure these requirements are met without rendering schemes unviable and we have consultants advising us on these provisions within the policies themselves and the allocations. Once we are confident that they are viable and if the Local Plan is found sound on this basis and subsequently adopted by the

Council, developers will find it very difficult to argue against these requirements through individual planning applications as they should have been taken into consideration when the site was acquired in negotiating the purchase price and the cost of development. This means our policies have a significantly greater chance of being upheld than under the current policies.

6. Equality and Diversity

6.1 An Equalities Impact Assessment is being produced for the Local Plan, although consideration of impact on all sectors of our community is integral to the sustainability appraisal process. This means that the social element of sustainability is balanced against environmental and economic factors in developing a strategy and policies that meet the needs of residents, including aspects covering social inclusion, suitable homes, affordable housing, access to healthcare, adequate infrastructure and reducing the need to travel.

7. Sustainability/Climate Change Implications

7.1 Sustainability appraisal, including climate change implications, is the cornerstone of plan making and has been included throughout the Plan's preparation to respond positively to the Climate Change Emergency. As set out in the Destination and Objectives of the Plan, this will be achieved by:

- Implementing Local Plan policies to safeguard the environment against air, noise, light and water pollution and remediating land contamination.
- Local Plan policies and allocations which support the requirement for biodiversity net gain, through partnership working and the use of Nature Recovery Strategies.
- Implementing Local Plan policies to encouraging waste prevention and promote recycling.
- Implementing Local Plan policies to promoting sustainable travel, including actively supporting improvements to public transport access to Heathrow.
- Promoting residential development that is sustainably located with access to existing services and transport hubs.
- Promoting energy efficiency for new buildings and refurbishments.

8. Timetable for implementation

8.1 For the upcoming consultation, the task groups will agree bespoke strategies for each and will include physical events again plus a dedicated 8-page section of the summer edition of the Bulletin. If agreed to progress, the consultation on both documents is expected to commence on 15 June 2022, ending on 5 September 2022.

8.2 **Appendix D** sets out the current LDS timetable for adoption though it should be noted that this will need to be formally amended to reflect the revised timelines should the Published version of the Local Plan and the draft Staines Development Framework be agreed by this committee and Council for publication.

9. Contact

9.1 Ann Biggs, Strategic Planning Manager (a.biggs@spelthorne.gov.uk)
Jane Robinson, Local Plan Manager (j.robinson@spelthorne.gov.uk)

Background papers: There are none

Appendices:

Appendix A: Draft Spelthorne Local Plan 2022 – 2037

Appendix B: Draft Staines Development Framework

Appendix C: Evidence Base

Appendix D: Current Local Development Scheme timetable

Spelthorne Borough Council

Draft Local Plan 2022 - 2037

[Graphic to follow]

April 2022

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Foreword

[To be Inserted]

1. Introduction

What is a Local Plan?

1.1 The Spelthorne Local Plan, which has been prepared by the Council in consultation with the community, sets out the policies and allocations that will guide how new development and infrastructure comes forward in the Borough for the next 15 years. The Local Plan supports the sustainable growth of Spelthorne in a planned way, which benefits our communities, environment and economy.

1.2 The Local Plan is a statutory document that forms part of the Council's strategy to deliver sustainable development, tackle climate change and deliver new homes, jobs and infrastructure for current and future Spelthorne residents. The Local Plan sits within a wider framework of planning documents[1], including national guidance set out by the government in the National Planning Policy Framework (NPPF), regional and county planning policies and guidance, strategic plans, supporting strategies and background studies. The Local Plan will form the basis on which planning applications will be determined in Spelthorne.

1.3 The Local Plan comprises various parts to be read as a whole. Our destination and objectives set out what the Spelthorne Local Plan is aiming to achieve and the policies and land designations to support their delivery. The policies are split into the high-level strategic policies and allocations, which set out the overall strategy and overarching principles for the Local Plan. The plan also includes the detailed policies which set out the design and technical criteria against which proposed development will be assessed.

1.4 To support the Local Plan the Council can prepare additional guidance, which sets out how a policy is to be implemented in greater detail. These documents are called Supplementary Planning Documents (SPDs). The Council will prepare and update SPDs, where required to support the successful delivery of the Local Plan.

1.5 The Staines Development Framework (SDF) is a key SPD. It demonstrates how the town can grow in a sustainable and sensitive way, delivering for our residents, while offering the necessary protection to areas. Critically the SDF is rooted in a commercial reality, essential in demonstrating that Staines can successfully accommodate the growth required for the Local Plan to be successfully delivered, while providing much needed homes for our residents, improving the infrastructure and addressing climate change.

Why is it important we have a Local Plan?

1.6 All Local Planning Authorities (LPAs) are required by the Government, to provide a long-term plan setting out how we will meet our future needs. In Spelthorne, as in much of Surrey and the South East, successfully and sustainably accommodating this growth and new development presents a real challenge. This challenge is all the greater in Spelthorne as a result of our extensive Green Belt, much of which comprises waterbodies and the amount of the Borough at risk of flooding, which limits

[1] A more detailed summary of the legislative and planning policy context can be found at Appendix C

our supply of land suitable and available for the level of development required to meet our housing need. An up to date, evidence based Local Plan allows us as a Borough to take a proactive approach to planning for and manging growth in a way that most benefits our present and future residents, while protecting what is most important.

1.7 If we do not have a Local Plan development will still take place, however we will not be able to use our own policies to determine the type and location of development, which may result in increased risk to, for example, our strategically important Green Belt, attractive open spaces and heritage assets. We will also be less able to require the improvements to our infrastructure, such as highways and green and blue infrastructure, which are essential to support additional development and deliver a wide range of benefits for our residents.

How are Local Plans prepared?

1.8 Local plans must be positively prepared, justified, effective and consistent with national policy, in accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the NPPF.

1.9 In preparing the Local Plan there are a several stages which must be undertaken. The process involves the gathering and analysis of the evidence necessary to support decision making, extensive consultation with a broad range of stakeholders including our residents, businesses, neighbouring authorities and other public sector partners, statutory bodies and the development industry.

Issues and Options Consultation 2018

1.10 The first consultation on the emerging Local Plan (Regulation 18 consultation) took place in May and June 2018. The Council consulted on the Spelthorne Issues and Options Consultation Paper[2], which set out the key issues affecting Spelthorne and the options considered for how we could meet our needs. The paper identified the challenges and constraints for development as well as the opportunities Spelthorne offers for growth and set out four strategic options for development, a brownfield focus; a Green Belt focus; a Staines focus; or a combination of the above.

1.11 The key issues raised during the consultation were as follows:

- Concern over an increase in high rise development
- Loss of Green Belt
- The impact of development on infrastructure
- Affordable housing
- Parking
- Maintaining the vibrancy of Staines-upon-Thames

[2] The consultation paper and further details on the Issues and Options Consultation can be found here: https://www.spelthorne.gov.uk/article/19957/Issues-and-Options-Consultation-2018

Preferred Options Consultation 2019

1.12 The public consultation on the Spelthorne Local Plan Preferred Options[3] document took place between November 2019 and January 2020. The Consultation took the form of Policies and Site Allocations documents, setting out the preferred approaches to be considered. The selection of sites follows the preferred strategy, following the previous consultation, to maximise building on land in urban areas such as town centres, particularly Staines-upon-Thames, and to consider releasing some 'weakly performing' Green Belt for development.

1.13 The key issues raised during the consultation were as follows:

- Highways related issues (congestion / highway safety)
- Green Belt
- Infrastructure
- Housing
- Biodiversity and wildlife
- Pollution – Air / Noise / Water
- Flooding
- Site specific issues regarding proposed allocations

Pre-Submission Publication Version 2022

1.14 The public consultation on the final draft of the Local Plan (Regulation 19 consultation) will take place from June to September 2022. The Pre-Submission Publication Version is the version of the Plan that the Council intends to submit to the Planning Inspectorate for examination by an independent Inspector. Any proposed changes to the final draft Local Plan are submitted alongside the Plan for the Planning Inspector to decide which are appropriate. The Staines Development Framework as an SPD does not require submission to the Planning Inspectorate but as both documents are so intrinsically linked it is the right approach for them to be considered together.

1.15 The starting point for a Local Plan examination is the assumption that the Council has submitted what it considers to be a sound plan. The plan is positively prepared, based on a strategy which seeks to meet objectively assessed development and infrastructure requirements; is justified by robust evidence; can be delivered; and is consistent with national policy. The Pre-Submission Publication version of the Spelthorne Local Plan is considered to meet the test of soundness and is therefore a step closer to examination and eventual adoption.

What are the next steps?

1.16 The Examination[4] will be a series of open public sessions which members of the public can attend and observe. At the Examination, officers and expert consultants appointed by the Council will be questioned by the inspector on how the Local Plan

[3] The consultation papers and further details on the Preferred Options Consultation can be found here: https://www.spelthorne.gov.uk/article/19902/Preferred-Options-Consultation-2019
[4] Further details on the examination process can be found here: https://www.gov.uk/guidance/local-plans

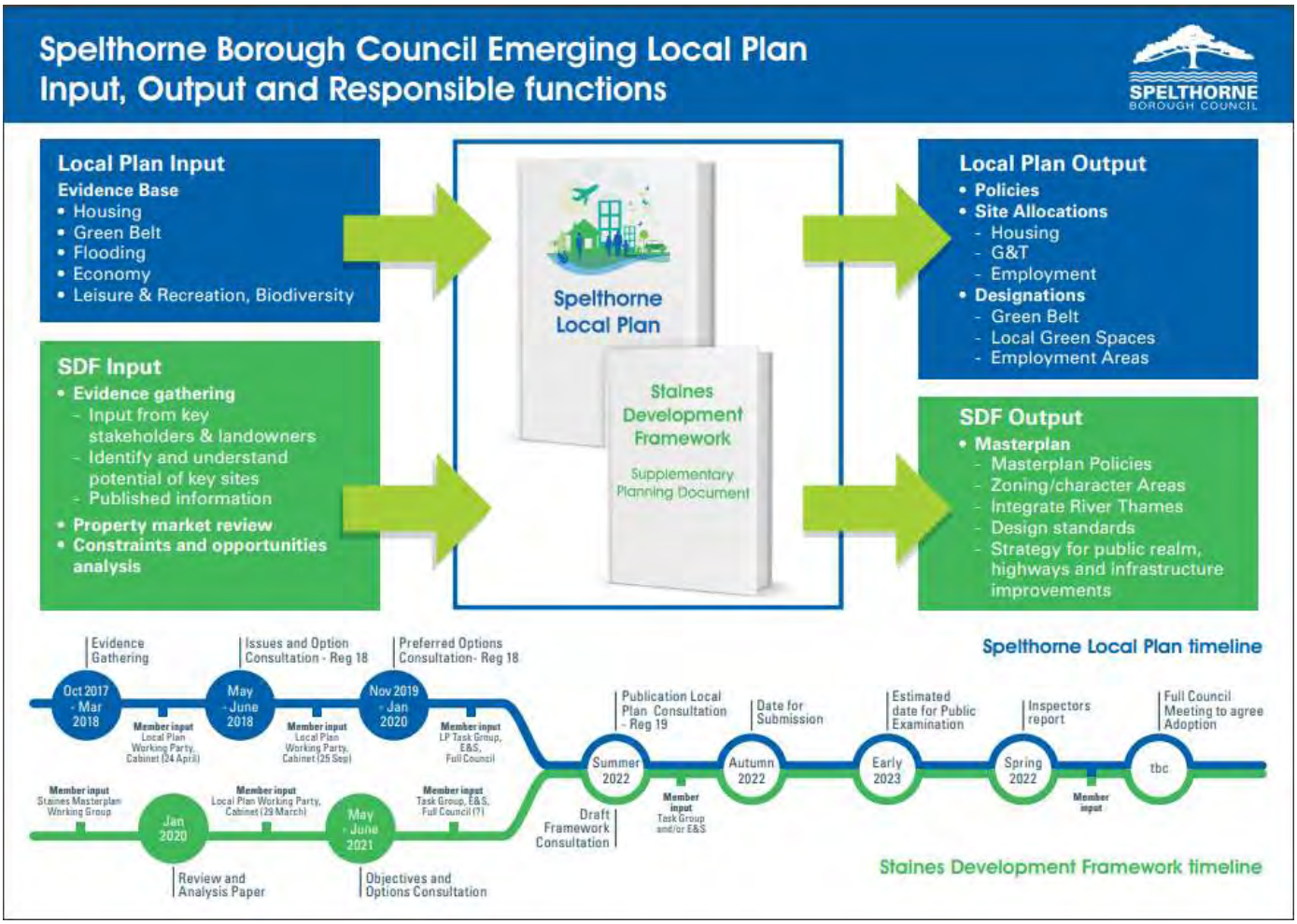
meets the tests of soundness. It is usual for developers and landowners to attend, often legally represented by barristers, to speak in favour of or oppose elements of the plan. The Council will also be represented by a barrister. There are often complex legal and technical points to be made and defended.

1.17 Members of the public and residents' associations who make representations during the Regulation 19 consultation will be asked if they wish to appear at the Examination in person and speak to the Planning Inspector directly on issues of importance to them.

1.18 Following the Examination, the inspector will issue a report to set out whether the plan can be recommended for adoption and if not, what needs to be changed in order to be found sound.

1.19 Once this has taken place, all Members of the Council will be asked to adopt the plan and the SDF at a formal meeting. If adopted, the policies in the Local Plan and the Staines Development Framework will carry full weight and supersede former policies in older documents.

Figure 1: Spelthorne Local Plan Process



2. The Route to 2037

Spelthorne in 2022

2.1 Located in Surrey, approximately 16 miles from central London, Spelthorne benefits from good transport links to both London and the southeast via both the road and rail network. In addition, the proximity of Heathrow Airport and easy access to Gatwick via the motorway network further serves to make the borough accessible and attractive to both individuals and businesses. Covering an area of approximately 19.75 sq miles, Spelthorne has a population of 99,900 and is home to over 7,500 businesses including Pinewood (Shepperton Studios), dnata and Woodgroup ltd. Kempton Park is a key visitor attraction.

2.2 Located where the continuous built-up area of London gives way to a more dispersed pattern of urban areas and villages, the urban area of the Borough occupies about 35% of the total area, while the land outside the urban area covers about 65% of the Borough and is designated as Green Belt.

2.3 Spelthorne adjoins the River Thames and is crossed by two tributaries, the Ash and the Colne. The Borough is flat and low lying and consequently liable to flood. About 20% of the urban area is liable to flood in a 1 in 100 year flood event or surrounded by flood water and over 49% of the urban area would be flooded in a 1 in 1000 year event.



Figure 2: Spelthorne at a Glance

Population 	There are 99,900 people living in Spelthorne (mid-year estimate 2021).	**Education & Skills** 	90.9% of people have a NVQ Level 1 qualification and above in Spelthorne compared to 87.7% across England (2020)[i].
Access & Transport 	Accessible transport and concessions available to all ages around Spelthorne. 85.2%[ii] of households' own vehicles whereas 14.8% of households have no car in Spelthorne. This compared to the average in England where 25.8% have no car and 74.2% of households own vehicles.	**Health & Wellbeing** 	14.8% of people in Spelthorne are suffering from a long-term illness or disability which limits their daily activities. This is lower than the national average in England of 17.6% Healthy life expectancy at birth is higher than the national average, 68.1 years for females and 68.9 years for males
Economy 	82.2% of the population is economically active. 50.1% of the workforce is in a managerial and professional occupation.[iii](Oct 2020 – Sept 2021).	Homes 	42,870 homes in the Borough of which 72.5% are owned and 26% rented. The average house price is £425,000 Spelthorne (June 2021)[iv]
Build 	5,127 new homes built in the Borough between 2000 to 2021.	**Communities & Environment** 	Spelthorne borough is approximately 5,100 hectares or 20 square miles. Around 65% is Green Belt Wraysbury, Staines and King George VI reservoirs comprise part of the South West London Waterbodies Special Protection Area (SPA)
River 	Spelthorne has 12 miles of River Thames frontage. 22% of the Borough is water including four large reservoirs and also a treatment works at Ashford.	**Business** 	7,626 businesses including Pinewood (Shepperton Studios), dnata and Woodgroup Ltd. Around 3,500 residents employed directly by Heathrow Airport (2018)[v]

Our Destination and Objectives

2.5 The **Spelthorne Corporate Plan (2021-23)** sets out our five overarching 'CARES' priorities and 15 more specific themes to focus on. By 2037 our **Local Plan** seeks to have achieved the priorities set out within it.



Community	**Our destination:** **Our communities are at the heart of everything we do, we have built strong relationships with our residents and businesses, and have forged links within those communities, so that they feel empowered, included, supported, safe and healthy.**

Strong communities

2.6 We are working with our partners and the community to deliver high quality place making that incorporates amenities and services for all in Spelthorne.

2.7 The Local Plan is supporting this by:

- Engaging with individuals, residents' associations and other community groups so that they are better informed and have opportunity to participate in the Local Plan and Staines Development Framework preparation
- Seeking the views of the local businesses community to support the vitality and resilience of our towns and economic areas, such as the Staines Business Improvement District.

Safe communities

2.8 We have safe places to live, visit and do business, with safe streets and open spaces.

2.9 We are supporting this by:

- Working with Surrey County Council to make our roads safer for pedestrians and cyclists, with new cycle lanes/walkways and reduced speed limits where needed.
- Working with our partners and developers to ensure that high quality design, which supports natural surveillance and creates safe and welcoming streets and spaces is at the heart of placemaking in the borough.

- Engaging with Surrey Police to identify additional needs from the new development that could be met through developer contributions.

Healthy communities

2.10 Our communities are staying healthy for longer.

2.11 We are supporting this by:

- Working with our healthcare, voluntary and community partners to identify need for additional facilities that could be funded through developer contributions.
- Implementing policies which seek to improve residents' health and wellbeing, promote active and healthy lifestyles and tackle health inequalities.
- Supporting a range of leisure facilities to enable people to stay fit and healthy, including parks, our Green and Blue Infrastructure network, community gym equipment and leisure centres.

Enhancing local and strategic infrastructure

2.12 We are supporting this by:

- We are supporting the provision of the right infrastructure to meet our communities' changing needs and the demands of a growing population.
- Working with partners we are identifying the necessary health, educational, leisure and cultural infrastructure to meet our needs, assisted by developer contributions.



Our destination:
We have supported the delivery of affordable and market housing which meets the needs of all sections of our communities by supporting the development of new homes of a variety of type, size and tenure.

Delivering new homes

2.13 We are supporting this by:

- Allocating sites to meet our identified housing need.
- Implementing policies which provide a mix of homes for all members of our community.
- Working with colleagues and partners to promote the delivery of affordable homes that meets the needs of all our communities.

	**Our destination:** **We provided support to our business communities to help enable them to recover, be resilient to economic challenges, be dynamic and respond to the changing economic and retail climate.**

Supporting economic recovery

2.14 We analyse the needs for employment floorspace and implement and deliver policies which:

- Protect businesses premises.
- Assist future business growth and adaptation.
- Support placemaking, regeneration and development of infrastructure.
- Attract visitors to the Borough.

	**Our destination:** **We worked with our communities and partners to minimise our effects on the environment, played our part in tackling climate change and to moved further towards a clean, green and attractive Borough and protected biodiversity.**

Tackling climate change

2.15 We recognise the effects that climate change could have on our Borough. Having declared a climate emergency, we recognise the need to work with residents and businesses to achieve cleaner and greener lifestyles.

2.16 We are supporting this by:

- Ensuring Local Plan policies are in conformity with the Climate Change Strategy to require new development to incorporate measures to lower the Borough's carbon emissions.
- Working with the Environment Agency and through the Strategic Flood Risk Assessment, ensure that new development is directed to areas of lowest flood risk. Incorporating the River Thames (Flood Relief) Scheme and other flood mitigation initiatives withing the Plan.
- Conserving and enhancing our urban open spaces and Green and Blue infrastructure network, which plays a key role in the sustainable management of surface water run-off and holding floodwaters.
- Ensuring preservation of the borough's valued historic environment.
- Enhancing and extending the borough's Green and Blue Infrastructure network at all scales to deliver multiple benefits for people, wildlife and the environment.
- Mitigating the impact of the loss of Green Belt through the innovative use of Green and Blue infrastructure solutions to create high-quality space for people

and wildlife, while supporting the sensitive integration of new development into the wider landscape and Green Belt.

Delivering sustainable development

2.17 We have progressed towards more sustainable communities – which manage their social, environmental, and financial resources to meet current needs, while ensuring that adequate resources are available for future generations.

2.18 We are supporting this by:

- Implementing Local Plan policies to safeguard the environment against air, noise, light and water pollution and remediating land contamination.
- Local Plan policies and allocations which support the requirement for biodiversity net gain, through partnership working and the use of Nature Recovery Strategies.
- Implementing Local Plan policies to encouraging waste prevention and promote recycling.
- Implementing Local Plan policies to promoting sustainable travel, including actively supporting improvements to public transport access to Heathrow.
- Promoting residential development that is sustainably located with access to existing services and transport hubs.
- Promoting energy efficiency for new buildings and refurbishments.

	**Our destination:** **We delivered an efficient and effective Local Plan which provides for all sections of our communities.**

Effective Service Delivery

2.19 We are supporting this by:

- Ensuring Local Plan objectives cascade from Corporate Strategy and its priorities.
- Working with partners including Surrey CC, Surrey Police, NHS to ensure the provision of services to support our borough's growing population.
- Identifying needs and communicating and collaborating with partners about the borough's planned growth.
- Ensuring the Local Plan and its requirements on developers are viable and capable of delivery.
- Implementing and monitoring Local Plan policies and enforcing against those who do not comply with the requirements.
- Regularly reviewing and updating the Local Plan.

3. Strategy and Strategic Policies

3.1 [Introductory paragraphs to follow]

3.2 [Intro to follow]

3.3 [Intro to follow]

3.4 [Intro to follow]

ST1: Presumption in Favour of Sustainable Development

1) When determining development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will work proactively with applicants with the aim of finding solutions that mean that proposals can be approved wherever possible, in order to secure development that improves the economic, social and environmental conditions in the Borough.

2) Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in any neighbourhood plans adopted in the future) will be approved without delay, unless material considerations indicate otherwise.

3) Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

   (a) the application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

   (b) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

Reasoned justification

3.5 The NPPF emphasises that all Local Plans should be based upon and reflect the presumption in favour of sustainable development. The principle informs both the policies and site allocations contained within the 'Local Plan: Strategy and Sites' and will be used to guide decision makers.

3.6 Local Planning Authorities are encouraged to include a policy within their Local Plan that embraces the presumption in favour of sustainable development. Policy ST1 meets this requirement and adopts the model wording suggested. When implementing Policy ST1, local circumstances will be taken into account to respond to different opportunities for achieving sustainable development. In accordance with policies in the NPPF that protect important natural and heritage assets, the presumption will not automatically apply to: habitats sites (including sites protected under the Birds and Habitats Directives) and/or designated as Sites of Special

Scientific Interest (SSSIs), development requiring appropriate assessment because of its potential impact on a habitats site, land designated as Green Belt, or Local Green Space, designated heritage assets, and or locations identified as at risk of flooding.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	+	+	+	+	+	+	+	+	+	+
Medium Term	+	+	+	+	+	+	+	+	+	+	+	+
Long Term	+	+	+	+	+	+	+	+	+	+	+	+

Key Evidence

- National Planning Policy Framework (NPPF) 2021

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ST2: Planning for the Borough

Spatial Development Strategy

1) The housing requirement for Spelthorne is 618[5] dwellings per annum over the plan period (2022 – 2037), a total of 9,270. During the plan period, provision has been made for at least 9,270 new homes. Table 1 shows the contribution of all sources of housing supply.

2) Economic growth in Spelthorne will be supported by maintaining and intensifying the use of the borough's employment floorspace offer. This will be done by;

   - safeguarding employment land,
   - provision of new land in line with needs identified through the most up to date evidence and
   - encouraging its innovative re-use in ways that better meet the needs of the market.

3) Provision for new permanent pitches for Gypsies and Travellers and new permanent plots for Travelling Showpeople (as defined by Planning Policy for Traveller Sites) to meet the accommodation needs in the Borough which are identified in the most up-to-date Gypsy and Traveller Accommodation Assessment (GTAA).

4) The Council expects that all development proposals located within or adjacent to town / local centres or a public transport interchange will seek to optimise the density of development, in order to make the most efficient use of the land in the most sustainable locations.

5) The Council expects that all development will, at a scale proportionate to the proposal, make a positive contribution to achieving the relevant targets relating to climate change and Biodiversity Net Gain.

Reasoned Justification

3.7 National policy requires that we meet objectively assessed housing needs, including any unmet needs from neighbouring authorities, where it is practical to do so and consistent with achieving sustainable development. Spelthorne's objectively assessed housing need has been based on the Government standard methodology set out in the NPPF 2021 and accompanying Planning Practice Guidance.

3.8 Spelthorne's total housing supply over the plan period (2022-2037) is indicated in the table below and will comprise homes from a variety of sources in addition to the Local Plan's site allocations.

[5] As calculated using the standard method for assessing housing need. The Council will review the local housing need figure as and when appropriate, guided by the Government's approach to assessing housing need.

Sources of supply over the plan period: 2022 – 2037 (net number of homes)

Source	Approx. number of units	Comments
Allocations	6073*	829 in Green Belt 5244 in Urban area 5% under-delivery discount applied
Brownfield Tier 2 sites (> 5 units)	1,729**	5% under-delivery discount applied
Windfall: Small sites	570	38 per annum x 15 years
Windfall: Office to residential permitted development	275	36 per annum in 6-10 years1 18 per annum in 11-15 years
Under construction	792	As of 31 March 2022
Total	**9,439**	
Average per annum	**629**	

* Yields identified in the Local Plan supersede that identified in the SLAA for allocated sites.
** Excluding sites identified for allocation in the Local Plan

3.9 Spelthorne has an annual requirement for 618 homes per annum, which has been determined using the Government's standard methodology for calculating local housing need (LHN). The methodology uses the official 2014 household projections with an uplift to take account of local affordability.

3.10 The Council has produced a Strategic Land Availability Assessment (SLAA) to identify which parcels of land in the urban area could help to meet development needs and has also undertaken a Green Belt Assessment to determine which areas are weakly performing and could be released from the Green Belt. These evidence base documents have informed the sites identified for potential allocation in the Local Plan.

3.11 Not all sites identified in the SLAA have been allocated in the Local Plan due to their non-strategic nature and the lack of benefits identified from an allocation. As such they are expected to be delivered as windfall development and are identified as 'Brownfield Tier 2' sites. In addition, an allowance for small sites and office to residential permitted development has been identified based on past trends. Sites under construction as of March 2022 are included within the supply (40%), with a 15 year period from 2022 to 2037.

3.12 Spelthorne sits within a housing market area (HMA) with Runnymede Borough Council. Spelthorne shares its strongest economic links with Runnymede, Elmbridge and the London Boroughs of Hillingdon & Hounslow and together these authorities sit within a Heathrow focussed Functional Economic Market Area (FEMA). Runnymede has recently had its Local Plan examined. The Runnymede Local Plan will make provision for a minimum of 7,480 net additional dwellings over their plan period, a

20,000sqm business park in New Haw and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone. They are also seeking to deliver a minimum of 7,540sqm net retail floorspace and a minimum of 60,260 sqm net employment floorspace delivered in Runnymede Borough's Strategic Employment Areas.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	+	?	0	0	0	+	+	?	?
Medium Term	+	+	-	+	?	0	0	0	+	+	?	?
Long Term	+	+	-	?	?	0	0	0	+	+	?	?

Monitoring Indicators

Indicator	Target	Data Source
Net number of new homes delivered per annum	618 (net)	In house Council Monitoring
Net number of additional permanent pitches for Gypsies and Travellers and 15 permanent plots for Travelling Showpeople	3 permanent pitches for Gypsies and Travellers 15 permanent plots for Travelling Showpeople	In house Council Monitoring
Net additional office and research and development (B1a and b) floorspace Net additional of storage and distribution (B8) floorspace	15,000 sqm of (net) office and research and development (B1a and b) 14,000 sqm of storage and distribution (B8) (net)	In house Council Monitoring
Additional comparison retail floorspace	22,000 sqm (gross).	In house Council Monitoring

Key Evidence

- Strategic Housing Market Assessment (2015) and SHMA update (2019)
- Gypsy and Traveller Accommodation Assessment (2018)
- Employment Land Needs Assessment (Spelthorne Borough Council, 2018)

4. Spatial Policies

4.1 [Introductory paragraphs to follow]

4.2 [Intro to follow]

4.3 [Intro to follow]

4.4 [Intro to follow]

SP1: Staines-upon-Thames

Strategy

1) Recognising its size, location and significant opportunity for further regeneration, Staines-upon-Thames will be a key focus for housing, employment and retail development in the Borough. The guidance for how the town grows sustainably and coherently will be provided within a new Staines Development Framework (the Framework) to deliver development to meet need

Infrastructure

2) Growth of the town will be dependent on enhanced infrastructure, particularly to capitalise on the proximity to Heathrow Airport. The Council will support proposals that facilitate new and improved public and sustainable transport links, education facilities, healthcare services, and social and community uses in accessible locations, working with infrastructure providers to identify projects for funding.

3) Flood risk management infrastructure should be incorporated into proposals where appropriate. Current and expected flood risk from all sources should be managed in a sustainable and cost-effective way.

Retail and Leisure

4) New development should support the position of Staines at the top of the retail and leisure hierarchy within the Borough. Proposals that contribute to culture, the arts and access to the River Thames will be considered favourably in accordance with the Framework.

5) Mixed-use development that has the potential to introduce new community and healthcare uses to the centre will be encouraged which increase foot-fall and contribute to the vitality and viability of the centre.

Character

6) The Staines Conservation Area (shown on the Policies Map) will be preserved and enhanced. New development in Staines is likely to be high density in suitable locations within the town centre to maximise efficient use of land but will be expected to achieve high quality design in accordance with the Framework. Proposals will be supported that protect and enhance the local character of the area.
7) The Staines Development Framework sets out more sensitive character areas where height and density limits will apply to new buildings. Development proposals in the

relevant zones will be expected to comply with these limits unless, in exceptional cases, there is robust justification for a deviation that weighs heavily in favour of granting permission. This could include a higher proportion of affordable housing than required by policy, exemplary design or significant benefits to the community.

Opportunities

8) Southern Rail Access to Heathrow that includes a station at Staines, and Southern Light Rail as the Council's preferred solution, is considered essential for the town to maximise access to the airport, regardless of any expansion proposals.

9) Any proposed tall buildings will be designed to reflect the redefined character of Staines and the design is to be of high standard, guided by principles in the Framework. There are opportunities to improve existing local leisure facilities and the evening economy.

10) There are opportunities for attractive riverside development and public realm enhancement. Improved access will be encouraged in order to maximise the asset that is the River Thames-side location.

11) Renewable and zero carbon energy solutions will be expected to be incorporated in all new development, including opportunities for combined heat and power (CHP) and district heat networks.

Reasoned Justification

4.5 Staines-upon-Thames is the main town centre within Spelthorne and therefore sits top of the centre hierarchy in the Borough. In this role, Staines is required to support a variety of uses, including shops, offices, leisure and entertainment facilities. It is therefore necessary to consider how to ensure Staines continues to perform its function as part of the Framework. Through this, Staines has the opportunity to grow and develop into a thriving town that can take advantage of its close proximity to Heathrow Airport and proposed new public transport schemes are likely to enhance its connectivity further. Identified as a 'Step up Town' by the EM3 Local Enterprise Partnership, Staines is already on the map and its growth is sustainable and meets the needs for residents, businesses and visitors. For this reason, the Staines Development Framework will deliver an ambitious and viable vision for the transformation and regeneration of the whole town. The Framework will be adopted as a Supplementary Planning Document to guide decision-making, supporting the Local Plan and this policy.

4.6 As well as accommodating growth, Staines also has significant character through the Staines Conservation Area and the proximity to and views of the river. There is therefore an expectation that any new development which affects the setting of the Conservation Area or the river will respect the character and enhance this.

4.7 The growth of Staines will allow opportunities to improve public realm and pedestrian linkages through the town centre. This will also provide opportunity to take advantage of the river and the footpath network through the Thames Path where possible. Utilising this asset is therefore a key strand of enhancing Staines and justifies its inclusion as part of the policy.

4.8 Flood Risk is a notable constraint within Staines Town Centre. Flood Risk Management should therefore be a collaborative effort between the Environment Agency, the Lead Local Flood Authority, developers and infrastructure providers to ensure that the impacts are minimised as much as possible for current and future generations.

4.9 Mixed-use development within Staines town centre will reduce the need to travel and provide homes close to transport hubs. Mixed-use development presents opportunities to make good use of community combined heat and power, as the different types of use spread demand for heat and power over the day, evening and night. The buildings are likely to be in close proximity and reduce the cost of developing the heat network. Leisure and retail facilities can provide a base demand to help the efficiency of the system. Taller buildings will require piling for deep foundations which may provide opportunities for ground source heat.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	-	+	0	+	+	+	+	+	0	?
Medium Term	++	+	-	+	0	+	+	+	+	+	+	?
Long Term	++	+	-	++	0	+	+	+	+	++	+	?

Monitoring Indicators

Indicator	Target	Data Source
Amount of floorspace for main town centre uses	N/A	Planning applications and appeals
Number of dwellings completed each year within Staines	N/A	Planning applications and appeals

Key Evidence

- Staines Development Framework (forthcoming)
- Retail and Town Centre Study 2018
- Enterprise M3 LEP

SP2: Ashford, Shepperton and Sunbury Cross

Strategy

1) Ashford, Shepperton and Sunbury Cross offer the potential for development opportunities to help meet identified needs. There are opportunities to maximise the efficient use of land by raising densities whilst ensuring high quality design, particularly around public transport interchanges, within the existing character. New developments will be expected to provide infrastructure improvements necessary to mitigate impacts.

Infrastructure

2) The Council will support proposals that seek to improve infrastructure to support the anticipated level of development in the centres. The Council will work with infrastructure providers to identify projects for funding. Improvements will be sought for:
   (a) public transport and sustainable and active travel opportunities, including improvements to bus networks and access to rail stations
   (b) education facilities and healthcare services
   (c) social and community uses including open space provision in accessible locations
   (d) public realm to enhance connectivity for pedestrian access, encourage the use of cycling and to provide car parking opportunities. Public realm improvements should positively contribute towards enhancing the existing local character

Retail and main town centre uses

3) The Council will seek to preserve and enhance the role and diversity of uses in Ashford, Shepperton and Sunbury Cross to strengthen the vitality and viability of each centre. Development proposals are expected to be consistent with the scale and function of each centre and will be directed to the Primary Shopping Areas as shown on the Policies Map (forthcoming).

Character

4) The Conservation Areas around Shepperton (shown on the Policies Map) will be preserved and enhanced, along with heritage assets. Proposals will be supported that protect and enhance the local character of the area.

Opportunities

5) Sunbury Cross offers an opportunity to encourage sustainable and active modes of travel through improvements to local bus networks and to the public realm to enhance safety and connectivity. These opportunities can be identified through Spelthorne's most up-to-date Local Cycling and Walking Infrastructure Plan (LCWIP). This will also contribute to improving air quality, particularly around Sunbury Cross roundabout.

6) Ashford offers the opportunity to enhance the local level retail and leisure offer including health and fitness facilities and children's play spaces. In addition, improvements to the public realm will enhance connectivity and present the

opportunity to provide more accessible car parking through rationalising of available land and public realm, where appropriate.

7) Shepperton would benefit from improvements to bus and rail services to improve connectivity and support active and sustainable modes of travel. Opportunities to secure these improvements will be supported by the Council

8) Renewable and zero carbon energy solutions will be expected to be incorporated in all new development, including opportunities for Air Source Heat Pumps (ASHP) and district heat networks or suitable alternative.

Definitions

4.10 Primary Shopping Area is a defined area where retail development is concentrated.

4.11 Public Transport interchanges are defined as rail stations and bus stations within the Borough and are shown on the Policies Map (forthcoming). For the district centres, Ashford rail station, Sunbury rail station and Shepperton rail station are relevant. Standalone bus stops are not included within the definition of public transport interchanges.

Reasoned Justification

4.12 Ashford, Shepperton and Sunbury Cross are identified in the centre hierarchy as district centres offering retail facilities to their communities but without the range of retail offer provided in Staines**.** Ensuring vitality in the centres involves bringing unused retail units back into occupation and seeking to provide a diverse range of stores. Encouraging expansion where appropriate within the Primary Shopping Areas of each centre would allow for growth in this sector.

4.13 Improvements in public realm, especially at Ashford and Sunbury Cross, will improve safety and connectivity for pedestrians. In the case of Sunbury Cross, public realm improvements will make pedestrians safer given the interaction with cars on the A308 when accessing the retail area. Opportunities to improve access across the Sunbury Cross roundabout, to improve linkages to Sunbury rail station, should also be sought as part of this public realm improvements package.

4.14 Ashford, Shepperton and Sunbury Cross each have their own mainline train station to provide connectivity into central London via Richmond and Kingston. This accessibility makes the three district centres attractive places to live. Providing housing around transport interchanges such as rail stations accords with the NPPF in making effective use of land. Whilst this approach would lead to higher densities, it is also important to ensure that the quality of design and standards are maintained and all necessary infrastructure is secured to mitigate the impacts of new development

4.15 Each of the three centres have their opportunities where improvements could be sought and these have been identified within the policy. In addition to these, the three centres have more general infrastructure needs which will likely increase should growth occur and place greater pressures on existing services. This issue has been highlighted as a key component of delivering growth in the centres. Infrastructure improvements will need to be in an accessible location to cater for all sections of the local community and ensure that this can be fully utilised.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	+	0	+	+	0	+	+	0	?
Medium Term	+	+	0	+	0	+	+	+	+	+	+	?
Long Term	+	+	-	+	0	+	+	+	+	++	+	?

Monitoring Indicators

Indicator	Target	Data Source
Number of vacant ground floor uses within the Primary Shopping Area	N/A	Annual retail surveys
Permissions granted for retail uses (Use Class E)	None	Annual retail surveys, planning applications and appeals
Permissions granted for change of use from retail (E) to other uses that would result in a net loss of retail uses in a Primary Shopping Area	None	Planning applications and appeals.
Number of new dwellings completed in the three centres	N/A	Planning applications and appeals
Quantity of open space	No loss of open space, identified deficiencies met by end of plan period	Planning applications and appeals

Key Evidence

- Retail and Town Centre Study 2018
- Annual Retail Surveys
- Open Space Assessment (Spelthorne BC, 2019)
- Playing Pitch Strategy

SP3: Stanwell and Stanwell Moor

Strategy

1. The Council will support the communities of Stanwell and Stanwell Moor and will seek to secure improved economic, social and environmental benefits.

Infrastructure

2. The Council will work with infrastructure providers, developers and other key stakeholders to identify long term sources of funding and secure proposals for new infrastructure which offer sustainable transport links including active travel and public transport to improve access into and out of Heathrow Airport and other employment areas.

3. The Council will support the provision of new social facilities including education and healthcare services as well as new leisure facilities to meet identified local needs.

4. The Council will support proposals which enhance the function and setting of the local watercourses and river corridors and the rights of way network throughout the area.

Retail

5. The Council will protect the role that local facilities play in providing for the needs of the communities in Stanwell and Stanwell Moor. Development proposals for Use class E), particularly retail, will be supported, where the scale is considered to complement the needs of the communities and the local character.

Character

6. The Stanwell Conservation Area (shown on the Policies Map) will be preserved and enhanced, along with heritage assets. Proposals will be supported that protect and enhance the local character of the area.

7. The Council will work with Surrey County Council to ensure that the areas of current and former mineral sites and are fully restored or enhanced as to the agreed restoration plans for the benefit of the local community.

Opportunities

8. The Council will support opportunities for new and enhanced open spaces within Stanwell and Stanwell Moor and will encourage improved linkages as part of the wider green infrastructure network to promote walking and cycling, including improvements in cycling routes to Heathrow.

9. Opportunities to improve access to Staines Moor will also be pursued, where these do not impact upon the Moor. Additionally, improvements to connectivity to the Colne Valley Regional Park will also be sought.

10. The Council will support opportunities for new housing provision where it is sustainably located, makes an efficient use of land and complements the local character.

11. Renewable and zero carbon energy solutions will be expected to be incorporated in all new development, including opportunities for Air Source Heat Pumps (ASHP) and district heat networks or suitable alternative

Reasoned Justification

4.16 Stanwell and Stanwell Moor are communities to the north of the Borough which are less well connected to the rest of Spelthorne. Stanwell is more developed to the south and links with the northern-most part of Ashford, whilst Stanwell Moor has a more distinct, rural character. Both Stanwell and Stanwell Moor are heavily impacted by Heathrow Airport. There is therefore a requirement for these communities to benefit from new and improved facilities and infrastructure where this can be secured.

4.17 Clare Road in Stanwell is identified as an important shopping parade which supports its local community. There is therefore a need to ensure that the vitality and viability of this parade is maintained and enhanced where appropriate. Stanwell Moor has a small area of retail provided on Horton Road, the offer for which is limited and further improvements could be sought. Stanwell and Stanwell Moor would benefit from improved local connectivity with other parts of the Borough and with Heathrow Airport. These improvements would focus around enhanced public transport and opportunities to encourage sustainable and active travel through cycle ways and improved pedestrian linkages.

4.18 The proximity of Stanwell Moor to Staines Moor provides opportunities to enhance access to this important site. As part of this, opportunities to maintain and enhance linkages to the wider Colne Valley Regional Park, will be sought so as to encourage residents to use these key natural spaces to improve health and wellbeing.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open pace/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	0	0	+	+	+	+	+	0	?
Medium Term	+	+	0	0	0	+	+	+	+	+	+	?
Long Term	+	+	0	0	?	+	+	+	+	+	+	?

Monitoring Indicators

Indicator	Target	Data Source
Permissions granted for Use Class E or change of use to Use Class E	N/A	Planning applications and appeals
Area of land restored or enhanced	No derelict or degraded land	Survey and minerals and waste planning applications
Number of schemes in Conservation Areas providing positive enhancement	No loss of heritage assets	Planning applications and appeals Surveys
Quantity of open space	No loss of open space, identified deficiencies met by end of plan period	Planning applications and appeals

Key Evidence

- Annual Retail Survey
- Open Space Assessment (Spelthorne BC, 2019
- Playing Pitch Strategy

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SP4: Colne Valley Regional Park

1) The extent of the Colne Valley Regional Park (CVRP) within the Borough is defined on the Policies Map (forthcoming). As a member of the CVRP, the Council will seek to maintain the character and landscape of the Park and promote its benefits.

2) The Council will expect proposals for development within the Colne Valley Park to make a positive and sustainable contribution towards implementing the objectives of the Park. The Council will support, in principle, development within the Park where it can be demonstrated that it will:

   (a) maintain and enhance the landscape and historic environment of the Park and its overall amenity value;

   (b) contribute to the objectives of the Park;

   (c) conserve and enhance biodiversity within the Park through the protection and management of its species, habitats and geological features;

   (d) provide opportunities for countryside recreation and ensure that facilities are accessible to all;

   (e) contribute to a vibrant and sustainable rural economy within the Park;

   (f) encourage community participation, including volunteering and environmental education, and promote the health and social well-being through high quality green space and its contribution to the wider green infrastructure network and;

   (g) carry out appropriate surveys, should development within the Park amount to changes to biodiversity areas or designations and recreational facilities.

Reasoned Justification

4.19 The Colne Valley Regional Park covers over 10,000 hectares to the west of London. It forms a narrow corridor of countryside, much of it within the Green Belt, stretching from Rickmansworth in the north to Staines and Wraysbury in the South where the River Colne joins the Thames. It is some 14 miles long and 3 miles wide at its widest point. It straddles a number of local authority boundaries. The area within Spelthorne covers some 1,000 hectares and comprises three major reservoirs, the areas of Staines Moor, Hithermoor and the settlement of Stanwell Moor.

4.20 The Colne Valley Regional Park was conceived in the 1960's with the broad aim of providing for informal recreation in a countryside setting. The original objectives remain just as valid today, although they have been updated, modified and extended over the last 50 years:

1. To maintain and enhance the landscape, historic environment and waterscape of the Park in terms of their scenic and conservation value and their overall amenity.
2. To resist urbanisation of the Colne Valley Park and to safeguard existing areas of countryside from inappropriate development.

3. To conserve the biodiversity resources of the Park through the protection and management of its diverse plant and animal species, habitats and geological features.
4. To provide opportunities for countryside recreation including appropriate accessible facilities.
5. To achieve a vibrant and sustainable rural economy, including farming and forestry, underpinning the value of the countryside.
6. To encourage community participation including volunteering and environmental education and promote the benefits of health and social well-being afforded by access to high quality green space.

4.21 The Council supports the objectives of the Park and will seek to ensure that land within it is kept open and available for informal recreation where possible and that any proposals for development make a positive contribution to the setting of the Park, its landscape and recreational potential.

4.22 The CVRP produced the Colne and Crane Green Infrastructure Strategy in 2019 which highlighted numerous challenges facing the Park. These challenges include significant development pressure and the need to enhance green infrastructure assets. Improving the network of green infrastructure could benefit Spelthorne by enhancing linkages to the CVRP and wider areas within the Borough. By supporting the approach by CVRP, this presents the Council with the opportunity to enhance beneficial use of the Green Belt linked with the Park, where appropriate

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	+	+	+	0	+	0	0
Medium Term	0	+	0	0	0	+	+	+	0	+	0	0
Long Term	0	+	0	0	0	+	+	+	0	+	0	0

Monitoring Indicators

Indicator	Target	Data Source
Land lost to inappropriate development in the Green Belt within the boundaries of the Park	No loss of Green Belt to inappropriate development	Planning applications and appeals
Provision of recreational facilities within the Park	Net gain of recreational facilities	Survey and planning application records
Changes to biodiversity	Net gain of biodiversity areas and/or designations	Survey and published data

Landscape enhancement/restoration schemes completed	Net gain of land under active management for agriculture, recreation and leisure	Survey and planning application records

Key Evidence

- Current facilities
- Area of land in agricultural use
- Area of land in recreational use
- Area of land subject to restoration schemes
- Rights of Way and Permissive paths
- SSSIs and SNCIs

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SP5: River Thames and its Tributaries

River Thames

1) The River Thames is a strategically important and iconic feature of Spelthorne. It is an important natural and cultural asset providing leisure, ecological, environmental, landscape and economic benefits. This role will be protected and promoted. The special character and setting of the River Thames as defined on the Policies Map (forthcoming) will be conserved and enhanced, and appropriate development proposals associated with river related activities and employment will be supported.

2) The Council supports opportunities to increase the use of the rivers for tourism and improving river-based and riverside recreation and leisure activities. All development proposals should protect and enhance the river and its setting as a valuable resource for biodiversity, wildlife and as an SNCI. Where possible and where there will be no adverse effect on the SNCI, development proposals should support infrastructure such as boatyards, moorings, jetties and safety equipment etc.

3) Proposals for riverside development and improved facilities will need to demonstrate that there will be no unacceptable impact upon navigation, biodiversity, flood risk and landscape setting.

4) Development proposals on the riverside should respect and make a positive contribution to enhance the waterside character, heritage value and setting, and provide physical and visual links with the surrounding areas (including views along the river).

5) The Council is supportive of river-related business uses (for example boat yards) and supports their continued presence in a river-side location.

6) The Council will support and promote new links across the River Thames and improvements to riverside access and towpaths which support active and sustainable travel and leisure uses of the river.

New Visitor Mooring Facilities

7) A visitor it does not harm the character, openness and views of the river, by virtue of its design and height;

   (a) allows use for a period of less than 24 hours;

   (b) there is no interference with the recreational use of the river, riverside and navigation;

   (c) the proposal is of wider benefit to the community; and

   (d) has undergone consultation with the Environment Agency and not received objection.

River Thames Scheme

8) The Council supports in principle the proposals for the wider River Thames Scheme and welcomes the proposed new footpath connection in Laleham as part of the

recreational benefits the scheme will bring. The proposed route is shown on the Policies Map (forthcoming).

Tributaries

9) The Rivers Ash, Colne and Wraysbury are tributaries of the River Thames and form an important part of the Borough's blue infrastructure network. Development proposals will be supported that:

(a) Ensures there is no requirement for the culverting of watercourses;

(b) Retain the natural banks;

(c) Make appropriate provision to protect, enhance, improve and maintain accessible networks of Blue Infrastructure, including through deculverting[6] and re-naturalisation of hard banks if appropriate;

(d) Provide undeveloped buffer zones of 8m minimum for rivers and 5m minimum for other water courses. A scheme to provide a buffer zone will need to include a working method statement detailing how the buffer zone will be protected during construction and long-term ecological plan.

(e) Include measures to allow for the natural movement of fish within the watercourse where barriers to fish movement are present to enhance habitat connectivity

Reasoned Justification

4.23 The River Thames forms a large part of the southern boundary of the Borough between the neighbouring boroughs of Runnymede and Elmbridge. It is a significant local and regional amenity. The Thames is the longest river in England measuring 215 miles; it begins in the Cotswold Hills (Gloucestershire), meandering eastwards through Spelthorne before passing through the city of London and ending in the North Sea. The River Thames is regarded as a key asset of the Borough, is one of the Borough's key tourist attractions, and the Council is keen to maximise its potential. The river brings great benefits from tourism, leisure, recreation and ecological perspectives, and is also beautiful.

4.24 Policy SP6 aims to ensure that the setting of the river and its tributaries are protected and where possible enhanced. This involves protecting landscape features that contribute to the setting, and protecting and enhancing views of the river.

4.25 Particular care will be needed in assessing the visual impact of development proposals in locations that form part of the setting of the river to ensure that the setting is not damaged and that new development makes a positive contribution to the riverside environment.

4.26 There is public access to much of the Thames riverside in Spelthorne, although access to the River Ash, Colne and the River Thames downstream of Shepperton Lock is more limited. Existing riverside access will be maintained and opportunities

[6] Removing a culvert may enhance local biodiversity through recolonisation by local species, can aiding fish passage and add to the visual attractions of an area whilst reducing flood risk.

will be sought to improve access in conjunction with developments in riverside locations.

River Thames Scheme

4.27 A significant area of Spelthorne lies in the floodplains of the Thames, Colne (and related river system) and Ash. Flood defences are very limited and are on parts of the River Colne system and the River Ash. The River Thames between Egham and Teddington is one of the largest area of undefended, developed floodplain in England. Spelthorne Borough Council is working with the Environment Agency and other partners to bring forward the River Thames Scheme[7] which seeks to address this with the aim of reducing flood risk in communities. The key elements are;

- a new river channel built in two sections – at Runnymede and at Spelthorne – to increase storage capacity for water from a major flood;
- improvements to existing river structures and;
- new recreation areas for communities and habitat for wildlife.

4.28 These measures will better protect around 11,000 homes (in total not just in Spelthorne) and 1,600 businesses, enhance the natural environment around the river, and boost the local economy.

4.29 The Spelthorne channel is 3.2km in length. It starts at Laleham and ends at Weybridge. The channel flows through four lakes and crosses five roads. This area includes increasing capacity on stretch of the Desborough Cut. At Sunbury weir there will be three extra gates built on the lock island.

4.30 The large scale of the project means it is treated as a Nationally Significant Infrastructure Project (NSIP) and requires a type of consent known as 'development consent order' (DCO). The DCO must be granted before full funding is approved and construction can begin.

4.31 Development along the route of the River Thames Scheme should, where appropriate, seek to facilitate the Scheme. Flood Risk Assessments should sufficiently consider how the River Thames Scheme may be impacted by the proposals and also identify opportunities to facilitate its implementation.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	+	+	+	0	+	0	0
Medium Term	0	+	+	0	0	+	+	+	+	+	0	0

[7] www.riverthamesscheme.org.uk

Long Term	0	+	+	0	0	+	+	+	+	+	+	0

Monitoring Indicators

Indicator	Target	Data Source
Number of new visitor moorings	No specific target	In house Council Monitoring

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SP6: Heathrow Airport

A possible expansion at Heathrow

1) The Council will support a future expansion at Heathrow Airport if it is undertaken in a sustainable and integrated way by:

   (a) working strategically with local authorities around Heathrow Airport.

   (b) permitting development proposals outside the airport or Development Consent Order (DCO) Limits boundary[8] in the Borough for Airport Supporting Development (ASD)[9] particularly those that support economic development if they:

   - seek to protect and enhance designated areas of existing environmental character including Sites of Nature Conservation Importance, areas of landscape value, the Borough's historic and cultural heritage (including historic buildings and Conservation Areas), habitats particularly within Biodiversity Opportunity Areas and open space of amenity and recreation value;
   - demonstrate ecological offsetting and incorporate mitigation measures to achieve biodiversity net gain;
   - ensure safeguards are in place to mitigate air, noise, light and other pollution in the Borough; and
   - offer high-quality design of buildings and structures.

   (c) resisting inappropriate development in the Green Belt unless the harm is outweighed by very special circumstances.

   (d) supporting the implementation of a range of surface access interventions to encourage modal shift towards more sustainable forms of transport such as:

   - promoting sustainable transport choices which reduce the need to travel;
   - improving surface access to minimise airport related traffic (congestion) as the Borough as a whole;
   - promoting initiatives such as car sharing/clubs, the use of electric vehicles, low emission cars and colleague shuttle buses from the surrounding areas and;

[8] Development Consent Order (DCO) Limits boundary describes the overall boundary of a future Heathrow Expansion project which includes land Heathrow intends to construct buildings, infrastructure and much of the extensive landscape mitigation areas, and land where Heathrow may potentially require property and other rights for landscape mitigation areas

[9] Airport Supporting Development (ASD) refers to a range of development that is related to the airport's operation, and includes uses such as airport operations, cargo, maintenance, industrial, freight forwarding, hotels and offices (Heathrow, 2019).

(e) supporting southern rail access including the promotion of the Southern Light Rail (SLR) where there is benefit to communities in the Borough and the wider strategic network.

Hazardous Development

2) The Council will refuse permission for any proposal likely to significantly increase the risks associated with any particular hazardous installation or impose conditions where necessary to avoid increased risk and;

3) Development leading to an increase in people living, working or congregating in the Public Safety Zone will be refused.

Noise from Heathrow

4) The Council will seek the support of BAA, the Government and relevant statutory authorities for the following measures:

(a) maintenance of the use of noise preferential routes;

(b) controls on flying at night that will achieve a progressive improvement in the night noise climate, including a limit on the total number of flights at night and;

(c) maintenance of existing controls on ground noise.

Development close to Heathrow and Noise from Heathrow

5) The Council will seek to minimise the adverse impact of development close to Heathrow by:

(a) refusing new residential development where aircraft noise levels are at or exceed 66Leq; except in the case of the one-for-one replacement of dwellings and;

(b) requiring appropriate attenuation measures for development between 60 and 65Leq.

Reasoned Justification

4.32 Despite the Supreme Court's ruling in 2020 that the proposed expansion can go ahead and would not be unlawful, the future of Heathrow Airport and a possible expansion is currently uncertain due to the impacts of COVID -19. Notwithstanding the current uncertainty around the future of the project the Council remains involved with relevant work regarding Heathrow.

4.33 The policy sets out the Council's position on a possible expansion at Heathrow in the near future and reinforces the local importance the airport has on the Borough's economy. The Council will support a future expansion (in principle) as it recognises the potential economic benefits and opportunities that an expanded airport could bring to Spelthorne, the wider Southeast and the UK as a whole. However, its support will be entirely dependent on Heathrow Airport Limited (HAL) making sure

that the proposed scheme comprehensively and effectively mitigates the impacts it will have on our communities, businesses, services and environment.

4.34 The main objective of this policy is for the Council to ensure that a future expansion at Heathrow Airport secures and provides the best possible outcomes for its residents and businesses, and in particular those most directly affected in the Stanwell Moor and Stanwell communities.

4.35 Heathrow Airport, the UK's main and busiest airport lies immediately north of the Borough of Spelthorne where there is a concentration of airport supporting facilities (related developments and activities), including freight forwarding services. The Airport is an important contributor to the local economy. Before the pandemic, 5,800 of Spelthorne's residents were in Heathrow related employment and around 45% of these residents lived in Stanwell and Ashford[10]. Pre pandemic, Heathrow employed 10.6% of Spelthorne's workforce but as the Airport has been severely impacted by the pandemic, job losses in Spelthorne connected to Heathrow in 2021 is expected to be around 1,500. This suggests that there should be focus on recovery activities to support residents in the borough (ibid).

4.36 Due to the Borough's close proximity to the airport, it experiences air and noise pollution and other environmental impacts. Pre pandemic over 92% of Heathrow employees who live in the Borough reach the airport by car rather than public transport which highlights poor connectivity. Undoubtedly the Borough is also affected by activities related to the operation of the airport and its associated businesses, such as logistics and distribution, which impact on air quality, noise, the efficiency of the local and strategic road network.

4.37 Given the economic benefits and opportunities Heathrow Airport brings to Spelthorne, the Council will work in partnership with HAL and other service providers to ensure the safe and efficient operation of the airport and seek to avoid and mitigate any potential adverse environmental impacts on the Borough and its surrounding areas.

4.38 Development proposals that would support the operation of an expanded airport in the future would have to offer the highest quality design of buildings and structures. The Council whilst seeking to secure economic and environmental benefits from specific Airport Supporting Development (ASD) proposals, will require such proposals to minimise or mitigate any adverse impacts on the wider economy.

4.39 Development involving hazardous substances or development in the vicinity of hazardous installations seeks to ensure that public safety is maintained. In applying the policy account will be taken of advice from the Health and Safety Executive. It also identifies the importance of tight controls on development within the Public Safety Zone (PSZ) (as defined by the Civil Aviation Authority) at the west end of the southern runway at Heathrow where development involving an increase in number of people living, working or otherwise congregating in the zone will be refused. The PSZ is shown on the Proposals Map.

[10] Appendix 1 – Covid impact on Business report (2021) Spelthorne Borough Council. Available from https://democracy.spelthorne.gov.uk/documents/s35002/Appendix%201%20-%20Covid%20impact%20on%20Business%20report%20May%202021%20v2.pdf

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open pace/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	?	?	0	-	?	?	?	?	+	-	?
Medium Term	0	?	?	0	-	?	?	?	?	++	-	?
Long Term	0	?	?	0	-	?	?	?	?	++	-	?

Monitoring Indicators

Indicator	Target	Data Source
Extent of the 66 Leq and above noise contour	Reduction in areas affected by the 66 Leq and above noise contour	BAA, DfT, The Borough Council

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5. Housing

5.1 [Introductory paragraphs to follow]

5.2 [Intro to follow]

5.3 [Intro to follow]

5.4 [Intro to follow]

5.5 [Intro to follow]

H1: Homes for All

Housing Need

1) The Council will make provision for at least an additional 618[11] homes per annum in Spelthorne Borough over the plan period.

Housing Mix and Standards

2) New residential development is required to deliver a wide choice of homes to meet a range of accommodation needs. New development should provide a mix of housing tenures, types and sizes appropriate to the size, characteristics and location.

3) Development proposals will be expected to contribute to meeting identified housing needs by having regard to the housing type and size mix as set out in the Strategic Housing Market Assessment[12] or any similar evidence for market and affordable units.

4) All new residential development across all tenures (under Use Class C3) will be expected to meet with the minimum space standards as set out by the Ministry of Housing, Communities and Local Government (MHCLG). Houses of Multiple Occupation (HMOs) will be expected to comply with HMO space standards defined by the Council.

5) The Council will permit residential development provided that it does not result in a net loss of units (C2 or C3[13] use class accommodation or gypsies, travellers and travelling showpeople pitches or plots) unless the loss can be justified on other policy grounds.

6) The Council supports development proposals which take opportunities to facilitate healthy lifestyles and include measures to boost the sustainability of the location.

Accessible Homes

[11] As calculated using the standard method for assessing housing need, 2021. The Council will review the local housing need figure as and when appropriate, guided by the Government's approach to assessing housing need

[12] Or any future updated evidence produced or commission by the Council on housing need or Government Guidance

[13] Definitions of C2 and C3 use classes are available from the Planning Portal

7) All new homes must be designed and constructed in a way that enables them to be adaptable, so they can meet the changing needs of their occupants over their lifetime. Planning permission will be granted for new dwellings subject to the following:

   (a) All new build dwellings will, as a minimum, be constructed in accordance with the requirements of Building Regulations Part M4 (2) and any subsequent updates, unless it can be demonstrated that it is unfeasible to do so.

   (b) The encouragement, where practicable and viable, of dwellings on schemes involving major development being provided as wheelchair adaptable dwellings in accordance with the Building Regulations M4(3) standard: Category 3.

   (c) Unless it can be demonstrated that it is unfeasible to do so, the Borough Council will require a minimum of 10% of new dwellings on major housing developments to accord with Category M4(3) (wheelchair adaptability).

8) Exemptions will only be considered where the applicant can robustly demonstrate that compliance would significantly harm the financial viability of the scheme, or where it is not practical to do so given the flood risk. All residential proposals should be accompanied by a separate document setting out how proposals (including each dwelling type) accord with each of the standards as detailed in Building Regulations. Where exemptions are sought on practicality or viability grounds, the minimum number of units necessary will be exempted from the requirements i.e. If only 1 out of 3 wheelchair accessible dwellings can be provided, then the 1 still applies.

Specialist Accommodation

9) The provision of well-designed specialist forms of accommodation, including sheltered housing, care homes and other appropriate forms of accommodation for the elderly and those with particular needs, will be permitted provided that the development:

   (a) Meets demonstrable established local community need; and

   (b) Is in a sustainable location, with access to appropriate services and facilities where these are not provided on site. This includes public transport, shops, local services and community facilities.

10) Where specialist accommodation falls within use class C3, an appropriate proportion of affordable housing in accordance with Policy H2 will be required, with the mix of tenures negotiated by the Council having regard to advice from appropriate specialist bodies.

11) The Council encourages mixed development that include an element of specialist accommodation (including sheltered housing, supported housing, extra care housing and residential/nursing care homes) on larger schemes where the character and size of the site allows.

Self and Custom Build Housing

12) The Council will support Self and Custom Build developments for residential accommodation in appropriate locations, in the interests of supporting high quality homes which meet the identified needs of the Borough. In considering major development applications, the Council will consider the currently applicable Self Build Register and whether provision should be included within the development.

13) The delivery of housing on these plots will:

(a) In terms of the mix of plots, be negotiated by the Council as informed by the Council's self-build and custom housebuilding register;

(b) Be required to be completed within 3 years of a custom builder purchasing the plot;

(c) Where plots have been made available and marketed appropriately for at least 12 months and have not sold, the plot(s) will be expected to remain on the open market as self-build or custom build or be offered to the Council or a Housing Association before being built out by the developer.

[Thresholds subject to viability work]

Definitions

5.6 Specialist Housing: Housing that has been specifically designed to meet the needs of people with particular requirements (including sheltered housing, supported housing, extra care housing and residential/nursing care homes). It can refer to housing that has been purpose designed or designated for a particular client group to assist tenants to live independently.

5.7 Self-Build and Custom Housebuilding: The building or completion by a) individuals, b) associations of individuals, or c) persons working with or for individuals, of houses to be occupied as homes by those individuals; but does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.

5.8 M4(2) Housing: Accessible and adaptable dwellings as set out in Building Regulations. Where a new dwelling makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.

5.9 M4(3) Housing: Wheelchair user adaptable dwellings as set out in Building Regulations. Where a new dwelling makes reasonable provision, either at completion or at a point following completion, for a wheelchair user to live in the dwelling and use any associated private outdoor space, parking and communal facilities that may be provided for the use of the occupants.

Reasoned Justification

5.10 The Council wants to deliver a wide variety of high quality homes that provide all tenures, types and sizes of housing to meet the needs of the community. The Council will seek to enable housing delivery which meets the needs of different groups including families, older people, younger people, people with disabilities, people requiring more specialist accommodation, the Gypsy and Traveller community

and Travelling Showpeople community. The Plan will also seek to make provision for self-build/custom build projects and starter homes.

Housing Need

5.11 In September 2017 the Government published a consultation document 'Planning for the right homes in the right places'. This put forward a standard approach to assessing local housing need, in the interests of simplicity, speed and transparency. It is based on a formula that uses affordability ratios and average household growth over a 10 year period, with the current year being the first year from household projections. Planning Practice Guidance confirms that local authorities should use the 2014-based household projections to set the baseline. In the long term the Government proposes to review the formula with a view to establishing a new method.

5.12 Using the standardised methodology, Spelthorne has a need of 618 new dwellings per annum. The Government makes clear that local planning authorities should be able to rely on the evidence used to justify their local housing need for a period of two years from the date they submit their Plan.

Housing Mix and Size Requirements

5.13 The need for different types, sizes and tenures of homes required has been assessed through the Strategic Housing Market Assessment (SHMA) 2015 and SHMA update 2019. This includes accommodation needs of families, older people, people with disabilities, service families, people wishing to build their own homes and students. The Gypsy and Traveller Accommodation Assessment has assessed the need for traveller accommodation. The Council will have regard to the findings of the latest SHMA when determining the right balance of homes in new development and would encourage applicants to discuss housing mix with the Council's Planning and Housing Officers.

5.14 The SHMA 2015 and SHMA update 2019 indicate that:

- There is a need for 35-40% one bedroom, 25-30% two bedroom, 25-30% three bedroom and 5-10% four bedroom affordable rented ownership housing
- There is a need for 15-25% one bedroom, 40-45% two bedroom, 25-35% three bedroom and 5-10% four bedroom affordable home ownership housing
- There is a need for 0-5% one bedroom, 20-25% two bedroom, 50-55% three bedroom and 20-25% four bedroom market housing
- There is an ageing population in Spelthorne with the number of residents aged over 65 projected to increase by 41.4% up to 2035
- With an ageing population the number of people with disabilities is expected to increase substantially in the future
- Need for 37 registered care bed spaces per annum
- Need for 93 specialist accommodation for older people per annum
- There are approximately 12,781 households with dependent children
- There are approximately 4,433 households with non-dependent children

5.15 A flexible housing stock will help meet the wide range of accommodation needs so the Council will expect all new homes to be flexible, accessible, adaptable and age friendly. New homes should support the changing needs of individuals and families at different stages of life. Housing developments should help to meet the needs of all members of the community and in turn reduce inequalities. National Planning Policy

requires local planning authorities to plan for a mix of housing, taking account of local demographic trends, market trends and the needs of different groups of the community. Local planning authorities should identify the size, type, tenure and range of housing that is required in their area.

5.16 The NPPF emphasises the importance of health and wellbeing and that LPAs should take account of current and future needs of the local population and identify the relevant barriers to improving health and well-being. Housing should be sustainably located with access to local services and transport links. Development proposals should facilitate healthy lifestyles and should help to achieve sustainable development and sustainable mixed communities.

5.17 The minimum size for a bedroom is defined by the Housing Act 1985. The Licensing and Management of Houses in Multiple Occupation and Other Houses (Miscellaneous Provisions) (England) Regulations 2006 require kitchens, bathrooms and WCs to be of adequate size. If there are no communal living areas, bedrooms need to be larger.

Accessible Homes

5.18 The NPPF requires local planning authorities to have a clear understanding of housing needs in their area, including those for people with specific housing needs. Part M4(3) relates to wheelchair accessible dwellings; Part M4(3)(2)(a) relates to dwellings which can be adapted for wheelchair users in the future and M4(3)(2)(b) relates to dwellings which are built to be accessible to wheelchair users.

5.19 The intention of this approach will be to maximise the flexibility of new housing to accommodate a wider spectrum of housing needs. This will support the housing needs of older people but also those with specialist needs such as those who are disabled and wheelchair users, leading to positive impacts on health and well-being.

5.20 The National Building Regulations include specific nationally agreed construction standards (the M4(2) standard) which would deliver accessible and adaptable homes. However, as a national standard they are optional and depend partly on the viability of this aspect when considered with other requirements of the Local Plan. The Borough Council is therefore requiring that all dwellings must meet the M4(2) standard. Homes built to this standard are more flexible and readily adaptable as people's needs change. They are suitable not just for the elderly but also for families with pushchair needs, or those with a temporary or permanent disability or health issue.

5.21 Where the specific requirements of Building Regulations may not be achievable, an element of flexibility is recognised as being required in the delivery of these standards. This may be due to, site specific challenges around topography, flood risk and/or the relationship to design. It is acknowledged that a significant proportion of the Borough is at risk to flooding, and that this could be a constraint to achieving this. Where developers demonstrate that the M4(2) or M4(3) requirements are not feasible to be delivered on viability grounds exemptions will be on a case by case basis on the clear evidence submitted at planning application stage, e.g. the topography of the site makes provision as a whole not feasible and impacts development viability significantly.

Specialist Accommodation

5.22 Some of the community require accommodation that caters for their specific needs. This is often for more vulnerable members of our society, such as the frail, elderly or those needing specialist social support, who would benefit from on-site support. To create inclusive communities, this type of accommodation should be located in accessible areas with links to public transport and local facilities. The Council will work with specialist providers and bodies, such as Surrey County Council, to identify and secure provision of suitable sites for specialist housing.

5.23 The Council is aware of companies and organisations specialising in the provision of innovative, well designed residential units which would not be compliant with the space standards. Whilst such units are smaller than ideally would be required, it is acknowledged that such products are designed to offer high quality living spaces to meet specific needs and demands.

5.24 To deliver sustainable communities means to support the needs of the current population and any future populations. Paragraph 60 of the NPPF states that the needs of groups with specific housing requirements should be addressed. Paragraph 62 continues: within this context, the type of housing needed for different groups in the community should be assessed and reflected in planning policies including, but not limited to older people, and people with disabilities. Paragraph 92 of the NPPF states that planning policies should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and do not undermine the quality of life or community cohesion and resilience.

Self and Custom Build Housing

5.25 Self-Build or Custom-Build is defined through the National Planning Policy Framework as housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. It is seen to support the individual self-builder, or community group for the delivery of low cost sustainable housing on small scale infill or windfall sites, or as part of large-scale planned development, and will help in the delivery of a wide choice of high quality homes. Under section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building (which may or may not be meeting affordable housing need). They are also subject to duties under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand.

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Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	++	+	0	+	0	0	0	0	0	+	0	0
Medium Term	++	+	0	+	0	0	0	0	0	+	0	0
Long Term	++	+	0	+	0	0	0	0	0	+	0	0

Monitoring Indicators

Indicator	Target	Data source
Permissions granted for different size and types of housing compared to the identified mix in the SHMA.	To deliver the identified mix of housing sizes, types and numbers as set out in the latest Strategic Housing Market Assessment.	Planning applications and appeals.
Permissions granted for new or extended older persons' specialist housing or general specialist housing.	To meet the need identified in the latest Strategic Housing Market Assessment.	Planning applications and appeals.
Number of planning permissions for self-build or custom build housing.	To meet the need as set out in the Self-build and Custom housebuilding register.	Planning applications and appeals.

Key Evidence

- Strategic Housing Market Assessment (2015) and SHMA update (2019)
- Gypsy and Traveller Accommodation Assessment (2018)
- Strategic Land Availability Assessment (2018 & 2019)
- Spelthorne Self and Custom Build Register

H2: Affordable Housing

1) The Council will require at least 40% affordable housing units on all schemes of 10 units (net) or more. Greenfield sites will be expected to deliver at least 50% affordable housing.

2) Planning permission will be granted provided that satisfactory arrangements have been made to secure affordable housing as determined by the following principles:

   (a) The sizes, types and tenure of homes provided will be determined on the basis of local needs as identified in having regard to the Strategic Housing Market Assessment[14] .

   (b) Developments will be expected to be policy compliant in providing affordable housing. It is for applicants to demonstrate whether particular circumstances justify the need for viability assessment at the application stage. Where applicants demonstrate that the full amount of affordable housing cannot be delivered the Council will employ a sequential approach to provision:

      i) Where on-site provision is not viable, affordable housing will need to be provided off-site [15]. This is expected to enable the same amount of additional affordable housing as would have been delivered on-site.

      ii) Where viability evidence demonstrates that the full amount of affordable housing cannot be delivered the Council will negotiate a level of on-site affordable housing that can be delivered taking into account the mix of unit size, type and tenure, in addition to a financial contribution. If this cannot be accommodated on-site then the Council will seek a suitable level of off-site provision in addition to a payment in lieu.

      iii) The Council will only accept a financial contribution in lieu of affordable housing provision where it can be satisfactorily demonstrated that on-site or off-site provision is neither feasible nor viable.

   (c) The Council will have regard to the whole development site in determining the appropriate level of affordable housing provision on-site. This includes where an applicant has sub-divided, fragmented or phased a site or it is not being developed to its full potential so as to fall under the affordable housing threshold. The affordable housing requirement will need to reflect that which would be provided if the whole site were to come forward as a single scheme.

   (d) Proposals for housing need to meet the need as identified in the most up to date housing needs assessment with particular regard to size, type and tenure of dwellings. The tenure and number of bedrooms of the affordable homes provided on each qualifying site must contribute towards meeting the mix of affordable housing needs identified in the Strategic Housing Market Assessment[16] . This currently includes a tenure split of 75% affordable/social

[14] or subsequent affordable housing needs evidence (as previous) commissions or produced by the council
[15] Site suitability will be dependent upon compliance with policies in the Local Plan.
[16] or subsequent affordable housing needs evidence (as previous) commissions or produced by the council

rent, with 25% First Homes as per national guidance[17] . A minimum of 10% of the homes provided on each site must be available for affordable home ownership, except where an exemption applies in the NPPF.

(e) Where provided within a market housing scheme, affordable housing will be well integrated with and appropriately designed to complement the market housing. Equal access to facilities and amenities (such as open spaces and play facilities) will be required for all groups of the community living within the development.

(f) The requirement to provide affordable housing will apply to all residential development falling under Use Class C3 with the exception of Gypsy & Traveller Pitches or Travelling Showman Plots.

(g) Viability Review mechanisms should be applied to all viability tested applications at early and late stages in the development process (and mid-term reviews in the case of longer phased schemes) to ensure that affordable housing delivery is maximised as a result of any future improvement in viability.

