SPELTHORNE
BOROUGH COUNCIL

To:
All members of the
Council

Please reply to:
Contact: Karen Wyeth
Service: Committee Services
Direct line: 01784 446341
E-mail: k.wyeth@spelthorne.gov.uk
Date: 11 March 2026

Supplementary Agenda

Extraordinary Council - Tuesday, 17 March 2026

Dear Councillor

I enclose the following items which were marked 'to follow' on the agenda for the Council meeting to be held on Tuesday, 17 March 2026:

4.   Adoption of the Spelthorne Design Code   3 - 356

Council is asked to:

1. Agree that the Spelthorne Design Code be adopted; and

2. Subject to Recommendation 1, give delegated authority to the Deputy Chief Executive, in agreement with the Chair of the Environment and Sustainability Committee, to agree any non-material amendments to the Design Code.

7.   Urgent Item - Sunbury Site Sale, Sunbury on Thames   357 - 370

Yours sincerely

Karen Wyeth
Corporate Governance

To the members of the Council

Councillors:

J.T.F. Doran (Mayor)	T. Burrell	N. Islam
S.A. Dunn	J.R. Boughtflower	M.J. Lee
M. Arnold	J. Button	A. Mathur
M.M. Attewell	J.P. Caplin	S.C. Mooney
L. Barker	R. Chandler	G. Neall
C. Bateson	D.C. Clarke	L. E. Nichols
S.N. Beatty	S.M. Doran	K.E. Rutherford
M. Beecher	R.V. Geach	D. Saliagopoulos
S. Bhadye	D.L. Geraci	J.R. Sexton
M. Bing Dong	M. Gibson	J.A. Turner
H.S. Boparai	K.M. Grant	B. Weerasinghe
L.H. Brennan	S. Gyawali	H.R.D. Williams
M. Buck	K. Howkins	P.N. Woodward

Substitute Members: Councillors:

SPELTHORNE
BOROUGH COUNCIL

Committee Report Checklist

Please submit the completed checklists with your report. If final draft report does not include all the information/sign offs required, your item will be delayed until the next meeting cycle.

Stage 1
Report checklist – responsibility of report owner

ITEM	Yes / No	Date
Councillor engagement / input from Chair prior to briefing	**Yes**	**Ongoing from 2024**
Commissioner engagement (if report focused on issues of concern to Commissioners such as Finance, Assets etc)		
Relevant Group Head review	**DA**	**12/12/25**
MAT+ review (to have been circulated **at least 5 working days before Stage 2**)		
This item is on the Forward Plan for the relevant committee	**Yes**	**23/5/2025**
	Reviewed by	
Finance comments		
Risk comments	**LO**	**18/12/25**
Legal comments	**LH**	**11/03/26**
HR comments (if applicable)		

For reports with material financial or legal implications the author should engage with the respective teams at the outset and receive input to their reports prior to asking for MO or s151 comments.

Do not forward to stage 2 unless all the above have been completed.

Stage 2
Report checklist – responsibility of report owner

ITEM	Completed by	Date
Monitoring Officer commentary – at least **5 working days before MAT**	L Heron	11/03/26
S151 Officer commentary – at least **5 working days before MAT**	T.Collier	11/3/26
Confirm final report cleared by MAT		

Council

Tuesday 17 March 2026

Title	Spelthorne Design Code - Final Code for Adoption
Purpose of the report	To make a decision
Report Author	Laura Richardson, Strategic Planning and Projects Manager
Ward(s) Affected	All Wards
Exempt	No
Exemption Reason	N/A
Corporate Priority	Community Environment
Recommendations	**Committee is asked to:** 1. Agree that the Spelthorne Design Code be adopted. 2. Subject to recommendation 1, give delegated authority to the Deputy Chief Executive in agreement with the Chair of the Environment and Sustainability Committee, to agree any non-material amendments to the Design Code.
Reason for Recommendation	The Spelthorne Design Code (SDC) has been prepared through extensive collaboration with local residents, technical stakeholders, a cross- party Member Task Group, officers from the Strategic Planning Team, and consultants David Lock Associates and Feria Urbanism. Its purpose is to support the delivery of high- quality, well designed places across the Borough. The SDC establishes clear and locally distinctive design expectations to promote sustainable development across the Borough. A statutory public consultation on the draft Spelthorne Design Code was undertaken in accordance with Regulation 12 of the Town and Country Planning (Local Planning) Regulations 2012 (b)(i) following approval by the Environment and Sustainability Committee on 17 June 2025. Feedback received from residents, technical bodies, officers, and Members has informed the finalised version now recommended for adoption by Council. At its meeting on 8 January 2026, the Environment and Sustainability Committee recommended the Spelthorne Design Code for adoption.

1. Executive summary of the report

What is the situation	Why we want to do something
• Spelthorne Borough Council has been preparing a Borough-wide Design Code since mid-2024. The purpose of the Code is to provide clear, practical and locally specific design guidance for new development. It's preparation responds directly to the requirements of the Levelling Up and Regeneration Act 2023, which places a duty on all local authorities to produce an area-wide Design Code to support the delivery of high-quality places. The Spelthorne Design Code also reflects concerns raised by residents and elected Members about the quality of design in development projects.	• National policy expects all Local Planning Authorities to prepare Design Codes to improve the quality, character and sustainability of development. • There has been strong political support for this project with Members keen for high quality design in the Borough. • The Spelthorne Design Code will help ensure that new developments are well-designed, respond to local character, and deliver high-quality places that meet the needs and expectations of residents.
This is what we want to do about it	**These are the next steps**
• Adopt the Spelthorne Design Code.	• Adopt the Spelthorne Design Code so it can be formally issued as a Supplementary Planning Document (SPD) and used for planning decision-making.

2. Key issues

Background

2.1 A design code is "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". (National Planning Policy Framework, 2024)

2.2 Paragraph 131 of the National Planning Policy Framework (NPPF), updated in December 2024 states: "The creation of high quality, beautiful and sustainable 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process."

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2.3   The Levelling Up and Regeneration Act (2023) (LURA) places a legal requirement on Local Authorities (LAs) to prepare area wide Design Codes, enabling councils to set out what good design looks like for their local area and their vision for the future. Following the enactment of the LURA the updated NPPF (December 2024) sets out the national policy expectation for the development and delivery of Design Codes in Paragraphs 131 – 134.

2.4   As set out above, the national focus on the delivering high-quality places aligns with local concerns raised by both residents and elected Members regarding the design quality of new development in Spelthorne.

Bespoke Design Code for Spelthorne

2.5   The Spelthorne Design Code has been developed through a collaborative process involving the public, a Task Group consisting of Members on a cross-party basis and technical stakeholders supported by officers in the Strategic Planning Team and the consultant team.

2.6   The Spelthorne Design Code sets out the design requirements for new development in the Borough. It will ensure that proposals are locally supported, sustainable and function well for all users. The Spelthorne Design Code will be used in determining planning applications and will support the new Spelthorne Local Plan. It provides simple, concise and illustrated design requirements for streets, open spaces and buildings. It also sets out expectations for the process to be followed by applicants when proposals are designed.

2.7   From the outset, the Council has adopted a dynamic, community-focused approach to developing the Spelthorne Design Code. The Code has been created through an iterative five stage process: Listen, Translate, Test, Statutory Consultation and Final Code for Adoption. This project included multiple phases of community engagement, with each phase building on the findings of the previous one, incorporating feedback loops and continuous refinement. The emphasis on deep community engagement ensures that the final Design Code aligns with local values and needs.

Community Engagement and Development of the Code

2.8   The Spelthorne Design Code has been co-produced with the community through active and ongoing engagement both in-person and online.

Stage 1- Listen (Initial Engagement)

2.9   During the first stage of preparing the Code, the 'Listen' phase, public feedback was gathered to understand Spelthorne's places, strengths, challenges and opportunities. The Spelthorne Design Code Commonplace website, received thousands of visits and over four hundred subscribers keeping up to date with the latest project news.

2.10   One of the key features of the first stage of developing the Code was the Interactive Map on Commonplace, which enabled participants to virtually drop pins on specific locations within Spelthorne and share their thoughts and pictures about that place, area or a more specific design feature. This engagement opportunity was open to all local people for 14 weeks in autumn 2024 and received over 600 contributions.

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2.11 In addition to online community engagement, the information gathered from local people has been enriched by in-person participation. In 6 locations across the Borough (Staines-upon-Thames Town Centre, Staines-upon-Thames Wider Area, Stanwell, Ashford, Sunbury-on-Thames and Shepperton), a series of 2-hour long Walking Tours were held, which were guided by local people to find out their opinions about local buildings, streets and spaces they liked and disliked and to gain an insight into design issues that matter to them. If local people were unable to attend, there was also a digital alternative offered and these Digital Walks, held virtually, allowed residents to share their views about different parts of the Borough that were of interest by guiding the team around an online map. This resulted in 4.5 hours of digital engagement.

2.12 To further ensure comprehensive community involvement, a public drop-in session with interactive activities was held in the Elmsleigh Shopping Centre in November 2024 and provided residents an opportunity to meet the Design Code Team, learn about Spelthorne in detail, engage in discussions, ask questions, and share their perspectives on what makes Spelthorne unique.

2.13 In order to ensure that the design of future development within Spelthorne reflects the diverse perspectives of residents, there has also been youth engagement opportunities. Sessions were held at 2 local schools and Ashford Youth Club. Residents from 13-years-old and up were also welcomed to apply to join, and consequently took part in, the Spelthorne Design Code Citizens' Panel.

2.14 During Stage 1, a Citizens' Panel was also established as a crucial element of the Council's community engagement in the development of the Spelthorne Design Code. This Citizens' Panel was created to promote inclusivity and reflect Spelthorne's diverse demographics including age, gender, ethnicity, housing situation and geographical location, according to Census data. Any interested resident in the Borough was invited to apply and over 40 Panel members were selected, following a 7.5-week recruitment period, through a blind selection process to be demographically representative of the Borough, with members therefore representing Spelthorne's diverse communities and providing input into the creation of the Spelthorne Design Code.

2.15 The Citizens' Panel were actively involved in the next two stages of the project. Two Citizens' Panel focus sessions with our appointed consultants David Lock Associates and Feria Urbanism were held on 16 November 2024 and 23 November 2024. During the first workshop, public feedback that had been gathered up until then was fed in, and Panel members explored what makes Spelthorne unique, envisioning a Borough that respects its character while embracing innovation. The second workshop focused on safety and accessibility, discussing how future development can cater to everyone's needs. Members also shared personal experiences and their vision for various edge conditions and building types, considering how development fits within its surroundings. These valuable insights were then taken to be implemented in the Code, so that design rules reflect the values and aspirations of our community.

Stage 2- Translate (First Draft Code Development)

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2.16   During the second stage of the project, the 'Translate' phase, baseline data and community insights gathered from local communities and other key stakeholders, along with the Citizens' Panel, were translated to inform the first draft Code developed.

Stage 3- Test (First Draft Engagement)

2.17   As part of continued community involvement, the Citizens' Panel met for a third time during the next stage of the project, the 'Test' phase', on 1 March 2025 to test the draft Code. This session was designed to engage the Citizens' Panel in reviewing and applying the draft Design Code to real-world development scenarios. The project team explained the Design Code's purpose, development and role in planning, how public feedback has shaped it, and who will use it. Panel members also tested the draft Code by reviewing past developments and applying it to real-world scenarios and example sites.

2.18   Additionally, during Stage 3, with a draft Code having been developed and tested by the Citizens' Panel, the draft Code was further tested by technical stakeholders and also local people during a public engagement opportunity for the wider community that ran for 3 weeks on Commonplace. Local people could download and view the draft Code, , see how the draft Code responded to the community and provide feedback to help refine and develop the Code by answering a survey, which received 45 responses.

2.19   Overall, across the three engagement periods, there was 60+ hours of in-person engagement.

2.20   The draft Code was further amended following Citizens' Panel, technical stakeholder, public and Task Group member feedback, a Publication Version of the Spelthorne Design Code was developed. The Task Group met on 19 May 2025 for the final review of the publication draft of the Spelthorne Design Code and unanimously agreed that the Code should proceed to be considered by the Environment and Sustainability Committee.

2.21   The Publication Version of the Spelthorne Design Code was presented to the Environment and Sustainability Committee on 17 June 2025, who approved it for statutory consultation, subject to an amendment in the SDC to reference the recently published article by Dr J Paul in a footnote, with a caveat that the Council did not commission the report. The draft Spelthorne Design Code was updated to reflect the Committees' decision and published for consultation.

Stage 4- Statutory Consultation (Public Statutory Consultation)

2.22   The statutory public consultation on the Spelthorne Design Code - Final Draft for Consultation (May 2025) subsequently ran for 6 weeks from 24 June 2025 to 4 August 2025.

2.23   The consultation was mainly run via the Spelthorne Design Code Commonplace platform, which is the digital engagement hub. The updated draft Code was available to for the public to review by either viewing it or downloading it from the site. Physical copies of the draft Spelthorne Design Code were also available for the public to view in public libraries around the Borough and at the Council Offices during office hours.

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2.24 To support and encourage responses from the public, a short survey was available on Commonplace, which contained general questions on the document overall, questions on the applicant self-assessment compliance checklists in the Code and the opportunity to provide further comments or upload document(s) to support a response. The public also had the opportunity to provide feedback on the draft Code via email or by post. Overall, there were 81 responses received to the consultation.

2.25 Promotion of the statutory consultation and feedback analysis is further detailed in the appendices (to follow).

2.26 The Task Group met on 8 September 2025 to review findings from the public and technical consultees, following the statutory consultation. The Task Group also discussed proposed changes to the Code. The Task Group met for a final time on 10 November 2025 to agree that the final version of the Spelthorne Design Code which was put forward to Environment and Sustainability Committee on 8 January 2026 for a recommendation for adoption at Full Council.

Current Position

2.27 At a meeting of the Environment and Sustainability Committee on 8 January 2026 the Design Code was recommended for adoption by Full Council once the Local Plan was adopted.

2.28 Since the 8 January 2026 a clerical error was identified in one of the illustrative figures regarding residential extensions. This has been corrected.

2.29 The Spelthorne Design Code (SPD) is to be adopted as an SPD which is a planning policy document that builds upon, and provides more detailed guidance to, policies in the Local Plan.

2.30 The Design Code will be 'hooked' to the design policy within the new Spelthorne Local Plan, which is proposed for adoption on 17 March 2026. Once the Local Plan is adopted, the Spelthorne Design Code can be adopted immediately after and will be used as a material consideration when determining planning applications from the date of the adoption.

2.31 The Spelthorne Design Code includes an applicant checklist that must be submitted as part of a planning application. This checklist helps to clearly demonstrate compliance with required, recommended, and optional criteria in the Code. It is essential for the Design Code document to be accessible and easy to navigate for both technical and non-technical users.

Digital Design Code

2.32 The Council is committed to producing a digital interactive version of the Design Code, which will highlight only the relevant sections for each specific proposal. Funding for the digital element of the Spelthorne Design Code was secured as a one-off growth bid for 2025/26. The digital version will enhance usability, accessibility, and the overall effectiveness of the Code in guiding development. The dynamic content will facilitate a more intuitive understanding of design principles, allowing stakeholders to explore different development options and see their real-time impacts, thereby increasing engagement and comprehension.

2.33 Additionally, the digital format will allow for easier updates and version control, enabling prompt implementation of changes and immediate

dissemination of information. Version histories will be maintained and made public to ensure trust and accountability within the development process. It is anticipated that the digital version of the Spelthorne Design Code will be available upon adoption of the Code.

3.   Options appraisal and proposal

3.1   **Option 1 – Recommended: Adopt the Spelthorne Design Code**

3.2   This option is recommended, as it will enable the planned timeline to be followed and allow for the Spelthorne Design Code and the Local Plan to be adopted simultaneously. This ensures the Design Code can take effect immediately after the Local Plan's proposed adoption on 17 March 2026 and be used in decision-making without delay.

3.3   **Option 2 – Not Recommended**: The Council seek further amendments to the Spelthorne Design Code before adoption.

This option is not recommended, as the Design Code has been thoroughly developed and debated with input from councillors through a robust and iterative process. Any delay to seek additional amendments would have a knock-on effect, resulting in the adoption of the Spelthorne Design Code being pushed back for several months. Further amendments would require revision of the document, additional consultation, and a return to the Environment and Sustainability Committee before Council adoption, significantly delaying implementation.

3.4   **Option 3 – Not Recommended**: The Council reject the request for adoption of the Spelthorne Design Code.

This option is not recommended. For the Design Code to carry weight in decision making, and be treated as a material consideration, it must be formally adopted by Council. Rejecting adoption would prevent the Design Code from being used to guide or assess the design quality of new development.

4.   Risk implications

4.1   A risk register is used within projects to identify, assess, and manage potential risks that could impact the project's success, ensuring proactive mitigation and response strategies. The risk register for the project is regularly monitored and updated by the Project Manager. The following risks have been considered:

4.2   Risk of reputational damage: Adopting the Spelthorne Design Code will enable the Council to maintain its reputation and demonstrate its commitment to responding to the community's needs, transparency and proactive planning. Failure to adopt the Code could risk undermining public confidence in the Council's commitment to high quality place making.

4.3   Without the Code, the Council would be less well equipped to take a proactive and consistent approach to managing design quality. Adoption of the Code will provide clear expectations for developers, support more consistent planning outcomes and help deliver high-quality, well-designed places across the Borough. Once the Spelthorne Design Code is adopted, developers can

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proceed with proposals that align with the Council's strategic vision for high-quality, sustainable, and inclusive places. It will also support the Council's wider objectives for placemaking and community well-being.

4.4 Lack of alignment of Planning policies if adoption of the Design Code is delayed: The Spelthorne Design Code is intended to support the implementation of the new Local Plan, which is being recommended for adoption at the same Extraordinary Council meeting. Timely adoption of the Spelthorne Design Code will ensure alignment with the Local Plan, strengthening the overall planning framework and increasing its effectiveness in delivering cohesive development outcomes.

4.5 Risk of the Design Code not being implemented following LGR: In light of Local Government Reorganisation (LGR), a new unitary authority may prioritise other work areas. Adopting the Spelthorne Design Code in line with the current programme ensures that it is in place and operational before any transition. This helps maintain policy coverage for the area while new planning policies for the unitary authority are developed, helping to ensure high quality design outcomes moving forward.

5. Financial implications

5.1 Adopting the Spelthorne Design Code would be undertaken by resources covered by existing budgets.

6. Legal comments

6.1 The Spelthorne Design Code has been developed in accordance with the National Model Design Code.

6.2 The public consultation was required under Regulation 12 of the Town and Country Planning (Local Planning) Regulations 2012.

6.3 Approval of supplementary planning documents is a matter for Council.

Corporate implications

7. S151 Officer comments

7.1 The S151 Officer confirms that all financial implications have been taken into account and that adopting the Code will be fully funded from within the 2026-27 budget.

8. Monitoring Officer comments

8.1 The Monitoring Officer confirms that the relevant legal implications have been taken into account.

9. Procurement comments

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9.1   There are no procurement implications relating to the adoption of the code.

10.   Equality and Diversity

10.1   This will be dealt with as an integral part of the Spelthorne Design Code.

11.   Sustainability/Climate Change Implications

11.1   This will be dealt with as an integral part of the Spelthorne Design Code.

12.   Other considerations

12.1   There are none.

13.   Timetable for implementation

13.1   The Spelthorne Design Code SPD cannot be formally adopted until the Local Plan is adopted. The Local Plan and the Spelthorne Design Code are being put forward for adoption at the same Council meeting.

13.2   Once adopted the Design Code will take effect immediately and be used in the determination of planning applications.

14.   Contact

14.1   Cllr Burrell is the Design Code Task Group Chair. Other members are Cllrs Gibson, Williams and Clarke. Cllr Beecher attends the Project Board meeting as chair of the Environment and Sustainability Committee.

14.2   Queries for Officers can be emailed to the Design Code Team: designcode@spelthorne.gov.uk

14.3   Laura Richardson is the Project Lead: l.richardson@spelthorne.gov.uk

Please submit any material questions to the Committee Chair and Officer Contact by two days in advance of the meeting.

Background papers:
Environment and Sustainability Committee Report 17 January 2026

Appendices:

Appendix 1 - Spelthorne Design Code (2025)
Appendix 1A - Understanding Spelthorne Today
Appendix 1B - Design Code Community Engagement
Appendix 1C - Design of Residential Extensions
Appendix 2 - Consultation Statement: Spelthorne Design Code

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SPELTHORNE
DESIGN CODE

SPELTHORNE BOROUGH COUNCIL

NOVEMBER 2025

Contents

1 Introduction

» The Spelthorne Design Code

» What does the Design Code include?

» How to use the Design Code

» About Spelthorne

The Spelthorne Design Code

WHAT IS THE SPELTHORNE DESIGN CODE?

The Spelthorne Design Code has been produced to provide a framework to support high quality design in the borough, that is reflective of local character and design preferences. It sets out the design requirements for proposed new development to ensure that it is locally supported, sustainable and functions well for all.

It has been drafted to accord with national planning policies and guidance, including the National Model Design Code.

It is underpinned by an overarching Vision and Principles and more detailed Visions for each place within the Borough. The Design Code covers a range of Area Types that share similar design characteristics and issues. It places a particular focus on Areas of Change, identified by the **Local Plan**, which are subject to more detailed Design Requirements.

The Design Code is based on wide-ranging inputs including that from the Spelthorne community, other stakeholders and a wider understanding of the places within the borough, to ensure it is locally-supported, robust and can be used in practice. The process has prioritised and been based around local engagement at every stage, including the use of an innovative Citizens Panel (a demographically representative group of Spelthorne residents), to ensure that the Code reflects and responds to community views and visions for the Borough.

HOW IT WILL BE USED TO DETERMINE PLANNING APPLICATIONS

The Design Code will be used to determine whether planning applications are acceptable in design terms and will support the emerging Spelthorne **Local Plan**. It contains simple, concise, illustrated design requirements for streets, open spaces and buildings. It also sets out expectations for the process to be followed when proposals are designed.

Applicants for planning permission will need to demonstrate adherence to the Design Requirements in their proposals and planning applications. Whether a development meets the Design Code requirements will then be a material consideration in the determination of the planning application.

The Design Code has been produced in parallel with, and to support, the Spelthorne **Local Plan**. Together, the **Local Plan** and Design Code, will support the delivery of high quality development and infrastructure in the most appropriate location. It has been adopted as a Supplementary Planning Document (SPD) to provide guidance on how proposals should achieve policy compliance.

The Code is not intended to stifle design creativity and the highest quality design, but to ensure that all development in Spelthorne demonstrates and delivers good design.

USERS

The Spelthorne Design Code is intended to be used by the following groups of users:

- Developers applying for planning permission and their design teams
- Planning officers and planning committee members assessing the suitability of proposed designs
- The wider community, seeking to understand what sort of development is supported in their local area

HOW WAS IT CREATED?

The Design Code was created through extensive community and stakeholder engagement, and in-depth urban design analysis of the existing borough and anticipated future development.

A full account of the process is set out in Appendix B.

What does the Design Code include?

Page 17

The Spelthorne Design Code sets out the design requirements for proposed new development in the borough. It will ensure that new development is locally supported, sustainable and functions well for all its users.

The Design Code will be used to determine whether planning applications are acceptable in design terms, and will support the emerging Spelthorne Local Plan. It contains simple, concise, illustrated design requirements for streets, open spaces and buildings. It also sets out expectations for the process to be followed when proposals are designed. It is based on wide-ranging input including that from the local community, other stakeholders and wider understanding of the places within the borough, to ensure it is locally-supported, robust and can be used in practice.

The Spelthorne Design Code includes:

• A vision for development in the borough and its key places

• Design principles across a range of topics

• Expectations for a comprehensive and considered approach to the design process

• Tailored design requirements for different area types within the borough, covering Buildings, Open Spaces, Streets and Public Realm, Landscape and other physical aspects of the design of proposals.

Other local policy documents deal with different areas of the built and natural environment in Spelthorne.

The **Local Plan** covers:

• The amount and location of development

• The delivery of supporting infrastructure

• Policies that deal with flooding, developer obligations, affordable housing and others

Surrey County Council's **Local Transport Plan 4** covers:

• Transport policies, schemes and other transport matters

Surrey County Council also publishes the **Healthy Streets Design Code**, which sets out the requirements for the design of streets and highways. Its key requirements have been included in this Code.

The Spelthorne **Local Cycling and Walking Infrastructure Plan** identifies networks and priorities for investment to support walking, cycling and other forms of active travel in the borough.

New designs and proposals should have regard to the Surrey County Council **Local Nature Recovery Strategy (LNRS)**, ensuring green infrastructure and biodiversity enhancements align with identified local priorities for habitat restoration and species recovery.

The Spelthorne Local Plan is supported by a number of Supplementary Planning Documents (SPDs), that provide further guidance on how to implement Local Plan policies.

INFORMATION IN APPENDICES

The Design Code is supported by a series of Appendices:

Appendix A: Understanding Spelthorne Today

This appendix sets out relevant background design information about the borough today, including:

• Historic Development

• Green and Blue Infrastructure

• Movement

• Built Form

• People & Places

• Future Development

• Detailed characterisation of Spelthorne's Area Types

Appendix B: Community Engagement

This appendix sets out how the Code was created in collaboration with the community in Spelthorne.

Appendix C: Residential Extensions Guidance

This appendix adds further information to the key dimensional guidance for residential extensions. It is drawn from the previous 'Design of Residential Extensions and New Residential Development' Supplementary Planning Document (SPD).

How to use the Design Code

The Design Code is divided into six chapters, shown in the flowchart, that each cover a different aspect of the design process and requirements.

Follow the flowchart to find out how to use the Code. An example site is shown to demonstrate the process of finding Places and Area Types.

1
VISION & PRINCIPLES
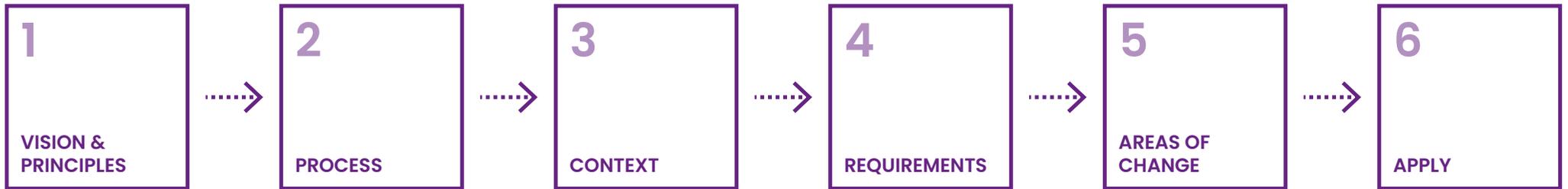
Understand Spelthorne and the vision and principles for well-designed development in the borough.

2
PROCESS

Understand how to approach the design process in a way that will achieve good outcomes and Design Code compliance.

3
CONTEXT

Find out about the place that the site falls within, and learn about its history, present, future vision and design principles.

4
REQUIREMENTS

Find the Area Type that the site sits within on the Area Types map, to see the Design Requirements for the development.

5
AREAS OF CHANGE

Check if your site is in an 'Area of Change' with additional specific design requirements as well as their general Area Type Requirements.

6
APPLY

Complete the submission checklist for your Area Type to confirm you have complied with the Code.

e.g. Staines-upon-Thames (3.1)

e.g. Town Centre Neighbourhood (4.2)

e.g. Staines-upon-Thames Town Centre (5.1) London Road Area Type (5.1.5)

Example Site

FINDING THE INFORMATION YOU NEED

This icon in the Code highlights areas and themes identified as particularly important to the community.

This icon in the Code highlights where you can **find out more** about a subject in supporting appendices.

This **highlighted and underlined** text indicates that this is a key term that is defined in the glossary.

The top of each page shows the section you are in. The section numbering and the Code requirements are numbered consistently.

Example: Area Types (Chapter 4)

Chapter   Area Type   Theme

4 AREA TYPES   **4.2 TOWN CENTRE NEIGHBOURHOODS**   **4.2.4 HOMES AND PRACTICALITIES**

Example: Areas of Change (Chapter 5)

Chapter   Area of Change   Area Type

5 AREAS OF CHANGE   **5.2 SUNBURY CROSS**   **5.2.1 THE PARADE**

AREA TYPES AND AREAS OF CHANGE

The Design Code sets out Design Requirements for developments in different Area Types in Chapter 4. They are denoted by **purple text**, for ease of cross-reference.

In some parts of the borough, such as Staines-upon-Thames town centre, it is anticipated that there will be significant new development and change. These Areas of Change have additional detail and Design Requirements set out in Chapter 5.

DESIGN REQUIREMENTS

Design Requirements are set out as follows:

> **Aim: an explanation as to why this set of requirements is important, and what outcome should be achieved. This Aim is particularly important for non-standard design proposals that propose innovative and high-quality approaches to achieve the same outcome (see 'Comply or Justify').**

Requirements are then arranged as follows:

- **Must:** all proposals must comply

- **Should:** all proposals should comply unless non-compliance can be justified, and demonstrating compliance will add supporting weight to the design element of the planning application decision

ADVISORY DESIGN GUIDANCE

Some parts of the Code set out guidance, best practice or design inspiration from elsewhere that could provide the basis for the development of design proposals. These are design ideas that development **could** implement, and are highlighted as such.

COMPLY OR JUSTIFY

The Design Code is to be used following a principle of '**Comply or Justify**'. Deviation from requirements set out will only be permitted with robust and evidence-based justification that any proposed design solutions still achieve the underlying Aim of the requirement.

Deviation from '**must**' requirements will require a very high level of justification.

Proposals that do not comply with these principles and fail to provide compelling justification are likely to be refused
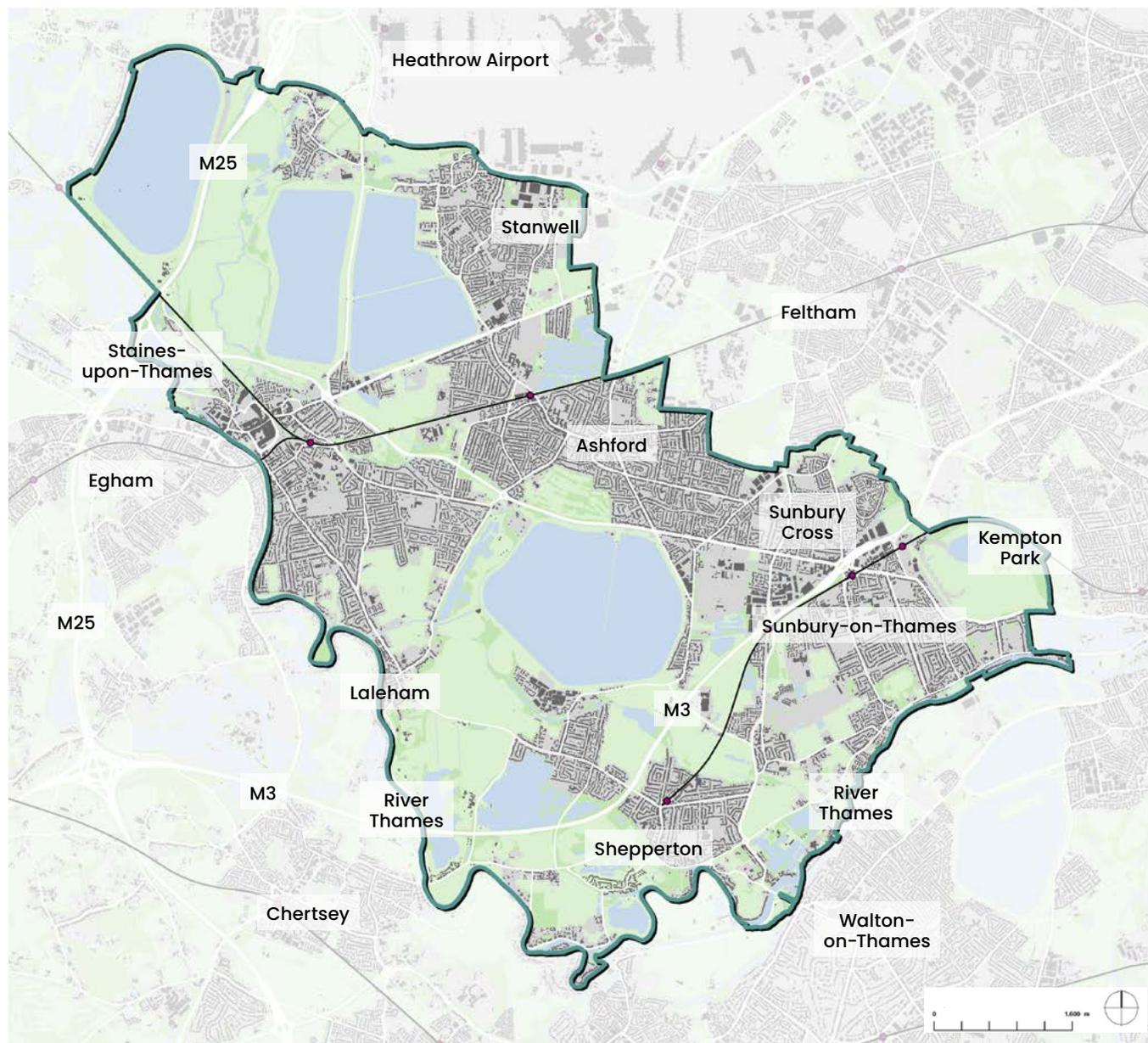
About Spelthorne

Spelthorne is a borough in the north of Surrey, on the fringes of London, with a population of around 100,000 people. It sits on the northern banks of the River Thames, and to the south of Heathrow Airport.

Until the late 19th century, the area was a predominantly rural part of the former county of Middlesex, with Staines as the main market town. The arrival of the railway and growth of London sparked several waves of suburban growth, transforming the existing towns and villages into the suburban fringes of London, balancing the attractiveness of living near a city with the green open spaces of the countryside, common to much of 'urban' Surrey and the former areas of Middlesex elsewhere on London's fringes today. Since the creation of the Metropolitan Green Belt in the early 1970s, the built-up area has changed very little. The borough's built character is strongly related to its historic development patterns.

The borough hosts major infrastructure, particularly reservoirs, water supply and motorways that support London and the wider south-east. Kempton Park, Shepperton Studios and BP's offices in Sunbury are significant landmarks and destinations.

Spelthorne is likely to see significant residential-led development in the future, particularly in its well-connected town centres. Well-designed development offers a significant opportunity to create new, integrated and valued places and neighbourhoods that could provide benefit to new and existing communities.

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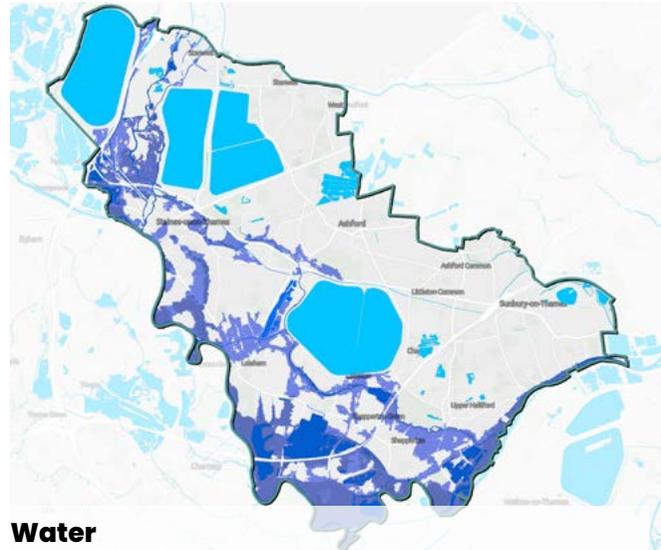**Find out more** background information about the borough in Appendix A 'Understanding Spelthorne Today'.
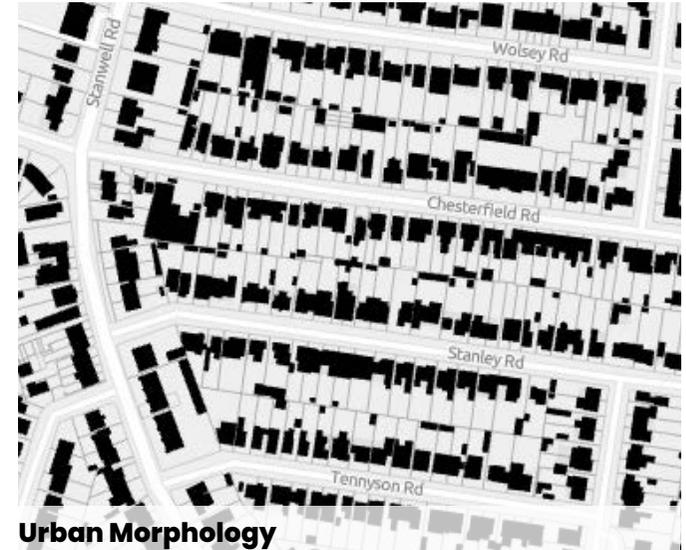
Key features of Spelthorne
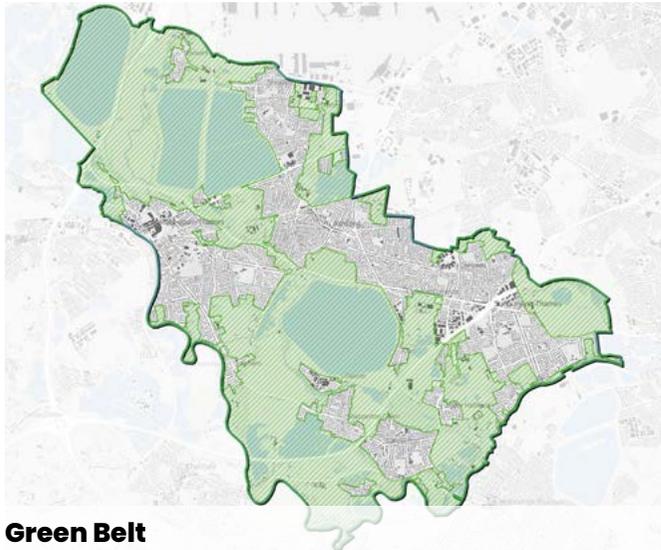
Green Belt

Much of the borough is covered by the Metropolitan Green Belt, placing a strong focus on development in existing built up areas.

Water

Bounded by the River Thames to the south, Spelthorne hosts major reservoirs and water supply infrastructure for the wider London and southeast, as well needing to manage flood risks.

Urban Morphology

Many parts of Spelthorne bear the hallmark of the era in which they were developed, with strong patterns of regular plots, straight streets and suburban development.

Attractive green open spaces

Green open spaces are much valued by the community and there are a wide variety, from parks to spaces for nature.

The River Thames

The River Thames provides an opportunity for leisure, exercise and breathing space, but in places the frontage is underused and could be improved.

Busy High Streets

Spelthorne's places are focused on bustling and vibrant high streets that provide local distinctiveness and valued retail and community provision.

The Design Vision & Borough-Wide Principles

The Design Code has drawn on the views of the local community to define what good design is in Spelthorne, and the vision for how places should look, function and engage the community (both present and future) in coming years. The vision is set out across five themes, with supporting design principles to help make it happen.

Sustainable Urban Design

Blend modern infrastructure and development with heritage through sustainable, high-quality and timeless architecture and design, reflecting the borough's historic identity on the edges of both city and countryside.

Commitment and Connections to Green Space

Protect, maintain and rejuvenate green spaces, with a focus on the importance of integrating natural areas into urban environments for residents' well-being and improved biodiversity.

BOROUGH-WIDE DESIGN VISION

All development in Spelthorne will contribute to achieving the vision for future design of places in the borough.

BOROUGH-WIDE DESIGN PRINCIPLES

All proposals for new development in the borough **must** apply the following design principles.

- Use the Design Code and your own studies to understand what is important to conserve, what new development can learn from the past, and what the priorities for change are in the local area, before considering how to address these in your design proposals.

- Design for longevity, adaptability, ease of maintenance and to make a long-term contribution to the places of Spelthorne.

- Reflect key characteristics such as building grain, roofscapes, detailing and building lines, and avoid abrupt changes in character without a gradual transition between existing and new.

- Spelthorne's historic development is strongly tied to the desire for healthy urban living, being connected to both city and nature. New development should continue to enhance this approach, with usable, accessible and welcoming green open spaces.

- Make connections to the rivers of Spelthorne for both people and nature, and provide a range of green open spaces for new and existing residents to improve provision for all.

- Respect and retain riverside settings that provide amenity, placemaking and functional benefits.

- Make streets green spaces with trees and planting to provide shade and access to nature.

WHERE DID THIS COME FROM?

The Vision for the future and Principles for change were developed by the Spelthorne Design Code Citizens Panel and wider community through the engagement process.

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Connectivity

Enhance access to and the quality of public transport links, and improve the quality and safety of routes for pedestrians and cyclists.

Strong, Mixed Communities

Create inclusive places and spaces that cater to all, using design to physically and socially unite existing and new communities.

Climate Change Resilience

Mitigate the impact of development and adapt to varied risks that may be worsened by climate change, through thoughtful design and natural solutions, that can also enhance the quality of open spaces for people and nature.

- Create streets and enhance existing streets that reduce car dominance and prioritise active travel movement, particularly major arterial roads and town centre roads.
- Include supporting facilities such as cycle hubs, cycle parking, seating, water refill points
- Daily uses should be within walking distance of all homes, and all uses designed so that they can co-exist with each other, especially in Spelthorne's town centres.
- Encourage the use of riversides for walking, cycling, leisure and recreation
- Create connections between existing and new neighbourhoods
- Enhance the spaces around, and connections to railway stations

- Create healthy spaces for people, that encourage the development of a community and a range of social interaction.
- New development should feel part of the surrounding area, and encourage social interaction
- Homes and buildings should be adaptable for the future, and reflect the diversity of living needs of Spelthorne's existing and new communities. They should be practical, with enough storage and outdoor amenity space for modern living.
- Ensure all public space is safe, comfortable and secure for all.

- Reuse and refurbish existing buildings first where this will reduce lifetime carbon emissions
- Use natural and sustainable design solutions to manage increased intensity of surface water flooding events
- Seek betterment for surrounding areas where possible through the replacement of existing impermeable surfaces with more permeable materials and planting, reducing flood risk and contamination from runoff
- Design drainage features that can be managed and maintained over the long term
- Use a diverse and robust mix of native species in planting that can withstand changes in climatic conditions
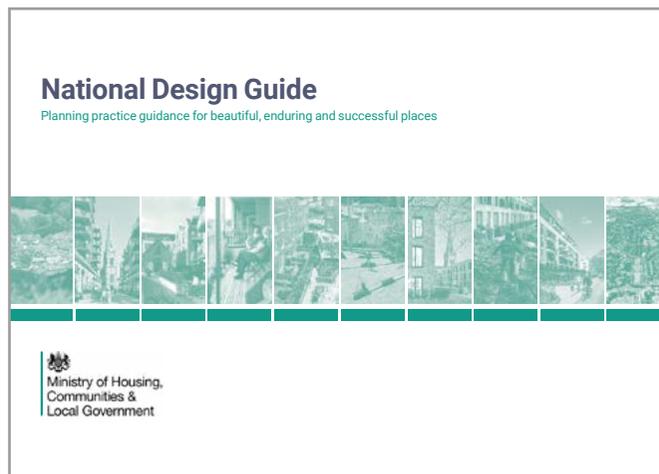
2

The Design Process

» The Role of Design in the Planning Process

» Approach

» Key Steps

The Design Process

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The Role of Design in the Planning Process

The National Planning Policy Framework (NPPF) sets out the importance of design within the planning process to achieving the goal of high quality, beautiful and sustainable buildings and places. Key to this is a common understanding of design expectations, with design guides or design codes being a vital tool that all local planning authorities should prepare.

Design within the planning process is considered within the framework established by the National Design Guide (2019).

National Design Guide

Planning practice guidance for beautiful, enduring and successful places

Ministry of Housing, Communities & Local Government

National Model Design Code

Ministry of Housing, Communities & Local Government

Locally-specific design codes, prepared through a process of effective community engagement such as the Spelthorne Design Code, should take into account the guidance set out in the National Model Design Code, which is based on the framework of the ten characteristics established in the National Design Guide.

The Spelthorne Design Code has been prepared in line with the National Model Design Code's guidance, and makes reference throughout to the ten characteristics of well-designed places.

Design coding is one tool available to ensure high design quality. The NPPF recognises the importance of other tools and methods available to support a good **design process**. Early engagement between applicants, the community and the local authority is supported and will lead to more successful design outcomes.

Approach

No two sites or proposals are the same, and the design process for each will vary depending on circumstances. Larger, more complex sites with more ambitious proposals will require more design thinking than smaller, simpler proposals.

Design is an iterative process – you may not get the right answer on the first try! There may be multiple ways of addressing an issue or opportunity, and many different competing requirements by different stakeholders. Use of community engagement and the council's pre-application services are encouraged to help you find the optimum solution.

However, there are a number of guiding principles to an effective design process within the planning system, that should be followed by all applicants. This section sets out those key principles. The following section on Key Steps sets out how to practically undertake an effective process, and how to integrate it within the planning application process.

All designs should be inspired first by **learning about the place and its wider context**. The Design Code sets out key information about each of the places and area types within the borough for context, and the 'Understanding Spelthorne Today' appendix provides a further, deeper understanding of place. This information should be supplemented by site visits, research, community engagement and analysis.

Think about **who you are designing for** to ensure that places are inclusive and work well for all. Different social and ethnic groups, genders, ages, abilities and other characteristics all use and experience the built environment in different ways. This can be particularly important in ensuring that places feel safe, secure and welcoming to all.

Appropriate engagement should run throughout the process, with technical stakeholders, the community and the local authority. The **right engagement at the right time** can inform and influence design proposals to be better and widely supported by all stakeholders. Good engagement should seek to build consensus and help applicants to learn from the existing and potential new community that they seek to serve.

Be **opportunity-led and positive** with proposals. Mitigating any potential harm is important, but needs to be balanced against maximising the opportunity present on a site.

Environmental sustainability should be woven throughout all design, with the expectation that development in Spelthorne is of high standards in climate change mitigation and adaptation, sustainable water management, green infrastructure and biodiversity. The Climate Change Supplementary Planning Document sets out design approaches and a design checklist.

A strong design brief and process starts with testing whether the **reuse and refurbishment of existing assets** is feasible. Re-use of existing buildings can both reduce embodied carbon emissions from construction of new buildings, but also retain the existing character and heritage of a place.

The built environment can have a significant impact on the **health and wellbeing** of its users. The creation of places that can help people to live physically active and mentally stimulating lives is of vital importance. This includes ensuring physical accessibility for all ages, prioritising active travel, making homes and buildings adaptable for all stages of life, and considering how neurodivergence needs can affect people using the public realm. It also extends to mental wellbeing: ensuring that people can meet, interact, and also relax in safety and comfort.

Often, the **details matter**, even at an early stage of design. This can be particularly important if there are key technical constraints that need to be overcome to deliver a scheme, which should be tested early in the process. It can also be important in engaging the community, where what is important to them may be quite specific.

All open spaces should have a clear and well-defined use carried through their design, which should be set out in the design proposal. **Landscape design input should be integrated** into the overall design process for a site, and should be able to influence the built form as it relates to open spaces. Landscape and open space design, when considered as a holistic part of the design of schemes, can have a significant impact on the quality and success of new development.

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When considering details and **architectural style**, this can take a number of forms that may be appropriate to the context. The Design Code sets out key parameters for different area types but does not prescribe architectural styles, which should be considered carefully by applicants and design teams, as it may be an area of particular interest to the local community. The architectural style and language chosen should be applied consistently. Considerations for different architectural approaches are set out in the diagram to the right. It is also possible, with a degree of design sophistication and subtlety, to blend different approaches in a transitional approach where this suits the context, picking up and re-interpreting key vernacular or traditional contextual characteristics in a modern way.

Design teams should anticipate what aspects of their proposals will need ongoing **stewardship and management**. This may be as simple as ensuring that there is accessible and sufficient storage for facilities management, or designing to ensure that highways, drainage and open space can be adopted by the local authority, through to working with wider teams to ensure long-term management financial arrangements are put in place for buildings and spaces.