[Thresholds subject to viability work]

Definitions

5.26 Affordable housing is housing provided to those that are unable to meet their housing needs through the private sector. Government policy as set out in the NPPF defines affordable housing as affordable housing for rent, starter homes, discounted market sales housing, and other affordable routes to home ownership[18] . To be affordable, the cost of housing must be low enough for eligible households to afford based on local incomes and house prices.

5.27 The Affordable Housing definition was amended to include First Homes in May 2021. First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which: a) must be discounted by a minimum of 30% against the market value; b) are sold to a person or persons meeting the First Homes eligibility criteria (see below); c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and, d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London). First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations. PPG 24 May 2021 Paragraph: 001 Reference ID: 70-001-20210524

[17] First Homes PG: Reference ID: 70-001-20210524
[18] NPPF 2021, Annex 2: Glossary, 'Affordable Housing': https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

Reasoned Justification

5.28 Spelthorne is a well-located borough, situated immediately to the south of Heathrow Airport and adjacent to west London. The Borough offers a good quality of life with strong transport links to London. Whilst this has many positive impacts, the desirability of the location does mean that affordability is negatively affected.

5.29 The NPPF states that local authorities should assess the size, type and tenure of housing needed for different groups in the community, including those who require affordable housing, and should reflect this in policy. The importance of housing delivery is a central objective of the Local Plan since housing costs in the Borough and neighbouring areas, for purchase and for rent, are generally very high. The provision of affordable housing is necessary to ensure that housing is available to local people in priority housing need who are unable to afford adequate housing on the open market.

5.30 There is significant pressure on the affordability of housing in the Borough with median house prices being 12.66 times median workplace-based annual earnings[19].

5.31 The SHMA update 2019 indicates that there is a need for 459 affordable homes in the Borough per annum over the plan period. While the affordable housing need identified in the SHMA is a considerable percentage of the overall housing need, it is not a like for like comparison and does not directly correlate, therefore it is recommended the Council seek as much affordable housing need as is viably possible. Consideration will be given to the latest affordable housing evidence and the Council will have due regard for the priority needs of the Borough, as set out in the Housing Register maintained by the Council.

5.32 The objective of this policy is therefore to provide a deliverable framework within which affordable housing can be secured from new development in the Borough in accordance with national planning policy and responding to local identified needs. It will help the Borough to bridge the gap between the supply of affordable housing and the identified housing need.

5.33 This arrangement will also contribute towards the creation of sustainable, inclusive and mixed communities and a wide choice of housing on new development sites. Developments that include an element of affordable housing will need to ensure that all groups of the community are given equal access to new or improved facilities and amenities. This includes, but is not limited to, playgrounds, open space or community infrastructure.

5.34 Given the level of local housing need, the Council will seek 40% of housing on qualifying sites to be affordable either by means of on-site provision, off-site provision or by a financial contribution and to be delivered as part of a mix of housing types and tenures as set out in Policy H1. This will ensure that the required housing mix is reflected across the whole development scheme as far as possible. Greenfield sites (including those formerly designated as Green Belt and released through the Local Plan) will be expected to deliver at least 50% affordable housing. This requirement is based on the Spelthorne Viability Assessment evidence which confirms the feasibility of providing a higher level of affordable housing on greenfield sites.

[19] ONS, 2022. House price to workplace-based earnings ratio 2021.

5.35 National policy and guidance set out that the role for viability assessment is primarily at the plan making stage. Policies should be realistic and for affordable housing, required levels should be set as to take account of affordable housing and infrastructure needs and allows for the planned types of sites and development to be deliverable, without the need for further viability assessment at the decision-making stage. Given the viability assessment work undertaken at the plan making stage, all development will be expected to be policy compliant. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.

5.36 If the Council determines that the full on-site affordable housing delivery cannot be made at the time of the decision, the Council will require a review mechanism by way of a planning obligation, to assess if circumstances have improved to increase the provision to the full policy compliant amount. This is more likely to be appropriate on larger or phased developments.

5.37 In instances where development viability is an issue, developers will need to submit sufficiently detailed viability evidence which will be reviewed by the Council and a third party[20]. To allow this analysis to take place in an open and transparent manner a viability report, completed using a recognised toolkit[21], should be provided as part of pre-application discussions or the application submission with the data and information available in an open book format. The assessment should clearly outline the maximum number of affordable dwellings which can be achieved on site. Costs associated with the assessment and third-party review should be met by the developer.

5.38 The Council aims to secure the delivery of affordable housing on-site or where it can be demonstrated that it is not viable or feasible to provide any affordable housing on-site, the Council will consider accepting off-site provision and/or financial contributions in lieu of on-site provision.

5.39 Given the viability work [to be undertaken] in preparation of the Local Plan, it is considered that the 40% affordable housing contribution and tenure splits in Policy H2 are viable and realistic in most development locations in the Borough. It is, however, recognised that there may be sites where on-site provision would not be viable or would be impractical (due to its size or location), therefore financial contributions in lieu may be accepted. Any relaxation in the provision of affordable housing must be the minimum to make the scheme viable. The applicant will be expected to provide a viable amount of affordable housing on-site with the rest provided via financial contribution. This payment is expected to be of broadly equivalent value relative to on-site provision.

5.40 Any claims that a site cannot be developed viably with an affordable housing contribution must be justified with clear and robust evidence which stands up to scrutiny and independent review (which must be carried out at the expense of the applicant).

[20] Planning Practice Guidance Paragraph: 009, Reference ID: 10-009-20190509
[21] A recognised toolkit such as HCA Developers Appraisal Toolkit or the Communities Agency Economic Appraisal Toolkit. https://www.gov.uk/government/publications/development-appraisal-tool

5.41 Evidence in the SHMA update 2019 indicates that single key workers are likely to require social rental accommodation or support from Local Housing Allowance in order to get a home of their own.

5.42 Planning obligations will be used to ensure that the affordable housing will remain as such in perpetuity, where practicable.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	0	0	0	0	0	0	0	0	0
Medium Term	+	+	0	0	0	0	0	0	0	0	0	0
Long Term	+	+	0	0	0	0	0	0	0	0	0	0

Monitoring Indicators

Indicator	Target	Data source
Number of affordable units (net) approved and delivered each year by tenure and type	Achieve mix set out in the SHMA. Over the lifetime of the Plan achieve 40% of dwellings to be affordable.	Planning applications and appeals
Percentage of all new affordable homes that are for rent	75%	Planning applications and appeals
Value and allocation of contributions to secure delivery of affordable housing each year	To ensure that contributions are spent to secure the delivery of affordable housing.	In house monitoring
Where a review mechanism is triggered, it is implemented and the number of extra homes delivered, or cash in lieu secured, is recorded.	Extra homes delivered of contribution in lieu.	In house monitoring

Key Evidence

- National Planning Policy Framework (2018)
- Planning Practice Guidance
- Strategic Housing Market Assessment (2015) and SHMA update (2019)

  Spelthorne Borough Council Housing Register

H3: Meeting the needs of Gypsy, Traveller and Travelling Showpeople

1) National planning policy for Gypsy, Traveller and Travelling Showpeople is set out in the National Planning Policy Framework (NPPF) and Planning Policy for Traveller Sites. The Equality Act 2010 requires Councils to take steps to meet the needs of people who have relevant protected characteristics, such as Romany Gypsies and Irish and Scottish Travellers.
2) The Council will make provision for additional Gypsy and Traveller pitches and additional plots for Travelling Showpeople to meet the accommodation needs in the Borough which are identified in the most up-to-date Gypsy and Traveller Accommodation Assessment (GTAA).
3) The Council will safeguard existing authorised pitches and plots for Gypsies, Travellers and Travelling Showpeople and the loss of these to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches and plots for Gypsies, Travellers and Travelling Showpeople in the Borough.
4) In addition to site allocations in this Plan, planning permission for Gypsy and Traveller and Travelling Showpeople accommodation will be granted provided that all of the following criteria are met and subject to other policies in the Plan:
   (a) There is an identified need for the pitch or plot provision;
   (b) There is good access to local services, including education, health and welfare services, and shops;
   (c) There is safe access to the highway, public transport services and other sustainable transport options;
   (d) Adequate onsite facilities are provided for parking, storage and waste collection;
   (e) The location of the site provides a safe living environment, free from the risk of flooding and risks to health through contamination, noise, vibration, odour and pollution.
   (f) The potential for successful integration between travelling and settled communities can be demonstrated

Definitions

5.43 For the purposes of this planning policy, 'Travellers' means 'Gypsies and Travellers' and 'Travelling Showpeople' as defined below.

- Gypsy and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.
- Travelling Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.

5.44 For the purposes of this planning policy, 'pitch' means a pitch on a 'Gypsy and Traveller' site and 'plot' means a pitch on a 'Travelling Showpeople' site (often called

a 'yard'). This terminology differentiates between residential pitches for 'Gypsies and Travellers' and mixed-use plots for 'Travelling Showpeople', which may/will need to incorporate space or to be split to allow for the storage of equipment.

5.45 A pitch is an area normally occupied by one household, which typically contains enough space for one or two caravans but can vary in size. A site is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople, the most common descriptions used are a plot for the space occupied by one household and a yard for a collection of plots which are typically exclusively occupied by Travelling Showpeople**.**

Reasoned Justification

5.46 National planning policy for Gypsy, Traveller and Travelling Showpeople is set out in the National Planning Policy Framework and Planning Policy for Traveller Sites and the Council will expect all new sites to meet the requirements of national policy. New pitches and plots should have adequate utility services and amenity space, safe turning space and parking and be in areas with reasonable access to schools, health services and local services. Travelling Showpeople sites may also need space for related business storage.

5.47 The Planning Policy for Traveller Sites (PPTS) requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of sites against their own, locally-set targets. The Council published a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) in 2018 which has identified the need for Traveller pitches and Travelling Showpeople plots in the Borough over the Plan period. The Housing Act 2004 requires local authorities to take account of the needs of travelling people and to create strategies to meet those needs. National policy requires local planning authorities to identify and if necessary, allocate sufficient sites to meet the needs of these groups within their local plans.

5.48 Households who do not travel fall outside the planning definition of a Traveller. However Romany Gypsies, Irish and Scottish Travellers may be able to claim a right to culturally appropriate accommodation under the Equality Act (2010). In addition, provisions set out in the Housing and Planning Act (2016) now include a duty (under Section 8 of the 1985 Housing Act that covers the requirement for a periodical review of housing needs) for local authorities to consider the needs of people residing in or resorting to their district with respect to the provision of sites on which caravans can be stationed.

5.49 The Council recognises the value of closer working relations with the local Traveller community. Often a socially excluded group, the community has a significantly lower life expectancy, lower educational attainment, and strikingly, a Gypsy and Traveller child is three times more likely to be taken into care than a child from the settled community[22]. The Council recognises the contribution that decent permanent culturally suitable accommodation can have to the overall wellbeing of Traveller families.

5.50 Gypsy and Traveller sites can either be publicly or privately owned residential sites. Pitches on public sites can be obtained through signing up to a waiting list, and the

[22] https://www.gypsy-traveller.org/wp-content/uploads/2017/03/A-guide-for-professionals-working-with-Gypsies-and-Travellers-in-the-public-care-system.pdf

costs of running the sites are met from the rent paid by the licensees (similar to social housing). The alternative to public residential sites are private residential sites and yards for Gypsies, Travellers and Travelling Showpeople. These result from individuals or families buying areas of land and then obtaining planning permission to live on them. Households can also rent pitches on existing private sites. Therefore, these two forms of accommodation are the equivalent to private ownership and renting for those who live in bricks and mortar housing. Generally, the majority of Travelling Showpeople yards are privately owned and managed.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	++	+	0	0	0	0	0	-	0	0	0	0
Medium Term	++	+	0	0	0	0	0	0	0	0	0	0
Long Term	++	+	0	0	0	0	0	0	0	0	0	0

Monitoring Indicators

Indicator	Target	Data source
Number of pitches or plots granted planning permission for Gypsy, Traveller and Travelling Showpeople measured against the targets set out in this policy or, if applicable, an updated accommodation assessment.	To meet the need for Gypsy, Traveller and Travelling Showpeople accommodation as set out in this policy, or the latest Traveller Accommodation Assessment or any document which replaces this.	Planning applications and appeals.

Key Evidence

- Spelthorne Borough Council Gypsy and Traveller Accommodation Assessment (GTAA) 2018

6. Environment

6.1 [Introductory paragraphs to follow]

6.2 [Intro to follow]]

6.3 [Intro to follow]

6.4 [Intro to follow]

Green Belt

6.5 Full Green Belt policy can be found in the National Planning Policy Framework and this policy is not intended to repeat it, but to provide local detail on specific policy matters.

E1: Green Belt

1) The Green Belt boundary is defined on the Policies Map (forthcoming). In order to uphold the fundamental aims of the Green Belt to prevent urban sprawl and to keep land within its designation permanently open, inappropriate development will not be approved unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm is clearly outweighed by other considerations.

Replacement and extension of buildings in the Green Belt

2) The Council will permit the replacement of a building in the Green Belt provided the new building:

   (a) would be in the same use[23];

   (b) is not materially larger than the one it replaces;

   (c) is sited on or close to the position of the existing building, unless an alternative position would benefit the openness of the Green Belt; and

   (d) does not have a materially greater impact on the openness of the Green Belt.

3) The Council will permit the extension and alteration to a building in the Green Belt provided the addition:

   (a) is not disproportionate, over and above the size of the original building; and

   (b) does not have a materially greater impact on the openness of the Green Belt.

[23] Re-use of buildings in the Green Belt are not inappropriate under the NPPF provided they preserve its openness, do not conflict with the purposes of including land within it and are of a permanent and substantial construction.

Reasoned Justification

6.6 The Metropolitan Green Belt plays a key role in Spelthorne to protect its character by preventing the immediate outward sprawl of London, to ensure settlements do not merge into each other, encouraging development of previously developed land and safeguarding the countryside from encroachment. In developing this Local Plan, a two-stage review of the Green Belt was undertaken to assess the extent to which land in the Borough fulfils these purposes. As a result, some land was considered not to perform these functions to the extent that warranted retaining the Green Belt designation and the decision was made to amend the boundary to remove areas that did not perform well and should be developed for other uses instead. The current area of Green Belt following removal of those sites is shown on the Policies Map (forthcoming).

6.7 The original building will be determined based on its size as existing on 1 July 1948 or first built if later than this date. This is to enable the effect of cumulative development to be taken into account when a building has been extended previously. The cumulative impact of a series of small extensions can be just as great as a single large addition. The size of the plot is not relevant when considering whether a replacement building is materially larger or an extension results in disproportionate additions.

6.8 This Policy applies to dwellings within the former Plotland Areas that lie within the Green Belt. Other policies that protect the character of the riverside will be relevant to these dwellings even though the former Plotlands designation no longer applies. The removal of the designation is a key change to this Local Plan. It was considered that the application of policies on Plotland Areas was inconsistent across the local authorities that have or had the designation, as some applied it in addition to Green Belt policy and some applied it instead of Green Belt policy. Spelthorne previously applied the policy in addition to Green Belt policy and set out design based criteria to protect the distinctive character of the river and is not strictly relevant to Green Belt, which can be covered instead by design policies for riverside development.

Proposals within the Green Belt will also be expected to comply with all other Local Plan policies, particularly those that cover design, amenity, landscape, biodiversity and flooding.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	0	0	0	0	0	0	+	0	0	0	0
Medium Term	0	0	0	0	0	0	0	+	0	0	0	0
Long Term	0	0	0	0	0	0	0	+	0	0	0	0

Monitoring Indicators

Indicator	Target	Data Source
Permissions granted for inappropriate development in the Green Belt without very special circumstances	Nil	Planning applications and appeals

Key Evidence

- Green Belt Assessment Stage 1, 2017
- Green Belt Assessment Stage 2, 2019

DRAFT

E2: Managing Flood Risk

1) Flood zones in Spelthorne borough are determined by definitions contained within national planning practice guidance and the Council's Strategic Flood Risk Assessment (Level 1).

2) To reduce the overall and local flood risk and manage water resources development must be located, designed and laid out to ensure that it I safe, the risk from flooding is minimised (whilst not increasing flooding risk elsewhere) and that residual risks ae safely managed.

3) New development will be guided to areas of lowest flood risk from all sources of flooding through the application of the sequential test[24]. Where individual sites contain different flood zones, the layout of the site will be expected to minimise flood risk. The exception test will continue to be applied where national planning policy advises that this is necessary.

4) All development proposals[25] are required to demonstrate that land drainage will be adequate and that they will not result in an increase in surface water run-off. The Council will expect incorporating SuDs (Sustainable Drainage Systems) to manage surface water drainage, unless it can be demonstrated that they are not appropriate.

5) Development in Flood Zones 2 and 3a[26] and on a dry island[27] will be permitted provided that:

    (a) the vulnerability of the proposed use is appropriate for the level of flood risk on the site (see table below);

    (b) the proposal passes the sequential and exception test (where required) as outlined in the NPPF and guidance;

    (c) a site-specific flood risk assessment demonstrates that the development, including will be safe for its lifetime (taking into account climate change) without increasing flooding elsewhere, and will, where possible, reduce flood risk overall;

    (d) safe access and egress[28] is demonstrated for residential development of one or more net additional units;[29]

    (e) the scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character of the area and;

    (f) applications include appropriate flood warning and evacuation[30] and site drainage systems take account of storm events and flood risk of up to 1 in 100 year event with an appropriate allowance for climate change.

[24] https://www.gov.uk/guidance/flood-risk-assessment-the-sequential-test-for-applicants
[25] Excluding minor householder such as porches and conservatories
[26] As identified on the latest Environment Agency flood risk maps and the Council's latest Strategic Flood Risk Assessment
[27] Defined in SFRA
[28] See section 5.6 of the Spelthorne SFRA for more information of safe access and egress
[29] Not required for residential extensions or replacement dwellings
[30] https://www.gov.uk/government/publications/personal-flood-plan

6) applications must be supported by Flood Risk Assessments where appropriate that demonstrate the development will be safe, not increase flood risk elsewhere, and maximise opportunities to reduce flood risk.

1 in 20 year – Flood Zone 3b

7) Within the 1 in 20 year[31] (5% AEP) extent;

(a) the provision of essential infrastructure will be supported but in principle the land should remain undeveloped to maintain flood storage capacity and not impede the flow of flood water.

(b) development vulnerability should be reduced and change of use to a higher vulnerability classification will not be permitted;

(c) extensions or re-development of buildings may be considered, subject to the following:

ii) the footprint of the building should be reduced where possible and should not be increased,

iii) finished floor levels should be raised where possible;

iv) surface water runoff rates and volumes from the site should be reduced;

v) floodplain storage capacity should be increased and space created for flooding to occur by restoring functional floodplain;

vi) impedance to floodwater flow should be reduced;

vii) flood resistance and resilience measures be incorporated and;

viii) inclusion of measures to ensure development remains safe for users in time of flood[32].

8) Schemes which deliver a betterment will be supported, subject to consultation with the Environment Agency where required and meeting other policy requirements of the Plan.

9) Within the 1 in 20 year (5% AEP) extent basements, basement extensions, conversions of basements to a higher vulnerability classification are not permitted. Basement car parks (or similar development) which are designed to allow the inflow and egress of flood water may be permitted

[31] Existing infrastructure or solid buildings that resist water ingress are not included within the definition of Flood Zone 3b Functional Floodplain and the associated planning requirements do not apply.
[32] This may incorporate the timely evacuation of properties prior to the onset of flooding in accordance with an individual Flood Warning and Evacuation Plan for the site).

River Thames Scheme

10) The Council supports proposals for strategic flood relief measures, including the proposed flood channel through the Borough as part of the River Thames Scheme. The proposed route of the channel and the land adjacent to it, as shown on the Policies Map (forthcoming) will be safeguarded for this purpose[33].

Definitions

6.9 Flood Zones in Spelthorne are based on definitions contained within National Planning Practice Guidance and the Council's Strategic Flood Risk Assessment (Level 1).

- Flood resistance: Flood-resistant construction can prevent entry of water or minimise the amount that may enter a building where there is short duration flooding outside with water depths of 0.6 metres or less. This form of construction should be used with caution and accompanied by resilience measures, as effective flood exclusion may depend on occupiers ensuring some elements, such as barriers to doorways are put in place and maintained in a good state.
- Flood resilience: Flood-resilient buildings are designed and constructed to reduce the impact of flood water entering the building so that no permanent damage is caused, structural integrity is maintained, and drying and cleaning is easier and the building can be re-occupied more quickly.

6.10 Planning Practice Guidance states that flood resistance and resilience measures should not be used to justify development in inappropriate locations.

Flood Zones

Flood Zone	Definition
Zone 1 Low Probability	Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3)
Zone 2 Medium Probability	Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.
Zone 3a High Probability	Land having a 1 in 100 or greater annual probability of river flooding; or land having a 1 in 200 or greater annual probability of sea flooding.
Zone 3b The Functional Floodplain	This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency.

[33] As set out in para 157 (b) of the NPPF.

6.11 Note: The Flood Zones shown on the Environment Agency's Flood Map for Planning (Rivers and Sea) available on the Environment Agency's website, do not take account of the possible impacts of climate change and consequent changes in the future probability of flooding. Reference should therefore also be made to the Strategic Flood Risk Assessment when considering location and potential future flood risks to developments and land uses.

Flood Zone 3b Functional Floodplain

6.12 The definition of Flood Zone 3b Functional Floodplain for Spelthorne Borough Council includes all buildings which have not been designed to exclude floodwater and do not resist water ingress, such as garages and warehouses, as well as roads, other linear features and other areas for car parking or recreational use which may provide important flow routes and flood storage functionality.

Flood Risk Vulnerability and Flood Zone 'Compatibility' (Source: PPG)

Flood Risk Vulnerability Classification		Essential Infrastructure	Water Compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Flood Zone	1	✓	✓	✓	✓	✓
	2	✓	✓	Exception Test Required	✓	✓
	3a	Exception Test Required	✓	×	Exception Test Required	✓
	3b	Exception Test Required	✓	×	×	×

✓ – Development is appropriate × – Development should not be permitted

Reasoned Justification

6.13 In Spelthorne there are areas within the 1 in 20 (5%) or greater flood extent that are already developed and are prevented from flooding by the presence of existing infrastructure or solid buildings. Whilst these areas may be subject to frequent flooding, it may not be practical to refuse all future development. As such, and in accordance with the PPG, in some instances the Council will consider existing building footprints, where they can be demonstrated to exclude floodwater, not to be defined as Flood Zone 3b Functional Floodplain.

6.14 The approach the Council will take to development within the 1 in 20 year (5%) flood outline recognises the importance of pragmatic planning solutions that will not unnecessarily 'blight' areas of existing development, the importance of the undeveloped land surrounding them and the potential opportunities to reinstate areas which can operate as functional floodplain through redevelopment to provide space for floodwater and reduce risk to new and existing development.

6.15 The consideration of whether a building resists water ingress will be considered on a case-by-case basis as part of the planning application process, having regard to the presence of existing buildings on the site and the existing routing of floodwater through the site during times of flooding.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	+	0	0	0	0	0	0	0	+	+
Medium Term	0	+	+	0	0	0	0	0	0	0	+	+
Long Term	0	+	++	0	0	+	0	+	0	+	+	+

Monitoring Indicators

Indicator	Target	Data Source
Number of planning decisions, including appeals, granting permission not in accordance with Policy E2	No planning permissions that are not in accordance with Policy E2	In house monitoring

Key Evidence

- Local Flood Risk Management Strategy (Surrey County Council, 2014)
- Draft Strategic Flood Risk Assessment (Spelthorne Borough Council, 2018)
- Spelthorne Water Cycle Study (Spelthorne Borough Council, 2019)

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E3: Environmental Protection

Air Quality

1) The Council will seek to protect and improve the Borough's air quality and work towards meeting the World Health Organisation Air Quality Guidelines by ensuring all development proposals prevent further deterioration of existing poor air quality and are "air quality neutral" as far as reasonably practicable.

2) An applicant will be required to submit an air quality assessment for development proposals where development:

   (a) is in an Air Quality Management Area (AQMA), or is predicted to impact pollutant levels within an AQMA and

   (b) generates significant levels of pollution, or

   (c) increases traffic volumes or congestion, or

   (d) is for non-residential uses of 1000 m2 or greater, or

   (e) is for 10 or more dwellings, or

   (f) involves development sensitive to poor air quality or

   (g) introduces a potentially significant point source of air pollutant emissions or alters the emissions of an existing point source. Applicants are strongly encouraged to avoid the introduction of a point source by utilising technology such as Air Source Heat Pumps (ASHP). Where a development proposal introduces a point source, for example a Combined Heat and Power (CHP) unit, the Air Quality Assessment should demonstrate the necessity of the proposed equipment.

3) For development proposals that could potentially cause, exacerbate or introduce new exposure to poor air quality, mitigation and compensation measures should be incorporated. Mitigation is required to ensure that all major developments are sustainable from an air quality perspective and for the protection of public health. Where on site measures alone are not possible or are insufficient to reduce the impact on air quality, applicants should consider the scope for mitigating the impact by contributing to funding of other initiatives that improve air quality.

4) Planning permission will not be granted for proposals where adverse effects on air quality for existing receptors and/or future occupiers are of a significant scale, either individually or in combination with other proposals and/or the effects cannot be appropriately and effectively mitigated.

Water Quality

5) The Council will ensure all development located near ground and surface water have the appropriate measures in place to mitigate any adverse impact on water quality and water features. Planning permission will not be granted for developments which do not demonstrate the incorporation of water efficiency measures such as water recycling and collection features. Wherever practical, Sustainable Drainage System

(SuDS) should be incorporated to minimise the discharge of surface water to the sewer system.

Noise

6) The Council will seek to protect and improve local noise conditions as far as reasonably practicable. The Council will ensure that development proposals that may generate unacceptable noise or be unreasonably impacted by noise sources incorporate appropriate attenuation measures to minimise the effects on new and existing residents. The adverse impacts of noise are to be reduced to acceptable levels through good design, layout and orientation of sites and buildings, and adequate noise insulation. In residential areas close to the airport, only one-for-one replacement of existing housing will be allowed within the 66Leq and above noise contour. The Council will require an acoustic report to accompany an application for development proposals that may be sensitive to noise sources, or might cause unacceptable noise for residents, businesses or the environment. Planning permission will be refused where the impact of noise cannot be mitigated to an acceptable level.

Light

7) This policy seeks to minimise the adverse impact from light pollution on the environment. It promotes the use of measures to minimise the adverse impact of lighting on surrounding areas. Applicants developing proposals for lighting will be required to assess the impact of the lighting scheme and demonstrate there are no unacceptable adverse impacts. The Council will require developments that may result in light pollution to incorporate appropriate design and energy saving measures in order to minimise the potential for light pollution. Planning permission will not be granted for light generating development proposals that may have an adverse impact on residential developments, amenity, wildlife, biodiversity and highway safety. The Council will require a lighting impact assessment to accompany an application for development proposals that may cause unacceptable light pollution for residents, businesses or the environment.

Development of Land Affected by Contamination

8) The Council will ensure that where development is proposed on land that may be affected by contamination, the applicant must undertake appropriate risk assessment and if necessary, remediation to ensure the development is safe or will be made safe for its intended use. Through the incorporation of mitigation measures, treatment to reduce contamination or remove pollutant pathways and soil/ground gas/groundwater remediation initiatives, receptors exposure to land contamination will be minimised.

9) The Council will:

   i) require development proposals to be accompanied by an assessment of risk from contamination where the development is on or adjacent to previous industrial uses or other land known to be affected by contamination, or in all cases where the proposal is for new housing or other forms of development which are particularly sensitive to contamination.

   ii) impose conditions on planning permissions requiring appropriate investigation and remediation of contamination before development can proceed.

   iii) require applicants to demonstrate the investigation and remediation of contamination has been carried out appropriately to a standard sufficient to enable the development to be safely occupied.

10) Planning permission will not be granted for proposals where the risk to existing receptors and/or future occupiers from land contamination is unacceptable and cannot be appropriately and effectively mitigated

Definitions

6.16 Air Quality Management Area (AQMA): The area within the borough where the national air quality objectives[34] are not likely to be achieved, as declared to Defra. Spelthorne currently has a Borough wide AQMA for nitrogen dioxide.

6.17 Point sources of air pollutant emissions: Point sources of air pollutant emissions are stationary locations from which pollutants are discharged such as a chimney or flue. Examples include centralised boilers and Combined Heat and Power units.

6.18 Land affected by contamination: The terminology within policy E3 refers to land affected by contamination which is reflected in Government guidance[35]. "Land affected by contamination" or "land contamination", are used to describe the much broader categories of land where contaminants are present but usually not at a sufficient level of risk to be contaminated land[36]. As such, the Council/planning regime will require development of land affected contamination to follow a higher standard of remediation which is in line with best practice guidance from government. Government guidance states that organisations must use other regimes above Part 2A where contaminants are present to resolve land contamination. After carrying out the development and commencement of its use, the land should at a minimum not be capable of being determined as contaminated land under Part 2A of the EPA 1990 (NPPF 2021, paragraph 183b), and must be deemed suitable for use in line with best practice guidance.

6.19 The other term "contaminated land" has a specific legal definition under Part 2A Section 78A (2) of the Environmental Protection Act (EPA)1990. The thresholds for contamination are less stringent under Part 2A standards than under best practice guidance that is applied through planning regime.

Reasoned Justification

6.20 National policy states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land

[34] https://uk-air.defra.gov.uk/assets/documents/National_air_quality_objectives.pdf
[35] DLUHC (2014). Land affected by contamination guidance. Available from: https://www.gov.uk/guidance/land-affected-by-contamination
[36] Defra (2012) Environmental Protection Act 1990: Part 2A - Contaminated Land Statutory Guidance. Available from https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/223705/pb13735cont-land-guidance.pdf#:~:text=The%20Part%202A%20regime%20is%20one%20of%20several,or%20where%20action%20is%20taken%20independently%20by%20landowners.

instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate (NPPF 2021, paragraph 174).

6.21 Whilst some polluting activities are controlled through legislation, the planning system has a complementary role in directing the location of development that may give rise to pollution where a separate pollution control regime does not apply, both pollution directly generated from the development or indirectly, for example through the traffic a development generates. The NPPF 2021 is clear that the impact of pollution is a material planning consideration.

6.22 National policy requires planning policies and decisions to take into account the likely cumulative effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development (NPPF 2021, paragraph 185 and 186).

Air quality

6.23 Air Quality is an important environmental issue for Spelthorne. The Council's Air Quality Action Plan designates the whole Borough as an Air Quality Management Area (AQMA). This reflects that the whole Borough has a particular need to improve air quality therefore the Council will ensure that any new development in the Borough is consistent with the local Air Quality Action Plan and the requirements of national policy for planning decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the AQMA and cumulative impacts (NPPF 2021, paragraph 186).

6.24 Road traffic has been identified as the biggest single contributor to poor air quality in Spelthorne and results in other adverse environmental and health effects. Transport modelling and highways data suggest that the main road corridors are the worst affected areas. Some areas in the Borough with poor air quality where nitrogen dioxide (NO_2) concentrations are in excess of national standards remain notably alongside the A308 at Sunbury Cross and the A30 at the Crooked Billet roundabout. The level of particulates (known as PM_{10} and $PM_{2.5}$) is also a concern adjoining the M25 and Heathrow Airport.

6.25 Like every other authority, the Council has a statutory duty to work towards the Government's air quality standards. What is worthy of note is that, though the Council has little or no influence over traffic, there is scope to reduce reliance on cars and trips that have origins or destinations within Spelthorne to ensure that air quality impacts are kept to a minimum. The Council with other stakeholders, will develop and implement a strategy to decrease the reliance on cars, promote sustainable modes of transport and reduce congestion and environmental impacts. The Council will ensure that there are mechanisms such as additional Air Quality monitoring stations in the Borough to capture current levels and to assist in managing air quality improvements. Also, the Council will require an 'air quality assessment' to be undertaken where the development proposed meets the criteria given in Policy E3. National policy requires that the Council to take into account the impacts of particulate levels with regard to public health, developments meeting the criteria for an air quality assessment should ensure that the impacts of particulate emissions (both PM_{10} and $PM_{2.5}$) are considered within the assessment alongside the impacts of

NO_2. Where an air quality assessment is required the impacts of the construction, demolition and earthworks process and the impacts of construction traffic upon local air quality should also be assessed in line with best practice guidance to ensure that any significant effects are appropriately mitigated against, for the prevention of pollution.

6.26 Individual developments are often shown to have a very small air quality impact. The cumulative impact of many individual schemes, deemed insignificant in themselves, can contribute to a 'creeping baseline'. Therefore, good practice to reduce emissions and exposure should be incorporated into all developments* at the outset, at a scale commensurate with the emissions. Consideration of air quality neutrality should focus on both NO_x, and PM_{10} emissions, the energy sources used within buildings and emissions from the vehicles associated with use of the development. Mitigation measures to reduce emissions may be applied on-site or off-site however the exposure of residents to poor air quality my still result in refusal without sufficient mitigation in order to protect public health.

6.27 In many cases, the impact of the development being assessed will have a cumulative effect with other planned developments, which may or may not have planning permission. Where these developments have been granted planning permission and are therefore 'committed' developments, their impacts should be assessed cumulatively with those of the application site and incorporating traffic growth predictions on the highway network**.** The contribution of these committed developments should be accounted for in the 'future baseline', provided that their contributions can be quantified. It is difficult to include other planning applications yet to be determined, as the outcome is not certain – the number and type of traffic movements may not be quantifiable, and the site layout and end users may be unknown. Circumstances with scenario assessment for proposed development without planning permission will be rare.

6.28 In some circumstances, there will be an existing permission for development on the site that has not yet been exercised. In the planning system, the estimated emissions from the existing permission could be considered as part of the future baseline and thus a revised application for the site would give rise to an incremental change emission from that associated with the extant permission. The Council's approach, in line with best practice guidance, is that impacts be assessed for the new permission sought against the current baseline for the site, disregarding the extant permission; this will reflect the 'real world' increase experienced by receptors.

Water quality

6.29 The Borough's surface and ground water resources are extremely important for a range of uses and consumers including domestic, commercial, industrial and agricultural. The water industry is a major user of land in the Borough with four large reservoirs: the Queen Mary, Wraysbury, King George VI, Staines North and Staines, and treatment works at Ashford.

6.30 Due to the Borough's proximity to the River Thames, a significant area is at risk from flooding, with Staines and Shepperton being the worst affected areas. Also, the Borough's ground water is particularly susceptible to pollution from contaminated run-off, storm sewerage and misconnections of sewerage to surface water drains. As such, there is the need for practical measures to be taken to protect, restore and

enhance the quality of the Borough water resources and its water features without compromising sustainable development.

6.31 Therefore, the Council in conjunction with the Environment Agency will seek to resist any development proposal that threatens water quality but will support initiatives that result in improving water quality and the capacity of surface water to support wildlife. As stipulated in the European Water Framework Directive, the Council will also ensure that the Borough's waterbodies achieve good ecological status and protection for drinking water sources and protected sites such as Sites of Specific Scientific Interest.

6.32 The possibility of adverse impacts on water quality and the impact of any possible discharge of effluent or leachates which may pose a threat to surface or underground water resources directly or indirectly through surrounding soils depends on the nature and scale of the development proposed as well as the local topography, the size and sensitivity of the water body. Therefore, risks to water quality will need to be considered on a case-by-case basis and in consultation with the Environment Agency where a development could impact upon groundwater sources and water quality.

Noise

6.33 Some parts of the Borough suffer from high levels of noise, particularly due to Heathrow Airport and road traffic. There are also high noise levels close to the motorways, trunk roads and other major roads such as the A308. Where noise sensitive development, including housing and schools, are proposed in these areas sound attenuation measures will be required to ensure an acceptable environment is created for residents of the development. Applicants should seek advice from the Council's Environmental Health team to ensure that the need for assessments and the appropriate level of detail is established at an early stage. The extent of aircraft noise from Heathrow is indicated by noise contours which are shown on the Policies Map.

6.34 Noise sensitive uses proposed in areas that are exposed to noise from existing or planned industrial or commercial sources, will only be permitted where future users will not be exposed to an unacceptable noise impact that would result in creation of a statutory nuisance. Noise generating development will be permitted where it can be demonstrated that any nearby noise sensitive uses (as existing or with planning permission), will not be exposed to noise impact that will adversely affect the amenity of users of surrounding noise sensitive premises. In urban areas the density of industrial plant and air handling units (including kitchen extracts, air-conditioning units and refrigeration plant) has a cumulative effect of increasing the overall background noise level. To prevent this level continually increasing to the detriment of the local residential amenity in those locations there will be an expectation that all new noise sources would operate at a Rating Level (BS4142) of 10dB below the background noise level measured as a LA90.

6.35 Noise pollution from Heathrow Airport is of particular concern to the Council as the airport is close to major built up areas which means a large number of people in the Borough suffer noise disturbance from aircraft using the airport. Approximately, 300,000 people are affected by aircraft noise from Heathrow as defined by the 57Leq noise contour. In Spelthorne the worst affected areas are in the north of the Borough in Stanwell and Stanwell Moor.

6.36 The phasing out of noisier aircraft has led to some reduction in noise disturbance but the potential gains have not been fully realised because of a continuing upward trend in the total number of aircraft movements. Night flights are also a potential source of great disturbance to communities. The Council will continue to support controls on night flying that achieve a progressive improvement in the night noise climate, including a limit on the total number of night flights. The Council also supports the retention of noise preferential routes, aimed at ensuring flights are concentrated over more sparsely populated areas, and the maintenance of controls that limit ground noise at the airport.

Light Pollution

6.37 National policy requires planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation (NPPF, paragraph 185, c).

Development of Land Affected by Contamination

6.38 This policy seeks to ensure land which is likely to be affected by contamination is safely developed and is suitable for the proposed use.

6.39 Less stringent pollution control and less careful site management in the past has led to a substantial legacy of sites that may be subject to contamination by former land uses. In particular, large areas of the Borough have been worked for minerals and the land subsequently filled. Although much of this activity has been on land within the Green Belt, many old sites are now occupied by, or are close to housing and commercial developments. These pits were filled long before any controls existed on waste disposal and, together with former industrial sites, now present a range of unknown contamination issues which need to be addressed. Contaminants may also be present on land where there are no specific records of contaminating uses, such as in made ground where unsuitable fill has been used. The Council's principal mechanism for dealing with land affected by contamination is to ensure that land is fit for purpose when being redeveloped through the planning system. This is the most cost effective and sustainable way forward.

6.40 A fundamental principle of sustainable development is that the condition of land, its use and its development should be protected from potential hazards. Failing to deal adequately with contamination could cause harm to human health, property and the wider environment. Where development is proposed, the developer is responsible for ensuring that development is safe and suitable for use for the purpose for which it is intended. A potential developer will need to satisfy the Council that unacceptable risk from contamination will be successfully addressed through remediation without undue environmental impact during and following the development. The developer is also responsible for ensuring submission of adequate site investigation information and comprehensive risk assessment, prepared by a competent and Suitably Qualified Person (SQP) (whom holds a recognised and relevant qualification) with demonstrable experience in the assessment and remediation of contaminated land).

6.41 Failure to provide sufficient information, according with best practice guidance, may result in permission being refused and/or is likely to result in delays in clearance of planning conditions and unnecessary cost implications. Prior to implementation of

remediation, a remediation method statement will be required to be agreed with the Council. Following any remediation evidence must be provided demonstrating that remediation has been carried out in accordance with the agreed remediation strategy (with full justification if any deviations from the strategy (that have not been agreed) have been made and that the site is suitable for the proposed use.

6.42 As a minimum, after carrying out the development and commencement of its use, the land should not be capable of being determined as contaminated land under Part IIA of the EPA 1990 (NPPF, para 183b), and must be deemed suitable for use in line with best practice guidance.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open pace/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	+	+	0	0	0	0	0	+	+
Medium Term	0	+	0	+	+	0	0	0	0	0	+	+
Long Term	0	++	+	++	+	+	0	+	0	0	+	++

Monitoring Indicators

Indicator	Target	Data source
Number of monitored sites exceeding the annual air quality objective for nitrogen dioxide (40ug/m^3)	Reduce annual mean nitrogen dioxide levels to below (40ug/m^3) at monitored sites	The Borough Council, Surrey County Council, National Highways
Net additional dwellings permitted within 66 Leq and above noise contour.	No new dwellings should be permitted within the 66Leq noise contour	The Borough Council
No applications should be allowed, contrary to Environment Agency advice, development which would threaten water quality.	Development not to have unacceptable risk to water quality	The Borough Council Environment Agency

Key Evidence

- Air Quality Action Plan 2005
- Air Quality Annual Status Report 2020
- Contaminated Land Inspection Strategy 2017

Green and Blue Infrastructure

6.43 Encompassing more than simply conventional open space, a successfully planned and implemented green and blue infrastructure network provides multiple, multifunctional benefits at all scales and makes a significant contribution to sustainable development.

6.44 Green and blue infrastructure is a strategically planned network of features, including parks, open spaces, playing fields, woodlands, as well as street trees, allotments, private gardens, green roofs and walls and sustainable drainage systems (SuDS), as well as watercourses and other waterbodies

6.45 The benefits of good quality green and blue infrastructure include improving health and wellbeing, air quality, nature recovery and resilience to and mitigation of climate change, along with addressing issues of social inequality and environmental decline.

E4: Green and Blue Infrastructure

1. Development must contribute towards the provision, protection and enhancement of the wider green infrastructure network at a scale commensurate with the proposal.

2. All proposals for major development will be required to provide a high standard of design for green infrastructure in accordance with established, recognisable standards, including the National Design Guide[37], the Natural England Green Infrastructure Framework[38] and Building with Nature Standards[39].

3. Where development is located on or adjacent to a watercourse or reservoir proposals must contribute towards the delivery of a high quality multi-functional blue infrastructure network through ensuring the protection and enhancement of the ecological, landscape and recreational value of that water body.

4. Development proposals impacting upon rivers and watercourses must demonstrate how they will, maintain and enhance the quality of blue infrastructure, in accordance with the Water Framework Directive

5. Green and blue infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits and should ensure appropriate long-term stewardship arrangements are in place to secure the quality of green and blue infrastructure in perpetuity[40].

6. Development should have regard to and contribute towards any Green and Blue Infrastructure Strategy/SPD that is produced.

[37] https://www.gov.uk/government/publications/national-model-design-code
[38] https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx
[39] https://www.buildingwithnature.org.uk
[40] Successful long-term stewardship of place requires planning for effective management, maintenance and governance of infrastructure for the lifetime of the development. The 'Lifespan' chapter of the National Model Design Code sets out guidance on long term stewardship - https://www.gov.uk/government/publications/national-model-design-code. The Council's expectations regarding long term stewardship for major sites are set out in the allocations [further detail regarding the Council's overall stewardship expectations, including for smaller sites, will be set out in an SPD or advice note to follow – allocations to be updated following viability work].

Definitions

6.46 Green Infrastructure is defined in the NPPF as 'a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity'[41]

6.47 Blue Infrastructure is the network of watercourses and other bodies of water including reservoirs, which provide ecological, landscape and recreational value to the Borough. This also includes the banks and corridors immediately along the watercourse which can provide significant biodiversity benefits and play a vital role in ensuring habitat connectivity

Reasoned justification

6.48 All development should contribute towards the provision, improvement, and maintenance of the green infrastructure network across the Borough where appropriate to do so. Whilst the Council will only expect 'major' development proposals to be designed in accordance with established, recognised green infrastructure standards, all developments can make a positive impact on the green infrastructure network and proposals will, be expected to make such provision at a scale that is commensurate with the development. Supplementary guidance will set out how development proposals on a large and small scale might assist in enhancing the green infrastructure network

6.49 The Water Framework Directive[42] requires rivers and waterbodies in the UK to achieve good ecological status by 2027. This includes resisting the establishment and spread of non-native invasive species which can have a significant detrimental impact on native species. UK domestic law has retained the WFD and requires that River Basin Management Plans (RBMPs) are produced to improve the status of waterbodies. Many of the waterbodies in the Borough support recreational uses which are required to be carried out within tight environmental restrictions and are regulated. Recreational uses are supported provided that they respect the ecological and landscape values of the waterbodies and the associated corridor.

Long Term Stewardship

6.50 Development proposed within this Local Plan will enhance the existing green infrastructure network as well as delivering a diverse range of green and blue infrastructure features. How this provision is delivered and maintained in perpetuity has a direct impact on the quality of a place in the long term.

6.51 Expanding and enhancing the green and blue infrastructure network will provide multiple benefits to the Borough as a whole, however, preserving its quality and condition for the long term requires effective stewardship. Planning for long term stewardship of community assets, including its financing and governance structure must be considered from the outset if a successful and sustainable outcome is to be achieved.

6.52 In the past it was common for the Council, together with its partners to adopt and manage new community assets (including the green and blue infrastructure and other

[41] NPPF 2021

[42] http://ec.europa.eu/environment/water/water-framework/index_en.html

community facilities) which were delivered through development. However, in light of ever-increasing public sector financial constraints and the ongoing pressures on the Council's resources this model of long-term stewardship is no longer the preferred option of the Council in the majority of circumstances.

6.53 With a broad range of stewardship models and funding opportunities available, it is not possible to adopt a 'one size fits all' approach. The most appropriate stewardship option for a development will vary depending on the scale, location and community assets provided and must be agreed on a case-by-case basis. Community stewardship models are encouraged and will be supported.

6.54 Nevertheless, the Council recognises that a community stewardship model requires sufficient level of development to create a natural community focus or where there is adequate scale of on-site community assets to manage. In circumstances where the scale of development is not sufficient to support a community management stewardship model, a private management company solution may be considered acceptable. Where this is the case, proposals will need to demonstrate that the private management company proposed will:

- be run in a way that ensures residents have and retain a key governance role,
- maintain openness and transparency,
- be focused on the local development and the maintenance of the environment in the longer term with surpluses reinvested for such purpose,
- provide a quality service at a reasonable cost over the longer term,
- allow for residents to take control in the longer term should this be their ambition.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open Space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	+	+	+	0	0	0	0	+	+
Medium Term	0	+	0	+	+	+	0	0	0	0	+	+
Long Term	0	+	0	+	+	++	0	+	0	0	+	+

Monitoring Indicators

Indicator	Target	Data Source
Number of developments delivering green and blue infrastructure in line with recognised standards	All major development delivered in line with recognised standards	Planning applications and appeals
Progress towards Water Framework Directive objectives	Achieve 'good ecological status' at earliest opportunity and by 2027 at the latest	Data provided by Environment Agency

Key Evidence

- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (Surrey Nature Partnership, 2015)
- Spelthorne Biodiversity Action Plan
- Water Framework Directive (2000)
- Environment Act 2021
- Green Infrastructure Framework – Principles and Standards for England (Natural England, 2021)

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E5: Open Space and Recreation

Existing Open Space

1) The Council will seek to protect, maintain and enhance existing open spaces and areas for recreation and encourage quality and accessibility improvements. Priority will be given to areas where specific deficiencies in access or quality have been identified.

2) The Council will not permit the loss or displacement of existing open space to other uses unless it can be demonstrated, through up-to-date and robust evidence, that:

   (a) There is a proven surplus of provision and the site is no longer needed, or is unlikely to be required in the future; or

   (b) The benefit of the development to the community outweighs the harm caused by the loss of the facility; or

   (c) An alternative facility of an equal quantity and quality or higher standard will be provided in at least an equally convenient and accessible location to serve the same local community.

Provision of new open space and financial contributions

3) Proposals for new residential development of [xx - to be updated following viability work] dwellings or more will be expected to make on-site provision for open space, having regard to the standards as set out in the most up-to-date Open Space Assessment. The Council will negotiate on site-by-site basis the typology of any open space provision.

   (a) Proposals delivering on-site provision will ensure appropriate management, maintenance and governance arrangements are in place to secure the quality of the open space in perpetuity.

   (b) The Council will consider an off-site financial contribution to improve the quality of existing Council owned open spaces within a reasonable proximity to that development site where:

      i) it is demonstrated that it is not feasible or viable to incorporate on-site provision of open space; or

      ii) where the evidence indicates a demonstrable need for improvements to the quality of existing provision, as highlighted by the most up to date Open Space Assessment and/or other relevant documents.

4) Proposals for new major[43] residential development (under the threshold set out in paragraph 3) will be expected to provide proportionate off-site financial contributions to improve the quality of existing Council owned open spaces within a reasonable proximity to that development site.

5) Proposals for new open space delivered separately from development should be firstly directed to areas where there are deficiencies of such space as identified within the most up-to-date Open Space Assessment and Playing Pitch Strategy and/or other relevant documents.

[43] Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more (NPPF, 2021)

Local Green Space

6) The Council will give protection to spaces designated as Local Green Space and development will only be permitted where very special circumstances can be demonstrated which outweigh the harm.

Definitions

6.55 Open Space is defined as all types of spaces, including areas of water such as rivers, lakes and reservoirs, which provide areas for sport and recreation and can act as amenity value. This includes, but is not limited to, playing pitches and fields, recreation grounds, parks and gardens, allotments and natural spaces such as common land.

6.56 The Open Space Assessment provides a qualitative and quantitative audit of publicly accessible open space in the Borough. This assessment (or any successor document) should be used as the starting point when considering open space requirements for new developments. The Playing Pitch Strategy will provide a robust and up-to-date assessment of the need for playing pitches in Spelthorne as well as identifying opportunities for new provision.

Reasoned Justification

6.57 Open Space is important due to the positive contribution it makes to the character of settlements and health and social well-being.

6.58 Open Space forms the basis of the Borough's green infrastructure network supporting residents and other users. Therefore, it is considered that cumulatively, these spaces form valued assets of strategic importance which should be protected as a priority. Open spaces within urban areas provide relief from the urban environment for residents. Urban open spaces also provide breaks in the built environment. Policy E5 identifies all open space within urban areas as open space for the purposes of this policy and the protection afforded to these.

6.59 The NPPF in paragraph 98 states that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities and opportunities for new provision.

6.60 Given the importance of these spaces, there is justifiable reason for the inclusion of a policy which seeks to protect existing provision as a minimum and ensure provision of spaces in which there are identified deficiencies over the plan period.

6.61 The NPPF allows for the designation of land as Local Green Space (LGS) through the preparation of the Local Plan. The designation is suitable for spaces of particular local significance or have community value. The Council has undertaken a Local Green Space Assessment (LGSA), to identify potential Local Green Space (LGS) in consultation with the local community.

6.62 By designating as LGS spaces will be protected from development in a manner which is consistent with Green Belt policy. Open spaces which do not meet the requirements of the LGS designation will be protected through Policy E5.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open Space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	?	0	?	0	+	+	0	0	0
Medium Term	0	+	0	?	0	?	0	++	+	0	0	0
Long Term	0	++	0	?	0	?	0	++	+	0	0	0

Monitoring Indicators

Indicator	Target	Data Source
Quantity of open space	No loss of open space, identified deficiencies met by end of plan period	Planning applications and appeals Open Space Assessment and Playing Pitch Strategy
Quality of open space	Identified deficiencies met by end of plan period	Open Space Assessment and Playing Pitch Strategy

Key Evidence

- Open Space Assessment (Spelthorne BC, 2019)
- Open Space Assessment stage 2 (forthcoming)
- Playing Pitch Strategy (2019)
- Local Green Space Assessment methodology (October 2019)
- Local Green Space Assessment (November 2019)

E6: Biodiversity

1) The Council will support development proposals which restore, maintain and enhance habitat connectivity and will seek opportunities for habitat creation particularly within Biodiversity Opportunity Areas. Development proposals will be expected to contribute to biodiversity through clearly demonstrating improvements when submitting a planning application as part of securing biodiversity net-gain.

2) Development on or adjacent to the following designated sites in the Borough will need to have reference to this Policy:

   - Ramsar sites (International).
   - Special Protection Areas (European).
   - Sites of Special Scientific Interest and National Nature Reserves (National).
   - Ancient Woodland, ancient or veteran trees; and/or trees and hedgerows protected by a Tree Preservation Order.
   - Sites of Nature Conservation Importance, Local Nature Reserves (Local)
   - Other priority habitats and priority species not identified above (Local); designated Local Green Space where richness of wildlife has been identified as a contributing factor in its designation; and any area in Spelthorne that may be identified in a Local Nature Recovery Strategy; trees considered to make a significant contribution to their surroundings, individually or as a group.

3) The Council will maintain Sites of Nature Conservation Importance as shown on the Policies Map and will only permit development proposals within these sites, where there will be no adverse effect, either directly or indirectly on their ecological interest and this has been clearly demonstrated through use of appropriate assessment.

4) For development proposals that affect national, regional or locally protected sites not forming part of a Ramsar or SPA, (such as SSSIs, SNCIs, LNRs) permission will only be granted where it can be demonstrated that the benefits of the development proposed clearly outweigh the decrease in the nature conservation value of the site and that:

   (a) any such decrease has been kept to a minimum,

   (b) mitigation or compensation to provide for species protection and/or habitat creation or enhancement has been made within the area, and

   (c) appropriate measures to monitor the effectiveness of the mitigation have been established.

Biodiversity Net Gain

5) The Council will seek net gains in biodiversity, through creation or expansion, restoration, enhancement and management of habitats and features to improve the status of priority habitats and species. All development[44] will be expected to provide at least 10% net gain. Major development should calculate this through the most up-to date version of the Biodiversity Metric (or its equivalent). For development of nine

[44] All development as set out in Environment Act 2021

dwellings or less, the latest small sites metric (or its equivalent) should be used to calculate net gain.

6) The Council will expect developers to demonstrate full consideration of a variety of means in improving biodiversity within developments including, but not limited to, the use of innovative approaches where appropriate such as:
    - the installation of bee bricks,
    - use of bird nest boxes,
    - incorporation of green roofs and living walls
7) Development proposals should demonstrate clearly how net gain will be achieved and this should be in accordance with any Supplementary Planning Document and/or additional guidance as produced by the Council.
8) Biodiversity net gain should be delivered using the following hierarchy:
    i) On site as part of the development;
    ii) Where on-site delivery is not feasible then this should be provided on land adjacent to, or as close to the development site, as possible;
    iii) As a last resort, net gain should be secured on land within the Borough boundary

Waterbodies in the Borough

9) Where development is proposed on or adjacent to any waterbodies in the Borough, reference should be made to the following:
10) Development proposals not directly related to the management of Ramsar, and SPA, as well as SSSI units forming part of these designations will not be permitted unless it can be demonstrated that the impact of proposals, either alone or in combination, will not result in likely significant effects. If significant adverse effects remain even with the implementation of suitable avoidance and/or mitigation, development proposals will need to demonstrate that alternatives to the proposal have been fully explored.
11) Development proposals on, or impacting non-SPA relevant sites which support the wider SPA network, will not be permitted unless it can be demonstrated that the impact of the proposals; either alone or in combination, will not result in likely significant effects.

Definitions

6.63 Biodiversity Opportunity Areas (BOAs) are identified as the most important areas for biodiversity in the Borough. BOAs represent the basis for an ecological network where improved habitat management as well as efforts to restore and create habitats will be most effective in enhancing connectivity to benefit species recovery.

6.64 Biodiversity Net Gain (BNG) is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand.

Reasoned justification

6.65 Biodiversity is a means of quantifying the natural environment, which surrounds us everywhere, and is connected to many aspects of everyday life. Biodiversity can be described as the richness and variety of living things which exist in a given area. Biodiversity and geodiversity (the diversity of geological sites) is not just confined to identified and protected sites.

6.66 Over the past half a century, there have been significant declines in several species, which has resulted in many cases of local extinction, linked largely to loss of habitat. The causative factors behind this loss of natural habitat and species include climate change, the expansion of the built environment and the way important habitats are managed. It is therefore important to conserve and enhance natural habitats, which are key to protecting individual species and, in turn, to achieving sustainable development as well as ensuring that when development does come forward it minimises its impacts as fully as possible and provides opportunities to achieve net gains in biodiversity.

6.67 There are a number of protective designations within the Borough that are of international, national and local significance. These designations include four SSSI with a further SSSI, which include the Wraysbury reservoir network to the north, Staines Moor and Shortwood Common. Additionally, these reservoirs are also identified as Special Protection Ares and Ramsar sites as part of the South West London Waterbodies (SWLWB) network which also includes sites outside the Borough. These networks are crucial for migrating and over-wintering birds. As part of this, Spelthorne has a number of non-SPA relevant sites, primarily waterbodies, which support the SWLWB network and provide refuge for many species. There are also 26 local SNCI spread across Spelthorne, along with two Local Nature Reserves and an area of ancient woodland.

6.68 Paragraph 179 of the Framework sets out that local plan policies should identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks. Spelthorne has a number of international, national and locally designated biodiversity sites which justify protection.

6.69 Biodiversity net-gain is an approach which aims to leave the natural environment in a measurably better state than beforehand. This approach has been included as part of the Environment Act 2021 which stipulates that net gain should be mandatory by November 2023. Biodiversity net gain will be sought on sites where existing green assets can be improved or enhanced or where these are lost, such as on greenfield sites, proposed development will provide significant replacements.

6.70 Development proposals should refer to any relevant Supplementary Planning Documents or Action Plans that are produced by the Council which guide on biodiversity net gain for planning applications.

6.71 BOAs are key areas where priority habitat can be created, improved or restored and there are two significant areas identified in Spelthorne where opportunities for restoration and creation of habitats exist:

- Staines Moor to Shortwood Common (TV03)

- Shepperton to Thorpe[45] (TV04)

6.72 As such, this justifies the inclusion of a policy to seek to achieve these objectives where possible.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open Space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	+	+	+	+	0	+	0	0	+	+
Medium Term	0	++	+	+	+	+	0	++	0	0	+	+
Long Term	0	++	+	+	+	++	0	++	0	0	+	+

Monitoring Indicators

Indicator	Target	Data Source
Gains in biodiversity provided by development	All developments to provide biodiversity gains	Planning applications and appeals
Condition of European and National sites	Continual improvement in condition	Natural England surveys
Condition of local sites	Continual improvement in condition	SNCI surveys
Progress towards Water Framework Directive objectives	Achieve 'good ecological status' at earliest opportunity and by 2027 at the latest	Data provided by Environment Agency

Key Evidence

- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (Surrey Nature Partnership, 2015)
- Spelthorne Biodiversity Action Plan
- Water Framework Directive (2000)
- Draft Environment (Principles and Governance) Bill 2018
- Biodiversity net gain: updating planning requirements (Department for Environment, Food and Rural Affairs)

[45] https://surreynaturepartnership.files.wordpress.com/2014/11/biodiversity-opportunity-areas_surrey-nature-partnership_20151.pdf

7. Economy

7.1 Introductory paragraphs to follow]

7.2 [Intro to follow]]

7.3 [Intro to follow]]

7.4 [Intro to follow]]

Meeting Employment Needs

7.5 The Employment Land Needs Assessment (forthcoming)[46] is based on economic forecasts which estimate the growth in jobs in different sectors and translates this into an estimate for change in employment floorspace over the plan period. Changes in office, industrial and storage/warehousing floorspace are considered.

Use Class	Required change in floorspace 2022-2037 (sqm)
E (g) (i and ii)	15,300 (to be updated)
B2	-20,800 (to be updated)
B8 (general)	13,700 (to be updated)
Total B Class	8,200 (to be updated)

7.6 The study was published prior to the COVID-19 pandemic which has resulted in a change in the working patterns of many people and the extent to which these changes might become permanent is not yet clear. Some employers are likely to make more flexible or hybrid working practices permanent with smaller office spaces needed. Some occupiers are likely to be reviewing their space needs particularly in light of the financial difficulties and uncertainties businesses face around COVID-19 and BREXIT. Whilst it is too soon to quantify the impact on future need, this highlights the need for flexibility to enable businesses to adapt to meeting changing market conditions and achieve innovations. For this reason, it has been decided flexibility and frequent review is required with the floorspace needs.

EC1: Meeting Employment Needs

1. Economic growth in Spelthorne will be supported by maintaining and intensifying the use of the borough's employment floorspace offer. This will be done by;

    - safeguarding employment land,
    - provision of new land in line with needs identified through the most up to date evidence and
    - encouraging its innovative re-use in ways that better meet the needs of the market

    This will accommodate the predicted future growth in jobs in the Borough required to help to secure sustained growth of the local economy.

2. To support the retention, creation and development of local businesses, promote business competitiveness and allow for flexibility to cater for the changing needs of the economy, the Council will support:

   (a) proposals to redevelop outmoded employment floorspace to cater for modern business needs;

   (b) proposals which will deliver high quality, well-designed, flexible and adaptable spaces of different unit sizes and types for a range of uses and occupants

   (c) proposals which will deliver smaller and incubator units, flexible workspaces for co-working, managed workspace and serviced office accommodation and

   (d) the provision of essential ancillary employment facilities close to places of employment.

   in the most sustainable locations, in particular in town and local centres.

3. Proposals should seek to incorporate sustainability measures, including but not limited to sustainable design, construction and carbon/energy demand reduction measures to ensure that economic development is of a high standard.

Strategic Employment Areas

4. The five designated employment areas (as shown on the Policies Map (forthcoming) that together make up the Borough's current core supply of employment land will be protected as Strategic Employment Areas and changes of use of land and/or buildings from employment to non-employment use will be resisted. The refurbishment and redevelopment of sites in these areas for employment use, and proposals for the intensification of sites for employment use will be permitted.

   - Bedfont Road, Stanwell
   - BP, Chertsey Road, Sunbury
   - Hanworth Road
   - Shepperton Studios
   - Windmill Road, Sunbury

5. Redevelopment or change of use to a non-employment use will only be acceptable if evidence is provided of active and comprehensive marketing of the site for its current use for a continuous period of at least 24 months for a Strategic Employment Site prior to submission of a planning application.

Office and Research & Development

6. Proposals for new office and research & development (E (g) (i and ii)) floorspace will be directed sequentially to Staines-upon-Thames town centre and the Strategic Employment Areas. Only if sites cannot be found in these locations should the edge of centre sites and locations within 500m of a public transport interchange be considered.

Industrial, warehousing and storage

7. Proposals for new industrial, warehousing and storage (B2 and B8) floorspace will be directed to the industrial Strategic Employment Areas, to any of the existing industrial estates and to any sites where floor space of this use class is included in the site allocation in the Local Plan.

Outside of the designated employment sites

8. Outside of the designated employment sites, employment floorspace will be protected in line with the latest Employment Land Needs Assessment and the loss will be resisted unless the site is having significant negative impact on residential amenity.
9. Redevelopment or change of use to a non-employment use will only be acceptable if evidence is provided of active and comprehensive marketing of the site for its current use for a continuous period of at least 12 months prior to submission of a planning application. If the site is allocated for an alternative use within the Local Plan, the marketing period will not be required.

Heathrow

10. The Council provides in-principle support for a future expansion of Heathrow Airport, (as set out in Policy SP7) if it is undertaken in a sustainable and integrated way.

Definitions

7.7 Active and comprehensive marketing requires demonstration of a marketing campaign for a continuous period of at least 12 months. Marketing must be undertaken through a recognised commercial agent at a price that genuinely reflects the market value of the current or most recent use of the site. It must be demonstrated to the Council's satisfaction that marketing has been unsuccessful for all relevant floor space proposed to be lost through re-development or change of use.

7.8 Transport interchanges are defined as rail stations and bus stations within the Borough and are shown on the Policies Map (forthcoming). The 500m catchment around each interchange are shown on maps (forthcoming). The transport interchanges are:

- Ashford rail station
- Shepperton rail station
- Staines bus station (rear of Elmsleigh Centre)
- Staines rail station
- Sunbury rail station
- Upper Halliford rail station
- Kempton Park rail station

7.9 Transport interchanges do not include standalone bus stops.

Reasoned justification

7.10 The NPPF is clear that there are three dimensions to sustainable development, one of which is economic. One of the roles of the planning system is to contribute to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity.

7.11 Our Corporate Plan (2021-2023) has five priorities including the support and guidance to residents and businesses to help them to recover from the economic impact of the COVID-19 pandemic. The Council will support economic recovery by:

- Minimising unemployment
- Developing skills and getting people back in work

- Assisting future business growth and adaptation
- Placemaking, regeneration and developing infrastructure
- Attracting visitors to the Borough

7.12 The Employment Land Needs Assessment (ELNA), identified a need for a fairly small additional amount of floorspace over the plan period in order to meet the anticipated level of jobs which will be created. Meeting this will meet the identified local Spelthorne need. We are keen to gain from the economic benefits that our close proximity to Heathrow brings.

7.13 Spelthorne has significant strengths with a large business base and a wide range of business sectors represented, including a significant presence of businesses of national and international renown. This is further strengthened by its proximity to Heathrow Airport and its good communication links to London and the rest of the UK. It has a significant retail sector which is focussed largely on meeting the needs of local residents. The Enterprise M3 Town Analysis (Dec 2019) highlighted Staines as:

- A relatively high concentration of employment in Information & Communications, with a Location Quotient of more than 2.0 in this sector i.e. more than double the national average concentration of employment in this sector.
- Strategic Economic Plan (SEP) identifying Staines as step-up town
- Productivity Index of 1.02
- Employment ratio of 0.55 (value for the UK is 0.46)

7.14 In March 2021, the Government launched a Build Back Better Plan, it's plan for growth focused on three pillars of investment to act as the foundation which to build economic recovery- high quality infrastructure, skills and innovation. The Spelthorne Economic Strategy was refreshed in February 2020. It builds upon the first 3 years of the 2017-2022 Economic Strategy and continues to focus on prioritising the key needs for businesses to settle, grow and thrive. Through the strategy the Borough aims to realise its ambitions and release its potential as a leading economy not just in Surrey but the wider sub-region. The four new themes of the Economic Strategy are ideas, people, business environment and infrastructure and places.

7.15 Spelthorne possesses the foundations envied by other locations, particularly given its proximity to London and Heathrow, forming part of a powerful functional economic area. The M3, M4 and M25, which help drive the prosperity of the south east, all run through or are in close proximity to Spelthorne.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	+	0	0	0	0	+	+	+	?

Medium Term	0	+	0	+	+	0	0	0	+	++	+	?
Long Term	0	+	0	+	+	0	0	0	+	++	+	?

Monitoring Indicators

Indicator	Target	Data Source
Net change in permitted and completed E (g) (i and ii)B2 and B8 floorspace (sqm) in the Borough	Net increase of 15,000 sqm E (g) (i and ii) use class floorspace by 2037. Net increase of 14,000 sqm completed B8 use class floorspace by 2037. Net reduction of around 21,000 sqm of B2 floorspace by 2037.	Planning applications and appeals and building completions data
Amount of employment floor space (sqm) lost to non-B class uses	N/A	Planning applications and appeals and building completions data
Additional number of employee jobs (total and by industry) in the Borough	900 additional B class jobs to 2037	Published data e.g. ONS Business Register Employment Survey (BRES)

Key Evidence

- Employment Land Needs Assessment (Spelthorne Borough Council, 2018)
- Spelthorne Local Economic Assessment, 2016
- Spelthorne Economic Strategy 2017-2022 – 2020 refresh
- Spelthorne Corporate Plan 2021-2023
- A Strategic Economic Plan for the Enterprise M3 Area 2018-2030 (enterprise M3)
- Our Local Industrial Strategy – Defining Our Approach (2020) – Enterprise M3

DRAFT

EC2: Retail

1) The Council will seek to meet identified retail needs within the Borough through maintaining and enhancing the vitality and viability of Staines-upon-Thames, as the main town centre and Ashford, Shepperton and Sunbury Cross as the Borough's district centres. Staines -upon-Thames will be the primary location for main town centre uses.

Locations for Development

2) The Council will ensure that Staines-upon Thames will be the preferred location for the development of main town centre uses[47], including retail.

3) Retail proposals in Ashford, Shepperton and Sunbury Cross will be supported where the scale and design of the proposal is considered appropriate to the existing character and supports their role as district centres.

4) The Council will support development which improves the viability and vitality of shopping parades within the Borough which support their local communities and where the scale and design complements the existing character

5) Proposals for main town centre uses that are located outside Staines-upon-Thames and Ashford, Shepperton and Sunbury Cross will be subject to the sequential test as set out in the NPPF. In this instance, the applicant will have to demonstrate that:

   (a) The proposal satisfies the sequential test and flexibility has been demonstrated on issues such as format and scale.

   (b) For retail proposals which exceed 500 sqm, a retail impact assessment is required to be undertaken to ensure that there are no adverse impacts on existing retail uses in the Borough's centres as set out in the NPPF.

   (c) Edge-of-centre[48] and out-of-centre sites, which satisfy the sequential test, should be accessible including by public transport, bicycle and foot and well-connected to the centre.

Primary Shopping Areas

6) Proposals for development within the Primary Shopping Areas will be permitted where they improve the quality and mix of within Use Class E to enhance the role of the centres and their vitality and viability and to a scale which complements the local character.

[47] Main town centre uses are defined in the NPPF as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars, pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, cultural and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

[48] Edge-of-centre locations are defined for retail purposes, as a location that is well connected and within 300 metres of the PSA. For all other main town centres uses, it is a location within 300 metres of a town centre boundary, however for office development this includes locations outside of the town centre but within 500 metres of a public transport interchange. Local circumstances should be taken into account when determining whether a site falls within the definition of edge-of-centre

7) Appropriately designed and located proposals for residential development on upper floors will be encouraged, provided the scale complements the prevailing character and is acceptable against all other policy.

Opportunities

8) Improve connectivity for pedestrians by enhancing the public realm within the district centres. This can also support new cycling infrastructure and to enhance the local area. Improved connectivity and utilising sustainable and active travel modes can also assist in establishing 20-minute neighbourhoods, particularly within the district centres.

9) Improve accessibility of existing parking for users of shopping areas to encourage footfall, where appropriate, and identify suitable locations for the implementation of EV charging points for electric vehicles.

Definitions

7.16 Primary Shopping Areas: Defined area where retail is concentrated shown on the Policies Map (forthcoming).

7.17 20-minute neighbourhoods: Compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle which presents multiple benefits including boosting the local economy, improving people's health and wellbeing, increasing social connections and tackling climate change.

Reasoned Justification

7.18 Spelthorne Borough Council have defined a hierarchy of centres as required by the NPPF and will seek to promote their long-term vitality and viability. Staines-upon-Thames is the Borough's main town centre, where main town centre uses should be directed principally. Ashford, Shepperton and Sunbury Cross are district centres which act as key providers for their respective catchments. As such, the Council will ensure that identified retail needs, as well as those of other main town centre uses, will be met using the centre hierarchy.

7.19 Paragraph 86 of the NPPF (2021) states that LPAs should set out policies that allow centres to grow and diversify in a way that can respond to rapid changes in retail and leisure industries. LPAs should define the extent of the centres and primary shopping areas. Paragraph 86 also states that policies should retain and enhance existing markets and where appropriate, re-introduce or create new ones.

7.20 Changes to the Use Classes Order means that approaches previously proposed in regard to ensuring sufficient shops under A1 are no longer practical. Shops, offices, restaurants and cafes are all under Use Class E, along with many other different uses. This means that to move between these uses, planning permission is not required. This means that the market now effectively takes precedence over the planning system for the management of shopping areas and high streets.

7.21 From 1 August 2021, the Government have introduced changes to the General Permitted Development Order (GDPO) through the use of extended permitted development rights (PDR). These changes make it possible for uses with Class E, to be converted into residential use (Class MA) without planning permission. To do so, a prior approval is required from the Local Authority however these are limited in their

scope for dealing with possible consequences of losing retail units and other commercial premises to residential use on the high street.

7.22 As a result of increased competition from online retailers and increasing flexibility in respect of changes of use introduced through amendments to the General Permitted Development Order (GPDO), there is an increased risk of the reduction in numbers of retail units within all centres of different scales in the Borough. The Council will ensure the retention of as many retail units within the centres as possible, within the scope of the current GDPO. Retaining retail units will secure the centres as shopping destinations and to ensure, in the case of the local centres, that they continue to provide for the day-to-day needs of their populations and achieve high footfalls.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open pace/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	+	0	0	+	+	+	+	+	?
Medium Term	+	+	0	+	0	0	+	+	+	++	+	?
Long Term	+	+	0	+	0	0	+	+	++	++	+	?

Monitoring Indicators

Indicator	Target	Data Source
Number of ground floor retail (E) uses lost to other use classes within the Primary Shopping Area	N/A	Annual retail surveys
Permissions granted for retail uses (E)	None	Annual retail surveys, planning applications and appeals
Permissions granted for change of use from E to other uses that would result in a net loss of retail uses in a Primary Shopping Area	None	Planning applications and appeals.

Key Evidence

- National Planning Policy Framework (NPPF) 2021
- Retail and Town Centre Study 2015
- Retail and Town Centre Study Update 2018
- Annual retail survey

EC3: Local Centres, Shopping Parades and Isolated Retail Units

Strategy

1) Spelthorne has several local centres and a series of shopping parades which are defined on the Policies Map. These centres and parades vary in size and are generally located in more isolated parts of the Borough and serve some of the day to day needs of their respective communities. Given the isolated nature of these retail units, ensuring their continued viability is important to support their communities.

2) Local Centres

- Charlton
- Laleham
- Lower Sunbury
- Upper Halliford

3) Shopping Parades;

- Clare Road, Stanwell
- Convent Road and Feltham Hill Road junction, Ashford
- Edinburgh Drive, Staines
- Feltham Road, Ashford
- Green Lane, Shepperton
- Green Street, Sunbury
- Groveley Road, Sunbury
- Laleham Road, Shepperton
- Stainash Parade and The Broadway, Kingston Road, Staines
- The Avenue, Lower Sunbury
- Staines Road West, Ashford
- Vicarage Road, Sunbury Common
- Victoria Parade, Kingston Road, Staines
- Woodlands Parade, Ashford Common

4) The Council will seek to protect the role that the local centres and shopping parades play in providing for local retail and other service needs of the community. Development proposals for retail (use class E) will be supported, where the scale is considered to complement the needs of the communities..

5) Development proposals (new and change of use) for other town centre uses will also be supported, provided they maintain;

(a) an active frontage
(b) the overall role of the centre in meeting day-to-day retail needs
(c) customer choice
(d) the vitality and viability of the centre or parade and;
(e) the scale and function of the centre

6) The Council will resist the loss of isolated retail units given the role they play in supporting communities. This will act as a 'last shop in the village' to maintain the provision of such units in these communities. The loss of a retail unit (use class E) that provides for everyday needs, will only be acceptable if evidence is provided of active and comprehensive marketing of the site for its current use for a minimum of 24 months, prior to the submission of a planning application.

7) Proposals for residential development on the upper floors, which will enhance the local vitality, will be considered positively, provided the proposals maintain or enhance the local character and comply with all other policy objectives.

Opportunities

8) In shopping parades, the Council will support opportunities to improve the relationship between the shopping area and the attractiveness of the shopping area and its connection to the wider local environment including public realm and landscaping.

9) The Council will support proposals to improve connectivity, particularly in encouraging the use of active and sustainable modes of travel and the infrastructure to support these such as improved pedestrian walkways and cycle lanes, as well as improved bus services. This provides the opportunity to promote the 20-minute neighbourhood principles.

Definitions

7.23 Local centres are smaller areas of housing with some retail use to help meet the day-to-day needs of the area. These centres are generally located in more remote locations and are less well connected to either the main town centre or the three district centres.

7.24 Shopping parades are rows of shops providing a variety of facilities for their local neighbourhood. These parades can be of varying sizes but generally help to contribute to meeting some or all of their local communities' everyday needs. The list provided in the policy is not exhaustive and all parades will be shown on the forthcoming policies map.

7.25 Active and comprehensive marketing requires demonstration of a marketing campaign for a continuous period of at least 24 months as a minimum. Marketing must be undertaken through a recognised commercial agent at a price that genuinely reflects the market value of the current or most recent use of the site. It must be demonstrated to the Council's satisfaction that marketing has been unsuccessful for all relevant floor space proposed to be lost through re-development or change of use.

7.26 Town centres uses are defined in the NPPF as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

7.27 20 minute neighbourhoods are compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle which presents multiple benefits including boosting the local economy, improving people's health and wellbeing, increasing social connections and tackling climate change

Reasoned Justification

7.28 The Borough has a number of local centres which support a smaller population when compared to the town and district centres. The local centres play an important role in supporting their communities. These centres have a few shops which help to provide for local people's basic day-to-day needs but lack the diversity of more established retailers or uses such as banking facilities, supermarkets etc. However, the role these centres play within their communities is important and maintaining the vitality of these is a key challenge. Therefore, the Council is justified in protecting these centres and encouraging the development of uses within Class E, particularly retail where appropriate.

7.29 In addition, the Borough also has a vast number of shopping parades dispersed across residential areas. These parades also play a key role in helping to support their communities where there is an absence of a district or local centre. Many of these parades provide homes for local businesses and are of importance to the communities which they serve. The Council will seek to maintain these parades to help them to continue to fulfil their functions and encourage the re-use of vacant units to ensure vitality within the parades.

7.30 Spelthorne also has a small number of isolated shops which are often on their own and provide an important service such as post office or local convenience store. As such, these units often provide for everyday needs. These units could be vulnerable to development pressures and therefore, due to the key role they play within their communities, seeking significant justification for proposals affecting these is considered necessary.

Sustainability Appraisal Indicators

	13. Homes	14. Health	15. Flooding	16. Soil	17. Pollution	18. Biodiversity	19. Heritage	20. Open pace/ Landscape	21. Transport	22. Economy	23. Climate Change	24. Water
Short Term	+	+	0	0	0	0	0	0	+	+	?	?
Medium Term	+	+	0	0	0	0	0	0	+	+	?	?
Long Term	+	+	0	0	0	0	0	0	+	+	?	?

Monitoring Indicators

Indicator	Target	Data Source
Permissions granted for change of use of shops (E)	Nil	Planning applications and appeals

Key Evidence

- Annual retail survey
- Annual Monitoring Report

DRAFT

EC4: Leisure and Culture

1) The Council will support proposals that deliver a high quality and diverse range of leisure and visitor experiences. It is anticipated that such proposals will increase the contribution that tourism, arts and cultural heritage make to quality of life, social and cultural well-being, economic growth and the natural environment.

2) The Council will safeguard the viability of Staines-upon-Thames and the centres of Ashford, Shepperton and Sunbury Cross by ensuring that proposals for new leisure space located outside these centres provide an impact assessment in accordance with the NPPF. Proposals should accord with the following criteria:

   (a) Proposals for leisure attractions, including arts and cultural facilities, accommodation and conference facilities will be determined in accordance with the sequential approach outlined in the NPPF, except where they apply to applications for small scale rural development. Where proposals exceed 2,500sq.m and are located outside the centres, as designated on the Policies Map, an impact assessment must be submitted.

   (b) All new, enhanced or replaced leisure and cultural attractions, accommodation and conference facilities will be required to preserve and enhance the character of the local area and be of a scale and nature appropriate to the location.

3) The loss of existing leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:

   (a) The facility causes significant detriment to the amenity of the locality; or that

   (b) The existing use is unviable and its retention has been fully explored (including active and comprehensive marketing of the facility for its existing or an alternative leisure or cultural use for a continuous period of at least 12 months prior to the submission of a planning application)

Definitions

7.31 Leisure uses include cinemas, restaurants, retail, bars and pubs, nightclubs, casinos, health and fitness centres, gyms and studios, indoor bowling centres, indoor sports provision and bingo halls. Cultural uses include theatres, museums, libraries, galleries and concert halls, hotels and conference facilities.

7.32 Active and comprehensive marketing requires demonstration of a marketing campaign for a continuous period of at least 12 months. Marketing must be undertaken through a recognised commercial agent at a price that genuinely reflects the market value of the current or most recent use of the site. It must be demonstrated to the Council's satisfaction that marketing has been unsuccessful for all relevant floor space proposed to be lost through re-development or change of use.

Reasoned justification

7.33 Leisure uses play a key role in maintaining the vitality and viability of the town and local centres within the Borough. Staines, as the main town centre, provides the

primary leisure uses which include a mix of shops, restaurants and a cinema. There are also a range of sports facilities located across the Borough including the two Council-owned leisure centres in Staines and Sunbury, private gymnasiums and sports grounds to help to promote active lifestyles. The Borough also benefits from Kempton Park racecourse which offers regular race meetings as well as hosting many other activities such as antique markets and music events, therefore playing a key role in providing for leisure activities and encouraging visitors to the Borough. The River Thames and Shepperton Studios also play roles in attracting social and economic benefits and the Council should continue to benefit from these.

7.34 The Council considers that the leisure and cultural experience in the Borough has the potential to contribute to Spelthorne's future growth. As such, the Council will continue to protect existing leisure and tourism facilities. Where appropriate, new facilities will also be supported to enhance the Borough's attractiveness to its residents and visitors. The provision of arts and cultural facilities in particular can broaden the Borough's offer and increase its appeal to visitors.

7.35 The sequential testing of proposed leisure developments will help to ensure that the vitality and viability of the main town centre and the three district centres within the Borough are protected. Only where there are no town centre or edge of centre sites available will out-of-centre locations be accepted. Applicants proposing new leisure uses outside Staines-upon-Thames and Ashford, Shepperton or Sunbury Cross will be required to submit an impact assessment. The assessment should clearly identify and explain the proposed development's likely impact on the vitality and viability of the centre.

7.36 Spelthorne's proximity to Heathrow Airport, London and several large-scale tourist attractions means that there is potential for visitors to use facilities within the Borough, particularly in respect of hotels. This also presents the opportunity to enhance this provision to improve tourism opportunities within the Borough.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	0	+	+	+	+	?	?
Medium Term	0	+	0	0	0	0	+	+	+	++	?	?
Long Term	0	+	0	0	0	0	+	+	++	++	?	?

Monitoring Indicators

Indicator	Target	Data Source
Net change in the floorspace for leisure uses within the Borough	Increase in the leisure provision within the Borough	Planning applications and appeals Leisure study

Key Evidence

- Spelthorne Leisure Needs Assessment
- Spelthorne Economic Strategy 2017 – 2022
- Local Economic Assessment
- Surrey Hotel Futures Report (June 2015)

DRAFT

8. Design

8.1 Introductory paragraphs to follow

8.2 [Intro to follow]

8.3 [Intro to follow]

8.4 [Intro to follow]

DS1: Place shaping

1) The Council will require a high standard in the design and layout of new development. Proposals for new development should demonstrate that they will:

- create buildings and places that are attractive with their own distinct identity;
- respect and make a positive contribution to the street scene and the character of the area in which they are situated; and
- pay due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.

Impact on neighbours

2) Proposals for new development should demonstrate that they will achieve a satisfactory relationship to adjoining properties avoiding adverse and un-neighbourly impacts in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.

Accessibility

3) All new development will be designed to meet the needs of all users and be accessible to all. This includes the setting of the building in the wider environment, the location of the building on the plot, the gradient of the plot, transport infrastructure and public realm.

Landscaping

4) All new development should:

(a) incorporate landscape to enhance the setting of the development;
(b) avoid the loss of trees and other vegetation worthy of retention and supplemented with additional high-quality planting, or where retention is not feasible or desirable provide for high quality replacement planting; and
(c) provide for suitable boundary treatment to enhance the setting.

Public Realm

5) All development proposals should:

(a) seek to positively impact on public realm through:
- enhancing the quality of existing public realm where appropriate;
- establishing relationships between development proposals and existing public realm;
- maximising opportunities to create new public realm where appropriate.

(b) ensure that public realm is well-designed, safe, inclusive, attractive, well-connected, adaptable, related to the local and historical context and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable; and

(c) seek to incorporate green infrastructure such as street trees and other vegetation into the public realm to support rainwater management through sustainable drainage, reduce exposure to air pollution, moderate surface and air temperature and increase biodiversity; and

(d) ensure appropriate management, maintenance and governance arrangements are in place to secure the quality of public realm in perpetuity.

Safe, connected and efficient streets

6) All new development will be designed:

(a) in a manner which is safe and welcoming, supporting natural surveillance through the use of active frontages and mixed used development. This will ensure maximum opportunities for natural security through layout and design, to reduce opportunities for crime and antisocial behaviour; and

(b) Secured by Design standards should be incorporated and consideration given to how an area functions at different times of day, on different days of the week and throughout the year.

(c) to ensure it connects appropriately to existing street patterns and creates safe and accessible spaces. Proposals should offer safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through active and sustainable travel choices delivered to best practice standards and in accordance with the principals set out in the National Model Design Code[49] and Manual for Streets[50].

Major developments and allocated sites

7) Given the size, function and proposed density of major developments, particularly those exceeding 50 dwellings, tall buildings and/or allocated sites on former Green Belt land, it may not always be desirable to reflect locally distinct patterns of development. These sites should create their own identity to ensure cohesive and vibrant neighbourhoods. High rise development in appropriate locations will be expected to be supported by a visual impact assessment and demonstrate a positive contribution to the skyline through its architectural merits. In Staines, the Development Framework will provide site specific guidance on the design of larger and tall buildings. On a case-by-case basis, it may be appropriate for larger developments to be shaped by a design panel review process at the applicant's expense, and in conjunction with the Council.

[49] https://www.gov.uk/government/publications/national-model-design-code and any subsequent updates
[50] https://www.gov.uk/government/publications/manual-for-streets and any subsequent updates

Definitions

8.5 The public realm includes all the includes all publicly accessible space between buildings, whether public or privately owned, including but not limited to streets and squares, public open spaces and river environs.

Reasoned Justification

8.6 High quality in the design and layout of new development is fundamental to achieving identified needs and creating places where people want to live and will thrive. Design is not just limited to the appearance of development, it includes many other elements such as layout and orientation which can contribute to creating safe and secure environments and will impact how much energy occupiers use over a buildings lifetime. The design of the built environment has a direct effect on how places are used. The relationship between buildings, spaces and landscape is important as well as the more detailed design and materials used. Good design will influence how people move around our settlements, how they interact and how places make people feel. When considering applications, the Council place a high value on good design because of its importance and how it affects people's daily lives.

8.7 The NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Urban design and architecture can contribute to health outcomes through encouragement of more active lifestyles. Development should be encouraged to create places that result in mixed communities. It should cater for the needs of different types of people, including the young and old, encourage walking and cycling, improve access to public transport, and ensure that new development connects with existing parks and open spaces for recreation. Building exteriors and public realm should be designed in a way that contributes to pedestrian friendly environments.

8.8 Planning applications must be supported by design statements and the Council expects these to show how all the issues covered in the policy have been addressed. The level of detail required will be proportionate to the scale and nature of the development and for some small scale proposals, such as domestic extensions, some of the criteria may not be relevant.

8.9 The Council's current SPD on design[51] elaborates on this policy and is intended to be a practical guide to help achieve high standards of design. It is aimed at a wide audience which includes home owners, architects, developers and those affected by planning proposals.

8.10 Sport England have developed 10 principles to inspire and inform the layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and active lifestyles. Below is a brief overview of these six of these principles which are supported by the Local Plan:

- Activity for all neighbourhoods: Enabling those who want to be active, whilst encouraging those who are inactive to become active.
- Walkable communities: Creating the conditions for active travel between all locations.

[51] Design of residential extensions and new residential development

- Connected walking and cycling routes: Prioritising active travel through safe, integrated walking and cycling routes.
- Co-location of community facilities: Creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity.
- Network of multifunctional open space: Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.
- High quality streets and spaces: Well-designed streets and spaces support and sustain a broader variety of users and community activities.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	+	+	+	+	+	+	0	+	0
Medium Term	0	+	0	+	+	+	+	+	+	0	+	0
Long Term	0	++	0	+	+	+	+	+	+	+	+	0

Monitoring Indicators

Indicator	Target	Data Source
Number of new developments achieving the "Built for Life" quality mark	N/A	Planning applications and appeals
Percentage of appeals allowed for applications originally refused for design reasons	Reduction in the percentage of appeals allowed that are considered to be poorly designed	Planning appeals

Key Evidence

- Building for Life 12: The sign of a good place to live (Design Council, Third Edition 2013)
- By Design, Urban Design in the planning system: towards better practice (DETR, 2000)
- Active by Design: Designing places for healthy lives – A short guide (Design Council, 2014)
- Technical housing standards – nationally described space standards (DCLG, 2015)

  Secured by Design, Design Guides (Various years, available online at: http://www.securedbydesign.com/industry-advice-and-guides/)

Responding to the climate emergency

8.11 The Local Plan plays a key role in addressing the climate emergency by reducing carbon dioxide emissions and supporting the transition to a zero carbon future. As well as helping to deliver improvements to flood risk, air quality, recycling and waste management.

8.12 Our climate is changing as a result of human activity and this will have substantial implications for society and our environment if we do not act. The council is committed to responding to climate change and has declared a climate change emergency in October 2020 joining a growing number of domestic and international authorities that have adopted a carbon-neutral target. Across the Council's services, all strategic decisions, budgets and approaches to planning decisions will be aligned with the goal of achieving a shift to carbon neutrality. The Council intends to accelerate its efforts by introducing greener buildings, transportation, greener investments and increasing renewable energy.

8.13 Working with other Surrey districts and boroughs, and Surrey County Council, Surrey's Greener Futures Climate Change Strategy (2020-2050) and Climate Change Delivery Plan (2021) have been produced. The Local Plan will play a central role in delivering a number of aims set out in both. A central thread of the Local Plan is to plan for a low-carbon future in which carbon emissions and other greenhouse gases are reduced and we tackle and adapt to the new climatic norms.

8.14 The council will take a proactive approach to mitigating the effects of, and adapting to, climate change to ensure the future resilience of both communities and infrastructure. This includes locating new development in locations that reduces reliance on private motor vehicles as well as being designed and constructed in a way to achieve low or zero carbon buildings and facilitates more sustainable lifestyles including supporting the ability to work flexibly.

DS2: Responding to the climate emergency

1) All development must respond to the climate emergency by:

   (a) Directing development towards locations that minimise the need to travel and maximise the ability to make trips by sustainable modes of transport including cycling, walking and public transport.

   (b) Delivering an efficient use of land especially on the most accessible sites.

   (c) Providing more walkable and cyclable neighbourhoods (Twenty Minute Neighbourhoods) that reduce demand for the use of private vehicles.

2) Sustainable design and construction will be integral to new development in the Borough. All planning applications[52] must include evidence that the below will be addressed, using as a minimum the Sustainable Construction Checklist:

   (a) Maximising energy efficiency and integrating the use of renewable and zero carbon energy (demonstrated though an energy statement);

[52] With the exception of applications for small householder extensions such as conservatories and porches and advertisement consent or prior notification

(b) Optimising the site orientation, building form, layout, landscaping and materials to maximise natural light and heat, whilst avoiding internal overheating by providing passive cooling and ventilation;

(c) Incorporate sustainable construction and demolition techniques that provide for the efficient use of minerals including a proportion of recycled or secondary aggregates, and encourage the re-use of construction and demolition waste at source or its separation and collection for recycling;

3) In residential development (including replacements, conversions and subdivisions)

(a) Achieve water efficiency of 110 litres per person per day[53] and where feasible provide rainwater harvesting techniques;

(b) Incorporate active electrical vehicle charging points in accordance with the latest guidance issued by Surrey County Council[54];

(c) Where CHP distribution networks already exist, new developments are required to connect to them or be connection-ready, unless it can be clearly demonstrated that utilising a different energy supply would be more sustainable or connection is not feasible. The impacts of the CHP plants emissions upon air quality must be assessed in accordance with Policy E3;

(d) Incorporate measures for the secure storage of cycles and storage of waste including recyclable waste;

4) Proposals for zero carbon development are strongly supported and the development of renewable, low and zero carbon and decentralised energy[55], are strongly supported and encouraged.

5) New homes should achieve a 31% reduction on the Dwelling Emission Rate (DER) against the Target Emission Rate (TER) based on the 2013 Edition of the 2010 Building Regulations (Part L). A fabric first approach shall be prioritised, ensuring that at a minimum the thermal performance of the whole envelope exceeds that of the notional specification by 5%[56].

6) Applications for major development are expected to include information setting out:

(a) how the energy hierarchy has been applied and how sustainable design and construction practice will be incorporated.

(b) applications should be accompanied by Construction Management Plans, which seek to manage the impact of construction traffic on the local and strategic transport networks

7) Smaller developments (including refurbishment, conversion and extensions to existing buildings) should include information proportionate to the scale of the development proposed.

[53] through compliance with the Building Regulations which state that planning conditions can set the requirement to 110 litres rather than 125 litres.
[54] Currently incorporated in Surrey CC Vehicular and Cycle Parking Guidance (January 2018).
[55] Where meeting the air quality requirements of Policy E3
[56] The energy use intensity for new homes should be reported on a kWh/m2/year gross internal area (GIA) basis.

Definitions

8.15 Zero carbon development means development where emissions from all regulated energy use are eliminated or offset. This definition may be reviewed in the future.

8.16 The definition of major development includes residential development of 10 dwellings or more (gross) and non-residential development of 1,000 sqm gross new floorspace or more.

8.17 Sustainability and energy statements should set out a level of detail proportionate to the scale of development.

Reasoned Justification

8.18 In June 2019, the Government announced that the UK will 'eradicate its net contribution to climate change by 2050' by legislating for net zero emissions – the first G7 country to do so. In order to reach this target, all buildings will need to be net zero carbon by 2050. In April 2021 Spelthorne Borough Council declared a climate emergency and has committed to work with the local community and all other relevant partner agencies to support making the Borough carbon neutral as soon as practically possible.

8.19 The Royal Town Planning Institute (RTPI) considers climate change to be one of the most crucial issues facing our communities today, and the increasing occurrence of severe climate-change related weather events is just a reminder of the urgency of this issue. The RTPI have asked the Government must reintroduce the requirement for all new-build homes to be zero-carbon[57] and resources should be made available to help existing homes become carbon neutral.

8.20 The Council considers that sustainable design is indivisible from good design and that requiring sustainable design features in development is justified. The NPPF (para 148) sets out that the planning system should help to shape places in ways that minimise vulnerability and improve resilience and support renewable and zero carbon energy and associated infrastructure. The NPPF also sets out that planning should provide net gains in biodiversity.

8.21 The Planning Policy Guidance note titled Housing: Optional Technical Standards, sets out standards which can be adopted in Local Plan policies which go beyond the mandatory requirements of the Building Regulations for water efficiency and accessibility.

8.22 The policy sets a thermal performance target (higher fabric energy efficiency standard) exceeding current national because it is important to ensure that buildings do not need to be retrofitted at expense at a later date when more demanding regulations are introduced. For example if the Government proceeds with the Climate Change Committee's recent proposal that from 2028 no home should be able to be sold unless it reaches EPC B and C. This will also help safeguard against future heat decarbonisation pathways, by ensuring that new buildings can more easily transition to lower carbon heating sources in the near future. This is particularly pertinent for decarbonisation trajectories involving heat pumps, as effective use of the

[57] A zero-carbon homes policy was axed in 2015 by then business secretary Sajid Javid, without consultation, a year before the policy was supposed to be introduced.

technology will require highly insulated and draught-proofed buildings to operate efficiently.

8.23 The South East of England is likely to face significant challenges from changing climate and weather patterns. To avoid the costs associated with retrofitting and replacement new buildings should be future proofed, suited to, and easily adaptable for, the range of climate conditions and weather patterns we are likely to see over the next century, and adaptable to new technologies. The buildings we build today are likely to be with us into the next century, therefore it is beneficial to build adaptable and efficient developments.

8.24 The purpose of the checklist is to highlight sustainable construction matters that developers can consider. It is not intended to duplicate the elements of sustainable construction that are incorporated into the building regulations. It will enable the Council to assess which sustainable construction principles have been considered in development proposals for new build and/or refurbishment of existing buildings, but does not seek to prescribe a set standard or requirement. The Council encourages a holistic approach where sustainable construction considerations are taken fully into account from initial project thinking through to development completion. This approach should achieve high quality sustainable development which is responsive to people's needs and can help avoid unnecessary project delay.

8.25 The future is likely to see a mix of zero carbon technologies used for heating. A government publication Clean Growth: Transforming Heating, an evidence review of the options for decarbonising heat, concluded that it is unlikely that there will be a one-size-fits all solution, so multiple technologies will play a role. The Future Homes Standard expects heat pumps will become the primary heating technology for new homes. The consultation response document states heat pumps are highly efficient, providing around three times the amount of heat compared to the electricity used. It goes on to say heat networks will also have an important role to play and are often an excellent solution for new buildings in towns and cities because of their ability to integrate the lowest-carbon heat sources. Heat networks are the only way to exploit larger scale renewable and recovered heat sources such as energy from waste, waste heat and heat from rivers and mines.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	0	0	0	0	0	0	0	+	0	++	+
Medium Term	0	+	0	0	+	0	0	0	+	+	++	+
Long Term	0	+	+	0	+	0	0	0	+	+	++	+

Monitoring Indicators

Indicator	Target	Data Source
Megawatts of installed small scale low and zero carbon energy capacity	Increase in number	Ofgem Feed in Tariff quarterly reports
Number of new dwellings complying with higher water efficiency standard	All new homes to comply with standard	Building regulations final certificates

Key Evidence

- RTPI (2018): Rising to the Climate Crisis: A Guide for Local Authorities on Planning for Climate Change. Available at https://www.rtpi.org.uk/media/3568/rising-to-the-climate-crisis-1.pdf
- The New Homes Policy Playbook
- The Future Homes Standard: 2019 Consultation on changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for new dwellings Summary of responses received and Government response
- https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/956094/Government_response_to_Future_Homes_Standard_consultation.pdf

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DS3: Heritage, Conservation and Landscape

1) The Council will seek to preserve, conserve and enhance as appropriate the architectural, historic and landscape character of the Borough. The Council will also expect all new development proposals to make a positive contribution to the environment taking account of any relevant design codes.

Heritage

2) Proposals for development which may affect any heritage asset (designated or undesignated & including listed buildings) will be required to demonstrate, through the submission of appropriate appraisals and investigations and in a Design and Access Statement, that the asset and its setting will be conserved and enhanced.

3) The Council will support appropriate development which seeks to maintain, sustain and enhance the significance and special architectural and historic interest of Listed Buildings in the Borough.

4) Considerable weight will be given to the protection of a listed building and its setting. Development of a listed building, or development within the curtilage or within the vicinity of a listed building or structure, should preserve and/or enhance its setting and any features of special architectural or historical interest which it possesses

5) Proposals for extensions and or alterations to heritage assets must demonstrate that the development will respect the historic form, setting, fabric and any other aspects that contribute to the significance of the host building. Any features of architectural or historic interest should be retained in situ and repaired rather than replaced wherever possible.

6) The Council will keep under review all non-designated assets identified as being of local importance or distinctiveness and will, as necessary, identify new assets which contribute to the local character or distinctiveness of the area.

7) Where any heritage asset appears to be at risk, either through neglect, decay or other threats, and where its loss would cause significant harm, the Council will work with owners to secure the enhancement of the asset and its setting for the benefit of the local character, in conjunction with other partners.

Scheduled and Ancient Monuments & Archaeological Areas

8) Proposals for development will be required to conserve, and where appropriate, enhance the significance, historic features and importance of Scheduled and other nationally important ancient monuments (as shown on Policies \Map). Proposals which improve public access to, or the understanding of, a Scheduled Monument in a manner consistent with its conservation, will be supported.

9) Proposals for development which adversely affect the physical survival, setting or overall heritage significance of a scheduled or other nationally important ancient monument will not be supported.

10) Proposals for development on sites which affect, or have the potential to affect:

- Scheduled Monuments;

- County Sites of Archaeological Importance (CSAI) or Areas of High Archaeological Potential (AHAP), as shown on the Policies Map
- all other sites which exceed 0.4ha in size. should:

(a) Submit an archaeological assessment, and where appropriate the results of a site evaluation (and, should remains have been identified, an accompanying archaeological mitigation strategy) with a planning application

(b) Where archaeological finds are identified the first consideration will be in situ preservation. Where it can be demonstrated to the satisfaction of the Council that this is not feasible, the Council will require adequate excavation and an accurate record to be made of any archaeological remains which will be destroyed and the results to be made publicly accessible via the publication and archiving of any material recovered

Conservation Areas

11) The Council will continue to preserve and enhance the character and setting of the existing conservation areas, as shown on the Policies Map. The Council will require proposals for new development to demonstrate that they will make a positive contribution to the setting and local character of the conservation area

Tree Preservation Orders

12) The Council will seek to ensure the effective use of Tree Preservation Orders to protect significant trees and will encourage the proper care and maintenance of trees by requiring owners to submit applications to work on protected trees and ensure that protected trees are replaced, if they have to be felled, with a suitable replacement.

Landscape

13) The Council will seek that new development respects the existing landscape character, avoids harm, and provides for the positive enhancement of the landscape by the design, scale and setting of any new building. Reference should be made to the most up-to-date Landscape Character Assessment or equivalent.

14) Development which would have a significant detrimental effect on the landscape setting of the Borough will only be permitted where it can be demonstrated that the harm is outweighed by substantial public benefits or other benefits that outweigh the harm to or loss of the landscape setting.

15) The Council will work with its partners in the public, private and voluntary sectors to develop and secure the implementation of projects designed to improve and maintain the landscape, particularly areas which have become degraded, derelict or contaminated and where remediation is necessary to provide opportunities for landscape enhancement and public enjoyment.

Reasoned Justification

8.26 The Borough contains an important legacy of historic buildings including nearly 200 statutorily Listed Buildings and a further 160 buildings and structures of local architectural or historic interest. Many of these are located within the eight Conservation Areas.

8.27 The NPPF requires local authorities to identify opportunities for the conservation, enjoyment and enhancement of heritage assets and their setting whilst having regard to the need to reflect and enhance local character and distinctiveness.

8.28 The NPPF also requires that new development is visually attractive and contributes to and enhances the natural and local environment and is sympathetic to local character and landscape.

8.29 The NPPF recognises that heritage assets are irreplaceable resources and requires Local Authorities to maintain and strengthen their commitment to stewardship of the historic environment, and to adopt suitable policies to protect it. The Council will work with partners such as Historic England and others to ensure that buildings of heritage value are maintained.

8.30 There are four scheduled ancient monuments within Spelthorne and these are:

- Caesar's Camp at Matthew Arnold School, Kingston Road SAM No. 146
- Anglo-Saxon cemetery, west of Saxon Primary School, Briar Road SAM No. 142
- Chertsey Bridge SAM No. 68
- Lord Knyvett's Schoolhouse, High Street, Stanwell SAM No. 147

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	0	++	+	0	+	0	0
Medium Term	0	+	0	0	0	0	++	+	0	+	0	0
Long Term	0	+	0	0	0	0	++	+	0	+	0	0

Monitoring Indicators

Indicator	Target	Data Source
Number of buildings on EH Risk Register	No loss of Heritage Assets	UK Heritage at Risk Register
Number of buildings repaired and refurbished	No loss of Heritage Assets	Planning applications and surveys
Number of schemes in Conservation Areas providing positive enhancement	No loss of Heritage Assets	Planning applications and surveys
Area of land restored or enhanced	No derelict or degraded land	Survey and minerals and waste planning applications

Key Evidence

- Register of Heritage Assets
- Register of Buildings at Risk
- Listed Buildings (statutory list)
- Local List of Buildings and Structures of Historic Interest
- UK Heritage at Risk Register
- Conservation Areas
- Landscape Character Areas
- Archaeological Areas

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9. Infrastructure and Delivery

9.1 Introductory paragraphs to follow]

9.2 [Intro to follow]

9.3 [Intro to follow]

9.4 [Intro to follow]

ID1: Infrastructure and Delivery

1) The Council will work with infrastructure providers, developers and other key stakeholders to support the delivery of the infrastructure necessary to enable the development set out in the Local Plan. To achieve this, the delivery of development may need to be phased to reflect the delivery of infrastructure.

2) The projects required to support the Local Plan strategy are identified within the Borough's Infrastructure Delivery Plan. The Infrastructure Delivery Plan will be updated to ensure infrastructure information remains up to date and is monitored effectively.

3) Developers will be expected to engage early with the Council and infrastructure service providers to discuss their requirements.

4) Developers must demonstrate they have explored existing infrastructure capacity, and how this could be future-proofed, with appropriate providers and demonstrate that they have made sufficient provision. Where appropriate, and where there is an identified shortfall across the Borough, opportunities should be taken to maximise infrastructure provision on suitable sites.

5) Development proposals, including those allocated in this plan which give rise to a need for infrastructure improvements, will be expected to mitigate their impact, whether individually or cumulatively, and at a rate and scale to meet the needs that arise from that development or a phase of that development. The standards of infrastructure delivery will be expected to comply with other policies set out within this Plan.

6) Planning permission will be granted subject to the provision of (or appropriate funding towards) the required level of infrastructure to support the development. This will be secured by entering into an appropriate legal agreement and/or the use of Grampian conditions[58].

7) Infrastructure identified within the Infrastructure Delivery Plan or through negotiations on individual planning applications will continue to be delivered either through on-site provision or off-site contributions and secured by s106, s278 or other appropriate

[58] i.e. prohibiting development authorised by the planning permission or other aspects linked to the planning permission (e.g. occupation of premises) until a specified action has been taken (such as the provision of supporting infrastructure). Such conditions should not be used where there are no prospects at all of the action in question being performed within the time-limit imposed by the permission.

agreements and the Community Infrastructure Levy (CIL) or its successor as well as other identified sources of funding as set out in the Infrastructure Delivery Plan.

8) Development proposals which rely on the delivery of critical infrastructure projects to support the development, will only be permitted prior to completion of that project or where appropriate, a phase of that project which has been identified as necessary, where the council is content that the infrastructure or phase of that infrastructure will be in place within a reasonable timetable from the date of permission.

Social and community facilities

9) The Council will resist the loss or change of use of existing facilities unless it can be demonstrated that:

(a) the facility is no longer needed for its existing purpose or viable for any other social or community use;

(b) the services can be re-provided in a facility of better quality on the same site or in an alternative location that is equally accessible to the community served; and

(c) there is no requirement from any other public or voluntary service provider for an alternative community or social facility that could be met through a change of use or redevelopment.

Definitions

9.5 Infrastructure is a broad term and includes but is not limited to:

- Transport and physical infrastructure: local and strategic road network, cycling and pedestrian infrastructure, rail network and stations, bus services, utilities, telecommunications, flood risk minimisation, wastewater treatment.
- Social and community facilities: schools and other education facilities, health and social care facilities, libraries, museums, cultural facilities, emergency services, advice centres, clubs, public houses, societies, places of worship, sport and leisure activities, youth facilities and community centres.
- Infrastructure Delivery Plan: identifies the Borough's infrastructure requirements including social, physical and green infrastructure. The IDP sets out what is needed, where it is needed and when it is needed

Reasoned Justification

9.6 The NPPF sets out that to deliver the social, recreational and cultural facilities and services the community needs, planning policies should plan positively for the provision and use of shared space, community facilities and local services to enhance sustainability and guard against the unnecessary loss of valued facilities.

9.7 The provision of suitable, adequate infrastructure is vital to the well-being of the Borough's population and economy. The Spelthorne Infrastructure Delivery Plan outlines the capacity and quality of existing infrastructure, including planned

improvements. Growth within the Borough has often out-paced the provision of necessary infrastructure and there are parts of Spelthorne where existing infrastructure is at or near capacity or of poor quality and in need of improvements.

9.8 There may also be occasions where development proposals will require infrastructure capacity improvements before they can come forward or are reliant on critical infrastructure projects for delivery

9.9 In order to redress this, the infrastructure will be provided in a timely manner to support the new occupants and/or mitigate the impacts of the development. Where it is demonstrated that individually or cumulatively there is anticipated to be a significant impact on the existing community, development will be phased to ensure provision meets demand and needs.

9.10 Maintenance of infrastructure and expansion to meet requirements is generally the responsibility of the relevant infrastructure provider. Most providers operate to statutory requirements and have set timescales for plans.

9.11 The planning system allows the Council to ensure that there is adequate infrastructure in place to support new development. Developers, where required, will have to demonstrate that their proposed developments incorporate adequate wastewater capacity and surface water drainage both on and off site. Where there is an infrastructure capacity constraint, the Council will require the developer to clearly set out the appropriate improvements required to facilitate the development and how this will be delivered. The planning system has mechanisms to secure timely provision such as through the imposition of Grampian-style conditions which relate to restricting development to phases.

9.12 To ensure the scale of development set out in the Local Plan can be delivered, the impacts of the Plan policies and other requirements must be viability tested. As part of this, the Council require that these impacts and related costs are accounted for the in the price for the land (or any agreement in place to acquire the land). In line with paragraph 58 of the NPPF, applicants will be required to justify the need for a viability assessment at the application stage and these should be made publicly available.

9.13 The Council have adopted the Community Infrastructure Levy (CIL) to contribute towards funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area. The Council is required to produce an Infrastructure Funding Statement to outline the Council's spending priorities.

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Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	0	0	+	+	+	+	+
Medium Term	+	+	+	0	0	0	0	+	+	+	+	+
Long Term	+	++	++	0	+	0	0	+	++	++	+	+

Monitoring Indicators

Indicator	Target	Data Source
Annual CIL receipts	N/A	Annual monitoring
Annual CIL spending	N/A	Annual monitoring
Discharge of S106 obligations	To collect payments and spend as required	Annual monitoring

Key Evidence

- The Community Infrastructure Levy Regulations 2010, as amended
- Infrastructure Delivery Plan
- CIL Infrastructure Funding Statement
- Local Plan Viability Study (forthcoming)

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ID2: Sustainable Transport for New Developments

Development Proposals

1) The Council will require development proposals to incorporate opportunities to facilitate sustainable and active modes of travel. This will be achieved by:
   (a) provision of, or contributions towards, the improvement of public and community transport;
   (b) provision of vehicle parking standards, as set out in the Council's latest Parking SPD, and the provision of electric vehicle charging points which are set out in the latest Surrey County Council guidance;
   (c) provision of secure, accessible and convenient on-site cycle parking as set out in the Council's latest Parking SPD;
   (d) providing improvements to or contributions towards improving the capacity and security of cycle parking at the Borough's public transport interchanges;
   (e) providing funding to deliver the transport projects and highways improvements required to support the spatial strategy as set out in the Infrastructure Delivery Plan (forthcoming);
   (f) providing a transport assessment and travel plan for all major development proposals, to promote the delivery and use of sustainable transport. The Travel Plan should set out how it will facilitate the use of sustainable and active transport modes, including but not limited to; low emission car clubs, low emission employee shuttle bus schemes supporting public bus schemes or offering discounted season tickets between public transport interchanges and employment areas.
   (g) Requiring major transport schemes to assess the impacts on health and wellbeing in order to facilitate healthy lifestyles. Where appropriate a Health Impact Assessment will be required.

Borough-wide sustainable transport

1) The Council will work with stakeholders, including Surrey County Council (as the highways authority), to promote and enable schemes and development proposals which facilitate sustainable and active travel. This will include:
   (a) provision of new and accessible, safe and attractive sustainable transport networks and routes;
   (b) provision and improvement of public and community transport;
   (c) securing improvements to cycle parking at the Borough's transport interchanges;
   (d) securing funding to deliver the transport projects and highways improvements required to support the spatial strategy as set out in the Infrastructure Delivery Plan.
2) The Council will use the Spelthorne Local Cycling and Walking Infrastructure Plan (LCWIP) and any successor documents, as a basis for identifying schemes to secure improvements for sustainable and active travel and future opportunities.

Staines-upon-Thames

3) Development within Staines will be subject to bespoke parking standards, as set out in the most up-to-date Parking SPD, to take account of the anticipated level of development and provision of sustainable and active travel modes.

Definitions

9.14 Sustainable and active travel is defined as any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

9.15 Public Transport Interchanges are defined as rail stations and bus stations within the Borough and are shown on the Policies Map.

Reasoned Justification

9.16 The planning process for new developments provides the opportunity to maximise the use of sustainable and active travel modes such as walking, cycling and the increased use of public and community transport. This also provides an opportunity to ensure that people with disabilities can access all modes of transport. This is consistent with the NPPF. Due to the relatively small nature of the Borough, cycling has the potential to replace short car journeys. By providing safe and accessible routes this will encourage the increased use of cycles to facilitate this modal shift.

9.17 The Council will work with stakeholders and Surrey County Council as part of the forthcoming Infrastructure Delivery Plan, which will set out the key infrastructure required to support the delivery of the Local Plan, including sustainable transport and highway schemes. Growth over the Plan period will give rise to increased traffic volumes and it is therefore required that this be mitigated as far as possible. The policy sets out the measures by which the Council will seek to militate against the impacts and will require new developments to adopt the relevant standards to achieve this.

9.18 With respect to parking, the policy takes account of the NPPF in paragraph 108. The Council's standards are set out in the latest Parking Supplementary Planning Document (SPD). This allows for the setting of maximum parking standards where there is a clear and compelling justification that they are necessary for optimising the density of development in town centres that are well served by public transport. The policy does not preclude developers from bringing forward proposals for new development that is car-free.

9.19 All major developments require the submission of a Transport Assessment and Travel Plan. These documents set out the potential transport impacts of the proposals, how these will be addressed and how sustainable travel will be delivered in the long term. There may be occasions where smaller developments have lower impacts and therefore a Transport Statement may be necessary unless it can be demonstrated to the satisfaction of the Council that the changes are minor. Such assessments will be subject to liaison between the Council and the highway authority or authorities.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	+	0	0	0	+	+	+	0
Medium Term	0	+	0	0	+	0	0	0	++	+	+	0
Long Term	0	++	0	0	++	0	0	0	++	++	++	0

Monitoring Indicators

Indicator	Target	Data Source
Walking, cycling. bus and rail modal share for travel to work of Spelthorne residents	Increase in modal share over time	Census – every 10 years Local surveys
Peak time traffic flows on local road networks	Decrease over the plan period	Annual average daily flow

Key Evidence

- Spelthorne Borough Council Local Plan Strategic Highway Assessment Report (Surrey County Council, 2019)
- Spelthorne Local List of Information Requirements (2015)
- Vehicular and Cycle Parking Guidance (Surrey CC, 2018)

10. Allocations

Years 1-5 (2023-2027)

AS2/006 (Land East of Desford Way)

Site Information	
Site ID	AS2/006
Site name/ address	Land East of Desford Way, Ashford, TW15 3FF
Site area (ha)	3.33
Location	Greenfield land Former Green Belt
Ward	Ashford North and Stanwell South
Proposed Allocation	Travelling showpeople plots: 15
	
Site description & existing use	The site is located on the edge of Ashford and is an undeveloped, grassed plot of land. The site is bounded to the west by residential development, to the east by commercial uses, to the north by the A30 and to the south by lakes. The wider character is semi-urban with more open uses to the south and north.

Site-specific requirements	• In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • Make provision for 15 serviced travelling showpeople plots. • The site is only available for the designated use of Travelling Showpeople plots and not for general residential provision (Use Class C3). In accordance with Policy H3, the loss of plots to other uses will be resisted unless it can be demonstrated that there is a surplus supply of Travelling Showpeople plots. • The retention and enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Sufficient screening and boundary provision to separate the site from the lakes to the south for safety purposes and nature conservation. • Strengthening of Green Belt boundaries to ensure the surrounding Green Belt performance is not compromised and retains a strategic function. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.
Delivery Timeframe	2023-2027 (years 1-5)

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AT1/002 (Land East of Ashford Sports Club, Woodthorpe Road)

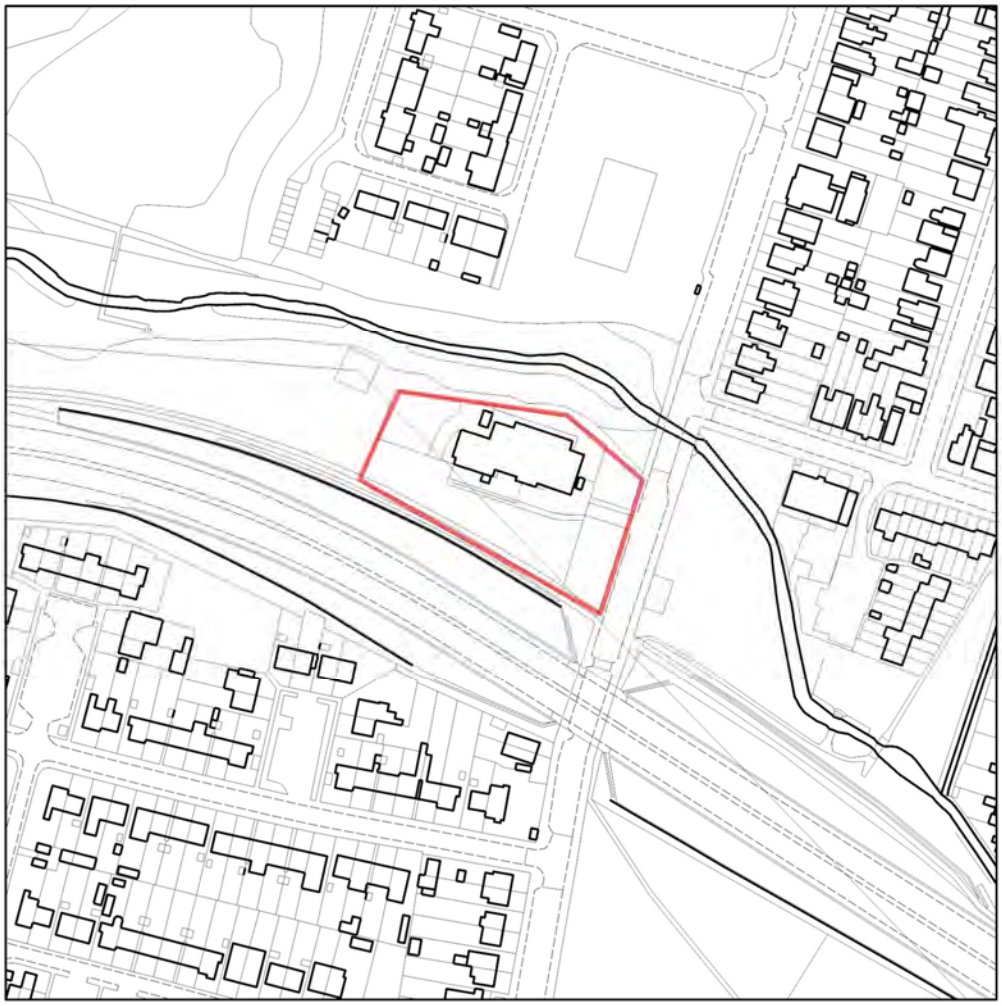
Site Information	
Site ID	AT1/002
Site name/ address	Land East of Ashford Sports Club, Woodthorpe Road, Ashford, TW15 3JX
Site area (ha)	1.15
Location	Greenfield land Former Green Belt
Ward	Ashford Town
Proposed Allocation	Residential (C3): 108 units (approx.)
	
Site description & existing use	The site is open land within a wider sports club facility. The site is surplus to requirements and does not fulfil an open space or recreation role. The site is not publicly accessible. The land to the west is occupied by tennis courts, playing pitches, ancillary buildings and hardstanding for parking associated with the sports club. To the east are residential properties in Ashford

	Close and to the north is the railway line. Woodthorpe Road is located to the south. The wider area is largely urban in character.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • The proposals will be expected to contribute to the enhancement of the adjacent sports facilities at Ashford Sports Club. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • The site should be laid out to ensure that it does not impact upon the Esso Southampton to London Pipeline infrastructure on site. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	Following the completion of the Esso Southampton to London Pipeline works (end of 2023 Q1) 2023-2027 (years 1-5)

DRAFT

AT1/012 (Ashford Community Centre, Woodthorpe Road)

Site Information	
Site ID	AT1/012
Site name/ address	Ashford Community Centre, Woodthorpe Road, Ashford, TW15 3LF
Site area (ha)	0.47
Location	Previously developed land Former Green Belt
Ward	Ashford Town
Proposed Allocation	Local Community F2(b): 300sqm Community Centre (approx.) Residential (C3)



Site description & existing use	The site is bounded by the A308 Staines By-Pass to the south and the River Ash to the north and is accessed from Woodthorpe Road. Woodthorpe Road is predominantly a

	residential area. Ashford Community Centre is located on the site. The site provides a community centre of 635 sqm, and 43 marked car parking spaces. The community centre was built in the 1950s and is at the end of its life. Most of the site is covered in hardstanding.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • Retention of the community centre use on site, to an equivalent or higher quality standard. • 100% affordable housing (Council-owned) provision. • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

AT3/007 (Ashford multi-storey car park, Church Road)

Site Information	
Site ID	AT3/007
Site name/ address	Ashford multi-storey car park, Church Road, Ashford, TW15 2TY
Site area (ha)	0.2
Location	Urban area Previously developed land
Ward	Ashford Town
Proposed Allocation	Residential (C3): 55 units (approx.) Retail/community: 400 sqm (approx.)
	
Site description & existing use	The site is currently occupied by a multi-storey car park fronting onto the Church Road. The site is located between a row of shops, backing onto residential properties to the rear along Clarendon Road. Opposite the site is the Brooklands Development, formerly a college.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A mixed-use development comprising residential development and ground floor retail/community uses to provide an active frontage. • A well-designed scheme that has a positive relationship with nearby town centre uses and existing residential properties nearby. • Sufficient parking re-provision to meet needs on site or in an appropriate nearby location. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This rectangular plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

AT3/016 (23-31 (not 11-19) Woodthorpe Road)

Site Information	
Site ID	AT3/016
Site name/ address	23-31 (not 11-19) Woodthorpe Road, Ashford, TW15 2RP
Site area (ha)	0.24
Location	Urban area Previously developed land
Ward	Ashford Town
Proposed Allocation	Residential (C3): 120 units (approx.) Ground floor office/retail (Class E): 1300 sqm (approx.)
	
Site description & existing use	The site is an L shaped plot of land to the west of Station Approach with Woodthorpe Road to the south. The site comprises two parcels of land, made up of office, retail and residential buildings. The wider area is urban in character with commercial and residential uses present.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A mixed-use development comprising residential development and ground floor retail/office use to provide an active commercial frontage. • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This L-shaped plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

HS1/002 (Land at Croysdale Avenue/ Hazelwood Drive)

Site Information	
Site ID	HS1/002
Site name/ address	Land at Croysdale Avenue/ Hazelwood Drive, Sunbury, TW16 6QN
Site area (ha)	1.68
Location	Greenfield land Former Green Belt
Ward	Halliford and Sunbury West
Proposed Allocation	Residential (C3): 67 units (approx.)
	
Site description & existing use	The site is currently vacant green area characterised by trees and bushes. Along Croysdale Avenue/Hazelwood Drive to the north there is a maintained green verge with dispersed trees. To north and to the east are suburban residential areas. To the west is the London Irish Training grounds with its facility building and surface car park immediately adjacent to the site boundary.

	A public footpath and public right of way (School Walk) run to the south of the site with Sunbury cemetery beyond. An access lane runs from Croysdale Avenue alongside the west boundary through the site and joins the public footpath to the south.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed development of dwellinghouses and apartments. • Provide vehicle access to all new build dwellings from Hazelwood Drive. • Improved pedestrian access through the site and to School House and the Scout building, including maintenance of public Rights of Way. • Carry out appropriate engagement with nearby uses, to take account of the additional needs of residents in these buildings to understand the proposals. • 50% Affordable Housing [subject to viability testing] • Preservation of the tree belt along the site's northern boundary. • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

HS1/009 (Bugle Nurseries, Upper Halliford Road)

Site Information	
Site ID	HS1/009
Site name/ address	Bugle Nurseries, 171 Upper Halliford Road, Shepperton, TW17 8SN
Site area (ha)	2.28
Location	Part previously developed land/part greenfield. Former Green Belt
Ward	Halliford and Sunbury West
Proposed Allocation	Residential (C3): 79 units (approx.)
	
Site description & existing use	The site is located to the west of Upper Halliford Road and comprises open fields with paddocks, old nursery structures and other buildings and hardstanding in commercial use, including parking and access. The site is part of the wider Bugle Nurseries site which extends to include a residential bungalow to the north and additional open fields to the west. Only the southern portion of this has been identified for allocation as to retain the northern Green Belt boundary.

	Immediately to the south east of the site are residential properties positioned at right angles within Halliford Close, whose rear gardens adjoin the application site. Further to the west, the garages of properties at Bramble Close and allotments adjoin the application site to the south. Directly to the north of the site is a public footpath and the site of the former Bugle Public House which has been rebuilt as apartments. Further to the north are other dwellings fronting Upper Halliford Road, with open grass land behind and a large fishing lake to the north west of the site. A Tree Preservation Order is on a tree in the north-eastern corner of the wider Bugle Nurseries site however this is outside the allocation boundary.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed development of dwellinghouses and apartments. • Provision of a publicly accessible open space on the remainder of the site (west). • The creation and maintenance of a buffer along the northern boundary of the site to retain and enhance the Green Belt function. The buffer should be no less than 50 meters and remain open and free of development. This should be continuous with the public open space to the rear of the site. • Provision of a pedestrian crossing adjacent to the site on Upper Halliford Road. • 50% Affordable Housing [subject to viability testing]. • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Remediation of the existing waste transfer use on site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.

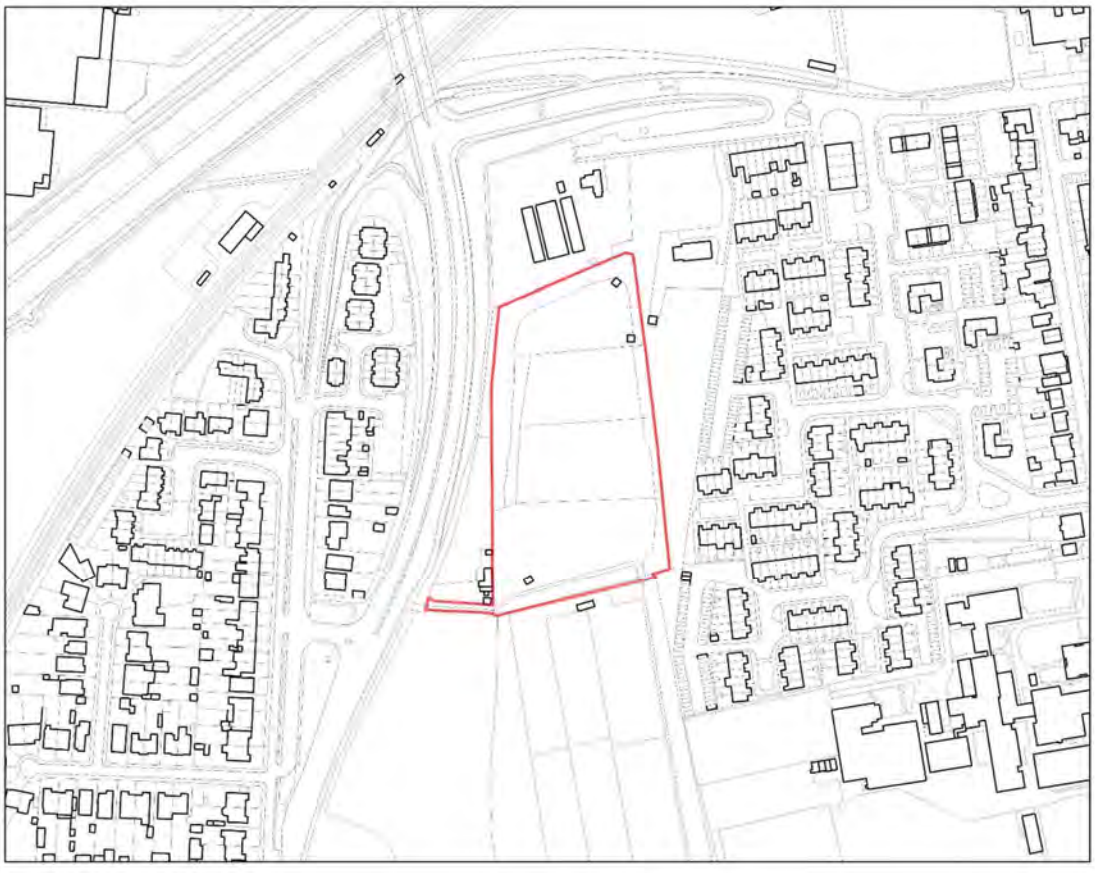
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	• The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2037 (years 1-5)

DRAFT

HS1/012 (Land East of Upper Halliford, Nursery Road)

Site Information	
Site ID	HS1/012
Site name/ address	Land East of Upper Halliford, Nursery Road, Upper Halliford, TW16 6JW
Site area (ha)	1.61
Location	Greenfield land Former Green Belt
Ward	Halliford and Sunbury West
Proposed Allocation	Residential (C3): 60 units (approx.) Open space provision



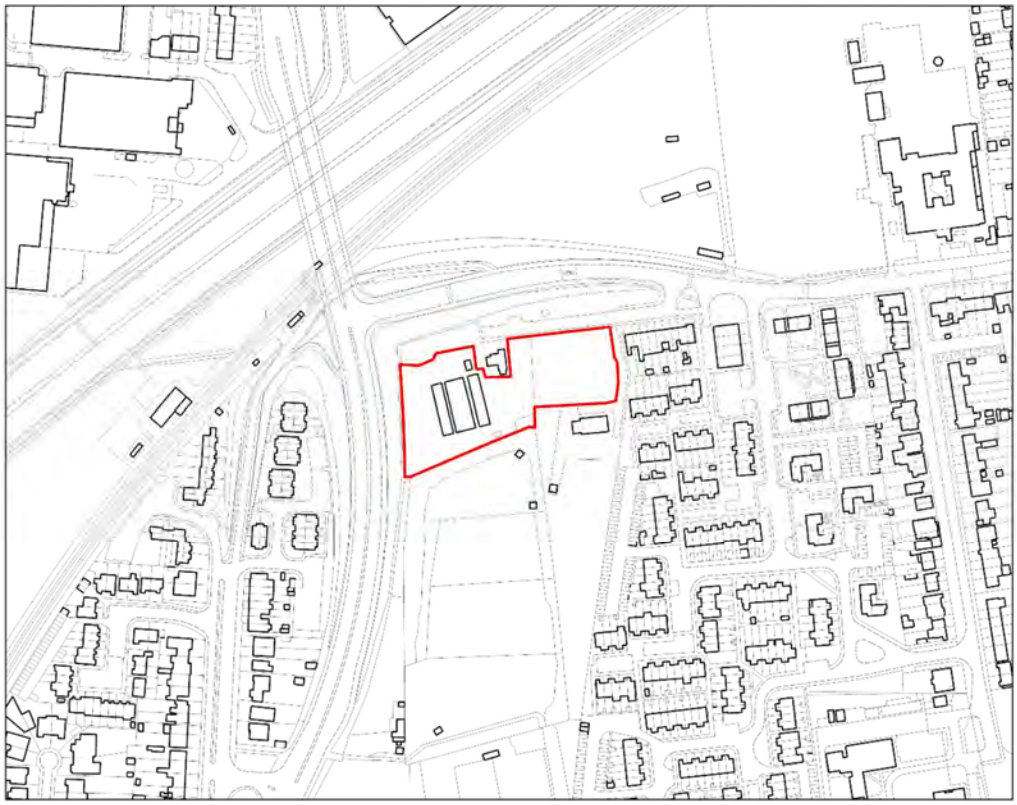
Site description & existing use	The site is rectangular in shape and is currently occupied by an open field used for equestrian grazing, with several structures on site associated with this use. The site is located to the west of Upper Halliford Road, northeast of The Bishop Wand Secondary School and is bound by trees and hedging.

	The land adjoins residential to the east, a vacant area to the immediate south and housing further south and west. Upper Halliford Park is located further south west.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • The provision of a new vehicular and pedestrian access road through the site from Upper Halliford Road to the Bishop Wand School. • Provide high-quality, well-designed, safe access/egress into and out of the site for pedestrians, cyclists and vehicles, including suitable junction improvements. • Surrey County Council as the education provider support additional sixth form development, subject to the supply of specific types of provision. This is to be agreed with the Council as part of the application process. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Maximise retention and safeguarding of existing trees and hedgerows. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2037 (years 1-5)

DRAFT

DRAFT

HS2/004 (Land south of Nursery Road)

Site Information	
Site ID	HS2/004
Site name/ address	Land south of Nursery Road, Sunbury on Thames, TW18 6LX
Site area (ha)	0.66
Location	Greenfield land Former Green Belt
Ward	Halliford and Sunbury West
Proposed Allocation	Residential (Use Class C3): 41 units (approx.)
	
Site description & existing use	The site is located to the south of Nursery Road and east of the A244 (Upper Halliford Road). The site is rectangular in shape which slopes away from Nursery Road towards the south east corner of the site. It is currently vacant, although old structures associated with previous nursery use is located on site. A bungalow is enclosed within the centre of the site but outside its boundaries. The nearby A244 lifts above the railway line, with the site at a lower level. Vegetation lines the road and site which limits views between the two.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • Improved pedestrian linkages to nearby community facilities and existing active travel routes, including the widening of the footway adjacent to the site. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with policy DS2
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

LS1/024 (Land at Staines Road West and Cedar Way)

Site Information	
Site ID	LS1/024
Site name/ address	Land at Staines Road West and Cedar Way, Sunbury, TW16 7BL
Site area (ha)	1.63
Location	Greenfield Land Former Green Belt
Ward	Laleham and Shepperton Green
Proposed Allocation	Residential (C3): 77 units (approx.)
	
Site description & existing use	The site is located on the south side of Staines Road West and to the west of Cedar Way. Spelthorne Sports club is located immediately west of the site. The Staines Reservoirs Aqueduct runs immediately south of the site with the Thames Water treatment works further south. The site is currently free from development and is occupied by paddocks and grazing land.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mix of dwellinghouses and apartments.

	• Suitable junction improvements to enable safe access/egress into and out of the site. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

SE1/005 (Benwell House, Green Street)

Site Information	
Site ID	SE1/005
Site name/ address	Benwell House, Green Street, Sunbury, TW16 6QF
Site area (ha)	0.7
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 39 Units (approx.)



Site description & existing use	The site is currently occupied by a converted office to residential building, previously occupied by the Benwell House offices. The surrounding area contains a mix of residential and commercial uses. A large number of semi-detached properties are present to the east, with flats to the north and south and some commercial units to the west. The proposed development site excludes the converted office building and includes the undeveloped grounds.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Maximise retention and safeguarding of existing mature trees, including those which are subject to a Tree Preservation Order, incorporating those features in a coherent landscaping strategy for the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

SN1/006 (Land to west of Long Lane and south of Blackburn Trading Estate)

Site Information	
Site ID	SN1/006
Site name/ address	Land to west of Long Lane and south of Blackburn Trading Estate, Stanwell, TW19 7AN
Site area (ha)	4.83
Location	Greenfield land Former Green Belt
Ward	Stanwell North
Proposed Allocation	Residential (C3): 200 units Open space provision
	
Site description & existing use	The site is currently undeveloped vacant land and is bounded by Blackburn Trading Estate to the north; hardstanding associated with van hire and storage area is located to the east; and recreation/school fields to the west and south beyond a mature belt of landscaping. The site is accessed via Long Lane. The wider area is largely urban in character, with mixed industrial, and warehousing to the north and east and residential

	development west and further south. Heathrow Airport is situated further north of the site past Blackburn Trading Estate.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mix of dwellinghouses and flats • Suitable junction improvements to enable safe access/egress into and out of the site. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

ST1/037 (Thameside House, South Street)

Site Information	
Site ID	ST1/037
Site name/ address	Thameside House, South Street, Staines, TW18 4PR
Site area (ha)	1.26
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 140 units (approx.) Flexible Commercial (Class E): 3,200 sqm (approx.)
	
Site description & existing use	The site is occupied by Thameside House, located on the corner of South Street (A308) and Thames Street (B376) and extends along South Street to incorporate the underused surface carparking areas to the north of Thameside House. The site is located on the edge of the Town Centre and approximately 0.6km southwest of Staines Rail Station.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A mixed-use development comprising residential development and flexible commercial uses. • A well-designed scheme that has a positive relationship with nearby town centre uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

ST1/043 (Land East of 355 London Road)

Site Information	
Site ID	ST1/043
Site name/ address	Land East of 355 London Road, Staines
Site area (ha)	0.27
Location	Greenfield land Former Green Belt
Ward	Staines
Proposed Allocation	Gypsy and Traveller pitches: 3
	
Site description & existing use	The site is publicly owned, undeveloped open greenfield land. It is located to the north of London Road (A30). The site is located within the Green Belt and the Colne Valley Park. In addition, the southern boundary of the land is identified as an area of High Archaeological Importance. The site is undeveloped open greenfield land. To the east is a further area of open land, with a commercial premises to the west. Opposite is Hengrove Farm minerals site with housing to the southeast across the A30.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Make provision for 3 serviced gypsy and traveller pitches. • The site is only available for the designated use of Gypsy and Traveller pitches and not for general residential provision (Use Class C3). In accordance with Policy H3, the loss of pitches to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches. • The retention and enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of Green Belt boundaries to ensure the surrounding Green Belt performance is not compromised and retains a strategic function. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

ST3/004 (Oast House, Kingston Road)

Site Information	
Site ID	ST3/004
Site name/ address	34-36 Kingston Road (Oast House) & Car Park, Staines, TW18 4LN
Site area (ha)	0.92
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 180 units (approx.) Community/Healthcare use: 4500 sqm



Site description & existing use	The site is currently occupied by a mix of uses including Surrey County Council buildings, a Spelthorne Borough Council operated carpark and private buildings. The Surrey County Council buildings (adult learning centre at 34-36 and 36B) are vacant with part listed. A footpath runs to the south of the site with Staines Police Station to the west. Several semi-detached residential properties and garages are located to the northeast along Kingston Road. The Staines rail line is located to the south with Staines station further to the southeast.

	The site can be accessed on foot via Station Path to the south or from Kingston Road to the north. The surrounding character is mixed commercial and residential.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed-use development comprising residential development and health/community uses. • A well-designed scheme that has a positive relationship with nearby town centre uses and nearby residential properties • Conserve and, where possible, enhance heritage assets and their setting, most notably the Grade II listed Oast House on site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

ST4/019 (Former Debenhams Site, High Street)

Site Information	
Site ID	ST4/019
Site name/ address	35-45 High Street, Staines (Former Debenhams Site), TW18 4QU
Site area (ha)	0.24
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 150 units (approx.) Commercial (Class E): 500 sqm (approx.)
	
Site description & existing use	The site is located to the south of the High Street and is on the corner where the road meets the A308/Thames Street. The site is located to the northwest of Elmsleigh Shopping Centre. The surrounding area is predominantly commercial as the site is located within the Borough's primary shopping area. The site is currently occupied by a four-storey department store, now vacant. The site is locally listed.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A mixed residential and commercial development that provides an active frontage along the High Street. • A well-designed scheme that has a positive relationship with the surrounding town centre uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

ST4/025 (Coppermill Road)

Site Information	
Site ID	ST4/025
Site name/ address	Coppermill Road, Wraysbury, TW19 5NU
Site area (ha)	0.92
Location	Greenfield land Former Green Belt
Ward	Staines
Proposed Allocation	Residential (C3): 15 units (approx.)
	
Site description & existing use	The site is undeveloped greenfield land. It is located on the edge of Spelthorne and adjacent to linear residential development along Coppermill Road to the south. The nearby residential dwellings are within the Royal Borough of Windsor and Maidenhead and are designated Green Belt. The site is bounded by the Wraysbury Reservoir to the east, residential to the south and west and Woodland to the north.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Provision of 15 residential dwellinghouses (approx.) • Improved pedestrian linkages to nearby community facilities and existing active travel routes, including the provision of crossing facilities along Coppermill Road. • Liaise with the relevant service providers, including Royal Borough of Windsor and Maidenhead, to ensure that appropriate waste management is incorporated into proposals. • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role beyond the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

ST4/028 (William Hill / Vodafone/ Monsoon, High Street)

Site Information	
Site ID	ST4/028
Site name/ address	William Hill / Vodafone/ Monsoon, 91-93 High Street, Staines TW18 4PQ
Site area (ha)	0.11
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 14 units (approx.) Commercial (Class E): 400 sqm (approx.) (retain existing)



Site description & existing use	The site is located on the High Street and is surrounded by a large variety of retail shops varying in height and in architecture. There are a series of larger scale developments that are planned for the local area particularly to the West and the South. The existing building at 91-93 High St is a Victorian/Edwardian Gothic style building that currently houses retail use. It rises to a maximum of three storeys. It is an attractive building which contributes positively to the streetscape of the High Street and is locally listed.

	The remainder of the site is occupied by a part of the Elmsleigh Shopping Centre, being two bays of the High St frontage to the east of the Shopping Centre frontage.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed residential and commercial development that provides an active frontage along the High Street. Retention of the existing retail use. • A well-designed scheme that has a positive relationship with the surrounding town centre uses. Sensitive design that retains and enhances the locally listed features on site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

Years 6-10 (2028-2032)

AE3/006 (158-166 Feltham Road)

Site Information	
Site ID	AE3/006
Site name/ address	158-166 Feltham Road, Ashford, TW15 1YQ
Site area (ha)	1.31
Location	Urban area Previously developed land
Ward	Ashford East
Proposed Allocation	Housing (C3): 75 units (approx.)
	
Site description & existing use	The site is a long narrow site currently in use as warehousing. The site comprises 17 single storey brick business units known as Ashford Business Complex. There are quite substantial buildings on the site at present and it is bounded on three sides by residential properties. Access is through a primarily residential area. Feltham Road runs to the north of the site.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A mix of houses and flats would contribute to the need for different types of housing in the Borough. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with policy DS2.
Opportunities	• This rectangular plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

AS1/001 (Tesco Extra, Town Lane)

Site Information	
Site ID	AS1/001
Site name/ address	Tesco Extra, Town Lane, Stanwell, TW15 8RW
Site area (ha)	3.98
Location	Urban area Previously developed land
Ward	Ashford North and Stanwell South
Proposed Allocation	Retail: Retention of the existing superstore on site. Residential (C3): 350 units (approx.)



Site description & existing use	The site is currently occupied by a large Tesco superstore with adjoining car park and petrol station, located on land adjacent to Ashford Hospital. Residential dwellings lie to the north and east of the store, with the hospital buildings to the south and Town Lane and the Staines Reservoir bounding the western boundary. Access is via Town Lane.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Retention of the existing superstore on site with adequate parking. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Roads within the site should be designed to provide safe and legible walking and cycling access. There should be clear delineation between commercial and residential development. Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

AS1/003 (Former Staines Fire Station, Town Lane)

Site Information	
Site ID	AS1/003
Site name/ address	Former Staines Fire Station, Town Lane, Stanwell, TW19 7JP
Site area (ha)	0.43
Location	Urban area Previously developed land
Ward	Ashford North and Stanwell South
Proposed Allocation	Residential (C3): 50 units (approx.)
	
Site description & existing use	The site is occupied by the now disused Staines Fire Station which has been replaced by a new station facility at Fordbridge Road in Ashford. The site is occupied by a two-storey building with a double fire engine garage, parking area and training tower. The site is currently occupied by an ambulance 'Make Ready Centre' and is required operationally for the ambulance service. An alternative location for this use will therefore require identification prior to the redevelopment of this site. The site is adjacent to the Staines Reservoirs which have a number of

	international and national biodiversity designations (SPA, Ramsar and SSSI).
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • Identification of alternative location for the ambulance 'Make Ready Centre' prior to redevelopment. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Provide positive benefit in terms of landscape and townscape character and local distinctiveness and have regard to the identified landscape character areas.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

AS1/011 (Land at Former Bulldog Nurseries, Town Lane)

Site Information	
Site ID	AS1/011
Site name/ address	Land at former Bulldog Nurseries, Town Lane, Ashford, TW19 7BZ
Site area (ha)	0.3
Location	Greenfield land Former Green Belt
Ward	Ashford North and Stanwell South
Proposed Allocation	Residential (C3): 24 units (approx.)



Site description & existing use	This site comprises what remains of the former Bulldog Nurseries, a site extending from London Road (A30) in the south to the southern boundary of the Fire Station to the north. The site to the north is occupied by a 2.5 storey building comprising 10 flats with frontage parking and access via Town Lane.

	The wider area is mixed in character with residential development immediately north and to the west across Town Lane. Some local commercial uses are located across London Road to the South. The site is adjacent to the Staines Reservoirs which have a number of international and national biodiversity designations (SPA, Ramsar and SSSI).
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • Shared amenity space for residents. • Adequate flooding and drainage management programme to address surface water issues. • 50% Affordable Housing [subject to viability testing] • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• High quality designed scheme to make a positive contribution to the wider area and to aid regeneration of the area. • The proposed residential access could be configured to ensure that traffic uses do not exacerbate local highways issues. Movement of junction or widening of existing access could contribute to an improved access into the site. • Cycleway widening along the A30/London Road.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

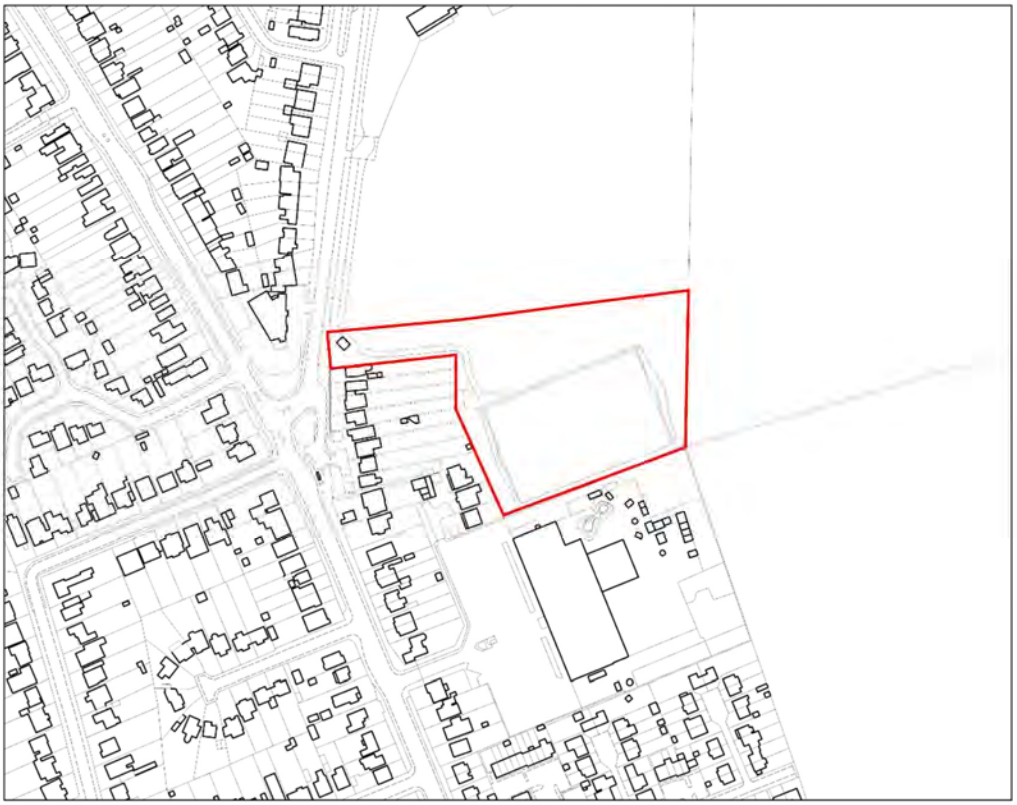
HS1/012b (Land East of Upper Halliford Road)

Site Information	
Site ID	HS1/012b
Site name/ address	Land East of Upper Halliford Road (Site B), Upper Halliford, TW16 6JL
Site area (ha)	2.34
Location	Greenfield land Former Green Belt
Ward	Halliford and Sunbury West
Proposed Allocation	Sixth form college (Use Class F1) Residential (Use Class C3): 20 units (approx.)
	