Explaining your proposals to stakeholders, the community and as part of your application can make a huge difference in how they are received, and also in reaching clarity in design thinking. A wide range of **graphical communication techniques** are available which should be employed at various stages. Hand-drawn sketches can be helpful early on in exploring ideas, before resolving to detailed plans and computer-generated visualisations.

TRADITIONAL

Reflects existing buildings and architectural vernacular, often with more detailing.

Well-suited to areas of heritage significance.

Can be unimaginative or risk pastiche if executed poorly.

CONTEMPORARY

Simpler architecture that is clear about the period in which it is built, with simpler detailing although retaining texture.

Efficient to design and construct.

Can lack connection to context if not executed well.

INNOVATIVE

Unusual, eye-catching and experimental.

Creative, interesting and can advance what is possible.

Requires high degree of design sophistication for success.

A scale of potential architectural design approaches with examples showing different applications of the approach to recent development in England.

Key Steps

An effective design process should demonstrate (as part of its submission materials within the Design & Access Statement) that it has undertaken the following key steps. They should be undertaken and supported with studies at an appropriate level of detail for the scale and context of the proposal.

Step 0: Setting the brief and appointing the team

The most important step in a good design process is the creation of a flexible, design-led project brief that responds to all planning policy, national legislation, the site and its context. This should set key parameters and expectations but also allow flexibility for change once design teams have had a chance to assess the site for capacity and potential.

As part of setting a brief, on larger proposals applicants will need to put together a specialist team appropriate to the project, with a strong design background, and all skills involved from an early stage. A co-ordinating lead will need to be put in place to ensure that trade-offs and decisions between different priorities are handled consistently and in line with the project brief. All disciplines should be involved in regular multi-disciplinary sessions to ensure that technical and other inputs into the design process are heard and considered throughout the process.

Example of a site analysis plan highlighting the most important spatial features of a site and its surrounding context. These key features should influence the resulting design.

Step 1: Understanding the site and context

A full understanding of the site from a range of perspectives is vital for developing high-quality proposals that respond properly to the context and needs of the site. This should include as a minimum an understanding of the site and local context in relation to the following themes:

Environmental and Physical Constraints:

• Water and flood issues, including surface water, fluvial flood risk and groundwater issues

• Existing Utilities

• Protected Habitats and Ecology

• Existing Green Infrastructure

• Noise, Air Quality, Contamination

Heritage, Context and Placemaking:

• Heritage Assets

• Built form and urban typologies

• Heights, **floor area ratios**, grain and key dimensions

• Historic mapping and street patterns

• Land uses

• Connectivity and Mobility:

• Active travel and public transport connectivity

• Street hierarchy

As part of this understanding and analysis process, community engagement is a vital tool to learn more about a place, its context and local ambitions or priorities. This can take a number of forms from informal meetings, to drop-in events and co-design workshops.

Designers are encouraged to look beyond the boundary of the site and consider how their proposals will fit within the wider context. This may help inform where key uses, streets, open spaces and built form are located more effectively than looking at a site in isolation. Drawings will be expected to include an appropriate level of contextual information on them.

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Step 2: The Vision

A clear vision of what the future development will be is a vital tool to keep projects on track and delivering on their promise. This could include a vision of character, function and what it might do for the existing and new community. Effective design visions are often backed up by a coherent narrative and effective, engaging concept diagrams, making reference to the surrounding context.

Community engagement to co-develop and test visions can be an important part of this step, establishing a shared approach to a site from the outset, in line with the Design Code.

Step 3: Developing and Testing Options

Design options to achieve the design vision should be prepared and explored iteratively. This will typically initially focus on massing, location of key uses, broad spatial arrangement of open spaces and relationships with surrounding areas.

Options testing through community engagement and with technical stakeholders can be a valuable part of the design process, helping everyone become involved before decisions are fixed.

Options should be appraised against the design vision, the Design Code, planning policy, their ability to achieve site opportunities, priorities learnt from community engagement and the wider brief. Engagement with the local authority through the pre-application process is encouraged.
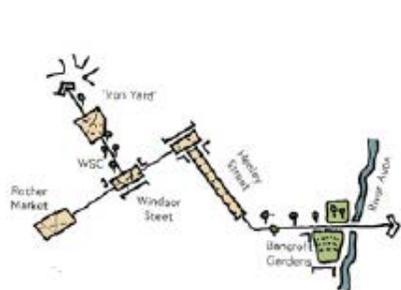
Extending a sequence of pedestrian friendly spaces
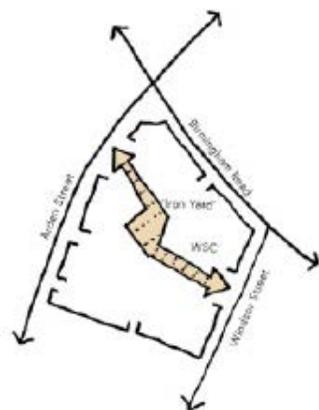
Creating a new pedestrian route through the site and improving permeability

Example of concept diagrams showing clearly the key structuring elements that drive the design, and why

Example options testing for a site, exploring different approaches to retaining/replacing buildings and the resulting layout changes needed.

Step 4: Site Parameters

Once a preferred option is chosen, key site parameters such as the built form envelope, access, green infrastructure and open spaces should be established and communicated through the design team, to form a basis for further work and design development. These parameters could be agreed with the council through the pre-application process, or even through an outline planning application. A site-specific Design Code may need to be prepared to guide future design teams.

Further community engagement at this stage can explain why and how this option has been chosen, and how community involvement has helped to influence this.

Step 5: Resolving the Details

For a full or reserved matters application, design teams will then begin to resolve details such as façades, materials, detailed landscape and public realm proposals and other matters. These should be within the parameters established earlier, especially if those parameters have been agreed as part of an outline planning application or other method.

At this stage more complete visualisations may help the community to understand a scheme, its materials, architectural treatments and façades, and landscape proposals.

Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

Example storey heights parameter plan

Example visualisation for a residential street. clearly demonstrating proposed character and use

3

Places Past, Present and Future

» Staines-upon-Thames

» Ashford

» Sunbury-on-Thames

» Shepperton

» Stanwell

» The Villages

Staines-upon-Thames

Staines-upon-Thames is the largest town of the borough, a market town on the River Thames in the northwest of Spelthorne. Historically known simply as Staines (being renamed in 2012), the town is the largest in Spelthorne with the largest shopping area, key facilities and a growing population.

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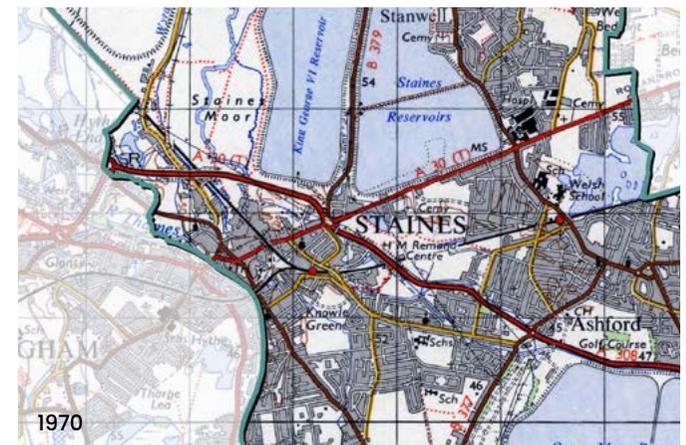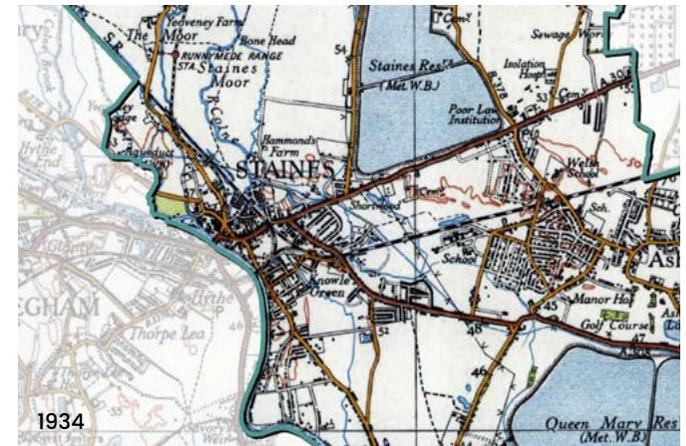
PAST

The location of Staines is likely to have originated from the position of a Roman bridge across the Thames. The earliest records of Staines as a settlement are from the town's first market, held in 1218. Construction of the current Staines bridge was completed in 1832 representing the first major development since medieval times; substantially changing the town's street pattern to accommodate the new bridge location.

The arrival of the railway in 1848 stimulated growth of the town, including residential development along London Road and Kingston Road. In 1864, the Hale Mill linoleum factory opened, becoming a key economic driver to the town and occupying up to 20 hectares of land at its height in the 1920s.

The town grew southeast in the early to mid-20th century, with widespread construction of suburban semi-detached housing which remains today. Some of the post-WWII housing was built specifically to accommodate Heathrow Airport workers, as the airport rapidly expanded.

Later 20th century development was increasingly car-oriented, and infrastructure projects included construction of the A30 bypass in the 1960s. The Elmsleigh Shopping Centre opened in 1980, along with a multi-storey car park. The closure of the Hale Mills linoleum plant in 1973 opened up availability of this site which was redeveloped in the late 1990s to become the Two Rivers Shopping Centre, along with large swathes of surface-level car parking.


1880

1934

1970

PRESENT

Today's urban form of Staines town centre is heavily influenced by 20th century car-oriented development, resulting in large block forms comprising shopping centres, office blocks, logistics and warehousing uses. The four-lane A308 road (Clarence Street / Thames Street) adds to the centre's car dominance, causing severance between the High Street and the Market Square. In contrast to these modern additions to the town, the High Street contains many smaller older buildings, providing a more traditional town centre character. The High Street has also been pedestrianised, improving the pedestrian experience.

Notable buildings in the town include the Renaissance style Town Hall built in 1880. Also, a large vacant department store building (formerly Debenhams) is located on the corner of the High Street and Thames Street (A308). Twenty-first century development includes the two towers (15 and 13 stories) currently being constructed on the former Masonic Hall and Telephone Exchange sites, representing some of the highest site densities in the borough to date.

In contrast, Church Street (west of the centre) has retained a distinct 'village' character despite its close proximity to 20th and 21st century developments. A fine urban grain, mixture of building types, and proximity to the Grade II* listed St Marys Church and cemetery provide a rural village feel.

A large part of Staines is protected through Conservation Area status, extending along the bank of the Thames to include St Mary's Church in the northeast, Church Street, Bridge Street, and Clarence Street. This covers the Market Square (with town hall), the entrance to the High Street, and the (currently vacant) department store building on Thames Street.

Page 35
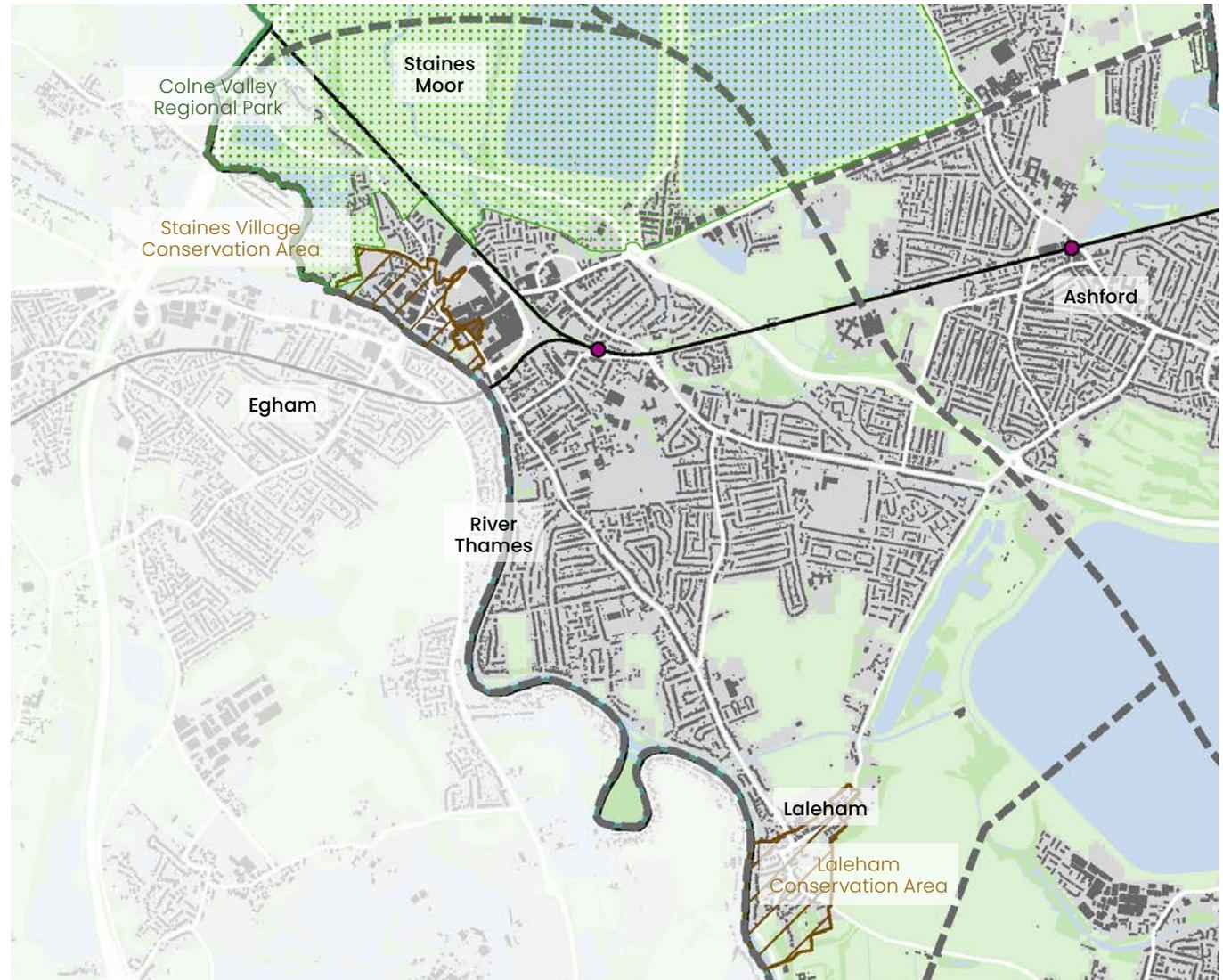
The remainder of Staines comprises largely of suburban dwellings from a range of eras; from typical 1930s semi's through to more modern, 1990s cluster-style residential layouts. The predominant housing layout in the older, southeastern part of Staines is typically regular and linear.

Staines has strong connections to surrounding green spaces, including the Colne Valley Regional Park, Staines Moor and Shortwood Common.

✏️ **Find out more** background information about the borough in Appendix A 'Understanding Spelthorne Today'.

The Design Vision & Principles for Change

Staines-upon-Thames will be an inclusive, well-connected urban centre with improved riverside access, better design, and flood mitigation. Key priorities include balancing heritage, enhancing connectivity, and transforming the area into a modern, safe town with green spaces and a public riverfront.

DESIGN PRINCIPLES

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Sustainable Urban Design

- Conserve the street-level and townscape experience of areas with strong place identity
- Create new town centre neighbourhoods that are integrated with their surroundings and improve the townscape of the area

Connectivity

- Create new walking and cycling connections through new town centre neighbourhoods
- Improve the safety and security of existing paths and cycle routes

Climate Change Resilience

- Improve surface water permeability by converting impermeable hard surfaces to softer, permeable and planted spaces
- New development must not worsen fluvial, surface water or groundwater* flood risks

Commitment and Connections to Green Space

- Improve connections to the rivers, physically and visually, with improved safety and quality of spaces adjacent to the Thames
- Create new urban public open spaces to enhance the town centre

Strong, Mixed Communities

- Development that integrates new residents into the existing community, through physical links and new shared infrastructure and facilities
- Improve safety in public spaces

WHERE DID THIS COME FROM?

The Vision for the future and Principles for change were developed by the Spelthorne Design Code Citizens Panel and wider community through the engagement process.

* Research paper on groundwater flooding in Staines – Paul, J.D. et al. (2025) 'Groundwater flooding of superficial gravels in an urbanized catchment,' Journal of Flood Risk Management, 18(2). This academic paper was not commissioned by Spelthorne Borough Council.

Ashford

Ashford is a large town located centrally within Spelthorne. The town is predominantly suburban with a high proportion of semi-detached homes. Ashford has a well-used high street (Church Road), a railway station, and several local / neighbourhood centres spread throughout the suburban area.

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1880

1934

1970
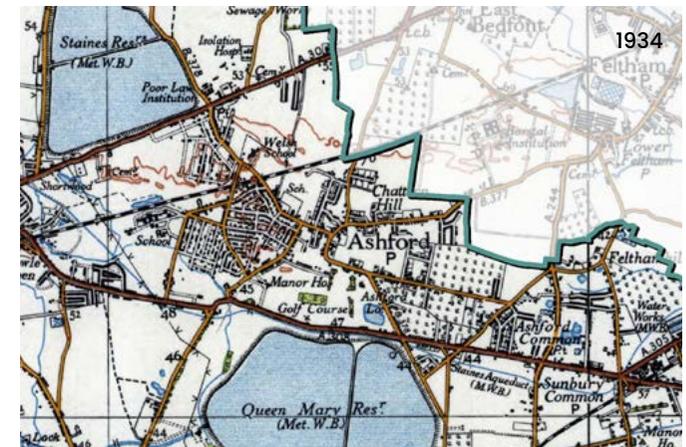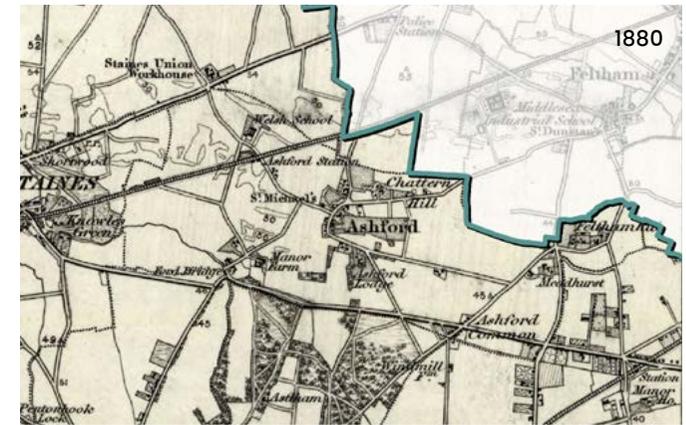
PAST

Ashford was originally recorded as Exeforde on the Middlesex Domesday map. The land was held by Robert, Count of Mortain, a half-brother to William the Conqueror.

The modern-day name of Ashford derives from a crossing point over the River Ash. In 1789, this crossing was upgraded to a stone bridge by the Hampton and Staines Turnpike Trust. Today, the river is located to the south of Ashford meandering north of Staines bypass and passing under Fordbridge Roundabout.

Before the 19th century, Ashford Common was a large area of common land found in the south and east of the town. This was used during the reign of King George III for British military displays. Public rights were removed from this land in 1809 through the Inclosure Act, and much of the land is now developed.

In 1902, Ashford Manor Golf Club was established within Ashford's manorial estate. In the same year, the construction of Staines Reservoir was completed. In 1924, construction of the Queen Mary Reservoir was completed. At the time, it was the largest reservoir in the world. The reservoir was used to test submersibles during World War II.

PRESENT

Ashford's land use is largely suburban residential. The predominant housing type is low-rise detached and semi-detached; mainly built between 1885 and 1960. A recent development north of Church Road introduces some higher densities with apartment blocks up to five stories high.

The town centre is predominantly linear in form along Church Road, extending east-west from St Matthew's Parish Church to Ashford railway station. The centre includes a wide range of shops and services including several convenience stores, takeaways, coffee shops, hairdressers, health & beauty salons, a library and a bank.

Ashford includes eight primary schools and two secondary schools. Ashford Hospital is located northwest of the A30 London Road, providing mostly day surgical and outpatients services. The prison HMP Bronzefield is also located on the edge of Ashford. This is the largest female prison in Europe.

Ashford includes several churches, including CofE churches St Matthew's (Church Road) and St Hilda's (Woodthorpe Road); and Roman Catholic church St Michael's (Fordbridge Road). The latter was designed by Sir Giles Gilbert Scott in a distinctive Romanesque Revival style, built in several stages between 1927 and 1960.

Access to green space in Ashford is limited to several relatively small green areas. These include Hengrove Park, Woodthorpe Road Play Area, Ashford Recreation Ground, and Feltham Hill Road Recreation Ground. Notably, Ashford Manor Golf Club constitutes a large proportion of the overall green space; however, this is not publicly accessible.
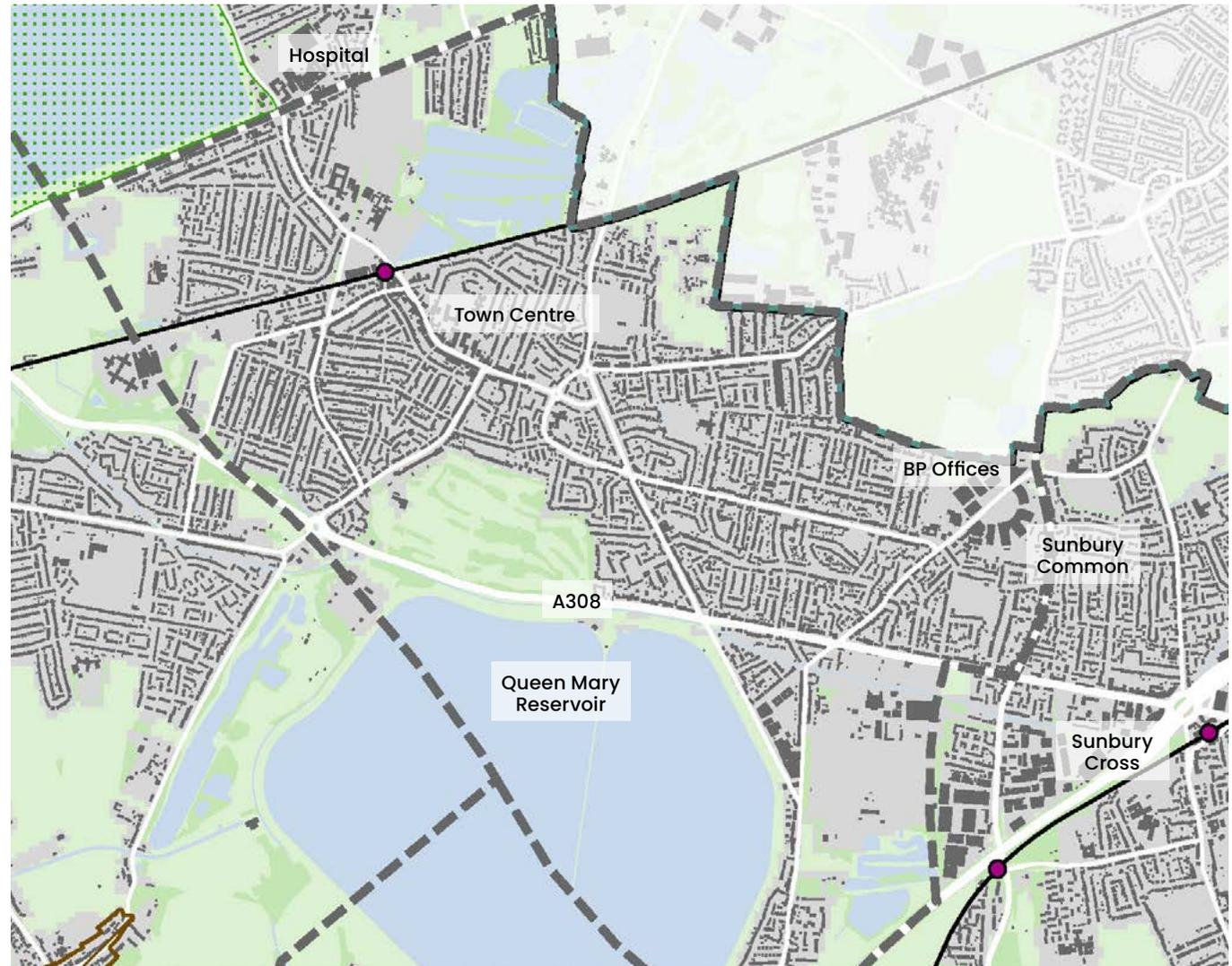
Hospital

Town Centre

BP Offices

Sunbury Common

A308

Queen Mary Reservoir

Sunbury Cross

Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

The Design Vision & Principles for Change

Ashford will be a safe, community-focused area with green spaces, a revitalised High Street, local parks, and minimal high-rise development. Community feedback emphasises keeping Ashford family-friendly with a focus on youth and vibrant public spaces.

DESIGN PRINCIPLES

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Sustainable Urban Design

- Prioritise apartment development close to public transport and main streets
- A wide mix of different types of homes in new development, that integrate well and are inspired by the existing character of the town

Connectivity

- Improve walking and cycling space, especially around the High Street and station
- Successful car parking arrangements that do not add to the car dominance of streets
- Improve public realm around the station

Climate Change Resilience

- Improve surface water permeability by converting impermeable hard surfaces to softer, permeable and planted spaces
- Create more shade and cooling in streets and open spaces

Commitment and Connections to Green Space

- Trees, planting and/or street greening throughout the High Street, major roads and all public realm

Strong, Mixed Communities

- Include space for local independent businesses as a core part of the appeal and vibrancy of the town centre
- Improve safety in public spaces

WHERE DID THIS COME FROM?

The Vision for the future and Principles for change were developed by the Spelthorne Design Code Citizens Panel and wider community through the engagement process.

Sunbury-on-Thames

Sunbury-on-Thames is located in the east of Spelthorne Borough. It has a number of distinct areas including Lower Sunbury, Sunbury Common and the Sunbury Cross shopping centre. Sunbury is well provisioned with open green spaces, schools, shops and services. Sunbury train station provides direct services to central London. The town is divided by the M3 motorway.

1880


1934

1970

PAST

The name 'Sunbury' has an unclear origin with variations of the name included in two Anglo-Saxon charters and the later Domesday Book of 1086.

An important early development was Sunbury Park located close to the River Thames, being the site of a Tudor Manor House built for a courtier of Elizabeth I. The area along the river became a gentrified area with many large properties built by wealthy residents. These included a group of Huguenot refugees, and it is possible that French Street is named after these settlers.

Sunbury was historically based around this area. To the north, Sunbury Cross is an historic intersection of five main roads, along with scattered/linear development along Green Street connecting to the River Thames. Until the railway arrived in Sunbury in 1864, the wider area was mainly open fields and common land. Much development took place in the interwar and post-war periods, developing Sunbury Common into a suburb with a predominance of detached and semi-detached homes.

Significant change took place in Sunbury Cross during the 1970s with the construction of the M3 junction, and of several high-rise buildings and the Sunbury Cross shopping centre.
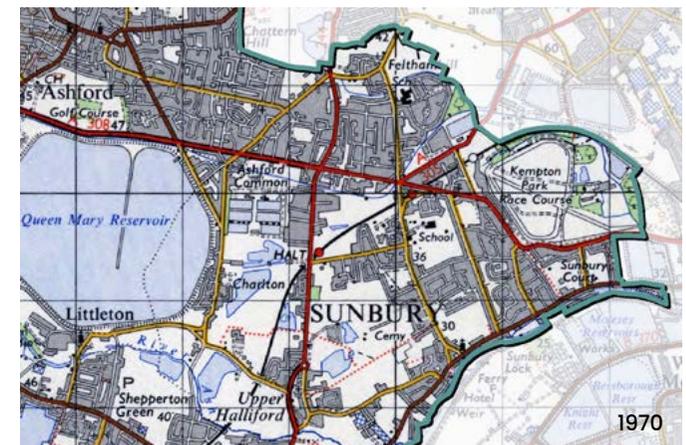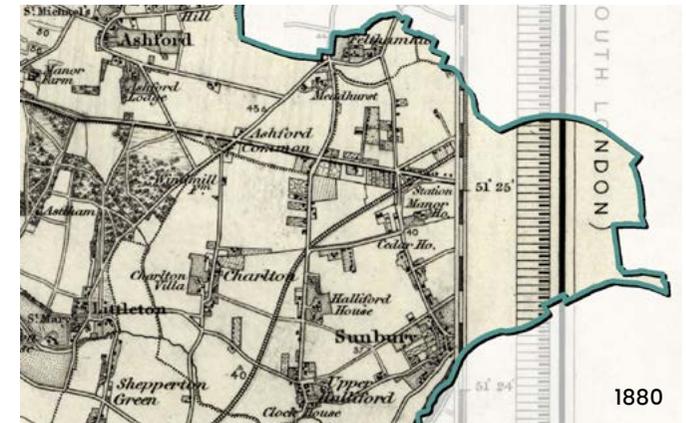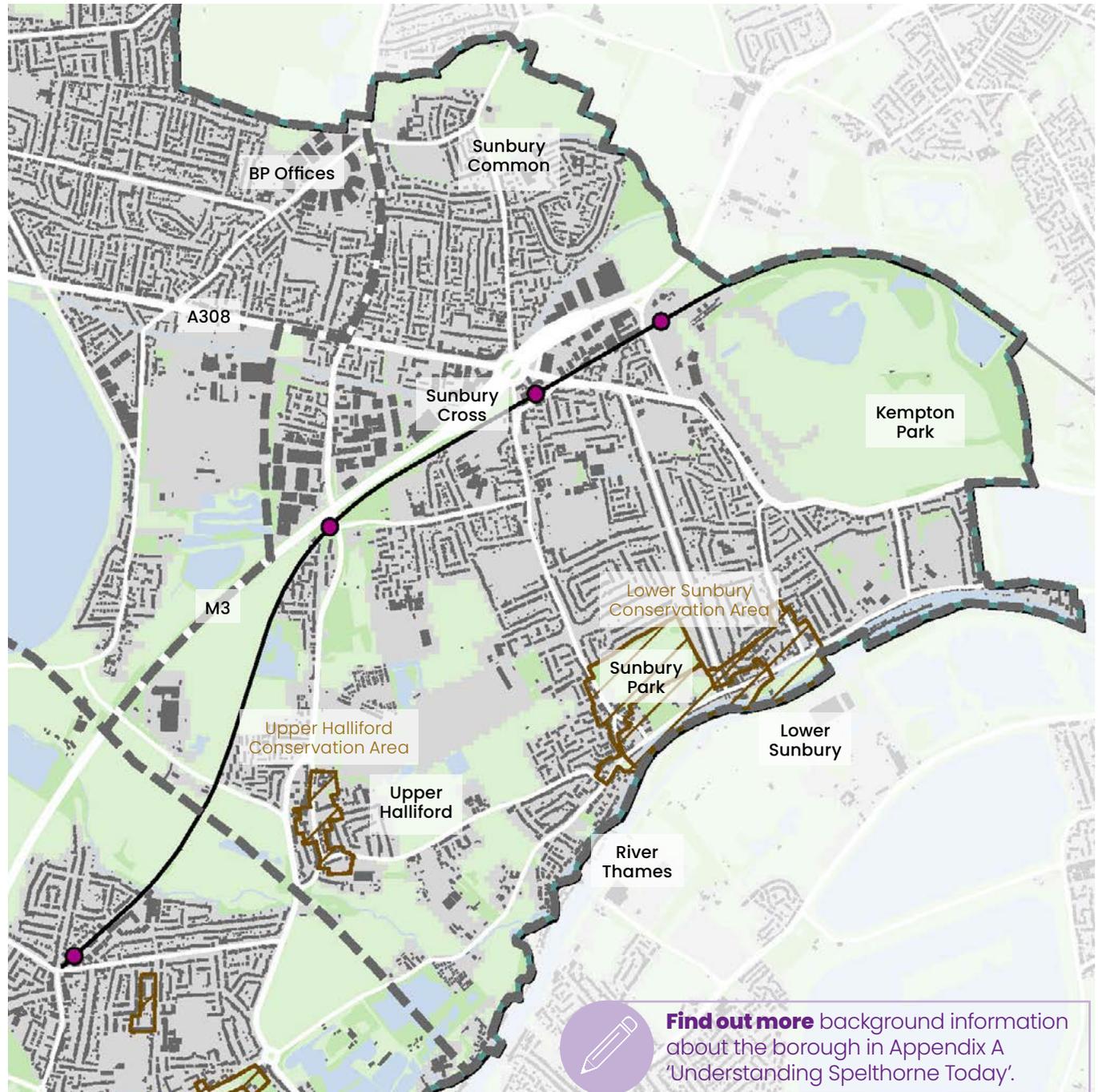
PRESENT

Sunbury's land use is predominantly suburban residential, with some urban areas and industrial areas. To the northwest this includes the British Petroleum (BP) International Centre for Business & Technology, a research and office campus.

Sunbury Cross has a more urban development form with several high-rise buildings and a shopping centre. There are a range of shops, fast food outlets, health & beauty services, convenience stores, supermarkets, and a Premier Inn hotel. Community buildings include a library and church.

There are a range of green spaces across Sunbury including Meadhurst Sports Ground, Groveley Road Recreation Ground, Kenyngton Manor Recreation Ground, Cedars Recreational Ground, Sunbury Park, and Lower Hampton Road Park. Sporting venues include the Gaflac Sports Ground, Kempton Cricket Club, Sunbury Cricket Club and Sunbury Sports Bowls Club. Adjacent to the east of Sunbury is also Kempton Park Racecourse, an 85-hectare site with equestrian racecourse involving adjoining inner and outer courses for flat and National Hunt racing.

Lower Sunbury, along the River Thames, has a contrasting 'village' feel compared to the wider area, with a range of historical properties, a finer urban grain, and adjacency to the historic Sunbury Park. Some of this area has Conservation Area status, incorporating much of Thames Street, Church Street, Sunbury Court, and part of French Street. While the manor house of Sunbury Park was demolished in post-war years, the parkland and walled gardens remain and add to the historic character of the area.

Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

The Design Vision & Principles for Change

The different areas of **Sunbury-on-Thames** will maintain their distinctive and varied characters and a comfortable, well-designed environment with ample common spaces, reduced congestion and a welcoming atmosphere. Key priorities include improving accessibility for all, particularly those with reduced mobility. **Sunbury Cross** will become a safer, more human-scale place for residents and visitors, with reduced impact from vehicles, and reduced severance caused by infrastructure.

DESIGN PRINCIPLES

Sustainable Urban Design

- Prioritise apartment development close to public transport and main streets
- Built form that creates human-scale environments with improved safety
- Ensure sensitive intensification of existing suburban areas

Commitment and Connections to Green Space

- Trees, planting and/or street greening throughout major roads and all public realm
- Reflect existing 'green' and verdant characters
- New well-maintained green spaces that are designed positively

Connectivity

- Reduce severance caused by infrastructure
- Improve walking and cycling provision in streets and to the rail station
- Reduce the dominance of cars in the streets
- Enhance walking and cycling connections to, from and along the River Thames
- Improve public realm around the station

Strong, Mixed Communities

- Improve safety in public spaces
- Include a wide mix of homes, supported by community facilities

Climate Change Resilience

- Improve surface water permeability by converting impermeable hard surfaces to softer, permeable and planted spaces
- Create more shade and cooling in streets and open spaces

WHERE DID THIS COME FROM?

The Vision for the future and Principles for change were developed by the Spelthorne Design Code Citizens Panel and wider community through the engagement process.

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Shepperton

The village of Shepperton is located to the south of the borough, characterised by a thriving high street and many attractive tree-lined residential streets. Shepperton can be divided into two distinct areas with the main built-up area to the north, and Old Shepperton to the south. The town includes various shops and cafés, as well as a railway station providing direct trains to London Waterloo.

Page 43

1880

1934

1970

PAST

There is evidence of human activity in Shepperton since the middle-Neolithic period, from the discovery of a penannular ring ditch in the 1980s. In 1086, the Domesday Book recorded a population of 25 households in Shepperton (then referred to as 'Scepertone').

Shepperton is strategically located nearby the River Thames which has been a vital transport route since the late 13th century. Products including grain, vegetables, and building materials were transported by the river. To aid river navigation, Shepperton Lock and Sunbury Lock were built near Shepperton in the 1810s.

Shepperton originally developed as a settlement on the River Thames; the area known as Old Shepperton today. Church Square in Old Shepperton served as the original settlement nucleus. The square has a range of historic buildings, most notably the St Nicholas Parish Church, built in 1614. Sir Nikolaus Pevsner described the square, with its glimpse of the River Thames, as "one of the most perfect village pictures that the area has to offer".

The construction of the Shepperton branch line in 1864 led to a new focus of development away from the existing village and 1 mile to the north where Shepperton station had been constructed. This led to the formation of Shepperton town, connecting south to Old Shepperton via the high street and Church Road.
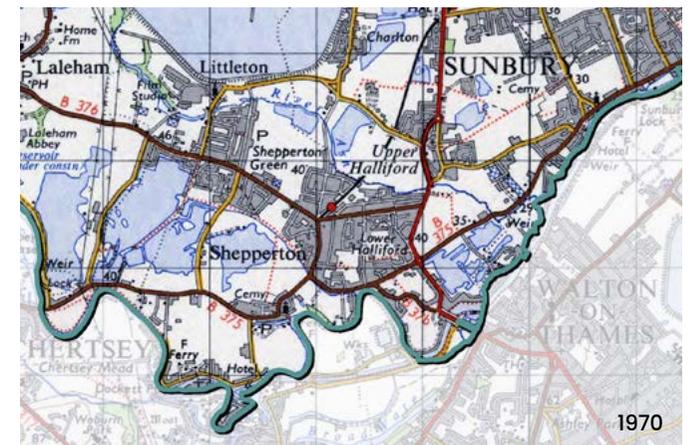
PRESENT

Shepperton's high street is a thriving centre with a wide range of shops and cafés, including independent businesses. The high street is a wide road with parking roads either side. However, there is a good sense of enclosure owing to the mature trees which line the street. There is a large mix of land uses including housing, offices, a library and a church; adding to the vibrancy of the area.

The residential areas in Shepperton are suburban developments mostly constructed in a linear pattern. Houses are mostly detached and semi-detached, along tree-lined streets. Broadlands Avenue is an attractive area with generous plot sizes and large, detached houses.

Shepperton includes three conservation areas: Old Shepperton, Lower Halliford, and the Manygate Lane estate. Old Shepperton includes several historic buildings such as the parish church, two public houses, an 18th century riverside manor, and a Grade II* listed timber framed Old Rectory building built c.1500. Lower Halliford includes several detached classical 18th century riverside houses, and the meadow along Russell Road. The Manygate Lane estate is a contrasting modernist development characterised by modular rectangular, white-painted houses from the mid-20th century.

There are several accessible green spaces in Shepperton, including Shepperton Recreation Ground and Manor Park. Unlike other areas in Spelthorne, Shepperton has close proximity to surrounding fields and rural areas, as well as Public Rights of Way providing a variety of walking routes.
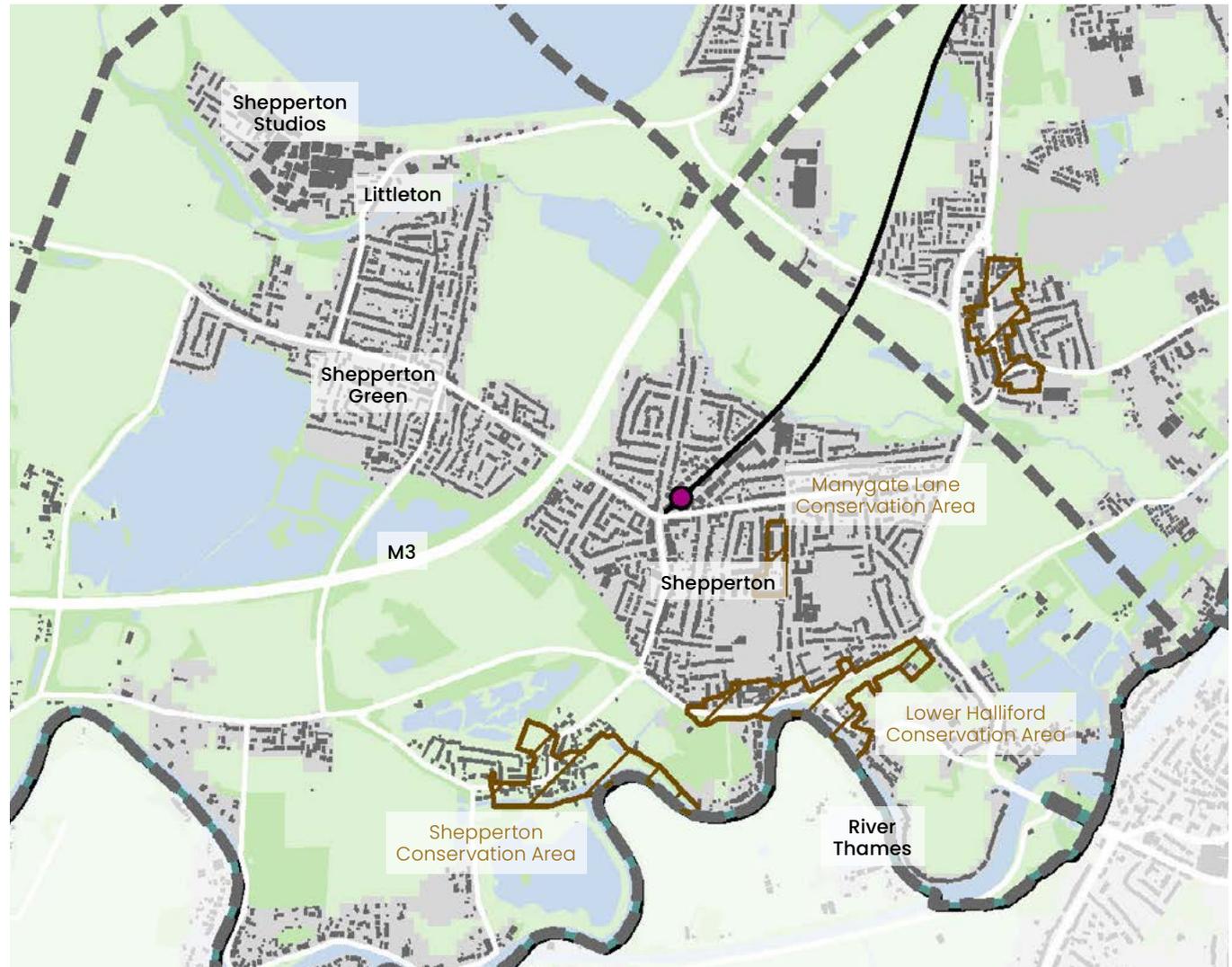
Page 44

Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

The Design Vision & Principles for Change

Shepperton will preserve its village charm while embracing well-designed new development. The community supports a new square in the centre, better cycling infrastructure along the Thames, and a semi-pedestrianised High Street that retains independent shops while supporting sustainable growth and transport.

DESIGN PRINCIPLES

Sustainable Urban Design

- Ensure sensitive intensification of existing suburban areas reflects the existing street scene and architecture

Connectivity

- Improve walking and cycling provision in streets and to the rail station
- Reduce the dominance of cars and highway infrastructure in the streets

Climate Change Resilience

- Improve surface water permeability by converting existing impermeable hard surfaces to softer, permeable and planted spaces

Commitment and Connections to Green Space

- Reflect the existing 'green' and verdant character of the place
- Include planting, seating and high quality materials throughout the public realm

Strong, Mixed Communities

- Improve safety in public spaces
- Include a wide mix of homes, supported by community facilities

WHERE DID THIS COME FROM?

The Vision for the future and Principles for change were developed by the Spelthorne Design Code Citizens Panel and wider community through the engagement process.

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Stanwell

Stanwell is a predominantly residential suburban area in the north of Spelthorne Borough, located east and northeast of the Staines Reservoirs. It is the northernmost settlement in Surrey. There is a small village centre to the north of Stanwell, with a village green, pub, church, and small range of shops and services. Stanwell is in close proximity to Heathrow Airport to the north.


PAST

The Domesday book of 1086 records 'Stanwelle', unusually retained by a man with an Anglo-Saxon name. In 1603, the manor of Stanwell was granted to Thomas Knyvet who helped to foil the attempt of Guy Fawkes to blow up the Houses of Parliament. Up until the 20th century the area was mainly farmland and moor land surrounding the village of Stanwell.

The extent of Stanwell was cut substantially during the 20th century with the construction of the Staines Reservoirs in 1902 and the development of Heathrow Airport (originally Harmondsworth Aerodrome) which became operational in 1930. Additionally, some land was taken west of Stanwell Moor for the construction of the M25 in the 1980s.

Large-scale construction of new homes began following World War II. Over 300 prefabricated houses were built between Town Lane and Long Lane between 1945 and 1948. Several smaller developments of terraced and semi-detached houses, including those either side of Park Road, were built since 1954 by the British Airways Staff Housing Society.

1880

1934

1970

Page 46
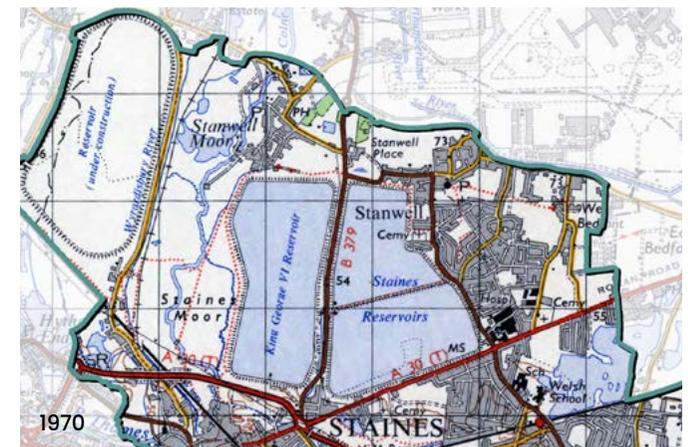
PRESENT

The suburban residential areas today comprise largely of semi-detached and terraced housing built between the 1950s to 1970s, with some early 21st century development. The urban form involves regular perimeter blocks with areas of green space distributed throughout the development.

The historic centre of Stanwell, a Conservation Area, retains a distinctive village feel from the surrounding 20th century suburban development. The urban form is nucleated, with St Mary the Virgin Church and the village serving as focal points. A variety of historic properties from different time periods adds to the village character. The centre benefits from several shops and services including a convenience store, public house, a range of takeaways and a florist.

The wider area of Stanwell also includes Stanwell Moor, a distinct settlement located north of King George VI Reservoir. Residential properties are predominantly from the mid-to-late 20th century. Stanwell Moor offers several facilities including a village hall, parade of shops, and public house.

There is a good provision of green space throughout Stanwell. This includes Village Park, Lauser Road Park, West Bedfont playing fields, Clyde Road Park, and Stanwell Moor playing fields. The wider Stanwell Moor and areas within the Colne Valley Regional Park have future potential for improved access.

While Stanwell is in close proximity to Heathrow Airport, there is limited access between the settlement and the airport due to the perimeter road and adjacent watercourses. In January 2025, the government invited Heathrow Airport to bring forward proposals for a third runway. While details of the proposed airport expansion are not yet known, these plans have the potential to impact the future character of Stanwell.

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Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

The Design Vision & Principles for Change

Stanwell will develop a clearer place identity and have better integration with the rest of Spelthorne. Development should focus on addressing infrastructure gaps, prioritise healthy placemaking and create more connected spaces, both green and built, to foster community cohesion and opportunity.

DESIGN PRINCIPLES

Sustainable Urban Design

- Ensure that edges between different land uses successfully manage any impacts from one use to another
- Create places that have sufficient density to be vibrant, sustainable and safe

Connectivity

- Enhance walking and cycling connections to existing streets and the wider context, including Heathrow and employment areas
- Improve the safety, security and attractiveness of existing links

Climate Change Resilience

- Improve surface water permeability by converting impermeable hard surfaces to softer, permeable and planted spaces
- Create more shade and cooling in streets and open spaces

Commitment and Connections to Green Space

- Extend and enhance existing green spaces, with green corridors into new development
- Create new green spaces that can host community events and become places to meet, socialise and relax

Strong, Mixed Communities

- Prioritise health and wellbeing as a key design driver for new development
- Improve safety in public spaces
- Include a wide mix of homes, supported by community facilities

WHERE DID THIS COME FROM?

The Vision for the future and Principles for change were developed by the Spelthorne Design Code Citizens Panel and wider community through the engagement process.
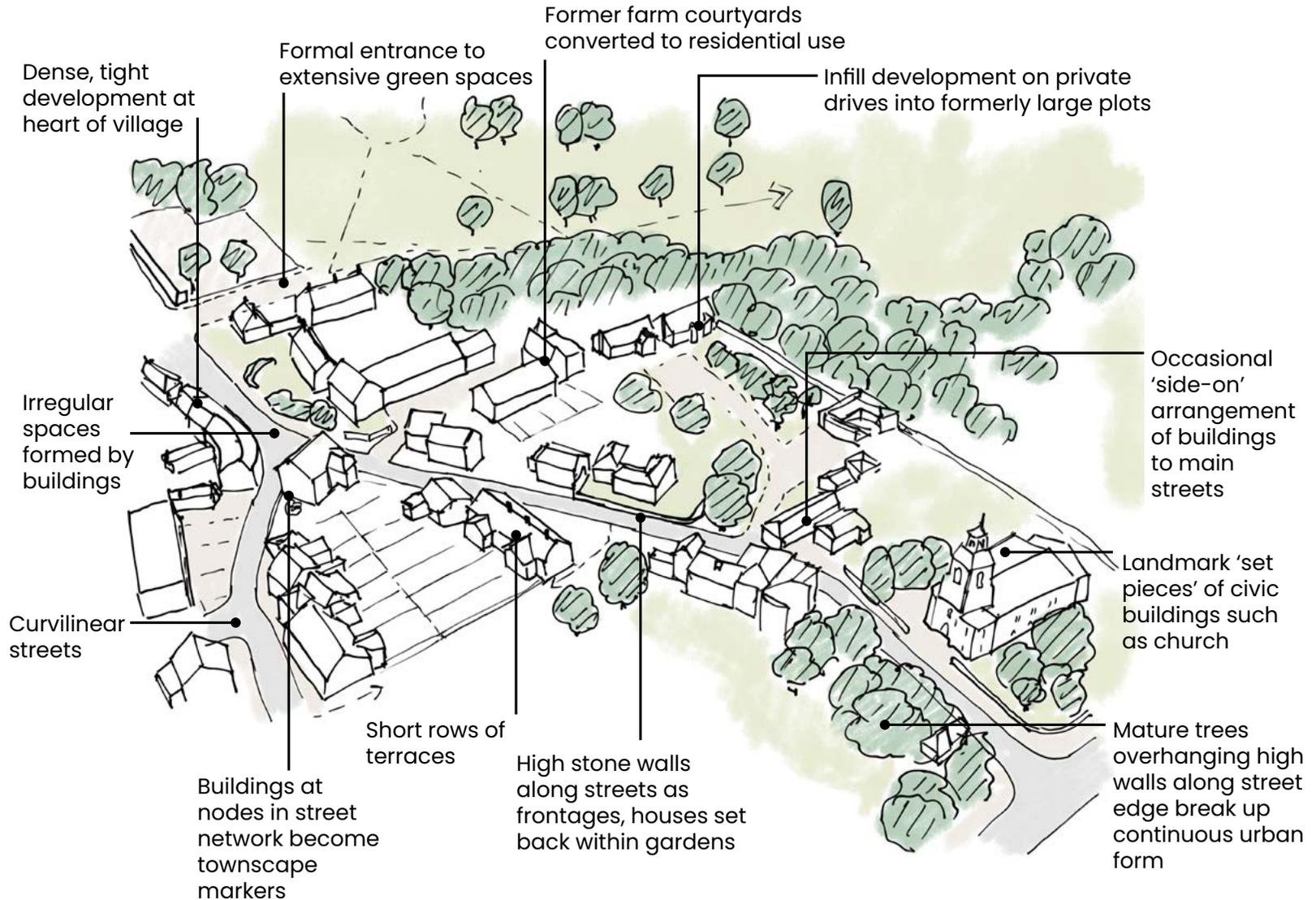
Page 48

The Villages

As well as the main settlements, Spelthorne has a number of smaller villages such as Stanwell Moor, Laleham, and Upper and Lower Halliford.

Although varied, many of these villages have common characteristics and forms derived from their traditional Middlesex character and relationship to agriculture.

The character of these villages is often defined by the historic core, and is usually a combination of the built form, street design, open spaces and landscape.

Any development or change in villages will strongly reflect the surrounding context and built form.

Page 49

Dense, tight development at heart of village

Formal entrance to extensive green spaces

Former farm courtyards converted to residential use

Infill development on private drives into formerly large plots

Irregular spaces formed by buildings

Occasional 'side-on' arrangement of buildings to main streets

Curvilinear streets

Landmark 'set pieces' of civic buildings such as church

Short rows of terraces

Buildings at nodes in street network become townscape markers

High stone walls along streets as frontages, houses set back within gardens

Mature trees overhanging high walls along street edge break up continuous urban form

Typical defining features found at the heart of many Spelthorne villages

Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

4

Area Type Design Requirements

Spelthorne's Area Types

Spelthorne has a number of different Area Types, which are distinctive from each other in urban design characteristics and their future patterns of development.

Different Area Types have different Design Requirements for future development that are appropriate to the area. Find the Area Type your proposal is in on the Area Types Plan to the right to see which requirements apply.

Designated 'Areas of Change' have more detailed coding requirements in addition to their Area Type Design Requirements. These are found in Chapter 5.

Most proposals in Spelthorne will be covered by the Code. **Other Area Types, and some development types, do not have detailed coding**. These design proposals should be in accordance with:

- Requirements for **Design Process** (Chapter 2)

- Design Code Vision and principles for the borough (Chapter 1)

- Design Code Vision and principles for the place (Chapter 3)

- Policy requirements as set out in the **Local Plan** and other valid policy or guidance

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CODED AREA TYPES

High Streets
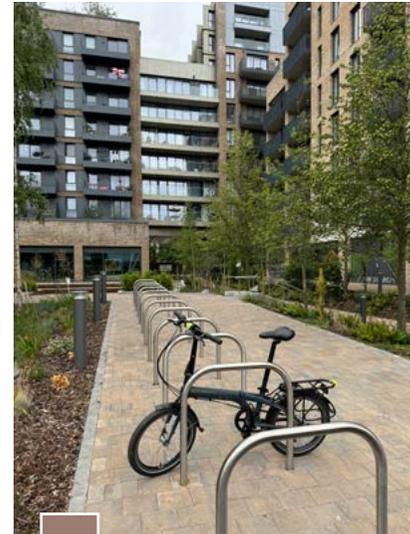
Town Centre N'hoods

Inner Suburban
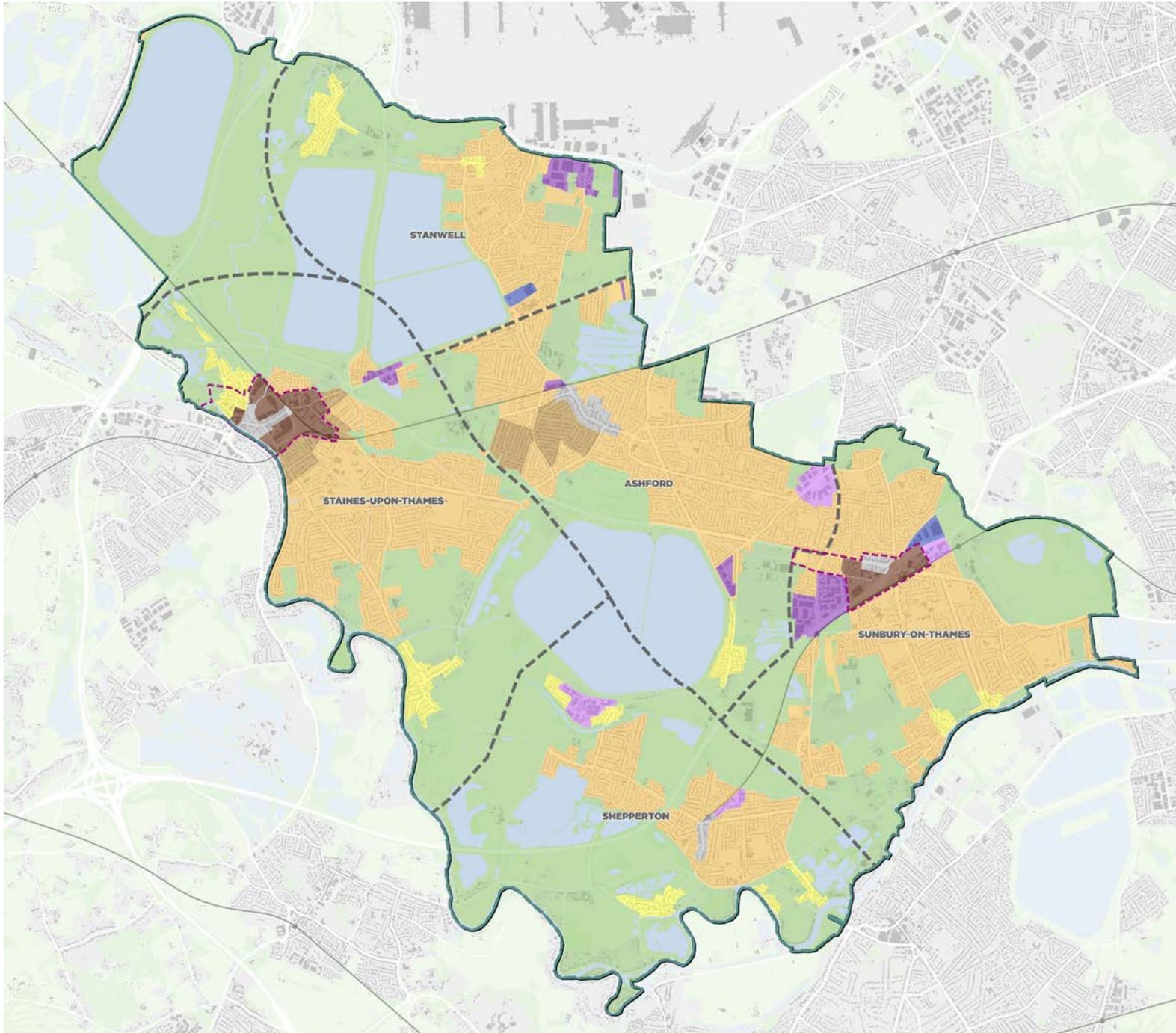

Suburban

AREA TYPES NOT CODED

Village

Employment

Retail Park

Places
See Chapter 3

Areas of Change
See Chapter 5

CODED AREA TYPES

High Streets

Town Centre Neighbourhoods

Inner Suburban

Suburban

AREA TYPES NOT CODED

Green Belt

Village

Business Park

Light Industrial

Retail Park

Waterbodies

Map labels: STANWELL, STAINES-UPON-THAMES, ASHFORD, SUNBURY-ON-THAMES, SHEPPERTON

■ 4.1 **High Streets**

OVERVIEW

High Streets are the vibrant heart of Spelthorne, and are both functional places and a core part of the borough's place identity.

There are four identified High Streets within Spelthorne. They are distinct in character from each other but have a number of common features.

- Staines-upon-Thames
- Ashford
- Sunbury Cross
- Shepperton

Staines-upon-Thames has a thriving High Street which is pedestrianised along its core length. Others remain busy streets for vehicles as well as people.

Staines and Ashford are the most historic High Streets, well-developed by the end of the 19th Century. Shepperton and Sunbury Cross develop further in the Inter-War and post-War period.

CODED DEVELOPMENT TYPES

All development along High Streets in Spelthorne is anticipated to be of the form of mixed use buildings, with retail or commercial ground floors and residential dwellings or office space on floors above.

AREAS OF CHANGE

Staines-upon-Thames and Sunbury Cross High Streets are both parts of Areas of Change. As well as the requirements set out in this section, they are subject to further spatial coding requirements set out in Chapter 5.

Development in Ashford and Shepperton High Street is anticipated to be incremental and governed by the design requirements set out in this section.

LOCATIONS

Locations of High Streets in Spelthorne are shown on the following page.

DESIGN AIMS

Development in High Streets **will:**

- Be incremental in form, being guided by existing dimensions of height, width, set back and building line
- Include retail and commercial uses on the ground floor to ensure the continued vibrancy and importance of High Streets as key places in Spelthorne
- Support a transformation in the public realm to prioritise active travel
- Be attractively and thoughtfully detailed and articulated with appropriate materials to integrate visually with the context and surrounding place

Spelthorne's High Streets are distinctive and important to the community. Development must 'fit in'.

Staines-upon-Thames

Ashford

Sunbury Cross

Shepperton

4.1.1 BUILDING HEIGHTS

Maximum heights of new development **must** comply with the requirements set out in the diagram to the right , and not exceed the maximum heights specified below.

- Staines-upon-Thames: 6 storeys (approx 18m). Further detail in Chapter 5, Areas of Change.

- Ashford: 5 storeys (approx 15m)

- Shepperton: 5 storeys (approx 15m)

- Sunbury Cross: 5 storeys (north side, approx 15m), 8 storeys (south side, approx 24m). Further detail in Chapter 5, Areas of Change.
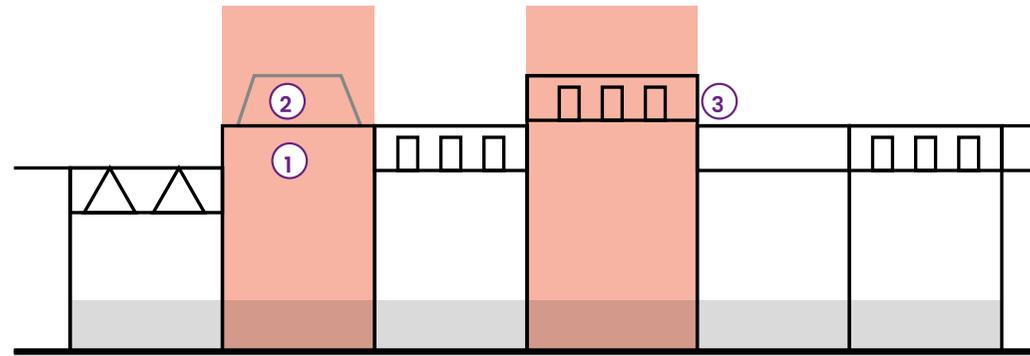
Development between different heights may:

1. Have one storey higher than the lower adjacent building, up to the maximum heights specified.

2. Have one storey higher than the taller adjacent building, provided it is set back from the building line and the flank facing the lower adjacent building, and does not exceed the maximum heights specified.
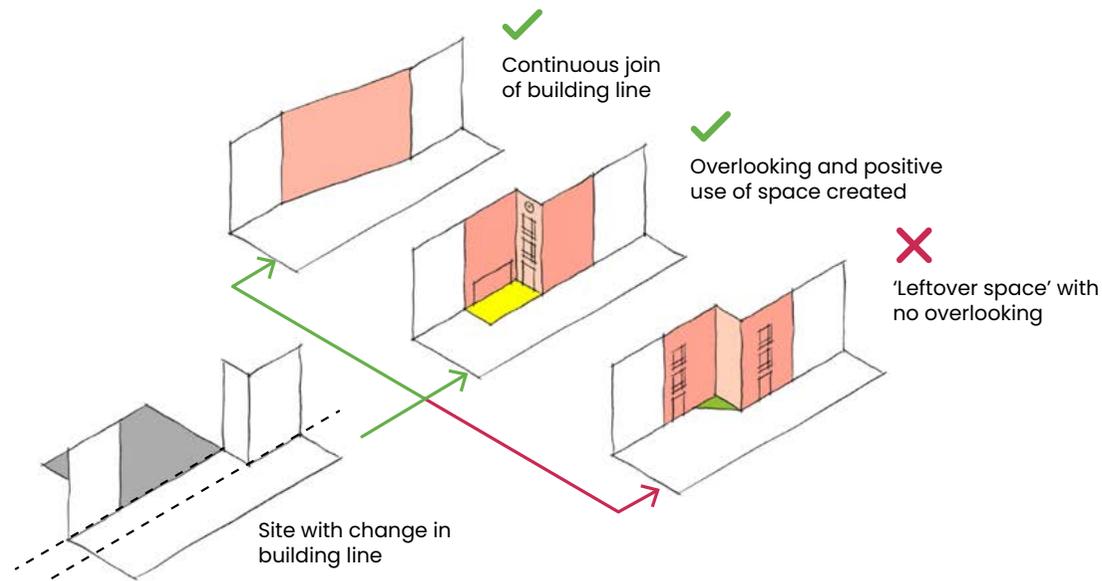
Development between similar heights may:

3. Be one storey higher than adjacent buildings, up to the maximum heights specified.

4.1.2 BUILDING LINES

Spelthorne's High Streets have a consistent building line, with most buildings built up to the front of the plot and joining adjacent buildings.

New development **must**:

- Match the surrounding building line and build to the front of the plot

- Ensure where possible at least a 2m footway width in front of the building

- Join adjacent buildings with a party wall

- Where there is a change in building line from one side of a plot to another address the change as shown in the diagram to the right

Continuous join of building line

Overlooking and positive use of space created

'Leftover space' with no overlooking

Site with change in building line

4.1.3 BUILDING GRAIN

The plot structure of Spelthorne's High Streets typically leads to relatively narrow buildings, referred to as a fine urban grain. It is also common to see buildings that are wider than this typical grain subdividing the frontage so as to match.

Buildings **must** visually match the prevailing building width of:

*   Staines-upon-Thames: 6-10m

*   Ashford: 5-10m

*   Shepperton: 6-20m, with most buildings wider than 10m subdivided visually

*   Sunbury Cross: 6-10m, with most buildings wider than 10m subdivided visually

Ashford - plots and building figure ground showing fine grain of built form

Subdividing the frontage of a single building to match the prevailing grain and rhythm of a HIgh Street (Lower Marsh, Waterloo)

### 4.1.4 VERTICAL MIX OF USES

High Streets are defined by their varied ground floor uses. Buildings on High Streets are expected to be mixed-use vertically.

Buildings **must:**

*   Have a commercial ground floor suitable for flexible retail use, with a floor-to-floor storey height of at least 4.3m to allow for future changes in use

*   Have either office or residential dwellings (apartments) on upper floors, with storey heights typically lower, of around 3m

*   Have separate entrances for upper floor offices or dwellings, from the High Street

Buildings **should**:

*   Locate servicing for retail units to the rear of the building. If servicing is necessary from the street this should be outside of retail hours.

Page 57
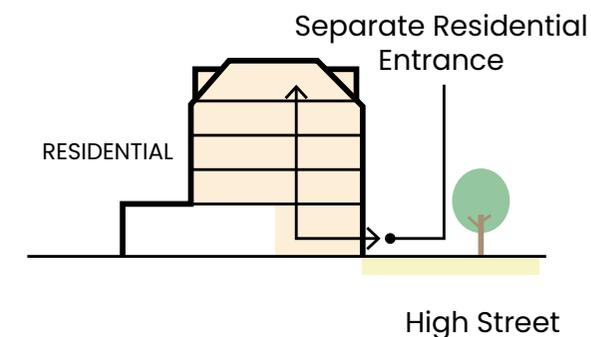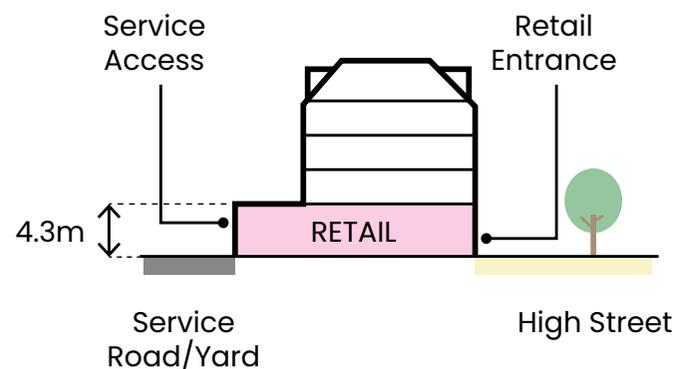
4.1.5 HIGH STREET PUBLIC REALM

Ashford, Shepperton and Sunbury Cross have High Streets with through vehicle traffic, service lanes and occasional streets. They are typically between 25–35m in width.

With phased changes in the design of the public realm, these streets can provide more space for pedestrians, cyclists and active uses of the public realm, while still accommodating car parking and vehicle movement successfully.
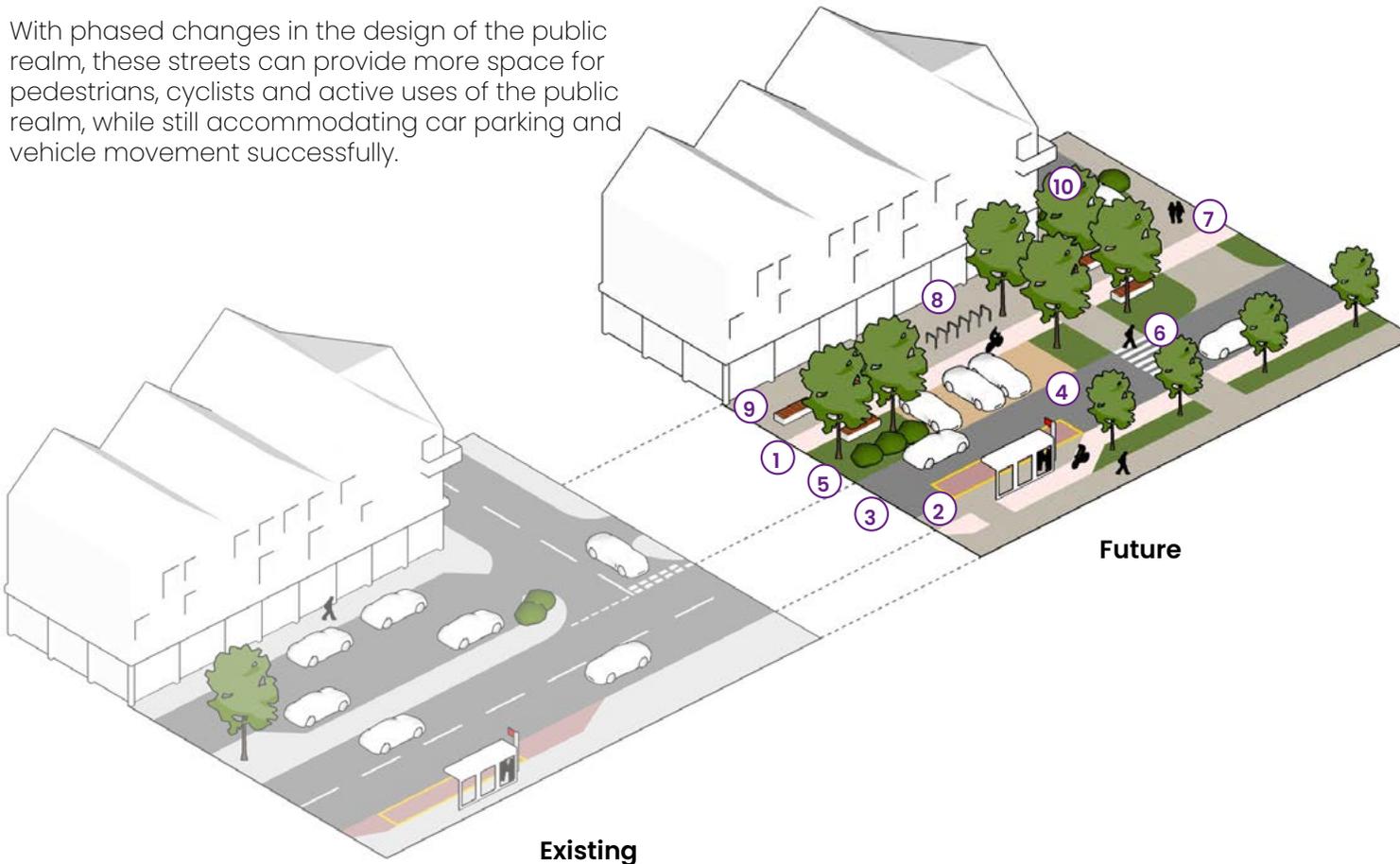
Public realm changes to High Streets **must** follow the principles of Surrey's Healthy Streets Design Code.

Spelthorne's High Streets **should**:

1. Include dedicated cycling provision to LTN 1/20 standards

2. Provide dedicated passenger waiting space at bus stops that does not block footways

3. Limit vehicle carriageway widths to the minimum required

4. Provide on-street parking as bay, parallel or angled arrangements off the main carriageway, with differentiated surface treatments and a maximum of six parking spaces in a run

5. Integrate parking bays into a flexible planting and street tree strip, which can also accommodate seating, lighting, cycle parking and wayfinding

6. Provide frequent pedestrian crossings at key desire lines

7. Provide continuous footways at junctions with side roads

8. Include frequent cycle parking at gateways and junctions along the street

9. Include seating at least every 50m

10. Use streets and landscape design to mark key locations in the street

Future

Existing

The quality of the public realm, and poor facilities for walking and cycling, detracts from High Streets today.

4.1.6 SHOP FRONTS

The design of shop fronts and building façades will make a strong contribution to the character of the High Street.

Shop fronts **must**:

- Adopt a unified approach to shop front design where buildings are architecturally in the same group within a terrace (e.g. the same building) (diagram centre right)

- Adopt an individual approach to shop front design for buildings which are individual (diagram far right)

- Reflect the width of historic plot pattern in their design
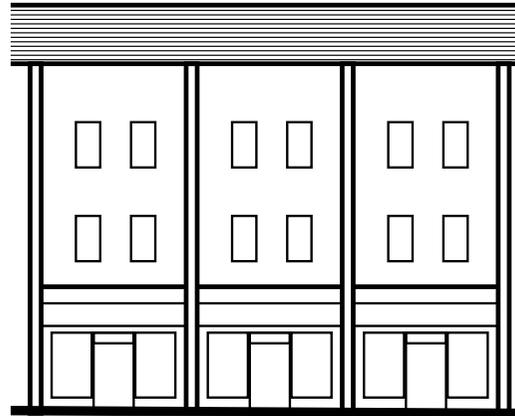
Unified approach to shop frontages on the same terrace of buildings

Individual approach to shop frontages on individual buildings

4.1.7 FACADES

Above shop fronts, High Street façades **must**:

- Have a roof visible from the street, e.g. a gable end, pitched roof or mansard roof. Flat roofs will not be accepted.

- Have a base of a single storey, used as a shop front

- Be visually proportioned so that floor and window heights decrease vertically

- Match the rhythm of windows along the street

- Use materials with texture or decorative detail visible at close distances, such as brick, to create visual interest

C
B
A

A > B > C
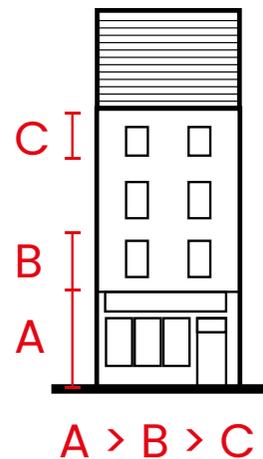
Proportions of base, middle and top floors in relation to each other

Matching the rhythm of windows along a High Street

Example of decorative detail separating shop front from upper floors (Wellington House, MATT Architecture)

Rich, detailed building façades which have parameters in common with adjacent buildings are popular.

4.2 Town Centre Neighbourhoods

OVERVIEW

Staines-upon-Thames and Sunbury Cross are town centres where a significant increase in homes is anticipated close to or within the town centre. This development will form new mixed-use neighbourhoods, where facilities and amenities are within walking distance of homes, and other destinations can be accessed by frequent public transport.

Town centre neighbourhoods will be of higher residential density than is typically seen in Spelthorne. They will have residential dwellings and supporting commercial and community facilities, as well as retail space that integrates with the rest of the town centre.

Some parts of town centre neighbourhoods have already been built, for example along London Road in Staines-upon-Thames. As neighbourhoods develop or are regenerated, it will be important to integrate these neighbourhoods into the surrounding town centre, with new streets and open spaces that can bring the existing and new community together.

CODED DEVELOPMENT TYPES

All development in Town Centre Neighbourhoods is anticipated to be in the form of medium to high density residential-led mixed use buildings, with some retail or commercial ground floors. This will include a range of densities and development types from townhouses to towers.

AREAS OF CHANGE

All Town Centre Neighbourhoods in Staines-upon-Thames and Sunbury Cross are designated as parts of Areas of Change. As well as the requirements set out in this section, they are subject to further spatial coding requirements set out in Chapter 5.

LOCATIONS
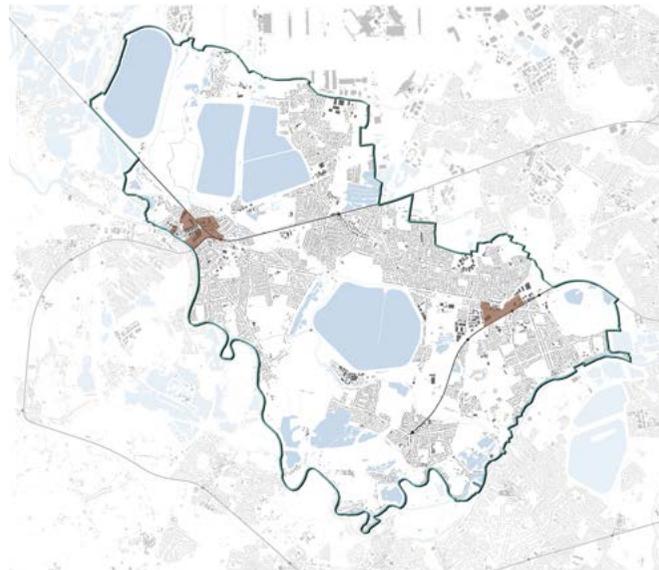
DESIGN AIMS

Due to the importance of design quality in new and emerging Town Centre Neighbourhoods, Design Aims and corresponding Requirements are set out across six themes:
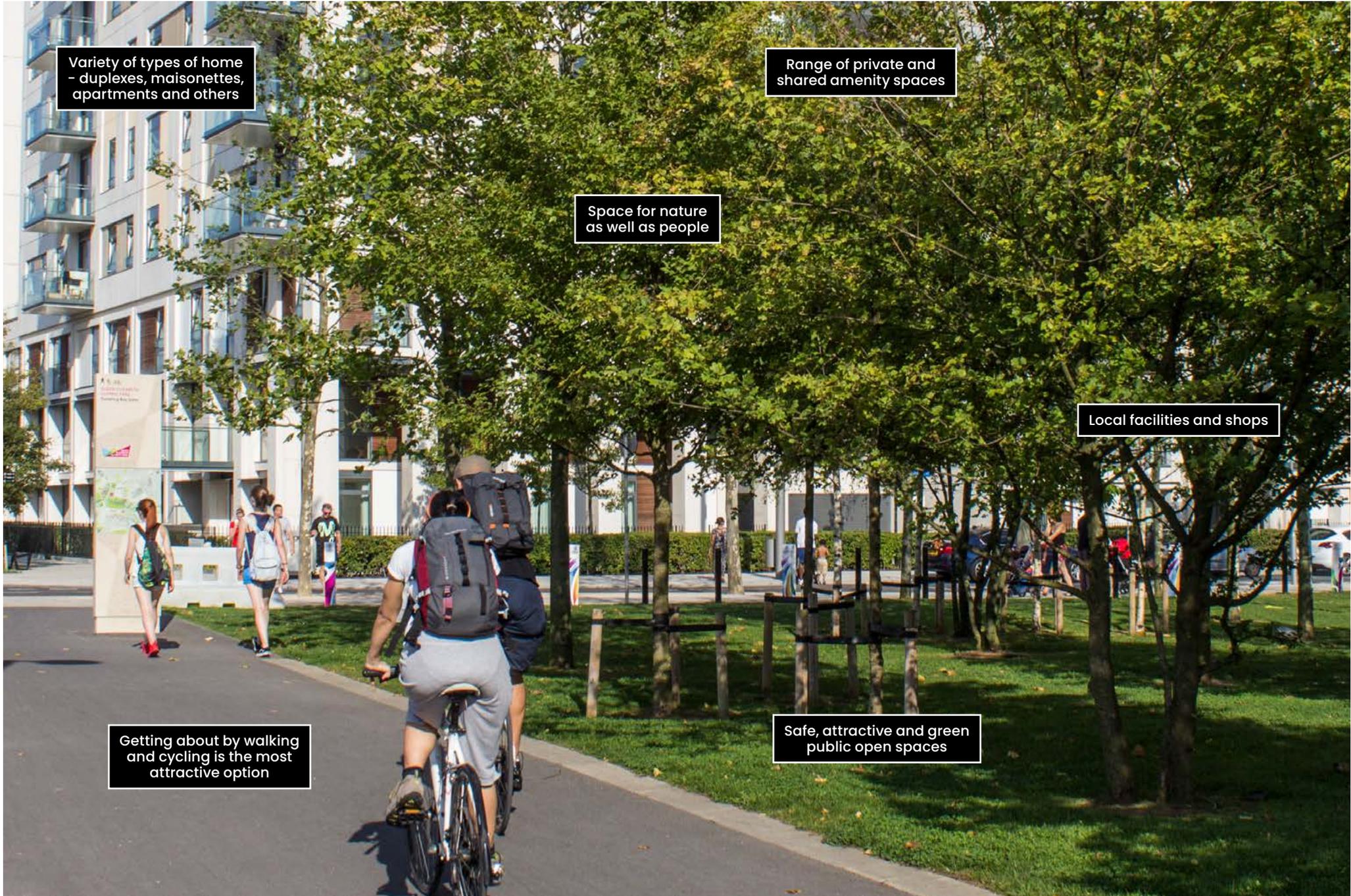
- The Street & Ground Floor
- Scale & Massing
- Open Spaces
- Homes & Practicalities
- Detail & Richness
- Climate Change & Sustainability

New neighbourhoods must be a part of the existing place, helping new residents be part of the community.

High quality open spaces, affordable, attractive new homes, and appropriate development scale are priorities.

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Variety of types of home – duplexes, maisonettes, apartments and others

Range of private and shared amenity spaces

Space for nature as well as people

Local facilities and shops

Getting about by walking and cycling is the most attractive option

Safe, attractive and green public open spaces

4.2.1 **The Street & Ground Floor**

The street and public spaces are how most people will experience Spelthorne's town centre neighbourhoods, and are of vital importance to the identity of places, and successful integration with their surrounding town centres and neighbourhoods.

Residential active frontage

Spill-out space for cafe seating on walking route

DESIGN AIMS

The Street & Ground Floor of Town Centre neighbourhoods **will**:

•   Maximise active frontages at ground level, whether they be commercial or residential

•   Connect the indoors with the outdoors, with appropriate ground floor uses aligned to the adjoining public realm or outdoor space

•   Use the built form and design of the public realm to ensure all space has a positive purpose

•   Provide a network of streets that prioritise people and active uses over cars, designed on 'superblock' principles

•   Include street trees and planting in the public realm

4.2.1.1 ACTIVE FRONTAGES

The ground floor connects the street with the activity within the building, and creates safe and secure environments through passive surveilliance. Different frontages and design requirements are set out on the next page.

Development **must**:

•   Locate frontages with a higher level of activity on busier streets

•   Locate **active frontages** to provide passive surveillance of surrounding areas which lack overlooking from other buildings

•   Not have more than 10m length of continuous inactive or low activity frontage

•   Have ground-floor entrances to homes, retail or commercial space at least once every 10m

🫶 A feeling of safety and security in the public realm at all hours is a key community priority.

4.2.1.2 SPILL-OUT SPACE

Active ground floor uses such as retail, cafes, restaurants, community spaces and leisure uses can further animate the street by providing 'spill-out' public realm space for tables, activities and events.

Development **must**:

•   Provide 'spill-out' space of at least 2m width on high activity retail and commercial frontages where there is direct sunlight and shelter from winds

•   Demarcate spill-out space, e.g. by a change in surface materials

Development **should**:

•   Align internal uses (e.g. cafes) with external spaces (e.g. squares and open spaces)

•   Provide shelter of spill-out space through temporary or retractable awnings

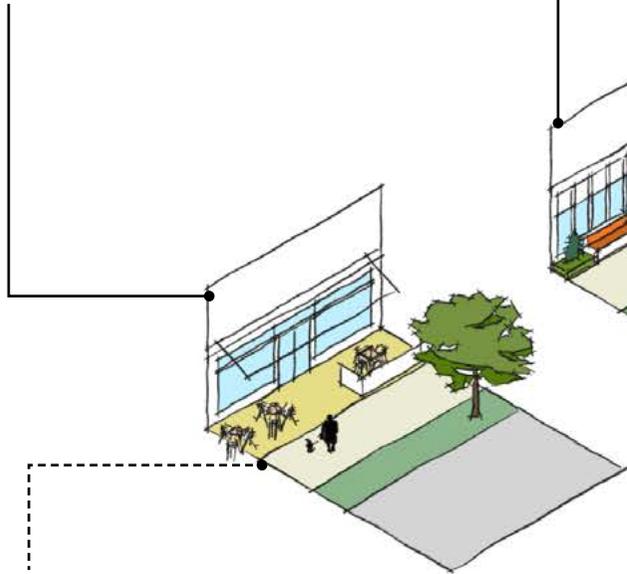**(4.2.1.1/4.2.1.2) Types Of Frontage and Spill-Out Space**

This diagram sets out the different types of frontage in town centre neighbourhoods. Proposed frontages **must** achieve these design requirements.

Service / Parking Access
Minimise the visual impact and lack of activity around these frontages
Inactive / Low Activity

Homes
Promote interaction between neighbours and a welcoming, safe threshold space.
Medium Activity

Apartment Entrances
Provide a safe, comfortable and welcoming threshold that feels like home.
Medium Activity

Commercial
Provides overlooking from ground floor offices and other commercial uses.
Medium Activity

Retail Frontages & Commercial Entrances
A source of activity and vibrancy on main streets. Allow indoor uses to 'spill out' onto the street with a demarcated space extending the public realm.
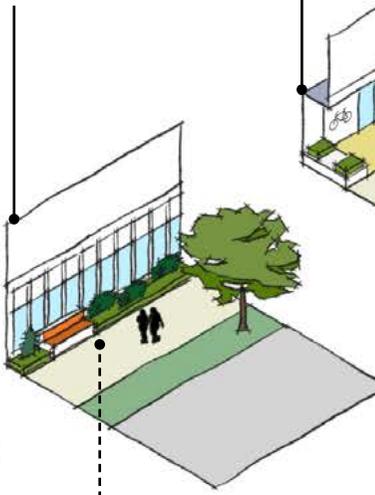**High Activity**

Minimise width of this frontage type, maximum 10m continuous width

Entrances flush with frontage

Continuous footway past entrance

Front gardens of 1m+

Front doors have covered threshold
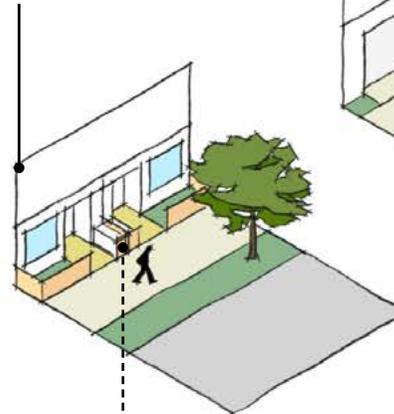
Bin storage space adjacent to front door

Covered threshold of 1.5m+ depth

Adjacent to retail entrances where possible

Cycle storage at entrance

Planting and seating to enclose threshold space

Glazing to provide visibility to public realm

Seating and planting at interface with street

Flexible 'spill-out space' of 2m+ width with differentiated materials

Retractable awnings may be used

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4.2.1.3 STREET NETWORKS AND DESIGN

New town centre neighbourhoods **must** be designed on the principle of prioritising the movement of people and active travel within and through the neighbourhood, with vehicle traffic directed onto suitable streets away from people-focused hearts of neighbourhoods.

- Streets within town centre neighbourhoods should be designed as Pedestrian Priority Streets, to prioritise active travel, and the use of the street for play, relaxation, socialising and active uses such as cafes or similar.

- Streets at the edge of town centre neighbourhoods, which are today designed as large traffic-dominated roads, should be re-imagined as Multi-Modal Streets.

Design requirements for these two key street types are set out on the following page. These follow the principles of Surrey's Healthy Streets Design Code.

Vehicle Movement   **+**

Limited access for servicing and parking access

Active Travel Movement   ⟶

Continuous movement for active travel modes

Street Types

━━━ Multi-Modal Streets

━━━ Pedestrian Priority Street
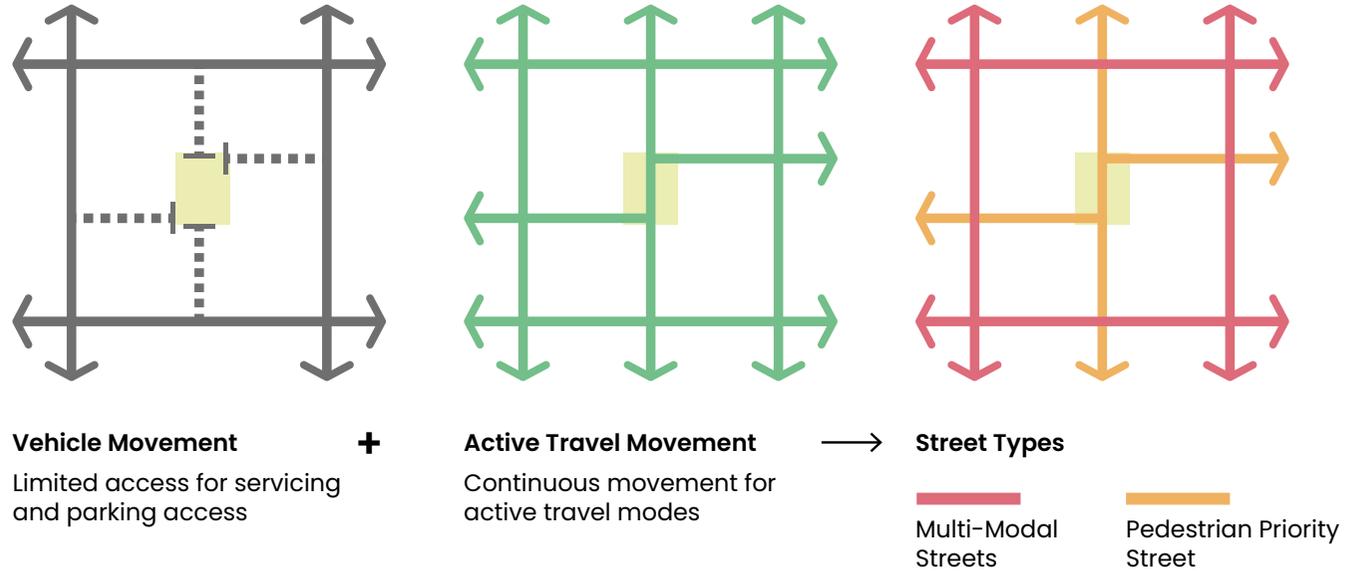
Neighbourhood street network design approach

4.2.1.4 STREET TREES AND PLANTING

Street trees provide multiple benefits, including shade, shelter, improvements to air quality, water handling, urban habitats and aesthetic contribution to the character of streets. Other planting can make contributions to some of these aspects and is encouraged.

Where development creates new public realm or streets, they **must** be tree-lined and planting should be integrated throughout the public realm.

Further requirements for landscape and street tree selection are found under TC-O5.
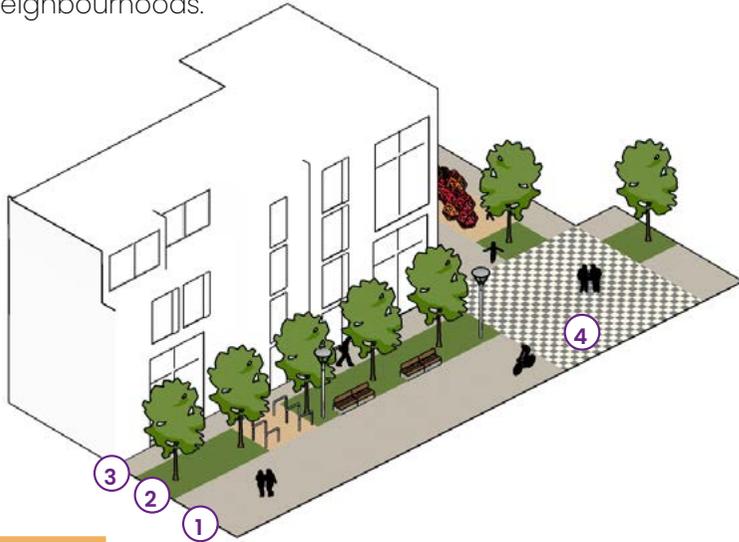
Street trees and planting in a residential street

Trees providing shade in public open space

(4.2.1.3) Types Of Street

This diagram sets out design requirements for the different street types within town centre neighbourhoods.

Pedestrian Priority Street

4.2.1.3a Pedestrian Priority Streets will vary in character to reflect the surrounding built form and intended vision of the town centre neighbourhood. At a minimum they **must**:

1. Have a shared surface area of at least 5m wide to provide occasional service access or limited access to car parking

2. Have a planting or landscape strip e.g. of at least 3m wide to be able to accommodate street trees, cycle parking, seating, lighting, planted areas, informal play features and surface water management

3. Have a minimum 2m wide footway between the landscape strip and built form front boundary

4. Use differentiated surface material at junctions between pedestrian priority streets

Multi-Modal Streets

Few (if any) schemes will create new multi-modal streets in town centre neighbourhoods. Most new town centre neighbourhoods will redevelop existing sites and be adjacent to existing major streets. These streets can be redesigned to reduce the dominance of vehicle traffic and provide more space for people and other modes, as shown below.