Site description & existing use	The site is linear in shape and is currently occupied by an open field, with several small structures on site. The site is located to the west of Upper Halliford Road, east of The Bishop Wand Secondary School and is bound by trees and hedging. The land adjoins residential to the northeast, south and west across Upper Halliford Road. Upper Halliford Park is located further southwest.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• The provision of a new sixth form college supported by the provision of approximately 20 houses to enable the education development. • The provision of a new vehicular and pedestrian access road through the site from Upper Halliford Road to the Bishop Wand School, alongside HS1/012. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role beyond the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

RL1/011 (Land at Staines and Laleham Sports Club, Worple Road)

Site Information	
Site ID	RL1/011
Site name/ address	Land at Staines and Laleham Sports Club, Worple Road, Staines, TW18 1HR
Site area (ha)	1.59 (developable area)
Location	Greenfield land Former Green Belt
Ward	Riverside and Laleham
Proposed Allocation	Residential (C3): 52 units (approx.)
	
Site description & existing use	The site is part of the Staines and Laleham Sports club with access via Worple Road. The outline map identifies the area identified for housing provision. The wider sports club measures 6.03 hectares. The site is currently occupied by a sports pitch and is to the south of the sports club area. It borders housing to the southwest and a garden centre to the south. Open greenfield land is present to the southeast.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mix of dwellinghouses and apartments. • The provision of a new vehicular and pedestrian access to the site from Worple Road, with additional pedestrian crossings. • The proposals will be expected to contribute to the enhancement of the adjacent sports facilities at Staines and Laleham Sports Association. • Suitable junction improvements to enable safe access/egress into and out of the site. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

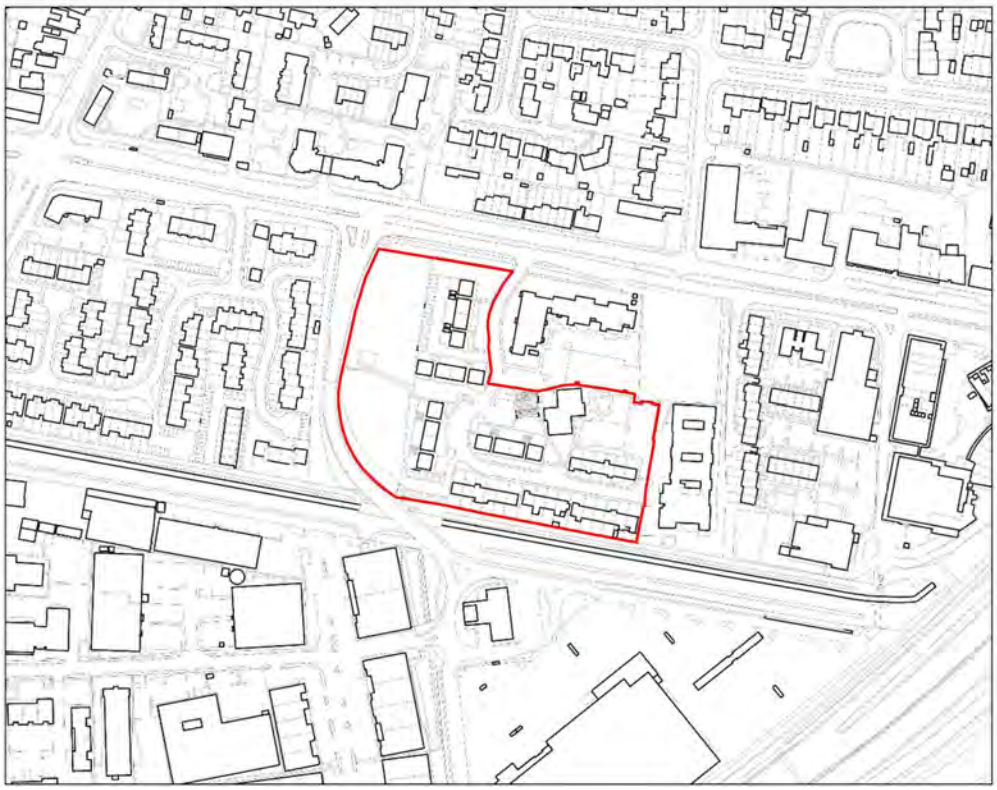
SC1/006 (Tesco Extra, Escot Road)

Site Information	
Site ID	SC1/006
Site name/ address	Tesco Extra, Escot Road, Sunbury, TW16 7BB
Site area (ha)	3.75
Location	Urban area Previously developed land
Ward	Sunbury Common
Proposed Allocation	Retail: Retention of the existing superstore on site. Residential (C3): 225 units (approx.)
	
Site description & existing use	The site is triangular in shape and is occupied by a Tesco Extra supermarket with associated servicing area, a petrol filling station and large surface car park. The northern boundary of the site is formed by Staines Reservoir Aqueduct, beyond which is Sunbury Cross Shopping Centre and existing residential properties at Spelthorne Grove and Forest Drive. The M3 runs to the south of the site with various industrial uses to the west.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Retention of the existing superstore on site with appropriate parking. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Roads within the site should be designed to provide safe and legible walking and cycling access. There should be clear delineation between commercial and residential development. Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

SC1/021 (Land at Spelthorne Grove)

Site Information	
Site ID	SC1/021
Site name/ address	Land at Spelthorne Grove, Sunbury, TW16 7BZ
Site area (ha)	2.1
Location	Urban area Previously developed land
Ward	Sunbury Common
Proposed Allocation	Residential (C3): 250 net units (approx.) Open space: Retention of existing or reprovision within the wider site.
	
Site description & existing use	The site is located to the south of Staines Road West and is occupied by a housing estate. The western part of the site comprises an open space and recreation area, with flatted development along the northern and central areas with houses along the southern boundary. Approximately 208 units currently occupy the site. To the west runs Escot Road which links to the Tesco Extra site to the south. The wider area is urban in character with residential and commercial uses the dominant uses.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Retention or re-provision of an open space/recreation area within the site to a better standard and improved location. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • A suitable decanting plan for the existing properties as to minimise the disruption for current residents. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

SE1/020 (Sunbury Adult Education Centre, The Avenue)

Site Information	
Site ID	SE1/020
Site name/ address	Sunbury Adult Education Centre, The Avenue, Sunbury-on-Thames, TW16 5DZ
Site area (ha)	0.43
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 30 units (Approx.)



Site description & existing use	The site is currently occupied by a 1-2 storey building in use for adult education purposes. A parking area is situated to the front and rear of the site with trees lining the west and east. The site is situated within the urban area of Sunbury. The site is accessed via The Avenue to the west. A sports ground is situated to the south of the site, with family dwelling houses to the north, west and east.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A housing scheme subject to the existing use being re-provided off site in location accessible to the community, prior to redevelopment. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

SE1/024 (Annandale House, Hanworth Road)

Site Information	
Site ID	SE1/024
Site name/ address	Annandale House, 1 Hanworth Road, Sunbury, TW16 5DJ
Site area (ha)	0.97
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 295 units (approx.) Ground floor retail (Class E): 450 sqm (approx.)
	
Site description & existing use	The site is located on the south side of Hanworth Road and is occupied by a two-storey office building and associated parking area. To the north of the site is the M3 motorway with Sunbury Cross roundabout to the west. To the east of the site is a hotel and three apartment buildings with commercial uses further east. The A308 runs to the south with the Shepperton rail line beyond. The site is located within the current Hanworth Road employment area.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed-use development comprising residential development and ground floor retail/Class E use to provide an active commercial frontage. • A well-designed scheme that has a positive relationship with nearby town centre uses. • Carry out an Air Quality Assessment and identify suitable mitigation to overcome any impacts. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot in a prominent location at Sunbury Cross Roundabout lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. Linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

SE1/025 (Elmbrook House, Station Road)

Site Information	
Site ID	SE1/025
Site name/ address	Elmbrook House, 18-19 Station Road, Sunbury, TW16 6SU
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 50 Units (approx.)
	
Site description & existing use	The site is currently occupied by an office building and carpark. The site is within the urban area, adjacent to Sunbury Rail Station and other commercial uses occupy the wider area. Further north is Sunbury Cross Roundabout, with Green Street to the southwest.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A well-designed scheme that has a positive relationship with nearby town centre uses.

	• Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot in a prominent location at Sunbury Cross Roundabout lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. Linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

SH1/010 (Shepperton Library, High Street)

Site Information	
Site ID	SH1/010
Site name/ address	Shepperton Library, High Street, Shepperton, TW17 9AU
Site area (ha)	0.14
Location	Urban area Previously developed land
Ward	Shepperton Town
Proposed Allocation	Residential (C3): 10 units (approx.) Ground floor community use (Class F): 250sqm (approx.) or re-provision off site
	
Site description & existing use	The site is currently occupied by Shepperton Library, a single storey building set back from the road by a forecourt with a small amount of parking, and with a small, grassed area. The site fronts onto Shepperton High Street between the BP petrol filling station and a former bank premises. The surrounding area largely commercial in character on the ground floor with residential uses on the upper storeys of buildings.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A housing scheme subject to the existing use being re-provided off site in location accessible to the community, prior to redevelopment, or a mixed-use scheme incorporating ground floor community uses. • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST1/028 (Leacroft Centre, Leacroft, Staines)

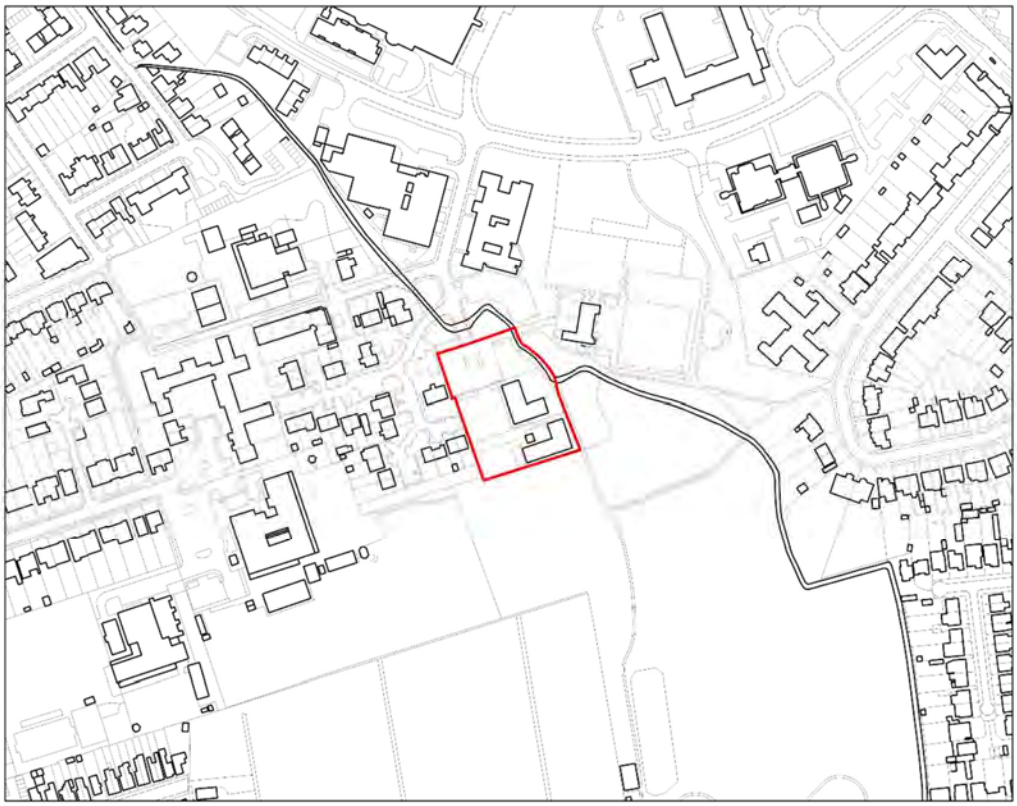
Site Information	
Site ID	ST1/028
Site name/ address	Leacroft Centre, Leacroft, Staines, TW18 4PB
Site area (ha)	0.15
Location	Urban area, previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 17 units (approx.) Ground floor community units or re-provision off site
	
Site description & existing use	The site is currently occupied by the Leacroft Youth Centre, a two-storey rectangular-shaped building. The building was formerly occupied by a drill hall and dates from the 1910s. The site lies on the corner of Leacroft and Raleigh Court. The surrounding area is largely residential in character with single storey and semi-detached dwellings neighbouring the site. Further south of the site are a number of flatted 2-3 storey flatted developments.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A housing scheme subject to the existing use being re-provided off site in a location accessible to the community, prior to redevelopment, or a mixed use scheme incorporating ground floor community uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST1/029 (Surrey County Council buildings, Burges Way, Staines)

Site Information	
Site ID	ST1/029
Site name/ address	Surrey County Council buildings, Burges Way, Staines, TW18 1YA
Site area (ha)	0.47
Location	Urban area, previously developed land.
Ward	Staines
Proposed Allocation	Residential (C3): 30 units (approx.) Ground floor community units or re-provision off site



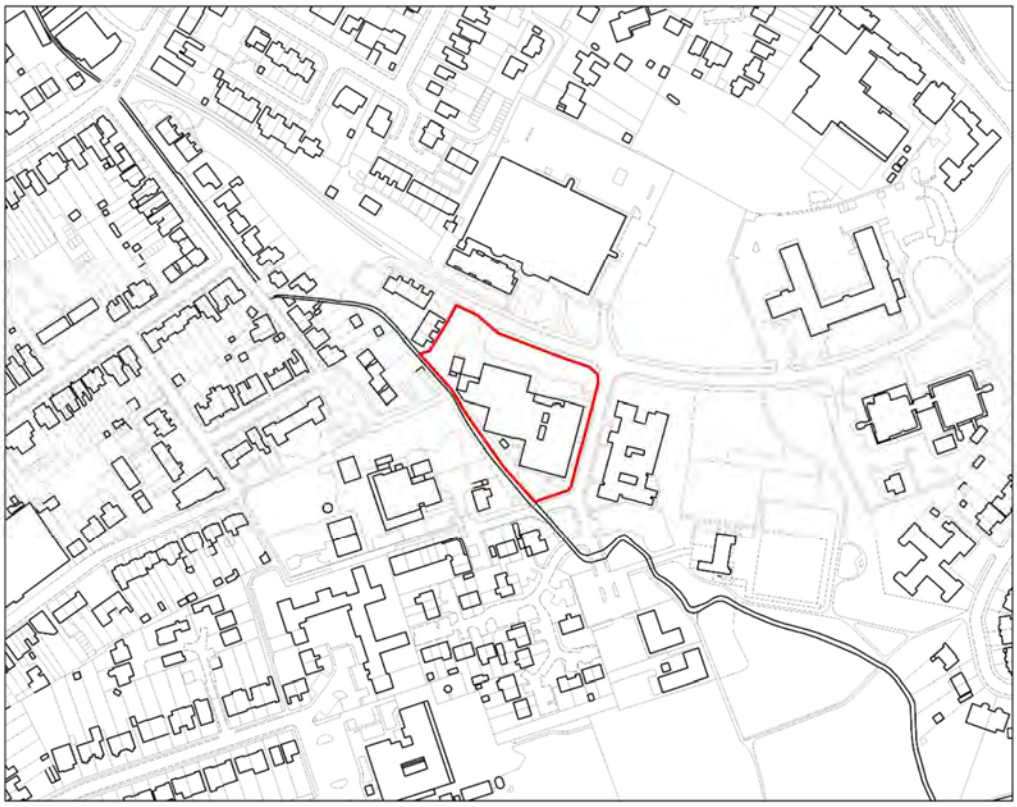
Site description & existing use	The site is currently occupied by Surrey County Council health offices, a parking area to the front and a scout building to the south of the site. The surrounding uses within the Knowle Green estate are largely community focused and residential. The buildings are all generally low-key in scale, with these being single storey.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A housing scheme subject to the existing use being re-provided off site in a location accessible to the community, prior to redevelopment, or a mixed use scheme incorporating ground floor community uses. • Appropriate flood risk mitigation measures to enable the safe introduction of residents. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• A well designed scheme that makes a positive contribution to the wider area. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. • Opportunity to link development with ST1/030 to the north west to create a more holistic, high quality scheme.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST1/030 (Fairways Day Centre, Knowle Green, Staines)

Site Information	
Site ID	ST1/030
Site name/ address	Fairways Day Centre, Knowle Green, Staines, TW18 1AJ
Site area (ha)	0.66
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 30 units (approx.) Ground floor community units or re-provision off site



Site description & existing use	The site is currently occupied by Surrey County Council health offices, a parking area to the front and a scout building to the south of the site. The surrounding uses within the Knowle Green estate are largely community focused and residential. The buildings are all generally low-key in scale, with these being single storey.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A housing scheme subject to the existing use being re-provided off site in a location accessible to the community, prior to redevelopment, or a mixed use scheme incorporating ground floor community uses. • Appropriate flood risk mitigation measures to enable the safe introduction of residents. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms.
Opportunities	• A well designed scheme that makes a positive contribution to the wider area. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. • Opportunity to link development with ST1/029 to the south east to create a more holistic, high quality scheme.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST3/014 (Birch House/London Road, Fairfield Avenue, Staines)

Site Information	
Site ID	ST3/014
Site name/ address	Birch House/London Road, Fairfield Avenue, Staines, TW18 4AB
Site area (ha)	1.25
Location	Urban area, previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 400 units (approx.) (net) Commercial (Class E): 1200 sqm (approx.)



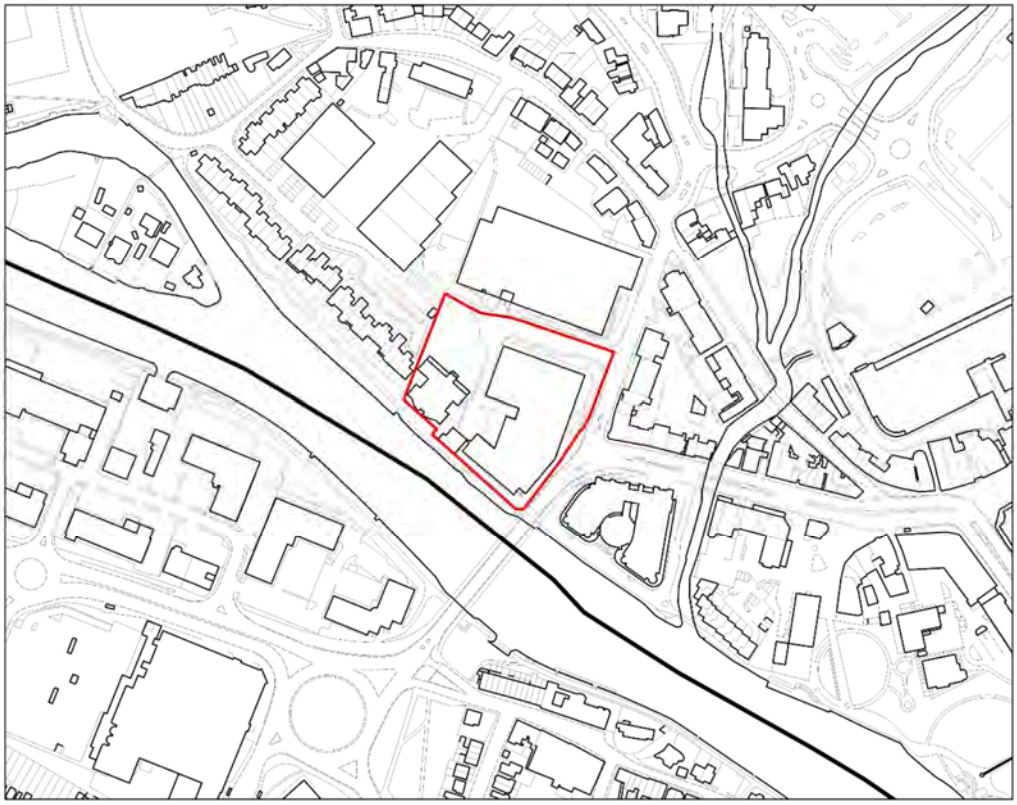
Site description & existing use	The existing site currently consists of numerous retail and office buildings of various ages and a multi storey car park. These include One London Road and Birch House which are four and five storey office buildings with front onto London Road and Fairfield Avenue respectively. Located within Staines-Upon-Thames, the site is situated in a densely built-up site, bounded by London Road to the south and Fairfield Avenue to the north. Historically the site and the

	immediate area was predominantly a commercial area but the string of new residential developments has led to a much more residential area.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed residential and commercial development that provides an active street frontage. • A well-designed scheme that has a positive relationship with nearby town centre uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST4/002 (Bridge Street Car Park, Hanover House & Sea Cadet Building, Bridge Street, Staines)

Site Information	
Site ID	ST4/002
Site name/ address	Bridge Street Car Park, Hanover House & Sea Cadet Building, Bridge Street, Staines
Site area (ha)	0.93
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 158 units (approx.) Hotel (C1): 300 bed (approx.)



Site description & existing use	The site lies within the urban area. It is occupied by Bridge Street Car Park and the former Staines and Egham Group Sea Cadets building which originates from the 1980s. It comprises two levels of parking, of which the first-floor deck is broadly level with the adjacent Staines Bridge approach Road. The Cadets building is two storeys, located to the west of the car park and faces the River Thames. Hanover House is an office building located further west. It is two storeys in height with a traditional

	pitched roof design, with an area of hardstanding for parking to the rear. To the west residential properties are present along Island Close. To the north are Bridge Close and the 3 storey Strata office building which was built in the 1980s and has recently been refurbished with a modern appearance. To the south is the River Thames and to the southeast is Staines Bridge, which is a Grade II listed building erected in 1832. Further east across Staines Bridge is Thames Edge Court which is a part 4-5 storey building that comprises a mixture of commercial units at ground levels and flats above. The site lies at the edge of Staines upon Thames Town Centre and is characterised by a mixture of residential and commercial properties. There are several trees within the site and none of them are subject to a Tree Preservation Order.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed use residential and hotel scheme. • A well-designed scheme that has a positive relationship with nearby town centre uses and the River Thames. • Incorporate flood risk mitigation measures to alleviate the risk of fluvial and surface water flooding, in accordance with Policy E2. • Conserve and, where possible, enhance Staines Conservation Area and the setting of nearby listed buildings. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST4/004 (96-104 Church Street, Staines)

Site Information	
Site ID	ST4/004
Site name/ address	96-104 Church Street, Staines, TW18 4QF
Site area (ha)	0.88
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 100 units (approx.)



Site description & existing use	The site is situated on southern side of Church Street within the urban area, to the west of Staines town centre. The site is some 0.89 hectares in area and currently consists of 6 warehouse buildings and an associated access road and hard standing along with parking spaces for the three-storey office block to the north of the site fronting Church Street which is locally listed, whilst the gate and railings are Grade II listed. There is access via Church Street between Magna House and No. 96-104. The warehouse buildings are located towards the rear of the site. These buildings face into the site, with hard standing between.

	The elevations of some of these buildings make up the boundary treatment with the adjacent residential developments. Church Street is within Staines Conservation Area and consists of properties, with varying ages and styles, however it is largely residential and 2-storeys in nature, with traditional pitched roofs. There are some commercial uses located further east.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Conserve and, where possible, enhance Staines Conservation Area and the setting of nearby listed buildings along Church Street. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2033 (years 6-10)

DRAFT

ST4/010 (Riverside car park, Thames Street, Staines)

Site Information	
Site ID	ST4/010
Site name/ address	Riverside car park, Thames Street, Staines, TW18 4UD
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 35 units (approx.) Community Café/ Commercial (Class E): 150 sqm (approx.) Open space linking to Memorial Gardens
	
Site description & existing use	The site is currently in use as a surface car park located to the east of Staines Town centre between the River Thames and A308. There is the large Memorial Gardens to the north, and a hotel to the south. To the west is a public footpath that links with the Thames Path.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed residential and commercial development that provides an active frontage against the River Thames.

	• Provision of open space, linking to Memorial Gardens to the northwest. • A well-designed scheme that has a positive relationship with nearby town centre uses and the River Thames. • Incorporate flood risk mitigation measures to alleviate the risk of fluvial and surface water flooding, in accordance with Policy E2. • Sufficient parking re-provision to meet needs on site or in an appropriate nearby location. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST4/011 (Thames Lodge Hotel, Thames Street, Staines)

Site Information	
Site ID	ST4/011
Site name/ address	Thames Lodge Hotel, Thames Street, Staines, TW18 4SJ
Site area (ha)	0.36
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 40 units (approx.) (net) Café/ Commercial (Class E): 150 sqm (approx.)



Site description & existing use	The site is currently occupied by a hotel and a car park. The site backs onto the River Thames and is accessed via Thames Street. The site is occupied by a locally listed building. Offices sit to the east of the site across Laleham Road. The building is 2-3 storeys and is locally listed- 19th C building. The character of the wider area is mixed with commercial uses dominating to the north with a carpark also present to the north west. To the south and east residential uses become more prominent further away from the Town Centre. A rail line is present immediately south of the site.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed residential and commercial development that provides an active frontage against the River Thames. • A well-designed scheme that has a positive relationship with nearby town centre uses, the River Thames and nearby residential properties. • Reprovision of the Thames Path link. • Incorporate flood risk mitigation measures to alleviate the risk of fluvial and surface water flooding, in accordance with Policy E2. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST4/023 (Two Rivers Retail Park Terrace, Mustard Mill Road, Staines)

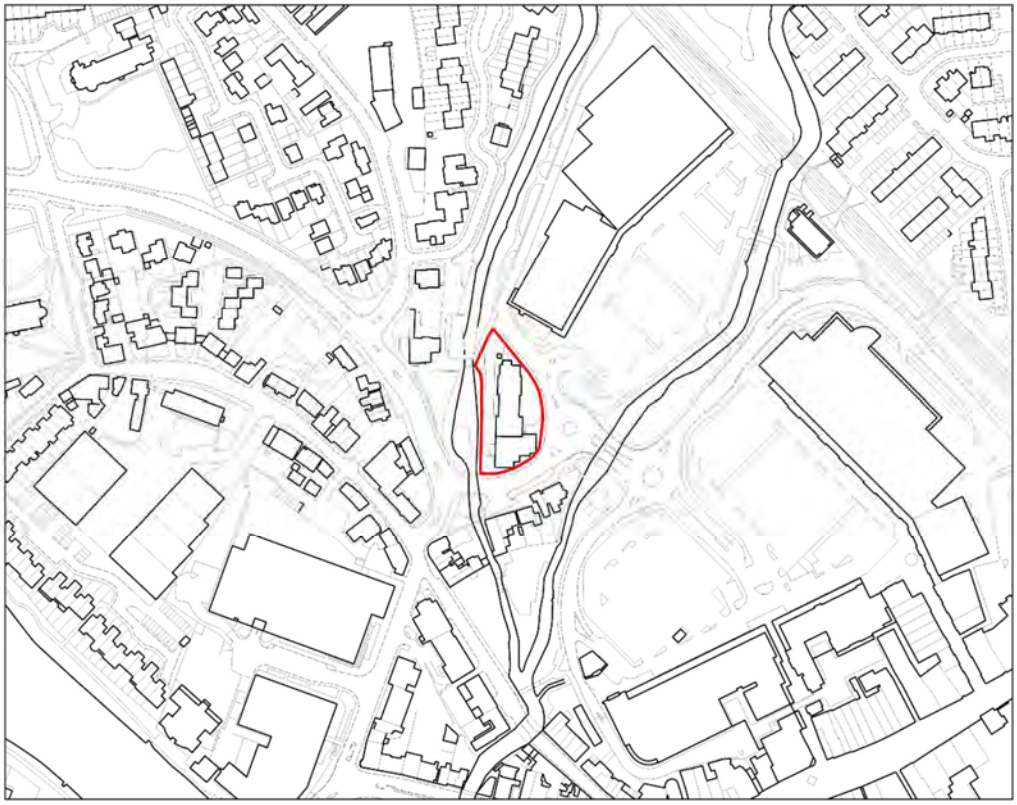
Site Information	
Site ID	ST4/023
Site name/ address	Two Rivers Retail Park Terrace, Mustard Mill Road, Staines
Site area (ha)	2.29
Location	Urban area, previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 750 units (approx.) Ground floor commercial/community use
	
Site description & existing use	The site is located to the west of the River Colne and the East of the River Wraysbury. The site is located to the northwest of Mustard Mill Road, comprising the Retail Park terrace with large retail units and a surface carpark occupying the site.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed residential and commercial development that provides an active frontage against Mustard Mill Road.

	• Provision of residential amenity space within the development site. • Suitable reprovision of shoppers' parking • A well-designed scheme that has a positive relationship with nearby town centre uses and nearby residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. • Improvements to nearby open space.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST4/024 (Frankie & Benny's/Travelodge, Two Rivers, Hale Street, Staines)

Site Information	
Site ID	ST4/024
Site name/ address	Frankie & Benny's/Travelodge, Two Rivers, Hale Street, Staines, TW18 4UW
Site area (ha)	0.24
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 55 units (approx.)



Site description & existing use	The area is currently occupied by a restaurant and hotel use in Hale Street. The existing buildings were erected in the early 2000's. The site is within Staines Town Centre. To the north lies the Two River Retail Park Terrace, while to the south on the other side of the road are 16 – 24 Hale Street. To the east is the Two Rivers Shopping Centre, while to the west is the Wraysbury River. The site is located with the Staines Conservation Area.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

ST4/026 (Communications House, South Street, Staines)

Site Information	
Site ID	ST4/026
Site name/ address	Communications House, South Street, Staines, TW18 4QE
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 120 units (approx.)



Site description & existing use	Communications House lies on the junction of South Street and Thames Street, with access from South Street. The building is currently in office use and is part six and part five storeys. The site backs onto Friends Walk / the Elmsleigh Centre and is adjacent to Staines Bus Station. To the west is the Thames Lodge hotel and to the south is Thameside House and the railway line with residential development beyond this. To the north of the site lies Staines town centre.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A well-designed scheme that has a positive relationship with nearby town centre uses. • Incorporate flood risk mitigation measures to alleviate the risk of fluvial and surface water flooding, in accordance with Policy E2. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot within the town centre lends itself to a high quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

DRAFT

Years 11-15 (2033-2037)

AS2/001 (Ashford Youth Club, Kenilworth Road)

Site Information	
Site ID	AS2/001
Site name/ address	Ashford Youth Club, Kenilworth Road, Ashford, TW15 3EL
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Ashford North and Stanwell South
Proposed Allocation	Local Community F2(b): 500sqm Youth Centre (approx.) Residential (C3): 5 units (approx.)
	
Site description & existing use	The site is currently occupied by a youth club and is located within a predominantly residential area. The site is bounded to the north by Kenilworth Road and to the south by Cumberland Road.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Retention of the youth club and associated open space on site, as part of a mixed use scheme, or relocation to a suitable alternative site. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• High-quality mixed-use scheme designed to make a positive contribution to the wider area and character.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

AT3/009 (Ashford Telephone Exchange, Church Road)

Site Information	
Site ID	AT3/009
Site name/ address	Ashford Telephone Exchange, Church Road, Ashford, TW15 2TS
Site area (ha)	0.26
Location	Urban area Previously developed land
Ward	Ashford Town
Proposed Allocation	Residential (C3): 20 units (approx.)

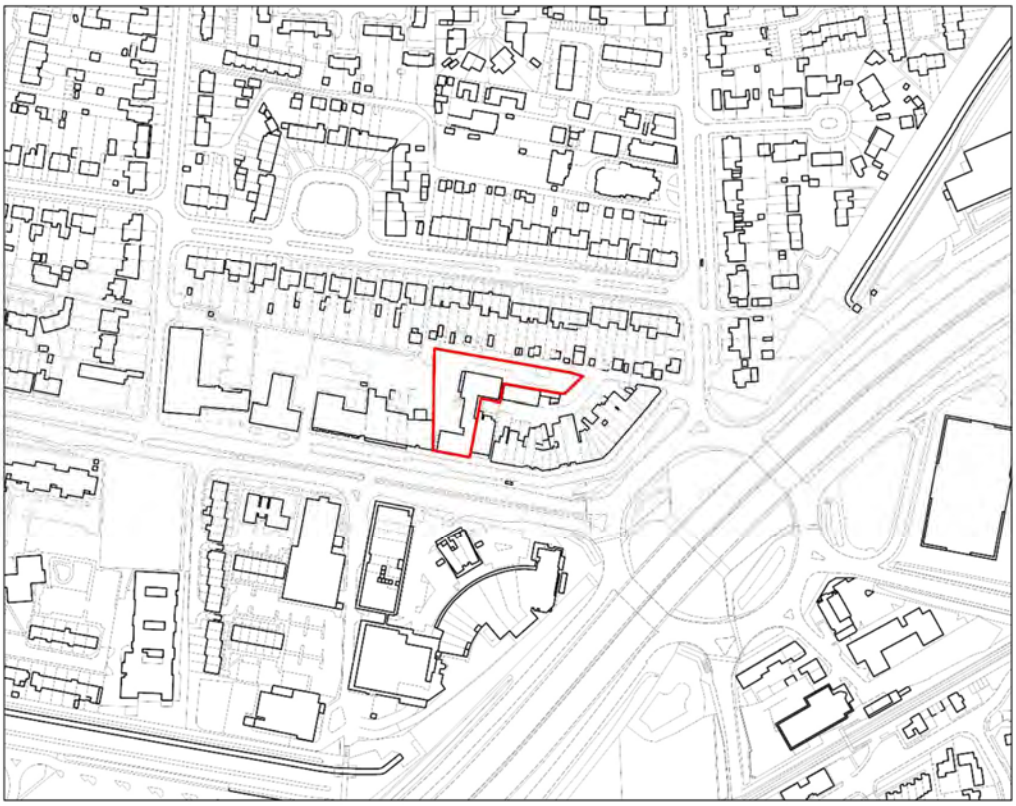


Site description & existing use	The existing Telephone Exchange is located to the north of Church Road. The site is made up of three separate buildings with a parking area for approximately 10 vehicles to the side. The site is adjacent to former Brooklands College site and Studholme Medical Centre and opposite the Co-op convenience store.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Relocation of the existing use prior to development. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This rectangular plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

SC1/013 (RMG Warehouse & Delivery Office, Staines Road West)

Site Information	
Site ID	SC1/013
Site name/ address	RMG Warehouse & Delivery Office, 47-49 Staines Road West, Sunbury, TW16 7AA
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Sunbury Common
Proposed Allocation	Residential (C3): 22 units (approx.) Ground floor office/retail (Class E): 500 sqm (approx.)
	
Site description & existing use	The site is occupied by warehousing units accessed from Vicarage Road to the east. The site is L shaped, with a commercial unit fronting Staines Road West and The Parade. The surrounding area is largely commercial in character with commercial units present along The Parade and opposite at Sunbury Cross. Residential uses are also located in the wider area which is largely high density in character.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Relocation of the existing use prior to development. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

SC1/019 (Sunbury Social Services Centre, Vicarage Road)

Site Information	
Site ID	SC1/019
Site name/ address	Sunbury Social Services Centre, 108 Vicarage Road, Sunbury, TW16 7QL
Site area (ha)	0.23
Location	Urban area Previously developed land
Ward	Sunbury Common
Proposed Allocation	Residential (C3): 11 units (approx.) Ground floor community units or re-provision off site
	
Site description & existing use	The site is currently occupied by a single storey building with community uses present. To the rear of the site is a car parking area. The site is located on the corner of Vicarage Road and Wychwood Close. A mature tree is situated in the front of the site. The surrounding character is predominantly residential, with a few small-scale commercial uses to the south of the site. Several small, flatted developments are present south along Vicarage Road.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A housing scheme subject to the existing use being re-provided off site in location accessible to the community, prior to redevelopment, or a mixed use scheme incorporating ground floor community uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

SE1/003 (Builder's Yard, Staines Road East)

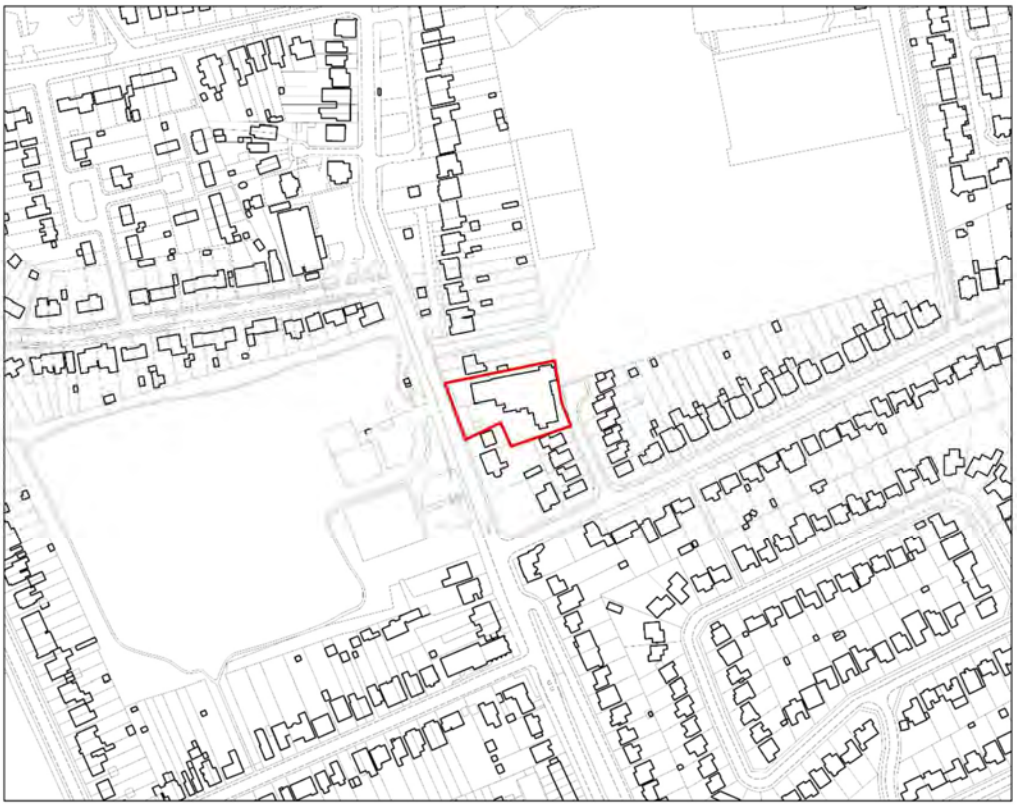
Site Information	
Site ID	SE1/003
Site name/ address	Builder's Yard, 77 Staines Road East, TW16 5AD
Site area (ha)	0.75
Location	Urban area, brownfield land.
Ward	Sunbury East
Proposed Allocation	Residential (C3): 75 units (approx.)
	
Site description & existing use	The site is currently occupied by a builder's yard and is accessed from Staines Road East. Buildings occupy the western part of the site with open storage and parking to the east. Trees line the site on both sides with the railway line to the north of the site. The local area is predominantly residential in character with flats in front of the western part of the site. Houses sit across Staines Road East with garden land immediately opposite. Properties neighbour the west and east of the site and the old police station

	sits to the southwest. A large number of mature trees are located around the site.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

SE1/008 (Telephone Exchange, Green Street)

Site Information	
Site ID	SE1/008
Site name/ address	Telephone Exchange, Green Street, Sunbury, TW16 6QJ
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 14 units (approx.)



Site description & existing use	The site is currently occupied by the BT Telephone Exchange. It is a 2-storey detached building, with an older property fronting the site and mid-20th century additions to the rear and east. The surrounding area is largely residential in character, with properties detached or semi-detached dwellings. St Paul's College sits to the east of the site whilst Cedars Recreation Ground is to the west.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Relocation of the existing use prior to development. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This rectangular plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

SH1/015 (Shepperton Youth Centre, Shepperton Court Drive)

Site Information	
Site ID	SH1/015
Site name/ address	Shepperton Youth Centre, Shepperton Court Drive, Shepperton, TW17 8EJ
Site area (ha)	0.31
Location	Urban area, previously developed land
Ward	Shepperton Town
Proposed Allocation	Local Community F2(b): 700sqm Youth Centre (approx.) and associated outdoor space Residential (C3): 24 units (approx.)
	
Site description & existing use	The site is located to the south of the B376, with the M3 to the north and Shepperton Health centre immediately southeast. Manor Mead school is situated to the southwest and residential development at Shepperton Court is located to the south of the site. The surrounding character is mixed in nature, with various community and residential uses neighbouring the site.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Retention of the youth club and associated open space on site (including the basketball court and skatepark), as part of a mixed-use scheme, or relocation to a suitable alternative site in a location accessible to the community. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• High-quality mixed-use scheme designed to make a positive contribution to the wider area and character. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

SH2/003 (Shepperton Delivery Office, High Street)

Site Information	
Site ID	SH2/003
Site name/ address	Shepperton Delivery Office, 47 High Street, Shepperton, TW17 9AA
Site area (ha)	0.17
Location	Urban area Previously developed land
Ward	Shepperton Town
Proposed Allocation	Residential (C3): 10 units (approx.) Ground floor Retail (Class E): 400sqm (approx.)



Site description & existing use	The site is occupied by a Royal Mail delivery office and two retail units, with a single storey building fronting the High Street and a two-storey building set back. An area of hardstanding used for parking is located on the western part of the site. The surrounding area is largely commercial in character, with retail uses located adjacent along the High Street at ground floor level. Residential uses are largely present on the upper floors. A petrol filling station is located opposite the site.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed-use scheme comprising ground floor retail use (Class E) and residential units above on upper floors. • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

SN1/005 (Land at Northumberland Close)

Site Information	
Site ID	SN1/005
Site name/ address	Land at Northumberland Close, Stanwell, TW19 7LN
Site area (ha)	1.75
Location	Greenfield land Former Green Belt
Ward	Stanwell North
Proposed Allocation	Residential (C3): 80 units (approx.)



Site description & existing use	The site is currently undeveloped and is situated on the western side of Northumberland Close. Trees line the north and west of the site. The site is surrounded by development on three sides, with residential development to the west, commercial uses to the east and Heathrow Airport further north past Bedfont Road and Longford River. There is a small area of housing adjoining the site called Cleveland Park.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A high-quality residential scheme. • Adequate screening of the site against the adjacent commercial uses. • 50% Affordable Housing [subject to viability testing] • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• Improved pedestrian linkages to Long Lane Recreation Ground. • High quality designed scheme to make a positive contribution to the wider area and to aid regeneration of the area. • The proposed residential access could be configured to ensure that traffic uses do not exacerbate local highways issues. Movement of junction or widening of existing access could contribute to an improved access into the site.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

SN1/012 (Stanwell Bedsits, De Havilland Way)

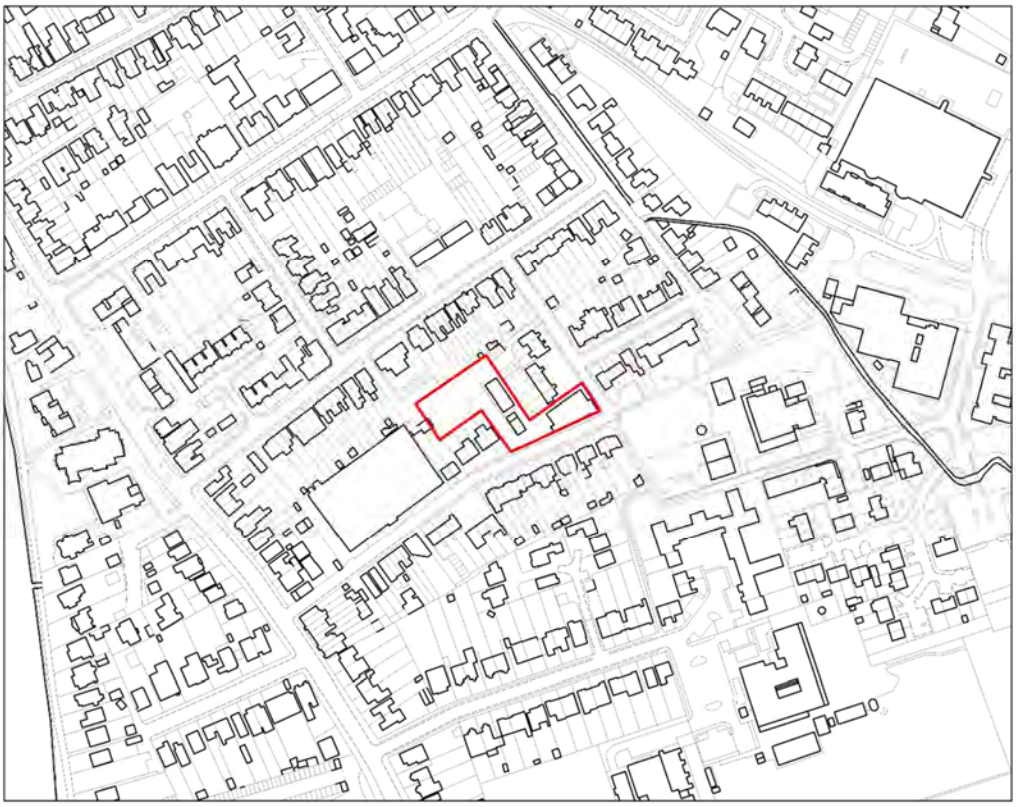
Site Information	
Site ID	SN1/012
Site name/ address	Stanwell Bedsits, De Havilland Way, Stanwell, TW19 7DE
Site area (ha)	2.19
Location	Urban area, previously developed land.
Ward	Stanwell North
Proposed Allocation	Residential (C3): 175 units (net)
	
Site description & existing use	The site comprises a number of blocks of flats incorporating one and two bed units. It is bounded by Whitley Close, Westland Close, De Havilland Way and Douglas Road and is within an area which has a strong residential character close to Stanwell Village. To the extreme north of the site is Heathrow Airport with an area of open space lying to the southwest of the site.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• Holistic redevelopment of the site to provide a new high quality housing scheme. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • A suitable decanting plan for the existing properties as to minimise the disruption for current residents. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. • Active frontages at the boundary edges. • Enhanced permeability of the site with the opportunity for new pedestrian routes. • Sensitive design that draws on the Stanwell conservation area character. • Stepped heights away from the centre of the site, to minimise impact on surrounding homes.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

ST1/031 (Thameside Arts Centre, Wyatt Road)

Site Information	
Site ID	ST1/031
Site name/ address	Thameside Arts Centre, Wyatt Road, Staines, TW18 2AY
Site area (ha)	0.26
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 19 units (approx.) Ground floor community units or re-provision off site



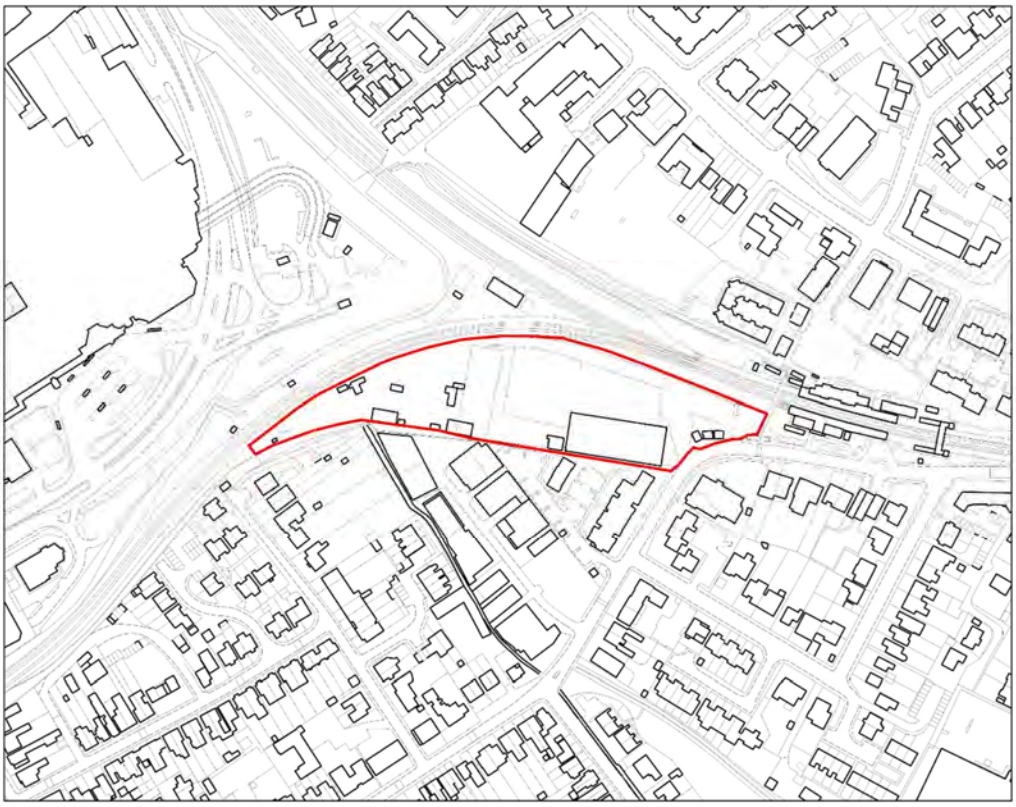
Site description & existing use	The site is occupied by Thameside Centre which currently operates as a training centre and hot-desking space. A car park and cadets building also occupy the site. The building is late Victorian, dating from 1896, and ranges from 1 to 3 storeys equivalent in height. The building is locally listed. The predominant use is in the wider area is largely residential, with both flats and family dwelling houses present. A disused tinworks site is present to the south along Langley Road with community uses to the east.

Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A housing scheme subject to the existing use being re-provided off site in a location accessible to the community, prior to redevelopment, or a mixed-use scheme incorporating ground floor community uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

ST2/006 (Builders Yard, Gresham Road)

Site Information	
Site ID	ST2/006
Site name/ address	Builders Yard, Gresham Road, Staines, TW18 2BE
Site area (ha)	1.36
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 343 units (approx.)



Site description & existing use	The site houses an existing builder's yard, with a large warehouse fronting onto Gresham Road. The site has a small amount of residential development to the south, mixed with commercial units. The train line bunds the northern and western boundaries with some residential properties and a large church to the east on Gresham Road. The site is on the periphery of Staines Town Centre with retail uses to the northwest.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

ST3/012 (Staines Telephone Exchange, Fairfield Avenue)

Site Information	
Site ID	ST3/012
Site name/ address	Staines Telephone Exchange, Fairfield Avenue, TW18 4AB
Site area (ha)	0.59
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 180 units (approx.)



Site description & existing use	The site is currently occupied by Telephone Exchange buildings ranging from 3 to 12 storeys in height. A large area of hardstanding is also present on the northern part of the site. The surrounding area is urban in character with a mix of residential and commercial uses present. The Renshaw Estate is located west, with residential development to the south of the site. Further residential development is located north and east of the site with offices present to the southeast.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	• A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

ST4/009 (Elmsleigh Centre and Adjoining Land, South Street)

Site Information	
Site ID	ST4/009
Site name/ address	Elmsleigh Centre and Adjoining Land, South Street, Staines, TW18 4QF
Site area (ha)	5.15
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 850 units (approx.) Retail/Commercial town centre uses (Class E)
	
Site description & existing use	The site is located to the south of the High Street with the A308/Thames Street wrapping around the west, south and east of the site. The site is currently occupied by the Elmsleigh shopping centre, Staines bus station, multi-storey car parks and service areas. A surface car park is present to the east with retail units to the north and the Two Rivers Shopping Centre further north.

	The surrounding area is predominantly commercial as the site is located within the Borough's primary shopping area.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: • A mixed residential and commercial development that provides an active street frontage. • If required, reconfigure the existing bus station or relocate to a suitable town centre location to ensure the continuity of bus services within Staines. • A well-designed scheme that has a positive relationship with nearby town centre uses. • Retention of the museum, library and community centre on site, or relocation to a suitable alternative town centre location. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	• This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

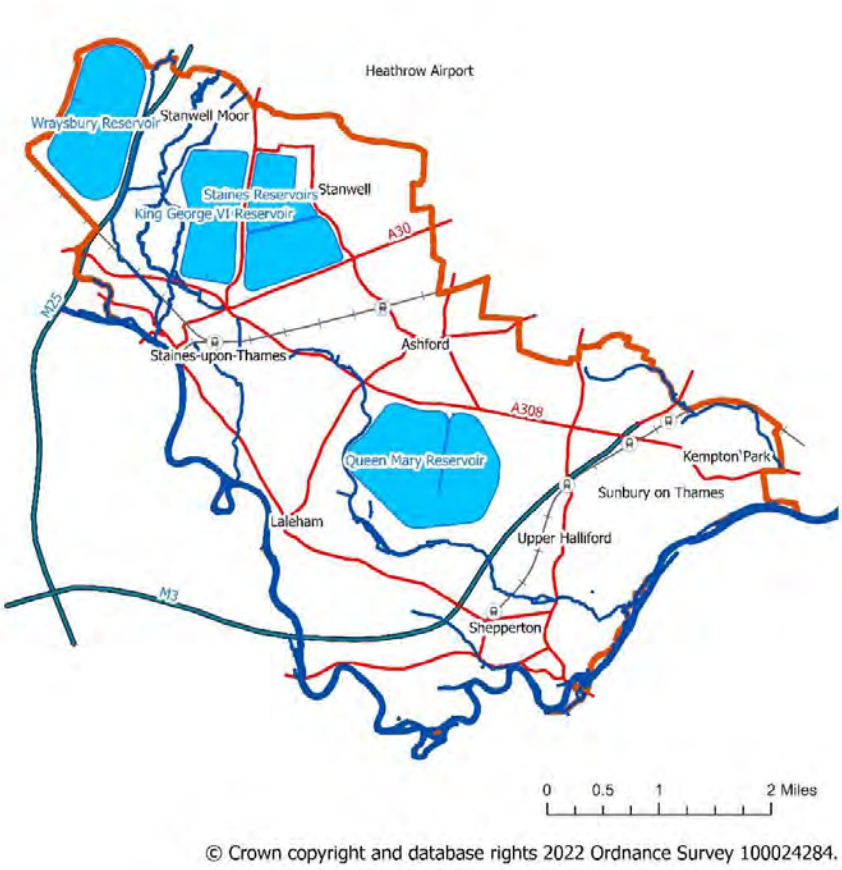
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12. Monitoring

12.1 [For the Draft version of the plan the monitoring can be found in the main body of the document adjacent to the relevant policy].

Appendix A: Spatial Portrait

Spatial description of Spelthorne



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Map 1: Borough of Spelthorne

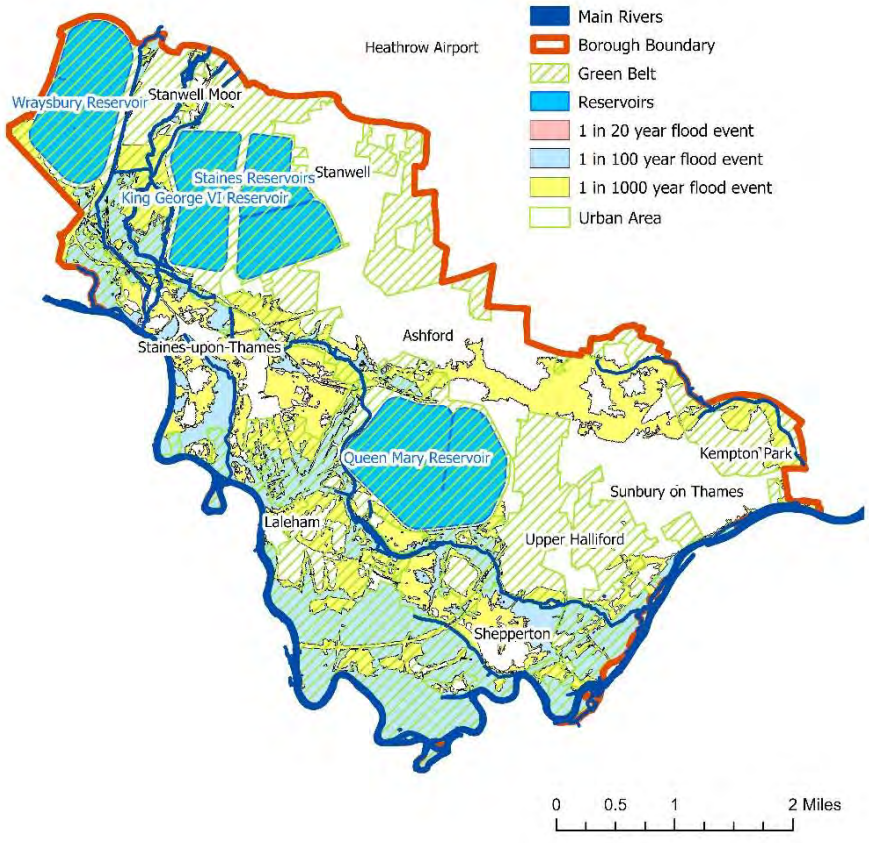
13.1 Spelthorne is located where the continuous built-up area of London gives way to a more dispersed pattern of urban areas and villages. The urban area of the Borough occupies about 35% of the total area. The larger part of the urban area of the Spelthorne lies across the middle of the Borough from east to west. Stanwell, Ashford and Sunbury comprise a continuous urban area with no separation by open land and there is only a small gap between Staines and Ashford. The settlements of Stanwell Moor, Laleham, Shepperton, Upper Halliford and Charlton Village are separate urban areas albeit by only small distances. There is a clear belt of open land separating the urban areas of Spelthorne from outer London.

13.2 Land outside the urban area covers about 65% of the Borough and is designated as Green Belt. It is part of the Metropolitan Green Belt surrounding London and has an important strategic role in containing the outward spread of the capital and providing a belt of open land for air and exercise. Locally the Green Belt serves not only to contribute to the wider strategic function but also separates existing settlements within the Green Belt and maintaining their distinct physical identity and character.

Within the Green Belt in Spelthorne are five major water supply reservoirs and a water treatment works at Ashford Common. Some areas of the Green Belt need some environmental improvement.

13.3 Spelthorne adjoins the River Thames and is crossed by two tributaries, the Ash and the Colne. The Borough is flat and low lying and consequently liable to flood. About 20% of the urban area is liable to flood in a 1 in 100 year flood event or surrounded by flood water and over 49% of the urban area would be flooded in a 1 in 1000 year event. Flood risk is a very serious threat with some 5,600 homes within the 1 in 100 flood risk area. The flood risk area affects the south and west edges of the Borough, including large parts of Staines and Shepperton and limits the scope for further development. The Environment Agency is currently developing proposals to reduce flood risk in Spelthorne and adjoining boroughs.

13.4 Map 2 shows the area of Green Belt and flood plain in the Borough and the extent to which together they act as a constraint on development.



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Map 2: Green Belt and Flood Risk areas in Spelthorne

13.5 The whole of the Borough is designated as an Air Quality Management Area (AQMA) because of poor air quality. Traffic is the predominant source of air pollution in Spelthorne although traffic levels were reduced in 2020 due to the Covid-19 pandemic. The primary pollutants are nitrogen dioxide (NO_2) and particulates (PM_{10}) which result from traffic. There are elevated concentrations of NO_2 pollution in parts of Staines, around the Sunbury Cross junction of the A316/M3 at Sunbury and along the strategic roads including the A308. Close to the airport in the north of the Borough there are elevated concentrations of NO_2 due to freight traffic including HGVs.

13.6 Due to the Borough's close proximity to the airport, it experiences air pollution and other environmental impacts. Pre pandemic, over 92% of Heathrow employees who live in the Borough reached the airport by car rather than public transport which highlights poor connectivity. Undoubtedly the Borough is also affected by activities related to the operation of the airport and its associated businesses, such as logistics and distribution, which impact on air quality, the environment and the efficiency of the local and strategic road network. The 2021 Air Quality Annual Status Report was published in October 2021 and reviews monitoring data for 2020 and over a 5 year period. It is available on the Council's website[59].

13.7 Heathrow Airport, the UK's main and busiest airport lies immediately north of the Borough of Spelthorne. Currently, the proposed expansion plans which entailed major changes to the layout of the airport and the infrastructure surrounding it, faces uncertainty despite the Supreme Court's ruling in 2020 that the proposed expansion can go ahead and would not be unlawful. A possible expansion at Heathrow has been delayed given the impacts of COVID-19, however, it is anticipated that permission through a DCO or smaller scale expansion plans based on a two-runway scenario will be pursued by Heathrow at such a point that post-pandemic aviation recovery makes proposals viable.

13.8 Heathrow Airport is an important contributor to the local economy as 7% of Spelthorne's population works at the airport which is around 3525 people.[60] There is also a concentration of airport supporting facilities (related developments and activities), including freight forwarding services to the north of the Borough. Therefore, a future expansion at Heathrow in whatever form it takes, is likely to have several potential impacts, both direct and indirect, on Spelthorne. This could include pollution and impacts on road capacity and traffic flows especially in the north of the Borough. Although the Council has generally scaled back its collaborative work on the Heathrow expansion, it's involvement in other pieces of work, such as changes to flight paths, is still ongoing.

13.9 1.6 In the north of the Borough there are areas suffering high levels of noise from Heathrow Airport, in particular at Stanwell Moor and the northern part of Stanwell. Housing development in the most affected areas is restricted to one for one replacement only. The northern part of Stanwell Moor also has part of the public safety zone for the west end of the southern runway affecting it.

[59] https://www.spelthorne.gov.uk/article/17839/Air-quality-reports

[60] https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/local-community/being-a-better-neighbour/Community-Investment-infographic-Spelthorne-2018.pdf

13.10 Spelthorne has about 43,100 dwellings[61] and a relatively high level of owner occupation with only a 12.4% social housing stock. It has a higher proportion of semi-detached and terraced properties and flats than the rest of Surrey. The mix of dwellings results in a higher prevailing density of housing than found in the rest of Surrey and more akin to that found in adjoining London Boroughs.

13.11 House prices in Spelthorne are relatively high. There are in excess of 2,802[62] people on the Spelthorne Housing Register 2021 and an on-going need for affordable housing.

13.12 Spelthorne's population is slightly older and its average household size slightly smaller than the national average. It has a relatively small ethnic minority population (12.7%), of which the largest group is Indian 4.2%)[63]. Almost 30% of households in Spelthorne are single person households yet around 40%[64] of the housing stock is three bedrooms or larger. Future extra care demand for Spelthorne has been calculated as 320 units by 2035 (2019 data)[65].

13.13 A relatively high proportion of the population is "economically active" (either in work or seeking work). The total unemployment rates from February 2020, just before COVID-19 affected the country to January 2021 have jumped significantly as illustrated in table 1.

Table 1:Unemployment rates Feb 2020 - Jan 2021

	Spelthorne	Surrey	Great Britain	South East
Feb-20	**1.7**	**1.2**	**3.0**	**2.1**
Jan-21	**5.6**	**4.0**	**6.2**	**5.1**

13.14 A further considerable number of the Spelthorne population have businesses or are employed by the supply chain that serves Heathrow. As per Appendix 3: Update Report to Audit Committee on the Impact of Covid-19 on the Spelthorne Economy, the number of unemployed in Spelthorne has increased by 328%, see table 2[66] for worst impacted wards.

[61] Department for Levelling Up, Housing and Communities (2020) Live tables on dwelling stock (including vacants) - GOV.UK (www.gov.uk)

[62] https://www.spelthorne.gov.uk/AMR

[63] https://www.surreyi.gov.uk/2011-census/ethnicity/

[64] https://www.surreyi.gov.uk/2011-census/household-composition/

[65] https://www.surreycc.gov.uk/__data/assets/pdf_file/0014/214115/AwCS-Commissioning-Statement-for-Spelthorne-BC-April-2019.pdf

[66] https://democracy.spelthorne.gov.uk/documents/s32894/Appendix%203%20Update%20Report%20to%20Audit%20Committee%20on%20the%20Impact%20of%20Covid%2019%20on%20the%20Spelthorne%20Economy.pdf

Table 2: Ward unemployment rates Feb 2020 - Jan 2021

	Spelthorne	Stanwell North	Ashford North & Stanwell South	Sunbury Common	Staines	Ashford Common	Ashford Town
Feb-20	1,050	155	125	130	95	70	70
Jan-21	3,450	430	370	370	350	270	270

13.15 The Spelthorne Retail Study 2018[67] shows there is scope for further significant growth in shopping provision in the period to 2035 in Staines, particularly in non-food retailing. Staines is seen as the best location in both market demand and in accessibility terms. There is physical scope for further major expansion adjoining the Elmsleigh Centre. Without growth Staines is likely to lose an increasing proportion of retail expenditure to centres outside the Borough.

13.16 The Retail Studies[68] showed Ashford, Shepperton and Sunbury Cross were well-used by their local communities and the need to maintain their role. There is no scope for significant expansion but opportunities for improvement need to seek to maintain their role. Local parades provide convenient shopping facilities for local communities and are important.

13.17 There are some relatively small areas of deprivation based in parts of Stanwell, Staines, Ashford and Sunbury Common. This information comes from the Index of Multiple Deprivation (IMD) 2016/2019[69] which uses a bundle of issues to create a score. For these small pockets of deprivation the main issues are low income, lack of or poor employment, poor education and skills and crime and disorder. Income, education and employment are inextricably linked.

13.18 Spelthorne contains areas of national and international significance for nature conservation. Most of its major reservoirs form part of the South West London Waterbodies Special Protection Area, in recognition of their international significance as a habitat for two particular birds. Additionally the Staines Commons form a substantial Site of Special Scientific Interest (SSSI), which means they are of national importance for nature conservation as well as an important historic landscape. There are also smaller SSSIs and other areas of local nature conservation importance in the Borough.

13.19 Spelthorne sits on river gravels, which are an important mineral resource. The open areas of the Borough contain a mixture of past workings most of which have been restored to varying standards including some schemes that have created new habitats and landscapes. Most mineral extraction sites are filled with inert material.

[67] https://www.spelthorne.gov.uk/media/18156/Retail-and-Town-Centre-Study-Update-2018/pdf/Retail_and_Town_Centre_Study_Update_2018.pdf?m=637372326981470000

[68] https://www.spelthorne.gov.uk/media/18156/Retail-and-Town-Centre-Study-Update-2018/pdf/Retail_and_Town_Centre_Study_Update_2018.pdf?m=637372326981470000

[69] https://www.surreyi.gov.uk/dataset/v81k7/index-of-multiple-deprivation-2019

Minerals and Waste disposal planning is the responsibility of the County Council and subject to a separate Local Development Framework.

13.20 Recreation is a significant land use in the Borough, including formal sporting sites such as Kempton Park racecourse, sailing on reservoirs and lakes, three golf courses and various parks and sports grounds as well as informal recreation including common land. The River Thames and its towpath define about 50% of the Borough boundary and attract people from a wider area as well as being an important environmental amenity.

13.21 Spelthorne Borough Council has declared a Climate Emergency for the Borough. We have committed to work with the local community and all other relevant partner agencies to support making the Borough carbon neutral as soon as practically possible. The Council will also need to work with the Local Government Association and leading environmental Non-Government Organisations to ensure we can learn from 'best practises' in mitigating the effects of climate change and to seek funding opportunities from various sources including central Government.

13.22 Earlier in the year Spelthorne Borough Council launched a dedicated member task group with the sole aim of tackling climate change as quickly as possible by developing a strategy and action plan. This Council intends to accelerate its efforts by introducing greener buildings, transportation, greener investments and increasing renewable energy. You can find more information at www.spelthorne.gov.uk/goinggreen.

The following sections describe different parts of the Borough.

13.23 **Staines upon Thames** is Spelthorne's major shopping centre with a catchment area covering the whole Borough and adjoining areas to the west and south. It is also the main commercial centre in the Borough. It benefits from Two Rivers shopping centre and the Elmsleigh Centre in addition to the High Street. The main residential area of Staines are to the east and south of the town centre.

13.24 A distinctive feature of the area north and east of Staines is the extensive areas of Common Land, notably Staines Moor and Shortwood Common. These are of historic as well as amenity and nature conservation value.

13.25 **Ashford** lies in the centre of the Borough and forms its largest residential area. Its town centre is linear in character and is surrounded by adjoining residential areas. It primarily serves local needs. Ashford has a number of commercial areas some in close proximity to housing and accessed through residential areas; the largest is at Littleton Road/Ashford Road. Ashford Hospital provides a hospital services and is also a major employer. Ashford has a shortage of open space in some locations.

13.26 **Stanwell** runs north from Ashford to the boundary with Heathrow. While it has an historic village centre in the north of the Stanwell area it was mostly developed down to the A30 in the immediate post war years. In comparison with the rest of Spelthorne, parts of Stanwell suffer from relatively high levels of social deprivation. Heathrow has a substantial impact on the northern part of Stanwell due to noise disturbance and the impact of airport related development, although stretches of open land between parts of Stanwell and the airport help to maintain a separate identity for the community.

13.27 **Stanwell Moor** is a separate village to the west of Stanwell. It is surrounded by open land and maintains a distinct identity. It lies partly under the flight path from the airport's southern runway and is severely affected by aircraft noise.

13.28 **Sunbury** lies at the eastern end of the Borough. It is split in two by the M3. Junction 1 of the motorway is at Sunbury Cross, which was developed in the 1970s to include several high rise commercial and residential buildings and a shopping centre adjacent to which a large Tesco superstore was added in the early 1990s. The Sunbury Common area north of the M3 includes the Borough's largest industrial estate at Windmill Road and another significant commercial area at Hanworth Road, both of which contain a mixture of traditional and modern premises. It also contains a major BP office and research facility. Lower Sunbury is a large residential area to the south of the M3. Parts of Sunbury have relatively higher levels of deprivation compared to the rest of the Borough. There is a particular concentration of poorer air quality around the Sunbury Cross Junction at Sunbury

13.29 **Shepperton** is a distinct settlement in the southern part of the Borough. It is primarily residential with a significant local shopping centre and a business park. Its major commercial site is Shepperton Studios, which lies in the north western part of the built up area.

13.30 Other smaller communities include Charlton Village, Laleham and Upper and Lower Halliford.

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Summary of issues

13.32 Many of the issues faced by the Borough are also common to authorities in the wider area such as high house prices, strong economy, traffic congestion, a strong desire to protect and enhance the environment and maintaining the role of town and local centres. There are also issues facing all authorities including matters relating to climate change.

13.33 There are however in addition particular issues facing Spelthorne. These are:

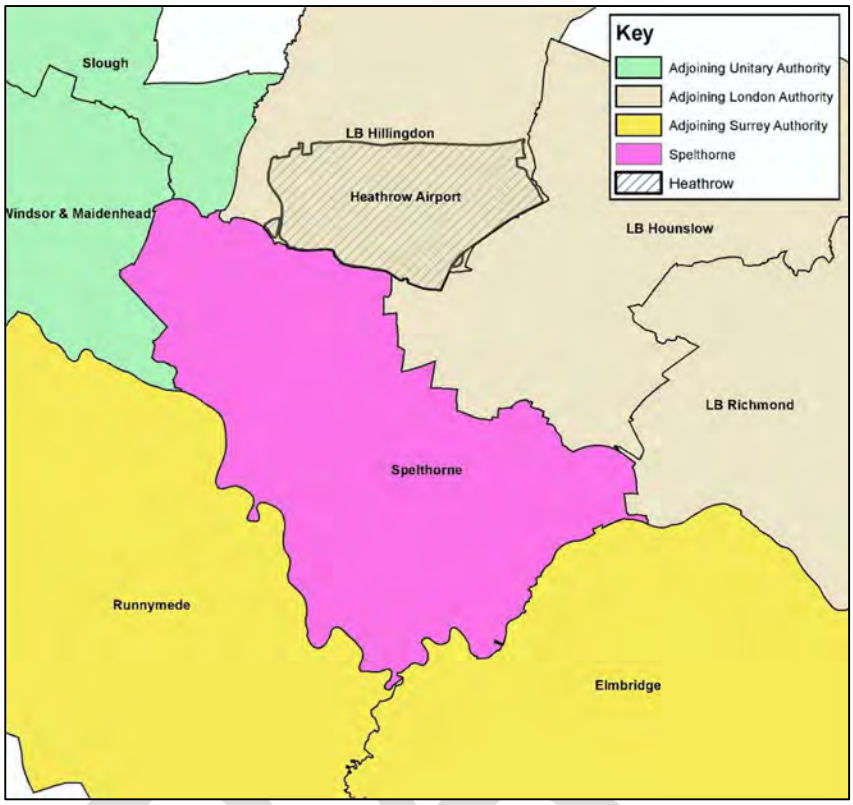
- Meeting future development requirements within a limited urban area which is constrained by significant flood risks
- Reducing the extent of flood risk
- Improving air quality
- Meeting the particular need for affordable housing
- Noise from Heathrow

13.34 In addition to these major local issues there are other matters of local significance and include housing for a growing elderly population, growth in need for smaller dwellings, supporting initiatives to increase the skills of the work force, risks within the public safety zone, the environmental and visitor issues relating to the River Thames and balancing the demands for housing with other uses of land.

13.35 Some issues apply to the Borough as a whole such as affordable housing and others to particular areas e.g. flooding, air quality, focussing development on urban areas and the role of existing centres.

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Spelthorne and adjoining authorities



Map 3:Spelthorne and adjoining local authority areas

- Spelthorne's main towns are Ashford, Shepperton, Staines-upon-Thames, Stanwell and Sunbury-on-Thames, with Staines being the main commercial and retail centre.
- Charlton Village, Laleham, Littleton, Upper Halliford and Stanwell Moor comprise the Borough's villages.
- The proximity of Heathrow has a major influence on the Borough in terms of employment, housing and traffic.
- The M3 motorway is a major strategic transport route, which crosses through the southern part of the Borough with Junction 1 situated at Sunbury-on-Thames. The M25 runs north/south along the western periphery of the Borough with Junction 13 at Staines-upon-Thames.
- You can find further information about Spelthorne's statistics in the Authority Monitoring Report 2021 which is available at: www.spelthorne.gov.uk/AMR

Key Challenges

- Ensure we can allocate sufficient land to meet our housing need sustainably, including the provision of affordable homes and the needs of specific communities
- Maintain and intensify employment land, anticipating growth in the Borough, including additional growth from an expanded Heathrow Airport
- Plan for the necessary infrastructure, such as schools, roads and healthcare, to support our future population
- Protect our valuable open spaces, recreation and leisure facilities and biodiversity sites, including the River Thames and waterbodies
- Preserve the Green Belt where it is performing well against the purposes it was designated for
- Enhance the character of our towns and villages, including the vitality of our shopping areas
- Manage further risk of flooding and prevent or mitigate harm from environmental impacts such as poor air quality and noise pollution
- Ensure our Borough has the right amount of social, cultural and community facilities, including opportunities to support the arts
- Tackling Climate Emergency for the Borough. The Council's climate change emergency declaration demonstrates our commitment to addressing this major issue for society that hasn't gone away, even with the focus on COVID-19[70].