4.2.1.3b Multi-Modal Streets **must**:

1. Be fronted by built form with active ground floor frontages

2. Include dedicated cycling space to LTN 1/20 standards

3. Have regular pedestrian crossings that connect with desire lines

4. Be tree-lined and include planting areas, retaining existing street trees

5. Include a flexible strip of planting, seating, cycle parking to help delineate movement modes from each other

Reduce the space dedicated to vehicle traffic

Future

Existing

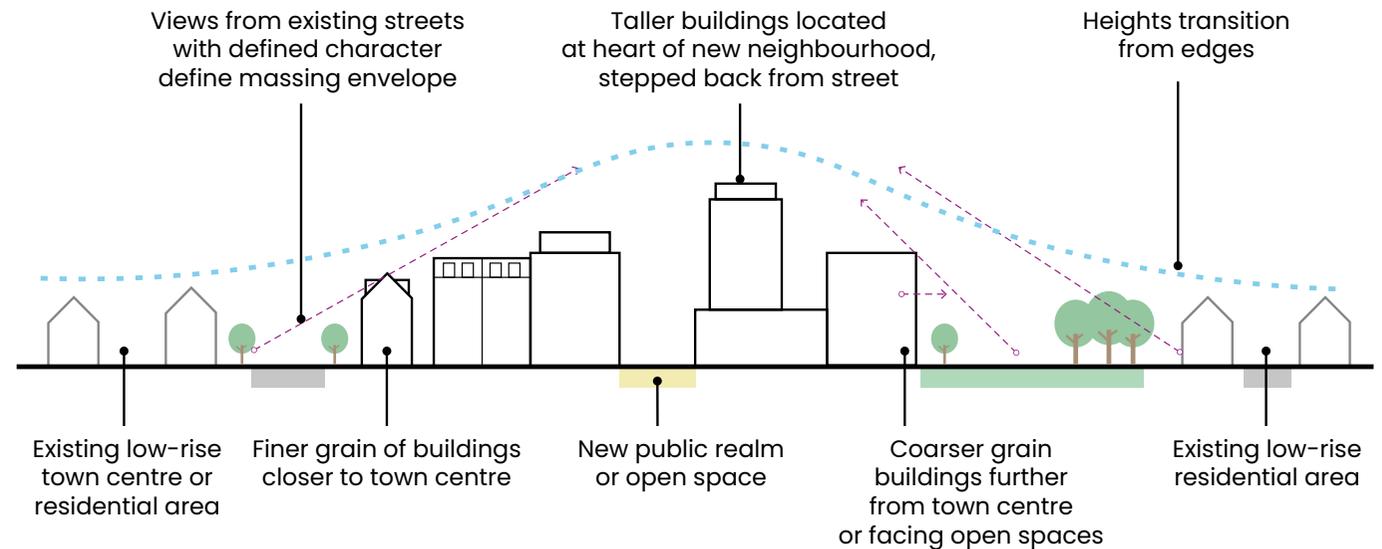Page 65
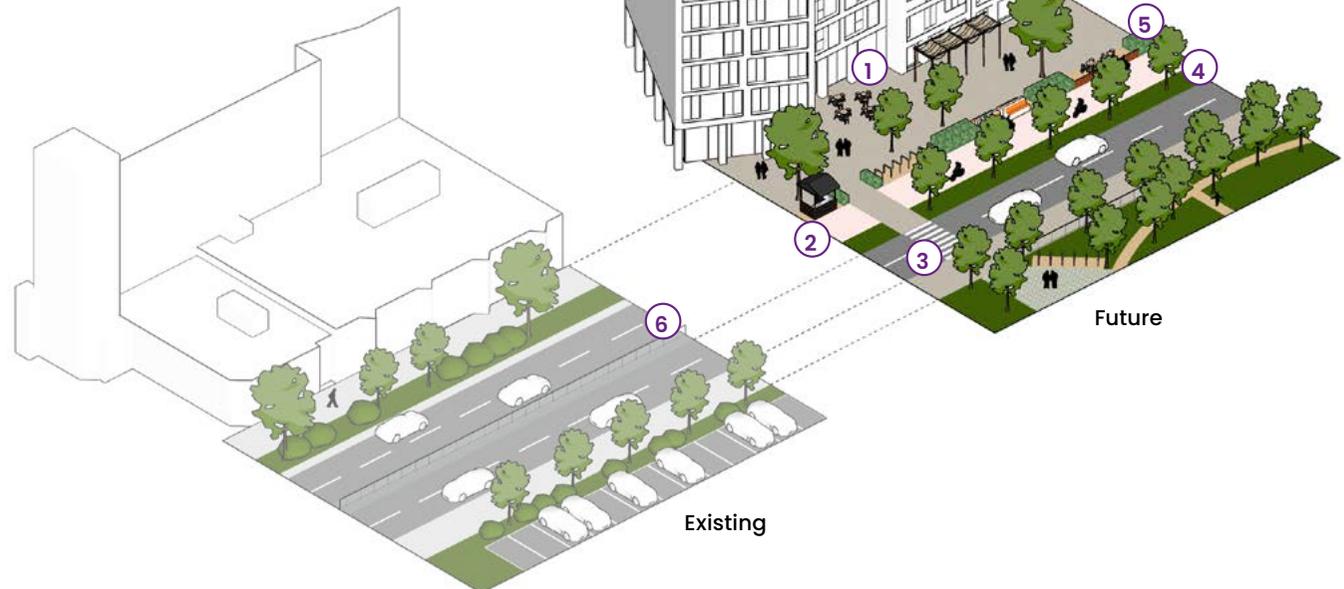
4.2.2 **Scale and Massing**

Scale and **massing** must be contextually-sensitive and successfully manage transitions to surrounding areas whilst ensuring an efficient use of land. High density does not need to mean high-rise, and well-designed medium-rise schemes are strongly encouraged in all of Spelthorne's town centre neighbourhoods.

DESIGN AIMS

The scale and massing of Town Centre Neighbourhoods **will**:

- Consider and minimise the impact on how they will be perceived from the street and areas of local distinctiveness and importance

- Make a positive choice of massing typology that balances integrating with the existing context with the need for efficient use of land in accessible, sustainable locations

- Ensure massing, especially of tall buildings:

  - has a varied elevation over their height

  - does not overwhelm the scale of the surrounding street

  - breaks up elevations through use of materials and facade design

  - keeps a street level microclimate, daylight levels and wind effects that are comfortable

4.2.2.1 NEIGHBOURHOOD MASSING APPROACH

Views from existing streets with defined character define massing envelope

Taller buildings located at heart of new neighbourhood, stepped back from street

Heights transition from edges

Existing low-rise town centre or residential area

Finer grain of buildings closer to town centre

New public realm or open space

Coarser grain buildings further from town centre or facing open spaces

Existing low-rise residential area

An overall approach to **massing** of new town centre neighbourhoods is set out in the diagram above. Scale and **massing** includes both the vertical (height) and horizontal (grain) measurements of buildings.

New neighbourhoods may be delivered through a number of different sites. The overall principles will apply across sites, and are defined in detail in Chapter 5, 'Areas of Change'.

New town centre neighbourhoods **must**:

- Transition gradually in height and urban grain from surrounding areas

- Locate taller buildings away from existing low-rise areas

The effect of change on the skyline and character of Staines-upon-Thames is important to the community.
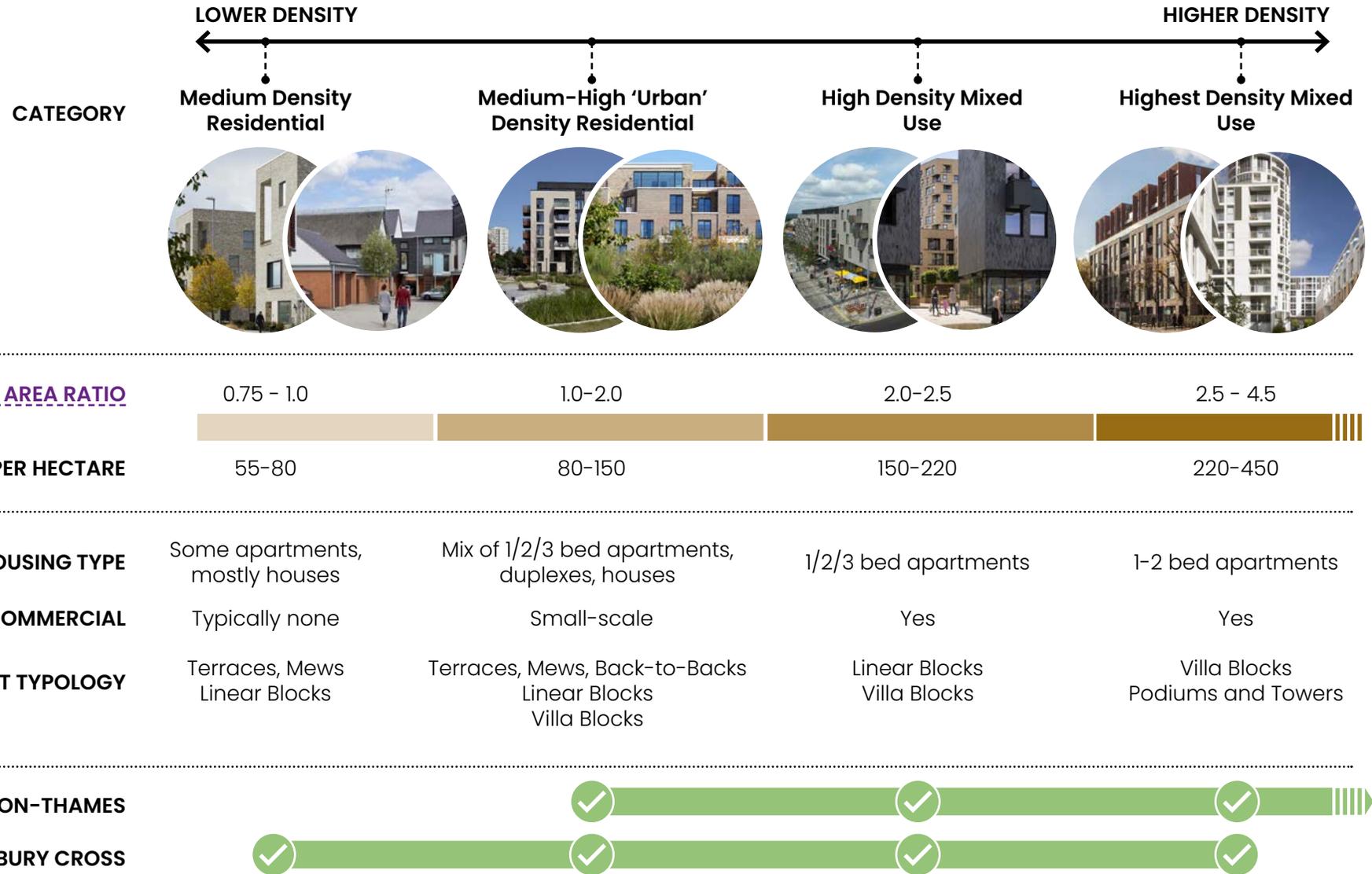
Existing tall buildings in Sunbury Cross create a poor environment which could benefit from mid-rise development.

DENSITY IN SPELTHORNE'S TOWN CENTRE NEIGHBOURHOODS

Spelthorne's town centre neighbourhoods will vary in prevailing density, measured both in dwellings per hectare and in **floor area ratio**. Anticipated categories of development, their typical density characteristics, and the places in which they are considered appropriate are set out below.

As set out in the 'Design Process' chapter, **the appropriate density for a site will be design-led,** responding to constraints, the existing context, and the requirements set out in this Design Code for Areas of Change.

LOWER DENSITY ⟷ HIGHER DENSITY

CATEGORY	Medium Density Residential	Medium-High 'Urban' Density Residential	High Density Mixed Use	Highest Density Mixed Use
TYPICAL FLOOR AREA RATIO	0.75 - 1.0	1.0-2.0	2.0-2.5	2.5 - 4.5
TYPICAL DWELLINGS PER HECTARE	55-80	80-150	150-220	220-450
TYPICAL HOUSING TYPE	Some apartments, mostly houses	Mix of 1/2/3 bed apartments, duplexes, houses	1/2/3 bed apartments	1-2 bed apartments
MIXED-USE / COMMERCIAL	Typically none	Small-scale	Yes	Yes
TYPICAL DEVELOPMENT TYPOLOGY	Terraces, Mews Linear Blocks	Terraces, Mews, Back-to-Backs Linear Blocks Villa Blocks	Linear Blocks Villa Blocks	Villa Blocks Podiums and Towers
STAINES-UPON-THAMES		✓	✓	✓
SUNBURY CROSS	✓	✓	✓	✓

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4.2.2.2 DEVELOPMENT TYPOLOGIES

Lower or medium-rise development typologies are preferred in Spelthorne's town centres. These typologies:

- More closely reflect prevailing character

- Can integrate a wide variety of dwelling types

- Retain a more human scale to streets and the built environment

- Retain a closer connection between residents in dwellings and the surrounding public realm

- Can be designed to address Secured by Design principles successfully

In some locations taller buildings might be appropriate. Due to their sensitivity, additional design requirements apply.

Four different development typologies appropriate to development in Spelthorne are presented on the following pages, including:

- Key dimensional requirements

- Design requirements addressing the design themes of the town centre code

- Where they might be considered and are most appropriate

Within larger sites that may have multiple buildings or character areas, a range of development typologies will be needed to provide a mix of housing types, character and appropriate transitions to surrounding places and spaces. Two applied examples of the use of different development typologies across a larger site are set out later in this section.

LOWER RISE   **MEDIUM RISE**   **HIGHER RISE**

Terraces, Back-to-Backs and Mews Houses   **Linear Blocks**   **Villa Blocks**   **Podiums and Towers**

Tall Building Design Requirements

Design Requirements under **4.2.2.2a**

Design Requirements under **4.2.2.2b**

Design Requirements under **4.2.2.2c**

Design Requirements under **4.2.2.2d**

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4.2.2.2a Low-Rise: Terraces, Back-To-Backs And Mews Houses

Terraces, back-to-backs and mews houses can provide relatively high densities of houses within low-rise streets that can blend well with the existing character of Spelthorne's town centres and streets. They can help bridge the transition between lower and higher-density development. Care should be taken to ensure sufficient green space, parking and privacy for residents are maintained.

Dimensions this type **must** observe:

- Height up to 3 storeys (approx 15m)
- Typically 2-4 bed homes
- Building depth 7-10m
- Frontage width 5-8m

Most Suitable Locations where this type **should** be located:

- Edges of higher density sites as part of transition to surroundings
- Quieter side streets
- Near areas with strong existing character to be preserved
- Mews streets inserted into centre of perimeter blocks in new neighbourhoods

Providing family homes within town centre neighbourhoods is strongly supported.

Mews

Back-To-Backs

Terraces

- Street
- Entrances
- Gardens
- Parking
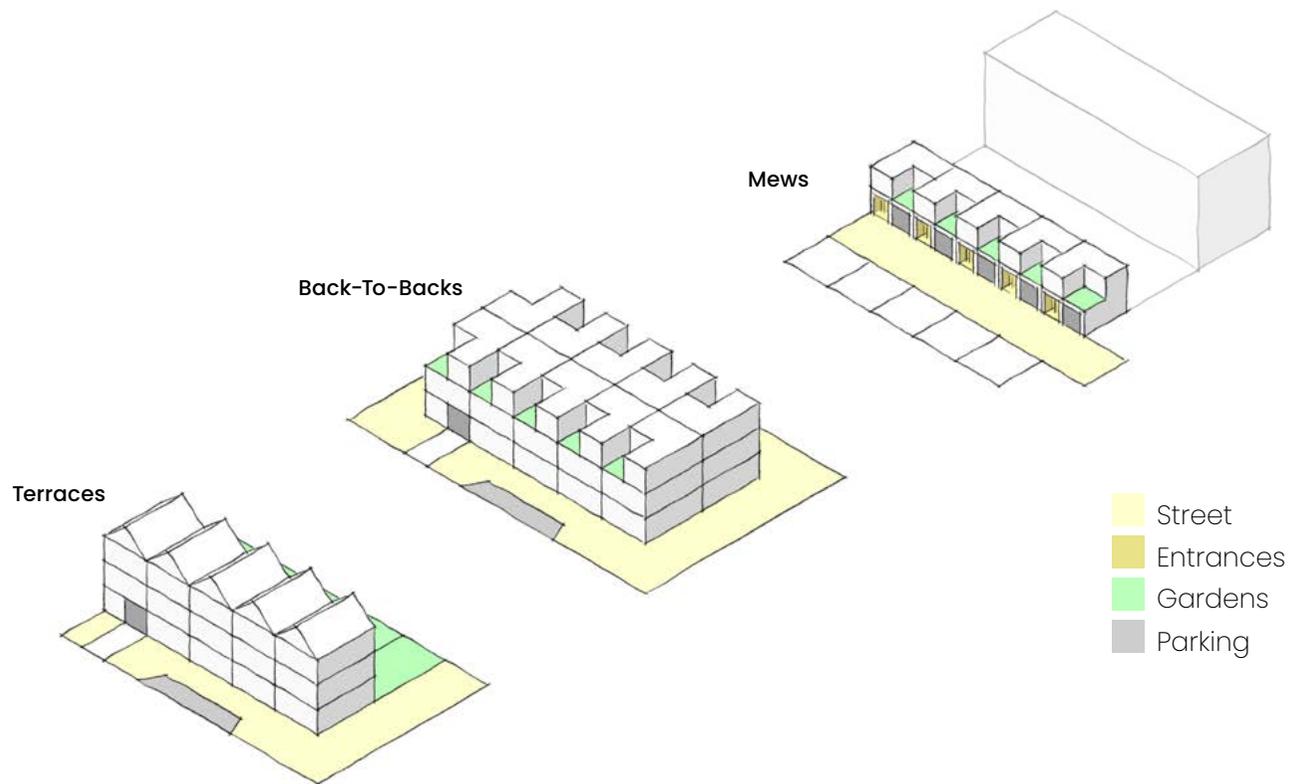
DESIGN REQUIREMENTS

Terraces, back-to-backs and mews **must** include:

Street and Public Realm

- Typically no commercial ground-floor frontages or uses
- Shared space or pedestrian-priority streets

Scale and Massing

- Limited variations in height
- Mix of contemporary and traditional pitched roof types

Open Spaces

- Private gardens and terraces, including roof terraces
- Any shared open spaces delivered as part of public realm

Homes and Practicalities

- Front doors on street for all homes
- Car parking on-street, in off-plot parking areas or integral to homes
- Single-aspect types not located facing primarily north or south, to prevent overheating or lack of access to daylight

4.2.2.2b Medium-Rise: Linear Blocks

At medium densities and heights, linear blocks can accommodate a range of housing types within a mid-rise town centre neighbourhood. These can often fit into relatively narrow blocks and create a legible urban environment with a mix of quieter and busier frontages and streets.

Dimensions this type **must** observe:

- Height typically 4-6 storeys (approx 18m)
- Deck access heights limited to 5 storeys (approx 15m).
- Mix of duplexes, maisonettes and apartments
- Building depth 8-12m to ensure dual-aspect dwellings throughout
- Frontage widths flexible, typically articulated at 6-10m intervals to align with dwellings
- For point access, a maximum of two dwellings served on each floor per core
- For deck access, a maximum of six dwellings served on each floor per core

Most Suitable Locations where this type **should** be located:

- Edges of higher density sites as part of transition to surroundings
- Larger infill sites on the peripheries of town centres
- Near areas with strong existing character to be preserved
- Sites that have a lower proportion of commercial uses

Duplex and maisonette types can be incorporated

All units dual-aspect

Shared amenity space at rear

Point Access

Clear entrance to residential dwellings

Deck Access

- Street
- Entrances
- Gardens
- Internal Circulation
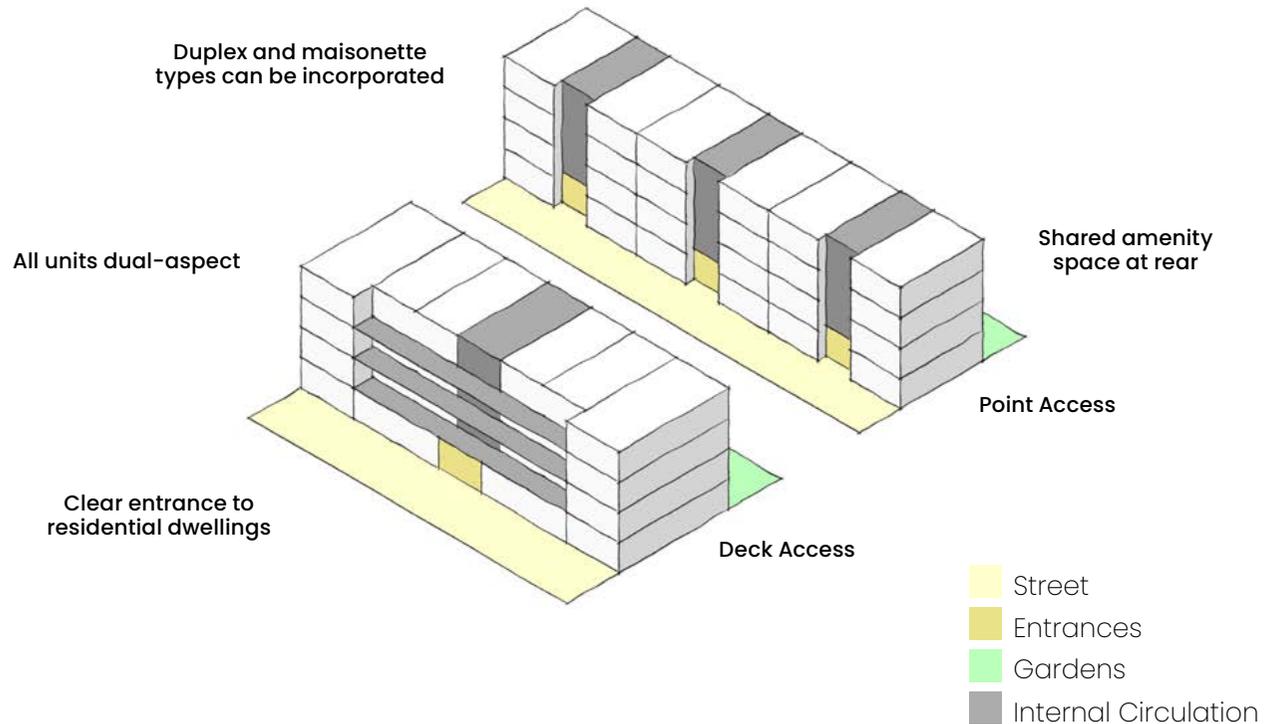
DESIGN REQUIREMENTS

Linear blocks **must** include:

Street and Public Realm

- Residential **active frontages**
- Any commercial ground-floor **active frontages** or uses located facing onto busier streets

Scale and Massing

- Mix of roof types to differentiate buildings
- A minimum of 2 hours direct sunlight on 21st December to all units, ensured by the spacing of buildings

Open Spaces

- Private gardens and terraces, including roof terraces for maisonettes and duplexes
- Shared gardens for duplexes and apartments

Homes and Practicalities

- Both deck access or internal (point/walk-up) access possible.
- Front doors on street for maisonettes ground floor units
- Car parking on-street or integral to homes for maisonettes, shared off-plot provision required for other forms
- Accessible, level access to all homes

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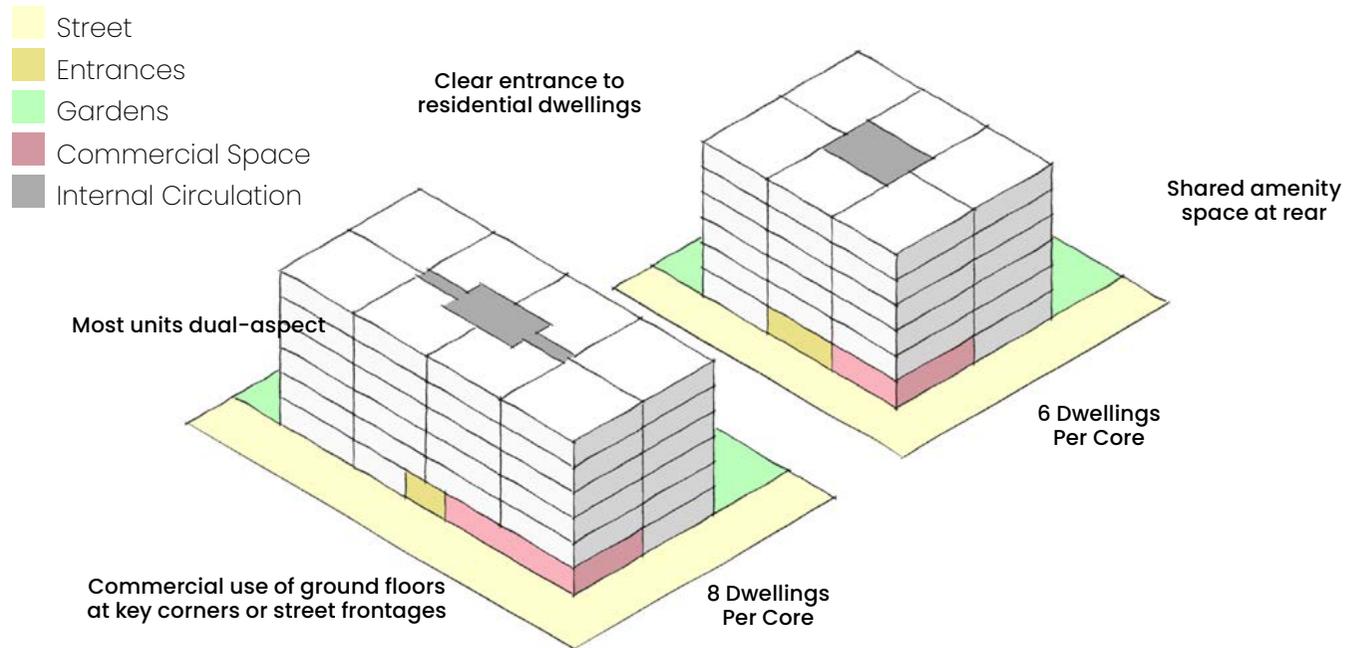
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4.2.2.2c Medium-Rise: Villa Blocks

This typology can provide a flexible mix of higher density apartment buildings and ground-floor commercial uses set within a network of open space or as part of other typologies. They are typically double-fronted at ground level enabling them to be flexibly used, but care needs to be taken to ensure frontages are active and servicing is located in the right places.

Dimensions this type **must** observe:

- Height typically 5-10 storeys (approx 15-30m)
- Floors above 8 storeys (approx 24m) should be set back
- Mix of 1, 2 and 3 bed apartments
- Building depth 14-20m
- Building width 20-30m
- Subdivision of frontage to create finer visual grain on larger buildings
- No more than eight dwellings on each floor served by a single core

Most Suitable Locations where this type **should** be located:

- On key corners and busier streets
- Adjacent to green open spaces, ensuring views for residents
- As the main component in many medium-high density developments away from sensitive edges

Street
Entrances
Gardens
Commercial Space
Internal Circulation

Clear entrance to residential dwellings

Shared amenity space at rear

Most units dual-aspect

6 Dwellings Per Core

Commercial use of ground floors at key corners or street frontages

8 Dwellings Per Core

DESIGN REQUIREMENTS

Villa blocks **must** include:

Street and Public Realm

- Commercial ground-floor **active frontages** or uses at key nodes

Scale and Massing

- Within larger sites with multiple buildings, lower heights used on southern sides of sites to ensure daylight access to open spaces
- Incorporate plant within the roof design

Open Spaces

- Private balconies and terraces
- Shared amenity open spaces between buildings need to be on a podium or have some change in levels from the public realm to provide separation from the street

Homes and Practicalities

- Shared entrances for apartments can be provided on both sides of building
- At least half of units dual-aspect
- Central core providing access to all upper-floor units
- Shared refuse and cycle storage at ground level
- Individual entrances to units located on the ground floor
- Private gardens for units fronting onto shared amenity spaces
- Car parking either underground or housed off-plot
- Accessible, level access to all homes

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4.2.2.2d Medium To High-Rise: Podiums And Towers

Towers with apartments provide the highest-density option for new residential development. They can also be the most impactful on surrounding areas due to their scale, can deliver a large number of high-quality new homes in town centres, and can have impacts on the street due to overshadowing and wind effects. As such they require careful design.

Due to safeguarding restrictions for Heathrow Airport, the maximum height of any development in Spelthorne is 45m (approximately 15 storeys).

Further requirements for tall buildings are set out under 'Tall Building Design Requirements' later in this section (**4.2.2.3**).

Dimensions this type **must** observe:

- Towers sit on and are set back from a podium or base building
- Heights: towers of between 10-15 storeys (30-45m), lower base/podium up to 6-8 (approx 18-24m) storeys
- 1-2 bed apartments, some 3-bed apartments possible
- Tower width and depth typically 20-30m
- No more than eight dwellings on each floor served by a single core

Most Suitable Locations where this type **should** be located:

- The highest density town centre areas
- As part of town centre neighbourhoods where an appropriate transition has been achieved, in line with the overall approach to **massing** set out earlier in this section

Legend:
- Street
- Entrances
- Gardens
- Parking
- Commercial Space
- Internal Circulation

Differentiated top of tower, integrating plant within roofscape

Tower

Shared amenity space on podium

Clear entrance to residential dwellings

Podium

Commercial uses within podium

Car parking within podium and/or underground
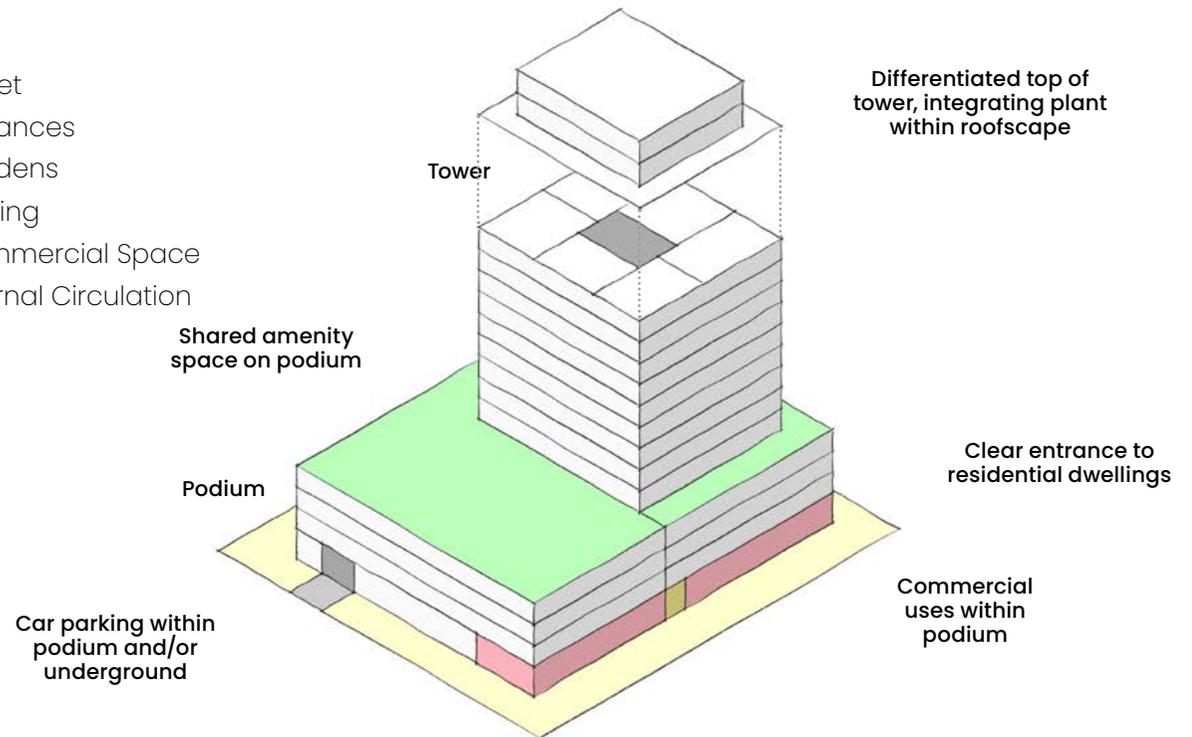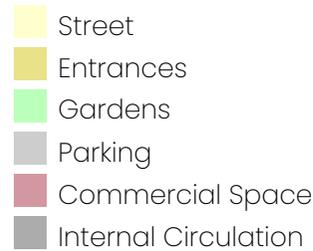
DESIGN REQUIREMENTS

Podiums and towers **must** include:

Street and Public Realm

- Commercial ground-floor uses within podium
- Podium to provide strong edge to street, with no open space without a clear use or ownership (public/private) around the tower base

Scale and Massing

- Towers to comply with the tall building requirements set out on the following pages

Open Spaces

- Private balconies and terraces, including roof terraces
- Balcony types to comply with tall building requirements on following pages
- Shared podium gardens to provide amenity space for residents

#### Homes and Practicalities

- Shared entrances for apartment blocks located on the street, with a connection through to any shared podium garden
- Car parking underground, within podium, or a combination of both.
- Accessible, level access to all homes

Applied Example 1

Approx 200 dwellings per hectare (dph), Floor Area Ratio 1.85

The site below is 100m x 60m, adjacent to a busy commercial street and surrounded by lower-rise side streets, that transition to existing residential areas. The example maximises the potential of the site by selecting typologies on side streets that provide moderate intensification of built form, and locate the densest typologies along the main street. To increase the variety of provision a mews street is inserted into the centre of the block.
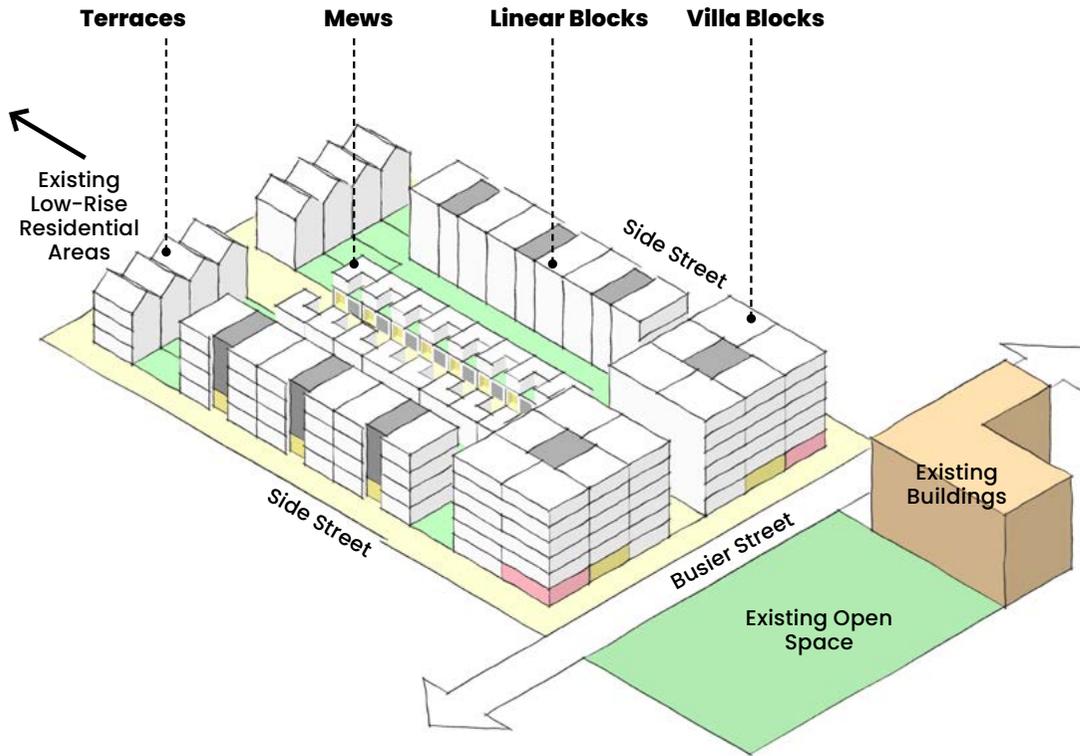
Applied Example 2

Approx 330dph, Floor Area Ratio 3.2

The site below is 105 x 80m, adjoining an existing High Street of 3-4 storeys linking through to an existing open space. The example transitions from the existing area by building heights from the High Street with fine-grain buildings into the centre of the new neighbourhood. A tower is located adjacent to new public realm at the centre of the neighbourhood. Coarser grain Villa Blocks overlook the open space.

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Terraces — Mews — Linear Blocks — Villa Blocks

Existing Low-Rise Residential Areas

Side Street

Side Street

Busier Street

Existing Buildings

Existing Open Space

Villa Blocks — Podium and Tower with car parking — Linear Blocks

Existing Open Space

Existing built-up area backing onto site

High Street

Legend:
- Public Realm
- Entrances
- Gardens
- Parking
- Commercial Space
- Internal Circulation
- Public Open Space
- Existing Built Form

4.2.2.3 TALL BUILDING DESIGN REQUIREMENTS

When designed well, tall buildngs can make valuable contributions to the character of a place, can accommodate significant numbers of new dwellings and can be positive new landmarks.

Tall buildings are defined in Staines-upon-Thames and Sunbury Cross as buildings over 8 storeys (around 24m).

The generally acceptable locations for tall buildings in Staines-upon-Thames and Sunbury Cross are set out in the heights plans in the Areas of Change coding in Chapter 5. They are located so as to:

• Respect the scale of existing streets and areas that are valued and form part of the identity of place

• Be within coherent new neighbourhoods, following the overall approach to **massing** set out earlier in this section, creating an overall rhythm of height variation across the town centre, with taller heights grouped together

• Be adjacent to spaces that can 'absorb' their scale
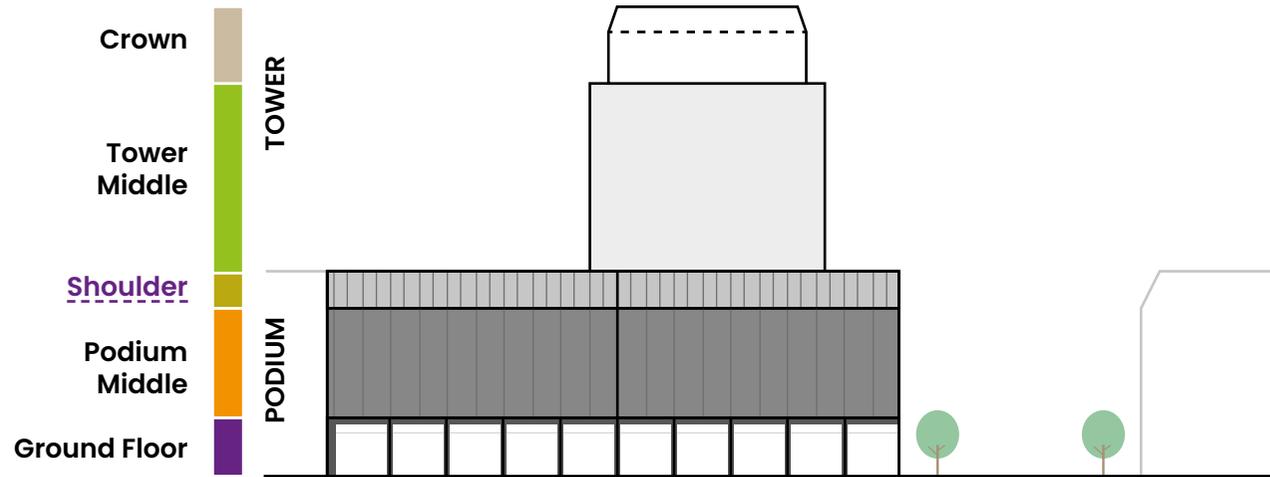
Each of the distinct parts of a tall building **must** be designed as set out below and in the principles set out on the following page..

Ground Floor	Podium Middle	Shoulder	Tower Middle	Crown
Activated ground floor relating strongly to street/ public realm	Main part of street facade elevation	Visibly differentiated top of street facade	Set back mass of tower, arranged to not dominate street	Visibly differentiated top of the building for longer views
Taller heights (typically 4.3m) to provide future flexibility of use	Balconies facing street inset or partially inset	Reduced storey height or levels of glazing to 'cap' facade	Balconies inset	Plant integrated within roof design
High levels of glazing when commercial uses specified	High levels of detailing and articulation to ensure visual interest	Maximum height to ensure visual connection between floor and street (typically 8 storeys, appx 24m)	Set tower back from plot edge	'Penthouse' accommodation can be incorporated within crown

Taller buildings have their place but must not overwhelm streets having an existing traditional character.

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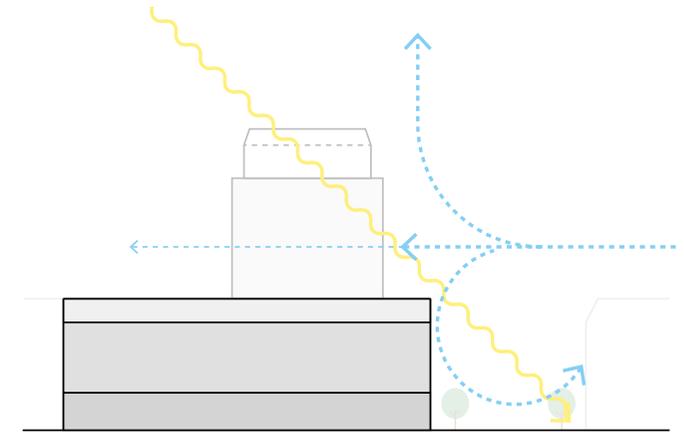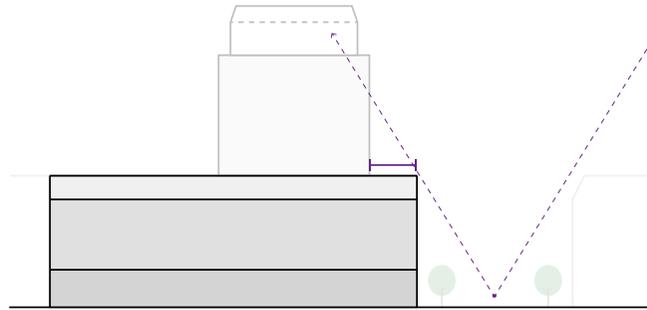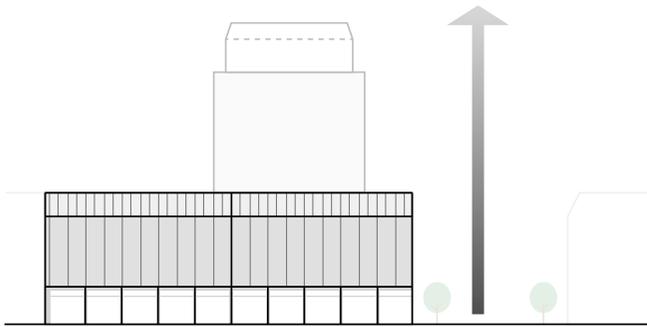
4.2.2.3a Breaking Up Massing

Facades for podium/base buildings **must** be broken up through vertical articulation such as pillars, changes in material and other architectural features to match the prevailing grain of the street and area.

Material choices **must** ensure that the tower is visually subservient to the base. This is usually achieved through selecting a paler material that recedes when viewed from the street, and the design of façades to be less visually prominent.

If needed to fit the prevailing urban grain, podium/bases **should** be designed so as to appear to be two or more independent buildings.

4.2.2.3b Scale Of The Street

The use of a setback and 'shoulder' for the tower element of a taller building creates a street environment that is not overwhelmed by the massing of the tower.

Shoulder heights on existing streets **must** be set at or one storey above the prevailing heights. For new streets, shoulder heights are a maximum of 8storeys (approx 24m).

Setbacks **must** be a minimum of 3m but larger setbacks are encouraged, and the impact of a tower on the existing street scale and townscape will be assessed on a site-by-site basis.

4.2.2.3c Microclimate

Taller buildings can have significant effects on wind and sunlight at street level and in the surroundings.

Sunlight analysis **must** be undertaken to demonstrate that surrounding public spaces and dwellings retain access to sunlight for at least two hours per day during winter.

With an appropriate setback above a podium, 'wind tunnel' effects on public spaces are likely to be limited. Stepped, rounded or chamfered corners and massing are approaches that can be used to further reduce these effects at ground level.

4.2.3 **Open Spaces**

Open spaces in town centre neighbourhoods are vital relief for relaxation, socialising, nature and general health and wellbeing. Spelthorne's town centres generally have few public open spaces, and new development should maximise opportunities to include them, as well as providing space for residents to use.

DESIGN AIMS

Open Spaces in Town Centre Neighbourhoods will:

- **Be safe and secure (and perceived to be so) for all user groups at all times**

- **Encourage physical activity, enable social interaction, provide access to nature and be inclusive**

- **Be of a variety of types appropriate to a town centre context and their intended use**

- **Include provision of shared amenity space for residents to use regardless of tenure**

- **Take opportunities to improve connectivity of development with the nearby natural environment**

4.2.3.1 **NEIGHBOURHOOD OPEN SPACE APPROACH**

Open Space Typologies

- Green Open Space
- Entrance Spaces
- Communal / Shared Gardens
- Private Gardens

PUBLIC ↑
PRIVATE ↓

- Streets / wider public realm
- Busiest Public Route
- Building Street Frontages
- Building Courtyard Frontages

1. Busier, more formal public square or park at key node in neighbourhood on busy pedestrian route

2. Quieter neighbourhood incidental 'pocket park' away from main routes, with seating, informal play areas and a less formal character

3. Ground-level communal garden

4. Podium-level communal garden with private gardens for dwellings at edges

5. Building entrances at key corners and onto open spaces

6. Regular entrances to activate street

7. Shared roof terrace in setback area above street

An overall approach to the arrangement of open spaces in relation to each other and built form is set out in the diagram above. Each typology has detailed requirements on following pages.

New neighbourhoods may be delivered through a number of different sites. The overall principles will apply across sites, and are defined in detail in Chapter 5, 'Areas of Change'.

New town centre neighbourhoods **must**:

- Clearly define public and private spaces

- Ensure the intended character of open spaces reflects the activity of connecting streets, with busier spaces on busier streets

Green spaces form a vital part of Spelthorne's identity, but the town centres lack good provision.

4.2.3.2 SAFETY AND SECURITY

Open space typologies are defined on a continuum of public to private use, which defines their role and key uses within an open space network.

Alll open space **must** implement key principles set out in Secured by Design to ensure spaces have good passive surveillance and do not encourage anti-social behaviour through layout and detailed design.

PUBLIC   **PRIVATE**

TYPE OF SPACE	Public Open Space	Entrance Spaces	Communal / Shared Gardens Roof Gardens	Private Gardens Balconies
ROLE AND KEY USES	Outdoor amenity Exercise Social interaction Movement	Transition from public to private Welcome and safety Cycle storage Waste management	Relaxation Exercise Friends and family Children's play Community interaction	Relaxation Gardening and hobbies Private space
SAFETY AND SECURITY	Primarily provided by street activity, passive surveillance and lighting	Design and layout - defensible space Passive surveillance and lighting Active measures (access control, CCTV)	Access control from public realm, through entrance spaces Access from internal circulation	Private access from homes
DETAILED REQUIREMENTS	See 4.2.3.3	See 4.2.4.4	See 4.2.3.4	See 4.2.4.5

4.2.3.3 PUBLIC OPEN SPACES

Public open spaces **must**:

- Be overlooked by surrounding built form, with **active frontages** at ground level

- Provide seating at least once every 50m along active travel routes

- Provide visitor cycle parking

- Be universally accessible to all abilities

- Be well-lit with no concealed spaces

- Include planting and trees for shade and shelter

- Include surface water management systems and solutions including permeable paving, permeable planted areas, rills, drains and other water management features

- Connect to and extend active travel routes through the space to LTN 1/20 standards

- Be protected from vehicle traffic through bollards or other boundary treatments

Depending on character and intended use, public open spaces **could** include:

- Events space in larger, busier open spaces

- Gathering and socialising spaces

- Community garden space in quieter, neighbourhood spaces

- Informal and designated play areas, outdoor gyms and trim trails

Suitable public open space typologies and key design requirements within the Town Centre Neighbourhoods area type are set out on the following page.

Square / Park

Incidental Space

Linear/ Transit Space

PUBLIC ↑

PRIVATE ↓

Open Space Typologies

- 🟩 Green Open Space
- 🟨 Entrance Spaces
- 🟩 Communal / Shared Gardens
- ⬜ Private Gardens

- ⬜ Streets / wider public realm
- 🔴 Busiest Public Route
- ▬ Building Street Frontages
- — Building Courtyard Frontages
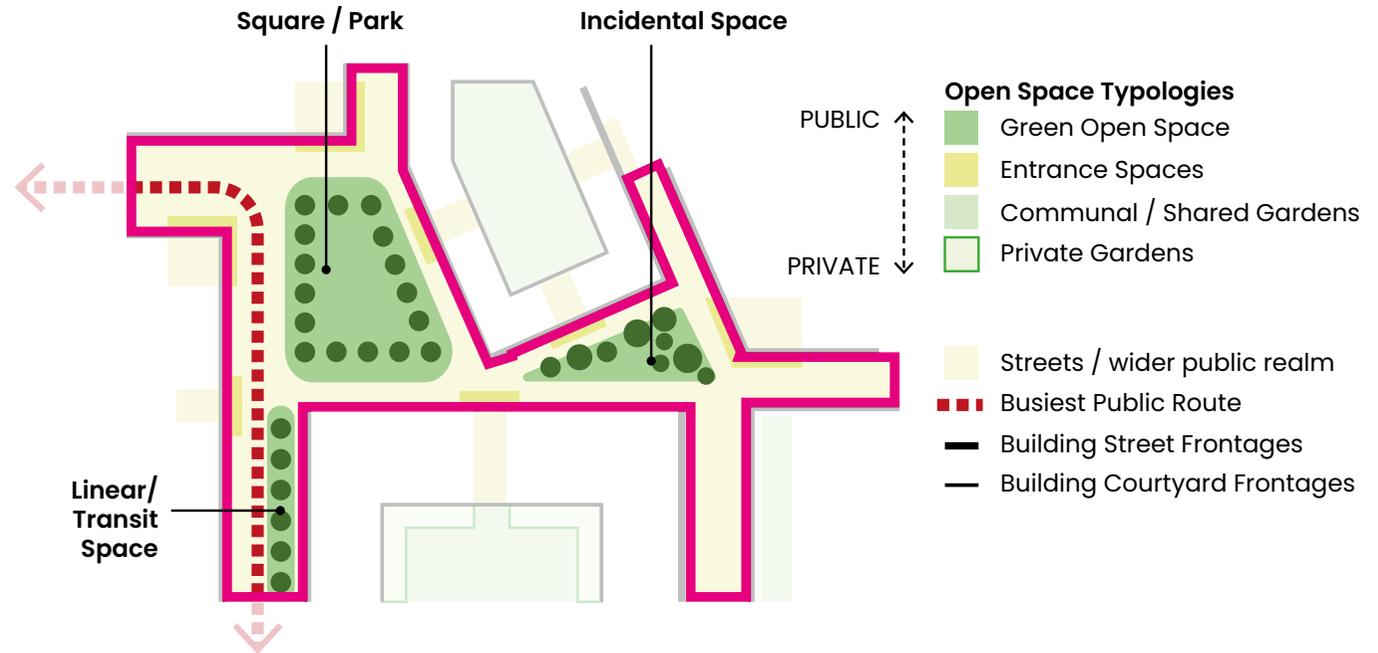
'Play on the way' in streets
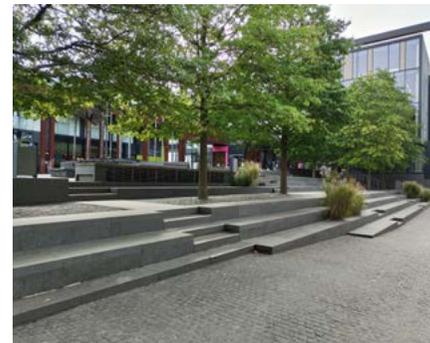
Seating, movement, gathering and relaxation space as an integral part of landscape design

Flexible use of existing open space for events and temporary seating

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4.2.3.3a Squares and Parks

Located at key nodes within the town centre active travel movement network. Squares and parks **must** have:

• High levels of enclosure by surrounding built form, with a width:height aspect ratio of between 1.5:1 and 3:1

• A mix of hard and soft landscaping, seating, trees for shade and a focal point of interest

• Typical maximum dimensions of around 50-70m along the edges

4.2.3.3b Courtyards, Incidental Spaces and Pocket Parks

Courtyards, incidental spaces and pocket parks enclosed by built form **must**:

• Be used positively for functions such as cycle parking, surface water management, informal play space and biodiversity enhancement

• Be smaller in size than squares and parks, and typically quieter in feel and character

• Have passive surveillance and good lighting

• Have sufficient daylight to avoid spaces becoming dark and unpleasant

4.2.3.3c Linear and Transit Spaces

Linear parks and extended green open spaces can successfully bring together development along key active travel routes. They **must**:

• Have high levels of enclosure by surrounding built form with **active frontages** throughout

• Have a maximum width of around 30-40m

• Be varied in character along their length to ensure legibility

• Clearly delineate through active travel routes

4.2.3.4 SHARED/COMMUNAL OPEN SPACES

Shared open spaces **must**:

- Be universally accessible to all abilities

- Be overlooked by surrounding dwellings, with levels of lighting so as not to disturb residents

- Be separated from residential units by a minimum of 1.5m of defensible buffer space (e.g. a private garden) or boundary treatment to provide privacy

- Provide regular seating, mixed in groups for socialising and individually for relaxation

- Include planting and trees for shade and shelter, and to provide permeable surfaces

- Achieve a minimum of 2hrs sunlight covering at least 50% of their usable area on March 21st

- Be a minimum of 21m wide to provide privacy between dwellings. Subject to daylight requirements, this may be reduced if windows and built form are arranged in a manner so as to provide privacy between facing dwellings.

Depending on character and intended use, shared open spaces **could** include:

- A mix of different gathering and socialising spaces, and more secluded spaces for relaxation

- Community gardens and food production

- Informal play areas, outdoor gym equipment

- New habitats and natural spaces

Shared open space typologies and requirements within the Town Centre Neighbourhoods area type are set out on the following page.

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Ground-Level Shared Garden

Open Space Typologies

PUBLIC ↑

PRIVATE ↓

- Green Open Space
- Entrance Spaces
- Communal / Shared Gardens
- Private Gardens

- Streets / wider public realm
- Busiest Public Route
- Building Street Frontages
- Building Courtyard Frontages

Private Gardens   **Podium-Level Shared Garden**   **Shared Roof Terrace**
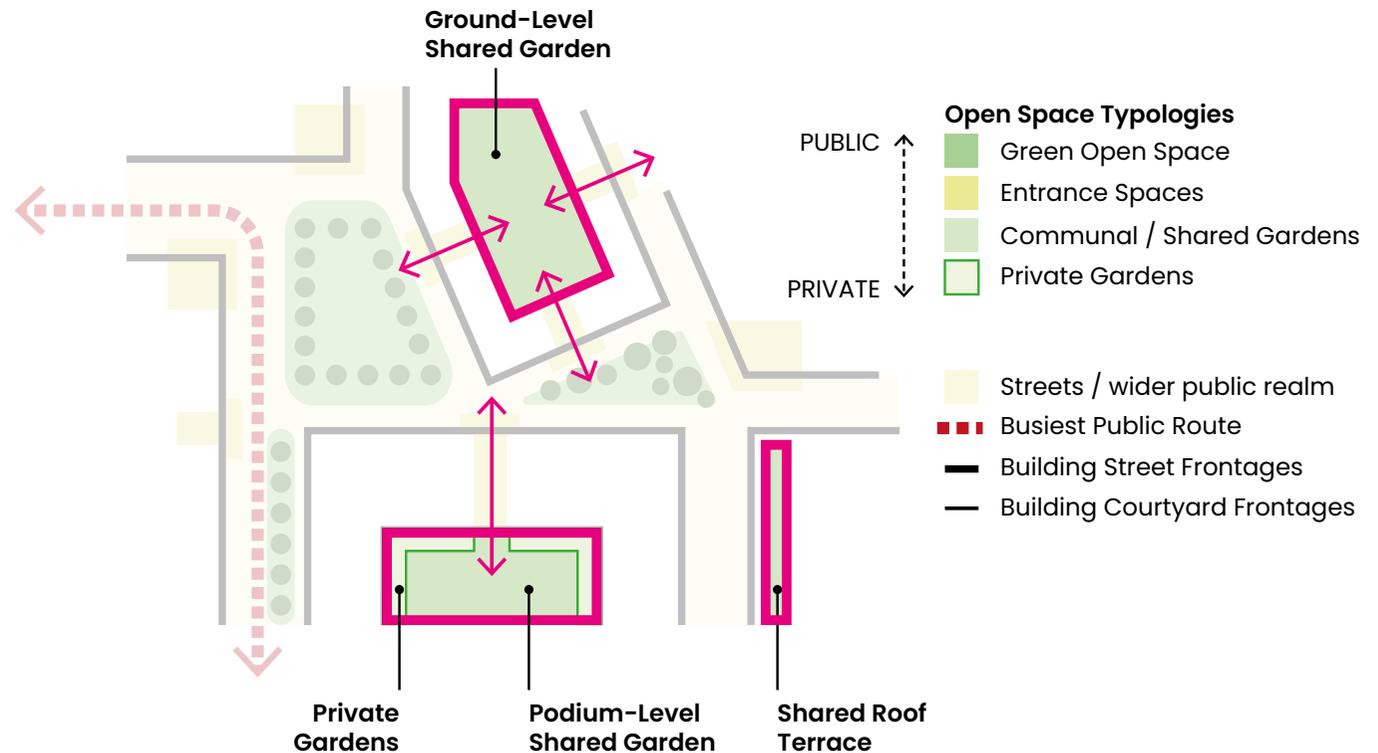
Private garden space facing shared community garden

Shared roof terrace space sheltered from prevailing winds

Seating arranged in groups to encourage socialising

4.2.3.4a Ground-Level Gardens

Ground-level gardens can be both communal or provide access to the public with sufficient design consideration. They **must**:

- Be separated from the public realm by built form or other features that provide privacy, access control and visual separation

- Have a clear buffer and boundary treatment of up to 1.2m high to homes fronting or backing onto the space

4.2.3.4b Podium Gardens

Communal gardens sat on top of podiums that house parking, servicing or other development are an efficient way of using space. They **must**:

- Be planted with plants with smaller rooting requirements

- Be connected directly to vertical circulation and entrances in surrounding buildings

- Have a clear buffer and boundary treatment of up to 1m high to homes fronting or backing onto the space

4.2.3.4c Roof Gardens and Terraces

Roof gardens and terraces can be both communal or private spaces. They **must**:

- Be sheltered (by surrounding built form or other features in their design) from prevailing and northern winds, and make the most of solar gain through their aspect

- Be planted with species of a lower height that can survive at height and with less soil

4.2.3.5 LANDSCAPE CHARACTER

Town centre neighbourhoods will typically have a more urban, managed character than suburban areas. Busier areas will have a high proportion of hard landscape. There will be opportunities to incorporate softer landscape and planting throughout, and smaller, incidental spaces should be greener and calmer than busier spaces.

The integration of street furniture so as to avoid clutter and complement the overall landscape scheme is an important component of the landscape character of town centre neighbourhoods.

Material selection and the design of all features in the adopted public realm **must** be in compliance with the Surrey Healthy Streets Design Code.

4.2.3.5a Hard Landscape

Hard landscape materials **must** be selected to be long-life, attractive and delineate different uses effectively.

Changes in material can help to delineate movement areas from seating , utility, gathering and other spaces.

Patterns within public realm surfacing at key nodes can reinforce importance of location and memorability

4.2.3.5b Soft Landscape

Soft landscape features **must** be incorporated throughout the public realm to provide new habitats, shade, cooling, surface water absorption and to soften the appearance of the built environment.

Planted beds can separate different spaces within the public realm.

Planted strips can provide flexible areas to accommodate uses that activate a street, such as seating or informal play equipment

Species selection **should** be diverse, prioritising native and locally appropriate species to enhance resilience to climate change, support biodiversity, and reduce the risk of invasive species.

Management and maintenance **should** be minimised where possible.

4.2.3.5c Street Furniture

Seating **could** be integrated with planting beds

Changes in level **could** be informal seating areas

Bollard **could** also provide lighting

Street furniture **should** be installed where it does not block movement

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4.2.3.5d Street Trees

All streets **must** be tree-lined. In general trees will be integrated with hard landscape or planted beds and associated street furniture within the street scene. Suitable approaches include:

Trees installed within hard landscape

Trees installed within small planted areas

Trees installed within planting beds and street furniture

Trees **must** have sufficient space to grow and thrive, following guidance set out by the Trees and Design Action Group (see reference in Chapter 6).

Species selection **should** be diverse, prioritising native and locally appropriate species to enhance resilience to climate change, support biodiversity, and reduce the risk of invasive species.

4.2.3.5e Surface Water Drainage Features

All development **must** manage surface water through the use of Sustainable Drainage Systems (SuDS). Suitable design features include:

Source Control / Initial Absorption Features

- Street 'rain gardens'
- Planted verges and general soft landscape cover
- Green roofs and walls
- Permeable surfaces and details

Conveyancing Features

- Rills and other channels
- Planted street swales
- Incorporation into public realm features
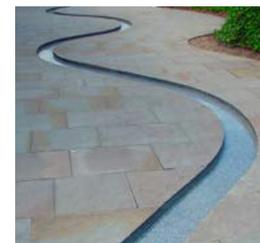
Attenuation Features

- Larger rain garden features as part of incidental spaces
- Underground crate storage (where no other options available)

4.2.4 **Homes and Practicalities**

Town centre dwellings should be welcoming, safe and convenient places to live, with all the pleasures and conveniences of modern urban living to hand. Enough space, a mix of homes and well-designed essentials will make new homes in town centres built to last.

DESIGN AIMS

Homes in Town Centre Neighbourhoods **will**:

- Be sized to Nationally Described Space Standards and include a flexible mix of storage space

- Be of a mix of dwelling types to create inclusive and balanced new places

- Be mostly dual-aspect dwellings

- Have safe, welcoming entrances from the street with essentials such as waste, recycling and cycle storage close to the front door

- Provide sufficient private outdoor amenity space for all residents

- Accommodate vehicle and cycle parking appopriately, with the potential for town centre homes to be car-free

Spelthorne's communities want to see spacious and high quality homes provided for new residents.

4.2.4.1 SPACE STANDARDS

All homes **must** be at least the sizes specified in the Nationally Described Space Standards (**Local Plan** policy H1). The March 2015 standards are set out below for reference.

Dwellings **must** offer a mix of flexible internal storage and secure outdoor areas of storage for items such as pushchairs, scooter and, helmets. In apartment buildings such larger storage areas are best accommodated adjacent to dwelling front doors.

Number of bedrooms	Number of bed spaces (persons)	1 storey dwellings (e.g. apartments) (m²)	2 storey dwellings (e.g. houses / duplexes) (m²)	3 storey dwellings (e.g. houses) (m²)	Built-in storage (m²)
1	1	39			1.0
	2	50	58		1.5
2	3	61	70		2.0
	4	70	79		
3	4	74	84	90	2.5
	5	86	93	99	
	6	95	102	108	
4	5	90	97	103	3.0
	6	99	106	112	
	7	108	115	121	
	8	117	124	130	
5	6	103	110	116	3.5
	7	112	119	125	
	8	121	128	134	
6	7	116	123	129	4.0
	8	125	132	138	

4.2.4.2 MIX OF HOMES

A wide mix of types of dwelling are encouraged in all developments. These are closely related to the Development Typologies in 'Scale and **Massing**'.

Dwellings **must**:

- Be designed to be tenure-blind with no differentiation between affordable and market tenures.

- Not have 'poor doors' or other selectively gated forms of development.

4.2.4.3 DWELLING ASPECT

Dwellings which have dual aspects have several benefits for residents, including:

- Sunlight at multiple times of day for passive heating and access to natural daylight

- Passive cooling in hotter weather from breezes through the building

Development **must:**

- Maximise dual aspect dwellings

- Size dwellings with aspects on opposing sides to be no more than 12m deep

- Size dwellings with aspects at right angles to be no more than 8m deep from a window

- Size single-aspect dwellings to be no more than 8m deep

- Orient single-aspect dwellings along an east/west direction to ensure access to daylight without excessive build-up of heat.

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- Dwelling
- Circulation & Access
- Private Outdoor Space
- Shared Outdoor Space
- Dwelling Aspect

APARTMENTS
Single or dual aspect, units typically accessed via central circulation cores

MAISONETTES AND DUPLEXES
Single or dual aspect, front door for ground floor unit, upper floors accessed separately

TERRACE/TOWNHOUSE
Front door, back garden, dual aspect

MEWS HOUSE
Single aspect, inserted into larger block

Types of Dwelling, Aspect, Access and Arrangement

4.2.4.4 RESIDENTIAL ENTRANCES AND CIRCULATION

Entrances to residential buildings are frequently used, functional spaces that also set the tone for a development. They should be accessible, safe, welcoming and convenient, with daily uses such as cycle storage and waste disposal close by.

Within fluvial flood risk areas, all entrances, shared or private, **must** have a universally accessible dry pedestrian evacuation route.

Detailed requirements for building security are set out in Secured by Design guidance.
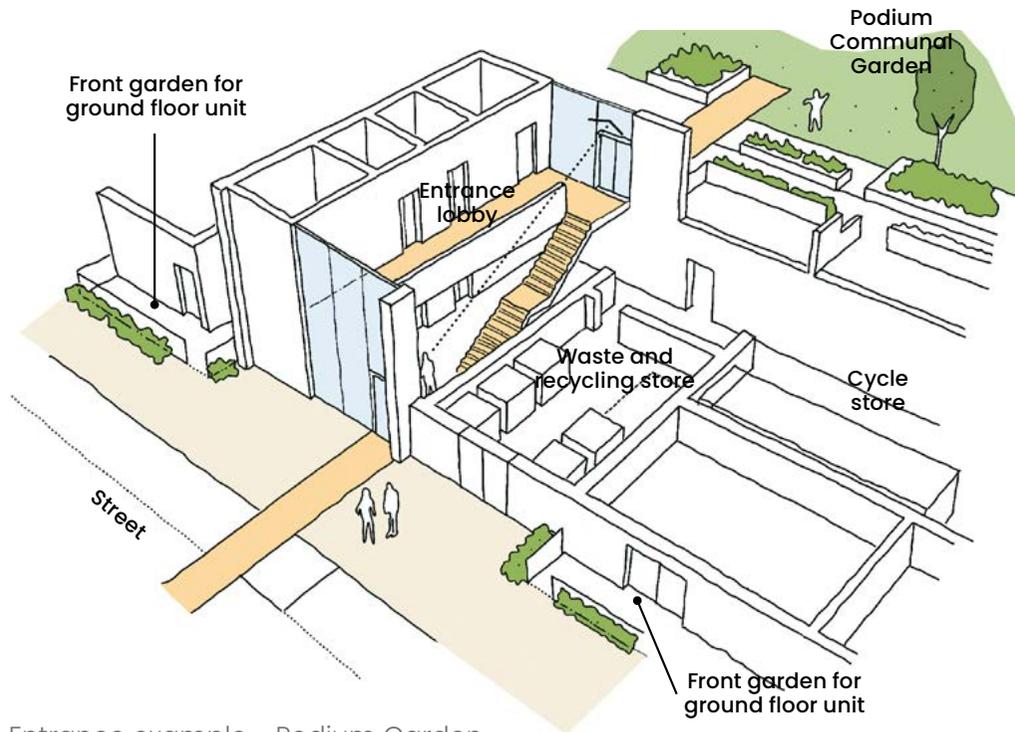
Entrance example - Podium Garden

4.2.4.4a Shared Entrances

Shared residential entrances **must**:

- Be located with a front door onto the street for legibility and to activate the street.

- Have an accessible level access entrance area which is safe, welcoming, durable, well-lit and at least partially glazed onto the street.

- Have lifts and stairs within sight of the entrance area or clearly signposted.

- Have external windows for daylight and ventilation.

- Include facilities for deliveries that does not require giving access to the whole building

Shared entrances **should** locate a range of key uses close by.

- Secure residents' cycle parking, which may be accessed from the communal entrance lobby as long as there is a direct access off the lobby, or from a direct secure link to the street

- Waste and recycling stores should be located as close to residential entrances as possible, with an access to the street to enable possible collection directly from the store, rather than as a managed collection.

- Waste and recycling stores should not connect to the core internally as this poses a security risk and allows smells to enter the building.

4.2.4.4b Private Entrances

Single-dwelling residential entrances **must**:

- Face the street or shared courtyard space for legibility and to activate the street/space.

- Be provided for ground-floor apartments and maisonettes from the street.

- Provide a sheltered, inset defensible space adjacent to the front door of at least 1m deep by 1.5m wide

- Include a covered space to store bins

- Include secure space to store cycles

- Be accessible to users of all abilities with a variety of mobility needs

4.2.4.5 PRIVATE AMENITY SPACES

4.2.4.5a Balconies

Balconies **must**:

- Be provided for all dwellings that do not have other forms of private outdoor space

- Have a minimum depth of 1500mm

- Have a minimum of 5m² of private outdoor space for all 2 person dwellings and an extra 1m² provided for each additional occupant.

- Have level access from a habitable room, ideally a living room or living area

- Comply with the acceptable locations for different forms of balcony set out on the right

- Where inset, be able to be at least partially closed from wind and rain

- Where overhanging, include a privacy screen between dwellings of 1.8m high

Crown

Tower Middle

TOWER (if applicable)

Shoulder

Podium Middle

PODIUM

Ground Floor

Communal Garden

Street

Private Garden

- Inset Balconies
- Inset or Partially Inset Balconies
- Overhanging or Partially Inset Balconies
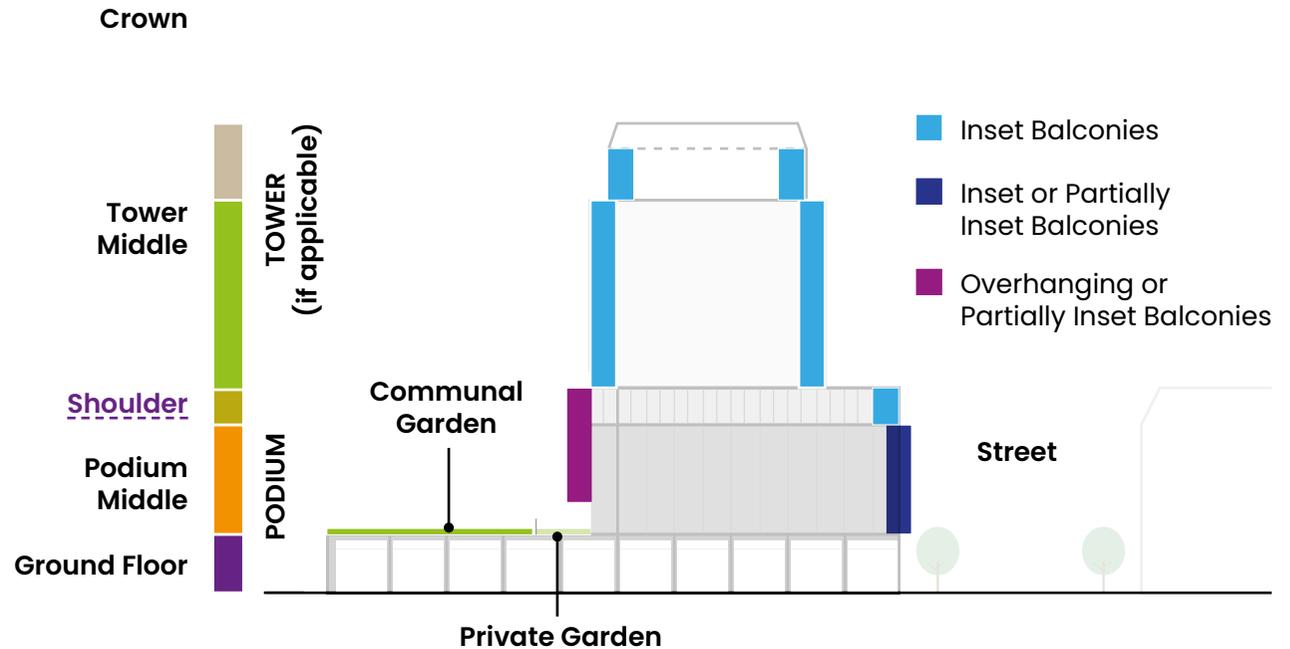
Private amenity space in town centre neighbourhoods may be provided by balconies (or roof terraces), or in private gardens, which may back onto communal gardens.

4.2.4.5b Private Garden Space

Private garden spaces **must**:

- Directly adjoin and have level access from the dwelling's living area

- Have a minimum depth of 2m

- Have a minimum of 5m² of private outdoor space for all 2 person dwellings and an extra 1m² provided for each additional occupant.

- Be the same width of the dwelling it serves

- Be clearly identified by boundary treatments, including railings, low wall, a hedge

- Have a privacy screen between dwellings of up to 1.8m

Privacy screens on protruding balconies

Private gardens between dwellings and communal garden

4.2.4.6 VEHICLE AND CYCLE PARKING

Living close to the town centre offers an opportunity to encourage active travel as a regular choice over frequent use of the car. In town centre neighbourhoods the aim should be to have fewer than one resident parking space per dwelling, and may have none at all.

Car parking, where it needs to be provided, needs to be accommodated using an appropriate typology that limits the impact on the surrounding area and street scene.

All town centre development **must**:

- Include visitor cycle parking
- Include convenient and secure cycle parking for residents, at a provision level of 1 space per 1-2 bed dwelling or 2 spaces per 3+ bed dwelling
- Include car parking designed to the requirements for the appropriate typology as set out on the following page
- Provide at least 10% of car parking spaces as disabled spaces within 50m of the relevant building entrance
- Provide a fast EV charging point for each dwelling
- Provide parking spaces to the dimensional requirements set out in the Surrey Healthy Streets Design Code

All town centre development **should**:

- Identify space of at least 2.5m x 6.0m close to shared residential entrances for delivery vans to park and drop off items
- Identify cycle parking space close to retail units that may host cafes, restaurants and food takeaways for delivery cycles to park when picking up items

4.2.4.6a Visitor Cycle Parking

Visitor cycle parking **must**:

- Be located close to entrances of residential and commercial buildings, or at accessible points within courtyards
- Be overlooked and well-lit
- Be covered when not on the street
- Be of typical Sheffield stand construction

Visitor cycle parking within the public realm

Visitor cycle parking within a residential courtyard

4.2.4.6b Residents' Cycle Parking

Residents' cycle parking **must**:

- Be located close to entrances of residential and commercial buildings, or at accessible points within courtyards
- Be secure and lockable, with no visibility into the parking area from the street
- Be overlooked and well-lit
- Be enclosed, dry and protected from the weather
- Be more convenient to access for daily journeys than the car park
- Be accessible to users of all abilities with a variety of mobility needs
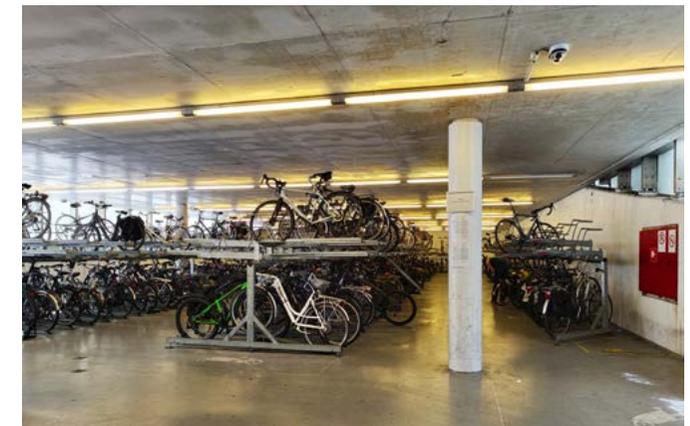
Secure cycle parking garage

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4.2.4.6c Underground Parking

Undergound parking offers a space-saving option for town centre car parking. They **must**:

- Be well-lit, ideally with some natural light and secure

- Be well-ventilated

- Not compromise the provision of high-quality trees and planting in communal gardens above them

- Be accessed from an entrance on a side or service street, rather than from a main street

- Have direct, secured access to internal circulation cores

- Have no negative impact on groundwater flows through an evidenced engineering solution, demonstrated as part of the planning application

- Be accessible to users of all abilities with a variety of mobility needs
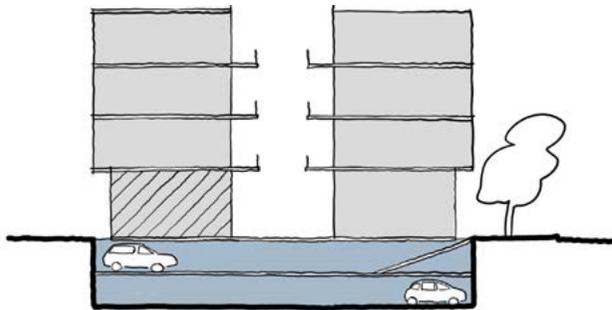
4.2.4.6d Podium Parking

Podium parking offers a flexible option for town centre car parking within higher-density developments. They **must**:

- Be well-lit, ideally with some natural light, and secure

- Be well-ventilated

- Not compromise the provision of high-quality trees and planting in communal gardens above them

- Be accessed from an entrance on a side or service street, rather than from a main street

- Have direct, secured access to internal circulation cores

- Have no negative impact on groundwater flows through an evidenced engineering solution, demonstrated as part of the planning application

- Be accessible to users of all abilities with a variety of mobility needs
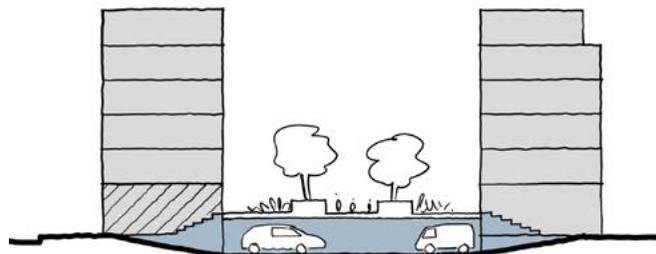
4.2.4.6e Integrated Parking

For typologies such as mews or terrace houses, integrated parking within the building can be a good option. Homes with integrated parking **must:**

- have no more than 50% of the frontage used for parking access

- at least one street-facing window on the ground floor to provide passive surveillance

4.2.4.6f Surface or On-Street Parking

Surface or on-street car parking **must** only be used in very limited circumstances, for example to provide disabled, visitor or accessible parking spaces.

Any surface or on-street parking **must**:

- Incorporate trees or planting at least once every five parking spaces

- Be surfaced with permeable paving

4.2.5 **Detail and Richness**

Town centre buildings are part of the identity of a place. New buildings can complement their surroundings by being attractive, having visual richness at all scales and fitting with the materiality of the context.

DESIGN AIMS

Town Centre Neighbourhoods **will**:

- Be designed to enhance the townscape of Spelthorne's places, providing interest, legibility and identity

- Have buildings with façades and elevations with richness, depth and detail, adopting an approach appropriate to the chosen architectural language of the building

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Rich, detailed building façades are popular with the community.

4.2.5.1 **TOWNSCAPE**

'Townscape' is a term that characterises the richness and quality of the built environment, and how it can be successfully tied together.

Town Centre Neighbourhoods will have a rich and attractive townscape. They **should** make use of features either seen in Spelthorne or that would be suitable for the town centre context.

Screened & Terminated Vistas

The end of a view is terminated by a marker building. Using trees to screen the vista increases the sense of distance.

Projection & Recession

A building line with bays, variation and intricacy rather than a single flat frontage.

Enclosure

Spaces which are surrounded by built form, providing a quieter 'escape' from adjacent busier streets that are more open.

Incident & Punctuation

Features breaking up the street view or interrupting the alignment of the street to create interest and separation.

Deflection

Views partially terminated by a building set at an angle, suggesting a further space round the corner.

Narrowing and Views Through

Differentiating between two spaces by emphasising the transition through constricting the width between the two.

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4.2.5.2 DISTINCTIVE BUILDINGS

The street environment **must** be easy to navigate for those who may be less familiar with it, and easy to remember for those who are. The arrangement and prominence of buildings relative to one another make a valuable contribution to the legibility, memorability and cohesiveness of the overall townscape of Spelthorne's town centres.

'Legibility' is the ability of people to 'read' a street environment to understand how to navigate a place successfully without resorting to signage or maps.

Two key types of building should be considered to aid legibility and townscape in important locations: **marker buildings** and **landmark buildings**.

Marker and landmark buildings will be important and long-lasting parts of the overall townscape and should be considered with care. The **design process** for such buildings **could** make use of:

- Architectural design competitions
- Design review panels that include community representatives

4.2.5.2a Marker Buildings

Marker buildings are memorable buildings that stand out from the surrounding built form. They can help people to navigate and make the townscape more distinctive and interesting.

Marker buildings **should** be located:

- To terminate key views along streets
- At nodes, public spaces or meeting points
- To draw attention to key entrances or uses within an arrangement of buildings

Marker buildings **must**:

- Be of similar grain and dimensions to surrounding built form and complement the wider townscape.
- Be differentiated and distinctive from surrounding built form through the use of detailing, materiality, architectural treatment or orientation.

4.2.5.2b Landmark Buildings

Landmark buildings are prominent buildings that are easily recognisable and have significant cultural or historical value.

Landmark buildings should be used sparingly in development.

Landmark buildings **should** be located:

- At major nodes or public spaces within a town centre
- As an anchoring focal point within new neighbourhoods, housing distinctive uses that define the new neighbourhood

Landmark buildings **must**:

- Include distinctive, town-wide uses of wider importance, not just residential use
- Be of distinctive and exceptional architectural quality, materiality and **massing** approach, differentiated from their surroundings

Marker building terminating view along street

Landmark building in prominent location

4.2.5.3 DESIGN OF ELEVATIONS

Buildings need to have variation, depth and texture on their elevations, as well as façades that are proportioned well and reflect features in the local context. This can be accomplished in traditional and contemporary ways.

Key elevation aspects for town centre neighbourhood buildings are:

- Overall facade composition
- Arrangement of windows
- Window detailing and reveal depths
- Treatment of balconies
- Corners of buildings
- Roofs and building tops

Example implementation of design code elevation requirements

String course detail to separate roof

Visually subservient top of the building, shorter window heights

Unified middle of elevation, prominent window surrounds

Textured and differentiated base

Boundary treatment matching overall materiality

4.2.5.3a Facade Structure: Base, Middle and Top

Buildings **must**:

- Have a base, middle and top floors that are differentiated visually through the use of materials and proportional heights
- Have a base that is traditionally treated with a highly textured materiality, e.g. rough-hewn brick or other visually textured materials, of one or two storeys , with proportionally taller storey heights
- Treat each elevational aspect of the building according to its setting, which may differ across the same building

Top

Middle

Base

4.2.5.3b Proportions

The overall composition of an elevation **must**:

- Have proportions informed by the general context of the site and the immediate surrounding environment. For example, buildings in a fine grained immediate context utilising a tall, narrow, vertical proportion.
- Emphasise horizontal or vertical components of the facade to reflect context and grain of building
- Have component parts (**massing** volumes, doors, windows etc) that clearly relate to each other in terms of size, position and separation
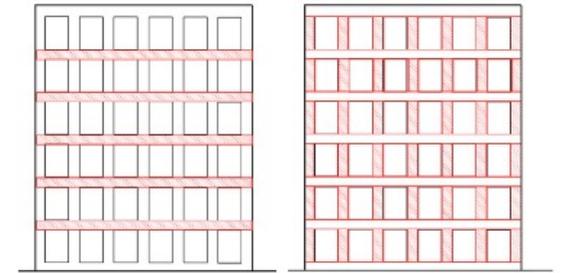
Emphasis on horizontal components of facade, visually widening and shortening building
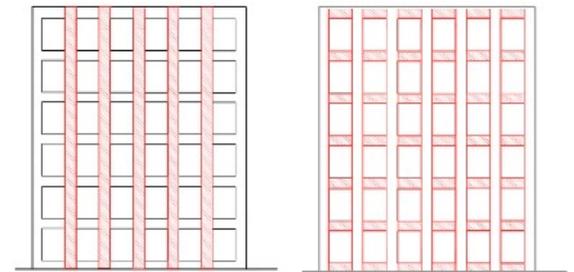
Emphasis on vertical components of facade, visually narrowing building

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4.2.5.3c Building Tops and Roofs

The roofscape has an effect on both long-distance views of the town centre and the perception of buildings from the street. They terminate the elevation vertically and balance the overall composition. They can include dwellings and building plant.

Buildings in town centre neighbourhoods **must**:

- Distinguish the top of the building from the rest of its facade using one of the roof types specified on this page
- Adopt a roof that reflects the grain of the building as specified
- Incorporate any building plant within the design of the roof, so it is hidden from the street and distance views

Buildings in town centre neighbourhoods **could**:

- Include roof terraces within setbacks
- Include balconies within gable end roofs
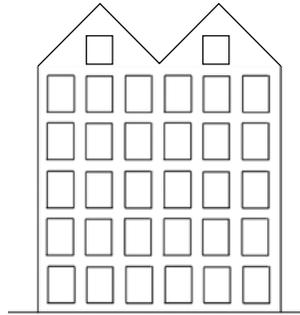
Pitched gable-end roof form potentially incorporating accommodation

Most appropriate for fine-grained buildings <10m wide
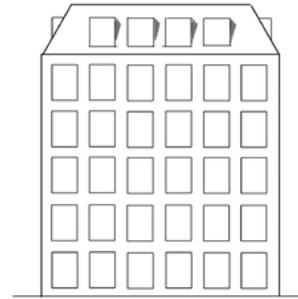
Mansard roof with or without dormers

Most appropriate for medium-grained buildings <20m wide
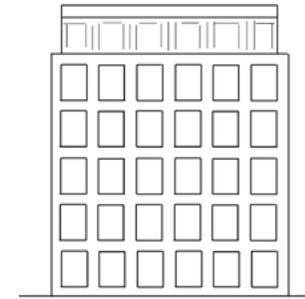
Setting back of upper storeys, with change in materials or window expression

Appropriate for coarser-grained buildings 15m+ wide
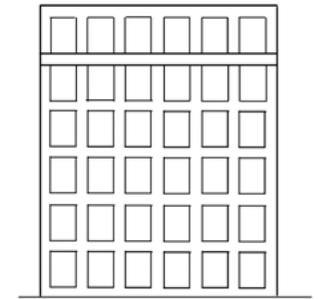
Separating horizontal element - cornice, string course, change of material or texture

Appropriate for coarser-grained buildings 15m+ wide
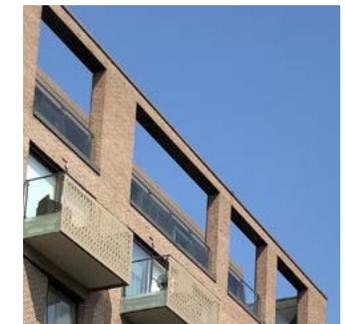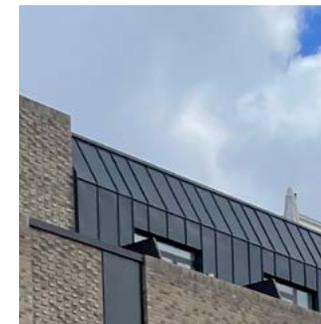
The skyline and tops of buildings are important to the community, especially when viewed from a distance.

Page 94

4.2.5.3d Balconies

Balconies for apartments have a significant effect on how the elevation and resulting street scene are perceived.

In addition to the dimensional requirements set out under **TC-H5**, detailed design of balconies **must**:

- Ensure adequate daylight levels within the home when inset or partially inset balconies are used

- Have edge treatments that balance privacy for occupants, views out, and also provide screening of furniture etc when viewed from the public realm.

- Ensure shading to windows below, assisting with the avoidance of overheating issues.

- Be clad to all sides including the underside, to maintain a high quality appearance from all aspects.

Use of privacy screen that also provides shading to apartment and balcony

Use of rich, complementary materials to unify balconies to facade

Corner inset balconies

Use of inset balconies to break up facade

4.2.5.3e Corners

Buildings addressing street corners **must** have:

- Passive surveillance and **active frontages** facing both elevations

Street corners **could** include:

- Inset balconies

- Shared residential entrances

- Retail corner units

- Different material treatments to surrounding elevations

- A single storey rise in height

- A distinctive roof form

Differentiated corner
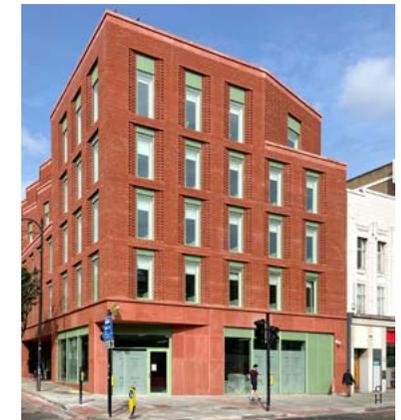
Rise in heights, distinct roof and corner entrance

Page 95

4.2.5.3f Windows and Fenestration

Windows, window surrounds and other fenestration within an elevation **must**:

- Only use flush windows for ground floor retail

- Have other window reveals at least 75mm in depth to provide richness to the elevation, and deeper if the surrounding context has deeper depth of façades

- Balance the need for internal daylight penetration with thermal performance, overheating, privacy and views out.

- Have glazed coverage on façades that complies with the proportions set out in **4.2.6.1** under Climate Change and Sustainability.

- Achieve a well-proportioned facade, potentially through the use of a secondary grid of features within overall window reveals
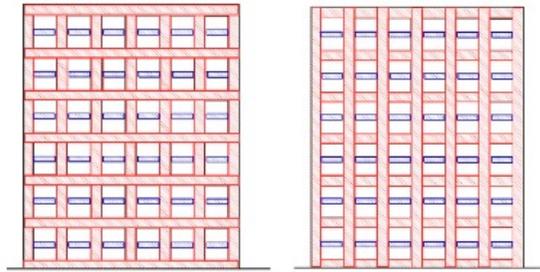
Secondary grid within window reveal to emphasise horizontal components of facade
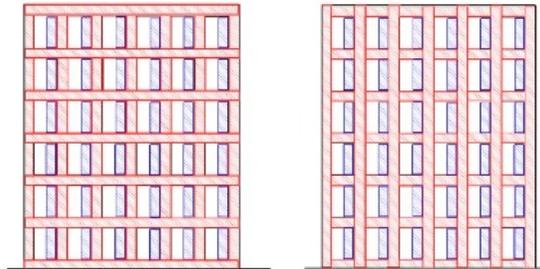
Secondary grid within window reveal to emphasise vertical components of facade
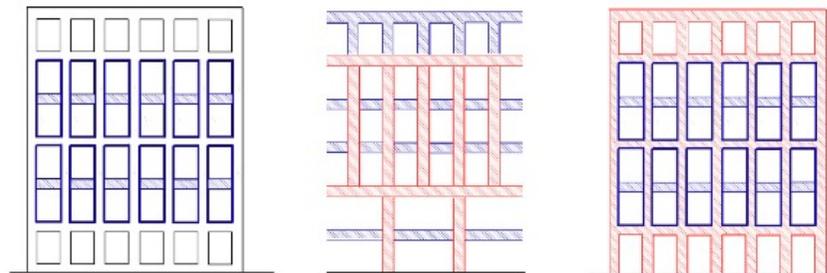
Grouping of windows to reduce perceived height of building
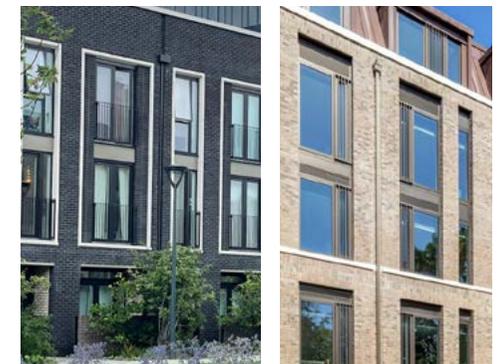
4.2.6 **Climate Change & Sustainability**

Town centre dwellings should be of the highest standards of environmental sustainability, in construction and operation. This includes mitigating their impact on climate change and the local environment, and also adapting to a future with more frequent and more extreme weather events.

Further guidance is set out in Spelthorne's *Climate Change Supplementary Planning Document (SPD).*

The Climate Emergency will particularly affect Spelthorne and high standards of sustainability are expected.

4.2.6.1 **MITIGATION: REDUCING ENERGY USE**

Building energy use is a significant contributor to carbon emissions.

New buildings **must**:

• Be heated by electricity, and not include gas boilers or other carbon-emitting heat sources

• Achieve a 31% reduction on the Dwelling Emission Rate (DER) against the Target Emission Rate (TER) based on the 2013 Edition of the Building Regulations (Part L), as per **Local Plan** policy PS1.

• Orientate buildings as much as possible within +/- 30° of a south-facing aspect to maximise solar gain and passive heating

• Include a form of shading on windows, ideally external, and ensure windows can be opened

• Target a window coverage for residential dwellings as set out on the right

New developments **should**:

• Include on-site photovoltaic (PV) energy generation where possible

• Use low-temperature heat networks powered by zero-carbon heat sources such as Air Source Heat Pumps or Ground Source Heat Pumps

• Use heat sources within or adjacent to the development such as supermarket fridges to augment heat network sources

• Locate Air Source Heat Pumps away from areas where the noise could cause nuisance to other users. When located on roofs, they should be enclosed within the roof design.
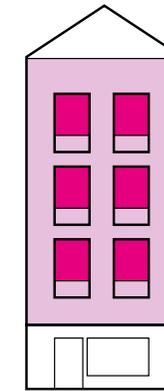
Window Area / Wall Area = Coverage %

North 10-20%
West 10-15%   **East** 10-15%
South 20-25%
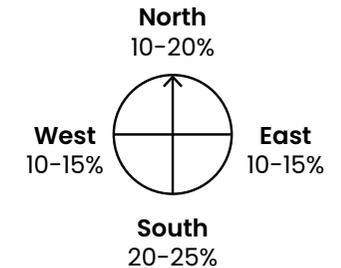


Flush photovoltaic panels incorporated into a roof

Energy Centre co-located with supermarket fridges and designed as marker building in street

4.2.6.2 MITIGATION: REDUCING EMBODIED CARBON

Embodied carbon is the emissions generated by the construction of buildings.

New development **should**:

- Prioritise the re-use of existing buildings and parts of buildings, such as foundations, frames and other carbon-intensive components

- Use locally-sourced recycled materials

- Minimise the use of high-carbon materials such as aluminium, steel, glass and concrete

- Maximise the use of low-carbon and reusable materials such as brick, cross-laminated and soft timber
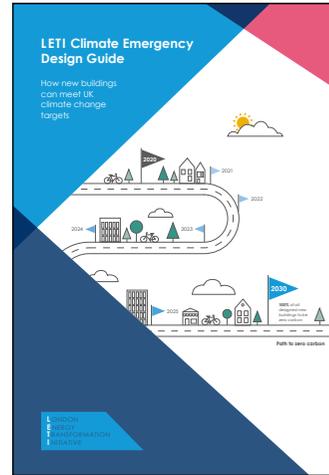
For more detailed technical guidance on reduction of embodied carbon, consult the LETI Climate Emergency Design Guide

4.2.6.3 ADAPTATION: PREPARING FOR A CHANGING CLIMATE

Increased frequency of extreme weather events will mean:

- More intense storm events, with associated surface water runoff management requirements

- More intense heat events, which will particularly affect built-up areas

An increase in permeable surfaces, tree cover and planting can make a substantial contribution to mitigating these effects.

New development **must**:

- Achieve an Urban Greening Factor of at least 0.4, calculated using Natural England's Green Infrastructure Framework standards, through the use of green roofs and walls, planting and permeable surfacing, and urban sustainable drainage system features such as swales and rain gardens

- Provide an increase in tree canopy cover within the public realm when compared to the existing situation

- Include a safe pedestrian evacuation route from all circulation cores to a dry gathering area in the event of fluvial flood events

- Demonstrate no harm on groundwater flows from foundations or underground levels through an evidenced engineering solution
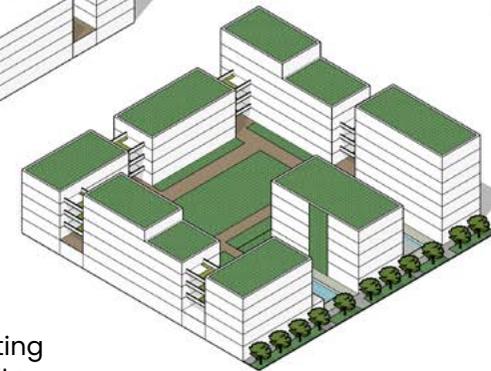
Low Urban Greening Factor

Mostly impermeable surfaces
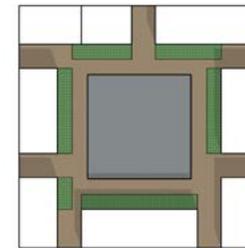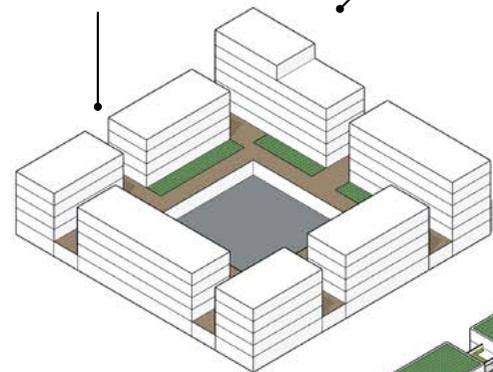
High Urban Greening Factor

Green roofs / Green walls
Street trees, swales and planting
Rain gardens and water on site
Permeable paving
Shared, drained gardens on internal podiums

4.3 **Inner Suburban**

OVERVIEW

The Inner Suburban areas of Spelthorne were developed predominantly pre-WWI and in the early inter-war period. They have comparatively high densities compared to the rest of the borough, and are closely related to their nearby town centre.