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[70] https://www.spelthorne.gov.uk/article/20185/Spelthorne-declares-climate-emergency7

Appendix B: Glossary

Affordable housing: Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) **Affordable housing for rent:** Meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable);

(b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and

(c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and localhouse prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Air quality management areas: Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Ancient or veteran tree: A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Ancient woodland: An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

Annual position statement: A document setting out the 5 year housing land supply position on 1st April each year, prepared by the local planning authority in consultation with developers and others who have an impact on delivery.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Article 4 direction: A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Brownfield land: See Previously developed land.

Brownfield land registers: Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.

Build to Rent: Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Climate change adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Coastal change management area: An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.

Community forest: An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.

Community Right to Build Order: An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

Competent person (to prepare site investigation information): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Decentralised energy: Local renewable and local low carbon energy sources.

Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).

b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

Design code: A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Design guide: A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Designated rural areas: National Parks, Areas of Outstanding Natural Beauty and areas designated as ‘rural’ under Section 157 of the Housing Act 1985.

Developable: To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

Development plan: Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part

of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

Edge of centre: For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Entry-level exception site: A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), in line with paragraph 72 of this Framework.

Environmental impact assessment: A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Essential local workers: Public sector employees who provide frontline services in areas including health, education and community safety - such as NHS staff, teachers, police, firefighters and military personnel, social care and childcare workers.

General aviation airfields: Licenced or unlicenced aerodromes with hard or grass runways, often with extensive areas of open land related to aviation activity.

Geodiversity: The range of rocks, minerals, fossils, soils and landforms.

Green infrastructure: A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Habitats site: Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Heritage coast: Areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.

Historic environment: All aspects of the environment resulting from the interaction

between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic environment record: Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

Housing Delivery Test: Measures net homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Irreplaceable habitat: Habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.

Local Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Enterprise Partnership: A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local housing need: The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 61 of this Framework).

Local Nature Partnership: A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

Local plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the

development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major development[75]**:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m^2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Major hazard sites, installations and pipelines: Sites and infrastructure, including licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.

Minerals resources of local and national importance: Minerals which are necessary to meet society's needs, including aggregates, brickclay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), coal derived fly ash in single use deposits, cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including conventional and unconventional hydrocarbons), tungsten, kaolin, ball clay, potash, polyhalite and local minerals of importance to heritage assets and local distinctiveness.

Mineral Consultation Area: a geographical area based on a Mineral Safeguarding Area, where the district or borough council should consult the Mineral Planning Authority for any proposals for non-minerals development.

Mineral Safeguarding Area: An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

National trails: Long distance routes for walking, cycling and horse riding.

Natural Flood Management: managing flood and coastal erosion risk by protecting, restoring and emulating the natural 'regulating' function of catchments, rivers, floodplains and coasts.

[75] Other than for the specific purposes of paragraphs 176 and 177 in this Framework.

Nature Recovery Network: An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.

Neighbourhood Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

Neighbourhood plan: A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Non-strategic policies: Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

Older people: People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building: A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Out of centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town: A location out of centre that is outside the existing urban area.

Outstanding universal value: Cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations. An individual Statement of Outstanding Universal Value is agreed and adopted by the UNESCO World Heritage Committee for each World Heritage Site.

People with disabilities: People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Permission in principle: A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning obligation: A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary shopping area: Defined area where retail development is concentrated.

Priority habitats and species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Ramsar sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural exception sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Recycled aggregates: aggregates resulting from the processing of inorganic materials previously used in construction, e.g. construction and demolition waste.

Safeguarding zone: An area defined in Circular 01/03: *Safeguarding aerodromes, technical sites and military explosives storage areas*, to which specific safeguarding provisions apply.

Secondary aggregates: aggregates from industrial wastes such as glass (cullet),

incinerator bottom ash, coal derived fly ash, railway ballast, fine ceramic waste (pitcher), and scrap tyres; and industrial and minerals by-products, notably waste from China clay, coal and slate extraction and spent foundry sand. These can also include hydraulically bound materials.

Self-build and custom-build housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Special Areas of Conservation: Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Special Protection Areas: Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Site investigation information: Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 Investigation of Potentially Contaminated Sites - Code of Practice).

Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Spatial development strategy: A plan containing strategic policies prepared by a Mayor or a combined authority. It includes the London Plan (prepared under provisions in the Greater London Authority Act 1999) and plans prepared by combined authorities that have been given equivalent plan-making functions by an order made under the Local Democracy, Economic Development and Construction Act 2009 (as amended).

Stepping stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic environmental assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic policies: Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

Strategic policy-making authorities: Those authorities responsible for producing strategic policies (local planning authorities, and elected Mayors or combined authorities, where this power has been conferred). This definition applies whether the authority is in the process of producing strategic policies or not.

Supplementary planning documents: Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.

Town centre: Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

Transport statement: A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Wildlife corridor: Areas of habitat connecting wildlife populations.

Windfall sites: Sites not specifically identified in the development plan.

Appendix C – Legislative and Planning Policy Context

[To follow]

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Appendix D: List of Evidence

- Strategic Housing Market Assessment (SHMA)
- Strategic Land Availability Assessment (SLAA)
- Housing Trajectory
- Authority Annual Monitoring Report
- Five Year Housing Land Supply
- Gypsy, Travellers & Travelling Showpeople Accommodation Assessment
- Site Selection Methodology (Preferred Options and updated version following amended strategy)
- Site Assessments
- Employment Land Needs Assessment
- Functional Economic Area Analysis
- Retail and Town Centre Study
- Spelthorne Economic Strategy
- Surrey Hotel Futures (2015)
- Open Space Assessment (Produce an Addendum)
- Playing Pitch Strategy
- Local Green Space Assessment Methodology
- Green Belt Assessment (stage 1, stage 2, stage 3)
- Strategic Highways Assessment
- Infrastructure Delivery Plan – Part 1 and Part 2
- Spelthorne Water Cycle Study
- Strategic Flood Risk Assessment (Draft Interim)
- Sustainability Appraisal (SA) of Local Plan Issues and Options
- Sustainability Appraisal (SA) of Local Plan Preferred Options
- Sustainability Appraisal (SA) of Submission Version of Local Plan
- Sustainability Appraisal/Strategic Environmental Assessment – Scoping Report (2017)
- Habitats Regulations Assessment
- Equalities Impact Assessment (EqIA)

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Appendix D: Superseded Policies

New Policies	Superseded Policies (Core Strategy 2009)
Policy SP1: Staines-upon-Thames	Policy TC1: Staines Town Centre
Policy SP2: Ashford, Shepperton and Sunbury Cross	Policy TC3: Development in Ashford, Shepperton and Sunbury Cross Policy TC5: Proposals for Retail Development Policy CO2: Provision of Infrastructure for New Development
Policy SP3: Stanwell and Stanwell Moor	None
Policy SP4: Colne Valley Regional Park	None
Policy SP5: River Thames and its Tributaries	Policy EN9: River Thames and its Tributaries Policy EN10: Recreational Use of the River Thames
Policy SP6: Heathrow Airport	Policy EN11 (Development and Noise) EN12: Noise from Heathrow Airport EN14: Hazardous Development
Policy EC1: Meeting Employment Needs	SP3: Economy and Employment Land Provision EM1: Employment Development Policy EM2: Employment Development on Other Land
Policy EC2: Retail Needs	Policy TC1: Staines Town Centre Policy TC2: Staines Town Centre Shopping Frontage Policy TC3: Development in Ashford, Shepperton and Sunbury Cross Centres Policy TC5: Proposals for Retail Development
Policy EC3: Local Centres, Shopping Parades and Isolated Retail Units	Policy TC4: Local Shopping Centres and Parades Policy CO1: Providing Community Facilities
Policy EC4: Leisure and Culture	None
Policy E1: Green Belt	Policy EN2: Replacement and Extension of Dwellings in the Green Belt including Plotland Areas
Policy E2: Flooding	Policy LO1: Flooding
Policy E3: Environmental Protection	Policy EN3 (Air Quality) Policy EN11 (Development and Noise) Policy EN12 (Noise from Heathrow) Policy EN13 (Light Pollution) Policy EN15 (Development affecting Contaminated Land)
Policy E4: Green and Blue Infrastructure	EN7 - Tree Protection

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	EN8 – Protecting and Improving the Landscape and Biodiversity
Policy E5: Open Space and Recreation	Policy CO3: Provision of Open Space for New Development Policy EN4: Provision of Open Space and Sport and Recreation Facilities
Policy E6: Biodiversity	EN7 - Tree Protection EN8 – Protecting and Improving the Landscape and Biodiversity
Policy H1: Homes for All	Policy HO1: Providing for New Housing Development Policy HO4: Housing Size and Type Policy HO5: Density of Housing Development Policy HO6: Sites for Gypsies and Travellers Policy HO7: Sites for Travelling Showpeople
Policy H2: Affordable Housing	Policy HO3: Affordable Housing
Policy H3: Gypsy, Traveller & Travelling Showpeople Pitches and Plots	Policy HO6: Sites for Gypsies and Travellers Policy HO7: Sites for Travelling Showpeople
Policy DS1: Place shaping	Policy EN1: Design of New Development Policy EN2: Replacement and Extension of Dwellings in the Green Belt including Plotland Areas
Policy DS2: Sustainable Design and Renewable/Low Carbon Energy Generation	None
Policy DS3: Heritage Conservation and Landscape	Policy EN 5 Building of Architectural and Historic Interest Policy EN 6 Conservation Areas, Historic Landscapes, Parks and Gardens Policy EN 8 Protecting and Improving the Landscape and Biodiversity
Policy ID1: Infrastructure and delivery	Policy CO1: Providing Community Facilities Policy CO2: Provision of Infrastructure for New Development
Policy ID2: Sustainable Transport for New Developments	Policy CO2: Provision of Infrastructure for New Development Policy CC2: Sustainable Travel Policy CC3: Parking Provision

End Notes

13.4

[i] https://www.nomisweb.co.uk/reports/lmp/la/1946157334/printable.aspx

[ii] https://www.surreyi.gov.uk/2011-census/car-availability/

[iii] https://www.nomisweb.co.uk/reports/lmp/la/1946157334/report.aspx?town=spelthorne#tabempunemp

[iv] https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/medianpricepaidforsubnationalgeographiesexistingdwellingshpssadataset26

[v] https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/local-community/being-a-better-neighbour/Community-Investment-infographic-Spelthorne-2018.pdf

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Staines-upon-Thames Town Centre Development Framework

Draft Development Framework

Prepared on behalf of SPELTHORNE BOROUGH COUNCIL

By DAVID LOCK ASSOCIATES

April 2022

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Section 1.0
Introduction

What is the Staines-upon-Thames Town Centre Development Framework?

1.1 Spelthorne Borough Council (SBC) has appointed a team of urban design and planning specialists, led by David Lock Associates (DLA), alongside Latcham, providing movement and access inputs, to prepare a Development Framework for Staines-upon-Thames town centre. The purpose of the Development Framework is to articulate clear guidance for the transformation and regeneration of the centre of Staines-upon-Thames.

1.2 Staines-upon-Thames has been identified by SBC as having an opportunity to grow and develop into a thriving and vibrant town centre, building on its existing successful high street and its enviable riverside location. The Development Framework has been drafted to identify some of the issues currently facing the town centre, and articulate opportunities for change, improvements and development, that will collectively deliver a successful and attractive town centre environment.

1.3 The Development Framework identifies key development and opportunities for improvements to public realm throughout the town centre, alongside design guidance to ensure that any change is managed effectively and results in positive improvements to the townscape and preserves the historic environment and unique character of the riverside in particular.

1.4 The town centre Development Framework study area boundary is shown overleaf.

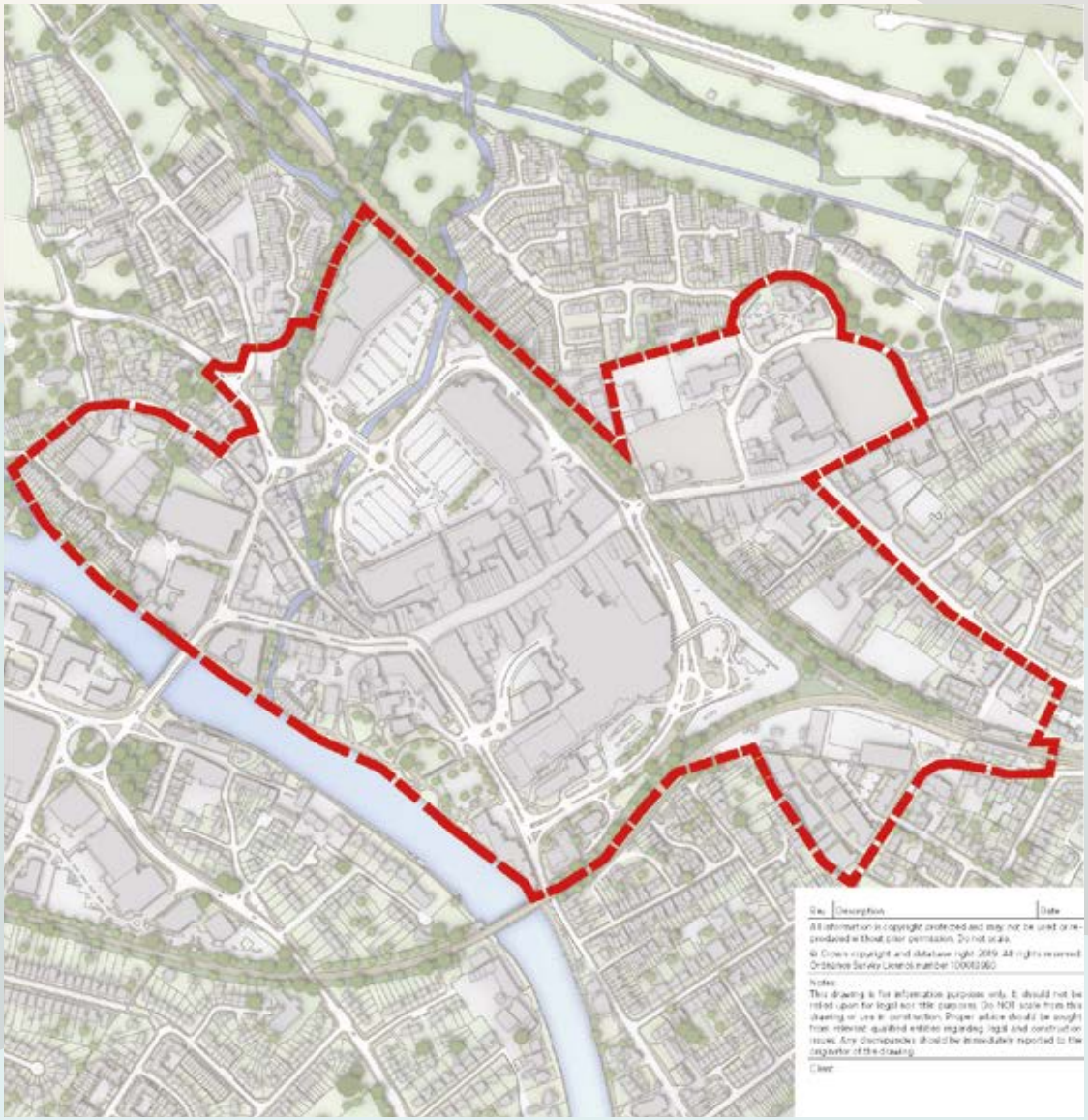


Figure 1: Staines-upon-Thames Development Framework Boundary

Planning Policy Context

1.5 The Development Framework has been prepared to build upon and provide more detailed guidance on the emerging Spelthorne Local Plan's policy for Staines-upon-Thames and is intended to be adopted as a Supplementary Planning Document (SPD), alongside the Local Plan, thereby forming part of the statutory planning policy framework for Spelthorne.

1.6 It has been prepared in parallel with the emerging Local Plan, to ensure it aligns with the wider growth strategy for the Borough, and in particular the agreed balance between Staines-upon-Thames as a focus for growth, and the limited release of green belt sites for development, which in combination will address the agreed level of housing need.

1.7 Local Plan policy SP1 details the policy position for Staines-upon-Thames, recognising it as a key focus for housing, employment, and retail growth in the Borough. The Development Framework SPD will sit beneath and provide guidance to help implement policy SP1.

Policy SP1: Staines-upon-Thames

Strategy

1. Recognising its size, location and significant opportunity for further regeneration, Staines-upon-Thames will be a key focus for housing, employment and retail development in the Borough. The guidance for how the town grows sustainably and coherently will be provided within a new Staines Development Framework (the Framework) to deliver development to meet need.

Infrastructure

2. Growth of the town will be dependent on enhanced infrastructure, particularly to capitalise on the proximity to Heathrow Airport. The Council will support proposals that facilitate new and improved public and sustainable transport links, education facilities, healthcare services, and social and community uses in accessible locations, working with infrastructure providers to identify projects for funding.

Retail and Leisure

3. New development should support the position of Staines at the top of the retail and leisure hierarchy within the Borough. Proposals that contribute to culture, the arts and access to the River Thames will be considered favourably in accordance with the Framework.

4. Mixed-use development that has the potential to introduce new community and healthcare uses to the centre will be encouraged which increase foot-fall and contribute to the vitality and viability of the centre.

Character

5. The Staines Conservation Area (shown on the Policies Map) will be preserved and enhanced. New development in Staines is likely to be high density in suitable locations within the town centre to maximise efficient use of land but will be expected to achieve high quality design in accordance with the Framework. Proposals will be supported that protect and enhance the local character of the area.

6. The Staines Development Framework sets out more sensitive character areas where height and density limits will apply to new buildings. Development proposals in the relevant zones will be expected to comply with these limits unless, in exceptional cases, there is robust justification for a deviation that weighs heavily in favour of granting permission. This could include a higher proportion of affordable housing than required by policy, exemplary design or significant benefits to the community.

Opportunities

7. Southern Rail Access to Heathrow that includes a station at Staines, and Southern Light Rail as the Council's preferred solution, is considered essential for the town to maximise access to the airport, regardless of any expansion proposals.

8. Any proposed tall buildings will be designed to reflect the redefined character of Staines and the design is to be of high standard, guided by principles in the Framework. There are opportunities to improve existing local leisure facilities and the evening economy.

9. There are opportunities for attractive riverside development and public realm enhancement. Improved access will be encouraged in order to maximise the asset that is the River Thames-side location.

10. Renewable and low carbon energy solutions will be expected to be incorporated in all new development, including opportunities for combined heat and power (CHP) and district heat networks.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding		4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water	
Short Term	+	+	0		+	0	0	+	0	0	+	0	0	?
Medium Term	++	+	0		+	+	0	+	0	+	+	0	0	?
Long Term	++	+	0	?	++	++	0	++	+	++	++	+	0	?

Reasoned Justification

Staines-upon-Thames is the main town centre within Spelthorne and therefore sits top of the centre hierarchy in the Borough. In this role, Staines is required to support a variety of uses, including shops, offices, leisure and entertainment facilities. It is therefore necessary to consider how to ensure Staines continues to perform its function as part of the Framework. Through this, Staines has the opportunity to grow and develop into a thriving town that can take advantage of its close proximity to Heathrow Airport and proposed new public transport schemes are likely to enhance its connectivity further. Identified as a 'Step up Town' by the EM3 Local Enterprise Partnership, Staines is already on the map and its growth is sustainable and meets the needs for residents, businesses and visitors. For this reason, the Staines Development Framework will deliver an ambitious and viable vision for the transformation and regeneration of the whole town. The Framework will be adopted as a Supplementary Planning Document to guide decision-making, supporting the Local Plan and this policy.

As well as accommodating growth, Staines also has significant character through the Staines Conservation Area and the proximity to and views of the river. There is therefore an expectation that any new development which affects the setting of the Conservation Area or the river will respect the character and enhance this.

The growth of Staines will allow opportunities to improve public realm and pedestrian linkages through the town centre. This will also provide opportunity to take advantage of the river and the footpath network through the Thames Path where possible. Utilising this asset is therefore a key strand of enhancing Staines and justifies its inclusion as part of the policy.

Mixed-use development within Staines town centre will reduce the need to travel and provide homes close to transport hubs. Mixed-use development presents opportunities to make good use of community combined heat and power, as the different types of use spread demand for heat and power over the day, evening and night. The buildings are likely to be in close proximity and reduce the cost of developing the heat network. Leisure and retail facilities can provide a base demand to help the efficiency of the system. Taller buildings will require piling for deep foundations which may provide opportunities for ground source heat.

Monitoring Indicators

Indicator	Target	Data Source
Amount of floorspace for main town centre uses	N/A	Planning applications and appeals
Number of dwellings completed each year within Staines	N/A	Planning applications and appeals

Key Evidence

- Staines Development Framework (forthcoming)
- Retail and Town Centre Study 2018
- Enterprise M3 LEP

Sustainability Appraisal Alternative Options

Alternative Option 1: Don't include a policy specific to Staines. Let the market decide the quantity and location of development.	Reject alternative. This would offer no control over development and could negatively impact character and the settlement hierarchy.
Alternative Option 2: Include a policy that specifically outlines how development should be accommodated in Staines. Direct growth to the most appropriate areas, prioritising those near employment and transport links. Consider the hierarchy of settlements to inform growth patterns.	Preferred approach. Having localised policies in the Plan is considered to ensure that each area of the Borough accommodates an appropriate amount of growth and each area can be planned for effectively across the plan period.

Core Strategy 2009 policies to be replaced

- Policy TC1: Staines Town Centre

1.8 The national policy context for growth, sustainable development and town centre regeneration is established in the National Planning Policy Framework (2021). In particular, paragraph 86 requires planning policies to support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management, and adaptation. The NPPF encourages the allocation of a range of town centre sites to meet local need for retail, leisure, office and other town centre uses, as well as recognising the important role residential development has in ensuring the vitality of centres.

1.9 Other elements of the NPPF that are directly applicable to the planning of Staines-upon-Thames are the requirement to make the most effective use of land and achieve appropriate densities, taking into account the availability of infrastructure, the desirability to maintain character and importance of securing high quality design. The government's ambition to achieve well designed places has been strengthened in the most recent changes to the NPPF, which advocates the provision of local frameworks for creating beautiful and distinctive places with a consistent and high quality standard of design, all of which align with the aspirations of the Staines-upon-Thames Development Framework.

The Wider Context

1.10 The Development Framework provides a positive and proactive set of guidance to inform future development in the town centre. It is important to note however, that certain factors within the wider context, fall out with the control of the Development Framework, but will also influence the town centre's future. These include the following:

- Wider traffic circulation – Staines-upon-Thames town centre is located in very close proximity to the strategic road network, in particular the M25 and M3. Any changes to this network could have direct impacts on traffic movements into and through the town centre with significant consequences for placemaking as a result.
- As with many other town centres, particularly in high areas of housing need in the south-east, central development sites in Staines-upon-Thames have been under considerable market pressure and some are, or have been, the subject of planning applications or appeals. The outcome of these applications is beyond the control of this Development Framework, although they of course provide context for it.

Purpose Of The Development Framework

- The level and quality of provision of public transport into and through Staines-upon-Thames town centre is a key factor in its future success as a sustainable and thriving centre. The Development Framework has no direct control over this provision now or in the future, yet many elements of the framework are dependent upon a well functioning, efficient public transport service. For example, a gradual reduction in car parking is reliant upon the increased availability and likelihood of using public transport as an alternative to the car.
- Since the Development Framework was commissioned in 2019, we have experienced the Covid-19 pandemic. This has had far reaching consequences for the way people live, work, shop, travel and socialise, which in turn have direct consequences on the future of town centres. Chapter 2 of this report considers how these structural changes have influenced Staines-upon-Thames and decisions on how to plan for its future.

1.11 The Development Framework will fulfil a number of roles as follows:

- **Destination –** the Development Framework will articulate to members of the public SBC's intention for the town centre as a whole and what sort of place it will become.
- **Key projects and opportunities –** the Development Framework will identify key projects and opportunities for intervention in the town centre within the context of its wider ambitions. This will indicate to potential developers where and what type of investment might be supported. It will also give elected Members a clear basis for decision making and understanding of the future of the town centre
- **Development Management –** whilst the Development Framework cannot introduce new planning policies into the Development Plan, as an SPD and once adopted, it will be a material consideration in decision making. As such, relevant planning applications submitted within Staines-upon-Thames town centre will be assessed against the guidance in this document and will need to demonstrate compliance with it.
- **Guidance –** the Development Framework provides clear guidance on what is expected from new development, so that developers and others can quickly understand key design requirements for each opportunity area and ensure they are delivered as part of scheme designs.
- **Wider policy –** the Development Framework will evidence ambition for interventions and policy beyond its own remit and will act as a stimulus for the production of policy by wider partners such as Surrey County Council and the Local Enterprise Partnership.

Preparation of the Development Framework

1.12 The Development Framework has been produced in a series of defined stages as follows:

Stage	Timetable
Analysis and Review Report	August 2020
Objectives and Options Report	April 2021
Public Consultation on Objectives and Options	May - June 2021
Staines-upon-Thames Development Framework Task Group Sessions	Autumn/ Winter 2021
Drafting the Development Framework	Early 2022
Public Consultation on Framework	Summer 2022
Finalisation of Framework	Late 2022
Adoption as SBC policy as Supplementary Planning Document (SPD)	2023

1.13 **Analysis and Review:** To fully understand the issues affecting Staines Town Centre, and thereby inform the development of the masterplan, a review of existing information, documents and policies has been undertaken together with an urban design analysis of the town centre. The review and analysis has focused on four main areas:

- Background documents comprising existing studies, appraisals, policies and plans (the 'evidence base' for the town centre);
- The physical character and function of the town centre focusing on its strengths, weaknesses and historic growth;
- Access and movement around the town centre; and
- The property market in Staines.

1.14 **Objectives and Options:** this stage summarises the results of the first key stage of the preparation of the Development Framework and prepared the way for the first phase of public consultation. It focused on the high level issues drawn from local evidence and identified objectives to address issues and achieve ambitions.

1.15 **Public Consultation:** The Objectives and Options paper was consulted upon in Spring 2021, alongside a comprehensive questionnaire to understand the public's views on the issues and objectives identified. It received a high level of interest and response, with feedback directly informing the draft Development Framework.

1.16 **Task Group Sessions:** production of this Development Framework has been undertaken in parallel with a series of themed Task Group sessions on key topics such as movement and access, public realm and densities/massing. At each stage, issues have been discussed with Members on the Task Group and agreement reached on the majority of matters, allowing the Development Framework to progress.

1.17 **Draft Development Framework:** this is the current stage of the Development Framework process, where a draft document has been produced, drawing together all the work from earlier stages into a comprehensive strategy.

1.18 **Development Framework consultation:** The draft will be subject to a formal six week public consultation, alongside the emerging Local Plan.

1.19 **Final Development Framework:** following the consultation, responses will be collated and analysed, with consideration given as to how the draft Development Framework might need to be revised.

Structure of the Report

1.20 The Development Framework is structured as follows:

Chapter 2: Town Centre Today – a profile of the town centre as it is now, key issues, challenges and opportunities

Chapter 3: Objectives and Consultation – the key issues and objectives which shape the Development Framework, and how they have been consulted upon

Chapter 4: Big Ideas – the 6 big Development Framework 'ideas'

Chapter 5: Development Framework Strategies – a review of the structure of the town, guidance on massing and density, movement and access and public realm priorities

Chapter 6: Design for Urban Living – principles to inform the development of new homes in the town centre

Chapter 7: Development Opportunities – identifying key sites within the town centre, and setting out principles for successful development

Chapter 8: Delivery – setting out how the town can achieve the ambitions in this framework

Section 2.0
The Town Centre Today

Introduction

2.1 Staines-upon-Thames is a vibrant, riverside, market town and is the principal town centre in Spelthorne. It is well positioned with excellent road links to Heathrow Airport, Central London and the rest of Surrey. It has rail links to central London, Reading and Windsor, although it lacks a direct rail link to Heathrow.

2.2 Whilst the largest town in Spelthorne, Staines Upon Thames is not a major destination town centre, and serves primarily a local mixed convenience and everyday function for its immediate and extended surrounding catchment. It does not have the critical mass of retailing and service uses found in Kingston, Guildford and to a slightly lesser extent Woking, all of which draw from its customer base. It is not a "day out shopping" but more somewhere that people go regularly to fulfil their day to day needs, and at this it succeeds well.

2.3 This Development Framework for Staines Upon Thames town centre considers the pressures on and issues facing the town. It sets out key principles to determine how best to manage its growth and evolution over the Local Plan period, in a way that ensures sustainability, ongoing vitality and how it can be adapted as a place where people live (and want to live) as well as work and transact business and commerce.

Context

2.5 Preparing for the growth of Staines Upon Thames town centre is taking place during a period of unprecedented speed of change for town centres nationally. From March 2020 until late February 2022 restrictions were placed on the way people lived in the UK in response to the need to protect health wellbeing and the capacity of public services during the COVID 19 pandemic. These restrictions have accelerated some trends and established others which have a direct impact on how town centres are now used, and what people demand of them going forward.

2.6 Traditionally our town centres have been driven by retailing, and the need for people to access goods and services. During the pandemic restrictions the already established trend towards shopping electronically grew dramatically [stats to go in here] as people were for periods not allowed to shop in the traditional way. As restrictions were lifted, the online shopping habit remained, and people sought more local centres for the shopping and socialising they want to do more traditionally. Where possible people now look for locations open to the fresh air, which has further established the decline already being felt by now outdated shopping centres. With such structural changes taking place in retailing, many bigger name shops have gone out of business, or have consolidated their representation in only key destination towns. It is the shopping centres in which many of these occupiers were represented that have experienced the brunt of this.

2.7 The growth of on-line shopping has penetrated all age groups but is more firmly established and represents a higher proportion of spend for younger age groups. Over time, this will further reinforce this trend. The counter to this is the development of services and experiences that can be provided in town centres – the "what Amazon Can't Do" – together with the growth of speciality, artisan retailing that provides a unique offer not readily accessible via the internet.

2.8 Counter intuitively, the smaller towns more focussed on local needs, in particular those with a high quality public realm and visually interesting environment have flourished as restrictions have been lifted Staines upon Thames town centre has not been immune from the challenges, but as a centre serving a local catchment, with an attractive high street and river frontage it is well placed to benefit from the shift to a different focus based on a more unique local offer and character.

2.9 The pandemic has also led to a shift in working patterns. Arising from periods of enforced working at home for those that could, and a realisation that this can be cost effective with no diminution in productivity, a trend for hybrid working which is expected to sustain for the long term has emerged. This is changing the times at which people access the town centre, the reasons they go, and the quality of place they want to find when they get there. Together with the growth in social media and the desire to share being seen in nice places, this is reinforcing the need for towns to be attractive as well as functional.

2.10 Underlying all of this is a growing awareness of climate change, and the need to take action both personally and collectively to reduce our carbon footprint. Sustainability is now at the forefront of policy and decision making across all spheres of activity. This is determining the priority for new homes to be in connected places, and for people to access services and recreation locally, and where possible without using a car. It is also establishing the wider value of a green environment, in every sense of the word, in its ability to contribute to stemming global warming, cleaning the air, creating a positive environment and promoting health and wellbeing for those with access to it.

2.11 It is in this wider context that the future development and growth of Staines upon Thames has been considered, and this is reflected in the issues, objectives and consultation responses that have shaped the development framework.

2.12 This chapter summarises the key issues, outlook and priorities for change, and challenges for the future for Staines upon Thames Town centre, as set out in the Analysis and Review Paper, and Objectives and Options report. From this were derived six overriding objectives that underpin the Framework, which were consulted on in May 2021.

2.13 Consultation feedback has been woven through the resulting Ideas and priorities set out in the rest of the Framework, and this chapter provides an overview of the process.

Town Centre Strengths and Weaknesses

2.14 The town centre has a busy and bustling retail heart along its historic High Street, with pedestrianised streets connecting the attached Two Rivers Retail Park and Elmsleigh shopping centre. These are well-used, although experiencing the structural change in retail floorspace needs that is common to all UK town centres.

2.15 Away from the main heart, the town centre contains the attractive Conservation Area along Church Street, with a traditional riverside village character. Other historic assets include the Oast House (although this is currently disused), and the Old Town Hall and Market Square area.

2.16 The River Thames is the town's outstanding natural asset, although it is underused and poorly connected into the rest of the town centre. There are some green spaces, notably Memorial Gardens, and some connections to wider open spaces such as Lammas Land and Staines Moor to the north.

2.17 The town centre is also well-connected by rail to central and west London, and by bus to surrounding towns and suburbs, with a bus station providing interchange opportunities between routes. The quality of public transport provision and walking and cycling infrastructure is comparatively poor, especially when compared to locations in nearby parts of London, due to the dominance of vehicle traffic in the town centre.

2.18 Many of the town's weaknesses are related to vehicle movement, and the infrastructure and built environment resulting from it. The major A308 dual carriageway carves through the town, dividing the core from the River Thames, and creating a poor quality, polluted environment in the heart of the town centre. Buildings along this route, especially around the Tothill and Elmsleigh areas, turn their back on the street making it an unattractive place to be. The Market Square is cut off from the High Street, causing it to be poorly used, even though it is the main route down to the river.

2.19 This severance of the town from its river means the main riverfront park, Memorial Gardens, lacks activity and has few attractors, making it underused.

2.20 The rivers Thames, Wraysbury and Colne reduce permeability into the town centre and constrict access points, causing conflicts and pinch points. Railway lines further isolate the town centre, reducing and constraining access points, especially for pedestrians and cyclists.

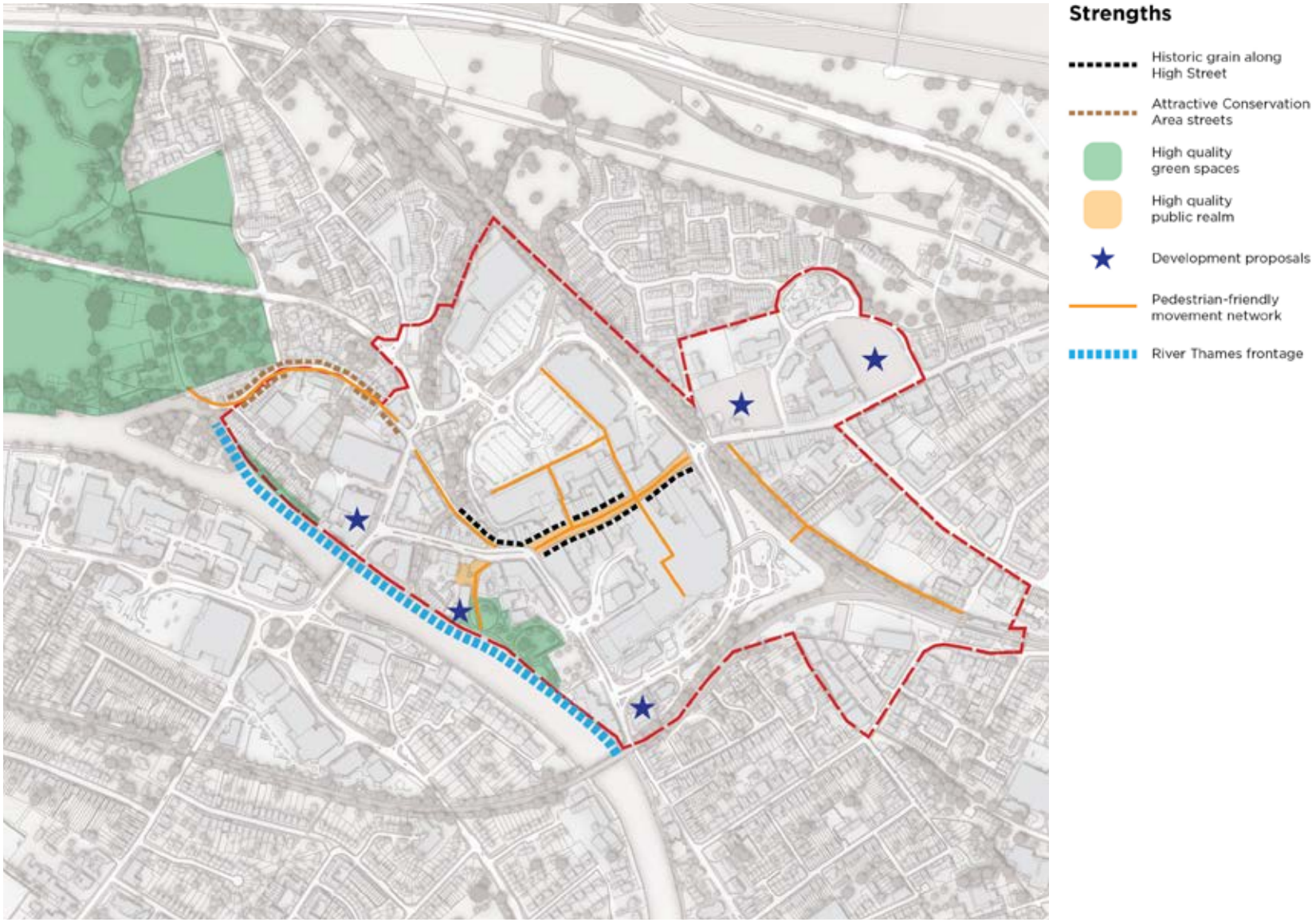


Figure 2: Town centre strengths

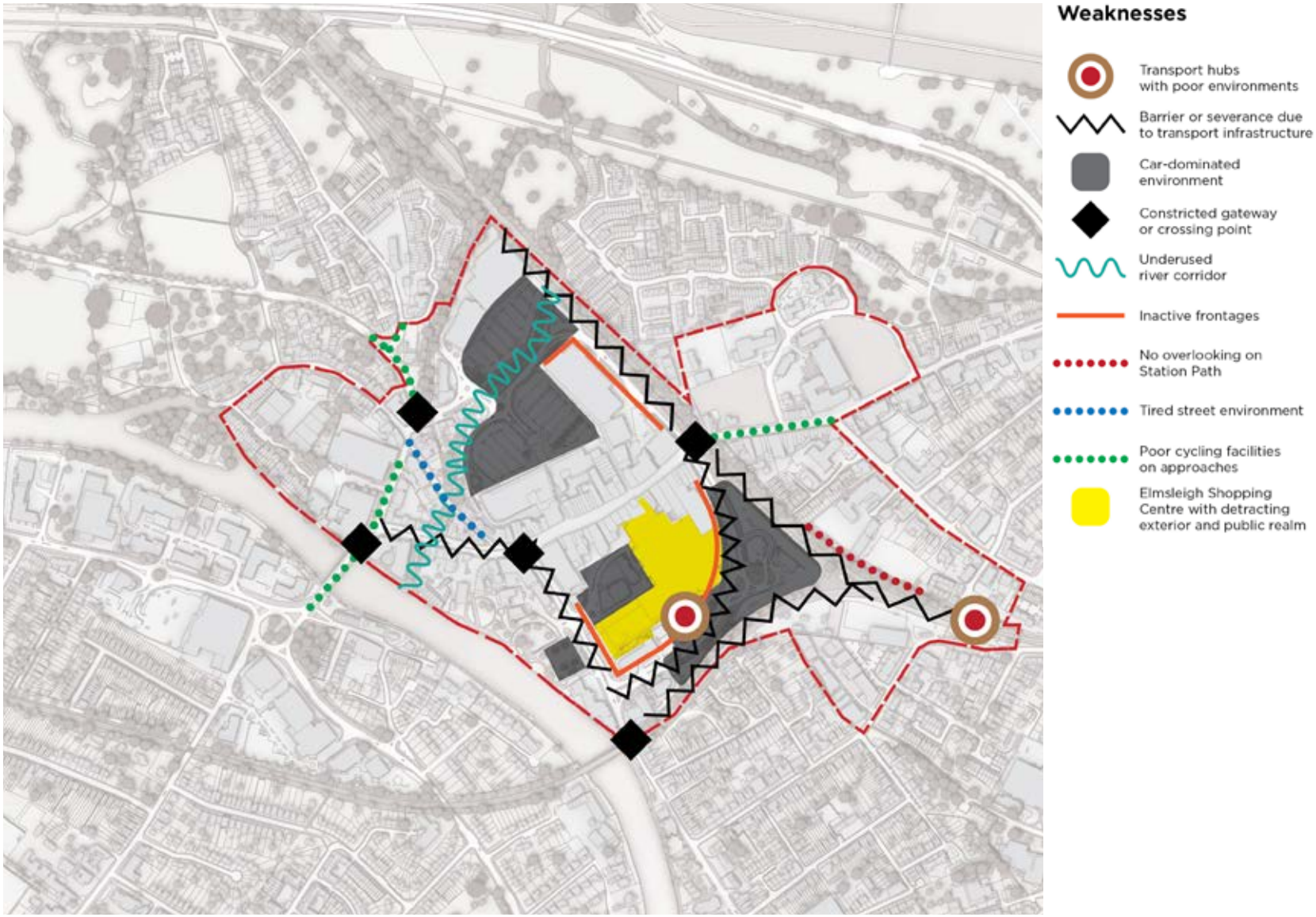


Figure 3: Town centre weaknesses

Key Issues

2.21 A number of town centre 'headline issues' have been identified through the review and analysis of the evidence base. These can be grouped into six headline issues that the Framework will consider. They comprise:

1. Delivering market and genuinely affordable homes;
2. Supporting innovation and commercial activity;
3. Providing a mix of uses and community facilities in the town centre;
4. Enhancing the visitor economy;
5. Built form, public realm and open space; and
6. Movement and access.

Delivering market and genuinely affordable homes

2.22 Providing local housing keeps people within the Borough, which in turn helps to support local shops and businesses. Residential uses are often incorporated into town and city centres to improve the night-time economy and create a vibrant centre.

2.23 There is significant pressure on housing affordability in Spelthorne. There is a shortage of affordable homes, key worker accommodation and private rented properties. The provision of market and truly affordable homes is imperative in attracting and retaining residents in the Borough, and subsequently sustaining a vibrant and thriving town centre and local economy.

Supporting innovation and commercial activity

2.24 Staines-upon-Thames has a strong and growing representation of SMEs and start-up businesses. These businesses boost the local economy and create local jobs, which helps to minimise out-commuting and increase local spending power.

2.25 There is an opportunity to better support these businesses, which could be achieved through establishing new flexible floorspace, incubator units and serviced offices. The emerging Spelthorne Local Plan policy for Staines (SP1) seeks to direct B1a and B1b uses to Staines Town Centre.

Providing a mix of uses and community facilities in the town centre

2.26 It is important to recognise the changing patterns in how people use and interact with their town centres. The maintenance of a variety of suitable uses will promote the vitality and viability of the centre, both for residents and visitors alike.

2.27 Staines Town Centre currently performs a strong comparison goods role in the Borough. However, with the replacement of Waitrose by M&S Simply Food, the convenience goods offer could benefit from diversification and expansion. The Council's local policies seek to ensure that Staines-upon-Thames remains the preferred location for main town centre uses, and the Council's extensive landholding provides an opportunity to improve and strengthen the town centre offer.

2.28 At the same time, it is important to recognise and adapt to the structural shift in the way town centres are used. The growth in online retailing, accelerated by the COID 19 pandemic,

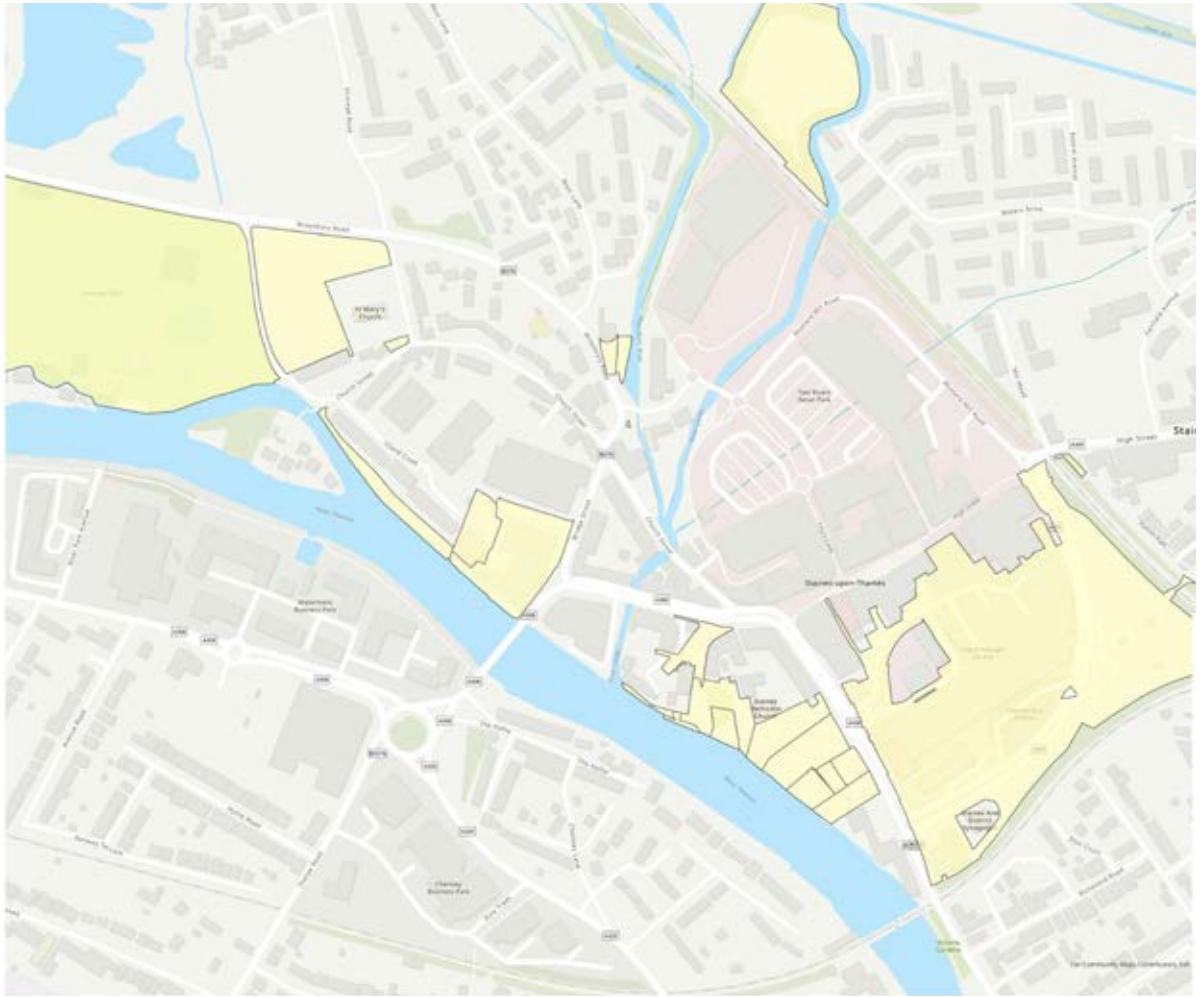


Figure 4: Land ownership in Staines-upon-Thames - SBC ownership in light yellow

has demonstrated the need to move away from reliance on retail as the only meaningful attraction in town centres. Leisure uses and restaurants are now key in increasing dwell time and attracting visitors from a wider catchment area. An enticing and enjoyable environment with space for a range of activities and events is also a determining factor.

2.29 Residential provision within town centres is a powerful tool in improving the night-time economy, vibrancy and vitality of the town centre. Mixed-use schemes also reduce the need to travel and encourage sustainable modes of travel through close proximity to transport hubs.

2.30 Critically, to support a diverse town centre community, a range of supporting services and facilities must also be provided. This will need to include schools and childcare facilities, appropriate health services, leisure and recreation, community and social care provision, as well as amenity space. These community infrastructure requirements will be an essential part of ensuring Staines-upon-Thames grows in a sustainable and inclusive way.

Enhancing the visitor economy

2.31 Staines Town Centre benefits from a natural asset in its River Thames frontage. There is a clear opportunity to improve the use and attraction of the riverside as a destination through leisure and tourism activities and enhancements to the public realm. To support this, improved links and better access need to be provided to facilitate and encourage usage by residents and visitors alike.

2.32 The existing retail mix, Vue cinema, restaurants and bars provide an important leisure offer, in addition to annual local events such as Staines-upon-Thames Day. The Staines-upon-Thames BID also has a calendar of events ranging from comedy nights to outdoor cinema screenings by the waterfront. The Spelthorne Visitor Economy Strategy highlights the need to build on this offer and further raise the profile of Staines-upon-Thames.

Built form, public realm & open space

2.33 The scale and grain of new proposals should integrate with the historic pattern and scale of the High Street and associated popular core areas.

2.34 The River Thames frontage needs to be better integrated into the rest of the town centre through physical connections and improvements to the built form facing the river.

2.35 The town centre is currently ringed by transport infrastructure; the highways element of this infrastructure can be reduced in scale and transformed into a more urban character street to reduce the severance and create an improved pedestrian experience. Entrances and gateways need to reflect the quality and attractiveness of the core town centre, making walking and cycling journeys pleasant and enjoyable.

2.36 Staines-upon-Thames is rich with natural and historic assets, and it is important to respect, preserve and enhance their significance. New development should be sympathetic to the Conservation Area, views to and across the river and the character of the town.

Movement and Access

Breaking Down Barriers

2.37 Barriers to free movement across the town centre need to be broken down or removed. The framework can do this by identifying the key barriers that are human in scale. They can be found across the network of streets and spaces in the town centre.

2.38 The biggest barriers are formed by the numerous urban roads. In particular, the barrier of the A308 needs to be tackled. Currently the form of the road layout in Thames Street and Clarence Street effectively divides the town from the River Thames. Key severance points make it difficult for pedestrians and cyclists to get around town, affecting the experience of these users. New links and routes will need to be identified to alleviate these issues, and to better connect with existing pedestrian priority streets and cycle facilities.

Public Transport Provision

2.39 Public transport services and facilities need to expand in order to enable and support more sustainable growth patterns. Public transport already plays an important role in getting people to the town centre and this role needs to increase in the future to enable growth and achieve the right balance of sustainable travel.

2.40 Parts of the bus route network are overcomplicated and need to be simplified in order to encourage higher frequency services. The current bus routing is excessively complex within the town centre and doesn't cover the whole town centre, excluding or limiting provision in Two Rivers especially.

2.41 The bus network overall is of a low quality, generally dominated by low frequency bus services, making bus an unattractive option for the infrequent user. New interchange areas need to be identified and existing interchanges need to be drastically improved and better integrated with the street environment.

2.42 The existing Staines bus station is functional and well used, but its physical environment is poor. It is important to improve the bus station and wider bus infrastructure as a catalyst for encouraging the use of sustainable travel modes by both residents and visitors alike.

2.43 Staines Station also has a poor physical environment, providing a negative first impression of the town centre. This busy interchange requires intervention to meet the needs of its users and improve the perception and important first impressions of the town. Pedestrian connections from the station to the town centre also require improvement.

Walking

2.44 Planning and designing for increased footfall should be central to any strategy and this must start with expanding the evidence base which at the moment is non-existent. The approach of improving urban environmental quality will attract and encourage more people into the town.

2.45 People attract people, but not enough is known currently about the patterns of pedestrian movement and activities that take place. More research is required to help develop the Local Plan. This is especially important when you consider footfall and a bigger residential population is going to increase pedestrian and cycle flows.

Traffic and the Road Network

2.46 Peak hour congestion in key locations in the town centre still needs to be tackled within a wider policy of providing alternative more sustainable travel choices.

2.47 The road network has sufficient highway capacity to accommodate today's movement of vehicle flows. But traffic congestion issues do exist today in some places at key junctions, especially at key gateways and corridors into town.

2.48 Whilst the overall strategy should be to restrict highway capacity growth there are opportunities for rebalancing by adding and removing road capacity.

2.49 It is not valid, desirable or achievable to dramatically increase highway capacity. Instead an integrated design approach is needed. Add capacity in some areas and remove in other places.

2.50 The planned shift to public transport, cycling and walking will create opportunities to take out highway capacity. These should be grabbed where benefits are to improve quality in public realm.

Public Car Parking

2.51 Staines-upon-Thames has a number of poor quality public car parks that are deteriorating or are in the wrong locations or on sites better suited to other purposes need to be redeveloped.

2.52 The town centre needs an appropriate balance of public car parking, taking into account present-day needs and a longer-term sustainable transport future. Overall there are circa 3050 car parking spaces publicly available in the town centre, see table.

2.53 A total of 2085 is Council owned and circa 965 is associated with the Two Rivers retail area. In addition to these off-street facilities the town is served with on-street parking and private non-residential (i.e., office) parking.

2.54 Public parking facilities like Tothill and Bridge Street are not well used and spare capacity exists across the town, although well-located facilities, like Elmsleigh surface have been operating at or near capacity during peak times. The plan shows sites identified for possible redevelopment.

Character Areas

2.55 Staines-upon-Thames town centre includes a wide range of different character areas , which work together to produce a varied and successful place. This section analyses each part of the town centre to understand its current character and use, and its contribution to the whole.

2.56 Eight character areas have been identified within the town centre (as shown in Figure 5). Each has a prevailing physical character as well as a predominant use or mix of uses, and each contributes in a different way to the function and form of Staines-upon-Thames.

2.57 Each character area is supported by a detailed characterisation, which should be considered and taken account of by developments within these areas. The full characterisation, including materials, typical heights, scales and other details, is contained within Appendix A.

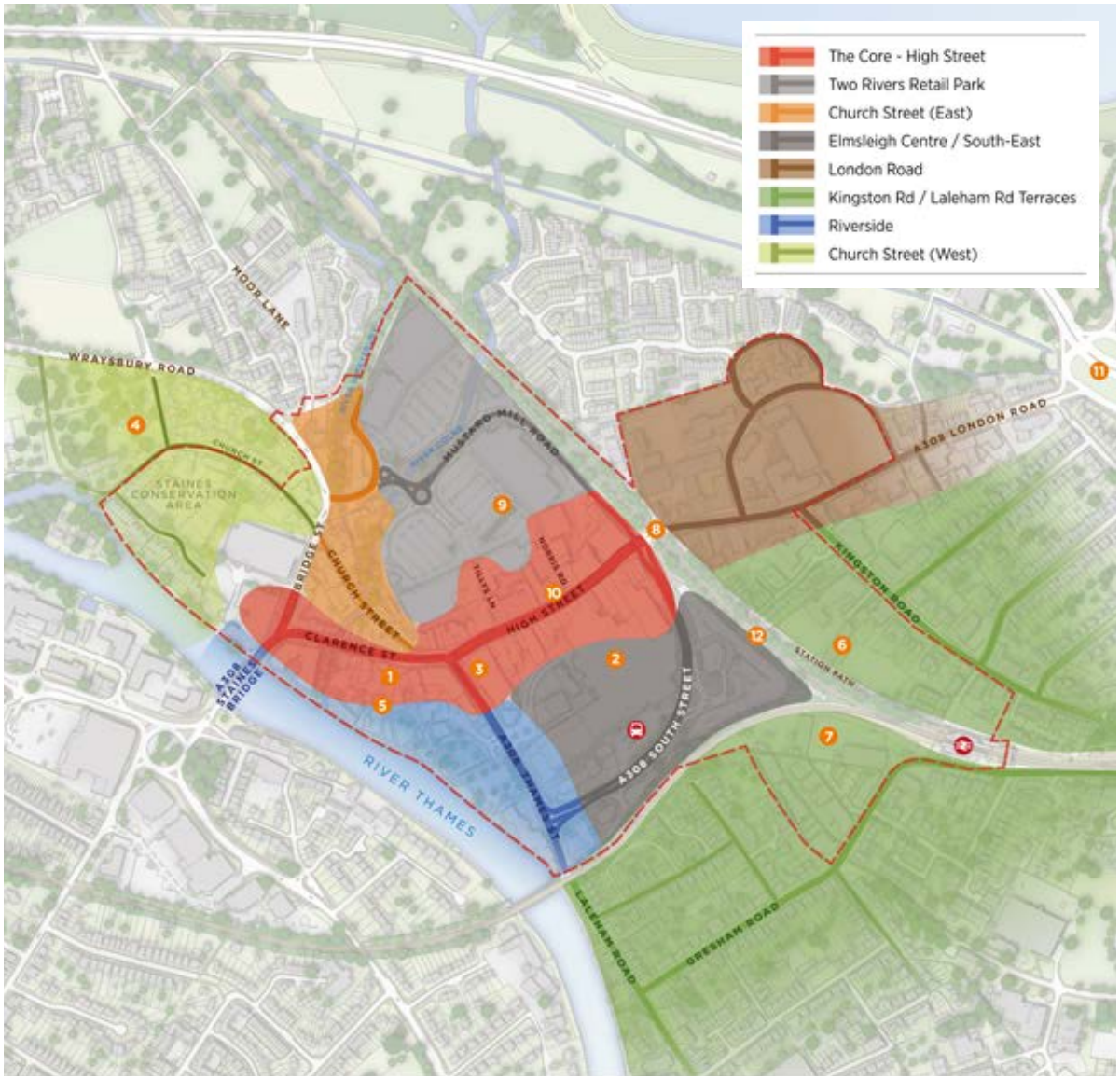


Figure 5: Town Centre Character Areas

The Core – High Street

2.58 The heart of Staines-upon-Thames is a vibrant and successful High Street. This grew up on the historic Roman road crossing Staines bridge leading towards London. It is primarily a retailing street, with high activity levels, on-street uses such as the market and local events and is at the heart of the identity of the town.

2.59 Further towards the bridge, the High Street's bustle and core retail/service function diminishes, with Clarence St (the current A308), a noisy and vehicle-dominated road, primarily functioning as a traffic artery. The physical built form is similar, with a mix of low to mid-rise buildings, but the on-street character changes.



Figure 6: High Street





Positive

- Attractive heart of town
- Human scale
- Good mix of uses

Negative

- Thames St vehicle-dominated
- Lack of Green Infrastructure on Thames St
- Poor links to river

Overall Urban Design Strategies

- Preserve character through grain, massing, mix of uses
- Reduction in vehicle domination of Thames St
- Preserve views from core area to minimise visibility of taller buildings

Riverside

2.60 The River Thames, and the bridge across it, is the primary reason for the existence of Staines-upon-Thames, and is a much valued asset.

2.61 Historically, the town 'turned its back' on the river, primarily seeing it as a location for industry and other marginal uses, and it has only been in the latter stages of the 20th century that its value as a leisure and recreation asset has been recognised, with the creation of Memorial Gardens and the Thames Path national long-distance footpath running through the town.

2.62 As a result, the Thames frontage has a mix of characters, spaces and development along it, but it is now primarily for leisure use.



Figure 7: River Front





Positive

- Access to water
- Green infrastructure

Negative

- Poor Thames St frontage
- Few links to town centre
- Car parking uses space and detracts from character

Overall Urban Design Strategies

- Improve Thames St frontage to match scale and nature of space
- Reduce vehicle domination of Thames St
- Improve links to 'Core'
- Enhance spaces and connectivity

Kingston Road & Laleham Road Terraces

Note: This area mostly does not form a part of the town centre area, however it does border an area of industrial units which may be subject to redevelopment, so understanding its character is important to inform future development.

2.63 To the north-east of the town centre, on the other side of the Staines-Windsor railway line embankment, lies an area of primarily Victorian and Edwardian terraces and semi-detached residential homes, laid out on a rectangular grid of streets running perpendicular to Kingston Road. Community and commercial uses, along with apartments, are located on Kingston Road.



Figure 8: Kingston Road & Laleham Road Terraces





Station Path and Oast House

2.64 To the southeast of the town centre lies an area similar in character, primarily residential and with Victorian and Edwardian terraces and semi-detached homes laid out on parallel streets.

2.65 This area has a strong and attractive character on the residential streets, but a more disordered and less attractive character along Kingston Road and Laleham Road. Around the railway station at the eastern end, built form is more modern.





Laleham Road area

Positive

- Attractive, coherent residential environment
- Some green infrastructure
- Oast House is a distinctive historic asset

Negative

- Main streets lack a coherent approach to frontages and building lines
- Dominance of car parks
- Poor pedestrian experience

Overall Urban Design Strategies

- Densification and stronger frontages on main streets
- Better overlooking and frontage on Station Path
- Clearer wayfinding from station to town

Church Street (West)

2.66 This area is at the heart of the protected Staines Conservation Area, with a curving main street running away from the retail core towards St. Mary's Church and Church Island. It has a quiet and secluded character, with residential uses dominating, and along Church Street has strong and attractive townscape, with buildings of appropriate scale, detailing and mix to provide a varied and intimate 'village-like' feel. A final green 'moment' where Church St meets the Thames, and the Lammas Land recreation ground completes the transition from bustling town centre to green open space.

2.67 Away from Church St, more modern industrial buildings are tucked away from the street, and a modern office development and semi-disused surface car park bordering the area detract from the overall character of the area.

2.68 This area falls within the Conservation Area designation and as such will be subject to the statutory protections afforded by its designation.



Figure 10: Church Street (west) area





Positive

- Attractive residential environment
- Clear character
- Green end near river

Negative

- Some detracting 20th century development

Overall Urban Design Strategies

- Preserve character through grain, massing, mix of uses
- Preserve views from street to minimise visibility of taller buildings

Church Street (East)

2.69 The eastern half of the Staines Conservation Area, to the north of Clarence Street, presents a different character and is the transition from 'village' to town centre core. Taller and more closely packed buildings create a more urban street environment on Church St, with secondary commercial uses. To the north, development becomes more broken up with service yards, backs of buildings and disjointed frontages facing onto main streets.

2.70 This area is woven through with the Rivers Colne and Wraysbury, both of which are bordered by significant green infrastructure but have little public access and are only experienced at occasional moments when crossing them.

2.71 This area falls within the Conservation Area designation and as such will be subject to the statutory protections afforded by its designation.



Figure 11: Church Street (east)





Positive

- Fine grain urban fabric at town centre end
- Water and green infrastructure running throughout

Negative

- Little access to water and green infrastructure
- Disjointed environment at western end
- Backs and service entrances at western end

Overall Urban Design Strategies

- New development should have frontages facing the street and with a more consistent building line to create a more coherent street scene
- Integrate water and green infrastructure to make distinct character

Two Rivers Retail Park

2.72 To the north-west of the core of the historic town centre sits the Two Rivers Retail Park, which occupies land previously used for the linoleum industry. The area is dominated by a large surface car park and associated highway infrastructure and edged by modern retail and leisure units. The retail park integrates well with the core High Street and strengthens the overall town centre offer.

2.73 Running through and along the edge of the area are the two rivers Wraysbury and Colne. The Wraysbury is surrounded by a strong green and treed corridor and footpath, but is difficult to access, and the Colne is open with grass banks but little in the way of public realm and public usage.



Figure 12: Two Rivers Retail Park





Positive

- Busy and active
- Clear pedestrian links linking to streets and core High Street

Negative

- Does not use rivers or green infrastructure
- No urban enclosure
- Poor townscape quality
- Dominance of parking

Overall Urban Design Strategies

- Infill development to form strong frontage to water
- Landscape strategy to make rivers active and part of town

London Road

2.74 On the north-eastern side of the railway tracks, under the Iron Bridge, is an extension of the High Street. Its relative inaccessibility to the rest of the town centre means it has some secondary and local retail and service uses, as well as being a focus for a number of larger high-density residential schemes, with associated ground floor retail uses.

2.75 London Road is an important gateway location for the town. The current streetscape is dominated by vehicles and has little softening green infrastructure. New development is of a much larger scale than existing buildings, and is concentrated on one side of the street, leading to a disjointed street scene.



Figure 13: London Road





Positive

- Active frontages
- Concentration of town centre living

Negative

- Vehicle-dominated street scene
- Tired traditional building stock
- Little green infrastructure

Overall Urban Design Strategies

- Reduction in vehicle domination of London Road
- General increase in heights for infill development to form coherent street
- Additional street green infrastructure

Elmsleigh Centre/ South-East

2.76 To the south-east of the High Street lies an area dominated by the Elmsleigh shopping centre, South Street and the Tothill Car Park, and associated buildings. The street environment is vehicle-dominated, aimed at moving cars through the town centre on large dual carriageways, with buildings mostly presenting service entrances or blank back façades to the street. The area has a very coarse grain of built form and has little in common with the rest of the town centre. The most active street is the route through the covered Elmsleigh shopping centre.

2.77 This part of the town centre is an important gateway for public transport users, arriving by rail or bus, and for those walking or cycling, as the majority of homes in Staines-upon-Thames located within walking or cycling distance of the town centre are located to the south-east.

2.78 The south-western edge of this area fronts onto Memorial Gardens and the River Thames, and presents a disjointed and unattractive façade of the Tothill car park, service accesses and undistinguished buildings. Overall it detracts from the character of the town centre and, when combined with the Thame Street dual carriageway, underuses the town's key asset in the river frontage.



Figure 14: Streets around Elmsleigh Centre









Positive

- Gateway - public transport, vehicles and rail

Negative

- Incoherent, poor quality environment, no clear streets, no active frontages
- Little green infrastructure
- Vehicle dominated
- Inefficient land use
- Detracts from rest of town centre and riverside

Overall Urban Design Strategies

- Redevelopment to create new streets and spaces for people
- Edges at lower heights, interior has potential to host taller buildings
- Reduction in vehicle domination

Section 3.0
Objectives & Consultation

Statement of Intent

3.1 Underpinning the Development Framework and its objectives is a suggested Statement of Intent, which is intended to guide thinking for all proposed interventions within the town centre.

The Development Framework for Staines-upon-Thames Town Centre will support and enable sustainable and inclusive growth that benefits the whole community and enhances the attractiveness of the town centre as a place to live, work and spend time in, now and into the future.

3.2 On 14 October 2020, Spelthorne Borough Council declared a Climate Emergency. Surrey County Council has also declared a Climate Emergency. The Development Framework will align with Spelthorne Borough Council's ambitions and aspirations, supporting the Council in its goal to mitigate climate change. This includes achieving a target of carbon neutrality.

Identified Objectives

3.3 Six key framework objectives have been identified to guide the implementation of the Development Framework. These arise from the Analysis and Review paper, and the identified issues set out by targeted stakeholder consultation.

3.4 The objectives have been developed from an understanding of the issues affecting the town centre. Many are complementary, with the most successful initiatives supporting several objectives at once.

3.5 The six objectives comprise:

- **Objective 1:** Accommodating Sustainable and Inclusive Growth while protecting the existing valued built environment and green spaces
- **Objective 2:** Diversifying and strengthening a Resilient and Inclusive Town Centre Offer through promoting a mix of uses, including residential development
- **Objective 3:** Providing People-Friendly Streets and Spaces to create a safe and connected public realm
- **Objective 4:** Improving Sustainable Access for all Modes
- **Objective 5:** Protecting and Enhancing the Riverside and integrating it with the wider open space network
- **Objective 6:** Promoting health and wellbeing through access to Usable and Attractive Recreation Facilities

Objective 1: Sustainable & Inclusive Growth

3.6 Staines-upon-Thames is an attractive, successful riverside town in Surrey, within easy commuting distance to London and other major employment locations in the vicinity. As such it is facing particular pressures on housing availability, as well as other pressures resulting from a successful economy and popular location. The main purpose of planning in such circumstances is to mitigate the negative impacts of such success while ensuring the town experiences continued good fortunes that result in a high quality of life for residents, protection of the local environment and continued good economic prospects.

3.7 The council's declaration of a climate emergency reinforces the need to think about delivering a step change in development style and quality to underpin the growth that is likely to be necessary. This should aim to protect what makes the town special and attractive, including its townscape and green spaces.

3.8 As well as environmentally sustainable growth, consideration of inclusive growth for all, maximising opportunities for affordable homes, quality local facilities and supporting infrastructure and accessible mobility for local residents, has been identified as a key issue in the town centre.

Objective 2: Resilient & Inclusive Town Centre Offer

3.9 Founded due to its connections to the river and as a bridging point, Staines-upon-Thames town centre is an extremely accessible location and a natural choice for the location of a wide mix of facilities.

3.10 Living in such well-connected locations, with a mix of day-to-day uses in walking distance and sustainable public transport options for journeys further afield results in lower average carbon emissions per person, when compared to living further away or in the countryside.

3.11 In the current period of significant uncertainty for retailers and other businesses due to the repercussions of the COVID-19 pandemic, ensuring the town centre is diversified and resilient to ongoing change will underpin continued success. This could involve allocating promoting a wider variety of land uses and flexible forms of development within the town centre and considering the extent to which residential development can contribute to successful placemaking.

Objective 3: People-Friendly Streets & Spaces

3.12 Whatever the mode of travel chosen to get to the town centre, everyone becomes a pedestrian for the final bit of their journey. This means that everyone can benefit from improved, people-friendly streets and spaces that connect together to allow free and pleasant movement through the town centre.

3.13 Staines-upon-Thames has some excellent spaces and places for people, including an attractive High Street and river frontage, but they are poorly linked together, and don't connect well to surrounding neighbourhoods and common access points such as the footpaths, railway station, bus station or car parks.

3.14 Attractive and people-friendly spaces can be catalysts for renewal and regeneration, and create places and streets that people can enjoy, linger in and, studies suggest, spend more money in supporting local businesses.

Objective 4:
Sustainable Access for all Modes

3.15 Staines-upon-Thames is a compact town, and due to its position as the main town in the borough, it is at the heart of a wider catchment area. Good access by all is key to its continued success. Enhancing access by all modes of travel, while limiting conflict points, will ensure a genuine choice for people in how they get to and around the town centre.

3.16 The success of the framework will be measured, in part, on what transport improvements are made to enhance town centre mobility and inclusive access for all people. A better future will mean resolving, or at least reducing, the negative effects resulting from sub-optimal access arrangements.

3.17 The challenges and opportunities go beyond tackling traffic congestion and pinch points, important as they are. It's the results of congestion, like poor air quality, road noise and people's physical and mental health which needs tangible resolutions.

3.18 The COVID-19 pandemic has seen significant change in people's travelling habits, whether this be for work or leisure. Whereas in the past much transport planning was focused on peak-hour movements, there is now a challenge in ensuring that Staines-upon-Thames is accessible throughout the day and offers quality local connections for active travel.

3.19 As a sector, transport is the largest single contributor to carbon emissions in the UK. Modal shift from private vehicles to sustainable modes offers significant opportunity to reduce these emissions. It also offers better air quality, reductions in traffic noise, improvements to street safety and freeing of the extensive land used for traffic circulation for other, more productive alternatives. At present much of Staines-upon-Thames town centre is given over to significant highways such as the A308, or large surface car parks. SBC's declaration of a Climate Emergency makes it vital that the Development Framework aids in the process of transitioning transport in and to the town centre to more sustainable modes.

Objective 5: Protecting and Enhancing the Riverside

3.20 The River Thames and its frontage is undoubtedly the town centre's most significant asset, and forms a distinctive part of its character. It places Staines-upon-Thames in a small and exclusive club of attractive riverside towns stretching from Oxfordshire to London's outer boroughs. The Thames Path that runs through the town centre presents a wide range of different characters from green woodland through to the formal town gardens.

3.21 The river frontage faces southwest, ensuring that it is sunny in the evening for most of the year. This makes it ideal for leisure and events uses.

3.22 At present the river feels disconnected from the rest of the town centre, cut off by the A308 dual carriageway, and overlooked in parts by the servicing access for the Elmsleigh Centre and Tothill car park. Creating better links with the rest of the town centre for pedestrians could overcome this mental and physical barrier.

3.23 Due to its attractiveness, the river faces pressures for development, especially for residential uses. This could have an effect on its character over the long term and impact on public accessibility to the riverside, which may be detrimental if design and scale of development is not considered carefully.

3.24 Flood risk along the river frontage, as modelled through SBC's Strategic Flood Risk Assessment (SFRA), must also be considered as part of the Development Framework's river frontage design principles and taken into account in any decisions about whether or where development might be located.

Objective 6: Usable and Attractive Recreation Facilities

3.25 The COVID-19 pandemic has refocused attention on the importance of a healthy and active lifestyle, and the role of the local environment in enabling people to live such a lifestyle. Staines-upon-Thames has a range of outdoor spaces in and around the town centre but limited areas of green space and natural environments.

3.26 As well as great sporting and recreation facilities, daily activities can contribute to being active and healthy, especially getting around by walking or cycling to destinations such as work, shops, schools or leisure.

3.27 Research has shown that access to natural space, trees or planted areas can improve both physical and mental health, as well as improving local air quality and offering more pleasant microclimates so that people can get outdoors for more of the year. The town centre has limited green spaces and planting at the moment, but there are areas of potential, and surrounding spaces such as Lammas Land and Staines Moor are nearby and could have better links.

3.28 Increased tree cover, green space and landscaping within the public realm can also contribute to urban cooling, reducing the 'heat island' effect and could make the town centre more pleasant and enjoyable during hot summers.

Consultation Process

3.29 In May 2021, these Objectives and issues to be addressed in the Framework underwent a public consultation process, where Spelthorne residents were invited to give their views on the future of the town centre.

3.30 The public consultation's primary purpose was to gather and assess local aspirations for Staines-upon-Thames. A variety of local aspirations and objections were evident in the responses received.

Local Aspirations and Support

3.31 All in all, local residents expressed support for the six objectives put forward subject to some adjustments to reflect their own aspirations for the town centre.

3.32 Traffic, access, and parking in and around the town centre are significant concerns for the Development Framework to address and/or resolve. Aspirations included better access (and parking) for vehicles, disabled and the elderly, as well as safe, dedicated and well-maintained cycle- and walk-ways, to bring people to shops and facilities in the town centre and riverfront. Wider aspirations are for enhanced public transport, and better access to London and Heathrow – thought to be best-achieved by including Staines-upon-Thames within TfL Zone 6 (with Oyster card ticketing) and a direct light rail link respectively.

3.33 Residents would also like to improve the traffic flow in the town centre, including around certain junctions and on the bridge across the Thames. Cycle infrastructure provision is of local significance, particularly in areas like the wider town centre and Laleham/ Staines Road. Residents would also like the public realm to include more seating, bins, public toilets and areas of shading.