These areas have a distinctive and replicable urban form, with tight gridded streets, mostly semi-detached homes on relatively narrow plots, and a variety of architecture along streets.

> Intensification in Inner Suburban areas is supported but it must be done carefully, respecting the context.

AREAS OF CHANGE

There are no areas of significant planned change in the Inner Suburban area type. Development is expected to be small-scale, incremental change governed by the codes for the Development Types above.

DESIGN AIMS

Development in Inner Suburban areas **will**:

- Respect the existing street grid
- Reduce the visual and functional impact of car parking on the public realm
- Prioritise the walking and cycling potential of these areas
- Retain the rhythm and key dimensional characteristics of streets and buildings
- Ensure new homes can be delivered without compromising the existing character of the area
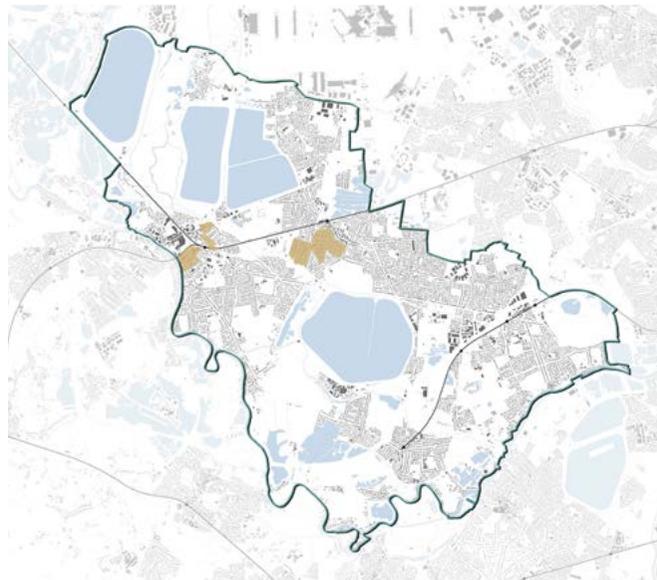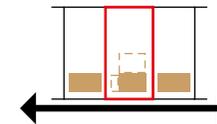
LOCATIONS

WHAT CODE SHOULD I USE?

The design requirements you need to apply will depend on the type of development you are proposing.
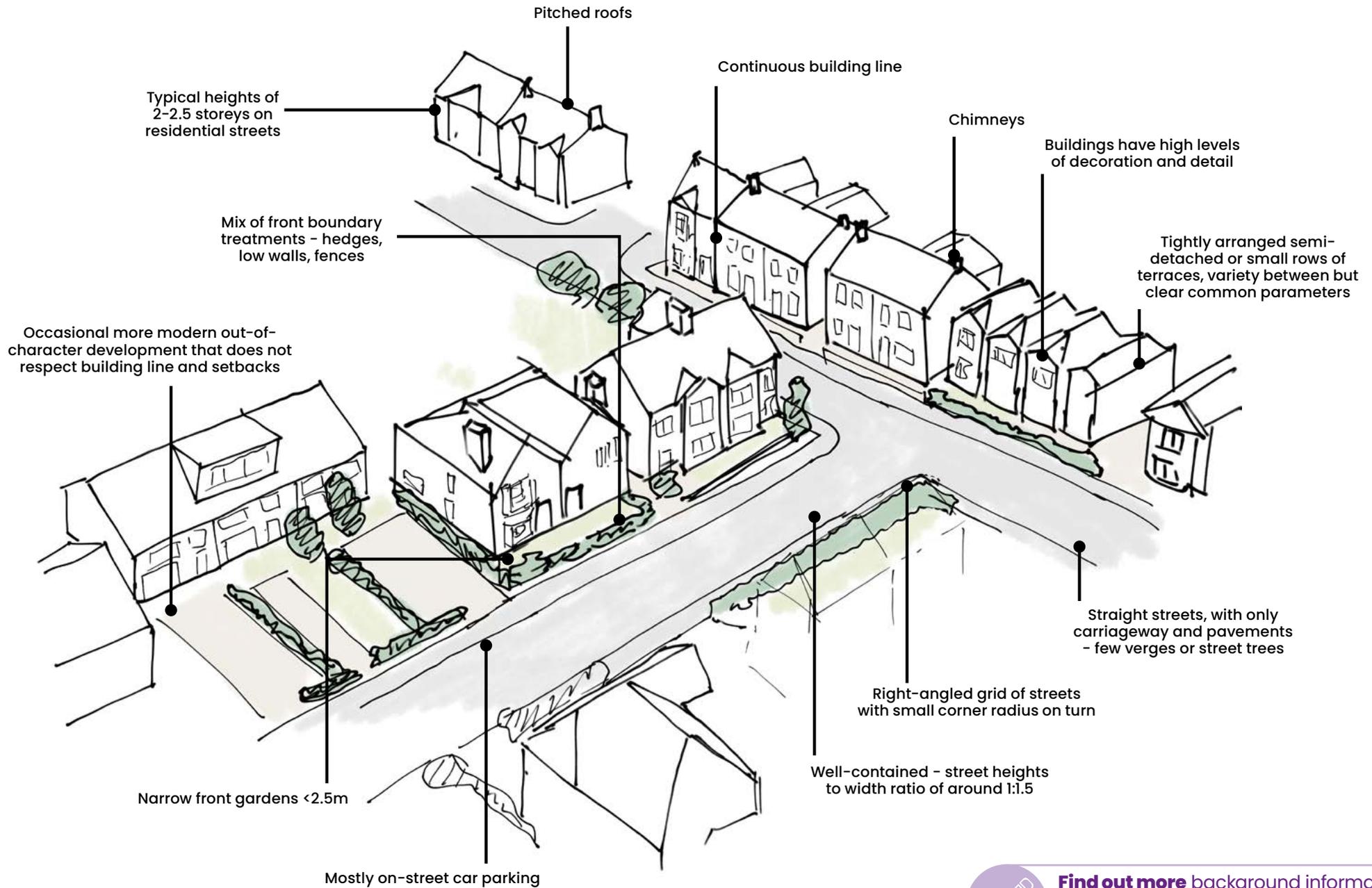

New homes or apartments on existing streets

See 4.3.1

Key requirements for **Residential Extensions** are coded, with further guidance contained in Appendix C.

See 4.3.2

Pitched roofs

Continuous building line

Chimneys

Typical heights of 2-2.5 storeys on residential streets

Buildings have high levels of decoration and detail

Mix of front boundary treatments - hedges, low walls, fences

Tightly arranged semi-detached or small rows of terraces, variety between but clear common parameters

Occasional more modern out-of-character development that does not respect building line and setbacks

Straight streets, with only carriageway and pavements - few verges or street trees

Right-angled grid of streets with small corner radius on turn

Narrow front gardens <2.5m

Well-contained - street heights to width ratio of around 1:1.5

Mostly on-street car parking

Existing characteristics of inner suburban areas

Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

4.3.1 **New Homes or Apartments on Existing Streets**

New apartments within existing Inner Suburban residential streets are a common form of development in Spelthorne. When designed well they can complement the existing street scene while delivering high quality new homes in locations close to High Streets and other facilities.
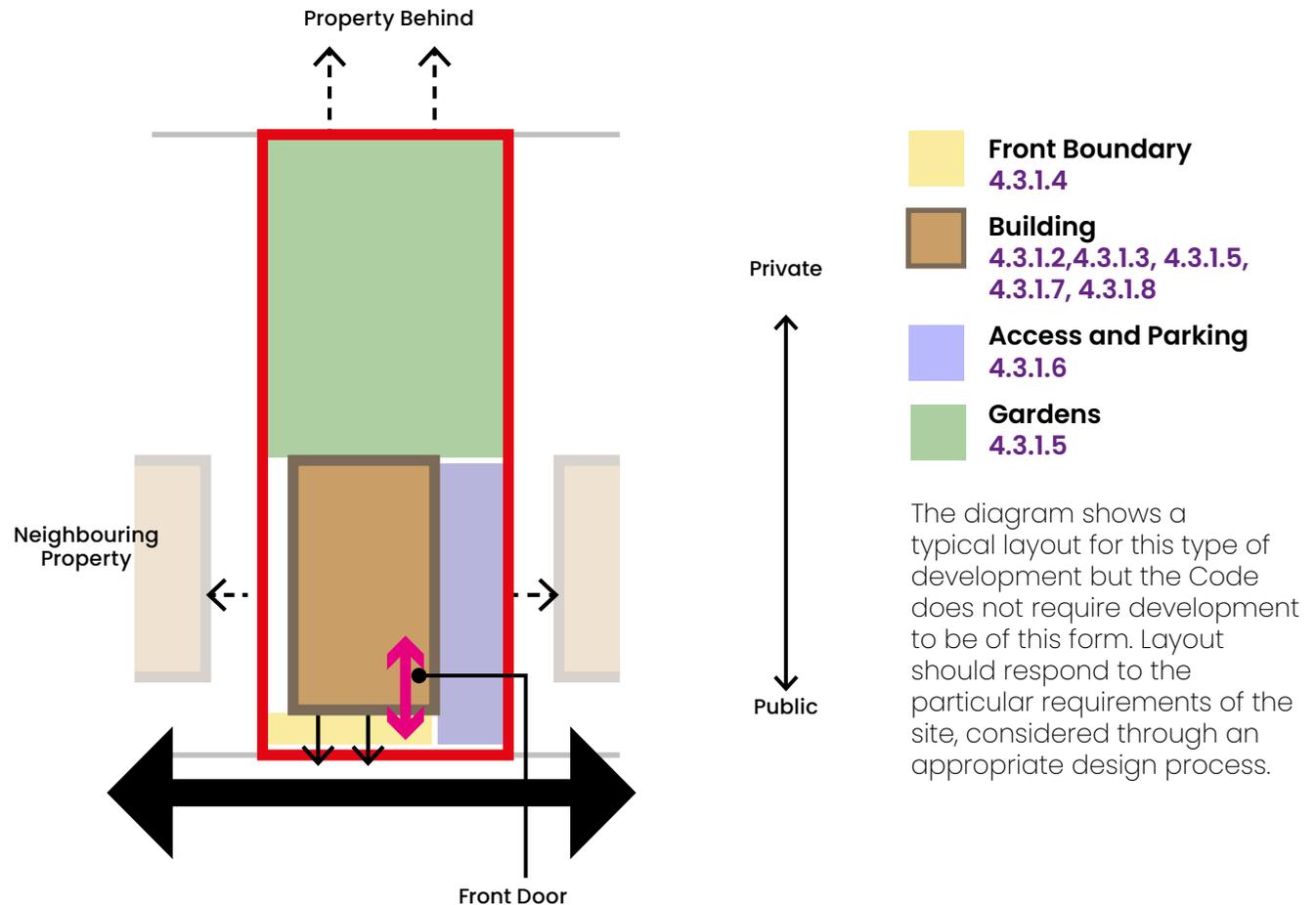
DESIGN AIMS

All Inner Suburban apartment development on existing streets **will**:

- Comply with Nationally Described Space Standards

- Address the needs of different design zones for street frontage, access, servicing and gardens

- Respect the existing street scene by observing the key design parameters, including:

  - the existing building line, rhythm of windows and separation distances, and the existing visual grain of the street

  - car parking placed to the rear of the built form, with vehicle access not dominating the frontage

  - adding any additional height sensitively

- Use materials and articulation to provide richness to the street scene

4.3.1.1 **LAYOUT PRINCIPLES**

New development on existing streets in Inner Suburban Area Types **should** follow the overall layout principles set out below. Coding requirements for different areas are set out on the following pages.

Legend:

- **Front Boundary** 4.3.1.4
- **Building** 4.3.1.2, 4.3.1.3, 4.3.1.5, 4.3.1.7, 4.3.1.8
- **Access and Parking** 4.3.1.6
- **Gardens** 4.3.1.5

The diagram shows a typical layout for this type of development but the Code does not require development to be of this form. Layout should respond to the particular requirements of the site, considered through an appropriate design process.

Building Heights typically up to height of highest adjacent building

Reflect existing street rhythm of gaps and built form

Regular building line along a street

Building lines for corner plots

Front boundary treatments in Inner Suburban areas are typically small front gardens with formal edges, such as railings, low walls or fences. Planting can be used to enhance the street scene and soften built form.

4.3.1.2 BUILT FORM PARAMETERS

New development on existing streets **must** observe the following key built form parameters:

- Roofline not above height of highest immediately neighbouring building
- **Plot coverage** that is broadly within the range of the existing area, typically 30-50%
- Match neighbouring building line on streets with regular building line
- Sites on street corners to match the building line of both adjoining streets and provide passive surveillance to both aspects
- Reflect the existing street rhythm of gaps and built form

4.3.1.3 ROOF FORM
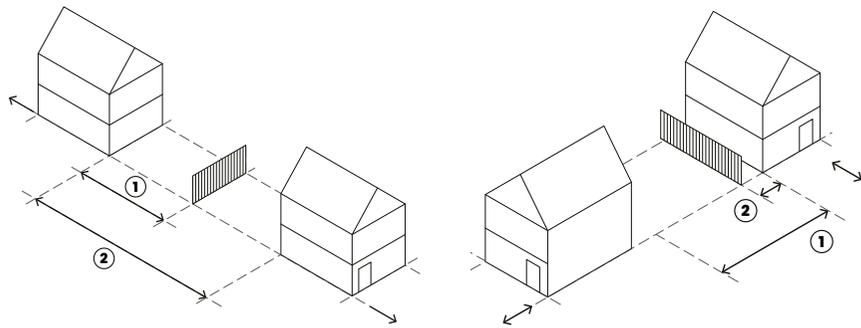
New development on existing streets **must**:

- Have pitched roof forms, reflective of surrounding prevailing form, e.g. gable ends or street-facing pitch
- Avoid flat roof forms facing streets on main roofs
- Ensure dormers are set in a minimum of 1m from the roof edge, down 0.5m from the ridge and up 1m from the eaves, and not be dominant and out of proportion
- Flat-roofed dormers facing the street may be acceptable if the overall architectural design language of the development is **contemporary,** otherwise they must Incorporate a roof which is compatible with the main roof

4.3.1.4 FRONT BOUNDARY TREATMENT
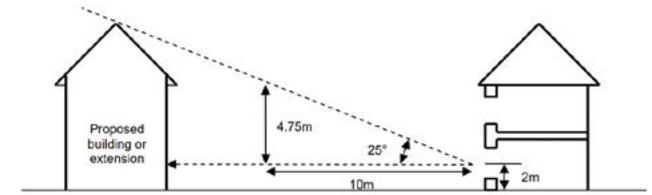
New development on existing streets **must** have:

- A defined front boundary that separates public realm from private space
- A clear pedestrian path to the front door
- A boundary treatment such as a low wall or railings, making reference to prevailing styles on the street
- A front door that faces the street
- Sheltered, defensible threshold space at the front door of at least 0.5m x 1m
- An accessible covered space to store waste and recycling
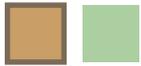- Accessibility to users of all abilities with a variety of mobility needs

Maintain appropriate distances to existing properties

Left: Back to Back 21m (30m for 3 storey) (distance 2 on left diagram)

Right: Back to Flank 13.5m (21m for 3 storey) (distance 1 on right diagram)

Ensure a 25º vertical line of sight to neighbouring properties to ensure daylight

4.3.1.5 DAYLIGHT, PRIVACY AND OVERLOOKING

New development on existing streets **must**:

- Have a minimum back to back distance to properties at the rear of 21m (30m for 3 storey buildings)
- Ensure built form of two storeys or above is clear of a 45º line drawn from the centre of a habitable room in neighbouring properties, both horizontally and vertically
- Ensure a 25º vertical line of sight to neighbouring properties to ensure daylight
- Ensure a minimum back to flank distance 13.5m (21m for 3 storeys)
- Ensure a minimum boundary set-in distance 1m (2m for 3 storeys), or more to suit the context and prevailing street scene

4.3.1.6 ACCESS, CYCLE AND VEHICLE PARKING

New development on existing streets **must** have:

- Secure cycle parking provision, e.g. for apartments within a circulation core on ground floor
- If vehicle parking is provided, one of side, rear (shared) or integrated car parking to be used
- Brick paving or permeable gravel for car parking
- Planting and permeable surfaces within shared car parking areas (for apartments)
- Pedestrian access to rear gardens

4.3.1.7 APARTMENT DEVELOPMENT

All new apartment development on existing streets **must** ensure:

- Dual aspect apartments are maximised
- Single aspect apartments are no deeper than 6m from an external window
- There are no single aspect apartments on north-facing aspects
- Balconies face the street and rear, avoiding balconies facing towards adjacent properties to sides
- That recessed or partially projecting balconies are used

Where no other private outdoor space is provided, balconies **must**:

- Have a minimum depth of 1500mm
- Have a minimum of 5m^2 of private outdoor space for all 2 person dwellings and an extra 1m^2 provided for each additional occupant.
- Have level access from a habitable room, ideally a living room or living area

4.3.1.8 DETAIL, RICHNESS AND MATERIALITY

New buildings on existing streets **should** demonstrate how they have incorporated common features seen in Inner Suburban areas into their detailed design to enhance richness and variety in the street scene.

Roof line features

Bay windows and projections

Roof dormers

Gable ends

Changes in brickwork

To enhance the richness of the street scene, new buildings on existing streets **could** incorporate features such as sheltered seating with a boundary to the street, projecting bay windows (both traditional and contemporary in form), and integrated bin and cycle storage as part of the front garden.
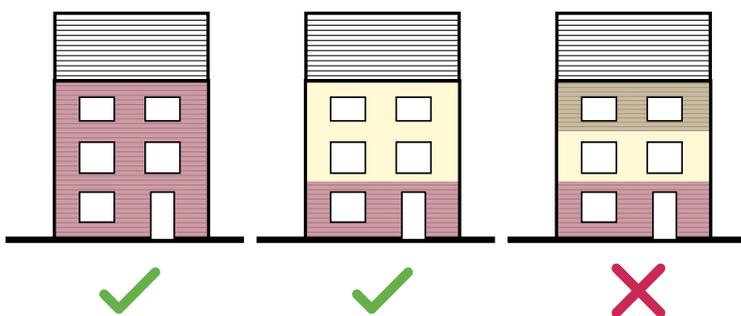

Sheltered seating
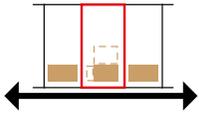

Projecting windows

Integrated bin and cycle storage

New development on existing streets **must**:

- Use a single material for the elevation or;
- Have one clear change in materials between the ground floor and upper floors
- Use materials of high quality and long life, ideally with visible texture such as brick

4.3.2 **Residential Extensions**

OVERVIEW

The key design considerations for residential extensions on existing plots in Inner Suburban areas are set out on this page.

All new residential extensions **must** comply with these requirements.

This section sets out an overview of the key dimensional requirements for residential extensions. More detailed guidance on design for this type of development is contained in Appendix C, drawn from the previously adopted "*Design of Residential Extensions and New Residential Development Supplementary Planning Document (SPD)*" *(April 2011).*

4.3.2.1 CONTEXT & CHARACTER

Designs **should** be mindful of key dimensions of the wider context that will ensure an extension fits within and complements that character of the area. These include:

*   Set-in distance: the distance from plot edge to the flank side of the building. It defines the characteristic width between properties along a street. Care should be taken to reflect the existing street scene.

*   Set-back distance and prevailing building line

Minimum requirements for key dimensions are set out on these pages.

Key characteristics to observe that extensions **should** respond to in architectural design include:
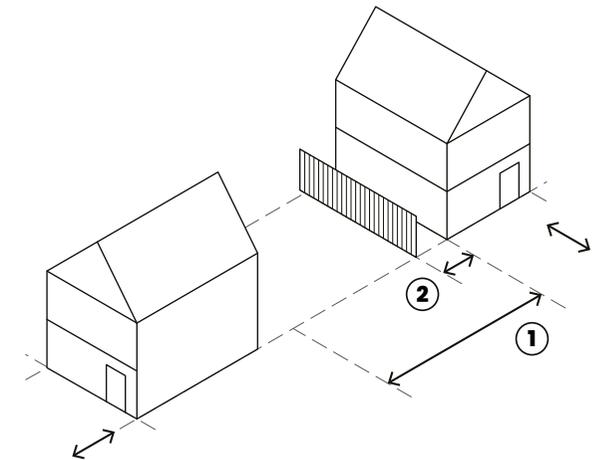
*   Prevailing materials of the area

*   Prevailing roof forms and features

*   Rhythm of windows and location of front doors on façades

4.3.2.2 PRIVACY & OUTLOOK
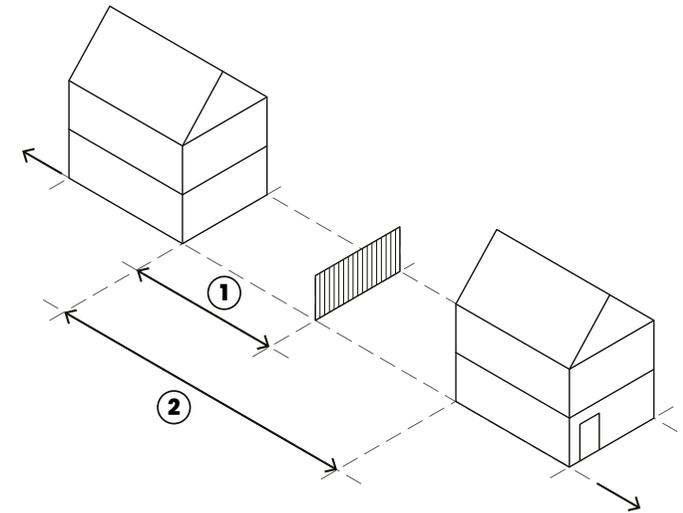
Minimum dimensions **must** be at least:

1. Garden length 10.5m (15m for 3 storeys)

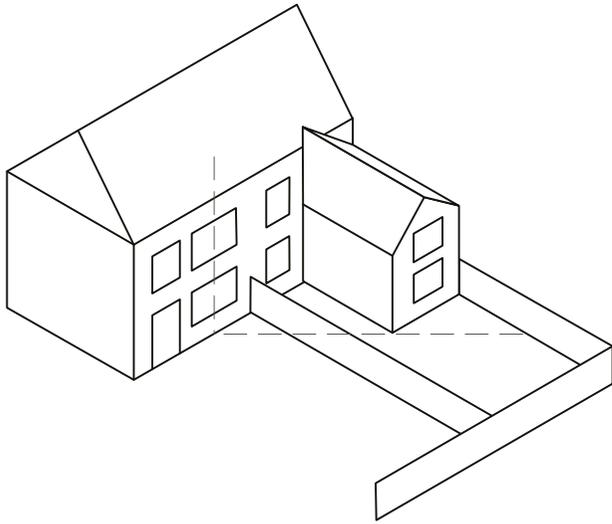2. Back to back distance 21m (30m for 3 storeys)

1. Back to flank distance 13.5m (21m for 3 storeys)

2. Boundary set-in distance 1m (2m for 3 storeys), or more to suit the context
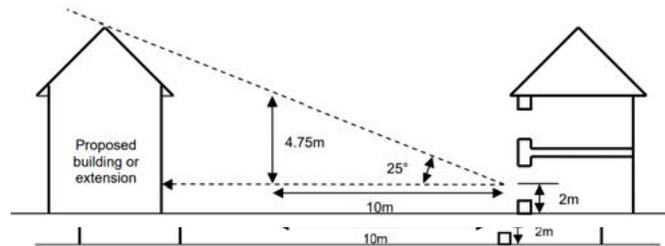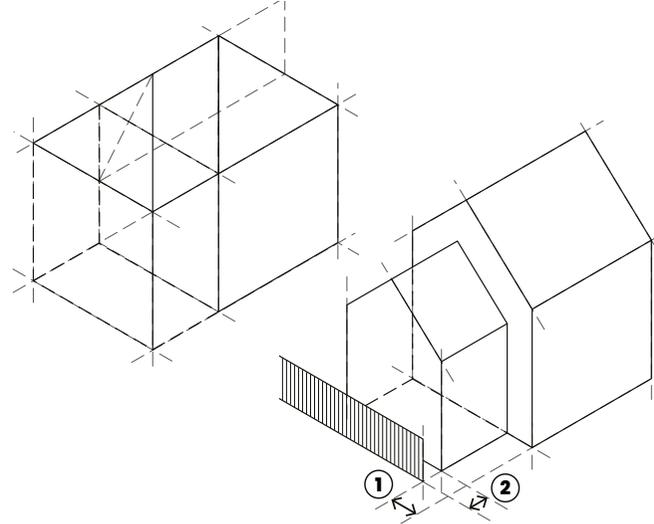

4.3.2.3 DAYLIGHT

- Two-storey extensions **must** be clear of a 45° line drawn from the centre of a habitable room in neighbouring properties, both horizontally and vertically


- Development **must** maintain a 25° vertical line of sight to neighbouring properties to ensure daylight

4.3.2.4 SIDE EXTENSIONS

- Single storey side extensions **must** be set back from the main building line (1) by at least 300mm, and set in from the plot boundary (2) by at least 250mm

- Multi-storey side extensions **must** be set in from the plot boundary (2) by at least 1m (2m for 3 storey development), or more to suit the context

- Subordinate multi-storey side extensions **must** be set back from the main building line (1) by a minimum of 1m

- Inline side extensions may be acceptable in certain circumstances, particularly detached houses. Further guidance can be found in Appendix C.

4.3.2.5 DORMERS
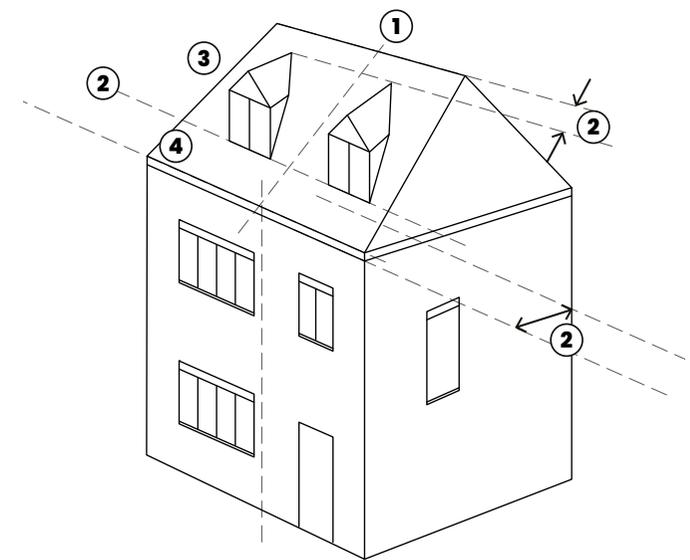
Dormers **must**:

1. Be located centrally or symmetrically on a roof

2. Be set in a minimum of 1m from the roof edge, down 0.5m from the ridge and up 1m from the eaves

3. Incorporate a roof which is compatible with the main roof

4. Not be dominant and out of proportion

Suburban

OVERVIEW

Spelthorne's post-war suburban areas, typically laid out in the period 1945-1970, are characterised by lower-density housing on a street grid. While semi-detached houses are most common; terraced and detached homes as well as bungalows are found across the borough.

Many of Spelthorne's suburban locations benefit from proximity to green spaces and larger plot sizes. There is often less distinctive identity between the areas. Because they tend to be further from their core town centres, they often host small local parades of shops at key nodes.

At the edge of existing built-up areas or within larger infill sites, new residential neighbourhoods are anticipated of between 15-200 homes at a range of potential densities, with a mix of homes or apartments.

> New residential neighbourhoods must provide well-designed homes that are integrated into their surroundings.

AREAS OF CHANGE

Development in existing suburbs is expected to be small-scale, incremental change governed by the codes for the relevant Development Types.
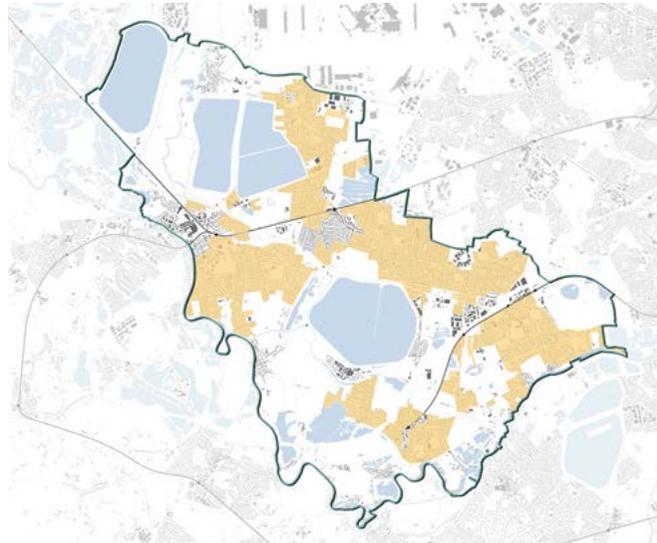
Development of New Residential Neighbourhoods will be a change in character and is governed by the Coding set out in this chapter.

DESIGN AIMS

Development in Suburban Areas will:

- Integrate new development into existing places positively

- Create new residential neighbourhoods with green spaces and attractive streets

- Maximise opportunities for green infrastructure on street and frontages

- Prioritise walking and cycling potential

- Retain the rhythm and key dimensional characteristics of streets

- Take opportunities to sensitively intensify residential density without compromising the existing character of the area

LOCATIONS

WHAT CODE SHOULD I USE?

The design requirements you need to apply will depend on the type of development you are proposing.
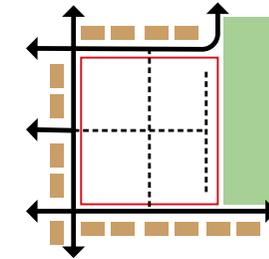
New Residential Neighbourhoods, either on the edge of the existing built up area or as larger sites within the existing built-up area.

See 4.4.1

New buildings on existing streets

See 4.4.2
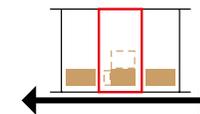
Key requirements for **Residential Extensions** are coded.

See 4.4.3

Extensions and porches to front of homes

Large spaces defined by highways and front parking

Mostly semi-detached or detached homes

Many front gardens converted to large areas of car parking

Large front gardens, typically >6m

Fewer front boundary treatments, typically drives or open onto mown grass

Less variety in buildings and materials, with fewer decorative features

Most houses have been extended and adapted

Streets more likely to have verges, still limited street trees

Large turning radius at junction corners encourages higher vehicle speeds

Grid of straight streets remains, but with corner arrangements as shown

Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

Existing characteristics of suburban areas

4.4.1 **New Residential Neighbourhoods**

Coding for larger areas of residential development in, or on the edge of the existing suburban area, is set out in this section. This may include:

- Allocated small sites that have been released from the Green Belt as part of the **Local Plan**.

- Other sites adjacent to existing built-up area

- Larger infill sites within existing built-up area

This coding is to be applied typically for developments of between around 15–200 homes.

New residential neighbourhood sites that are not allocated in the **Local Plan** **must** also comply with the requirements set out in this section.

> **DESIGN AIMS**
>
> **All new residential neighbourhoods will:**
>
> - **Be inspired by and reflective of the place**
>
> - **Integrate with and complement their surrounding areas through the consideration of edges and looking beyond the site boundary**
>
> - **Have legible, connected streets that prioritise walking and cycling, and with car parking integrated so that cars do not dominate the street scene**
>
> - **Have public green open spaces that are safe, well-managed, ecologically rich and complementary in scale and design to the surrounding built form**

4.4.1.1 ENSURING DISTINCTIVENESS

New residential neighbourhoods will be clearly inspired and influenced by their surroundings.

New residential neighbourhoods **should** demonstrate as part of the **design process** how they have observed, studied and responded to:

- Typical local block structure, dimensions and grain of built form

- Scale, character, use and built form enclosure of local open spaces

- Typical materials and architectural features such as roof forms and elevational treatments used in the local area

- Distinctive local landscape features (e.g. Spelthorne's distinctive cedar trees)

- Historic uses and users of the site and context

- Absences from the local area that could enhance it (e.g. a need for more play provision, different approaches to housing provision, open space, food production or access to nature)

> ✏️ **Find out more** background information about the borough in Appendix A 'Understanding Spelthorne Today'.

> 👥❤️ Safe, well-managed car parking approaches are an important part of what makes places successful.

4.4.1.2 EDGES

On sites extending the existing built up area, how edges are considered will make a significant difference to how the scheme integrates with its surroundings. Addressing edge conditions successfully can:

- Make new developments healthier by enabling new walking and cycling connections

- Integrate the scheme visually and physically so that in future it becomes a coherent part of the surroundings

- Reduce any impacts on surrounding buildings

- Minimise ongoing management issues

- Maximise site capacity by using land at the edges productively
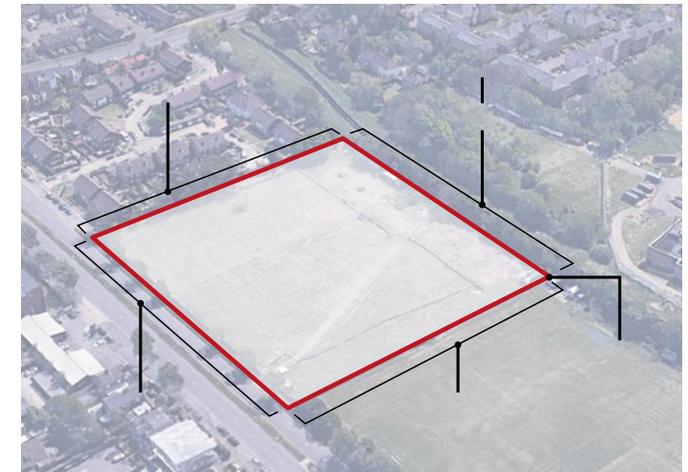
Example green field development site west of Sunbury Cross with edges highlighted
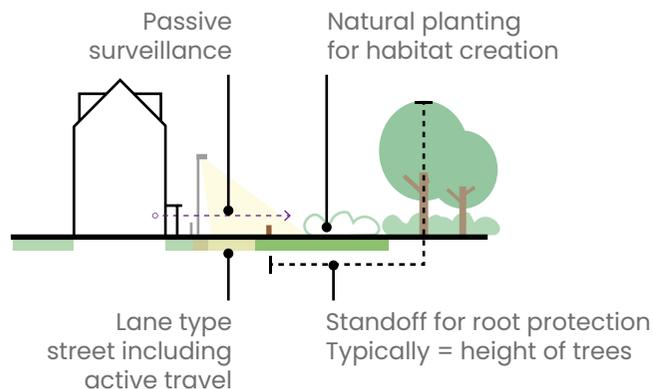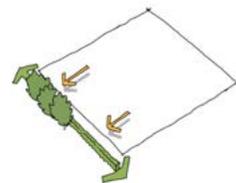
Edges: Green And Blue

4.4.1.2a
Trees, Woodland and Hedgerows

Passive surveillance

Natural planting for habitat creation

Lane type street including active travel

Standoff for root protection Typically = height of trees

Development **must**:

- Retain and protect existing green infrastructure already on site

- Limit removal of existing green infrastructure to enable safe, overlooked access points

- Retain hedgerows and trees within public space, accessible for management

- Enhance existing hedgerows with additional diverse native planting

- Not place existing hedgerows or tree belts at the back of new properties. This will hinder access for future maintenance.

4.4.1.2b
Open Spaces

Passive surveillance

Natural planting for habitat creation

New active travel link

Lane or Local type street

Standoff to any play or sports facilities for noise mitigation
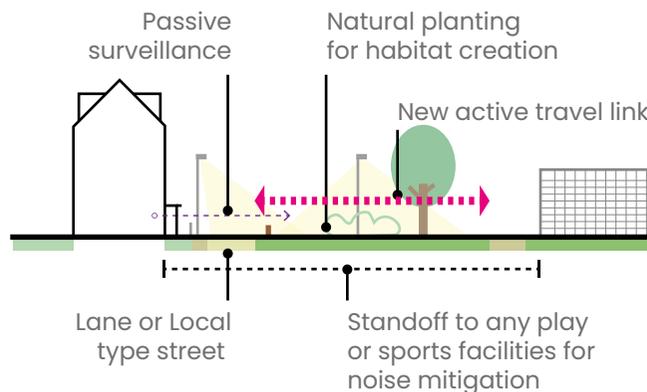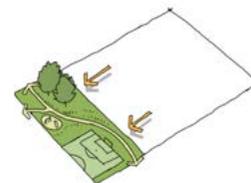
Development **must**:

- Front new development to face towards existing open spaces

- Provide views towards existing open spaces from key nodes or spaces

- Connect open spaces to new development through active travel links, and provide new active travel links along the edge of existing open spaces with enough lighting to ensure safe use all year round

- Increase biodiversity by providing planted edges such as wildflower areas.

4.4.1.2c
Watercourses and Water Bodies

Passive surveillance

Natural planting for habitat creation

SuDS features (e.g. swale) to prevent unfiltered runoff

Lane type street including active travel

Maintenance access

Existing watercourse
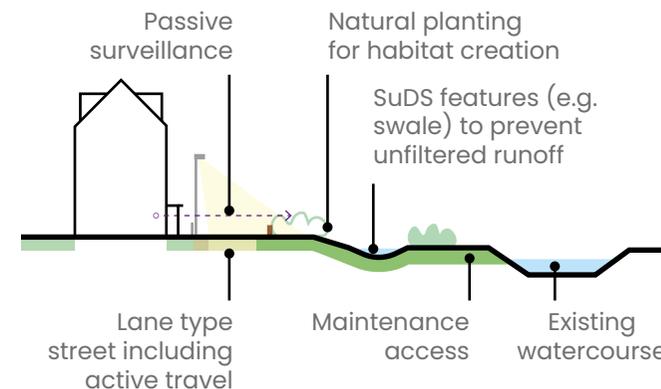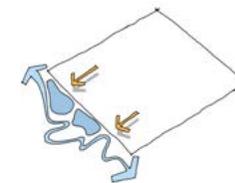
Development **must**:

- Provide new active travel links along the edge of existing watercourses with enough lighting to ensure safe use all year round

- Front development towards watercourses or drainage features so they are accessible for management

- Ensure surface water runoff is filtered by at least one stage of SuDS before entering the watercourse

- Increase biodiversity by providing planted edges such as wildflower areas, or integrated with SuDS features

Edges: Transport And Movement

4.4.1.2d
Streets and Roads

Max +2 storeys | Street trees | Existing

Min. 3m shared foot/cycleway | Species-rich verge including SuDS
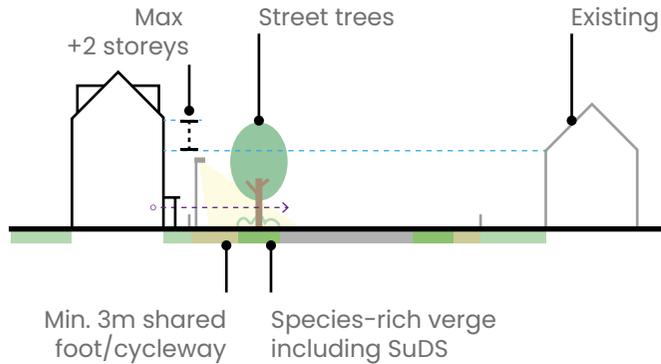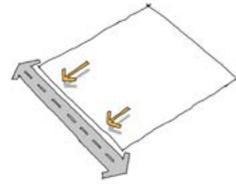
Development **must**:

- Front new development towards existing streets and roads

- Set new development back in a way that respects the existing characteristic dimensions of the street or road

- Include street trees and planting along the street edge, and provide linear ecological habitats such as wildflower verges

- Improve pedestrian and cycling provision on existing roads adjacent to the site, potentially providing a new off-road connection through the site

4.4.1.2e
Dual Carriageways

Dual carriageways that are also urban roads (e.g. A308 Staines Road West in Sunbury Cross)
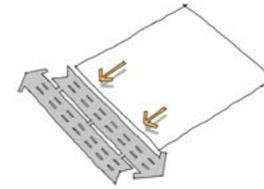

Inset balconies on street side | Street trees | Existing

Min. 3m shared foot/cycleway | 5m species-rich verge including SuDS
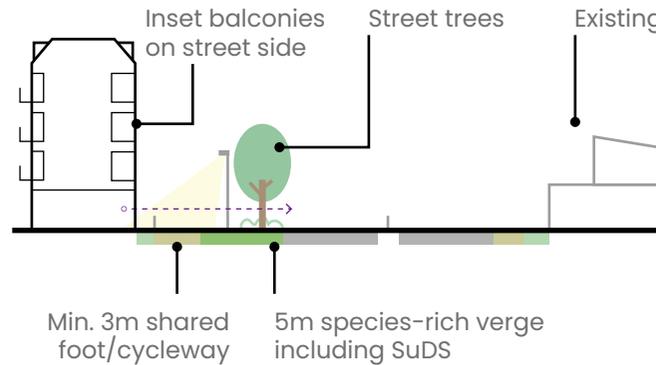
Dual carriageways designed as bypasses (e.g. M3 and Upper Halliford bypass)

Existing

Dual aspect dwellings

Noise mitigation barriers

Lane or Local type street | Structural planting
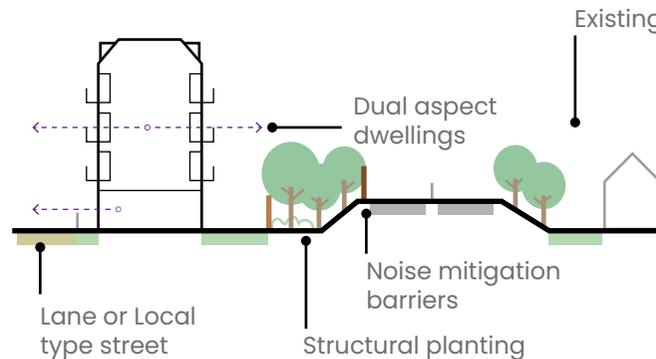
Development **must**:

- Ensure living spaces adjacent to roads have sufficient sound insulation

4.4.1.2f
Railways

Existing

Dual aspect dwellings

Lane or Local type street | Noise mitigation barriers | Trees located away from tracks
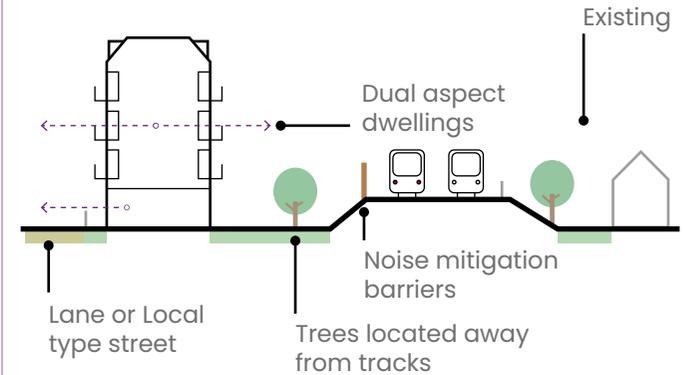
Development **must**:

- Concentrate higher density development close to railway stations

- Provide lighting and overlooking towards any pedestrian footbridges or underpasses that enter or are adjacent to the site

- Place new tree planting at a sufficient distance from the railway tracks so as to not create autumnal leaf-fall impacts

- Reduce access between development and the railway line, but where this is not possible or appropriate, ensure good lighting and passive surveillance to prevent anti-social behaviour

- Provide anti-trespass fencing by either providing new or upgrading existing

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Edges: Existing Built Form

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4.4.1.2g
Residential (Backing onto and Facing onto)
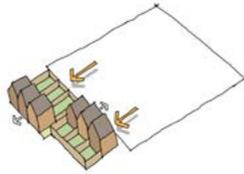
Existing Residential Backing onto the Site

Max +2 storeys

Min. 21m

Existing

Lane or Local type street

Gardens back onto each other
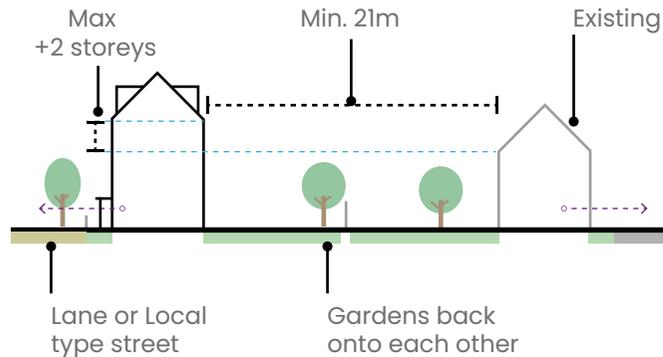
Existing Residential Facing the Site across an Existing Street

Max +2 storeys

Street trees

Existing

Ensure street has sufficient active travel provision

Species-rich verge including SuDS

4.4.1.2h
Local Facilities

Complementary facilities

Street trees

Existing Facilities

Active travel provision

Active travel crossings/connectivity
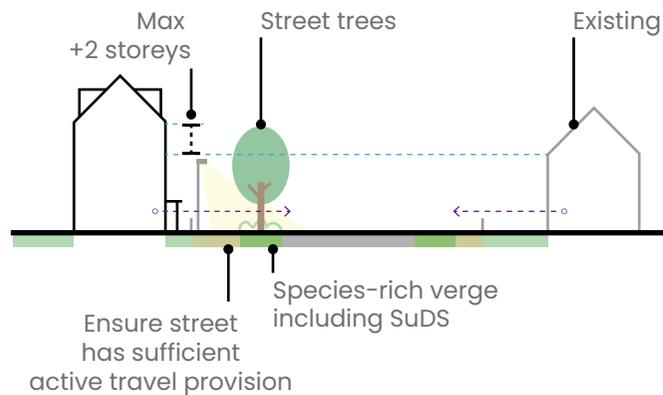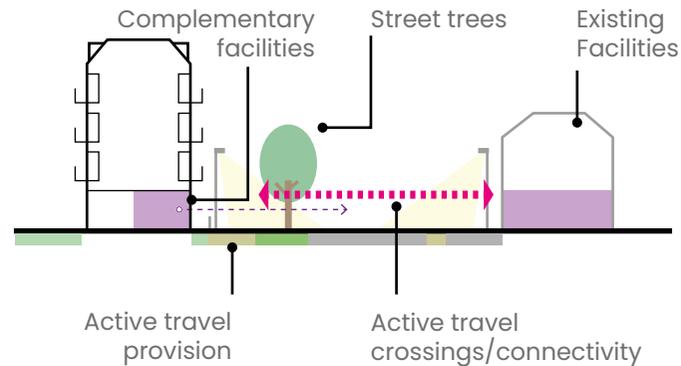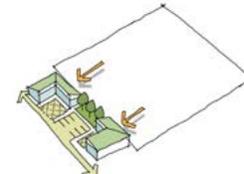
Development **must**:

- Make walkable connections to nearby local facilities

- Co-locate any new facilities or uses adjacent to existing facilities

- Concentrate development density close to relevant local facilities, e.g. local shopping

- Prevent overspill parking near local facilities through the design of streets or enforced parking restrictions

4.4.1.2i
Industry and Commercial Uses

Noise offset

Fencing or planting to soften security fencing

Existing

Lane or Local type street

Gardens back onto edge

Lighting spill away from dwellings
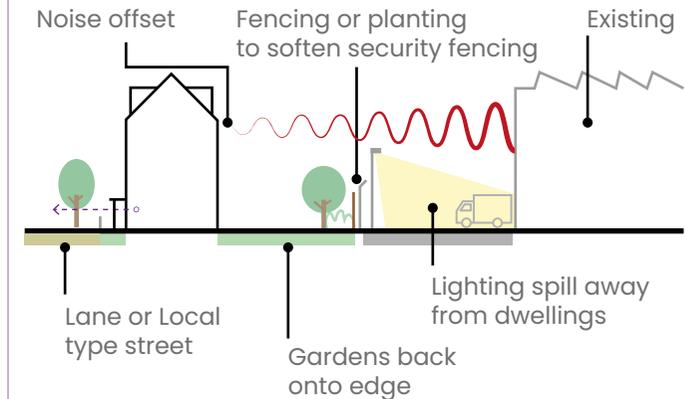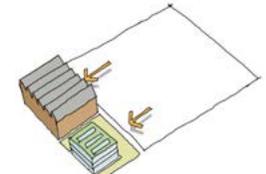
Development **must**:

- Set new homes a sufficient distance from noise-emitting uses to ensure a maximum outdoor residential noise level of 55dB during the day and 45dB at night

- Provide screen planting and other measures to prevent industrial light sources from spilling into homes

4.4.1.3 MOVEMENT: LEGIBLE, CONNECTED STREETS

New streets will be designed in a way that provides a sense of place as well as connectivity and accessibility to surrounding areas.