3.34 Local residents would also like to make best use of and enhance the riverfront, not only through better connectivity with the town centre, but by also creating a suitable mix of uses beyond just housing along the riverside and towpath (e.g. restaurants/cafés, event spaces, green spaces, children play areas). This is to enable the community to reclaim the river, and for Staines-upon-Thames to be truly 'upon-Thames'.

3.35 As for the town centre itself, residents expressed their concern for the permanent closure of many shops, especially during the pandemic. Suggestions to address this range from providing incentives for small independent businesses to 'bringing back' chain stores like Debenhams or M&S, with the aim of ensuring quality and choice in the available town centre shops. Residents would also like to see local landmarks (e.g. Debenhams, Oast House, Elmsleigh Centre, Town Hall) being refurbished or repurposed for the future, to address community priorities.

3.36 Another aspiration for the town centre is for there to be varied leisure and cultural facilities, such as an arts centre, museum, theatre, sports facilities, and activities for young people. This is to make the town centre a more vibrant and attractive place to be and, in part, to address anti-social behaviour without inviting more severe police intervention. Some also want these facilities to host events celebrating local heritage, like the 'Birth of a Town' historical walk for example.

Local Concerns

3.37 A significant number of respondents are concerned about high-rise development in the town centre, albeit there are notable variations in views on what constitutes 'high-rise' and what might or might not be appropriate for Staines Upon Thames. Concerns particularly relate to impacts on the riverfront character or residential amenity on either side of the river. This is due to the belief that high-rises limit the amount of light, create wind tunnels, are unsympathetic to the town centre's historic nature and produce an unappealing 'blocky' skyline. Some residents would therefore prefer there to be no or limited housing development but if need be, they would prefer the housing to be low-rise, terraced and, where possible, within existing brownfield buildings and sites (e.g. Debenhams, old BUPA building).

3.38 There is also a perception that, as it stands, local infrastructure (transport, facilities, services) is at full capacity and cannot support further housing. For this reason, some residents believe that existing office stock should be converted for residential use, and the necessary infrastructure delivered, prior to any new housing development. The intention is to avoid unsustainable overdevelopment and overpopulation in the town centre and responds to a wider concern that new housing will be marketed towards external investors and London commuters, not current local residents and families.

3.39 A significant number of respondents support car-free developments in principle but are concerned that this could have knock-on effects on nearby residential areas and lack of trust that 'good' public transport links (convenient, efficient, cheap) can be provided. This ties into wider concerns about the impact of development proposals on the traffic network, and how pedestrianisation of road space might exacerbate the existing perception of poor traffic flow and congestion.

3.40 Climate change also plays a pivotal role with residents who would like to see proposals that contribute to better air quality, more green spaces, and better environmental management (flood risk, CO2 emissions, etc.). Nature conservation, here, is significant but so is mitigating any adverse impacts of future development and/or providing a net gain in green spaces and biodiversity, among others. Residents would like to see these matters addressed in further detail in the Development Framework.

Engagement with Elected Members

3.41 The initial public consultation process is a vital part of formulating an effective response and set of proposals for the town centre. Following detailed analysis of consultation responses, the team developing the Framework has worked closely with elected members of Spelthorne Borough Council through the Staines Development Task Group (SDTG). Regular themed meetings were held where the consultant and officer team:

- Set out a summary of the consultation responses and feedback
- Provided further background on key issues being considered
- Presented draft proposals and potential approaches for inclusion in the Development Framework
- Discussed and debated these in detail with councillors represented on the SDG
- Responded to concerns, feedback and aspirations from elected members on the draft proposals, updating them for the Framework

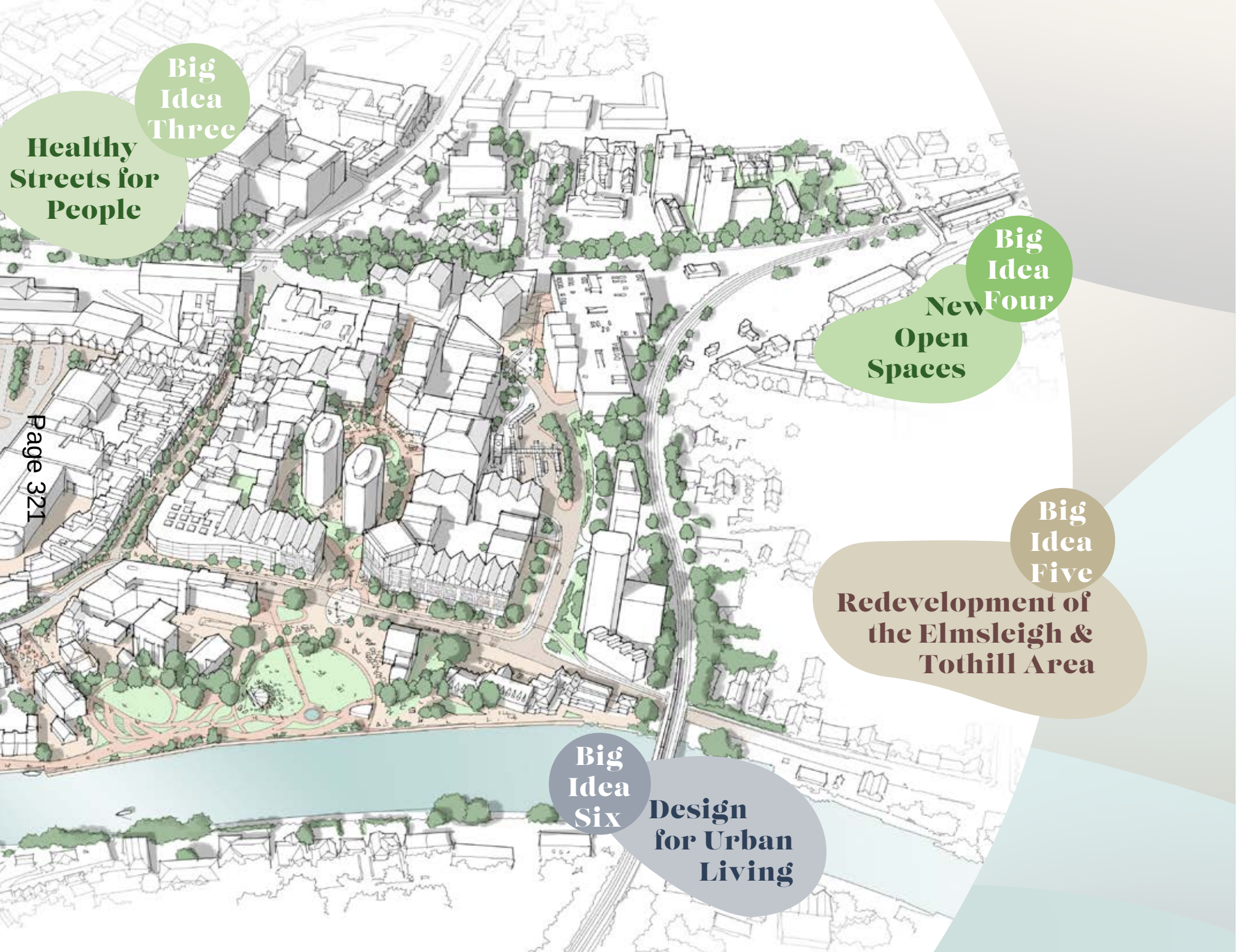
3.42 This process has further embedded local knowledge and aspiration into the Framework and has been a leading example of local involvement in such a process.

3.43 Throughout the Framework, all sections are headlined with a summary of public consultation feedback responses on the topic, to demonstrate how proposals respond directly to local views and feedback.

Section 4.0
The Big Ideas

4.1 The Development Framework sets out six big ideas to ensure that Staines-upon-Thames can move into the future and successfully become more liveable, more sustainable and can provide more of what local people need and want. By building on its assets such as the River Thames, and grasping big new opportunities for change through planned growth, the town centre can ensure it will be successful into a changeable future. These 'big ideas' are woven through all the Development Framework's strategies and implementation priorities.




Big Idea Three
Healthy Streets for People
Big Idea Four
New Open Spaces
Big Idea Five
Redevelopment of the Elmsleigh & Tothill Area
Big Idea Six
Design for Urban Living

Big Idea One: Connecting to the Rivers

4.2 The River Thames is a huge asset to Staines-upon-Thames, but when compared to other towns in the area, is underused and poorly connected to the rest of the town. The Development Framework sets out a number of ways to make it a true destination and hub for Staines Upon Thames. These include the potential for new community facilities within an extended Memorial Gardens, an improved street environment on Clarence Street and Thames Street, improved crossings between the High Street and river, new connections through development sites to link locations in the town to the river, and the use of new development in the town to face towards the river to provide a more active and secure environment in Memorial Gardens.

4.3 The Rivers Colne and Wraysbury also run through the town centre, and offer the potential to create different river environments for leisure and recreation. As well as new connections making them more accessible, there is an opportunity to make better use of the River Colne and undertake a river restoration project, providing new habitats, improving biodiversity and access to nature, as well as managing floodwater more naturally and providing a different type of open space within the town centre. The River Wraysbury can be better connected to the rest of the town centre, providing access to wider green spaces and networks outside of the town.



Big Idea Two: Development that Respects Character

4.4 The Development Framework sets out where and how new development could come forward within the town centre. Central to this is understanding what needs to be protected to ensure the distinct character of Staines-upon-Thames is retained and enhanced, while ensuring that new homes, facilities, jobs and public spaces can be delivered successfully.

4.5 A new 'zoning' plan makes this clear, providing guidance on the appropriate heights of future buildings in particularly sensitive parts of the town centre, protecting the riverfront, and also highlighting locations where higher-density developments, complying with clear design principles, would be best located.



Big Idea Three: Healthy Streets for People

4.6 Too many streets in Staines-upon-Thames are dominated by vehicle traffic, with over two-thirds simply passing through the town centre en-route to somewhere else. Major roads cut the High Street off from the riverfront and Old Market Square. For a future where the town centre is more liveable, sustainable and attractive, now is the time to begin the process of changing this, and transforming the streets of Staines into places where people feel comfortable walking, cycling and using outside space for more activities.

4.7 The Development Framework sets out an aspiration for transformation of the A308 (Thames Street / South Street) corridor through the town centre, demonstrating how its space may be better configured to support walking, cycling, planting and street trees and space for street activities such as cafes and events. This aspiration needs to be taken forward in collaboration with Surrey County Council, supporting the policies of Local Transport Plan 4 (LTP4).

4.8 Away from the main vehicle routes, there are opportunities to provide new and higher quality street connections through areas identified as suitable for redevelopment such as at Two Rivers North and the Elmsleigh Centre / Tothill car park, creating a network of people-friendly streets that connect key locations in the town centre to the river Thames, Colne and Wraysbury.

4.9 The Framework also sets out approaches to providing better walking and cycling access at key gateways and pinch points into the town centre such as Iron Bridge, and how traffic flow might be managed in the future.



Big Idea Four: New Open Spaces

4.10 Staines-upon-Thames currently lacks a variety of open spaces in the town centre. To support an increase in town centre living, and create new destination spaces for activities and leisure, the Development Framework sets out the opportunity for a variety of new publicly accessible open spaces, each of different character and intended use, to complement existing provision. These could include green urban squares, riverfront plazas, event space and natural spaces based around the River Colne, creating new areas for informal sports, meeting places, leisure activities, events and street life.

4.11 Improved facilities at Memorial Gardens through redevelopment of the Riverside Car Park, turning most of the site into high quality open space with new café or community facilities facing onto the park and river, would be an early priority. Coupled with future public realm improvements on Thames St and a redevelopment at the Elmsleigh Centre, this could reactivate and reconnect the whole south-eastern quarter of the town centre.



Big Idea Five: Redevelopment of the Elmsleigh & Tothill Area

4.12 Town centres are changing, with the traditional dominance of retail receding in importance and a resurgence in a mix of activity based uses, including community, civic, leisure and residential, all competing for space in successful centres. Whilst a relatively strong centre, Staines-upon-Thames is experiencing the structural changes to the way in which people use town centres, including a fall in demand for larger retail spaces pressure for new homes and local aspirations for a wider variety of uses and facilities to support a thriving, growing town.

4.13 The Elmsleigh Centre is a successful shopping centre but is of a monolithic design based on national multiple retailer representation in typically large units that is increasingly showing signs of obsolescence across many town centres. The area surrounding it, including the surface car parks, South Street, Tothill car park and the service roads visible to the river, do not make a positive contribution to the quality and character of Staines-upon-Thames. Phased redevelopment of this area, to provide new streets, open spaces, homes, flexible facilities and commercial/retail space in a new town centre neighbourhood would make a huge contribution to revitalising this part of town and supporting the sustainability of the town centre into the future.

4.14 Spelthorne Borough Council, as landowners, have a unique opportunity to comprehensively plan for phased redevelopment, keeping what works, and replacing what doesn't, while prioritising local aspirations for affordable housing, community spaces, new facilities and quality open spaces that contribute to the overall experience of the town centre and benefit of Spelthorne's residents.

4.15 The Framework sets out the key parameters, principles and implementation approaches to achieving this long-term goal, and is intended as guidance as to what could be achieved through new, well-designed development.



Big Idea Six: Design for Urban Living

4.16 The town centre has been identified by the Local Plan as having the potential to accommodate thousands of new homes in a sustainably-connected location, with most facilities on the doorstep, and with easy access to a variety of open spaces. New residents can provide new vitality and footfall to support a diverse mix of town centre businesses, contributing to ensuring the town centre can continue to cater for its wider catchment.

4.17 The Development Framework sets out a series of design principles to ensure that residential schemes deliver great places to live, contribute to the wider town, and avoid creating new problems for new and existing residents. These are grouped into three themes: People-Friendly Streets, Attractive, Long-Lasting Buildings, and Quality Homes for All.



Section 5.0 Development Framework Strategies

Overview

5.1 Informed by the analysis, public consultation process and wider influences on the town centre set out in the previous chapters, this chapter sets out the framework of strategies for future development in the town centre of Staines-upon-Thames.

5.2 This chapter is intended as a practical and useful document for a wide range of users, working together towards a common goal of a successful, attractive and resilient town centre for Staines upon Thames.

5.3 The development framework is structured through a series of themes, working from the broadest town centre wide scale down to site-level considerations:

- **Townscape:** identifying townscape improvement priorities, and identifying appropriate design principles for key locations that have the potential to contribute to the quality of the town centre
- **Density and Heights:** identifying appropriate locations and forms for development that have the potential to contribute overall to the framework objectives and the town centre as a whole
- **Movement and Access:** hierarchy of routes for pedestrians, cyclists and vehicles, along with interventions to improve access and movement for all modes
- **Public realm & green/ blue networks:** identifying multifunctional networks of biodiversity and open space within the town centre that can be connected and enhanced, and priority opportunities for improvements in the public realm to create a better-connected, more cohesive and more attractive town centre

5.4 This structure ensures that considerations at the broadest scales are followed through to site and street-level.

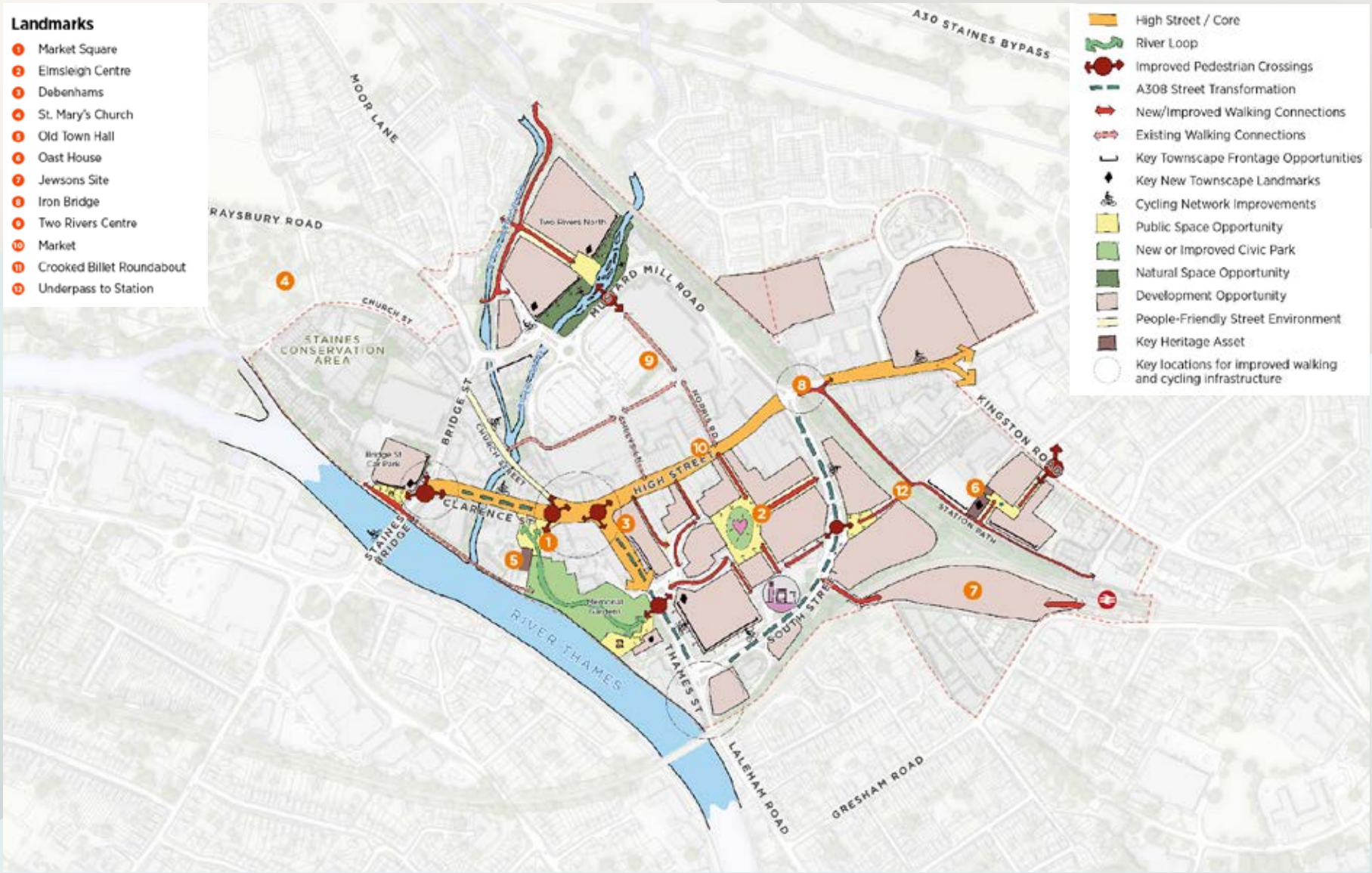


Figure 15: Development Framework key strategies and opportunities

Townscape

Consultation Priorities

- Staines is locally valued as a retail and service centre
- Appreciation of Staines' character as a historic town on the River Thames
- The town needs to make better use of the riverfront
- Demand for a variety of leisure and cultural uses including events and recognition of local heritage

Creating a Sustainable Place

- Detailed assessment of existing place helps understand where new development can be most sustainably located

Main Proposals

- Urban design priorities for new developments across the town centre to contribute to a more cohesive place
- Set of design principles for key locations within the town centre to ensure new development contributes to overall townscape

5.5 Staines-upon-Thames has a valued and distinct character on the River Thames, with a historic High Street at its heart. It is important to preserve what makes the town centre distinctive and attractive, while ensuring that new development and growth can be accommodated in the best locations, improving overall quality of place.

5.6 The detailed understanding of the town centre's existing character set out in the Town Centre Today chapter sets out approaches for each area to create a more cohesive town centre that works in unison. Taken together with where there is potential for improvement, this underpins recommendations on appropriate locations for higher density development and appropriate building heights within the town centre.

Townscape Approach

Townscape is commonly defined in urban design as the art of giving visual coherence and organisation to the 'jumble' of buildings, streets and space that make up the urban environment. It attempts to understand how we perceive and interpret urban spaces, and considers how we experience spaces as we move through them. Overall, it attempts to characterise the richness and quality of the built environment, and how it can be successfully tied together.

The approach to understanding what contributes and what detracts from a coherent, attractive town centre has been used to assess Staines-upon-Thames for key locations, frontages, views and areas where new development could improve the overall townscape of the town centre, and to define principles for new development.

Townscape Design Principles

5.7 As identified in the assessment of Character Areas, Staines-upon-Thames has areas of strong and attractive townscape, which contribute to the distinctiveness of the town as a place to live, work and enjoy leisure activities. Many of these have also been identified as valued and cherished by residents, as part of the first phase of public consultation.

5.8 However, some parts of the town centre do not currently live up to these standards, and overall detract from the attractiveness and people's enjoyment of the town centre. With appropriate high quality development, these parts of the town centre could be improved and make a better contribution to quality and distinctiveness of place.

5.9 This section sets out the key characteristics of those valued areas, as well as identifying priority areas for improvement through new public realm or development.

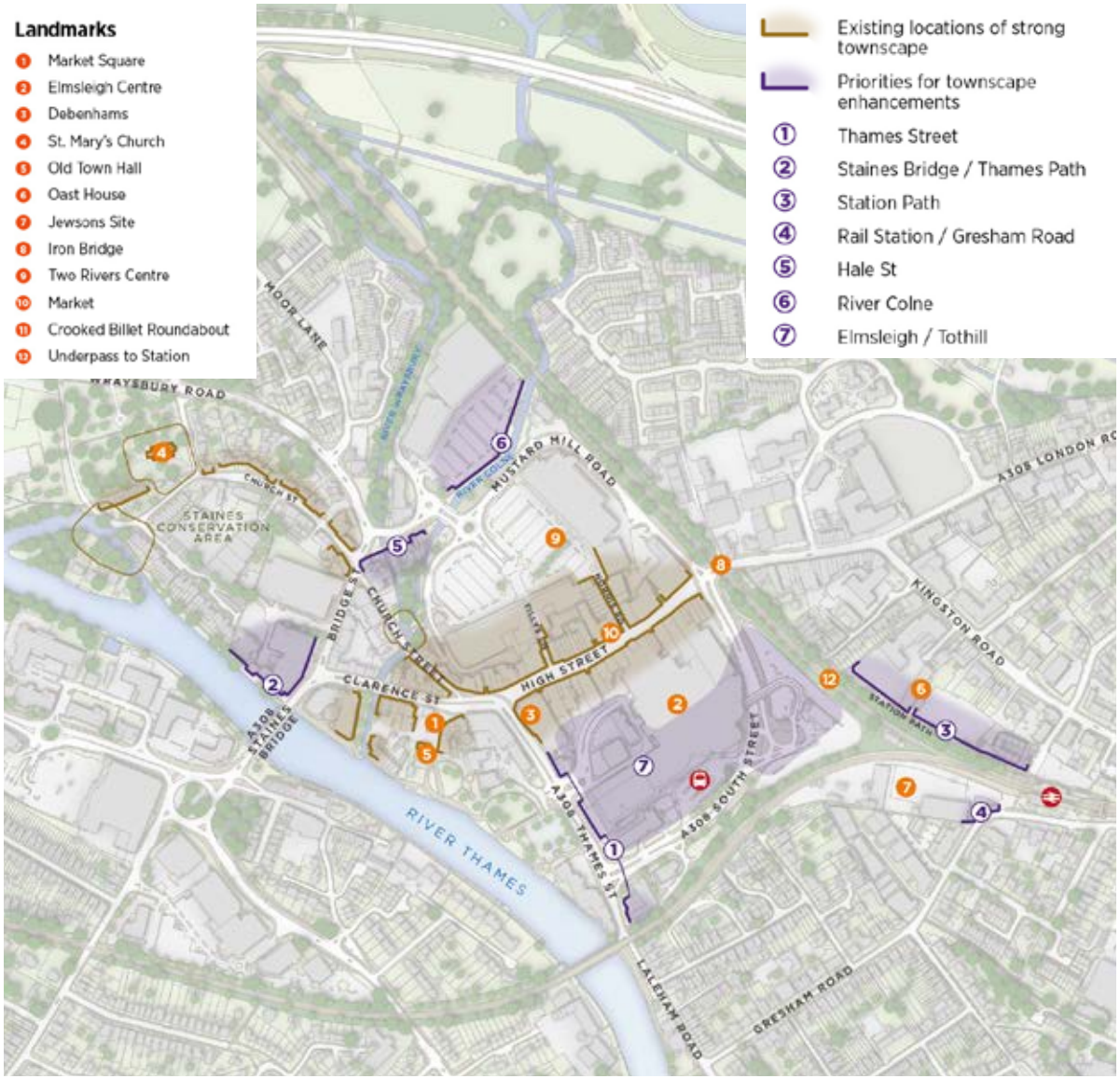


Figure 16: Existing townscape and priority locations

5.10 Areas in Staines-upon-Thames which contribute strongly to the overall townscape have the following features in common:

- A fine grain of buildings, generally between 6 - 15m in width
- Generally straight streets but with enough curvature to prevent complete visibility from end-to-end
- Variation of heights within a range that is scaled for the street
- Use of a small range of materials, varied along a street in line with the fine grain
- A clear hierarchy of streets related to widths and scale/grain of built form
- Ground floors which engage with the street through active retail/leisure/ service spaces or regular front doors and different material treatments

5.11 In general, the streets of the town centre lack a variety of public spaces created by changes in street width, or those defined by planting and trees – streets are very linear and lack small spaces and squares. One notable exception is the Market Square and the area around the Old Town Hall, which has such spaces but due to the A308 dual carriageway is cut off from much of the town centre and is underused. The dual carriageways cut off areas of quality townscape frontages from each other and diminishes their overall collective value.

5.12 A number of areas in the town centre have been identified as not contributing positively to the townscape quality, and in some cases actively detract from its quality of place (shown numbered on the plan at Figure 16). Development fronting or within these areas should observe the principles set out below to create a positive contribution to the overall quality of the town centre.

1 – Thames Street

Current Situation

- Broken frontage with multi storey car park entrance and servicing to back of High Street very visible from river
- Poor view from High St/Clarence St/Church St junction with little indication it fronts onto river
- Does not connect with or complement river or Memorial Gardens
- Scale and grain of buildings is highly variable and unrelated to each other
- No usable space for outdoor activities
- Vehicle-dominated street with barriers and highway-related clutter

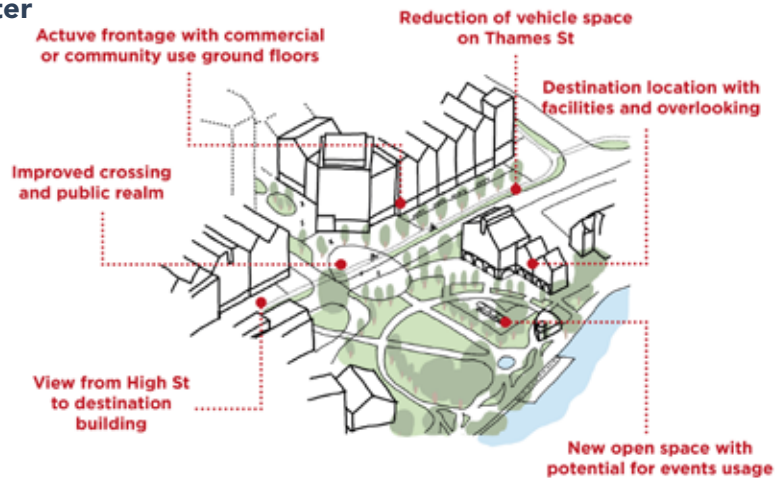
Design Principles

- Active frontage with commercial or community ground floor uses
- Articulation of frontages facing the river using balconies
- Widening of pavement and reduction in vehicle space of Thames St to provide space for planting and street trees
- More consistent scale and grain of buildings
- Formal arrangement of street trees
- Gable end roofscape facing towards river
- Screened vista towards Thameside House/South St corner building
- Variety and interest at all viewing distances (e.g. use of bricks and brick detailing close up, out to articulated façade and balconies from distance)

Before



After



2 – Staines Bridge / Thames Path

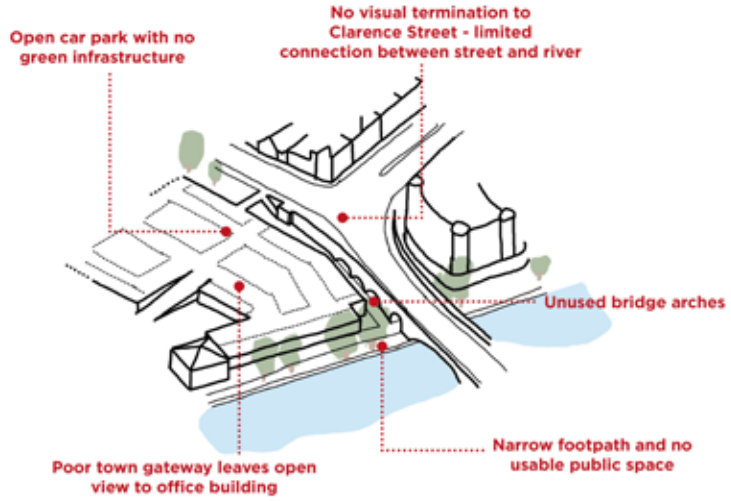
Current Situation

- Low-rise semi-derelict decked parking leaves backs of buildings and office block highly visible from key gateway and provides poor gateway to town centre
- No effective visual termination of Clarence St with little indication that river frontage lies at the end of it
- Narrow footpath along Thames does not provide public space for activities or leisure and makes little contribution to overall Thames frontage, and no occupiable space

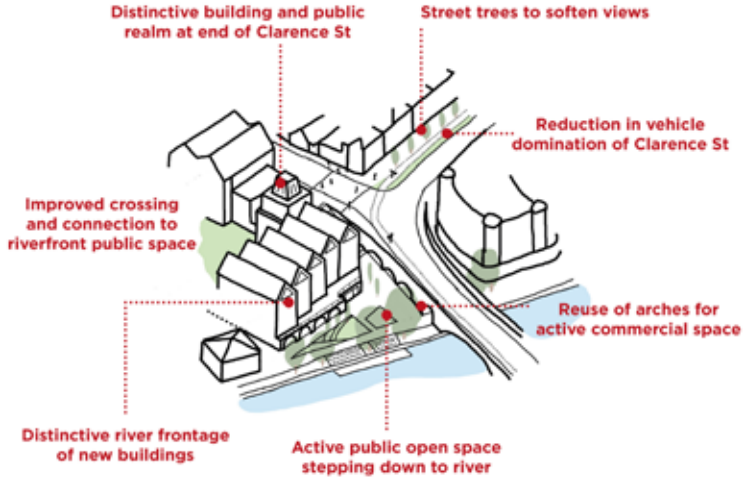
Design Principles

- Distinctive building providing end point of Clarence St
- Use of street trees to screen vista at end of Clarence St
- Angle arrangement of frontage from Clarence St to open onto Thames riverfront
- Continuous active frontage along Bridge St round to Thames frontage
- Minimised heights along river frontage
- Gable end roofscape facing towards river
- Public open space stepping down from Clarence St / Bridge St to Thames Path with effective use of levels to provide occupiable space

Before



After



3 – Station Path

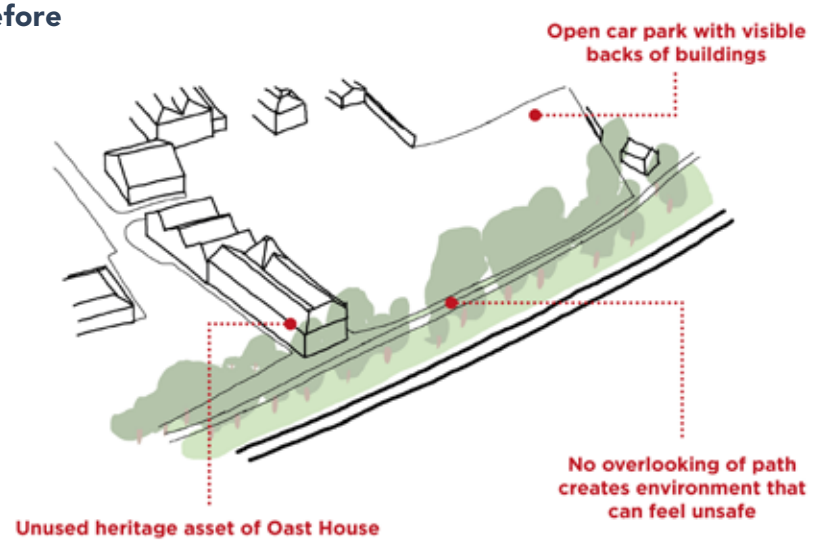
Current Situation

- Attractive tree-lined path but with significant gaps in overlooking on northern edge creating a potentially unsafe environment when path is not busy or at night
- Poor legibility entering the path from the station to make it clear where the route to the town centre is for visitors
- Unclear visual connection through the underpass towards the bus station

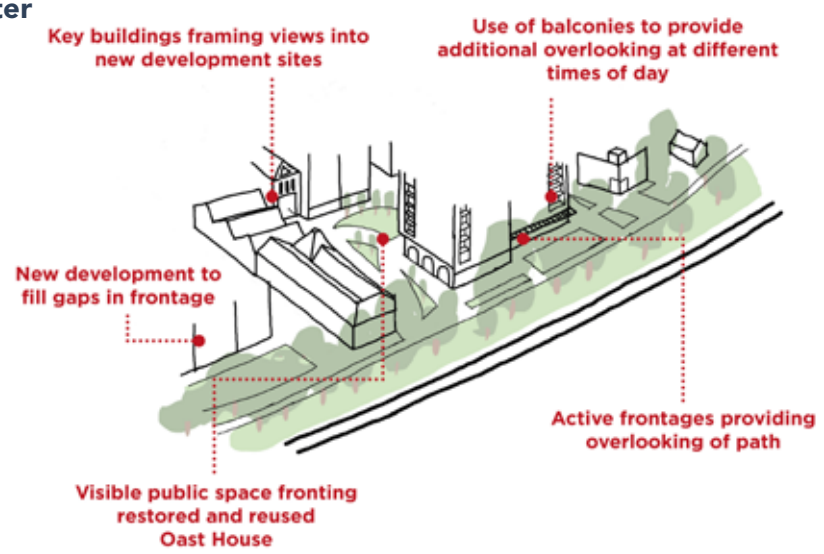
Design Principles

- Development to fill in gaps in northern edge which currently have no overlooking
- Retention of north-south routes to path, with corner buildings providing landmarks and overlooking along path
- Use of green infrastructure to screen vistas of taller buildings

Before



After



4 – Rail Station / Gresham Road

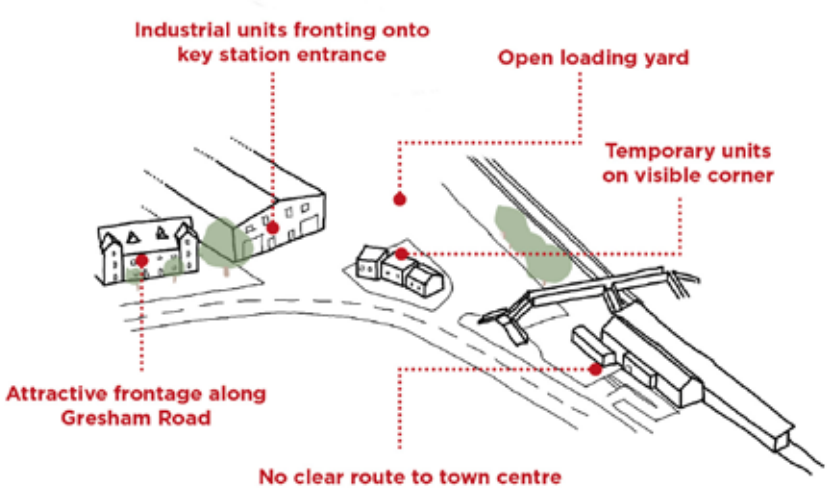
Current Situation

- Industrial units fronting onto entrance/ exit of station

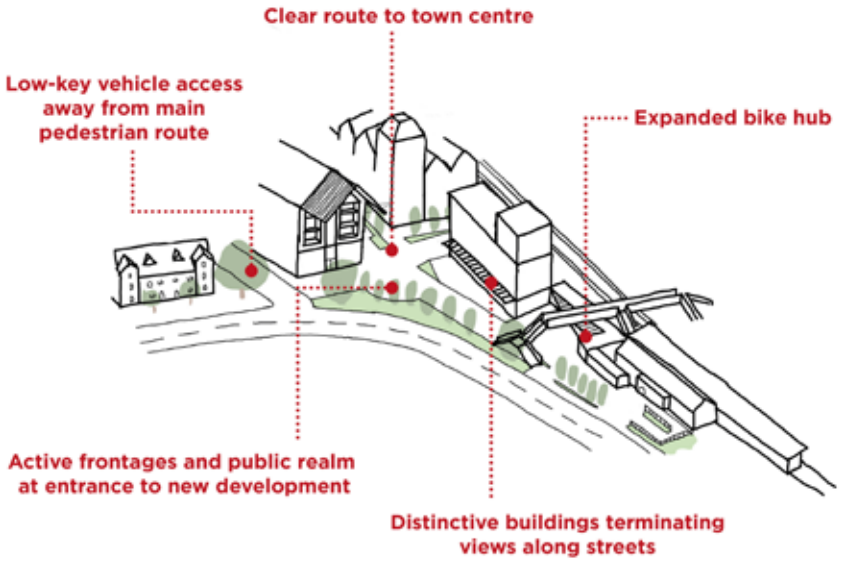
Design Principles

- Gateway frontage with views into development
- Active frontage on corner with retail or café facilities adjacent to station
- Overlooking of station entrance
- Setback of building line to create public realm and waiting space

Before



After



3 – Hale St

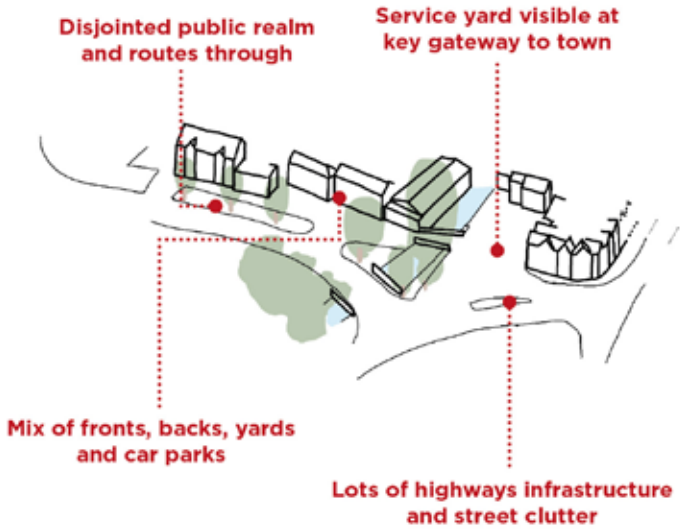
Current Situation

- Disjointed development with mix of service entrances, car parks, frontages and small patches of grass
- Highways-dominated space with very constrained pedestrian movement space
- Development does not reflect quality of built form to the immediate west along Church St

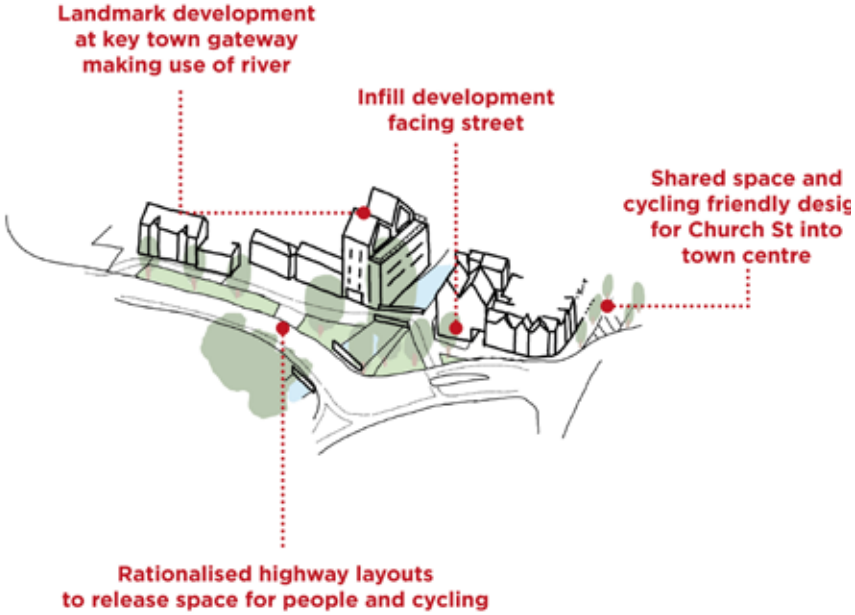
Design Principles

- Infill development to face street
- Set back development to enhance public realm space
- Change in materials of road and removal of street clutter to improve pedestrian connectivity through area

Before



After



6 – River Colne

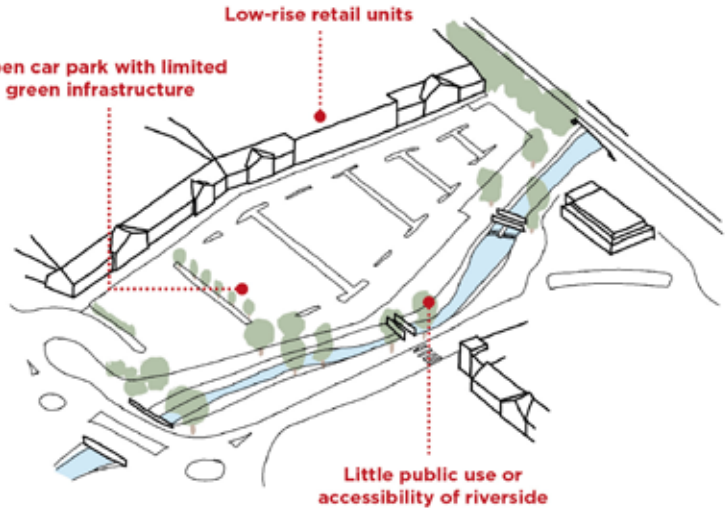
Current Situation

- Open car park with limited green infrastructure
- Low-rise retail units
- Little public use or accessibility of riverside

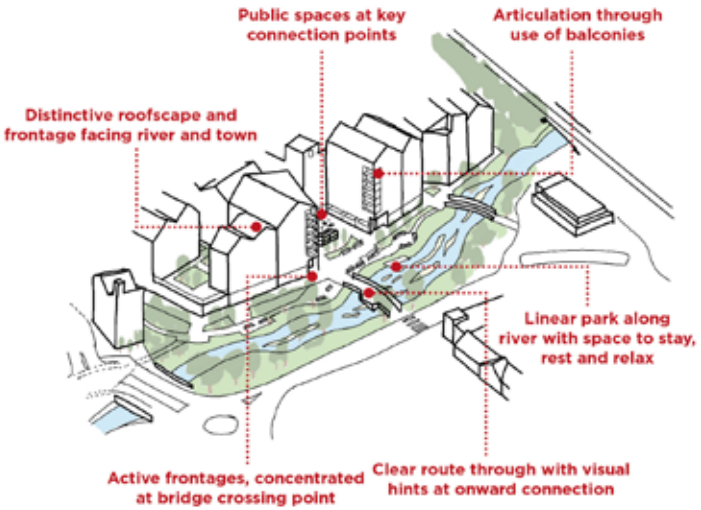
Design Principles

- Active frontage with commercial or community ground floor uses concentrated at bridge crossing point
- Articulation of frontages facing the river using balconies
- Distinctive roofscape facing river and rest of town centre
- Changes in building line to create public realm at key connection points
- Use of street trees to create green, screened edge, opening at key connection towards town centre
- Deflected vista visible from across bridge to indicate onward green connection to Wraysbury and Staines Moor
- Landscaped linear park along river frontage with changes in levels and occupiable space

Before



After



7 – Elmsleigh / Tothill

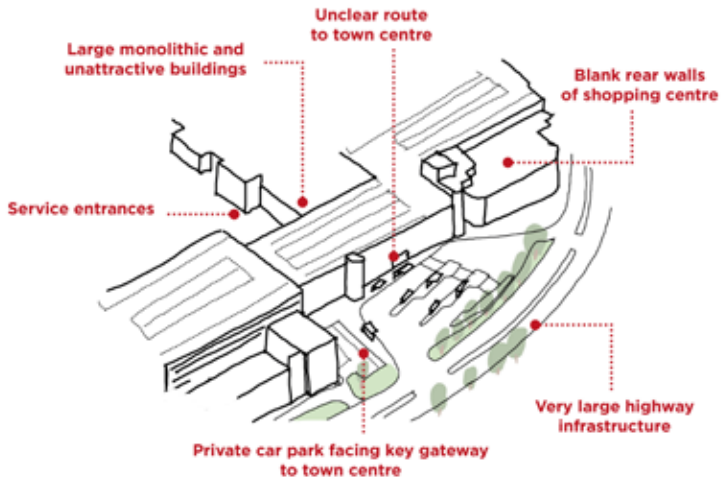
Current Situation

- Unattractive shopping centre buildings
- No clear definition of space with unclear fronts and backs
- Harsh materials and poor articulation of building façades
- Lack of overlooking of streets and no connection of building to streets
- Large areas set aside for surface parking and highways infrastructure

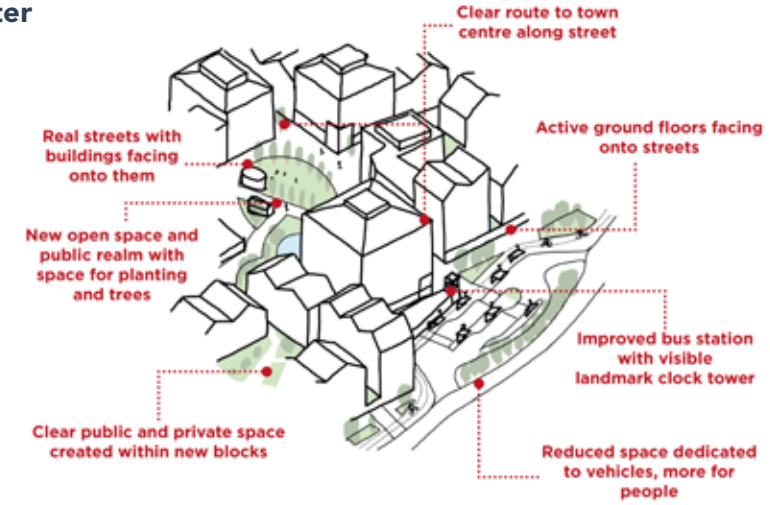
Design Principles

- Network of streets with finer-grain buildings
- Variation of heights within range to create interest and street legibility
- Occupiable space, activated public realm and a hierarchy of spaces connected to a new street network
- Fine grain active ground floor frontage
- Defensible recessed space in front of residential circulation entrances
- Clear definition of public, private and communal/shared residents' spaces through built form
- Use of planting and street trees to soften street environment, lessen impact of taller buildings and create occupiable spaces within public realm

Before



After



Development Density and Height – A Zoning Approach

Consultation Priorities

- Concern about taller buildings, particularly at the riverfront, although variations in perception of what constitutes "high-rise" development
- Attachment to important and defining buildings with ambitions for them to be repurposed for mixed use: Debenhams, Oast House and Elmsleigh Centre

Creating A Sustainable Place

- Concentrating new development in the most sustainable locations within the town centre
- Ensuring a suitable mix of uses to serve residents within easy walking distance
- Ensuring new developments have appropriate open space and create new connections through the town centre

Main Proposals

- Riverside Protection Zone to manage development directly adjacent to the River Thames
- Variations in appropriate heights to reflect character and areas of most of most sensitivity and local value
- Areas identified where medium, medium-high and higher density developments can be concentrated, in line with Development Framework design principles and strategies

5.13 Delivery of new homes and supporting uses is a vital priority of the Local Plan. Staines-upon-Thames town centre is the most sustainable location in the borough to site new homes, with existing facilities and sustainable transport options already in place.

5.14 Balanced against this is a desire to protect what makes the Staines Upon Thames distinct and attractive to current residents and visitors, as well as making sure that any new development is supported by appropriate infrastructure and actively contributes to the quality of the town.

5.15 The Development Framework provides guidance on appropriate zones for different levels of building height and density that enables:

- Space for new homes in the most sustainable locations
- Protection for key views, streets and valued landmarks

5.16 This approach to identifying the potential for redevelopment has been directly informed by the townscape approach in the previous section, identifying what parts of the town centre could be improved with new, well-designed development. It has also been informed by a review of the existing Character Areas and potential for change and improvement, as well as a review of local impacts and surroundings such as railway lines. This approach has been agreed in consultation with Members of the Staines Development Task Group as part of the consultation process outlined previously.

5.17 Supporting this zoned approach are design principles for the successful development of key sites and the town centre as a whole, to ensure that infrastructure, public realm and new facilities are delivered in tandem with new homes. These are set out in this and following chapters of the Framework.

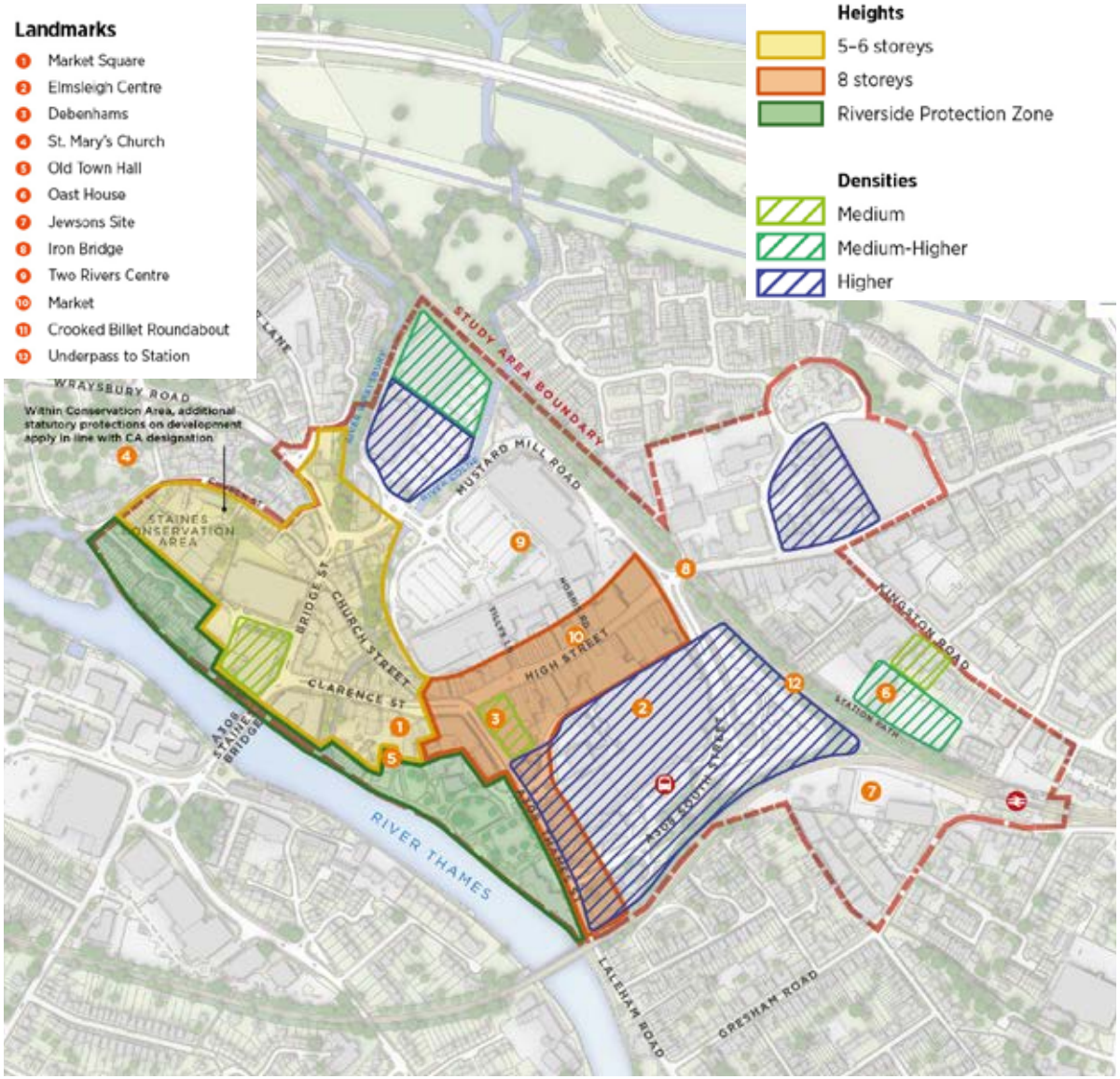


Figure 17: Heights and densities zoning plan

5.18 A Riverside Protection Zone is identified along the immediate frontage of the River Thames in order to preserve and enhance the character and accessibility of this area. Within this zone development should be restricted to preserve the character of the riverfront and to ensure the quality of public open space for the whole town to use. Development in this area would only be permitted if of exceptional design quality (as confirmed by an external Design Review Panel), and if it contributed towards the objectives of the Riverside Protection Zone: preservation of character and improved quality and amenity of the public open space, such as by providing community facility space, or active commercial uses that contribute to the enjoyment of the riverside.

5.19 Building Height guidance is as follows:

- The Staines Conservation Area, up to 5-6 storeys, to preserve the distinctive character of this area and views from the core area along Church Street
- The High Street, up to 8 storeys, to preserve the prevailing character of this key and valued location within the town
- Thames Street, up to 8 storeys, to ensure the open space available on the river frontage is appropriate to the existing character and provides a transition down to the High Street and further into the town centre

5.20 The entire town centre is further covered by a 45m height limit (approximately 15 storeys), required for Heathrow Airport safeguarding.

5.21 Density zones show areas which have been identified where sustainable development at different densities (measured in dwellings per hectare, dph), would be most successfully accommodated in the town centre.

5.22 Areas suitable for medium-density developments (with guidance of average densities up to 175dph) are located at:

- Bridge Street car park
- Oast House, immediately adjacent to Kingston Road
- Former Debenhams building

5.23 Each of these medium-density sites is selected due to their potential for sustainable development being balanced against preserving the character of their immediate surroundings, as identified earlier in this chapter.

5.24 Areas suitable for medium-high density developments (with guidance of average densities up to 250dph) are located at:

- The northern end of Two Rivers North, to provide a transition to the open space further north
- Oast House adjacent to Station Path, to ensure appropriate development in this character area and context whilst still delivering homes on a highly sustainable site.

5.25 Areas suitable for higher density development (with guidance of average densities up to 350dph) are located at:

- The southern half of Two Rivers North
- The area surrounding the Elmsleigh Centre and Tothill car parks
- The buildersbuilder's yard, Laleham Road, to the immediate west of the rail station
- Birch House, London Road

5.26 Each of these sites offers the opportunity for higher density development, in highly sustainable locations, with comparatively limited impact on surrounding lower-rise areas and more sensitive and valued areas. When developed taking account of the design principles and strategies set out in the Framework, they could contribute positively to the overall function and quality of the town centre.

5.27 Sites located outside of these areas must take account of design principles and strategies set out within the Development Framework, as well as the prevailing character of the local area as defined earlier in this chapter.

5.28 Densities given are guidance and an overall approach, and much will depend on how successfully detailed designs implement the principles set out in the Design for Urban Living chapter, as well as implementing appropriate space standards.

Movement and Access

Consultation Priorities

- Improved safety for pedestrians and cyclists, ideally through segregated routes
- Perception that current infrastructure is at maximum capacity, with concern about traffic flow due to development and changes to roads
- Better quality public transport with better station facilities needed
- Need for better air quality and to address climate change

Creating A Sustainable Place

- Prioritising sustainable modes of travel entering and travelling to the town centre
- Creating space for walking and cycling at entrance gateway pinch points such as Iron Bridge
- Improvements to the quality of the bus station
- Potential redesign of streets to discourage through traffic
- Ensuring the town centre has an appropriate balance of car parking, considering present-day needs and a longer-term sustainable transport future

Main Proposals

- Improvements to town centre gateways for walking and cycling, connecting key corridors into and through the town centre for sustainable modes
- Potential for improvements and changes to the bus station to create better waiting and interchange facilities
- Capping of public car parking numbers at present-day levels, with reprovision and consolidation options for sites subject to development proposals
- Future options across all modes set out for further study

5.29 The principles for movement and access are encapsulated in the transport strategy diagram above. The diagram will act as a foundation/structure/ layers for the development of a robust transport strategy and transport action and implementation plans. With an overall strategy approach to:

- Be strategic in nature and set out a high-level vision for the town centre,
- Fit with planning, development and public realm plans for the town centre,
- Align with the Local Plan transport evidence and infrastructure delivery plans,
- Integrate with the wider Spelthorne area and sub-region projects and studies,
- Act as a spatial movement framework in which to develop projects that are capable of supporting sustainable urban transport growth,
- Inform future studies and integrate with development and public realm projects.

5.30 The framework strategy provides the direction for generating and assessing proposed options and for developing preferred solutions.

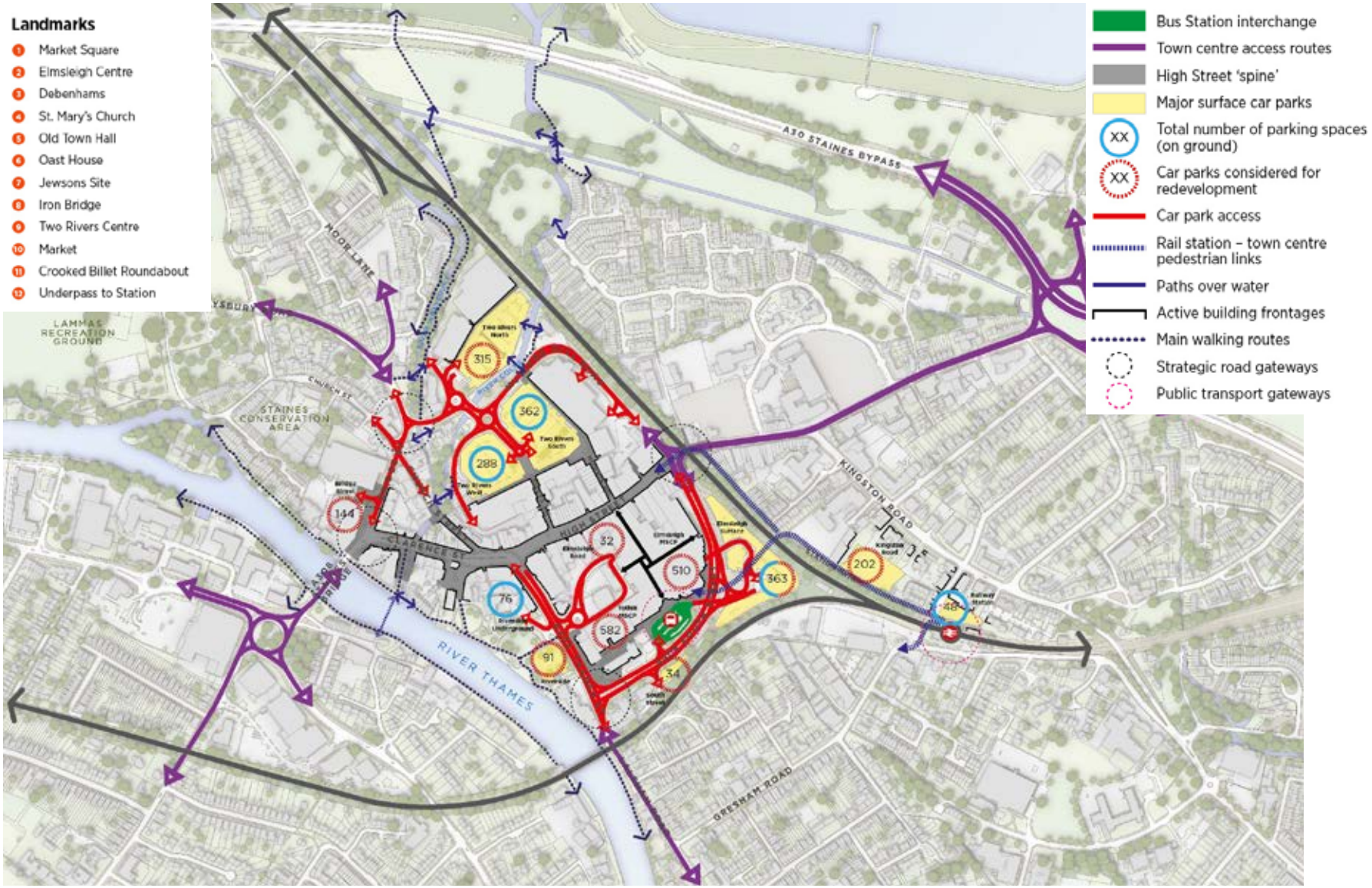


Figure 18: Transport Strategy diagram

Gateways into the Town Centre

5.31 Gateways to the town function as both places and movement networks. These gateways are located on all the movement systems -road -rail and river ways. There are strategic road gateways on the four key radials that enter the town at Iron Bridge; Laleham Road; Staines Bridge and Wraysbury Road. The railway station, bus station and River Thames are key gateways in the framework.

5.32 Gateways on the road corridor have different physical place characteristics that animate and express things to people, whether its historical significance, active street frontages or the relationship to riverside landscape settings. Each gateway has its own identity and role to accommodate people walking, using bikes, travelling on buses, cars and in HGV's/vans.

5.33 The road network has a theoretical and actual capacity to accommodate traffic. Alongside capacity is demand and actual demand is variable and significantly changes over time. The demand for movement is multi-modal in nature. It includes walking, cycling, bus users, electric micro-systems, HGV's, vans, etc. There are technical models and tools available to measure the scale and complexity of movement. These are needed to evaluate baselines and future transport options.

5.34 Understanding the capacity and managing the demand for movement on the road network is essential for the next steps for regenerating the town centre. There is a competition for street space and this is likely to remain, in the medium term, short of future lock-downs.

5.35 The County Council undertook surveys to understand baseline traffic flows (pre-pandemic). This indicated over 30,400 vehicles in the town centre over a 12-hour period. The County together with Spelthorne Council have been examining options for taking some of the pressure off the key radials like London Road. This involves investigating options for enhancements at key gateways.

Generating future options

5.36 Making predictions for the future should involve the consideration of a range of options. A future with little or no cars coming into the town seems unlikely. The principle is for any future transport schemes for the gateways to enhance place and movement functions. It's bigger than accommodating more or less traffic flow – it requires clear rationale on desired outcomes - before generating any design for road changes in the town centre.

5.37 Iron Bridge has been considered, increasing capacity with new tunnels either side of the bridge to provide for walking and cycling. Other options have considered making better use of the existing space between the bridge abutments in the shorter term. Some of the shorter term options are being implemented. It may be appropriate for longer term options for the Iron Bridge e.g. tunnelling, to be considered in the future, if they meet with the principles in the Development Framework.

5.38 Staines Bridge is another pinch point on a key artery that feeds the town centre. In this location the basic principle is to either widen or maintain the existing bridge and provide additional capacity for walking and cycling with another bridge. Linking options to the roundabout (Thorpe Road/Chertsey Lane/The Causeway/ Staines Bridge) in Runnymede should be part of the proposals.

5.39 Laleham Road is physically restricted by the railway bridge and riverside edge. There are limited options for increasing capacity on this corridor, although options are being considered to manage demand and provide alternatives. One such option is being developed for enhancements to walking and cycling facilities through a Local Cycling and Walking Infrastructure Plan (LCWIP).

5.40 Wraysbury Road is also a location where physical major capacity or widening works are challenging, due to the setting of listed buildings and the arrangement of existing properties alongside the road corridor and key junctions. The approach for Wraysbury Road will be to look wider and investigate options outside the main pinch points. This means Hale Street, Church Street and Mustard Mill Road along with the existing circulation and access arrangements for the various Two Rivers car parks.

Railway Station Gateway

5.41 Staines Railway Station is a major gateway to the city and needs to be upgraded in order to realise its proper and full potential. It has seen a number of small scale improvements over recent years, but in many respects the station presents a poor first impression of the town.

5.42 The station interchange is poorly integrated and needs to be fundamentally re-planned to provide an interchange hub and act as the gateway. The station and tracks form a barrier to north-south movement and the integration of the station area with neighbouring districts. Station related improvements should consider the potential to make provision for improved north-south movement over the rail tracks, beyond existing pedestrian links.

Bus Station/Multi-modal Interchange

5.43 The town centre is the heart of a public transport hub connecting surrounding towns, villages and local neighbourhoods. The bus station serves the town centre, the Staines-upon-Thames area and wider sub-region, see the strategic transport hub diagram.

5.44 The basic principle is to take the bus station and add the concept of quality places and interchange. Quality places is about seating, cover, facilities and information. An interchange is a purpose-built facility where journeys start, end or change direction. Often, they take place at the railway station, bus station or along the street at a bus stop. Bigger towns and cities often have additional interchange zones. These are wider areas encompassing one or more interchange facilities creating a multi modal hub - connected streets and public spaces.

5.45 There are short term options that can enhance the existing bus station. But medium to long term the plan should be to strengthen and enhance bus interchange in three main ways:

- Act as sub-regional hub: Be a centre for wider public transport movement and accommodate growth through more frequent and better bus services;
- Encouraging interchange between sustainable travel modes;
- Consider opportunities for flexibility with future MRT systems.

Location and Type of Bus Station/ Interchange

5.46 A set of strategic options are available for considering the location of the Bus Station. In principle there are 3 possible options for the location:

1. Reconfigure the bus facility, but keep it in the current location;
2. close the bus facility and move it to another location; or
3. adapt the facility keeping it in its current location and to also seek additional provision in one or more other additional locations.

5.47 The first two options are for a new bus station/interchange hub that can act as a central hub to consolidate bus movements and the third option has the potential to distribute interchanges through the town, while perhaps still having a main area with other zones.

5.48 In examining the type of facility required it is necessary to consider what the requirements are for bus layover and to what extent the facility will continue to be a terminus hub.

5.49 Broadly there are 3 possible options for the type of facility:

- Bus station with bays and enclosed passenger facilities;
- Bus interchange with islands and quality passenger facilities;
- On-street interchange zones (simple layout forms); or a variety of options.

5.50 The bus interchange should also include other movement functions, i.e. cycle hubs alongside quality place facilities and services.

Public Car Parking

5.51 The development framework acknowledges that some town centre public parking will need to be rationalised over the coming years.

5.52 Some sites have been identified for possible redevelopment and a number of options have been considered as to where to locate new car parks, and in principle which ones seem likely to be closed in the medium to longer term, set out in Figure 18.

5.53 The framework understands that any closure of an existing public car park is driven by a number ofseveral factors. Its utilisation, structural condition, broad commercial income, possible redevelopment potential value, as well as the role they play in the wider transport system.

5.54 The future for public car parking is unlikely to be a one size fits all solution. Technology is changing rapidly with shared use, connected vehicles and other systems all likely to reduce need to use and perhaps own a personal transport system. Park & Ride forms part of a wider transport strategy for Spelthorne and is an option to examine and evaluate how sustainable transport will be delivered alongside the Local Plan. Commonly, Park & Ride facilities have hundreds of spaces for customers to park. People have direct, high frequency, high capacity bus routes to the centre of town. The concept of micro Park & Ride relates to smaller facilities and options for demand responsive transport. The idea is to locate a number of smaller sites on a given movement corridor as part of new developments outside town centre limits.

5.55 For the new car parking that is provided with any redevelopment it will need management systems that can allow public and private parking use to be combined into one managed facility.

5.56 The approach advocated in the framework is capping public car parking at present-day levels. This means not providing any more public parking in the town than approx. 3050 spaces. Any future policy should examine a phased reduction in public provision as public transport, walking and cycling capacity and facilities increase and the development land uses change over time.

5.57 This change will be market led with re-provision and consolidation options for sites subject to development proposals. Future retail parking needs are changing as is the demands for dedicated car parking for new town centre housing schemes. The challenge is one of urban design and transport planning - the need to combine car clubs with behaviour change and physical change. There will be a need for shared-use and a mix of shorter and longer stay options for any future car parking and on-street drop areas for services and connected systems. Parking also needs to cosider cycling and micro systems, like electric scooters, etc.

5.58 Spelthorne Borough commissioned the Staines Town Centre Parking Report, 1 July 2020 which was prepared to help evidence future parking provision at suitable sites in the future.

5.59 The conclusion from the study was that ‘whilst the existing SBC standards are minimum standards for residential development, they allow for a reduction in parking for development in the town centres, subject to the relevant factors’… outlined in the report.

5.60 'The policy would therefore support a reduced parking provision in the town centre due to the distance to and frequency of bus and train services, and the range of facilities located here'. The study came to a similar conclusion in reaction to SCC's policy 'which would allow for a reduction in residential parking and even nil provision in support of demand management and making the most efficient use of the land.'

Residential Parking Standards

5.61 The recently commissioned car parking study for the town centre have identified various vehicle parking policy levels across Surrey and in similar town centres in the local region. The study examined recently submitted planning applications in the town centre which gave a range of parking spaces per unit between 0.44 to 1.0 space, although some smaller sites have been car-free developments.

5.62 What seems to be clear is that the amount of space dedicated to car parking in the development is limited to the actual capacity of a site to accommodate car parking and the capacity of the road network to take additional traffic from any given development.

5.63 The development of parking standards is likely to require further understanding of the distribution of off-street parking and the location of Private Non-Residential spaces.

5.64 The study notes 'comparing the accessibility of Staines Town Centre using the Public Transport Accessibility Level (PTAL) accessibility measures used in London, it would have a 'PTAL' score, of '4 – good' with a maximum of 0.5 spaces per dwelling permitted under the London Plan.

5.65 Allowing a parking provision of some 0.7 spaces per dwelling within the town centre would appear to be consistent with 2011 census car ownership data. There is potential to reduce this level of provision, possibly to 0.5 per unit, depending on the site characteristics and more data on similar developments.

5.66 However, achieving a ratio of 0.5 spaces per dwelling (or lower) is likely to require further town centre wide interventions (infrastructure and / or policies) to deliver a 'step-change' in car ownership and travel behaviour.'

Public Realm & Green/Blue Networks

Consultation Priorities

- Safe and dedicated cycling and walking facilities
- More seating, bins, public toilets and areas of shading
- Varied leisure and cultural facilities and spaces
- Mitigate effects of development
- Better air quality, reduce emissions, increase green spaces and biodiversity

Creating A Sustainable Place

- Prioritised and dedicated walking and cycling routes throughout the town centre
- Street trees and planting to provide access to nature, biodiversity gain opportunities and natural surface water management
- Providing green open spaces within the town centre
- Improving climate change resilience within the public realm

Main Proposals

- A revitalised and extended Memorial Gardens with new facilities
- Transforming the A308 to a more healthy, people-friendly street
- Improved cycling connections across the town centre, through street transformations and new development sites
- A variety of new green spaces, from natural greens to more formal squares and gardens delivered as part of development sites

5.67 The town centre has a limited number of public spaces, with a well-used High Street. Other parts of the town centre however are underused and are often car-dominated. There are attractive spaces within and around the town centre, but many are poorly-integrated with the active core. The aim is to join up the public spaces and routes through and within the town centre, create a variety of new public spaces for different uses, and ensure the town centre can host events and remain at the heart of civic life, as well as creating a great environment in which to live for new and existing residents.

5.68 The public realm should also address future challenges arising from growth and climate change. An increase in residential population requires more (and more varied) outdoor spaces, as well as better provision for walking and cycling to support sustainability. The design of the spaces and routes should aim to minimise potential for conflict between modes of travel/movement, and use of the public spaces. New spaces should aim for a microclimate that is usable year-round.

5.69 The challenges presented by climate change are becoming apparent. Severe weather events are likely to become more frequent, meaning consideration for extreme heat and extreme rainfall must form part of public space design, ensuring that spaces are usable as much as possible. The change in climate (amongst other factors) also affects biodiversity, so rich new habitats within street environments should be created to provide as much space for nature as possible.

Existing Green and Blue Infrastructure

5.70 Green infrastructure is the network of green space and other green features such as trees and planting, which can improve quality of life and provide environmental benefits for people in Staines upon Thames. Blue infrastructure is similar, but for water such as rivers, ponds and drainage features. In town centres, green and blue infrastructure is best integrated into the public realm to maximise public benefits.

5.71 Much of the existing green infrastructure and green places within the town centre are inaccessible (e.g. the River Colne) or poorly connected (e.g. the River Wraysbury), and do not generate as many benefits for the public as they could, such as access to natural environments, recreational exercise routes or as spaces for relaxation.

5.72 The River Thames and rivers Colne and Wraysbury are the primary blue infrastructure running through and along the edge of the town centre. They are superb natural assets and much valued by residents and respondents to the consultation, but there is considerable potential to improve access to, and amenity associated with them.