Streets will be designed around people, not vehicles. They should bring communities together and enhance their quality of life. Streets will be designed with flexibility and sustainability in mind, so that they will last for future generations.

Street types are determined by the importance of their place and movement functions, not their desired capacity or design speed. The decision on street typology is a collective decision with designers, planners, transport engineers and the local community. It must not be the sole decision of transport engineers.

Streets should be accessible to all abilities and ages through the use of drop kerbs, tactile paving, regular seating and clear sightlines and sufficient lighting for visibility and safety.

Street layout and design **must** be in compliance with the Surrey Healthy Streets Design Code.

4.4.1.3a Street Layout Approach
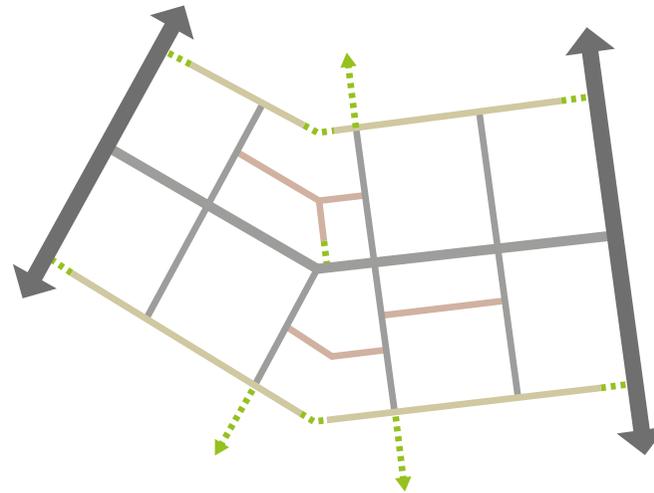
— Main Street
— Secondary Street
— Local Street
— Mews
— Lane (Edge)
······ Active Travel

Street layouts **must**:

- Have a clear street hierarchy drawing on the types set out in this Code
- Create blocks of between 60-100m, with crossroads arrangements supported to align blocks
- Use filtered permeability, with active travel prioritised and having a continuous grid of routes, and private vehicles required to take more circuitous routes to access homes

4.4.1.3b Main Streets

Main streets **must**:

1. Have a carriageway between 5.5m and 6.5m
2. Have verges at least 2.5m wide, to incorporate street trees, planting and bus stop laybys
3. Have a footway on each side at least 2m wide, and a cycleway on each side at least 2m wide
4. Have continuous footways across junctions with streets lower in the hierarchy
5. Have a width:height enclosure ratio of between 2:1 (more urban) and 4:1 (minimum)

Where development fronts onto existing main streets, it **must**:

6. Safeguard sufficient land for future walking and cycling improvements
7. Align active travel links with existing or planned crossings

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4.4.1.3c Secondary Streets
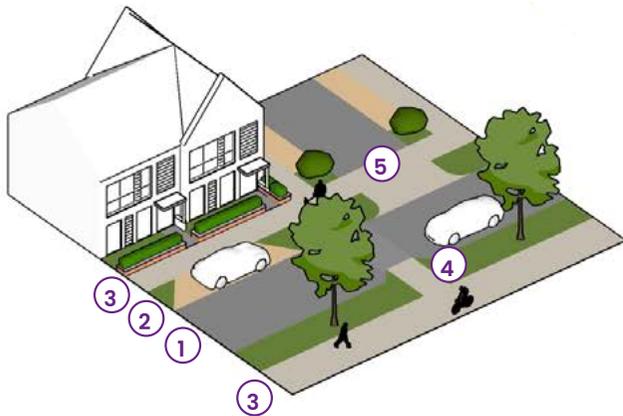
4.4.1.3d Local or Residential Streets
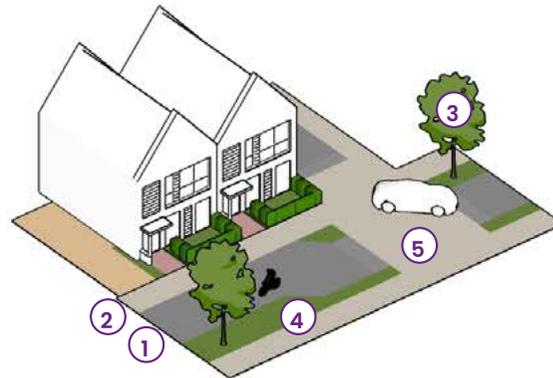
4.4.1.3e Mews and Lanes
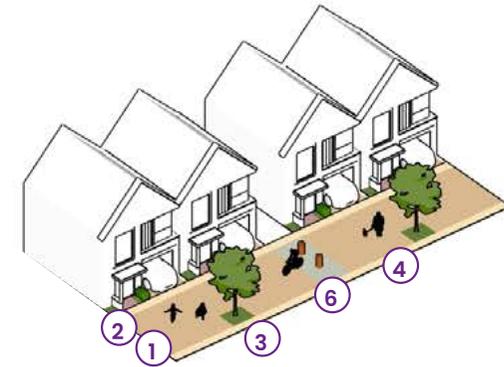
Secondary streets **must**:

1. Have a carriageway of between 4.8m and 6.0m

2. Have verges of at least 2.5m wide, to incorporate street trees, planting and occasional on-street parking bays

3. Have a footway of at least 2m wide, and a shared footway/cycleway of at least 3m wide

4. Include occasional build-outs for pedestrian crossings to slow vehicles

5. Have continuous footways across junctions with streets lower in the hierarchy

6. Have a width:height enclosure ratio of between 1:1 (ideal) and 3:1 (minimum)

Local or Residential streets **must**:

1. Have a carriageway of between 3.5m and 4.8m, with local widening to allow passing of vehicles

2. Have footways at least 2m wide

3. Be lined with street trees

4. Include occasional planting, rain garden and change in direction of the carriageway to slow vehicles

5. Use raised tables with brick paving or other surface changes at junctions with other Local or Mews Streets

6. Have a width:height enclosure ratio of between 1:1 (ideal) and 3:1 (minimum)

Mews and Lanes **must**:

1. Be a minimum of 6m wide

2. Be a shared surface for pedestrians and vehicles, of brick, paved or permeable paving construction

3. Include occasional planting, trees and features to slow vehicles

4. Include in-street drainage features such as rills and rain gardens

5. Have a width:height enclosure ratio of between 1:1 (ideal) and 2:1 (minimum)

6. Provide continuous active travel connectivity between edge lanes, with no gaps created between 'private drive' type arrangements

4.4.1.4 MOVEMENT: CAR PARKING

Developments must be designed around people not the car. When poorly-designed, car parking can have a significantly detrimental effect on the quality of a street and place.

The parking typologies set out on this page are supported in New Residential Neighbourhoods in Spelthorne, provided they are designed in compliance with the Design Requirements.

Vehicle parking **must**:

• Be provided at a quantity and with dimensions that comply with Surrey County Council's parking standards, including EV charging points

• Have at least 10% of parking spaces as disabled spaces, located within 50m of the relevant building entrance

• Provide at least 0.2 visitor spaces per dwelling in on-street or otherwise unallocated spaces

4.4.1.4a On-Plot Parking

On-plot parking **should** be used in lower-density areas of new residential neighbourhoods, typically of 35 dwellings per hectare or lower.

All dwellings with on-plot parking spaces **should** be equipped with an EV charging point.
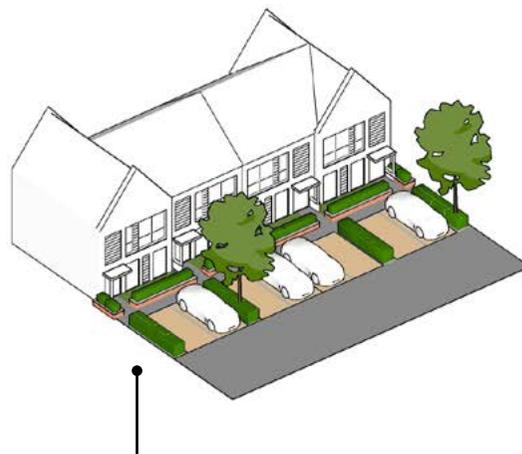
Frontage parking **must**:

• Have planting at least every four spaces in a run

• Include trees to soften views along longer runs of parking

• Be differentiated in surface material from the carriageway, using permeable materials

• Retain footway or planted front garden area of least 1.5m behind the parking space
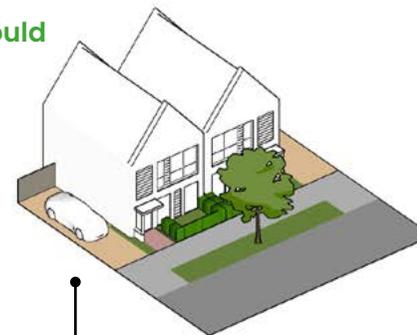
Side parking **must**:

• Be a minimum of 3.3m wide

• Maintain level footways and cycleways when accesses cross, using quadrant kerbs to provide a drop to the carriageway, as shown below

• Use permeable materials
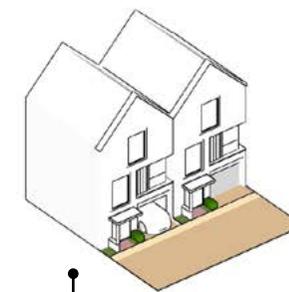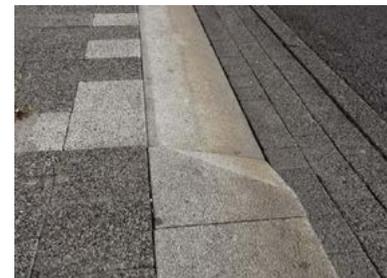
Integral parking **must**:

• Be a minimum of 6.0 x 3.0m internally

• Have a garage opening of at least 2.7m wide

• Have a garage door no more than 50% of the building frontage width

• Ensure a ground floor window is provided in addition to the front door and garage door

• Use permeable materials

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4.4.1.4b On-Street and Shared Parking

On-street parking and shared parking approaches **should** be used in higher-density areas of new residential neighbourhoods, typically between 40-75 dwellings per hectare.

All dwellings with on-street and shared parking spaces **should** be equipped with an EV charging point, as set out by Surrey County Council's "Recommended guidance for electric vehicle charging requirements".

On-street parking must:

- Be unallocated
- Have runs of no more than four spaces
- Leave no unused space to prevent nuisance parking
- Have squared-off kerb returns
- Be differentiated in surface material from the carriageway, using permeable materials
- Be contained within verge/planted areas at the edge of carriageways, with planting or street trees at the ends of runs

Parking squares must:

- Have planting at least every four spaces in a run
- Must not exceed 12 spaces
- Include trees within some planted areas
- Be overlooked from surrounding dwellings
- Be differentiated in surface material from the surrounding streets, using permeable materials

Rear parking courts must:

- Be overlooked from dwellings
- Be lit to provide security at all times. Lighting spread should be designed so as not to disturb neighbours. Motion-sensitive lighting is supported for its reduced energy use and impact on ecology
- Have planting or trees at least every five spaces in a run
- Use permeable materials
- Provide overlooked, safe access to apartment circulation cores via an overlooked route

Safe, well-managed car parking approaches are an important part of what makes places successful.

4.4.1.5 SAFE, ATTRACTIVE AND MULTIFUNCTIONAL OPEN SPACES

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All development of New Residential Neighbourhoods in the Suburban area type **must** provide public open space at the levels, standards and accessibility specified in the latest Open Space Assessment, currently:

- Amenity Green Space: 0.6 hectares (ha) / 1000 people, within 480m of all homes
- Parks and Recreation Grounds: 0.8ha / 1000 people, within 400m of all homes
- Provision for Children and Teenagers: 0.1ha / 1000 people, within 400m of all homes
- Natural Green Space: 1.0ha / 1000 people for new development including amenity green space, within 500m of all homes
- Allotments: 0.25ha / 1000 people, within 800m of all homes

Additional Code requirements for two different types of open space are set in this section.

4.4.1.5a Meeting Points: Open Spaces Amongst Homes

Open spaces amongst homes **must**:

A. Have high levels of enclosure from surrounding built form
B. Have traffic calmed surrounding streets with a change in carriageway materials
C. Be overlooked from surrounding homes
D. Include sufficient lighting for safety
E. Include cycle parking and seating
F. Be accessible to and inclusive of all users

Open spaces amongst homes **could** include:

1. Planting and habitat creation
2. Traffic-free active travel links
3. Rain garden and surface water management features
4. Community garden and food production
5. Small events space
6. Childrens play features

4.4.1.5b Getting Outdoors: Open Spaces on the Edge of the Built-up Area

Open spaces at the edge of built-up areas **must**:

A. Be overlooked from surrounding homes

B. Have a transition in character from managed to natural, with uses such as play areas closer to homes

C. Include sufficient lighting for safety on any active travel routes that pass through the space

D. Include features such as bollards that prevent vehicles from entering or parking on the space from surrounding streets

E. Be accessible to and inclusive of all users

Open spaces at the edge of built-up areas **could** include:

1. Natural habitat creation

2. Surface water management features that also function as natural habitats

3. Traffic-free active travel links and connections to surrounding open spaces and other destinations

4. Childrens play areas

5. Seating along footpaths

6. A distinctive built form edge with views across the open space, with the potential for taller heights to address the space

Being connected to the outdoors and wider green networks is an important part of living in Spelthorne.

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4.4.1.6 LANDSCAPE CHARACTER

New residential neighbourhoods will blend built form with planting, soft landscape and green infrastructure, to create a softer, less formal environment than town centres and inner suburbs. There will be proportionally more soft landscape than hard landscape.

4.4.1.6b Soft Landscape

Soft landscape features play an important part in the quality of the built environment.

In more formal areas, such as busier streets and areas with more hard landscape, a more ornamental palette is appropriate.

Closer to the edge of the built-up area and larger open spaces, a more informal mix of native species, including trees and hedgerows, **should** be used, maximising habitat creation opportunities.

4.4.1.6a Hard Landscape

Hard landscape features will typically be within streets, including footways, cycleways and carriageways. It will also include incidental hard landscape features and squares within open spaces or at key nodes within the street network.

Brick paving can provide a cohesive and traffic-calmed environment on smaller residential streets and key nodes or junctions

Resin-bound gravel can provide an attractive and practical surface for informal leisure paths through open spaces

Material selection in the public realm **must** be in compliance with the Surrey Healthy Streets Design Code.

A mix of grasses and low-maintenance evergreen species

Evergreen shrub species planted within verges to prevent verge parking

Including mown amenity grass ensures open spaces can be flexible for different uses

Wildflower planting within verges or larger areas of open space
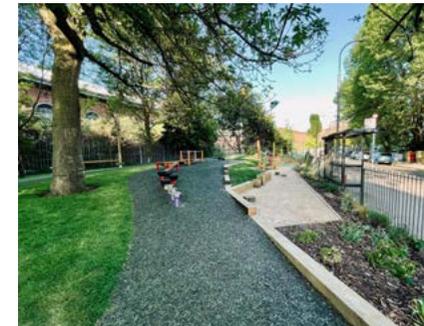
'Play on the way' features within retained mature tree corridor

Species selection **should** be diverse, prioritising native and locally appropriate species to enhance resilience to climate change, support biodiversity, and reduce the risk of invasive species.

Management and maintenance **should** be minimised where possible for most areas, saving more maintenance-intensive species for small areas of high impact.

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4.4.1.6c Street Trees

All streets **must** be tree-lined. In general trees will be integrated within verges and as part of the street green infrastructure, as set out under S-U3 and S-U4. Suitable approaches include:

Lines of trees within verges

Trees installed to aid traffic calming features

Trees installed to break up frontage parking or parking squares

Trees **must** have sufficient space to grow and thrive, following guidance set out by the Trees and Design Action Group (see reference in Chapter 6).

Using a variety of street tree species ensures resilience to climate change and invasive species.

4.4.1.6d Surface Water Drainage Features

All development **must** manage surface water through the use of Sustainable Drainage Systems (SuDS). Suitable design features include:

Source Control / Initial Absorption Features

- Street 'rain gardens'
- Planted verges and general soft landscape cover

Conveyancing Features

- Planted street swales
- Other overland flow features with minimal culverting or piping

Attenuation Features

- Surface attenuation basins, planted to create new habitats
- Attenuation ponds with permanent water

4.4.2 **New Homes or Apartments on Existing Streets**
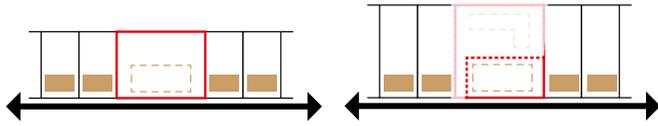
Development of new dwellings or apartments on plots on existing Suburban residential streets will be designed to complement the existing street scene and character of the area, while delivering high quality new homes throughout the borough.

In contrast to Inner Suburban locations, Suburban areas have more space between buildings and typically larger front garden areas, allowing more flexibility for the design of new development.

DESIGN AIMS

All Suburban development on existing streets will:

- **Comply with Nationally Described Space Standards**
- **Address the needs of different design zones for street frontage, access, servicing and gardens**
- **Respect the existing street scene by observing the key design parameters, including:**
  - **the existing building line, rhythm of windows and separation distances**
  - **car parking not dominating the frontage**
  - **respecting heights and scale of streets**
- **Use materials and articulation to provide richness to the street scene**

4.4.2.1 LAYOUT PRINCIPLES

New development on existing streets in Suburban Area Types **should** follow the overall layout principles set out below. Coding requirements for different areas are set out on the following pages.
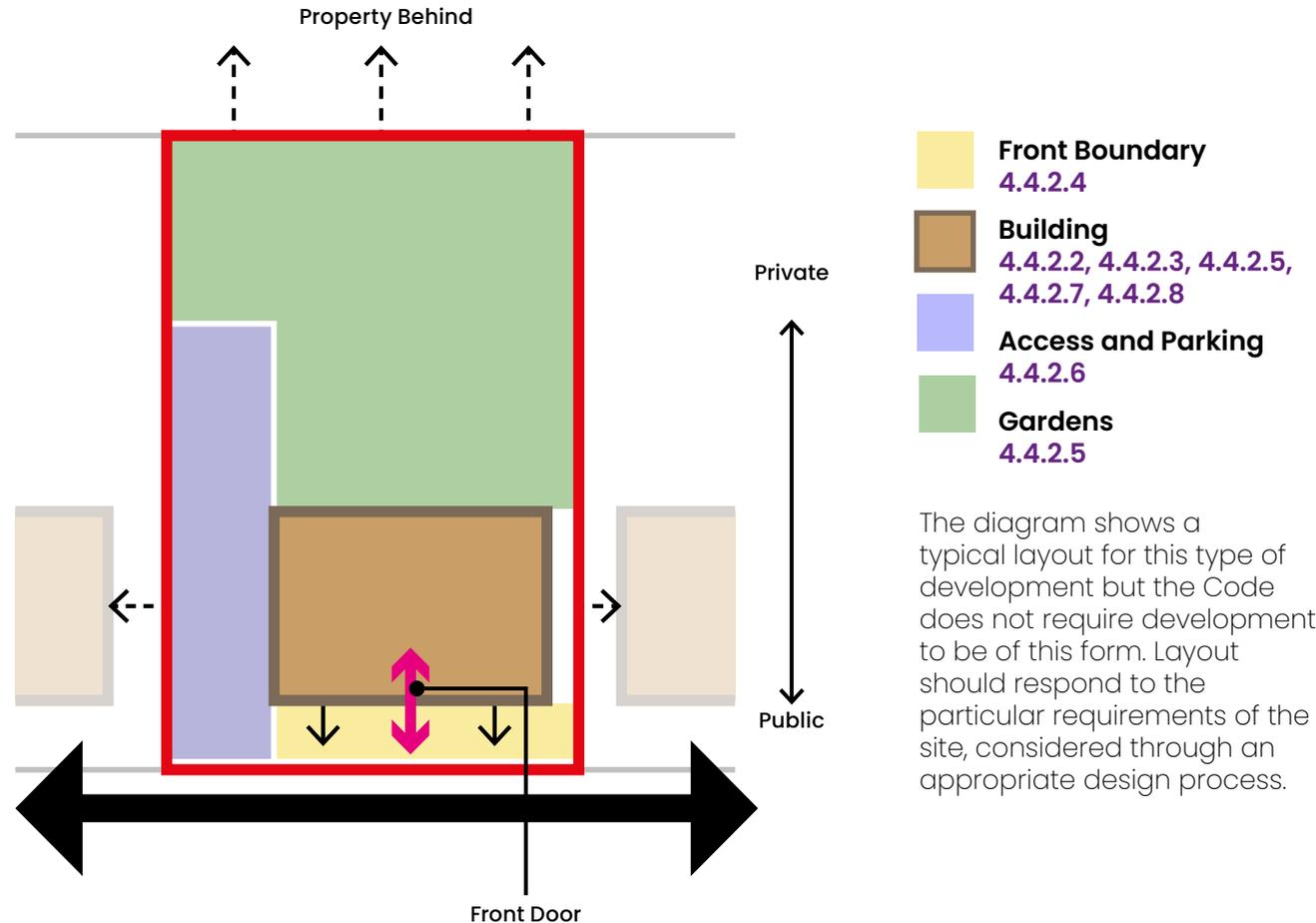
Front Boundary
4.4.2.4

Building
4.4.2.2, 4.4.2.3, 4.4.2.5, 4.4.2.7, 4.4.2.8

Access and Parking
4.4.2.6

Gardens
4.4.2.5

The diagram shows a typical layout for this type of development but the Code does not require development to be of this form. Layout should respond to the particular requirements of the site, considered through an appropriate design process.

Building Heights typically up to height of highest adjacent building

Reflect existing street rhythm of gaps and built form
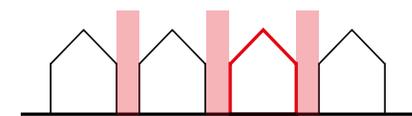
Regular building line along a street

Building lines for corner plots
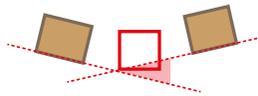
Irregular building line establishes zone for new building front

Front boundary treatments in suburban areas typically include planting and landscape to soften the built form and parking arrangements

4.4.2.2 BUILT FORM PARAMETERS

New development on existing streets **must** observe the following key built form parameters:

- Roofline not above height of highest immediately neighbouring building

- **Plot coverage** that is broadly within the range of the existing area, typically 25-40%

- Match neighbouring building line on streets with regular building line

- Where building line is irregular, use neighbouring buildings to establish zone for building line

- Sites on street corners to match the building line of both adjoining streets and provide passive surveillance to both aspects

- Reflect the existing street rhythm of gaps and built form

4.4.2.3 ROOF FORM

New development on existing streets **must**:

- Have pitched roof forms, reflective of surrounding prevailing form, e.g. gable ends or street-facing pitch

- Avoid flat roof forms facing streets on main roofs.

- Ensure dormers are set in a minimum of 1m from the roof edge, down 0.5m from the ridge and up 1m from the eaves, and not be dominant and out of proportion

- Flat-roofed dormers facing the street may be acceptable if the overall architectural design language of the development is **contemporary,** otherwise they must Incorporate a roof which is compatible with the main roof

4.4.2.4 FRONT BOUNDARY TREATMENT

New development on existing streets **must** have:

- A defined front boundary that separates public realm from private space

- A clear pedestrian path to the front door, clearly defined from any frontage parking

- A boundary treatment such as a low wall, ornamental hedge or railings, making reference to prevailing styles on the street

- A front door that faces the street

- Sheltered, defensible threshold space at front door of at least 1m depth and 1.5m width

- An accessible covered space to store waste and recycling

- Accessibility to users of all abilities with a variety of mobility needs

Page 122
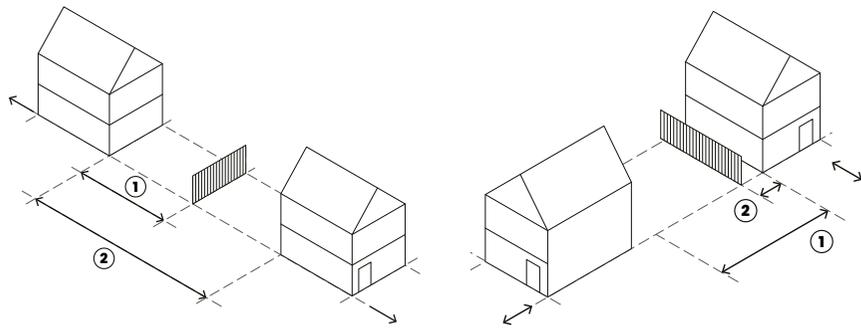
Maintain appropriate distances to existing properties

Left: Back to Back 21m (30m for 3 storey) (distance 2 on left diagram)

Right: Back to Flank 13.5m (21m for 3 storey) (distance 1 on right diagram)
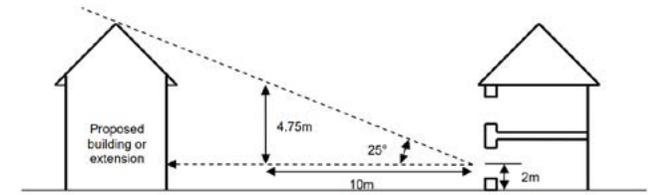
Ensure a 25° vertical line of sight to neighbouring properties to ensure daylight
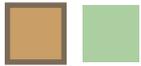
4.4.2.5 DAYLIGHT, PRIVACY AND OVERLOOKING

New development on existing streets **must**:

- Have a minimum back to back distance to properties at the rear of 21m (30m for 3 storey buildings)
- Ensure built form of two storeys or above is clear of a 45° line drawn from the centre of a habitable room in neighbouring properties, both horizontally and vertically
- Ensure a 25° vertical line of sight to neighbouring properties to ensure daylight
- Ensure a minimum back to flank distance 13.5m (21m for 3 storeys)
- Ensure a minimum boundary set-in distance 1m (2m for 3 storeys), or more to suit the context and prevailing street scene

4.4.2.6 ACCESS, CYCLE AND VEHICLE PARKING

New development on existing streets **must** have:

- Secure cycle parking provision, e.g. for apartments within a circulation core on ground floor
- If vehicle parking is provided, one of side, rear (shared), integrated or frontage car parking to be used
- Hardstanding for frontage car parking that occupies no more than 50% of frontage
- Brick paving or permeable gravel where car parking is on frontage
- Planting and permeable surfaces within shared car parking areas (for apartments)
- Pedestrian access to rear gardens

4.4.2.7 APARTMENT DEVELOPMENT

All new apartment development on existing streets **must** ensure:

- Dual aspect apartments are maximised
- Single aspect apartments are no deeper than 6m from an external window
- There are no single aspect apartments on north-facing aspects
- Balconies face the street and rear, avoiding balconies facing towards adjacent properties to sides
- That recessed or partially projecting balconies are used

Where no other private outdoor space is provided, balconies **must**:

- Have a minimum depth of 1500mm
- Have a minimum of 5m^2 of private outdoor space for all 2 person dwellings and an extra 1m^2 provided for each additional occupant.
- Have level access from a habitable room, ideally a living room or living area

Page 123

4.4.2.8 DETAIL, RICHNESS AND MATERIALITY

New buildings on existing streets **should** demonstrate how they have incorporated common features seen in Suburban areas into their detailed design to enhance richness and variety in the street scene.

Softening built form with planting

Gable ends

Roof dormers

Hip roofs

Brickwork edge detailing

To enhance the richness of the street scene, new buildings on existing streets **could** incorporate features such as integrated garages and terraces, inset balconies for upper-floor apartments, and a variety of textures within elevation design.

Integrated garages and roof terrace design

Inset balconies on maisonette upper floors

Variety of textures and finishes on facade
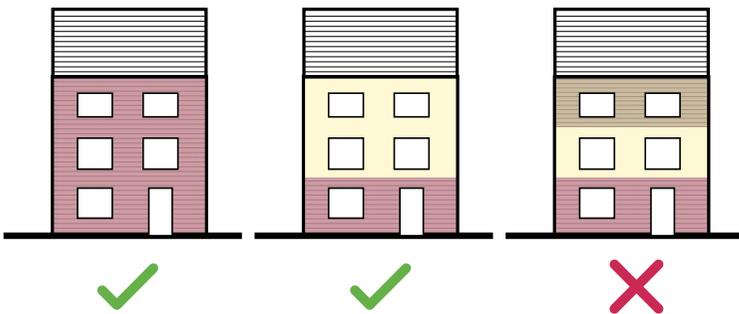
New development on existing streets **must**:

- Use a single material for the elevation or;

- Have one clear change in materials between the ground floor and upper floors

- Use materials of high quality and long life, ideally with visible texture such as brick

4.4.3 **Residential Extensions**

OVERVIEW

The key design considerations for residential extensions on existing plots in Suburban areas are set out on this page.

All new residential extensions **must** comply with these requirements.

This section sets out an overview of the key dimensional requirements for residential extensions. More detailed guidance on design for this type of development is contained in Appendix C, drawn from the previously adopted "*Design of Residential Extensions and New Residential Development Supplementary Planning Document (SPD)" (April 2011).*

4.4.3.1 **CONTEXT & CHARACTER**

Designs **should** be mindful of key dimensions of the wider context that will ensure an extension fits within and complements that character of the area. These include:

- Set-in distance: the distance from plot edge to the flank side of the building. It defines the characteristic width between properties along a street. Care should be taken to reflect the existing street scene.

- Set-back distance and prevailing building line

Minimum requirements for key dimensions are set out on these pages.

Key characteristics to observe that extensions **should** respond to in architectural design include:

- Prevailing materials of the area

- Prevailing roof forms and features

- Rhythm of windows and location of front doors on façades

4.4.3.2 **PRIVACY & OUTLOOK**
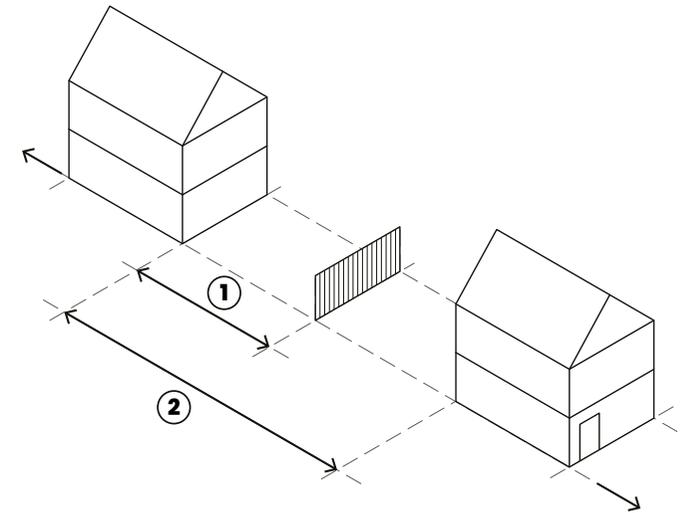
Minimum dimensions **must** be at least:

1. Garden length 10.5m (15m for 3 storeys)

2. Back to back distance 21m (30m for 3 storeys)
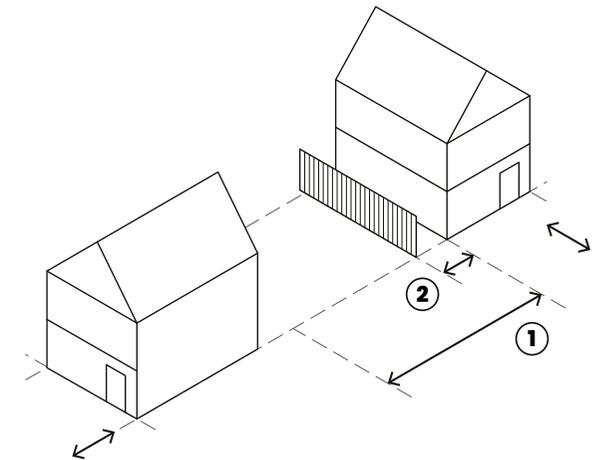
1. Back to flank distance 13.5m (21m for 3 storeys)

2. Boundary set-in distance 1m (2m for 3 storeys), or more to suit the context

> **Find out more** background information about the borough in Appendix A 'Understanding Spelthorne Today'.

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4.4.3.3 DAYLIGHT

- Two-storey extensions **must** be clear of a 45º line drawn from the centre of a habitable room in neighbouring properties, both horizontally and vertically
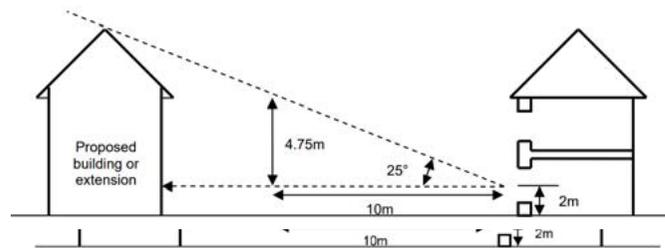
- Development **must** maintain a 25º vertical line of sight to neighbouring properties to ensure daylight

4.3.3.4 SIDE EXTENSIONS
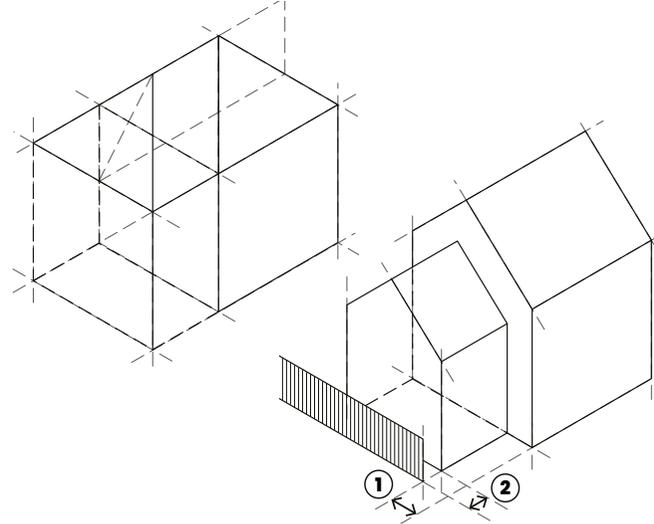
- Single storey side extensions **must** be set back from the main building line (1) by at least 300mm, and set in from the plot boundary (2) by at least 250mm

- Multi-storey side extensions **must** be set in from the plot boundary (2) by at least 1m (2m for 3 storey development), or more to suit the context

- Subordinate multi-storey side extensions **must** be set back from the main building line (1) by a minimum of 1m

- Inline side extensions may be acceptable in certain circumstances, particularly detached houses. Further guidance can be found in Appendix C.

4.4.3.5 DORMERS
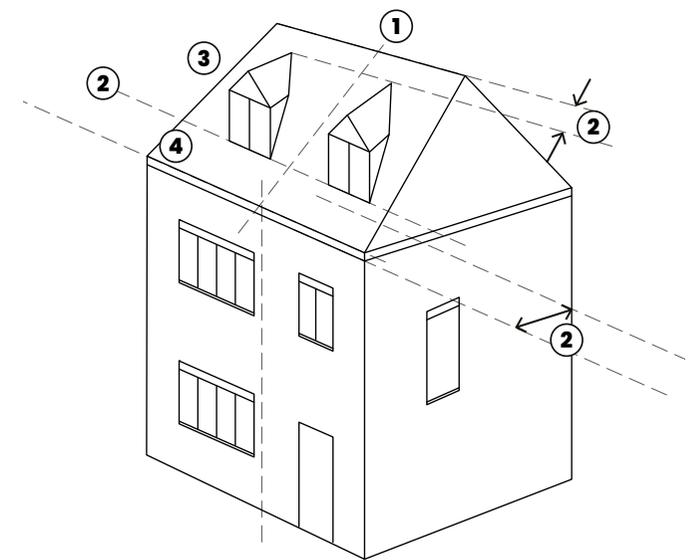
Dormers **must**:

1. Be located centrally or symmetrically on a roof

2. Be set in a minimum of 1m from the roof edge, down 0.5m from the ridge and up 1m from the eaves

3. Incorporate a roof which is compatible with the main roof

4. Not be dominant and out of proportion

5

Areas of Change

5.1 **Staines-upon-Thames Town Centre**

OVERVIEW

This section sets out detailed Design Requirements and guidance for development in Staines-upon-Thames town centre.

EXTENT AND CONTEXT

- High Streets
- Town Centre Neighbourhoods
- Inner Suburban
- Suburban
- Village

- - - Area of Change Boundary

Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

Find out more about the Conservation Area in the Staines Village Conservation Area Appraisal (2023).

A clear vision for town centre neighbourhoods and the future 'look' of the town centre is a community priority.
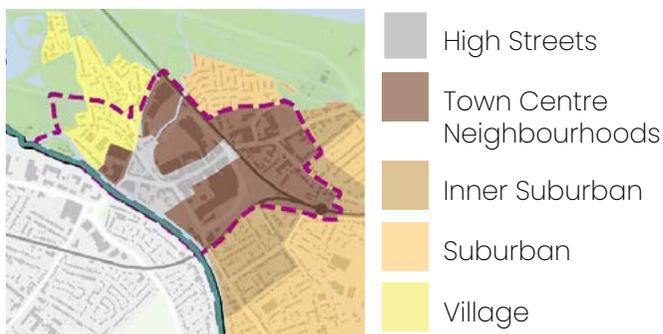
DEVELOPMENT CONTEXT

Staines-upon-Thames town centre will see significant change in coming years. The **Local Plan** allocates around 3,500 new homes to be built, mostly at higher densities and resulting **floor area ratios** than the prevailing built form. The Design Code sets out the requirements for these to be delivered as part of coherent, well-designed Town Centre Neighbourhoods, that complement and enhance the existing High Street.
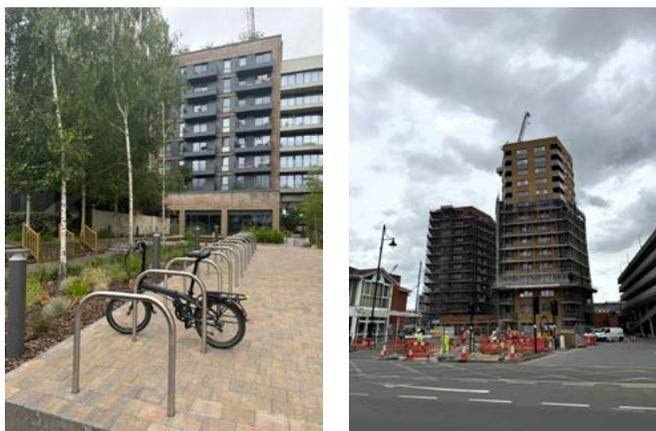
Recent development in Staines town centre: London Square (left), River Town (right)

DESIGN AIMS

New development in Staines-upon-Thames town centre **will**:

- When within 'Staines Village' and the 'Historic Core', respect and complement the context of the High Street, Clarence Street, Conservation Area and river frontage

- When within new town centre neighbourhoods, form part of coherent new places for people to live and enjoy that encourage connection, health and sustainable living

- Prioritise the quality, safety and attractiveness of the public realm, open spaces and streets

- Make the most of the river frontages and help improve connectivity to the Thames, Colne, Ash and Wraysbury rivers and the nearby natural environment

- Be resilient to the anticipated effects of climate change, and ensure that new places do not adversely affect existing places in terms of flooding, microclimate and quality of life

- Enhance connectivity to the railway and bus stations, and wider active travel networks
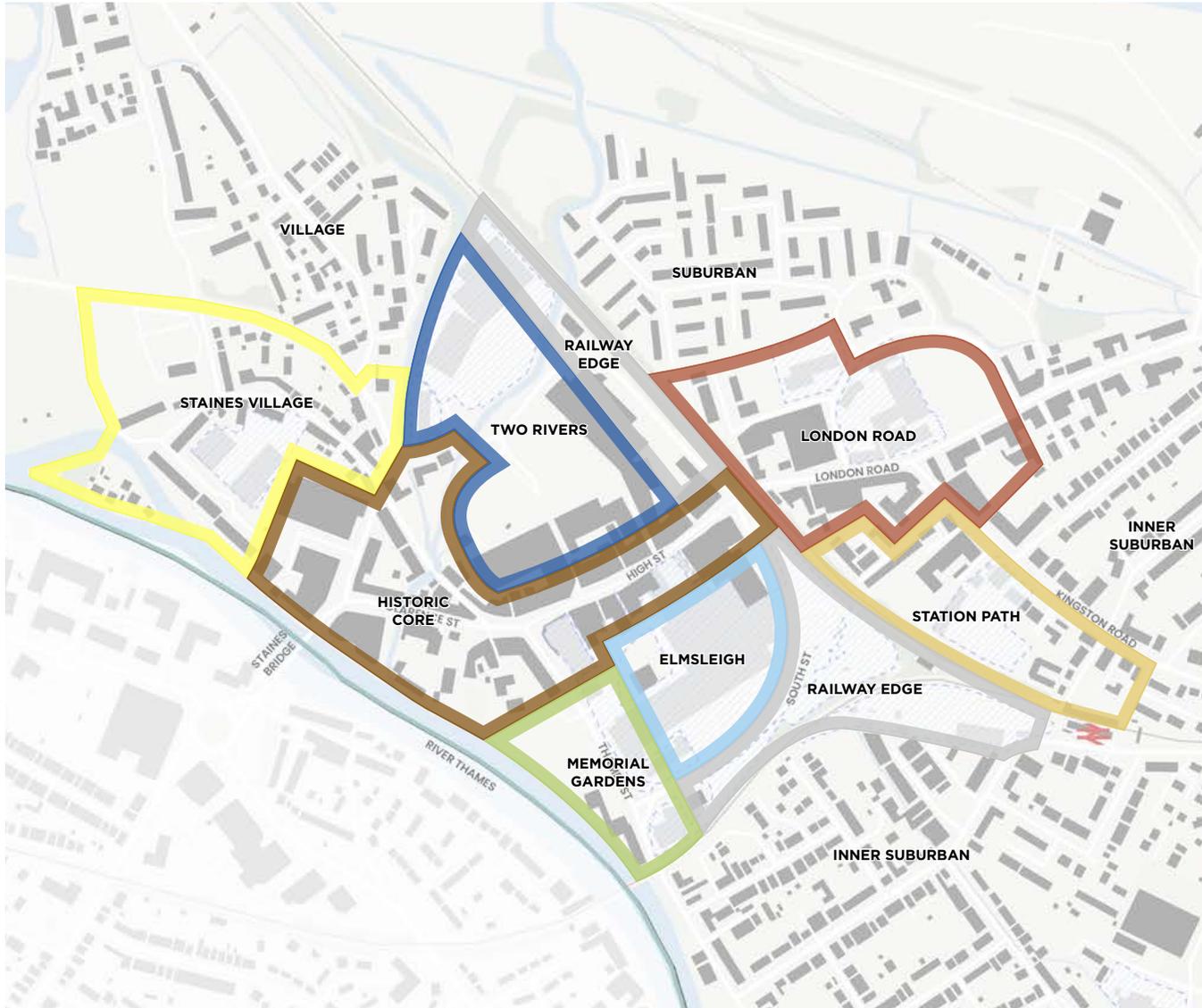
Area Types

Within the Area of Change, more detailed requirements are set out by finer-grain Area Types. Each Area Type in the town centre is considered by whether it will largely retain its existing character and contribution to overall place identity, or whether it is likely to change substantially in character and has the opportunity to newly contribute to the town's identity.

Page 129

Incremental Change

Retaining existing character and place identity. Design requirements strongly reflect context.

STAINES VILLAGE

HISTORIC CORE
General requirements for the High Street Area Type (see 4.1) apply.

MEMORIAL GARDENS

STATION PATH

LONDON ROAD

TWO RIVERS

ELMSLEIGH

RAILWAY EDGES

General requirements for the Town Centre Neighbourhoods Area Type (see 4.2) apply.

Transformative Change

Defining a new character and place identity. Design requirements set key parameters only.

A SPATIAL APPROACH FOR STAINES-UPON-THAMES TOWN CENTRE

It is anticipated that the town centre of Staines-upon-Thames will see substantial new development in the coming years. The spatial approach sets out an overview of how this might be accomplished in line with the vision set out in Chapter 3. Although it is illustrative, it guides the detailed design requirements set out later in the Design Code.

The spatial approach's key aims are:

• To reflect the ambition of the community to preserve what makes the town special and familiar to them by identifying key streets and areas for incremental, small-scale change

• To define connected new town centre neighbourhoods that can accommodate new open spaces, new high-quality homes and new mixed-use facilities

• To enhance the character and future sustainability of the town centre

The spatial approach is a composite of a number of layers and design thinking that work together to guide development in the future in a coherent way. These are explored further on the following page.