Priorities

5.73 Priorities for public realm in Staines-upon-Thames are:

1. Enrich green and blue networks
2. Connect to the rivers
3. Extending the High Street's Character
4. Reclaim space and use it well
5. Enable sustainable movement
6. A variety of green spaces for people and events
7. Create a climate change resilient place

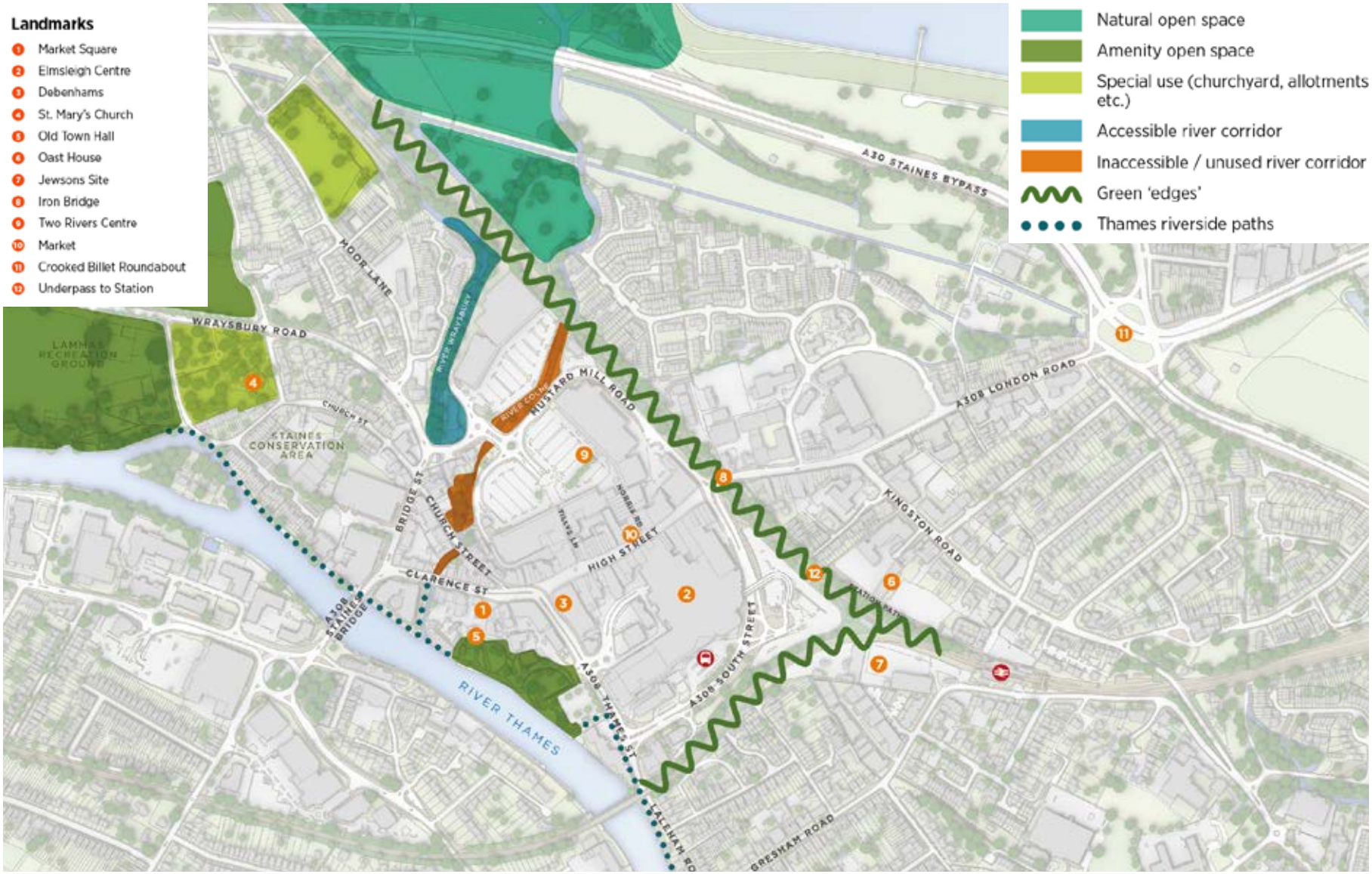


Figure 19: Existing green infrastructure networks

1) Enriched Green and Blue Networks

5.74 Green and blue infrastructure should be useful and confer benefits on the environment and people. Overall benefits can include:

- Provision of a variety of spaces for residents and other town centre uses
- Improved street-level microclimate, especially on hot or sunny days
- Increased resilience high rainfall events, by slowing runoff
- Improved air quality along busy streets
- Visual softening of urban environment and taller buildings
- Creating natural habitats and supporting biodiversity within streets and the town centre
- Improved mental health and quality of life for people derived from easy access to natural spaces

5.75 Staines-upon-Thames town centre currently has limited existing green infrastructure, with some street trees and planting along the High Street and a limited variety of types of green space and green networks. The existing blue and green infrastructure in the town centre is disjointed in places and not as publicly accessible as it could be. Connecting existing green and blue places and routes with new links and spaces will maximise the benefits outlined above.

5.76 Within the Staines Upon Thames town centre, types of publicly-accessible green infrastructure that should be created and considered include:

- Public/civic parks
- Pocket parks/street parks
- Riverbank paths – both managed and more natural
- Natural spaces / micro-habitats
- Tree-lined and planted streets

5.77 Within mixed-use and residential developments, other types of green infrastructure that should be included in proposals include:

- Green roofs on buildings
- Internal shared gardens for residents
- Planted boundaries and areas of accessible public realm

5.78 Sustainable urban drainage systems (SuDS) should be integrated with all types of public realm, green space and new developments where possible. Suitable approaches within town centres include:

- Street swales (shallow drainage channels) and planted areas within the public realm
- Rills (narrow open surface water channels) within streets
- Under-street storage crates and tree pits
- Permeable paving within car parks
- Green roofs and walls on buildings

5.79 These principles underpin the remaining public realm priorities, where opportunities to weave in green and blue networks of different types have been considered and maximised.

2) Connect to the rivers

5.80 The core of the town centre is currently poorly connected to the River Thames, with the A308 dual carriageway of Clarence Street and Thames Street presenting a major physical and visual barrier.

5.81 The rivers Colne and Wraysbury are also similarly inaccessible or poorly connected, dominated by the Two Rivers North car park and retail units.

5.82 The first public realm priority is to ensure connections to the rivers are clear, accessible and prioritised for pedestrians. This requires:

- Ensuring new development opens up highlighted connections where they do not currently exist, such as at Two Rivers North
- Improved crossings, particular along the A308 dual carriageway
- Clearer wayfinding

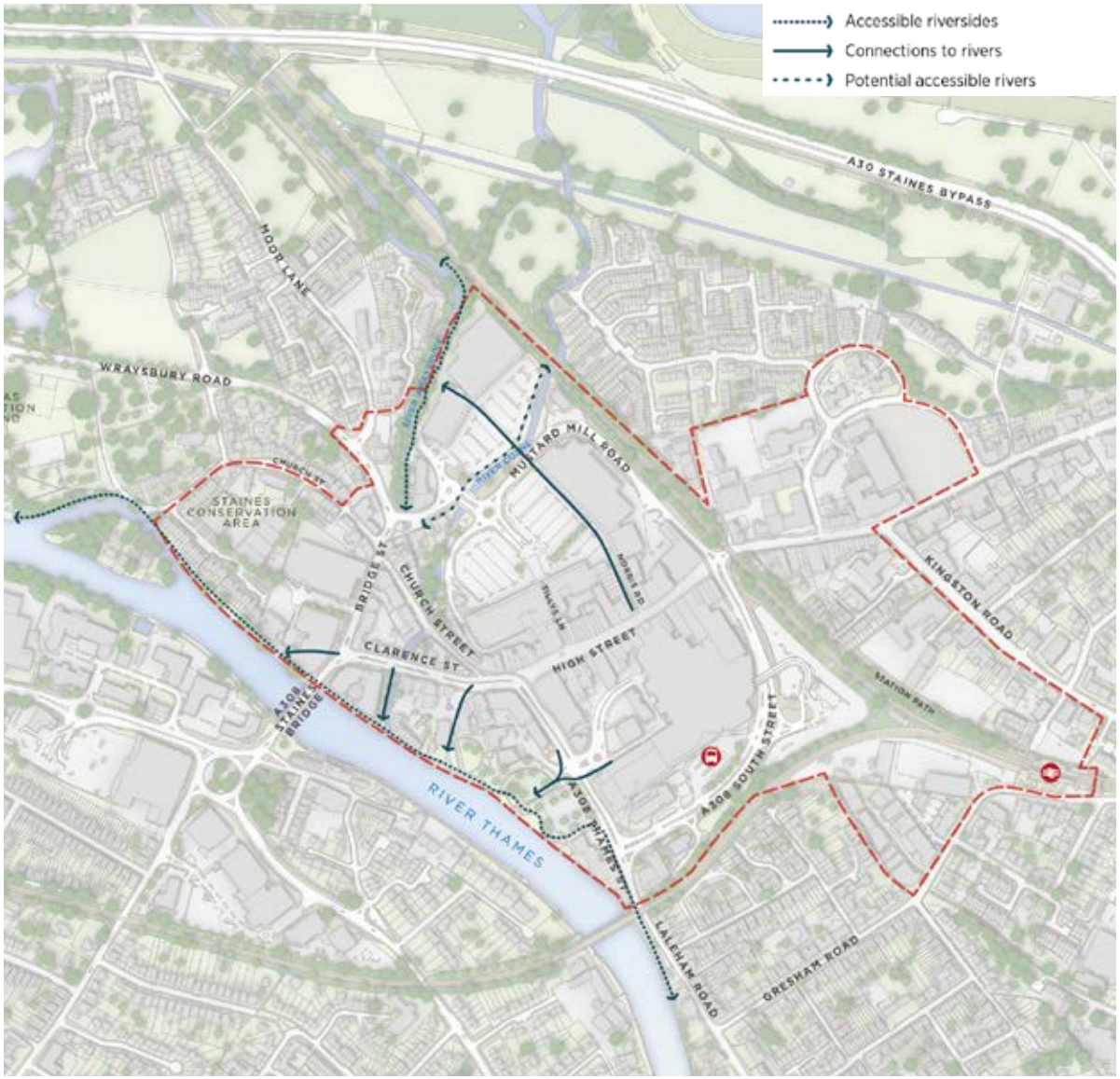


Figure 20: New and improved connections to the rivers

3) Extending the High Street's Character

5.83 The High Street is the historic heart of the town and its best-connected street. Its use is likely to grow in the coming years as more people live in the town centre.

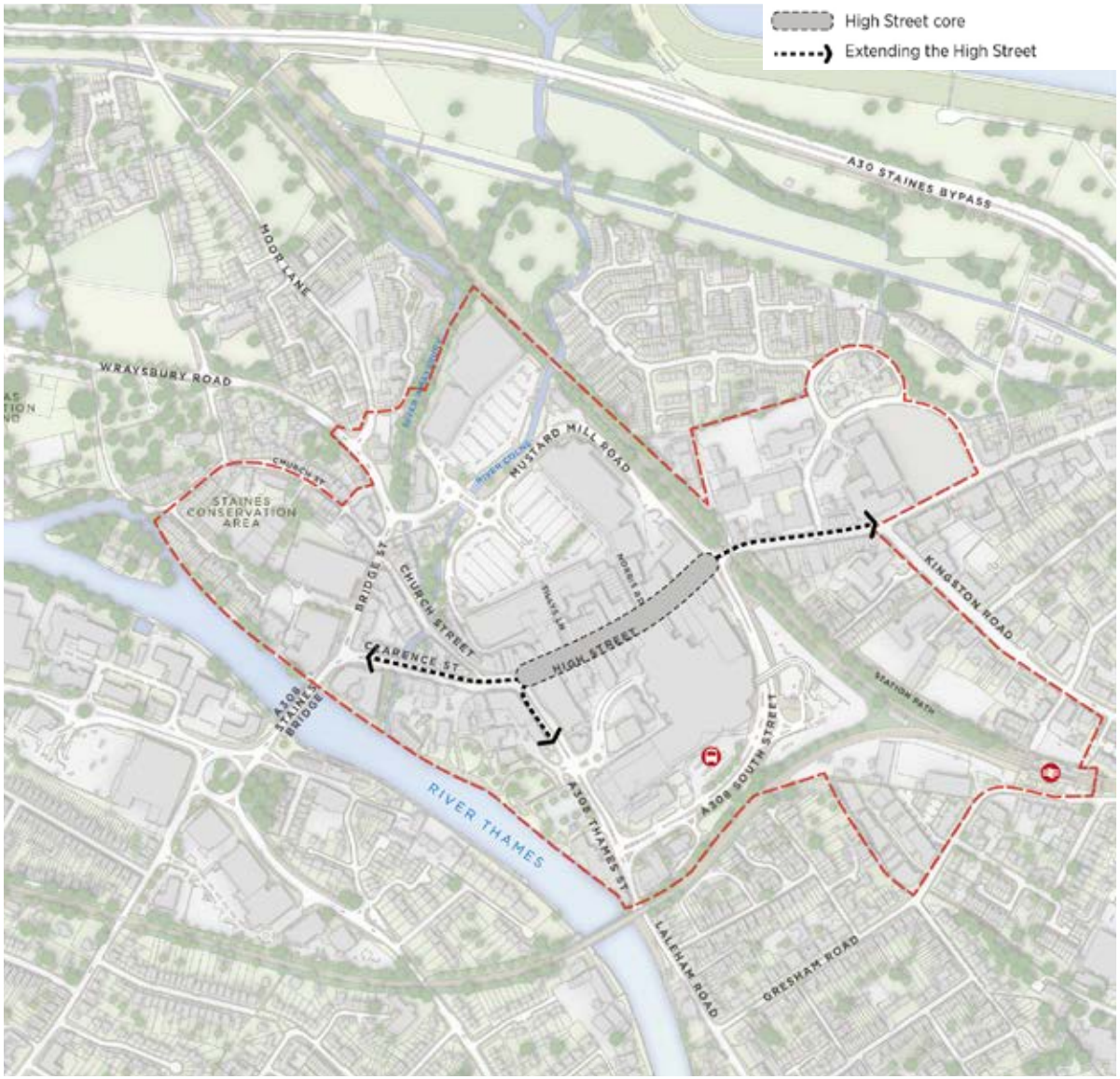


Figure 21: 'Extending' the High Street's Character

5.84 This section sets out an approach to extending the environment and character of the High Street to its adjoining streets and diversifying commercial uses in areas that will experience a growth in footfall and demand for different activities arising from the growth in population. It does not necessarily mean an extension of retail premises along the street, but suggests that more flexible and active ground floor commercial uses (as encompassed by the new Class E designation) can be accommodated, and their activity can enhance the overall street environment outside. Taken together with public realm, walking and cycling enhancements, the character of the High Street can be extended whilst simultaneously accommodating all of all the diverse new uses that town centres are likely to host, especially with a significant residential population.

5.85 The existing core High Street is pedestrianised and functions well. However at each end there are significant barriers to movement, both physical and perceived. To address this and extend the character of the High Street outwards, the following should be considered:

- Reduction in street clutter at each end of the High Street
- Improvements to Iron Bridge to enable easier pedestrian and cycling movement
- Reductions in vehicle space along Clarence Street, Thames Street and the High Street towards Kingston Road
- Improved crossings at each end of the pedestrianised High Street
- Ensuring that new developments along the 'extended' High Street incorporate active ground floors that can accommodate a variety of commercial uses

4) Reclaim space for pedestrians

5.86 The A308 dual carriageway along South Street, Thames Street and Clarence Street is a physical barrier to movement between the town centre and the river Thames, and is an unattractive place for people to be. Much of its length has inactive frontages or accesses to car parks, and is dominated by functional highways requirements, rather than being an attractive street.

5.87 At present this is a main through-route for traffic passing through Staines-upon-Thames. Traffic surveys confirm that approximately 2/3 of the vehicles entering Staines-upon-Thames are passing through and do not stop in the town centre, with many taking this route.

5.88 In addition, for much of the day the A308 provides considerably more capacity than is needed. At peak times, some junctions are congested and the dual carriageway provides queueing space for cars travelling through.

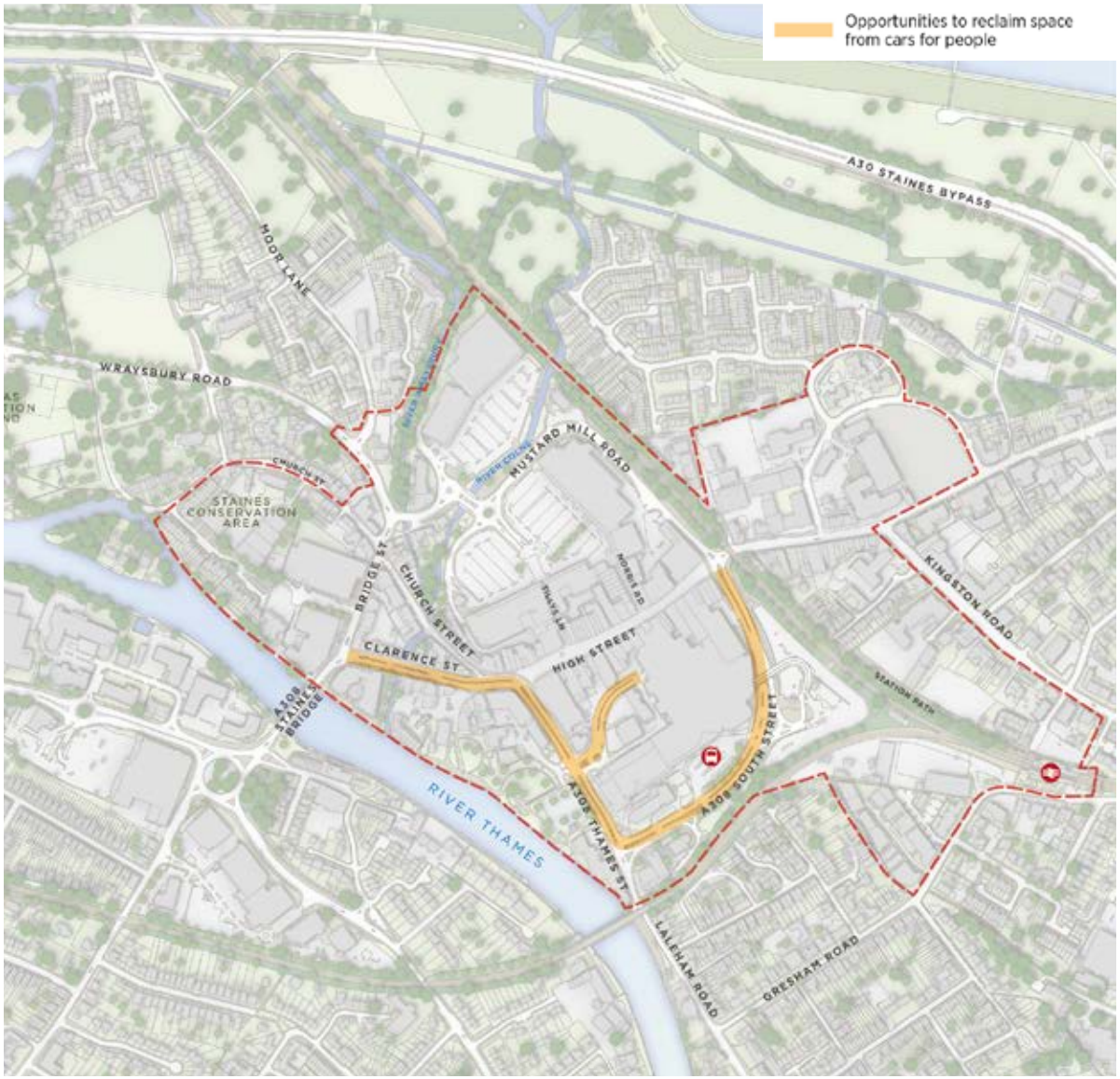


Figure 22: Streets for vehicle space reconfiguration



Figure 23: Example of public space with pedestrian crossing over major road, unified by materials and public realm treatment – Aachen Bahnhofplatz

5.89 There is considerable opportunity to redesign the A308 corridor to reduce space for vehicles and provide more space for walking, cycling, public transport and people. Such work would have to be undertaken in close collaboration with Surrey County Council and would be subject to further feasibility and technical studies. These interventions would turn a vehicle dominated road into a multi-modal street through the town centre.

5.90 The principle of designing a street for the a desirable level of traffic, rather than trying to accommodate traffic (and then attracting additional traffic that fills up extra capacity), is a more modern approach to transport planning and has been successful across the UK and internationally.

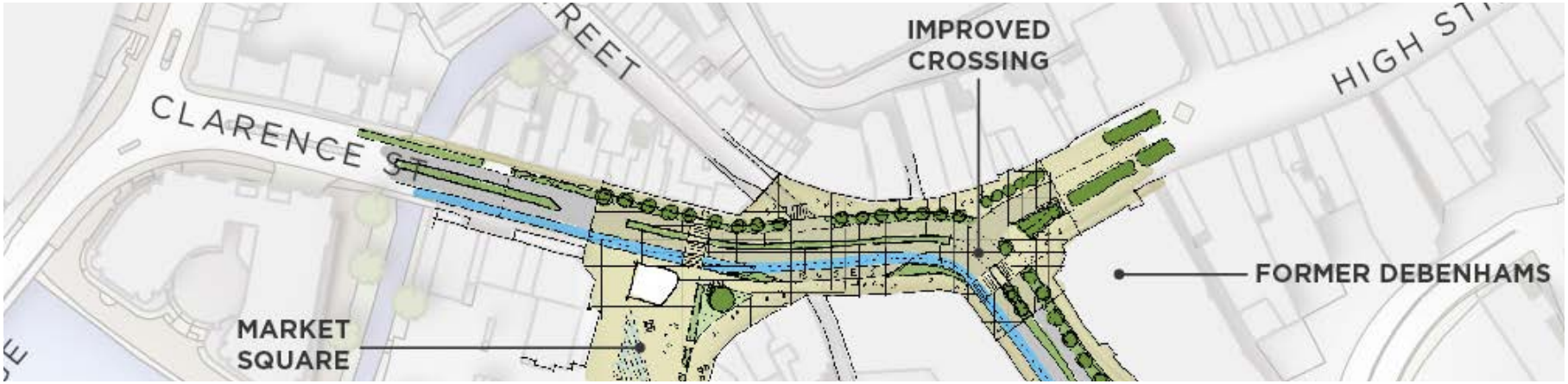


Figure 24: Illustrative concept of improved crossing and public realm at High Street/Thames St junction

5.91 Reducing space for vehicles must be accompanied by positive placemaking measures. These should be aimed at turning what is currently a high-traffic road into a people-friendly street, with space for:

- Dedicated protected cycleways
- Continuous footways
- 'Spill out' space for cafes and other businesses to use on the pavement
- Bus stops and bus priority measures where applicable
- Green infrastructure such as street trees, planted areas or swales
- Other flexible street space that can be used for businesses, events or civic space



Figure 25: Potential street configuration precedent example - flexible space, protected footways, cycleways and green infrastructure, with continuous crossings on side roads

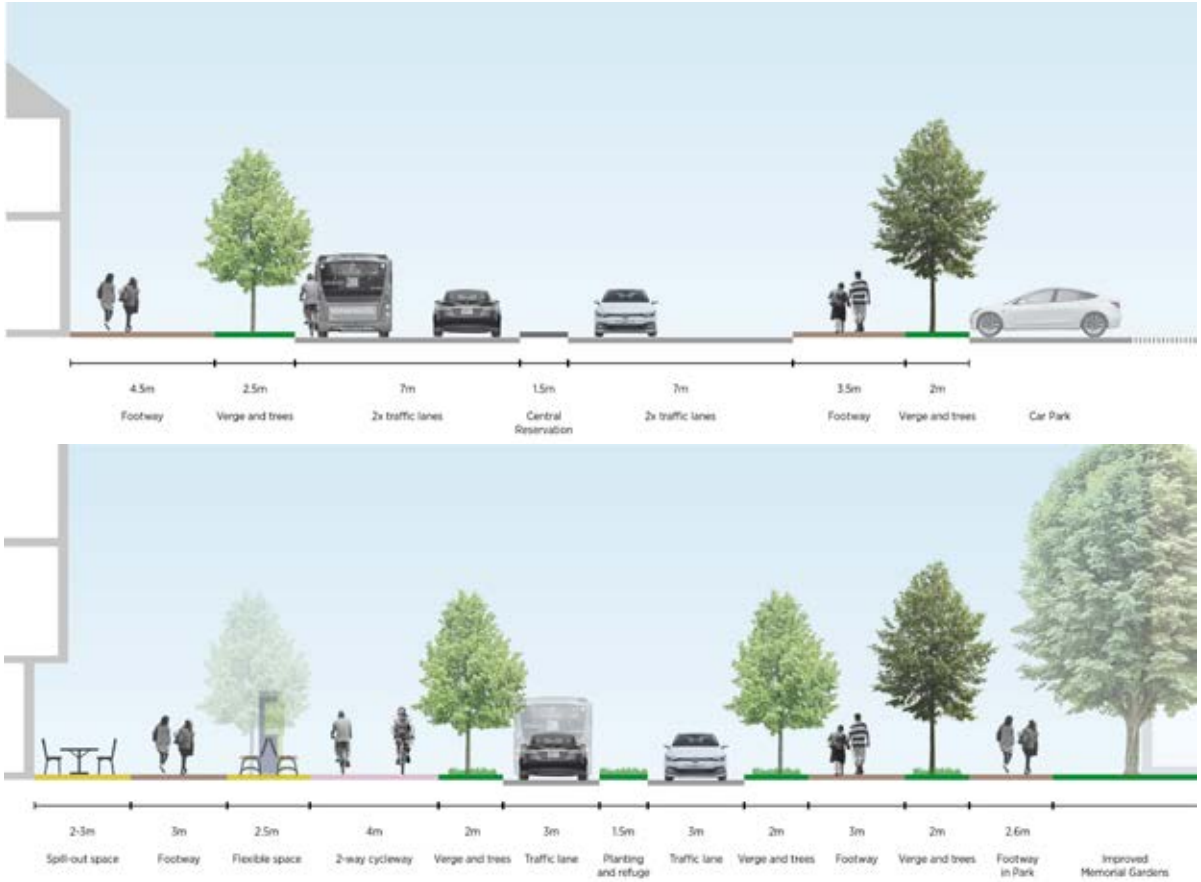


Figure 26: Sections showing before and after potential configuration of Thames St

5.92 Much improved crossings are also essential along the route, particularly at the bottom of the High Street, near Memorial Gardens, and near the bus station where there is a pedestrian route to the railway station from the town centre.

5.93 The road corridor varies in width, but is typically 20-24m along Clarence St, 25-35m along Thames St, and wider still on South Street where there is no defined building line forming a clear width. Within this corridor a wide variety of configuration options exist, to suit the changing character and uses along the street.

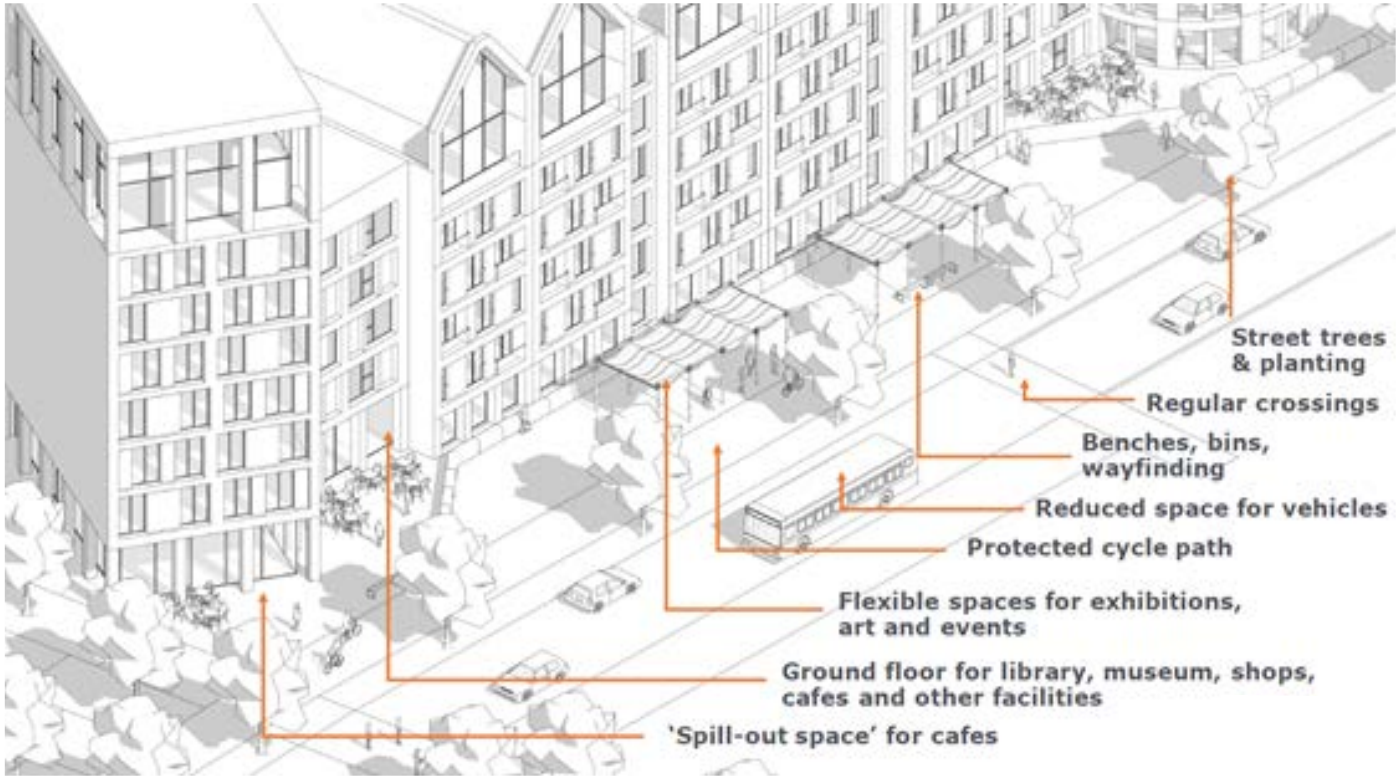


Figure 27: Options for reconfiguration of Thames St

Case Study: Sauchiehall Street, Glasgow

Sauchiehall Street in central Glasgow used to be a vehicle-dominated main vehicle artery through the centre of the city. Following a city centre masterplanning exercise, a street transformation was undertaken as part of 'The Avenues' programme. Space was reallocated from vehicles to create dedicated cycling space, continuous footways and flexible space for local businesses and people to use.

Sauchiehall Street Avenue now features a fully segregated two way cycle track; continuous flush footway and cycle crossings at side roads; large semi-mature deciduous trees; seats; permeable paving; improved access to buses and taxis; and a 20mph speed limit. The footways have been repaved in traditional Caithness stone and de-cluttered, as most of the street furniture has been located in the verge. This created more room for pedestrians and licensed tables and chairs, already encouraging new businesses into the area.



3) Enable sustainable movement

5.94 This priority ensures that the public realm provides safe, continuous connections for active travel movement within the town centre, connected to wider networks.

5.95 Two joined-up networks are outlined below and shown on Figure 28:

- Walking: continuous connections between the railway station, bus station, High Street, Two Rivers and the Rivers Thames, Colne and Wraysbury, and beyond (blue lines on plan).
- Cycling: continuous protected cycleways through the town centre connecting the primary cycling corridors identified by the emerging Spelthorne Local Cycling and Walking Infrastructure Plan (LCWIP) (orange lines on plan).

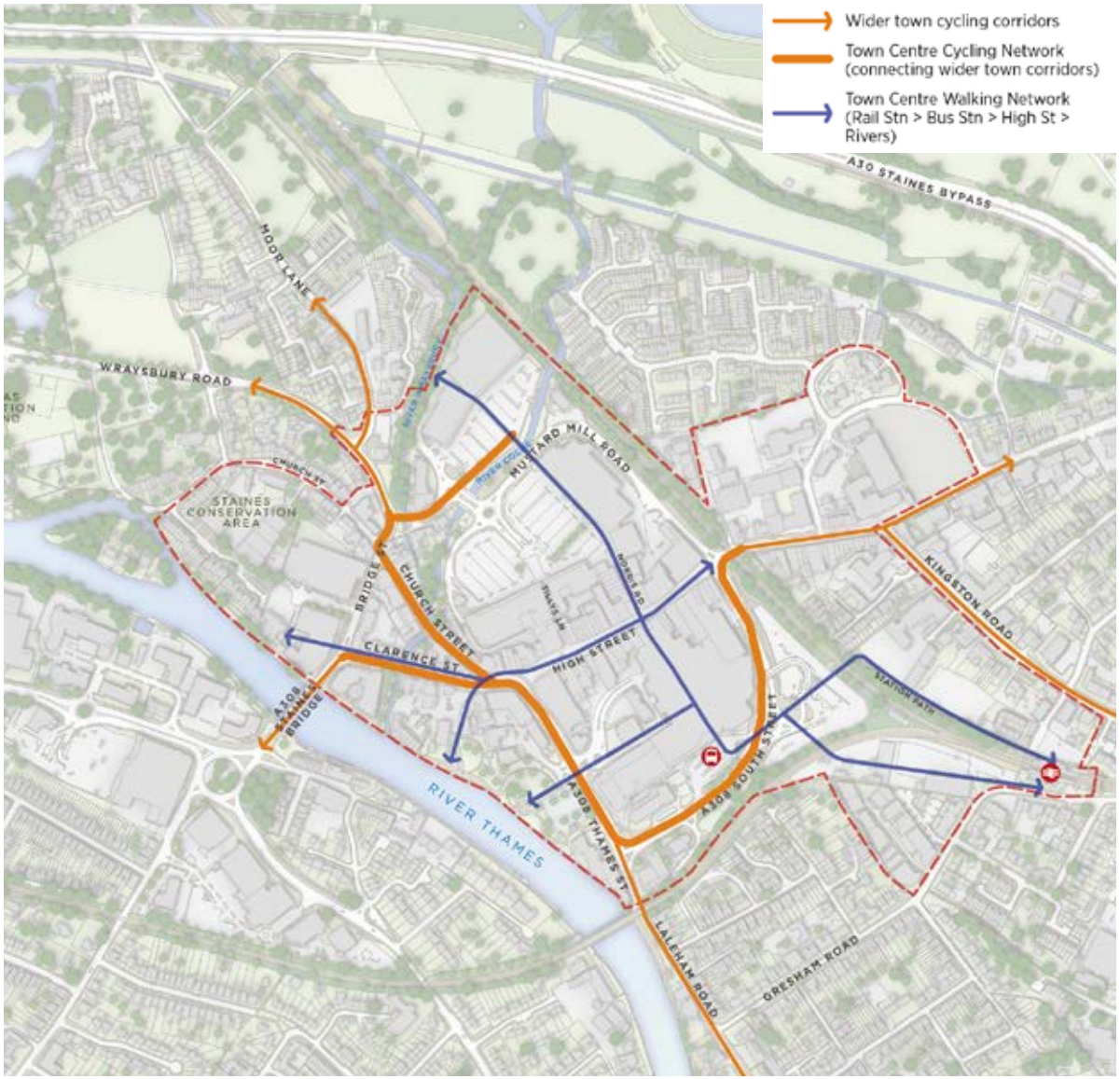


Figure 28: Sustainable movement networks

Walking Network

5.96 The current primary southeast-northwest walking route between the bus station and Two Rivers, intersecting with the High Street, should be extended and improved, to connect to wider destinations and bring pedestrian routes down to key access points on the River Thames.

5.97 To deliver this network requires new connections between the core of a redeveloped Elmsleigh Centre and Memorial Gardens, and across a redeveloped Two Rivers North towards the River Wraysbury. It should also safeguard and explore the option of a new pedestrian footbridge between the bus station and the potential redevelopment of the builders' yard on Laleham Road.

5.98 Improvements along the network are also required:

- Improved pedestrian crossings where the network crosses major roads
- Simplified public realm and reduced barriers in places such as at the bottom of the High Street
- Improved quality of connections as the network passes under the railway lines, at Iron Bridge, and at the end of Clarence Street dropping down to the Thames Path

Cycling Network

5.99 The emerging Spelthorne Local Cycling and Walking Infrastructure Plan (LCWIP) has identified a series of corridors along main roads into the town centre where better cycling provision could introduced. To support this and provide connectivity into and across the town centre for cycling journeys, the Development Framework sets out the key cycling corridors within the town centre.

5.100 The streets and routes highlighted as part of this cross-town network have the potential to accommodate protected cycling infrastructure with some space reallocated from vehicles. Opportunities include:

- Clarence St/Thames St/South St: vehicle space reallocation as part of comprehensive reconfiguration of A308
- Church Street: reduced-traffic shared space environment or removal of most on-street parking to create cycleway
- Hale St/Two Rivers: reallocation of vehicle space, reconfiguration of junctions and taking priority network through redevelopment of Two Rivers North

6) A variety of green spaces for people and events

5.101 The town centre currently lacks a variety of open spaces and routes with a 'green' character. The only significant location is at Memorial Gardens, a formally laid out civic space adjacent to the river. At present it lacks passive surveillance through overlooking from buildings, and is not as well used as it could be.

5.102 The Framework sets out four new locations for high quality open space in the town centre that can complement what is currently available, providing a wider variety of characters and spaces. Each is spaced within short walking distance of the core High Street, and is connected by new or improved routes set out elsewhere in the Framework.

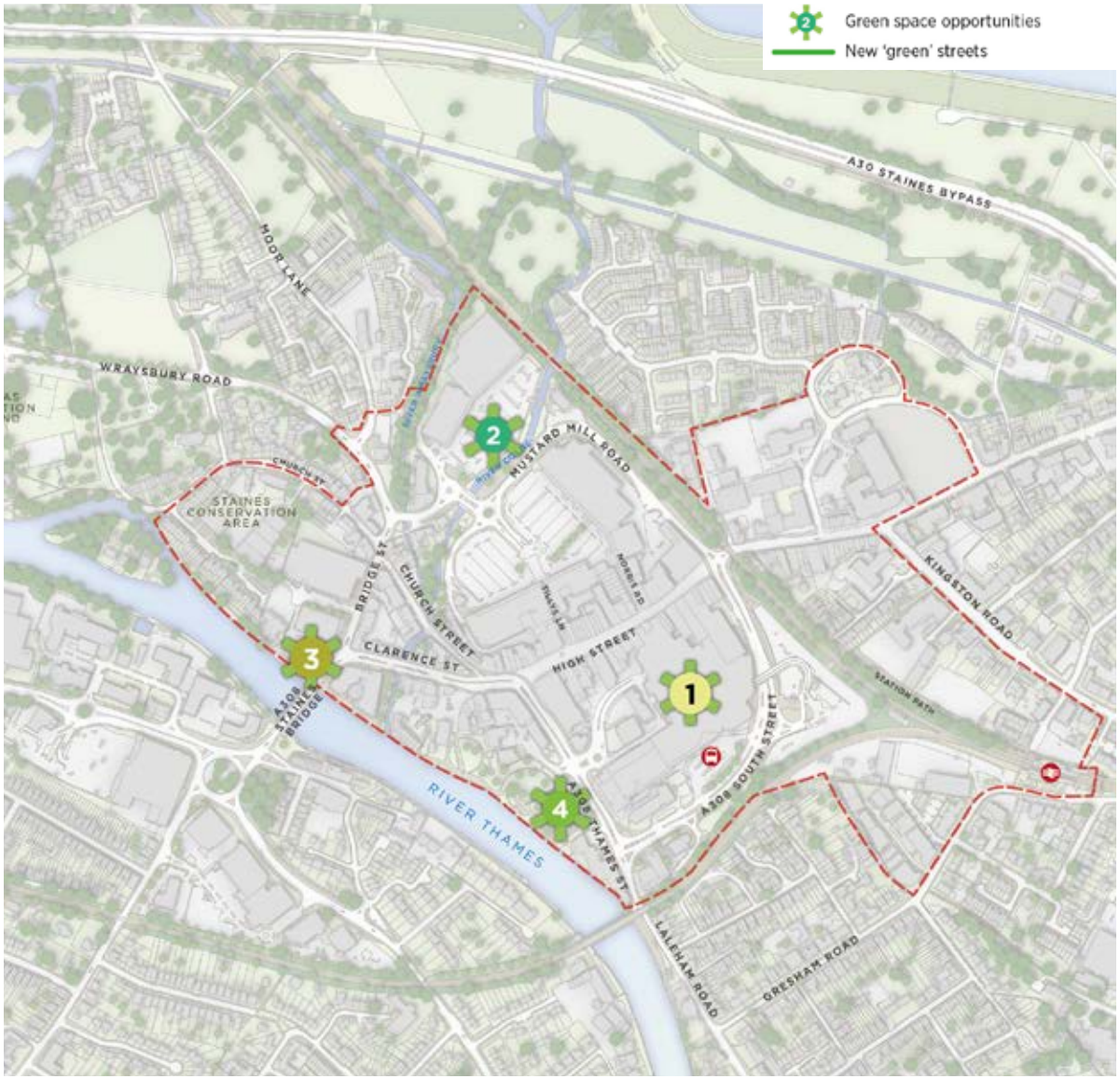


Figure 29: New green spaces and streets

5.103 The new spaces are as follows (refer to numbers on Figure 29):

Elmsleigh (1):

located at the heart of a potential comprehensive redevelopment of the Elmsleigh Centre, this would be a new urban square with planting and green infrastructure at its heart. The square would be an intersection between retail and residential uses and would be well-connected to the High Street, bus and rail stations, and the River Thames through new pedestrian-priority 'greened' streets.

Two Rivers North (2):

as part of any redevelopment of this site, a green space with a significant natural component, based around the River Colne, is an opportunity. This could take the form of a linear natural park along the river integrated with a river restoration project to restore the river to a more natural state.

Bridge Street Car Park (3):

redevelopment of this site creates an opportunity for a lively riverfront space as part of a mixed-use development including homes, with active uses and potential redevelopment of the arches under Staines Bridge to provide additional space for commercial activity. The prevailing southwest aspect, river frontage and drop in levels from the main road mean that this could be an attractive place to develop an evening economy offering, complementing and bolstering neighbouring similar uses. Use of planting and trees can create shade and comfort and improve visual amenity.

Riverside Car Park (4):

using part of this car park to extend Memorial Gardens could create a flexible space of a suitable scale to host events. By developing part of the car park to provide active ground floor uses such as a café, arts centre or other community use, together with homes overlooking from above, a new usable space and green destination within the town centre could be created.

Improvements to Memorial Gardens

5.104 Memorial Gardens is the current main location for green space in the town centre. It suffers from a lack of overlooking and passive surveillance, leading to a perceived lack of safety, especially in the evening. It also has poor accessibility from most of the town centre, either being accessed from Thames Street, or via the Market Square, another underused public space cut off by the dual carriageway and physical barriers to movement.

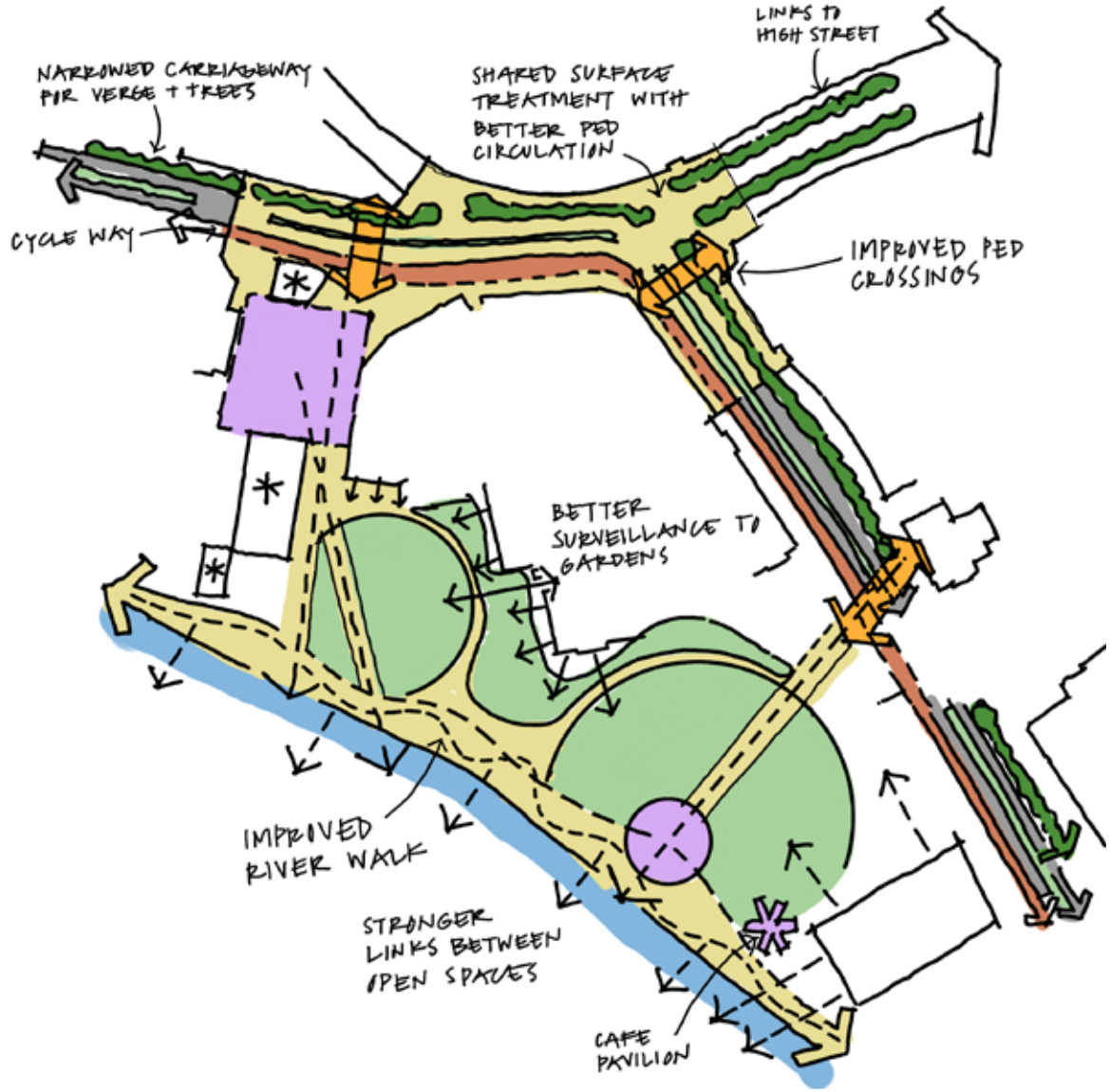


Figure 30: Concept diagram showing key principles between High Street and Memorial Gardens



Figure 31: Illustrative plan showing potential public realm approach at Memorial Gardens and High Street junction

5.105 Making Memorial Gardens a true destination in the town centre, able to host events and activity throughout the day and evening, requires a multi-pronged approach:

- Removal of physical and perceived barriers at the bottom of the High Street connecting to Market Square
- Reactivate the Market Square
- Extend the High St character and pedestrian-friendliness along Clarence St and Thames St
- Introduce trees and planting
- Improved facilities within the gardens, for play, leisure and events
- Some development to provide overlooking at both ends of the Gardens
- Development of the Thames Street Frontage to provide surveillance

5.106 A concept and illustrative study for how this might be implemented is shown below in Figures 30 and 31.

Case Study: Twickenham Riverside

Developed by Richmond Council, this prominent riverfront site will revilatiseand extend public open space, leisure, retail, office and residential uses, and connect the River Thames into the town centre through an improved street connection. The upper levels of the two main buildings will consist of apartments ranging from studios to large 3-bedroom flats, with 50% of them being affordable. The residential has been designed to optimise daylight, natural ventilation, and river views. A new café in the Gardens, overlooking the play area, and a new pub at the end of the square will create destination points for residents and visitors.







Case Study: Kingston Riverside

Based around Riverside Walk and very close to Kingston Bridge, Kingston Riverside is a mixed-use development with activated public space with green infrastructure on the River Thames. It is integrated wth the Market Place and main hub of the town centre through passageways with activated frontages, and continuous pedestrian connections through to Cllarence St, the main retail street. Above ground floor commercial uses is residential apartments, many with river views.

The future parameters for the whole riverside in Kingston is governed by a supplementary planning document (SPD) that sets out an overall vision, key development parameters, and essential infrastructure for delivery.



Case Study: Richmond Riverside

This historic riverside area exemplifies the positive interrelationship between the River Thames, high quality built form, including active uses at ground floor level, and useable public open space. These intersect at the Richmond Riverside to create an attractive, lively and overlooked space much valued by residents and visitors, that makes best use of the river frontage location and attracts people to the river.



7. Climate Change Resilience

5.107 Public realm design has a significant role to play in ensuring that as extreme weather events increase due to climate change, public spaces remain usable and able to mitigate the worst of the effects.

Effect	Town Centre Response
Increased frequency and severity of heavy rainfall events	Sustainable Drainage Systems (SuDS) to be integrated throughout public realm and new developments to absorb and slow surface water runoff – different systems suitable for different locations
	Green roofs for new developments
	Increase in green open space area and frequency of green spaces in town centre to absorb water
Increased frequency and severity of heatwave events	Additional planting and street trees to provide shade and cooler microclimate at street level
	Increase in green open space area and frequency of green spaces in town centre to provide shade, recreation and cooling
	Incorporate shading into building design, for example arcades
	Improve accessibility to cooler, shaded green open spaces

Table 1: Climate change resilience strategies

Priorities

5.108 Based on the strategies set out in this section, nine priority sites for intervention are identified in Figure 32 overleaf.

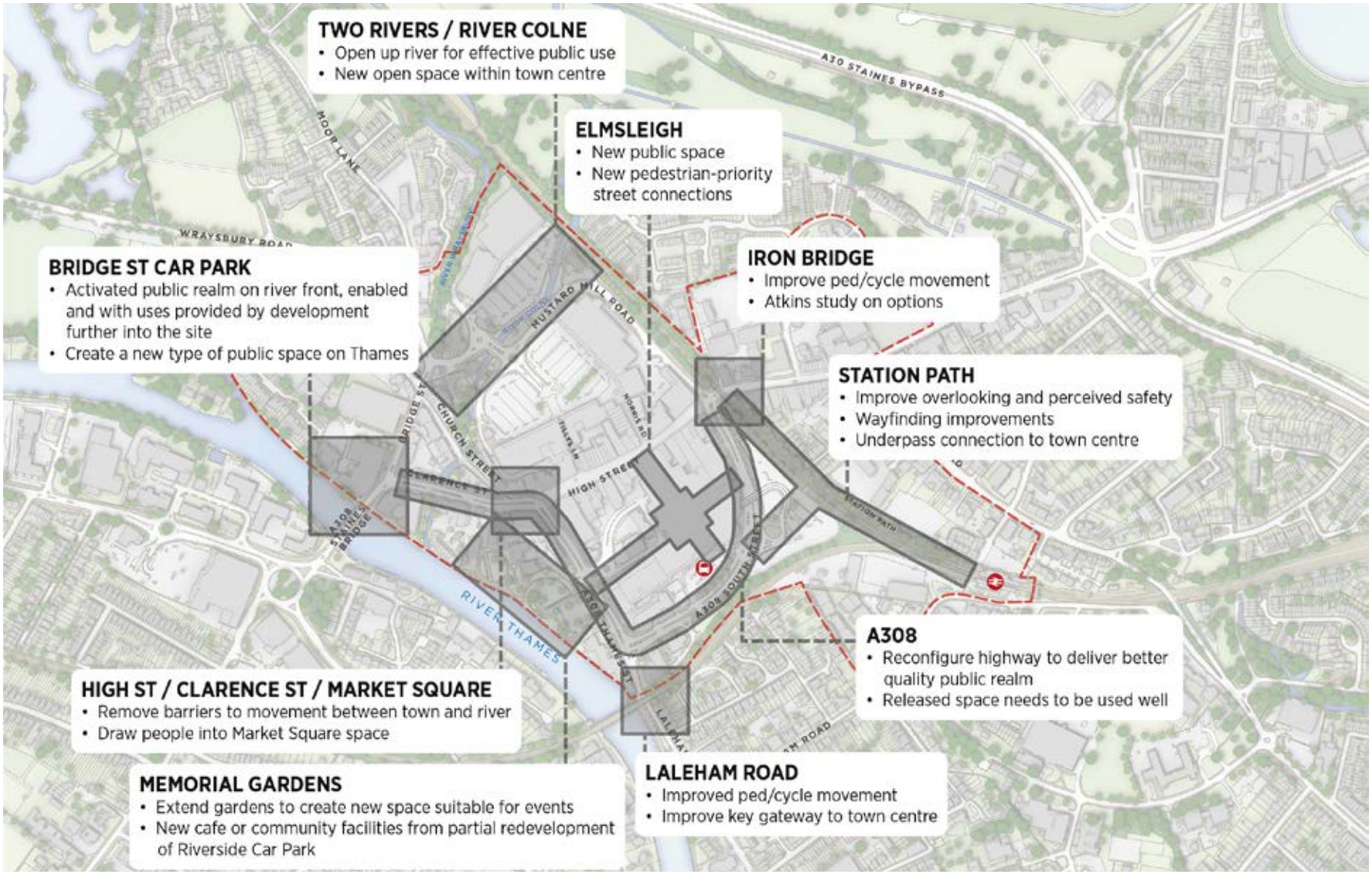


Figure 32: Public realm intervention priorities

Location	Objectives	Relevant Public Realm Strategies	Next Steps
Two Rivers North / River Colne	Open up river for effective public use Create new natural open space within town centre Active public space at river crossing point River restoration project	1. Enriching green and blue networks 2. Connect to the rivers 5. Enable sustainable movement 6. Activate a variety of green spaces for people and events 7. Create a climate change resilient place	Consider as part of Two Rivers North development site Explore project as part of Water Resources South East (WRSE) Regional Plan priorities
Iron Bridge	Improve ped/cycle movement	3. Extend the High Street 5. Enable sustainable movement	Options developed through Atkins study for SCC Pursue as part of wider Transport Study
Station Path	Improve overlooking and perceived safety Wayfinding improvements Improve quality of and overlooking of underpass connection to town centre	5. Enable sustainable movement	Consider as part of Oast House development site
Laleham Road	Improved ped/cycle movement Improve key gateway to town centre	2. Connect to the rivers 4. Reclaim space and use it well 5. Enable sustainable movement	Spelthorne Local Cycling and Walking Infrastructure Plan (LCWIP)
High St/ Clarence St/ Market Sq	Remove barriers to movement between town and river Draw people into Market Square space and on to Memorial Gardens	1. Enriching green and blue networks 2. Connect to the rivers 3. Extend the High Street 4. Reclaim space and use it well 5. Enable sustainable movement 6. Activate a variety of green spaces for people and events 7. Create a climate change resilient place	Spelthorne LCWIP Pursue as part of wider Transport Study First priority stage of A308 corridor transformation

Table 2: Public realm priorities, strategies and next steps

Memorial Gardens	Extend gardens into old Riverside Car Park to create space suitable for holding events Improve passive surveillance and uses of garden with partial development of Riverside Car Park	1. Enriching green and blue networks 2. Connect to the rivers 6. Activate a variety of green spaces for people and events	Consider as part of Riverside Car Park development site
A308 Corridor	Reconfigure highway to deliver better-quality public realm Reduce barriers to movement Incorporate green infrastructure into street	1. Enriching green and blue networks 2. Connect to the rivers 3. Extend the High Street 4. Reclaim space and use it well 5. Enable sustainable movement 7. Create a climate change resilient place	Consider as part of Elmsleigh/ Tothill development site Consider as part of Riverside Car Park development site Spelthorne LCWIP Pursue as part of wider Transport Study
Elmsleigh	New public open space within redeveloped Elmsleigh Centre New pedestrian-priority streets connecting High Street to bus station, and South St to riverfront, intersecting at public open space	1. Enriching green and blue networks 2. Connect to the rivers 5. Enable sustainable movement 6. Activate a variety of green spaces for people and events 7. Create a climate change resilient place	Consider as part of Elmsleigh/ Tothill development site Spelthorne LCWIP
Bridge St Car Park	Activated public realm on river front, enabled and with uses provided by development further into the site Create a new type of public space on Thames	1. Enriching green and blue networks 2. Connect to the rivers 3. Extend the High Street 4. Reclaim space and use it well 5. Enable sustainable movement 6. Activate a variety of green spaces for people and events 7. Create a climate change resilient place	Consider as part of Bridge St car park development site

Section 6.0
Design for Urban Living

Consultation Priorities

- Concern over high rise buildings and change in character of town centre
- Need for quality, affordable homes
- More leisure and cultural facilities within new developments
- Environmental sustainability needs to be prioritised

Creating a Sustainable Place

- Design principles for buildings with low or zero-carbon footprints
- Ensuring new developments prioritise walking, cycling and active streets with local facilities over car parking and car traffic
- Design principles to ensure buildings are long-lasting and of high quality, to minimise future replacement needs and reduced the embodied carbon of new construction

Main Proposals

- Design principles to ensure new developments in Staines-upon-Thames town centre create People-Friendly Streets, Attractive and Long-Lasting Buildings, and Great Homes for All

Introduction

6.1 Many town centres across the UK are experiencing a return of and growth in residential populations. Town centres have traditionally had residents, attracted by the excellent connectivity and proximity to facilities, but during the second half of the 20th Century many UK town centres became used for shopping and employment only.

6.2 Having residents in town centres can be positive for many reasons. Firstly, they provide an additional catchment population within walking distance to support local shops and services, bolstering variety and vitality. Second, they provide for activity at hours of the day and times of the week that are quiet for shopping and employment uses. Finally, they provide the basis for a local evening economy, supporting bars, restaurants and other leisure uses that also serve the wider town and borough.

6.3 Residents in town centres are also less likely to own a car, or to use a car for day-to-day journeys due to the expanded choice of sustainable transport options, and proximity of most facilities and even employment.

6.4 Having increased vitality in a town centre encourages and enables investment in both private services (shops, leisure etc), as well as public goods, such as the public realm, open space and public services.

6.5 For all the above reasons the growth in town centre populations has been supported by national planning policy for many years.

6.6 However with these opportunities comes challenges. These revolve around ensuring that people can live in close proximity whilst maintaining enough space, good amenity, access to light, protection from noise, and with secure facilities for bins, bikes and cars. Past generations shunned dense urban living due to a perception that it was overcrowded. With modern design, infrastructure and construction techniques, many of these concerns can be overcome.

6.7 This chapter sets out how new residential-led developments in the town centre can be designed to ensure that:

- Residents have high quality homes that can last into the future
- The town centre benefits from attractive, well-designed development
- New facilities and infrastructure are enabled by development

6.8 Nine design principles for urban living are set out in this chapter. Each has a short, explanatory title, sets out an underlying aim, gives a precedent example of where it has been successfully implemented, sets out what would be expected in designs, and provides pointers to supporting studies, standards or other guidance.

6.9 This chapter's design principles are to be used following a principle of 'Comply or Justify'. Deviation from the principles set out will only be permitted with robust and evidence-based justification for doing so. In such cases, developers and their design teams must demonstrate that their proposals will deliver the very highest quality design that aligns with the aims of each design principle. Proposals that do not comply with these principles and fail to provide compelling justification, including evidence and options analysis, will be refused.

6.10 The nine principles are:

People-Friendly Streets

1. Active ground floor, connecting to usable public realm
2. Comfortable street environment with overshadowing and microclimate issues mitigated through design

Attractive, Long-Lasting Buildings

3. Environmental sustainability and build quality as fundamental design parameters
4. Heights responding to street scale
5. Regular vertical articulation for a fine grain of buildings
6. Attractive and varied roofscape with a variety of heights
7. Use of attractive, long-lasting, contextual materials

Quality Homes for All

8. Generous private and shared amenity space for all dwellings
9. A mix of unit types and sizes

People-Friendly Streets

1. Active Ground Floor, Connecting to Usable Public Realm

6.11 Aim: To generate a sense of safety, activity and vibrancy in the urban realm by ensuring on-street activity is visible and is strengthened by passive surveillance from homes and businesses.

6.12 Designs should demonstrate:

- Active frontages to all streets, with entrances and windows or active ground floor uses located to enable overlooking of the street. Where buildings cannot achieve an active frontage for justifiable reasons, buildings on the opposite side of the street should enable natural surveillance
- Building typologies that address corners effectively, offering good overlooking on both sides
- Activity inside buildings containing commercial or retail uses at ground floor that is visible from the public realm
- Opportunities for social interaction and meeting, sitting and business 'spill-out' space in the public realm.
- Where new streets are created, a rich variety of streets, lanes, parks, mews, squares and civic spaces to enhance urban diversity and allow for a range of uses
- Main streets should have a consistent building line and strong continuity of built form
- Communal entrances to apartment buildings should be directly from the street
- Service lanes and yards which are integral to the layout of the block and sufficiently discreet to avoid a negative impact on neighbourhood amenity. Hours of servicing may be limited by planning condition.
- Discreet accommodation of commercial bins, service equipment and service entrances so that they do not dominate the streetscape or compromise the principle of active frontages and overlooked streets.



Figure 33: MacBean Street, Greenwich, London – integration of public realm and activated streets with buildings through open and active ground floors (Fathom Architects)

2. Comfortable Street Environment with overshadowing & microclimate issues mitigated through design

6.13 Aim: To design comfortable outdoor spaces that protect against excessive sun, re-radiated heat and do not create cold, windy or gusty environments, in order to significantly extend the usable period of outdoor public spaces and ensure that such spaces are comfortable for all users.

6.14 Designs should demonstrate:

- Public spaces that use solar exposure for warmth and are protected against cold winter winds, demonstrated through computer modelling
- Public spaces and streets that provide adequate shade in the summer and do not overheat through re-radiated heat from buildings, including under projected climate change scenarios.
- Building frontages with retractable canopies or other means of providing shade, where they are exposed to the summer sun, to maximise usable outdoor space
- A planting strategy which optimises the use of locally distinctive tree and plant species, and delivers benefits for shade, drainage, air quality and biodiversity
- Use of green infrastructure to mitigate the Urban Heat Island Effect and in creating shade.



Figure 34: Waterside, Belfast – use of computer-aided design of built form to create public spaces that mitigate wind and rain to extend the usable outdoor season (Henning Larsen)

Attractive, Long-Lasting Buildings

3. Environmental sustainability and build quality as fundamental design parameters

6.15 Aim: Resilience to, and contributions towards reducing the effects of, climate change should inform every stage of the design and development process, with an emphasis on capturing opportunities for habitat creation, water conservation and green energy production.

6.16 Designs should demonstrate:

- Route toward achieving zero-carbon homes. This may be achieved through certification such as Passivhaus or appropriate carbon offsetting.
- Convenient bicycle storage at all dwellings, with apartment buildings having ground-floor, secure storage areas, and all houses having secure cycle parking space with convenient access, to a level of provision which meets Local authority standards.
- Cycle stands near retail or community facilities, and at public transport stops and benefiting from natural surveillance
- SuDS infrastructure to provide multiple benefits, aiming to incorporate the management of water quantity, improvements in water quality, amenity provision and increased biodiversity, including a consideration of biodiversity net gain.



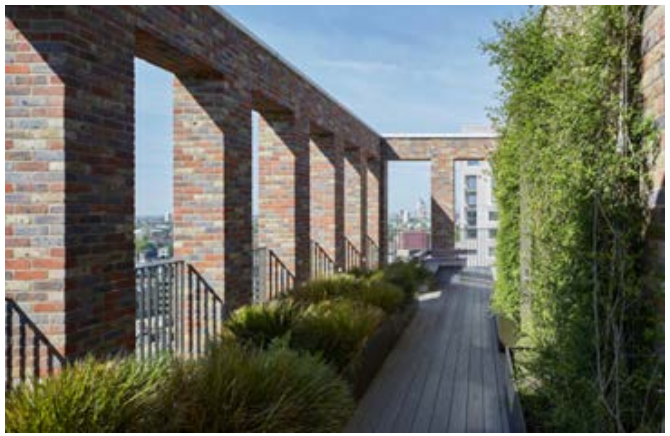




Figure 35: South Gardens, Elephant & Castle, London – Climate-positive masterplan, with ultra-energy efficient PassivHaus construction using cross-laminated timber for some buildings in a conservation setting. (MacCreanor Lavington)

- Minimal reliance on drainage solutions requiring extensive and ongoing maintenance. Ensure SuDs and soft landscape maintenance plans are co beneficial in order toto minimise both current and future risk of SuDS failing due to lack of maintenance.
- Maximum rainwater and grey water recycling has been incorporated in homes and the public realm.
- Building orientation and internal layouts designed to maximise solar gain, and dual-aspect dwellings with good passive ventilation.
- Reducing the development's use of resources across its life cycle, including during the construction phase
- Use of green roofs and inclusion of photovoltaic panels where possible.

4. Heights responding to street scale

6.17 Aim: To ensure the legibility, structure and function of a place is reflected though a hierarchy of scale in built form, streets and spaces, from primary streets and civic squares down to quiet residential streets and pocket parks.

6.18 Designs should demonstrate:

- A clear spatial hierarchy reflecting the street character, including the design, height, bulk, massing and configuration of buildings, the width and capacity of streets, the scale and function of spaces and the landscape character.
- Streets and public spaces which are enclosed and of dimensions informed by successful street case studies, drawn from locally and further afield



Figure 36: Great Kneighton, Cambridge – range of street types and scales with clear townscape markers and nodes created by varying building height (Proctor and Matthews)

3. Regular vertical articulation for a fine grain of buildings

6.19 Aim: To reflect the townscape of Staines-upon-Thames with a fine grain of buildings, providing interest and visual variety along streets.

6.20 Example: Portobello Square, London – regular ground-floor entrances and vertical articulation combine to make an attractive, fine-grain street (PRP)

6.21 Designs should demonstrate:

- Regular vertical articulation of building facades to meaningfully break up the bulk of larger buildings with visual changes.
- Use of townscape features such as deflection, projection and recession of buildings, to create interest along streets.
- . Variety and interest at all viewing distances (e.g. use of bricks and brick detailing close up, out to articulated façade and balconies from distance)
- Deliberate placement of townscape markers, and the careful integration of any landscape and historic features, at key nodes.
- Retail and commercial streets and spaces with a high frequency of building entrances.
- A clear and illustrated response to the Townscape design principles set out in the Development Framework, maximising all opportunities to implement them where sites form key street frontages or architectural set pieces.





6. Attractive & varied roofscape with a variety of heights

6.22 Aim: To create a memorable place with an interesting and enjoyable views, using high quality, varied roofscapes which are responsive to local patterns and traditions.

6.23 Designs should demonstrate:

- A roof-scape and silhouette which shows variety, responds to the spatial hierarchy and is based on local precedent, with a predominance of traditionally gabled or tilted roof forms
- Use of setbacks and screening, or incorporation within roofs, to reduce the visibility of plant and service equipment.
- An attractive variation in heights responding to an overall hierarchy related to streets, corners and key nodes.





Figure 37: Laindon Place, Basildon – varied roofscape and changing heights create a more visually interesting and distinctive neighbourhood centre (Pollard Thomas Edwards)

7. Use of attractive, long-lasting, contextual materials

6.24 Aim: To enhance civic pride, improve the appearance of Staines-upon-Thames over the long-term, reduce maintenance requirements and the need for new embodied carbon in reconstruction using high quality, long-lasting materials.

6.25 Designs should demonstrate:

- Use of materials that are high quality, long lasting and low in maintenance and sustainable, as well as responding to local character and contextual materials
- Street surface materials that reduce visual dominance of carriageways, and clearly delineate use of space such as parking, footpaths, crossings, edges and spaces to meet or rest
- Choice of planting that minimises long-term maintenance requirements
- Spaces and use of street furniture that facilitate long-term upkeep





Figure 38: Accordia, Cambridge – use of high-quality bricks and materials has created a development that stands the test of time (Fielden Clegg Bradley)

Quality Homes for All

8. Generous private and shared amenity space for all dwellings

6.26 Aim: To enable residents of areas of higher and lower density alike to enjoy high quality private space and access to the outdoors at home, to promote personal space, contact with nature, and respite from busy lifestyles.

6.27 Designs should demonstrate:

- Internal layouts to cater for contemporary living preferences including integrated kitchen/ family rooms, home-working space, dedicated utility spaces and good levels of storage.
- A range of outdoor amenity space that is appropriate to the typology and density, relates directly to the living environment and offers opportunities for extended seasonal use.
- Importance given to entrances and provision of adequate threshold space to dwellings, both on the street and within apartment stairwells.
- Arrangement of dwellings and amenity spaces to carefully consider privacy.
- Generous fenestration and opportunities for large areas of glazing, where it suits the typology, should be maximised to allow for naturally well-lit homes and a seamless connection between living and external amenity spaces. Glazing to all habitable rooms should be not less than 20% of the internal floor area of the room.
- Innovative solutions for waste where tracking for waste disposal vehicles to all homes would compromise the intended character of a space or street. These may include underground waste systems.



Figure 39: City Park West, Chelmsford – generous public open space within the heart of the town centre (Pollard Thomas Edwards)

9. A mix of unit types and sizes

6.28 Aim: To deliver homes that meet the changing needs and demographics of society and contribute to socially mixed and integrated neighbourhoods.







Figure 40: Chobham Manor, Olympic Park, London – wide mix of different housing types, including mews, terraces, multi-generational homes, duplexes, maisonettes and apartments (PRP)

6.29 Designs should demonstrate:

- Homes should cater to contemporary household types, including single person households as well as small and large families, sharers, older people and downsizers.
- Dwellings of adequate size to support a lifetime use. This may be achieved by meeting the national minimum space standards and exceeding them for family-sized dwellings.
- Inclusion of specialist accommodation types, such as elderly or sheltered accommodation, to give the opportunity for a wider mix of people in town centres.
- Building sizes and shapes that enable alternative uses in the future, ideally right-angled and with suitable minimum frontage widths.
- Building typologies that permit uses to be changed over time, such as incorporating convertible ground floors on main streets.

Examples at Different Densities

6.30 To illustrate how the principles can be successfully applied, two illustrative examples are detailed on the following pages, showing how each of the nine design principles could be taken forward within typical development sites within Staines-upon-Thames town centre.

6.31 Two densities are set out, to support the zoning approach of the Development Framework:

- Medium Density, with an example at 175 dwellings per hectare (dph)
- Higher Density, with an example at 300dph

Medium Density – 175dph on a 70x70m block (0.49ha)

6.32 A medium density has been indicated as suitable for some sites where a compromise exists between its sustainable location and ensuring that the overall character and townscape of the town centre is respected.



Figure 41: 175dph density study overview

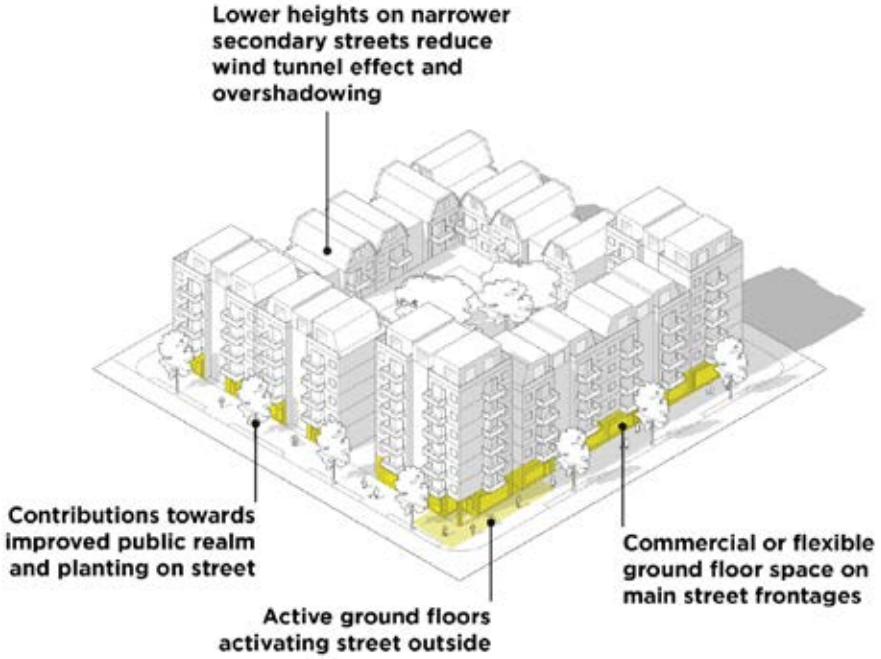


Figure 42: 175dph density study - Streets

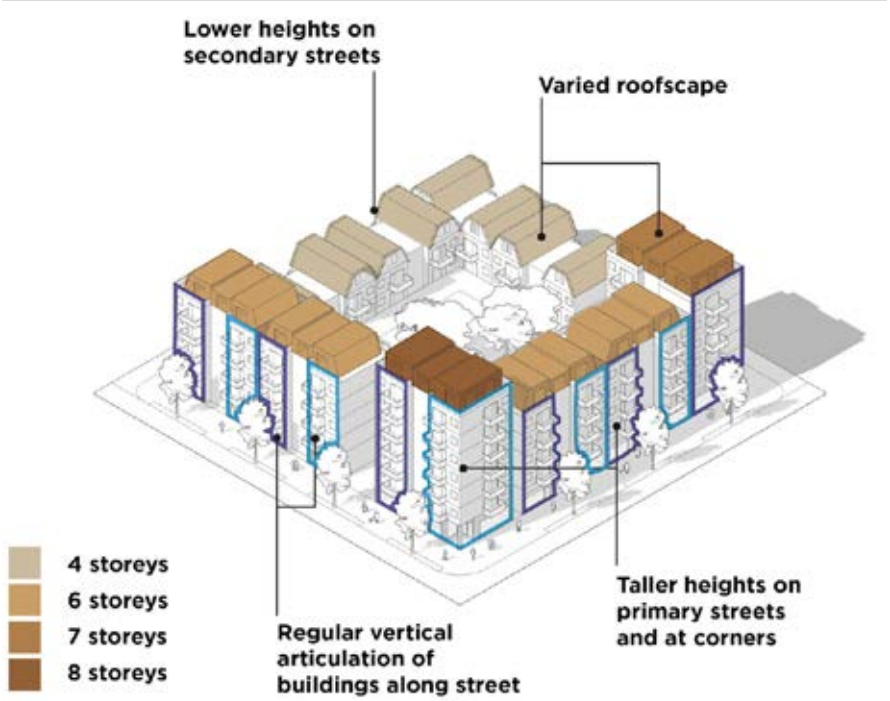


Figure 43: 175dph density study - Buildings

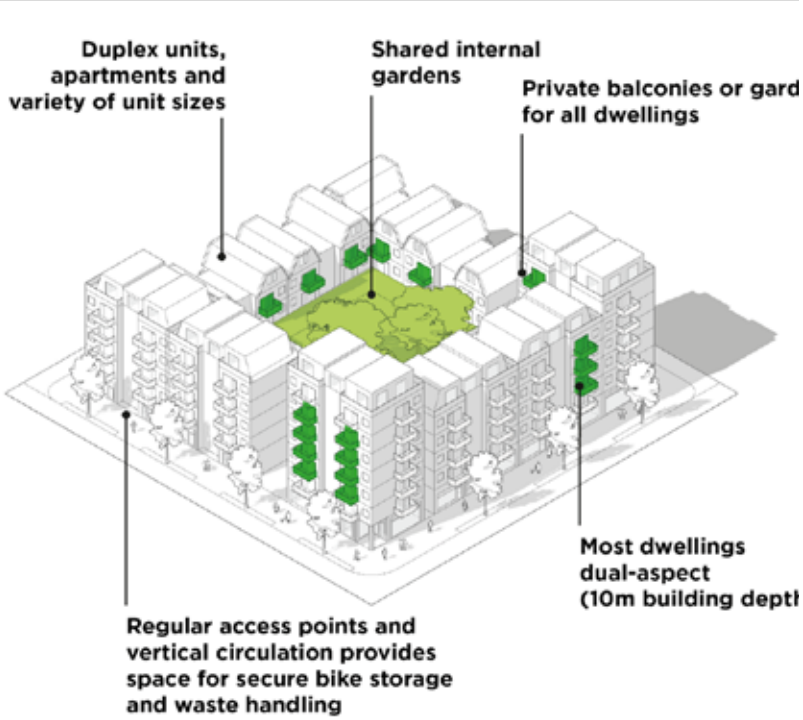


Figure 44: 175dph density study - Homes

Higher Density – 300dph on a 90x90m block (0.81ha)

6.33 A density of up to 350dph is set out in the Development Framework as being suitable for a number of the most sustainable sites within the town centre that offer the opportunity for comprehensive, co-ordinated development. In addition, a medium-high density of 250dph is set out in some locations. This study illustrates how a density of 300dph, between the two figures, may be undertaken. The principles are broadly applicable to both densities with appropriate adjustments of heights and other design parameters.



Figure 45: 300dph density study overview

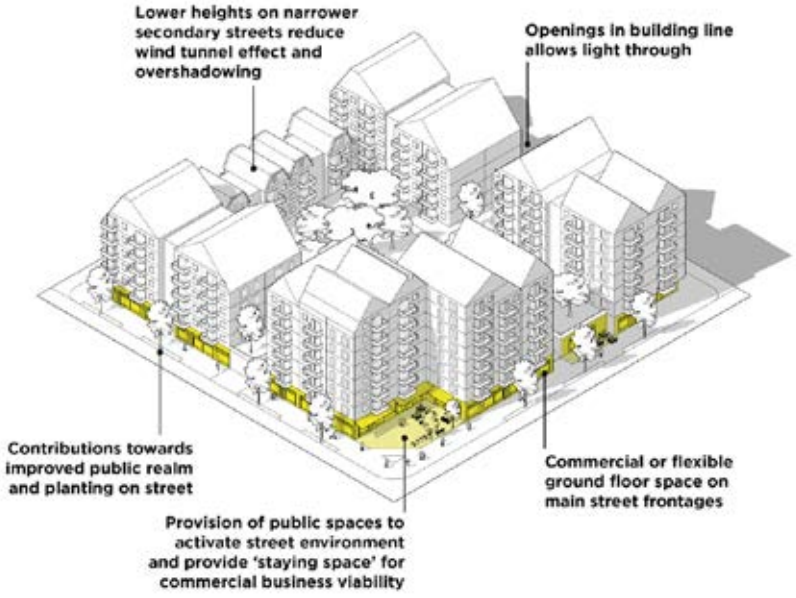


Figure 46: 300dph density study - Streets

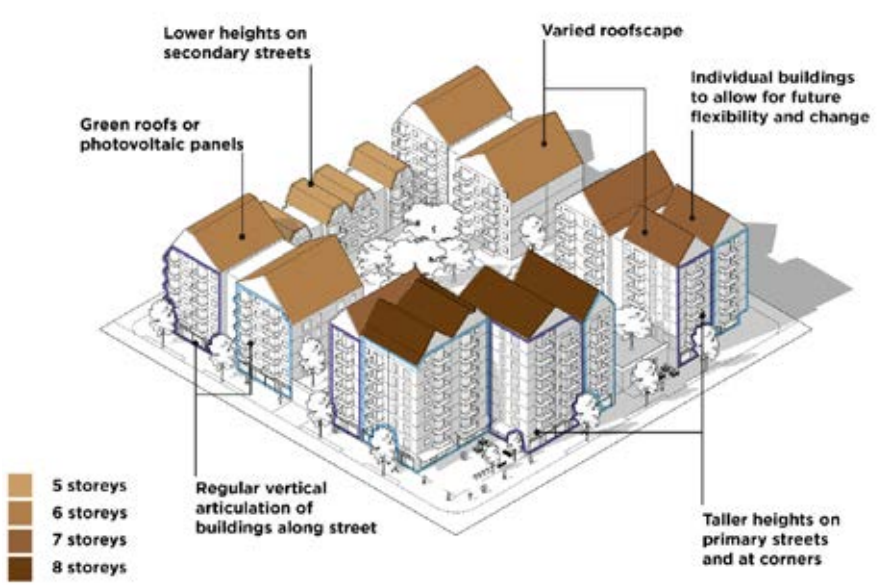


Figure 47: 300dph density study - Buildings

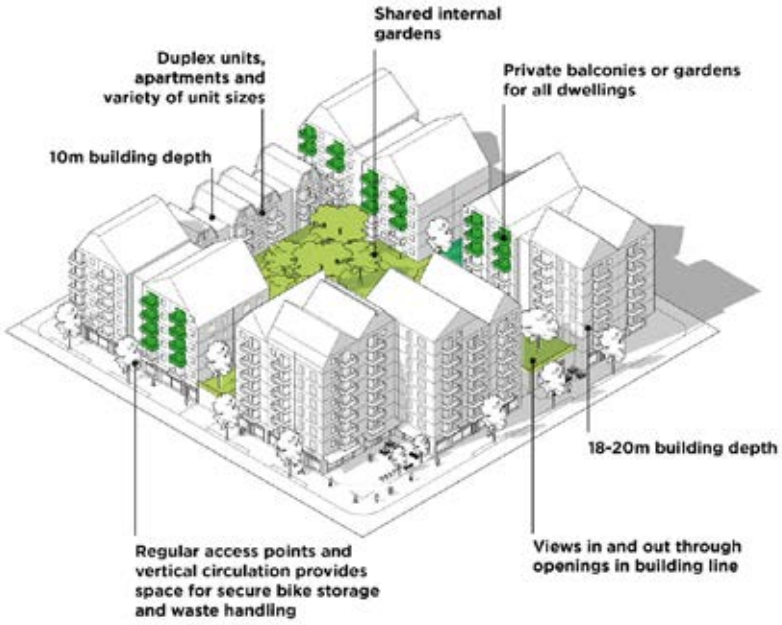


Figure 48: 300dph density study - Homes

Section 7.0
Development Opportunities

Consultation Priorities

- Ambition to include more community facilities within development sites
- Concern over high rise buildings and change in character of town centre
- Enhanced public transport
- Improved public realm
- Better use of the riverfront, more mix of uses
- Retain choice of retail, encourage independents
- More leisure and cultural facilities
- Environmental sustainability needs to be prioritised

Creating a Sustainable Place

- Locating new homes in the most sustainable locations
- Looking to reuse existing buildings to reduce embodied carbon
- Ensuring flexibility in new buildings so future changes do not require new buildings
- Ensuring new walkable streets are provided within large developments
- Providing green open spaces within development locations
- Improving climate change resilience

Main Proposals

- Integration of development sites with wider public realm priorities, including A308 transformation, connections to the rivers, and a rejuvenated and expanded Memorial Gardens
- Masterplanned redevelopment over time of the Elmsleigh Centre, Tothill Car Park and surroundings to create an attractive new mixed-use quarter that connects to the river, provides more flexible streets, spaces and buildings for the town centre, and creates new homes and facilities
- Redevelopment of Two Rivers North to provide new homes, retail space and connections to the rivers, along with the opportunity to create a new re-naturalised linear park based around the River Colne

7.1 A number of key development opportunities are located within the town centre, some of which are already being promoted for or benefiting from consent for mixed-use, residential-led redevelopments, and others not yet having been brought forward for development. These sites, and the associated development contributions towards wider infrastructure, are an essential part of delivering the aims and aspirations of the Development Framework. This section sets out the key parameters and principles for development in these areas, taken from the wider strategies and principles set out in this framework document.

7.2 This section will concentrate on larger sites where a masterplanning approach is likely to realise greater potential, and enable phased redevelopment. A masterplanning approach allows a long-term vision to be achieved through incremental development, with each individual element benefiting from certainty over future parameters and required infrastructure that they need to contribute to.

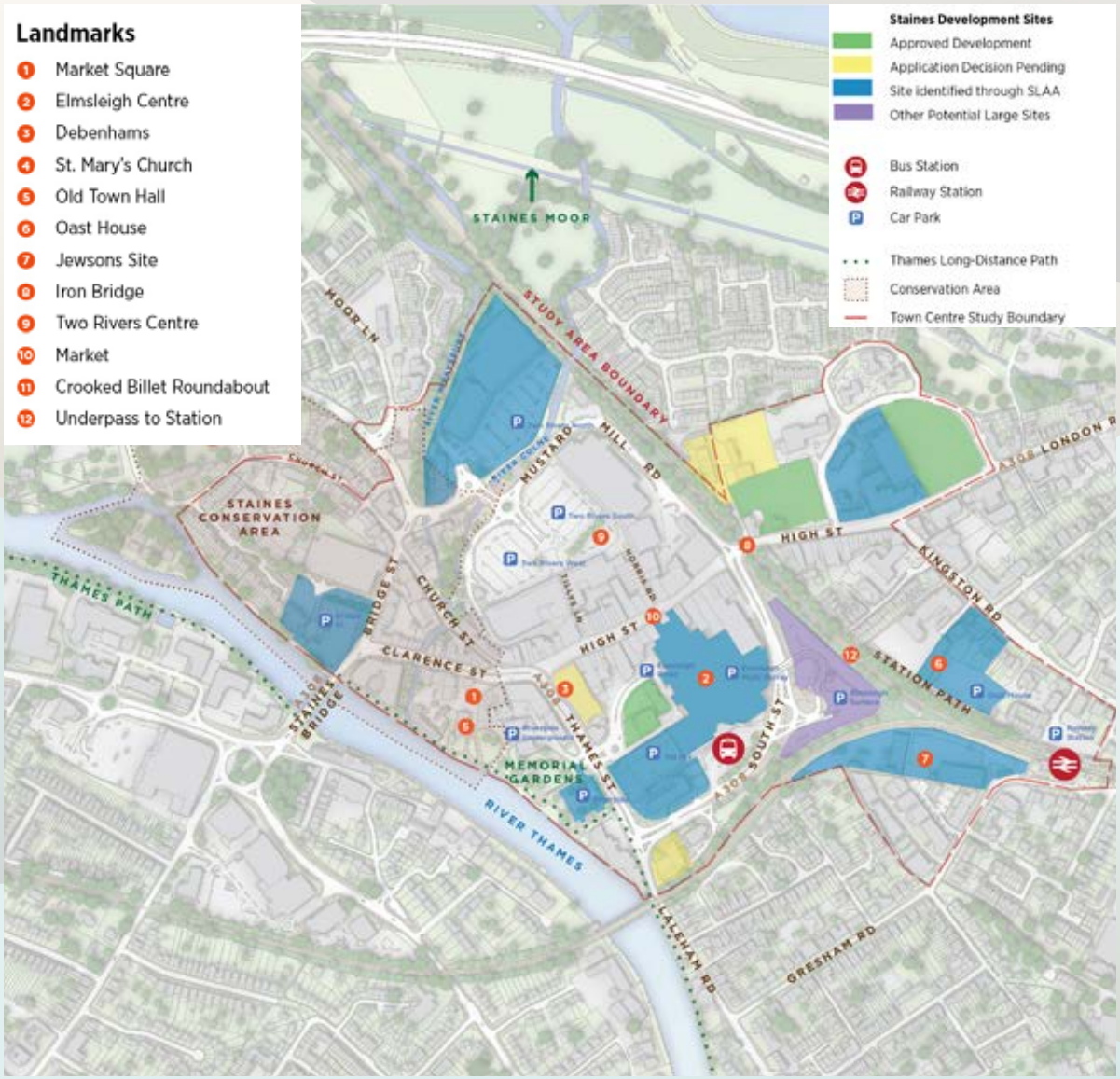


Figure 49: Development sites in Staines-upon-Thames town centre

Elmsleigh Centre / Tothill Car Park Area (South-Eastern Area)

7.3 The major opportunity for redevelopment in Staines-upon-Thames town centre is the area in the south-east of the town centre, between the railway lines and the High Street and River Thames. The site currently hosts the Elmsleigh shopping centre and associated surface and multi-storey car parks. It also contains the Tothill Car Park and access, and the Friends Walk complex of shops and facilities.

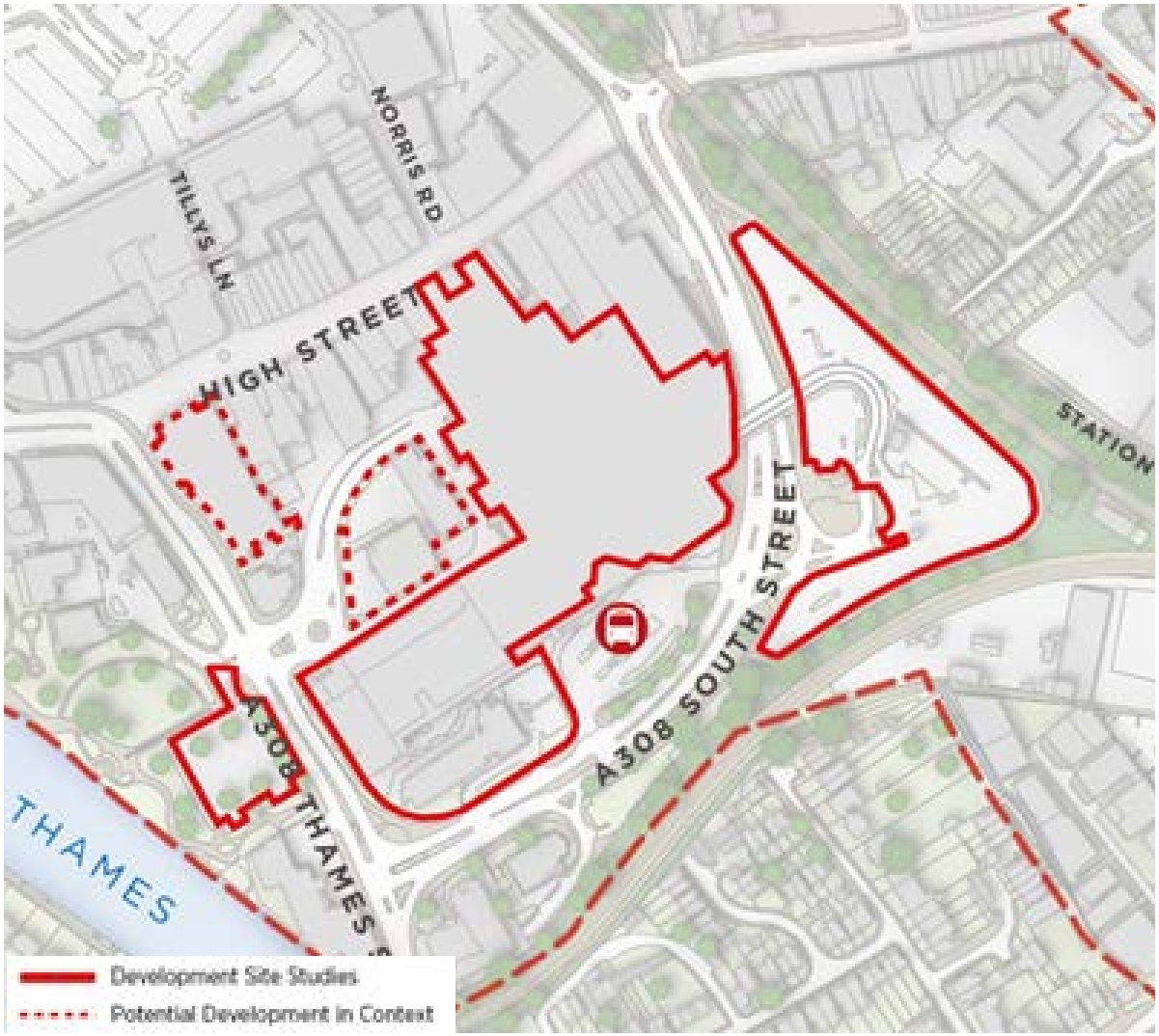


Figure 50: Elmsleigh Development Area site boundaries

7.4 This site presents a unique opportunity for a council-led development of a new town centre neighbourhood, integrated retail, service, leisure, community uses, commercial and public facilities underpinned by residential use. Comprehensive land ownership and wider public objectives could combine to create an example of modern, sustainable town centre development that delivers benefits for both existing and new residents. Many of the interconnected priorities outlined in this Framework can be realised on this site.

7.5 The existing Elmsleigh Centre is popular and well-used, but the nature of retail in town centres is changing, and along with it, the nature of traditional monolithic shopping centres. A phased redevelopment offers the opportunity to create new streets, public open spaces, and more flexible buildings that can be adapted in the future as needs continue to change.



Figure 51: Land ownership around Elmsleigh Centre

7.6 SBC owns the freehold interest in the majority of land in this area. A number of individual sites and potential development phases make up the overall area considered here. They include:

- Elmsleigh Centre
- Tothill Car Park
- Elmsleigh surface car park
- Riverside car park
- Surrounding land owned by SBC which could be brought into any future masterplanned development
- Through route between the bus station and the High Street, and a pedestrian route under the railway from Station Path to the bus station

7.7 Masterplanning these sites together provides co-ordination between independent developments. This gives design teams guidance on future vision, direction and what is important, and maximises the overall potential of this large site.

Concept and Opportunity

7.8 The age of large primarily single use shopping centres is coming to an end. Modern town centres need to be agile, flexible and adaptable for the long-term, and instead of an inward-facing monolithic building, the opportunity exists to create new streets, spaces and individual buildings instead, turned to face outwards to surrounding streets. Key components include:

- A broad mix of uses, with flexible, active ground floors and buildings sized to be adaptable to different uses over time
- A residential population to support retail, commercial and leisure uses and a wider variety of services
- A green 'heart' and green link to the river
- Tying together transport gateways, the High Street and the riverside

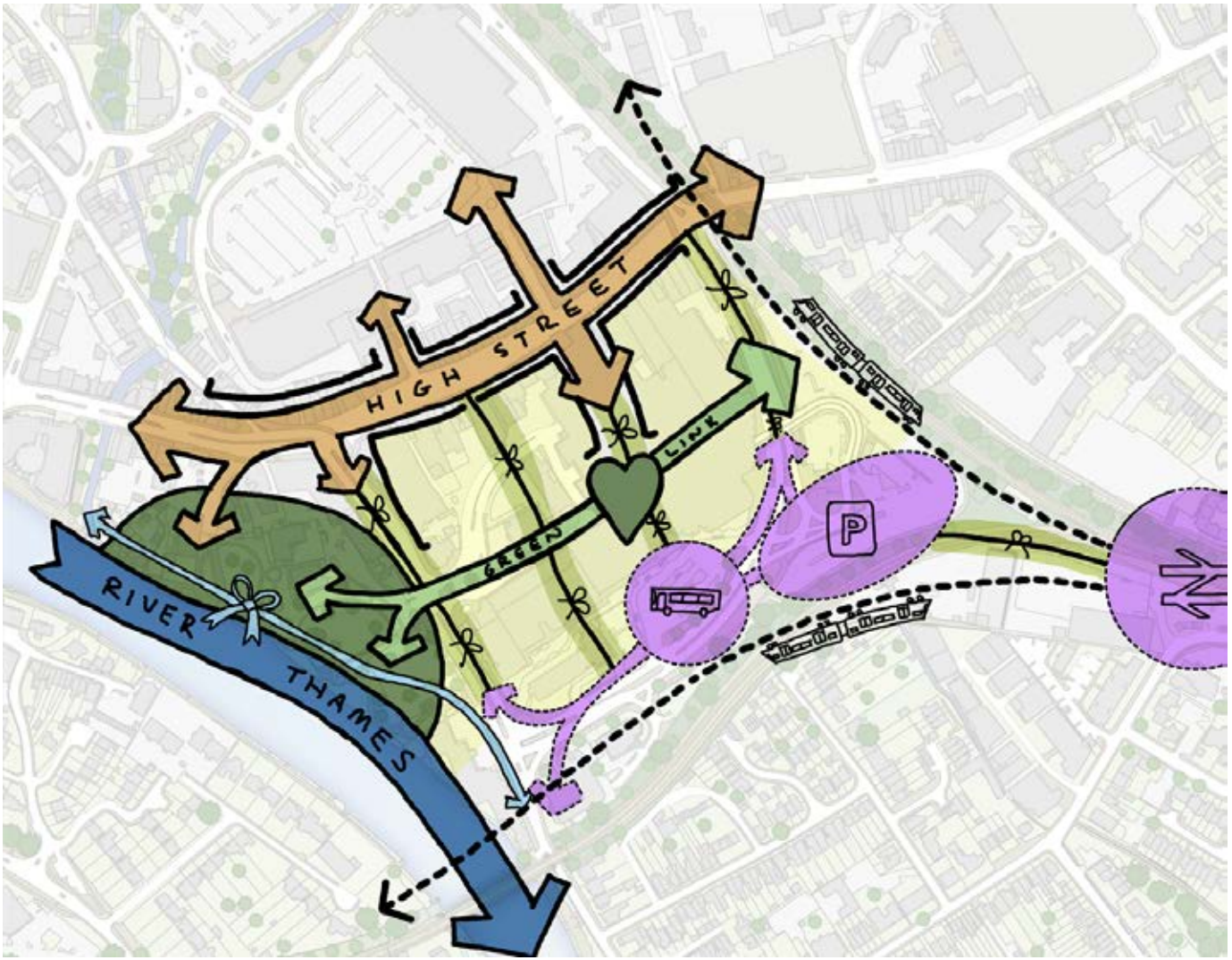


Figure 52: SE Area concept

Design Principles

7.9 Key design principles for the site and immediate surroundings are set out in Figure 53 below. This takes forward the wider framework of townscape principles, character area priorities, and public realm strategies that intersect with the site.

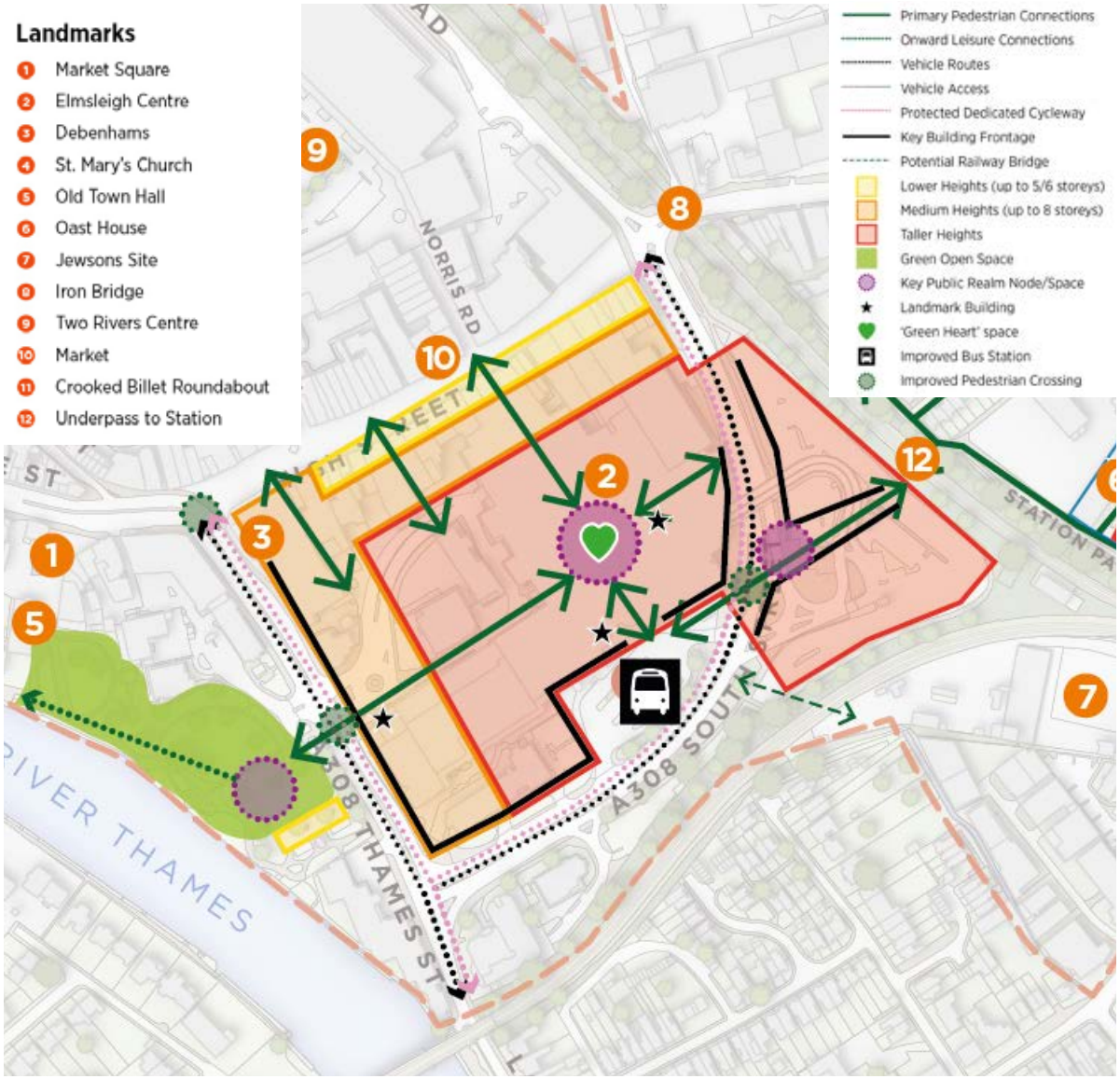


Figure 53: SE Quarter principles plan

7.10 Development principles for the site are:

- A mix of commercial space, including retail, leisure, office and other flexible commercial space, primarilayprimarily on the ground floor addressing streets
- A mix of residential dwellings, primarily apartments, duplexes and other higher-density typologies
- Space for community facilities, such as a library, museum, community centre and other flexible community space
- Specialist residential accommodation such as sheltered accommodation, extra care accommodation and retirement living should be considered
- A new public open space (a 'green heart') at the centre of the development where internal streets intersect
- An extension of Memorial Gardens onto the site of the Riverside Car Park, to provide improved public open space suitable for hosting events, overlooked by new development and new facilities facing the gardens
- Outward-facing development, addressing surrounding streets
- New walkable streets connecting key external and internal destinations such as the bus station, the High Street, the river front and Memorial Gardens, and the railway station.
- Improved pedestrian crossings and street environment along Thames Street and South Street
- Delivery of protected, dedicated cycleways along the sustainable movement networks set out in the Framework
- Consolidation or re-provision of existing public car parking to retain current provision, with the potential for future reductions and conversion to other uses as and when a shift to more sustainable modes of travel occurs.
- Consideration towards adaptive re-use of existing buildings where physically and financially workable, to avoid embodied carbon of new construction
- Improvements to the quality of the bus station, and connections to the railway station
- Sensitive scaling down of built form to meet the High Street's existing character
- High quality, activated frontage along Thames Street facing the riverfront

Illustrative Vision

7.11 An illustrative plan (Figures 54 to 57) shows the potential for the area under a co-ordinated, masterplanned approach, following and implementing the above principles and parameters, as well as the wider framework priorities. This is one scenario and would be subject to detailed design, and would likely be developed in phases.

7.12 The illustrative plan takes into account the design principles and example density studies set out in the previous chapter, 'Design for Urban Living'. These principles and studies aim to deliver high quality design, homes and placemaking in new higher-density developments within Staines Upon Thames town centre.

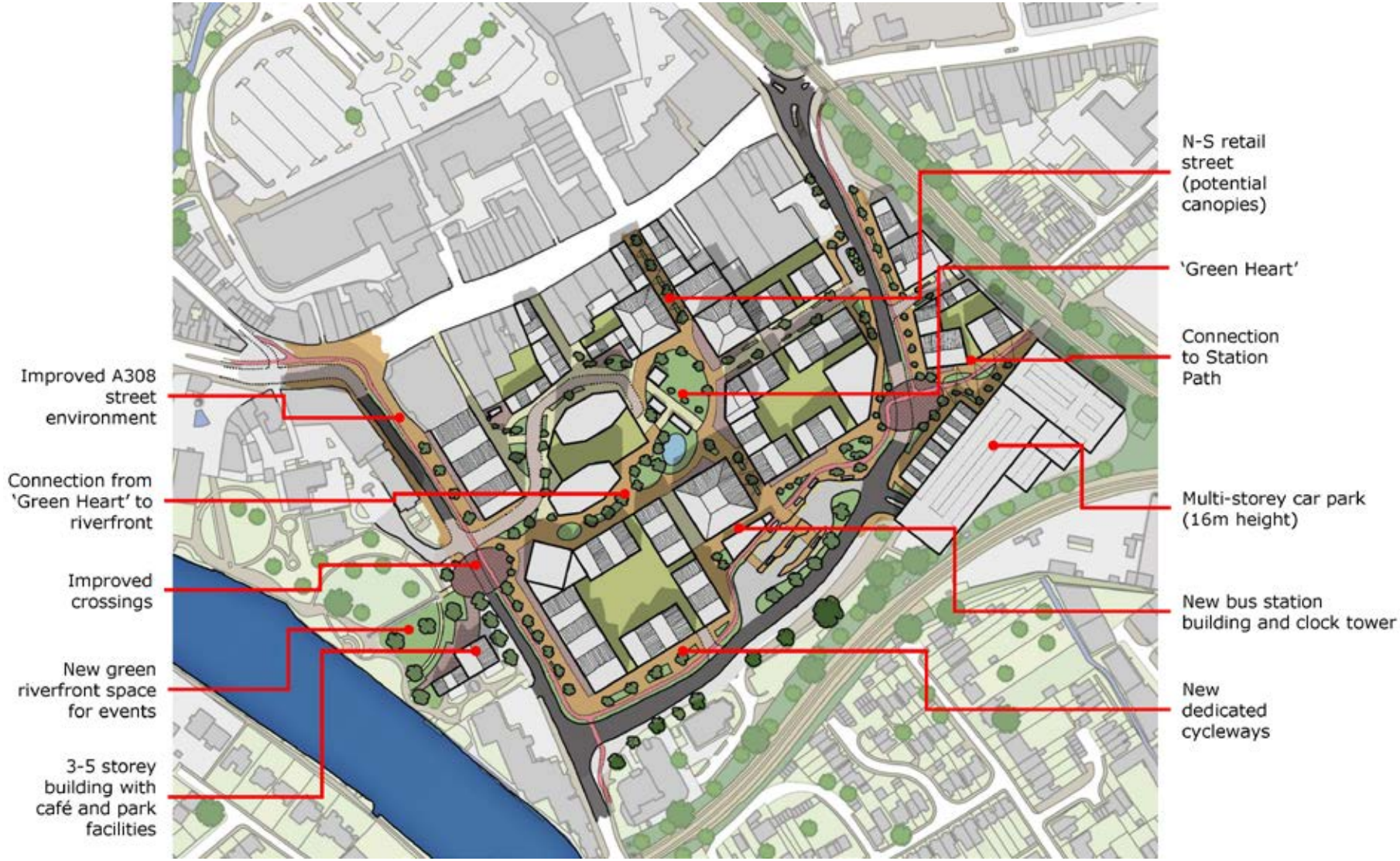


Figure 54: SE Area Illustrative Plan



Figure 55: SE Area Illustrative Model

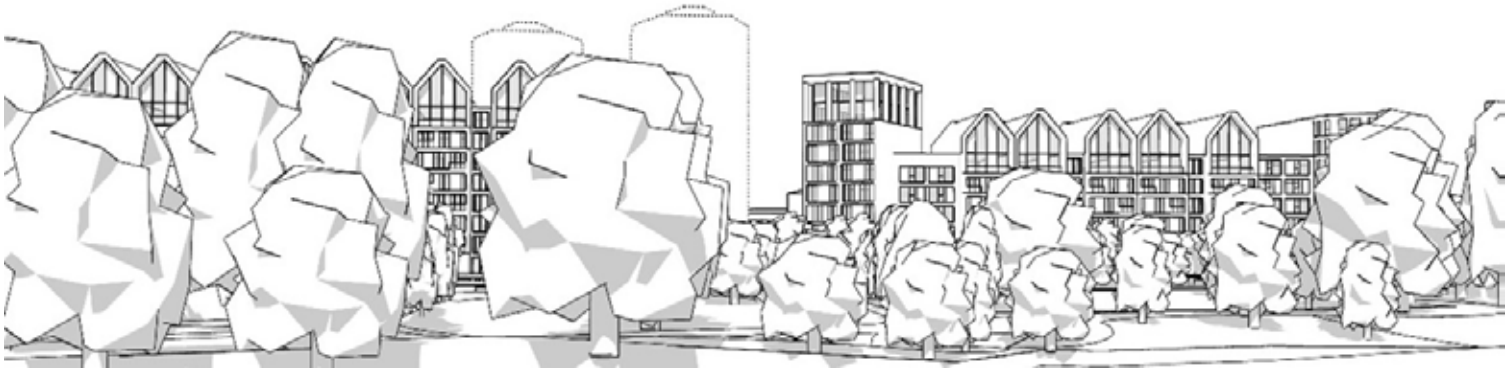


Figure 56: SE Area Illustrative View from River Thames



Figure 57: SE Area illustrative view from Memorial Gardens

Implementation

7.13 The site is currently in a range of existing uses including car parking, a shopping centre, offices and community uses. Whilst in public freehold ownership, it is recognised that there will be a range of leasehold interests that will need to be acquired or re-accommodated to secure vacant possession of parts and ultimately all the developable area. This process will take time and will involve detailed consideration of the physical as well as tenure structure of the existing buildings to identify parcels that can be brought forward to enable planned phased delivery.

7.14 The easiest parts of the site to bring forward are the areas of surface car parking to the south and east of South Street, however parts of this area are also intrinsically linked to the Elmsleigh Development and Tothill car park via the access ramp. Parts of the surface car parking may be prioritised for early development to help pump prime the work required to bring forward the more physically constrained areas of the site and to enable phased site assembly.

7.15 The Elmsleigh Shopping Centre whilst a single entity of monolithic design is internally divided into 4 discrete shopping areas, separated by pedestrian malls. This layout may help facilitate redevelopment in phases, with that part of the centre incorporating the Elmsleigh multi storey car park, to the south of Main Square and East Mall, potentially offering the facility to be separated from the remainder. It is also possible for Communications House to come forward as a discrete phase, and the Friends Walk/Tothill Car park element to form another phase. This anticipates overall a delivery strategy that sees development being implemented broadly from south to north. Actual delivery will be the subject of a detailed phasing strategy, which will establish how remaining existing development will interface with the new at each stage.

7.16 Part of the process of implementation will be to explore the potential for re-use of existing structures. This will establish whether a suitable form and quality of development can be implemented through the retention and adaptation of existing buildings, or elements of buildings, to benefit from embodied carbon and improve sustainability. This will be balanced against any potential impact on viability and deliverability, and on the extent to which this facilitates or limits the ability for the redevelopment to deliver the key objectives set out in the Development Framework.

Two Rivers North

7.17 The northern end of the Two Rivers retail park is currently being promoted for redevelopment by its owners, for a residential-led scheme. The site currently hosts several 'big-box' retailers and associated parking to serve them. With a general decline in the value of retail uses arising from changes in the way people shop, it is anticipated that large retail sites such as this in and close to town centres are likely to consolidate and bring forward underused land for development over time.

7.18 The site is surrounded by the rivers Wraysbury and Colne. The River Colne in particular is a highly-engineered river, running fast and unnaturally through the town and with inaccessible and unusable grass banks on either side. To the north and west, mature trees and planting surround and screen the site, along the railway and river corridors.

As with the Elmsleigh site, this site is under single freehold ownership.

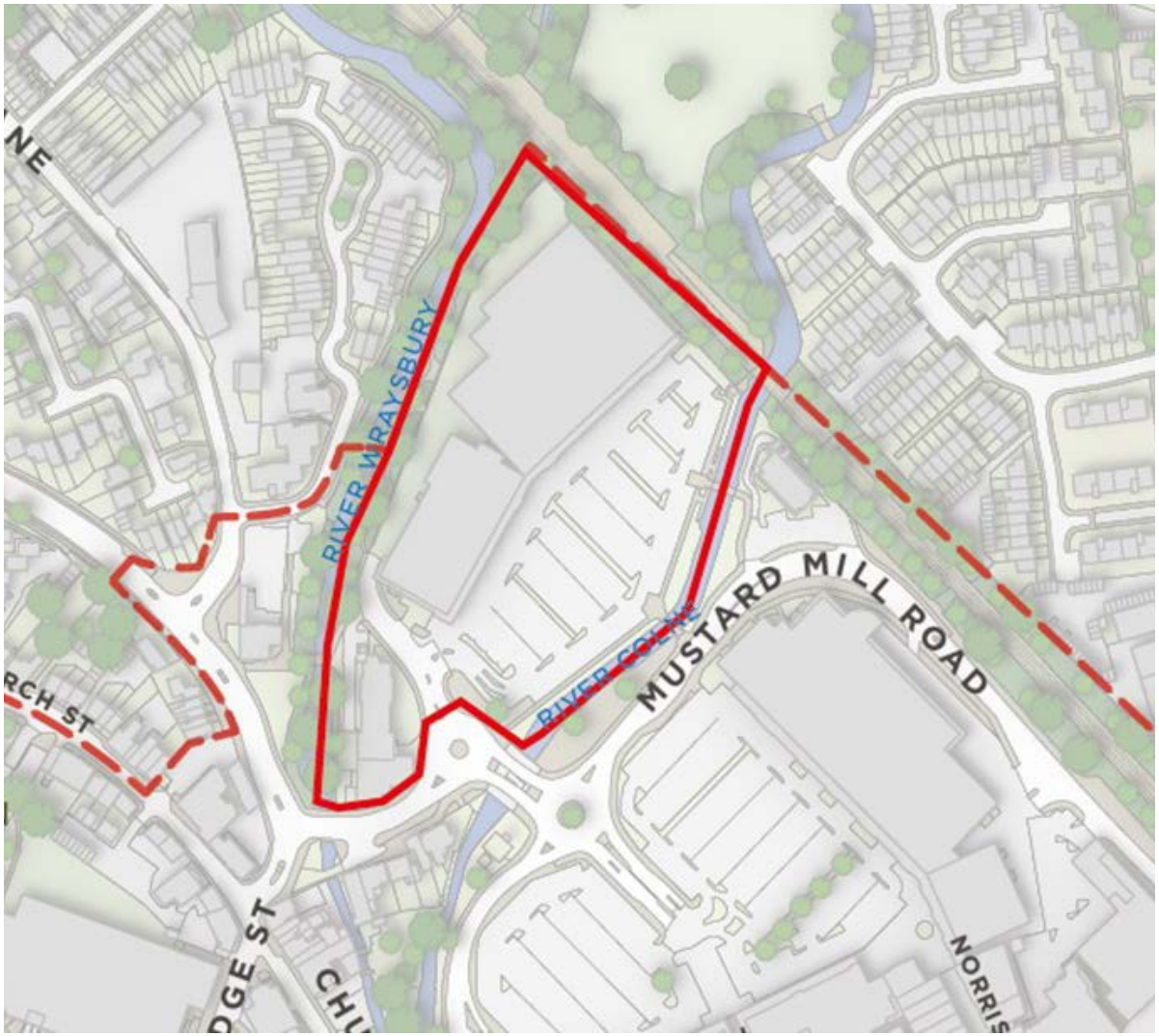


Figure 58: Two Rivers North site

Concept and Opportunity

7.19 The site is surrounded by rivers and green infrastructure, which are currently underused or of poor quality. There is an opportunity to improve the quality of these spaces and routes, and to improve access to them and the onward connections to larger green areas.

7.20 New routes across the site should connect it to the surrounding area, reducing its current 'edge' location and integrating it into the town. By opening up and making better use of the River Colne as a linear park, amenity for new and existing residents can be provided and development can deliver new benefits for all. The potential to enhance biodiversity along the river through river restoration schemes should also be explored.

7.21 Urban residential-led development on the site offers an opportunity to make more efficient use of the land, with new streets and spaces that provide walkable connections and space for flexible retail, leisure and other commercial ground-floor uses.



Figure 59: Two Rivers North concept diagram

Principles

7.22 Key principles for the site and immediate surroundings are set out in Figure 60 below. This takes forward the wider framework of townscape principles, character area strategies, and public realm strategies that intersect with the site.

7.23 Development principles for the site are:

- A mix of commercial space on the ground floor addressing key streets and public realm
- A mix of residential dwellings, primarily apartments, duplexes and other higher-density typologies
- Potential flexible space for community facilities as part of an active ground floor
- A new public open space at the gateway of the development adjacent to the River Colne
- A network of internal streets, with pedestrians prioritised and vehicle access on an internal spine away from the rivers
- A new pedestrian connection between Two Rivers/Norris Road and the River Wraysbury, running SE-NW through the site
- A linear public open space with a restored and re-naturalised River Colne providing new biodiverse habitats in the town centre
- Improved pedestrian crossings and street environment along Thames Street and South Street
- Delivery of protected, dedicated cycleways along the sustainable movement networks set out in the Framework
- Sensitive scaling down of built form to meet the green edge of the River Wraysbury and adjoining homes
- Sensitive scaling down of built form to meet the existing buildings along Hale Street
- High quality, activated frontage along the new linear park on the River Colne, facing the town centre

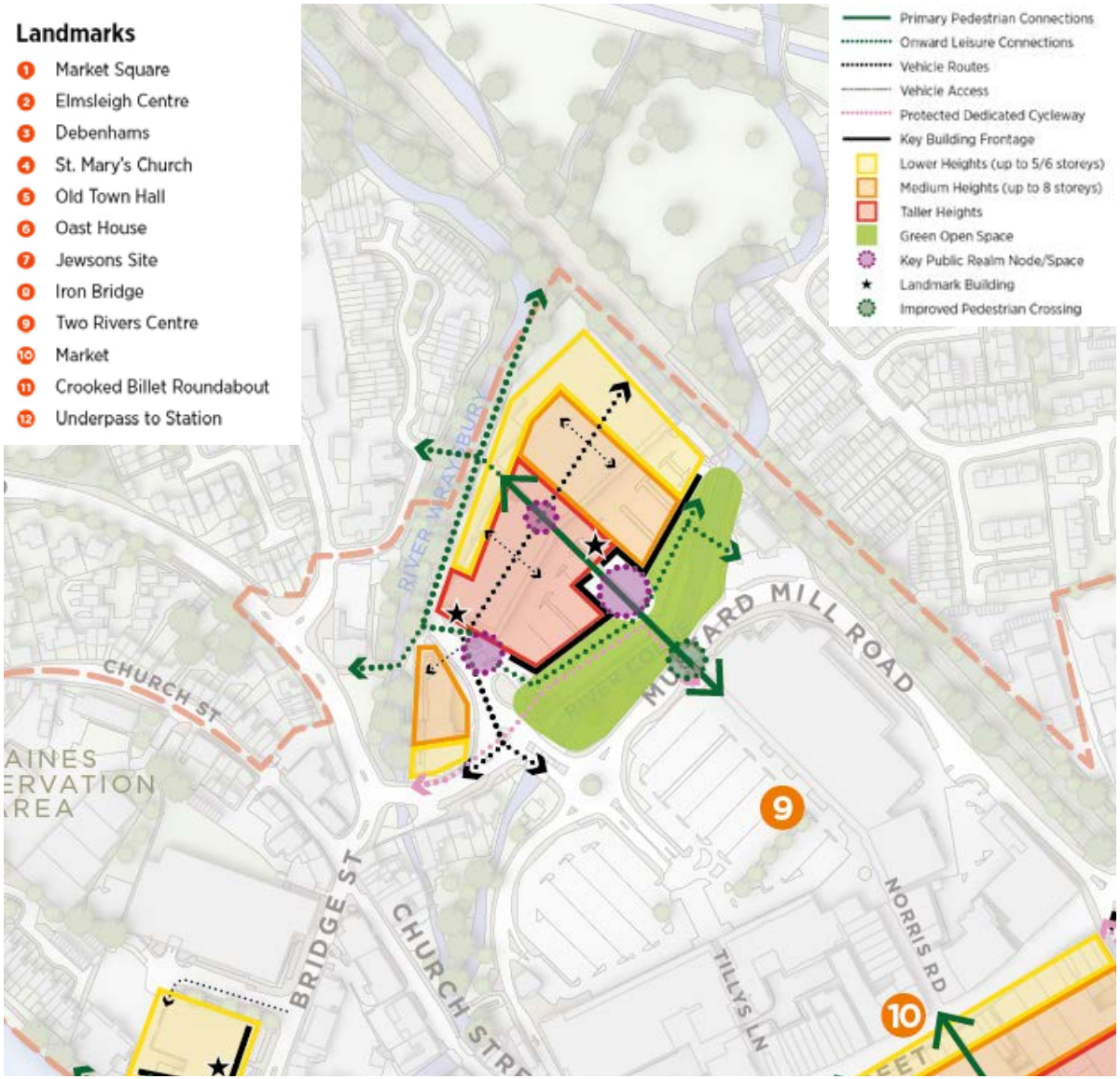


Figure 60: Two Rivers North principles plan

Illustrative Vision

7.24 An illustrative plan (Figures 61 to 62) shows the potential for the area under a co-ordinated, masterplanned approach, following and implementing the above principles and parameters, as well as the wider framework strategies. This will be subject to detailed design in due course, and is likely to be developed in phases.

7.25 The illustrative plan takes into account the design principles and example density studies set out in the following chapter, 'Design for Urban Living'. These principles and studies aim to deliver high quality design, homes and placemaking in new higher-density developments within the town centre.

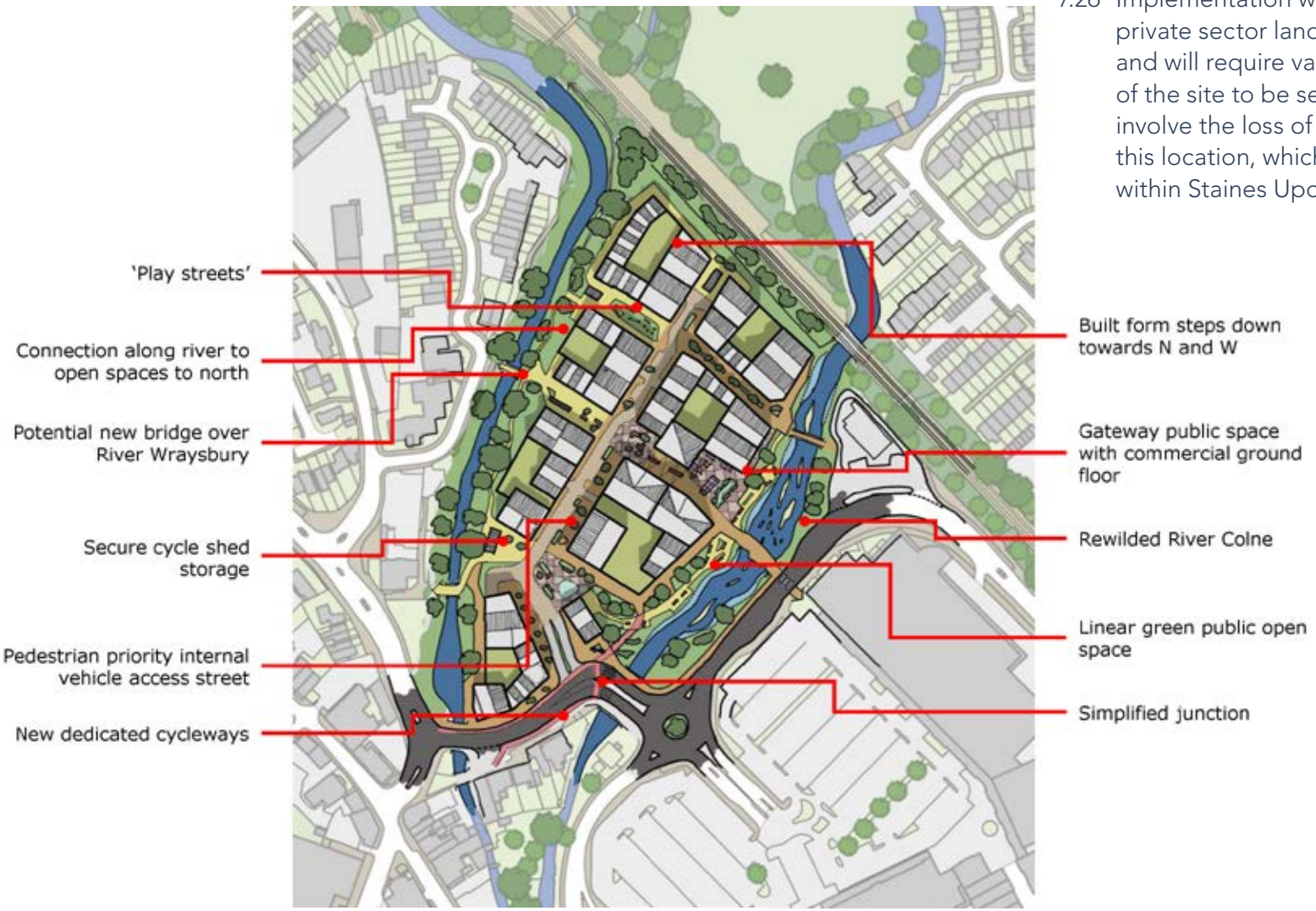


Figure 61: Two Rivers North illustrative plan

Implementation

7.26 Implementation will be led by the private sector landowner/developer and will require vacant possession of the site to be secured. This will involve the loss of retail floorspace in this location, which may either relocate within Staines Upon Thames if suitable

accommodation is available, or be lost to the town centre. Such change of use from retail to primarily residential use is becoming more common as the structure of retail changes and the extent to which people shop online rather than via bricks and mortar outlets increases. This reflects the resultant fall in retail values compared to residential development values. This however poses its own challenges to overall deliverability as the existing use value of the site will be that generated by its retail and car parking use, and will be comparatively higher than that which would apply to undeveloped land.

7.27 It is expected that any site promoted for residential development by a private owner will comply with policy requirements and provide for its share of affordable housing and supporting local infrastructure. It is also expected that such development will provide the wider identified on and immediately off site associated improvements to public realm and will address any necessary highways works required as a result of the change of use.



Figure 62: Two Rivers North illustrative massing model

Bridge Street Car Park

7.28 This site is in a prominent location next to Staines Bridge and is a key gateway into the town centre. It is currently occupied by a partly-used decked car park.

7.29 The site offers an opportunity to create an active destination space next to the Thames, integrating an improved Clarence Street with the River Thames and the Thames Path.

7.30 Opportunities exist to enhance and build upon the presence of the existing microbrewery and tap room adjacent to the car park, and to reimagine the archways underneath Staines Bridge as flexible commercial space for cafes, workshops, local businesses and cultural space.

7.31 Key design principles for the site and immediate surroundings are set out in Figure 63 below. This takes forward the wider framework of townscape principles, character area strategies, and public realm strategies that intersect with the site.

7.32 Development principles for the site are:

- A mix of active commercial space on the ground floor addressing the river
- An active frontage at first floor addressing Clarence Street and Bridge Street
- A mix of residential dwellings, primarily apartments, duplexes and other higher-density typologies
- A new public open space on the riverfront, connected to an improved pedestrian crossing at the Clarence St traffic lights
- Delivery of protected, dedicated cycleways along the sustainable movement networks set out in the Framework
- A landmark building following the Townscape principles set out in the Framework to terminate Clarence St and provide a distinctive entrance to the town from the south

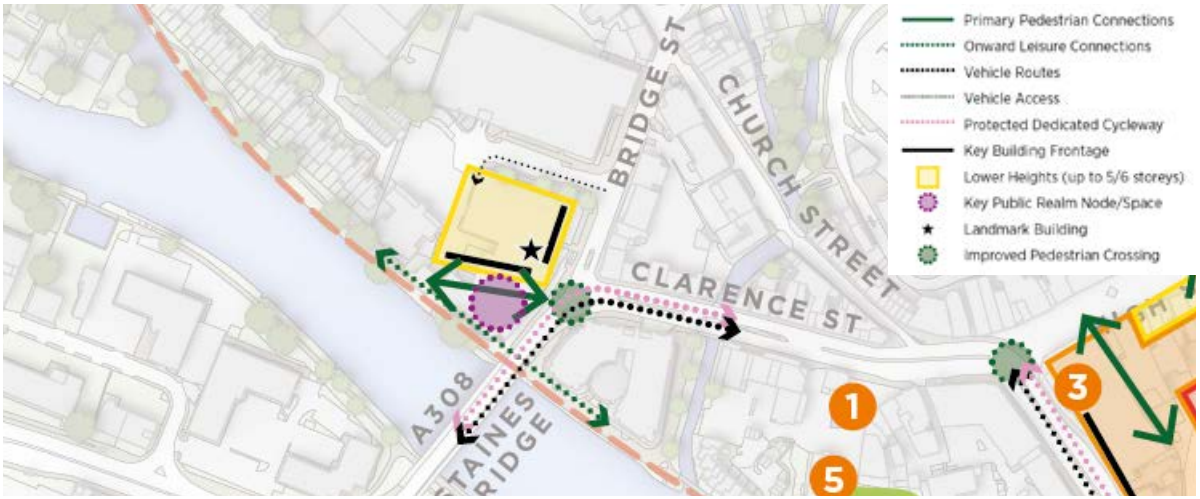


Figure 63: Bridge St Car Park principles plan

Oast House / Kingston Road Car Park

7.33 The Oast House is a valued local landmark but has stood empty for a number of years. The adjacent Kingston Road Car Park is a surface car park, opening onto Station Path.

7.34 Preserving and imaginatively refurbishing the Oast House offers a superb opportunity to create a cultural and arts centre within Staines-upon-Thames, creating an important new facility which the town currently lacks.

7.35 Key design principles for the site and immediate surroundings are set out in Figure 64 below. This takes forward the wider framework of townscape principles, character area strategies, and public realm strategies that intersect with the site.

7.36 Development principles for the site are:

- Re-use of the Oast House as a distinctive centrepiece of the development, containing space for community facilities, such as an arts or cultural centre
- A mix of residential dwellings, primarily apartments, duplexes and other higher-density typologies, but also houses at boundaries with existing residential areas
- Potential flexible space for community facilities as part of an active ground floor
- A new public open space at the heart of the development
- A pedestrian connection between Station Path and Kingston Road, through the public open space
- Buildings fronting onto Station Path to provide passive surveillance and improved security along this key pedestrian route
- Sensitive scaling down of built form to adjoining homes

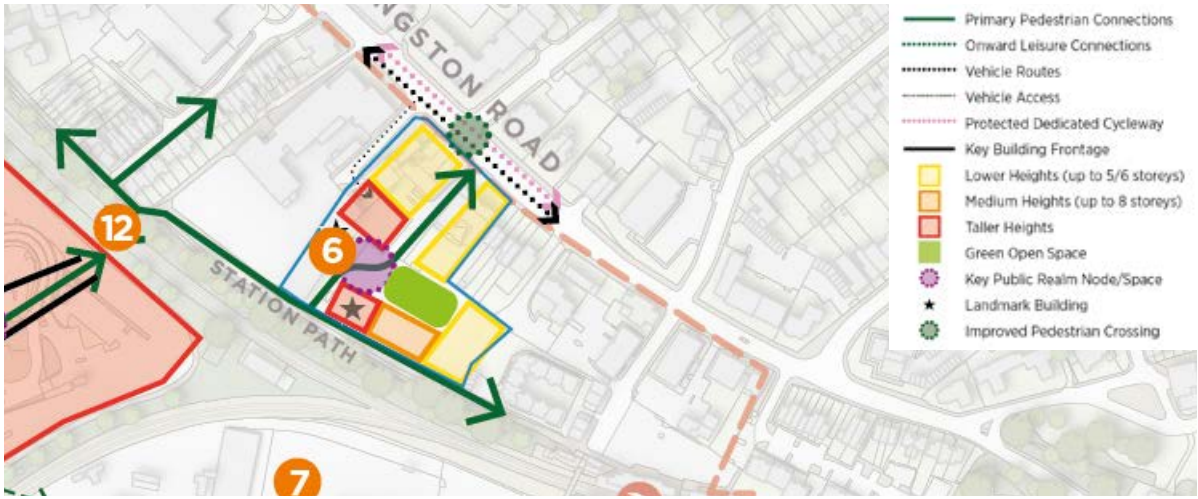


Figure 64: Oast House principles plan

Section 8.0
Delivery

Introduction

8.1 Delivery of the Development Framework is intended to take place over the Local Plan Period, i.e. the next 15 years. It is therefore essential that the proposals are able to evolve and adapt whilst remaining true to the core principles set out in this guidance. The Framework is not a blueprint, and is not intended to dictate strict development styles. It sets out the parameters and requirements for development that aim to ensure it will reflect the local context as it evolves, in a way that will determine a successful and sustainable outcome. It anticipates that there will be changes to the planning regulatory regime, market conditions, technical performance requirements for development and local attitudes, demands and behaviours over time.

8.2 In terms of deliverability, the Development Framework for Staines Upon Thames is starting from a strong position, as many of the larger development opportunities identified within it are in public sector ownership or control, or in single ownership where the landowner has already identified the prospect for redevelopment, as shown at Figure 4. This lack of fragmentation enables key development opportunities to be promoted without the need for lengthy, costly and uncertain site assembly. Extensive public ownership will also ensure that the development secured over time balances the commercial imperative with the wider needs of the community, environment and both Staines and Spelthorne residents. This degree of control will reinforce the role of the Development Framework in securing a balanced and sustainable future for Staines Upon Thames, incorporating an appropriate mix of commercial, residential, cultural and community facilities over the plan period, and delivering the identified improvements in public realm.

8.3 In terms of taking the lead on direct delivery, and the elements of public realm that are expected to be supported by development, the position for the key development sites that are not currently the subject of active applications can be summarised as follows:

Key development opportunities	Delivery lead	Related public realm projects	Key funding sources
Elmsleigh/ Tothill including Thameside House	Public sector, ownership controlled by SBC and SCC	Works to A 308 corridor, bus station improvements, New Streets and public open space within development, Connections between bus station and High Street, Contributions to re-provision of car parking	S.106, Transport related Funding streams, works delivered as part of development implementation.
Riverside Car Park	Public sector, ownership controlled by SBC	Improvements to Memorial Gardens, activation of space, improved linkages across the A308	CIL/S.106, works delivered as part of development implementation.
Jewson's site	Private sector, single ownership	Improved linkage between town centre and station	CIL/S 106
Oast House	Public sector, ownership controlled by SBC	Improvements to Station Path	CIL/S.106
Two Rivers North	Private sector, single ownership	Opening up of River Colne for public use and river restoration, new natural open space within the development, improved linkages with wider areas of natural open space	CIL/S.106, works delivered as part of development implementation.
Birch House/ London Road/ Fairfield Avenue	Private Sector, single ownership	Improvements to London Road corridor, Improvements to Iron Bridge, Extension of High Street	CIL/S.106, Transport related Funding streams, works delivered as part of development implementation.
Bridge Street Car Park	Public Private partnership – SBC/private sector	Improvements to High Street, Clarence St./ Market Square area. Contributions to replacement car parking. Improvements to river frontage and access to river adjacent to Staines Bridge.	CIL/S.106, works delivered as part of development implementation.

The proposals for environmental enhancement and public realm improvement are largely contained within or directly associated with specific development sites, or are within existing publicly owned or highways related land.

8.4 The town centre generally performs its role successfully, and looks to have weathered the recent challenges exacerbated by COVID 19 well. It is not therefore starting from a low base, but will be in a position to build on its performance to meet the needs arising from a new and growing resident population. This new population will reinforce the commercial performance of the changing mix of town centre uses over the plan period. The Development Framework recognises the structural changes affecting the types of commercial uses represented in town centres, and includes the flexibility for these to be developed and to remain dynamic to changes in demand going forward. The mix of uses for developments in and around the core town centre accommodate both changes of use, for example from shopping centre use in the case of the Elmsleigh Centre to mixed use, to reflect the national trend for shrinkage in retail floorspace in town centres. The framework also accommodates the opportunity for new ground floor commercial space to meet the changing needs of a growing town centre population. Such space is now generally contained in a single commercial use class "E", which allows flexibility between retail, office, other commercial and commercial leisure type uses that will serve the needs of the town going forward.

8.5 The delivery of the Development Framework in inextricably linked to its commercial and financial profile. The viability of the Local Plan as a whole is being tested. To date, this work identifies that the development of previously developed land (as opposed to greenfield sites) as is typically found in town centres can present an inconsistent range of cost and uncertainty which challenges the ease of delivery. This is largely due to the fact that developed land is likely to have a higher existing use value than undeveloped land, and so a higher land value hurdle to address from the outset. This is recognised by commercial operators in the development market. The clear evidence of development activity in Staines upon Thames town centre, and the active private promotion of land for development, indicates that regardless of this position, developers are keen and willing to bring sites forward. To underpin the deliverability of such sites, the Development Framework has sought to reflect and maintain the quantum of development identified for the key sites in the local plan.

8.6 The delivery of the wider social, environmental and community related infrastructure identified in the Development Framework will be delivered by a mixture of means. Primary sources will include the collection of the mandatory Community Infrastructure Levy from development as it comes forward. This will be underpinned by the use of planning agreements to secure delivery of specific site related or site generated infrastructure needs. Wider infrastructure requirements, where possible, can also be supported through active pursual of any available and appropriate public sector funding streams.

8.7 With regard to car parking, the Development Framework highlights that there are a number of opportunities for the way in which car parking can be delivered. Starting with car parking serving the developments, it is anticipated that this will be provided as part of the development proposals, and may be at surface level, under a podium/ undercroft or by way of a combination of solutions. The Development Framework does not seek to be prescriptive as this will be a matter for design for each development parcel. Where development involves the loss of existing public car parking, it is anticipated that this will be re-provided. Again, exactly how/where will be determined at the detailed design stage, but the Development Framework identifies the potential, if appropriate, for this to be accommodated (in part or in total) on part of the land currently used as surface level car parking to the north and east of South Street (Elmsleigh Surface Car Park). As the redevelopment of major opportunities such as the Elmsleigh/Tothill sites is likely to come forward incrementally, it is anticipated that the replacement car parking may also come forward in phases, with interim provision possibly being provided by way of lightweight decking. This will enable the need for reprovision and the options for the final overall supply to be kept under review during the plan period, and to reflect any changes in demand that might take place.

Transport Delivery

8.8 The transport framework can be used to shape future projects and provide clarity for public and private proposals. The principle is for future projects in a framework that guides and helps to provide clarity and flexibility in the approach to delivery.

8.9 In respect to transport delivery, there is unlikely to be a big bang of change. That's because the whole system is made of parts and each part is complex and expensive to change. The recommendation is to focus on key areas that will give the maximum of public benefits.

8.10 Big bang infrastructure change is rarely successful in town centres. Incremental is good with a way to show how each step is a step in the right direction. There are opportunities for early delivery of non-contentious transport enhancements alongside longer-term promotion and planning opportunities.

Future Proofing for Emerging Technologies

8.11 New mobility systems for the transport of people and goods is seeing radical change. Technological change is happening across scales and this change necessitates a need for future-proofing of new infrastructure and in time, the reconfiguring of existing systems to support these new technologies.

8.12 These new technologies are likely to include connected vehicles and systems; vehicle automation (including driverless cars); significant shifts to electric vehicles and increases in shared use, like mobility as a service. It will also mean zero emission buses and freight and logistics hubs for servicing.

8.13 Getting strategic transport right in the town centre means seeking to accommodate emerging technologies which facilitate the sharing of cars and parking, transport on demand, electric vehicles, charging infrastructure connected/autonomous vehicles, digital platforms, micro-mobility to name a few beneficial technologies.

Evidence Base for the Publication version of the Local Plan

Evidence Base for Regulation 19 (April 2022)

Strategic Housing Market Assessment (SHMA)
Strategic Land Availability Assessment (SLAA)
Housing Trajectory
Authority Annual Monitoring Report
Five Year Housing Land Supply
Gypsy, Travellers & Travelling Showpeople Accommodation Assessment
Site Selection Methodology (Preferred Options and updated version following amended strategy)
Site Assessments
Employment Land Needs Assessment
Functional Economic Area Analysis
Local Plan Viability Assessment
Retail and Town Centre Study
Spelthorne Economic Strategy
Surrey Hotel Futures
Open Space Assessment
Playing Pitch Strategy
Local Green Space Assessment Methodology
Green Belt Assessment (stage 1, stage 2, stage 3)
Strategic Highways Assessment
Infrastructure Delivery Plan – Part 1 and Part 2
Spelthorne Water Cycle Study
Strategic Flood Risk Assessment (Draft Interim)
Sustainability Appraisal (SA) of Local Plan Issues and Options
Sustainability Appraisal (SA) of Local Plan Preferred Options
Sustainability Appraisal (SA) of Submission Version of Local Plan
Sustainability Appraisal/Strategic Environmental Assessment – Scoping Report (2017)
Habitats Regulations Assessment (HRA)
Equalities Impact Assessment (EqIA)

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Local Development Scheme for Spelthorne Borough Council 2018 - 2023

Introduction

The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) introduced the requirement for local planning authorities to prepare and maintain a Local Development Scheme (LDS). This is a plan that sets out the timetable for producing a new Local Plan, including the production of new or revised documents that it will contain.

Current Development Plan Documents for Spelthorne

The current Local Plan for Spelthorne comprises the following documents:

- Core Strategy & Policies DPD (adopted 2009)
- Allocations DPD (adopted 2009)
- Six policies from the 2001 Local Plan remain in force and still form part of the Development Plan for Spelthorne
- South East Plan policy NRM6: Thames Basin Heaths

Although not forming part of the Development Plan for Spelthorne the following documents support the adopted DPDs and continue to be a significant material consideration in determining planning applications:

- Flooding SPD
- Housing Size & Type SPD
- Design of Residential Extensions & New Residential Development SPD
- Parking Standards SPG

New Local Plan

The Council is proposing to prepare a single Local Plan to fully replace the existing Core Strategy & Policies DPD, Allocations DPD and saved policies from the 2001 Local Plan. As such, the Local Plan documents will be:

- The Spelthorne Local Plan 2020-2035. This will be a Local Plan setting out the Council's vision and objectives for the area and include all development policies and allocations
- Staines Development Framework SPD to support the Local Plan
- Policies Map

Further information and the provisional 'milestones' for the production of the Local Plan that need to be achieved in order to progress towards adoption are set out in Appendices A & B.

Once the Local Plan is adopted, further supporting Supplementary Planning Documents may be prepared or existing SPDs updated.

Duty to Cooperate

The Borough of Spelthorne is influenced by and relates to its neighbouring authorities for a whole range of spatial planning, social, economic, transport and environmental

issues. There are also links beyond adjacent authorities to those in London, across the area of influence of Heathrow Airport and the wider South East. The Council will continue to work with its neighbours on issues of common and cross-boundary interest and consider joint evidence and development documents as appropriate, mindful of the differing timetables for Local Plan adoption. Through the various networks, groups and relationships, Spelthorne will ensure it meets the requirements of the Duty to Cooperate.

Sustainability Appraisal

Each stage of Local Plan preparation must be subject to Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) in accordance with statutory requirements and processes. The two appraisals are normally combined into one assessment and simply called Sustainability Appraisal. This process is an integral part of plan making and has an important role in helping to secure sound plans. Each Local Plan document must be supported by an SA. The SA is subject to examination along with the Submission Local Plan. The key stages at which SA reports will be produced to support the various plan making stages are as follows:

- Preparation of an SA Scoping Report – this precedes the Issues & Options stage in the plan making process and was produced and subsequently published in November 2017. The Scoping Report identifies:

  a) Other plans, policies and programmes they may influence the plan with their key objectives/messages

  b) A sustainability framework to assess future plan options and policies

  c) An appraisal of the sustainability/environmental baseline with predicted future trends of how this would evolve in the absence of the plan

  d) Key sustainability and environmental issues which the plan should seek to address

- Preparation of an Interim SA Report to update the scoping exercise and appraise options and alternatives at the Issues & Options and Preferred Options stages of plan making

- Preparation of an updated Interim SA Report to support the Pre-Publication Local Plan which appraises any further options/alternatives, justifies which options have been taken forward and which have been rejected and why as well as appraising policy wording and cumulative effects

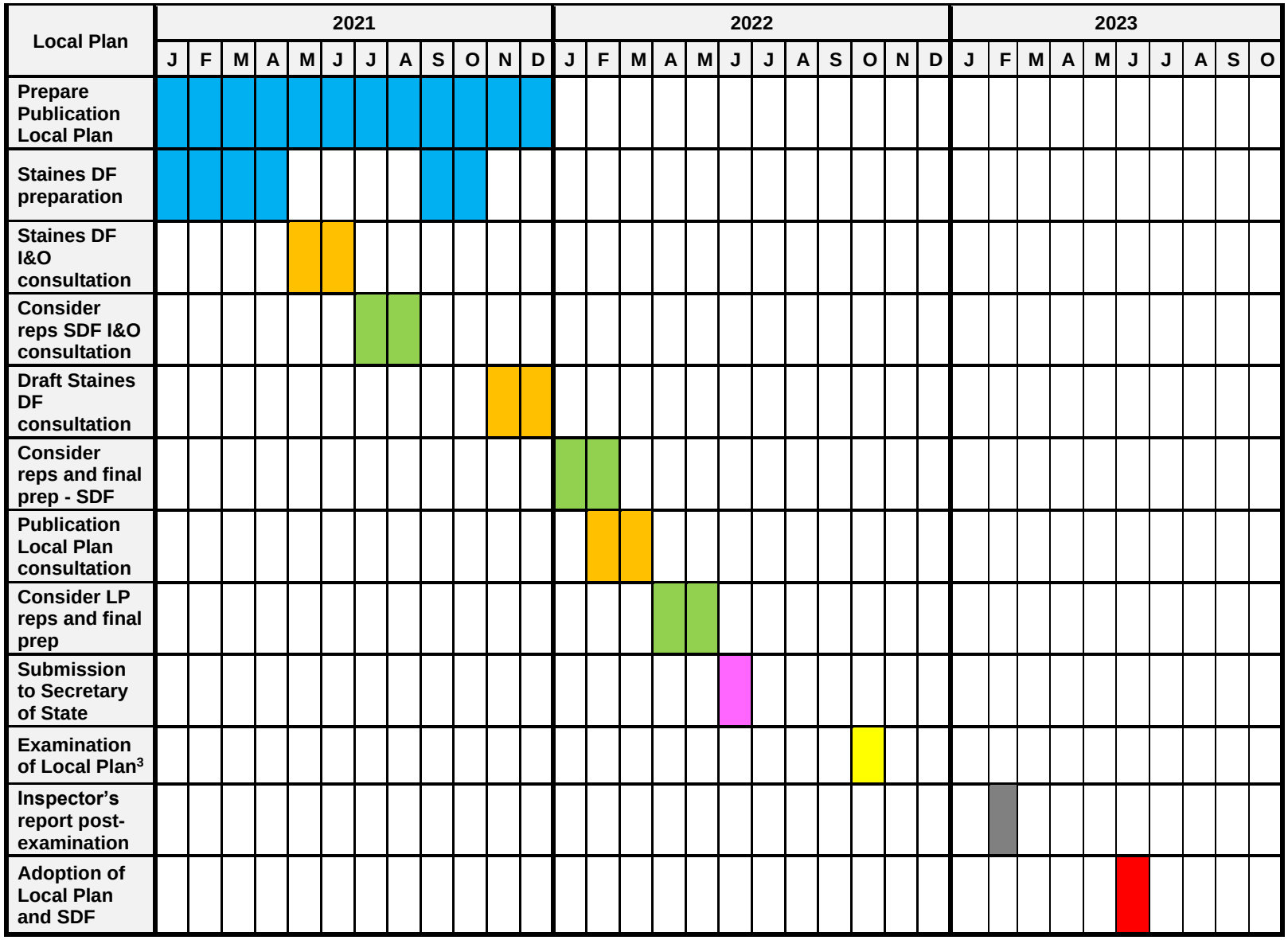
- Preparation of a Final SA report with the Publication Local Plan which appraises any changes to policy wording from the Pre-Publication document

Appendix A: Summary details of proposed Spelthorne Local Plan Documents

Document Title	Brief Description	Chain of Conformity	Start of preparation process	Consultation on Issues & Options (Reg 18)	Consultation on Preferred Options (Reg 18)	Consultation on Publication Local Plan (Reg 19)	Date for Submission	Proposed Date for Adoption[1]
Spelthorne Local Plan	Will set out vision, objectives, spatial development strategy, development management policies and allocations for the whole Borough.	Consistent with NPPF, but no formal chain of conformity with other plans	Oct 2017 – March 2018	May 2018 – June 2018 (6 weeks)	November 2019 – January 2020 (11 weeks)	February 2022 – March 2022 (6 weeks)	June 2022	June 2023
Staines Development Framework SPD	Sets out the vision for Staines upon Thames, opportunities for growth and infrastructure requirements	To reflect the Local Plan and support site allocations	January 2020	May 2020 – June 2020 (6 weeks)	Draft Framework consultation November 2021 – December 2021	Not required	June 2022	June 2023
Policies Map	Shows geographically policy designations and allocations. Applies to the whole Borough and is updated to reflect changes in policy designations resulting from Local Plan review.	To reflect the Local Plan above and the County Minerals and Waste Plans.	N/A	N/A	November 2019 – January 2020 (11 weeks)	February 2022 – March 2022 (6 weeks)	June 2022	June 2023

[1] Adoption dates are provisional and subject to timing of Examination and Inspector's report. Where possible the Council will be seeking to progress the documents earlier than timetabled.

Appendix B: Programme for Preparing Local Plan Documents[2]



[2] See previous LDS updates for earlier sections of overall programme

[3] The Staines Development Framework will be an SPD and therefore does not need to be examined but will be submitted with the Local Plan as the two are intrinsically linked

Policies Map	2021												2022												2023									
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O
Publish draft changes																																		
Publish final changes																																		
Adoption of Policies Map																																		

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