Page 130
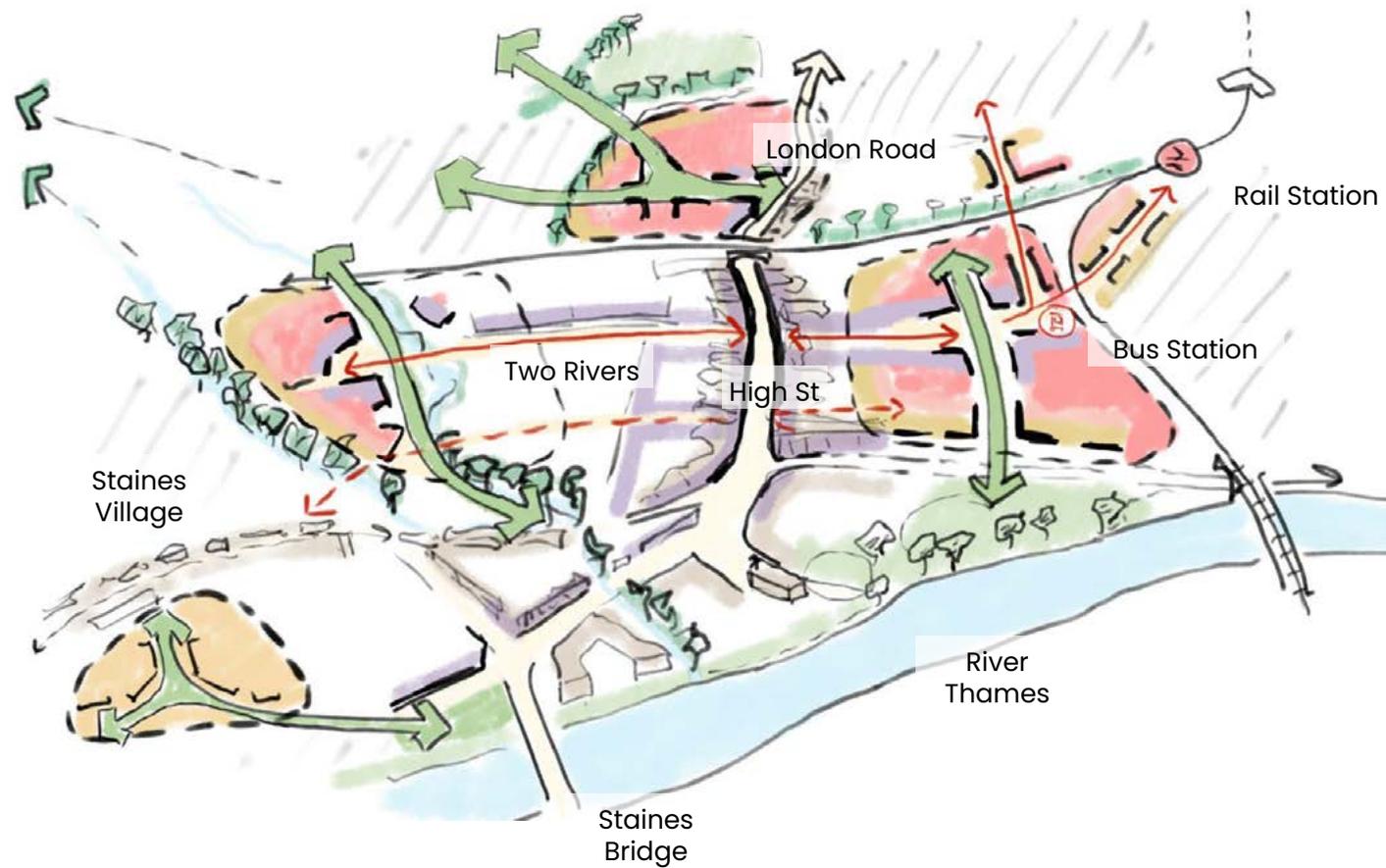
Protecting the historic core

Better spaces and connections

New green and blue spaces

New homes and spaces for people

PLACE IDENTITY

Staines Moor

Existing Suburbs

Existing Suburbs

Two Rivers

High Street

Existing Suburbs

Memorial Gardens

Staines Village

Market Sq

River Thames
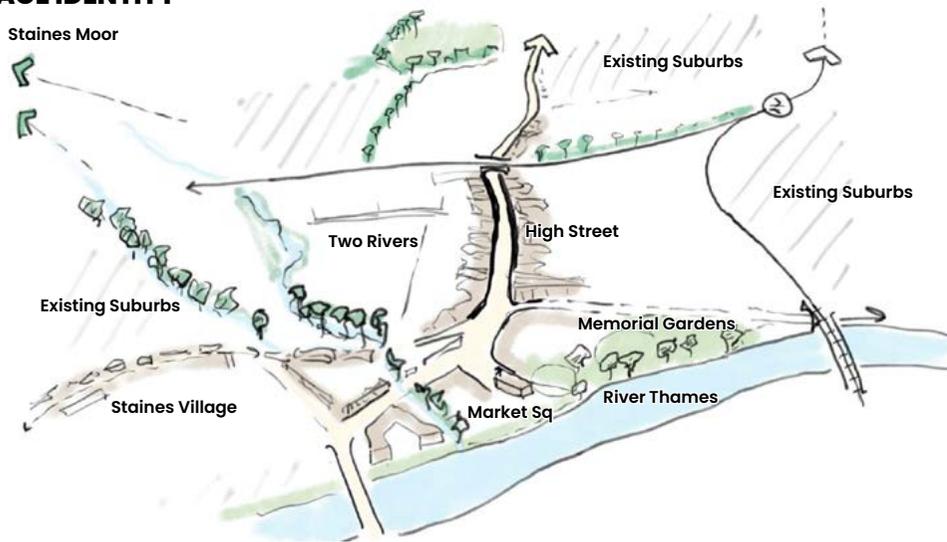
The places that are valued by the community and define the identity of Staines-upon-Thames form the core of the spatial approach.

GREEN LINKS

London Road

Two Rivers

Elmsleigh

Staines Village (existing Business Park)
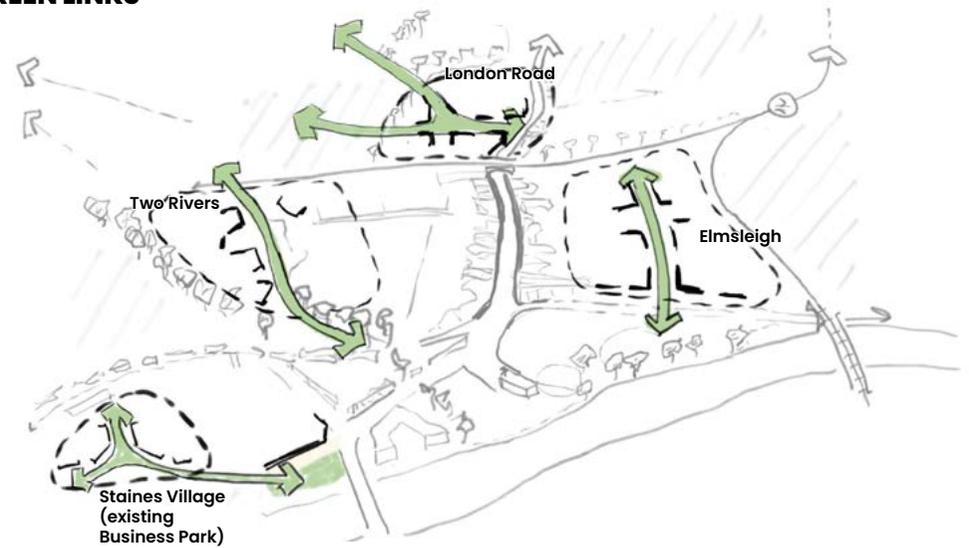
Areas of anticipated growth form new neighbourhoods, linked to their surrounding green open spaces and rivers through new green links.

STREET CONNECTIONS

Rail Station

Bus Station
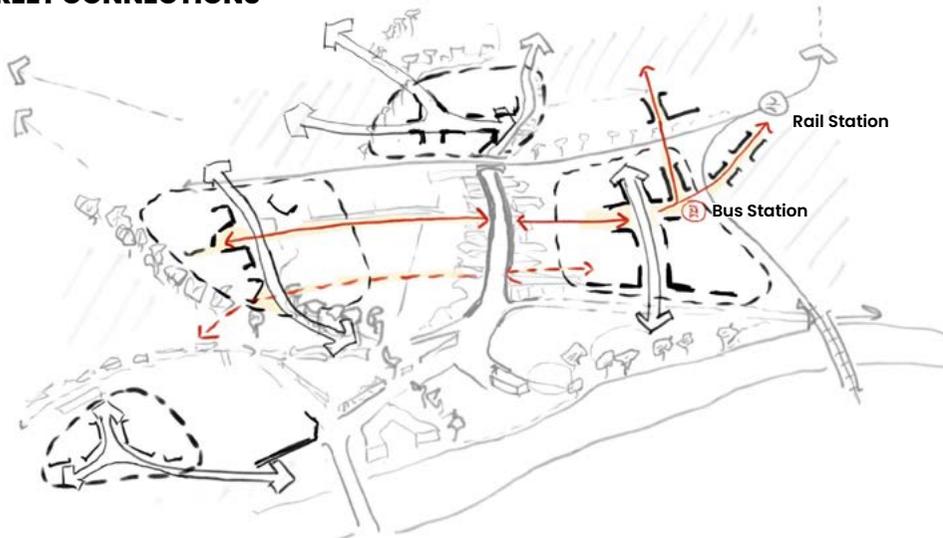
New neighbourhoods are linked and integrated to the High Street and surroundings through new walking and cycling street connections.

BUILT FORM AND USES

Retail Ground Floor
Transition to Existing
Taller / Denser
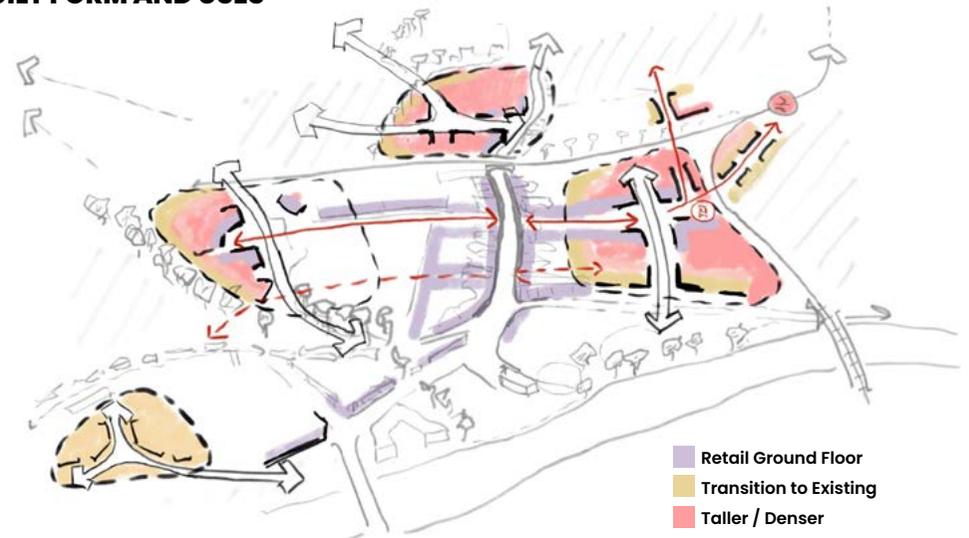
New built form is related to surrounding neighbourhoods by ensuring transitions in height. The existing retail core is strengthened and extended.

OVERALL TOWN CENTRE CODING STRATEGIES

Informed by the spatial approach, a range of strategies guide the detailed coding requirements across the town centre. The minimum requirements for individual schemes to implement these strategies are set out in the detailed Area Type Coding.

Page 132

Towards Colne Valley Regional Park

Continuous green networks for people or nature

New connections

Retail and commercial core streets
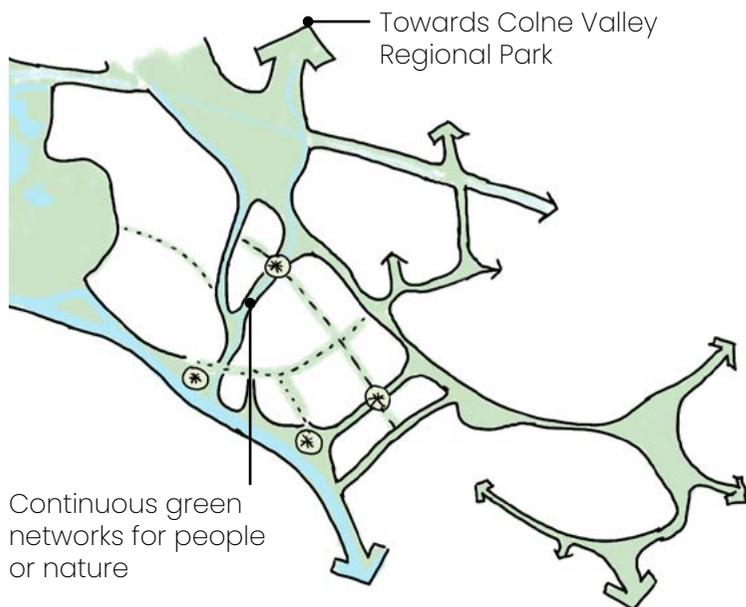
Green & Blue Networks

The town centre is surrounded by green and blue assets but is poorly connected to them. New development will join up and enhance the existing networks of green and blue infrastructure, for both people and nature to use.

This strategy will be implemented by creating and enhancing open spaces, new green streets, street transformations to include more planting, and enhancements to ecological networks.
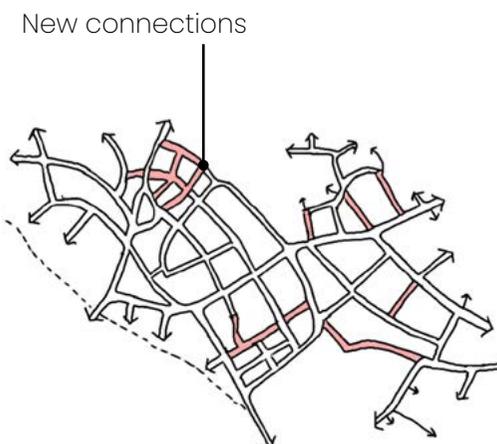
Movement

The town centre is broken up by railway lines, major dual carriageway roads and large buildings that prevent movement. New development will enhance the existing street grid so that people can find their way and move around easily, and by more sustainable modes.

This strategy will be implemented by creating new street connections, enhancing the quality of existing streets and joining up the dots of existing active travel provision.
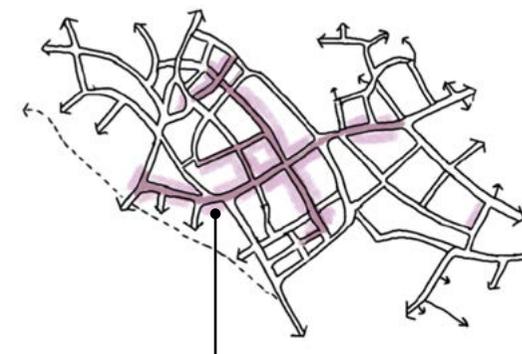
Uses & Facilities

The town centre has a strong existing High Street and retail offer, and new neighbourhoods will connect to and enhance them. New neighbourhoods will connect to and enhance the existing core of the town centre.

This strategy will be implemented by ensuring new streets and places have active commercial ground floors in the right places.

New areas and principles of enhanced townscape

Areas of high quality existing townscape

Varied leisure uses activating spaces along the river

Natural Character
Green open spaces, trees and quieter spaces

Connections to the town centre

HIGH ST

STAINES BRIDGE

RAILWAY BRIDGE

Gateway Character
Busy, active, entertainment, evening economy

Building frontages facing the river

Completing the Thames Path

Town Park Character
Events, activity, meeting and a safe, attractive riverfront park

Townscape

The new town centre neighbourhoods strongly correspond to areas with poor existing townscape, where new development could significantly enhance how the town centre is experienced overall.

This strategy will be implemented by the requirements for the arrangement of new open spaces, streets, heights, **marker** and **landmark buildings**, and the implementation of town centre neighbourhood townscape principles (Chapter 4).
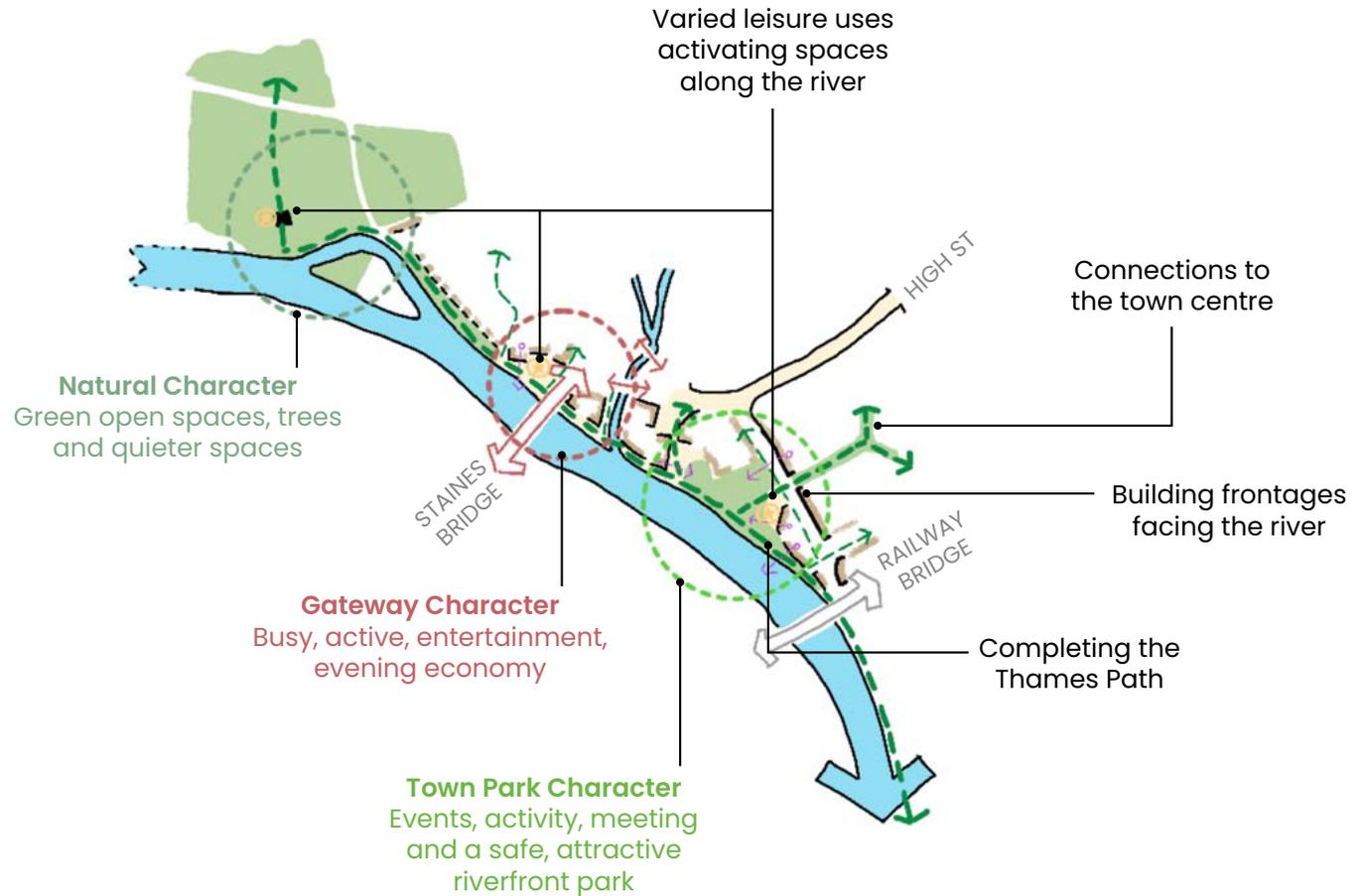
River Frontage

The River Thames that flows past Staines-upon-Thames is a vital part of the identity of the town. The overall strategy will be to establish or reinforce existing zones of activity, with attractive connections to the town centre, and development that fronts onto key spaces with complementary uses.

This strategy will be implemented by requirements for building heights, frontages, locations of open spaces, public realm priorities and key connectivity.

Relevant precedent examples for character of spaces and buildings are set out under 'Historic Core' and 'Memorial Gardens' Area Types.

5.1.1 **Staines Village:** Conserving a Valued and Attractive Place

DESIGN AIMS

New development will protect the existing attractive character of this area, with green space and small-scale urban grain.

Existing Context & Place Identity

Staines Village is a quiet, attractive area centred around St. Mary's Church and Church Street, becoming progressively greener as Church Street approaches the River Thames at its western end. There are many small, domestic, historic houses which are terraced and of red or buff brick or render with slate or tiled roofs. The character is residential and small-scale.

Much of the built form has a tight grain to it, which is set against the green open space around the Church. Towards the eastern end of Church St building heights rise, with a notable landmark at Courage Tower.

5.1.1.1 DESIGN REQUIREMENTS

Staines Village is covered by the Staines Village Conservation Area, and new development must take into account the existing character and context of this area. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

The Conservation Area covers the whole of this Area Type. Development in Staines Village should therefore preserve or enhance the character of the Conservation Area.

The characteristics of the Conservation Area **must** inform the approach to:

- Built Form **Massing**
- Building Line
- Built Form Grain
- Open Space Character
- Street Design and Public Realm
- Materials and Landscape
- Detailing and Architectural Approach

All designs must observe a rigorous **design process** that sets out why and how the above parameters have been arrived at from an appraisal of the existing Conservation Area.

The Area Type coding plan sets out key spatial considerations, particularly for the Staines Business Park allocated site.

Find out more about the Conservation Area in the Staines Village Conservation Area Appraisal (2023).

View west along Church Street showing tight urban grain, curve of street and continuous building line

Church Street curves and opens slightly, to allow for softening from front gardens and a varying width of space.

St Mary's Church anchors the western end of the Village with a generous churchyard and hinted views towards the River Thames.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.

Allocated site in Local Plan

THE STREET & GROUND FLOOR

←– ● Key View to Retain

⋯⋯ Thames Path

– – – New active travel street connection

SCALE & MASSING

⌄ ⌄ Sensitive Edge

BUILDING HEIGHTS PLAN
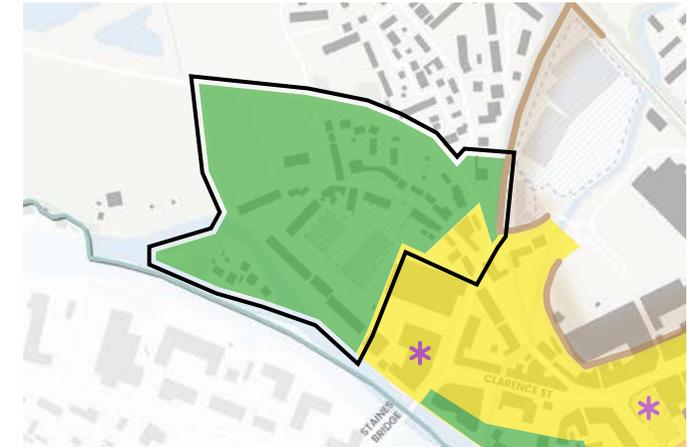
Heights typically up to:

🟩 3-4 storeys (approx 12m)

🟨 5-6 storeys (approx 18m)

Building heights are measured from pavement level to the roofline.

Typical storey heights for different uses are:

- Residential: 3m
- Commercial / Office: 4m
- Ground Floor Retail / Commercial: 4.5m

5.1.2 **Historic Core:** Retaining the Character of the Town's Heart
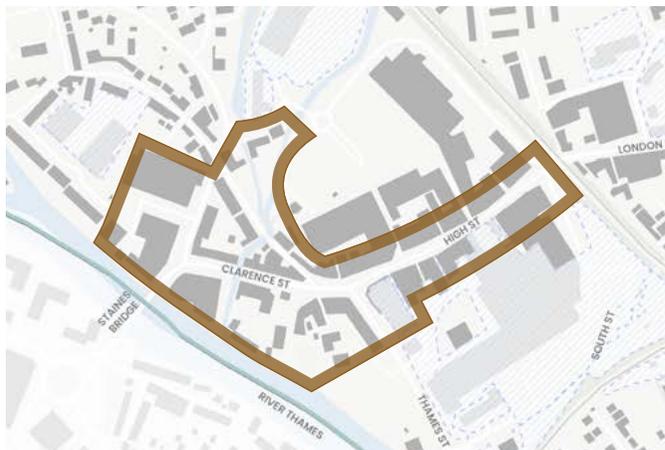
DESIGN AIMS

New development will strongly reflect the context, respecting its surroundings and retaining, not changing, the existing character.

Existing Context & Place Identity

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. The Conservation Area covers the western half of this Area Type.

The built form throughout this area is primarily 3-4 storeys (approx 12m), with a fine urban grain and attractive townscape. There are some on-street trees and only one major open space in the Market Square.

The public realm is bisected by a major road, and the overall built form historically turns its back on the river.

5.1.2.1 DESIGN REQUIREMENTS

General requirements for the **High Street Area Type** (see 4.1) apply. Part of the area is covered by the Staines Village Conservation Area, and new development must take into account the existing character and context. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

5.1.2.1a **Building Heights**

- Heights of between 3-6 storeys (approx 10-18m), to comply with the heights plan on the following page
- Protect the scale and characteristic aspect ratios of existing streets and spaces with development not dominating the street scene or materially altering its street section (shown in Sections 1, 2, 3 on the following pages).

5.1.2.1b **Building Line**

- Building line is continuous, with buildings set at the front of the plot

5.1.2.1c **Building Grain**

- Building widths of between 6-15m
- Building frontage grain of between 6-10m, with wider buildings visually subdivided

5.1.2.1d **Vertical Mix of Uses**

- Ground floor retail and flexible commercial uses included in designs where this frontage type is specified

Find out more about the Conservation Area in the Staines Village Conservation Area Appraisal (2023).

5.1.2.1e **Public Realm**

- Create a river front open space as part of development adjacent to Staines Bridge, requirements set out under 'Key Open Space Requirements' on following page..
- Enhanced planting and trees along river frontage to provide shade and 'soft edge' to town centre
- Improvements to pedestrian crossing point between High Street and Market Square

5.1.2.1f **Facades, Detail & Richness**

- Retention of existing façades, where they are of historic or local importance, or are of distinctive and attractive architecture, and where this is technically feasible
- Roofs to be pitched, with a variety of forms acceptable (see Chapter 4) and informed by contextual study
- Windows on frontage to match surrounding rhythm and characteristics
- Materials and architectural detailing to respond to prevailing form
- Views along Clarence Street terminated with **marker buildings** to provide townscape interest

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.
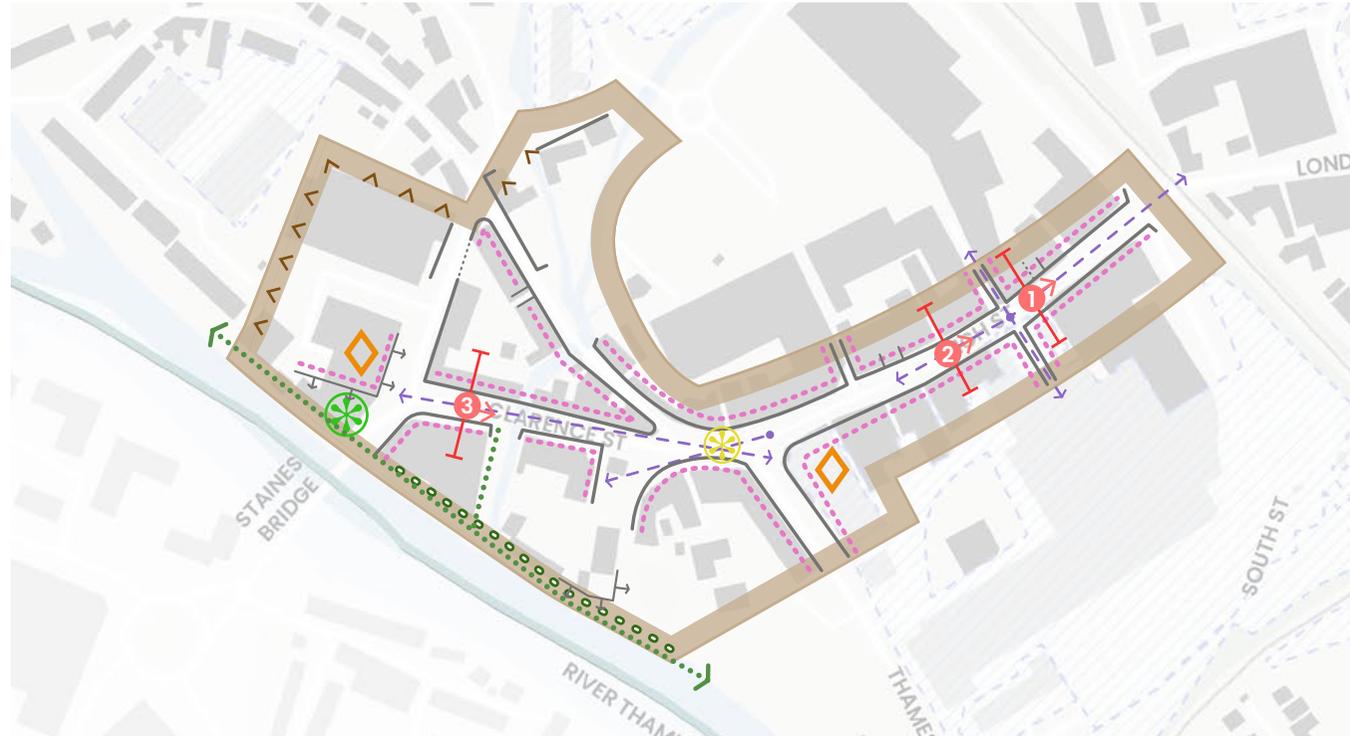
Section location

Allocated site in Local Plan

BUILT FORM

— Building Line

⊤ New Active Frontage

←•‒ Key View to Retain

◇ Marker Building

ᐯᐯ Sensitive Edge

VERTICAL MIX OF USES

●●● Retail / Flexible Commercial Ground Floor

PUBLIC REALM

✳ New green open space

ooo River frontage planting

✳ Public realm enhancements

•••••• Thames Path and connecting paths

BUILDING HEIGHTS PLAN
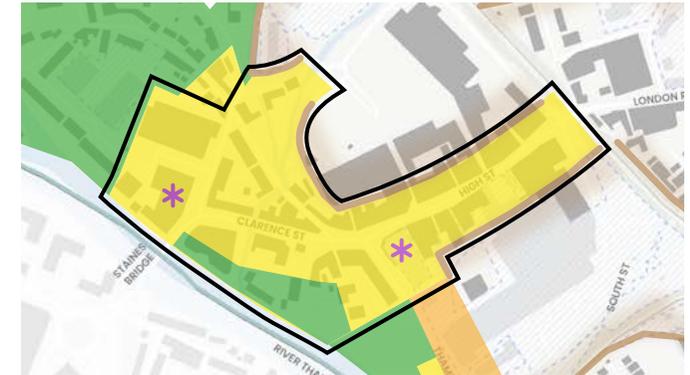
Heights typically up to:

🟩 3-4 storeys (approx 12m)

🟨 5-6 storeys (approx 18m)

✳ Locations where additional building height may be accepted, subject to:

- Review by an independent design review panel that includes community representation
- Additional height being set back from the street and sensitive edges
- Additional height complementing the wider townscape

Building heights are measured from pavement level to the roofline.

Typical storey heights for different uses are:

- Residential: 3m
- Commercial / Office: 4m
- Ground Floor Retail / Commercial: 4.5m

EXISTING STREET SECTIONS

The scale of key streets and spaces will be conserved and protected, with development not dominating the street scene or materially altering its street section

For section locations see Area Type Coding Plan.

High Street

① **12m** / **14m**
1:1 - 1:1.25 Ratio

② **11m** / **21m**
1:1.5 - 1:2 Ratio

Clarence Street

③ **10m** / **23m**
1:2 - 1:2.5 Ratio

MATERIALITY AND DETAILING

The High Street, Market Square and Clarence Street have a wide range of architectural styles, materials and features, tied together by distinctive dimensions of height, width, and building form.

Gable end roof forms

Corner brickwork detailing and brick variation

Market Square - colonnades

Double-height window articulation

Decorative ironwork

Cream and yellow brick

Shades of red brick

White render

5.1.2.1g KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Thames Path running through space

2. Additional tree planting along frontage

3. Accessible connection between Clarence St and River Thames frontage

4. Opportunity for commercial reuse of bridge arches, with associated spill-out public realm

5. **Active frontages** at lower level facing river, with associated spill-out public realm

6. **Active frontage** at street level facing Bridge Street, with associated spill-out public realm

7. Open space with a mix of planted, treed and hard landscape

Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.

Providing spill-out space in the public realm through materials, planting, surface finishes and retractable canopies.

Creative use of existing heritage assets, frontages and spaces to bring back life and activity, such as the arches under Staines Bridge.

Creating new incidental spaces such as courtyards within development off main streets.

Activate the river frontage with planting, accessible landscape and lighting

Page 139

5.1.3 **Memorial Gardens:** Improving and Respecting the River Thames Frontage
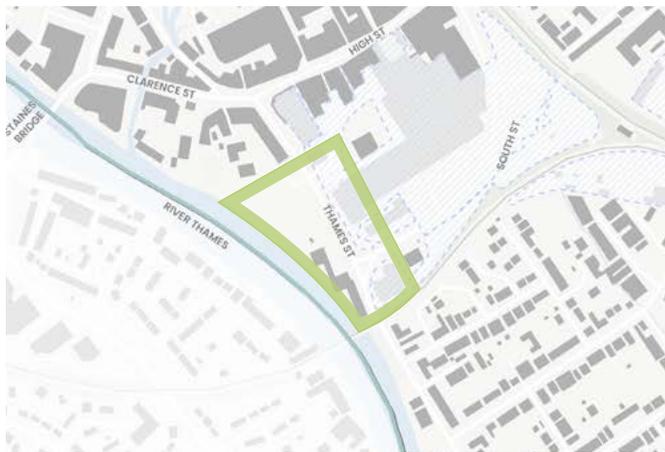
DESIGN AIMS

New development in this area of the Thames frontage will face the river, relate to and help to animate the green open space, and create new connections to the rest of the town centre. Any development will be of exceptional architectural quality and enhance the existing townscape.

Existing Context & Place Identity

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.

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.

5.1.3.1 DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (see 4.2) **apply.** Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

5.1.3.1a **The Street & Ground Floor**

- Building line to be continuous along Thames Street. Setback from plot edge of at least 2m to provide additional public realm for use as spill-out space or planting
- Extend the Thames Path along the full extents of river frontage from Memorial Gardens to the railway bridge
- Planting and trees accommodated along Thames St in areas of extended public realm.
- Ground floor retail and flexible commercial uses where this frontage type is specified.
- Frontages to activate Memorial Gardens

5.1.3.1b **Scale & Massing**

- Heights to comply with the maximum heights plan and key principles in Sections 1 and 2 on the following pages
- Building widths of 10-25m
- Appropriate development typologies include Villas and linear blocks

5.1.3.1c **Open Spaces**

- Buildings to face Memorial Gardens
- Extend Memorial Gardens onto the existing car park, design requirements set out under 'Key Open Space Requirements' on following page.
- Extend the green open space network from Memorial Gardens towards the northwest

5.1.3.1d **Detail & Richness**

- Roofs to contribute to townscape with pitched form, and with variation when viewed from a distance.
- Building frontage grain of 10-15m, with wider buildings visually subdivided
- **Marker and landmark buildings** at key locations to provide legibility and townscape interest, reflecting principles set out under **4.2.5.2**. See Area Type Coding Plan
- 3-4 storey landmark mixed-use building opportunity adjacent to Memorial Gardens, anchoring the extended space

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.

Page 141

Section location

Allocated site in Local Plan

THE STREET & GROUND FLOOR

— **Building Line**

↧ **New Active Frontage**

••• **Retail / Flexible Commercial Ground Floor**

←–● **Key Overlooking Location**

····· **Existing path or active travel street to connect to**

– – – **New active travel street connection**

OPEN SPACES

✳ **New green open space**

— **Extension to public realm**

○○○ **Street Planting & Greening**

DETAIL & RICHNESS

◇ **Marker Building**

◆ **Landmark Building**

BUILDING HEIGHTS PLAN
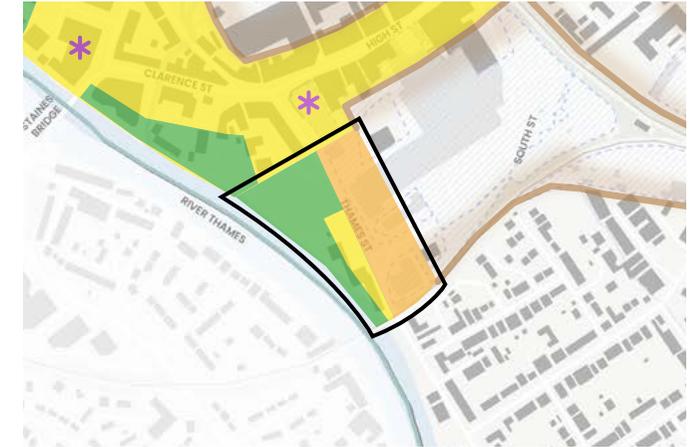
Heights typically up to:

■ 3-4 storeys (approx 12m)

■ 5-6 storeys (approx 18m)

■ 8 storeys (approx 24m)

See Sections 1 and 2 on following page for explanation and key principles on heights.

Building heights are measured from pavement level to the roofline.

Typical storey heights for different uses are:

• Residential: 3m

• Commercial / Office: 4m

• Ground Floor Retail / Commercial: 4.5m

(5.1.3.1b) HEIGHTS AND SCALE PRINCIPLES

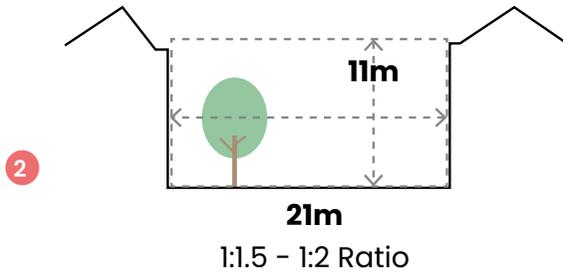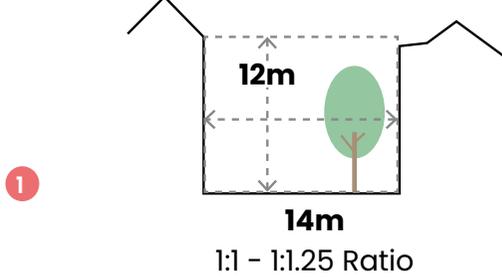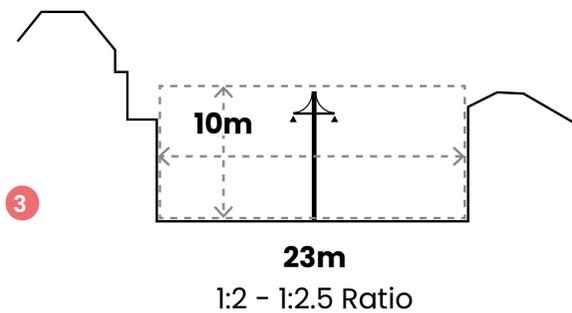This diagram illustrates overall principles and rationale for the scale and **massing** in the river frontage area. These are set out to protect the scale and character of the riverside frontage.

For locations of sections see Area Type Coding Plan on previous page.

1

Taller buildings visible behind frontage but do not define scale of space

Space bounded by Thames St frontage (8 storeys)

'River Town'   **Elmsleigh**

8 storeys (approx 25m)

River Thames

Thames Path

Memorial Gardens

Thames Street

Existing building further NW on Thames St (6 storeys)

Extended Public Realm
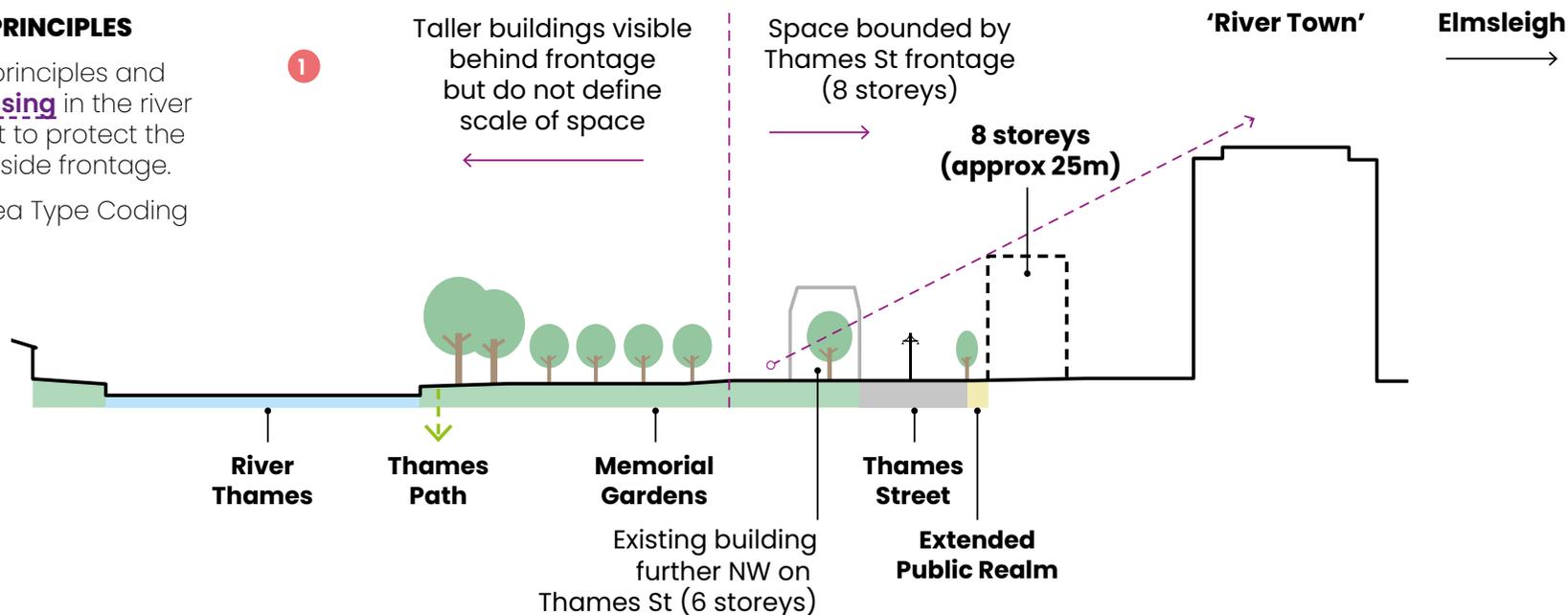
Key principles for **massing** are that development **must**:

- Have a frontage along Thames Street should at a maximum of 8 storeys (approx 24m) to retain an appropriate scale to Memorial Gardens, and to reduce the impact of taller buildings set back behind Thames Street

- Have maximum heights on the river side of Thames Street should be similar to those already in existence (up to 6 storeys, approx 18m, immediately adjacent to Thames Street)

- Have maximum heights on theriver side of Thames Street which step down towards the river frontage where they should not exceed 3 storeys (approx 10m) immediately adjacent to the river

- Have building mass that is broken up with variety in heights, roofscape and articulation of façades

'River Town' towers behind Thames St frontage

Maximum height of Thames St frontage 8 storeys (approx 25m)

Overall envelope for new built form, stepping down to 3st closer to river edge

8 st.

6 st.

5 st.

2

Existing buildings

Memorial Gardens

Existing Car Park extents

Existing hotel

Extension to Memorial Gardens
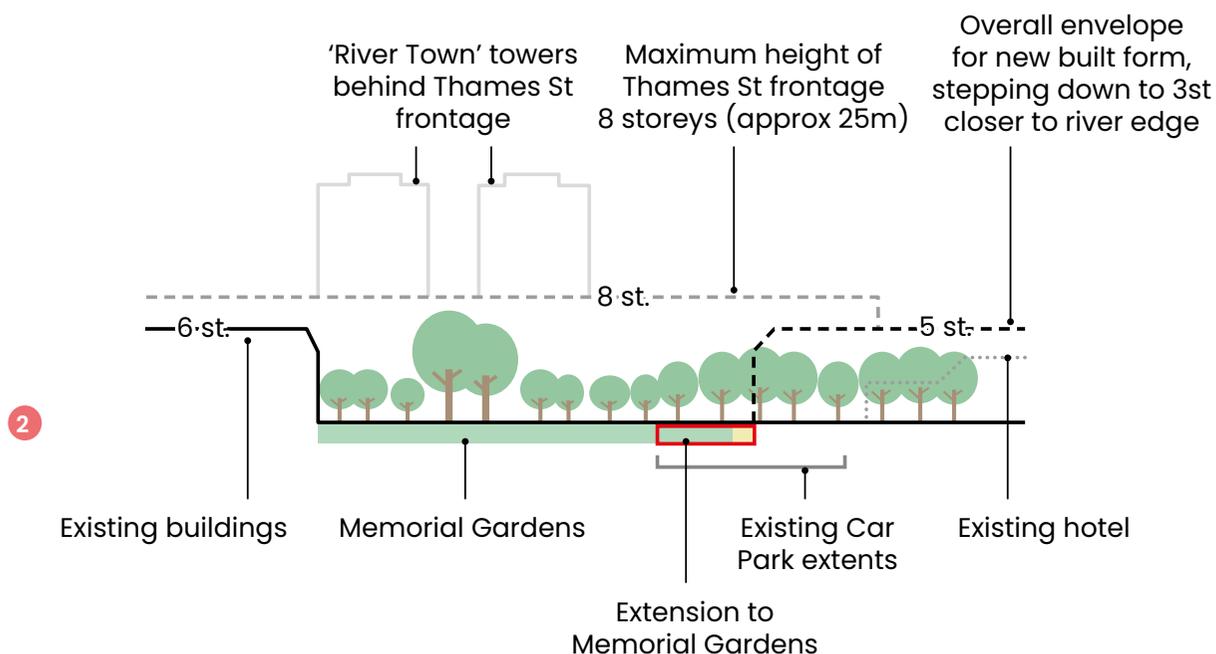
5.1.3.1e KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Thames Path running through space, extended along river front with overlooking from built form

2. Accessible connections and improved crossing across Thames St

3. West or Southwest facing **active frontage** facing river and green open space with associated spill-out public realm

4. **Active frontage** on Thames St

5. Extension of existing green open space

6. Additional tree planting

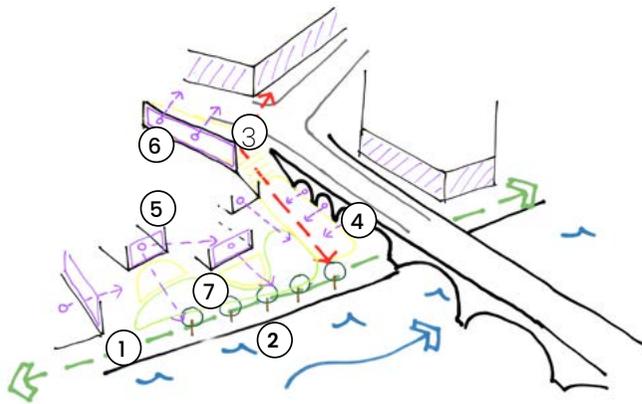Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.

Use of hard landscape public realm to support active ground floor uses on the edge of Memorial Gardens, with trees for shade and to provide a transition to greener open space in Memorial Gardens.

Fine-grained, varied frontages that address the river, open up views and connections, and provide overlooking to Memorial Gardens without overwhelming the scale of the space.
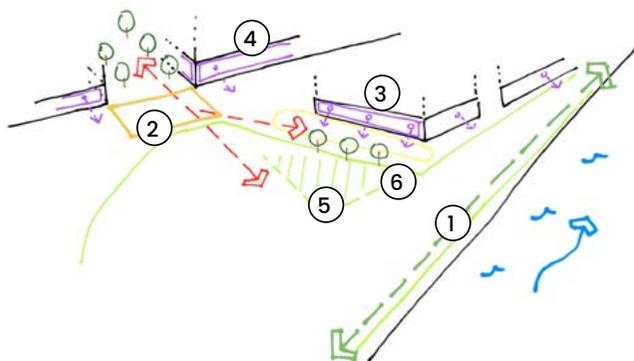
Activating open space with play and landscape features to encourage the use of Memorial Gardens as a destination, with play, seating and other activities available.

Use of gable-end and set back roofs to provide interest and variety to building tops, and usable private outdoor space facing the river.

Page 143

5.1.4 **Station Path:** Improving Connections and Integrating Development Sensitively
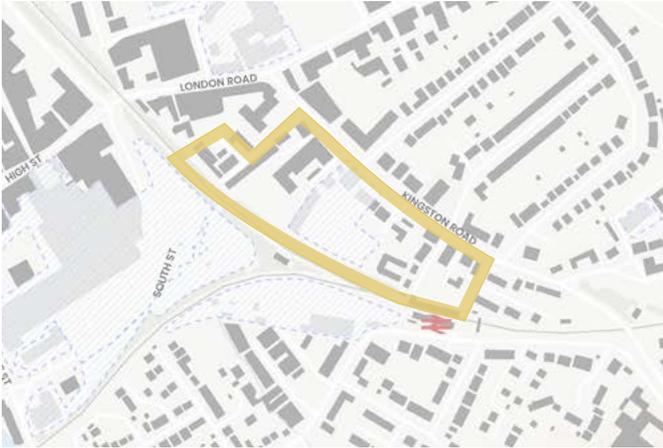
DESIGN AIMS

New development in this area will realise the potential of the sustainable location close to the railway station. It will benefit the surroundings by enhancing the Station Path, providing safe and attractive links between the path and Kingston Road, and reducing areas of severance and discontinuity. It will relate respectfully in scale and massing to the residential area to the north.

Existing Context & Place Identity

The Station Path is an important gateway to the town and has an attractive green character, but is bordered by car parks and underused spaces that can make it feel unsafe.

Community and commercial uses, along with apartments, are located on Kingston Road. A mix of Victorian and Edwardian homes are interspersed with more modern, less well-integrated development and surface parking.

5.1.4.1 DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (see 4.2) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

5.1.4.1a The Street & Ground Floor

- Match and repair existing building lines.
- Provide a setback along Station Path for seating and planting.
- Provide passive surveillance of Station Path, particularly the railway underpass and surrounding area
- Pedestrian and cycle links between Kingston Road and the Station Path
- Street network to respect and connect to existing street grid and characteristic blocks of 55-75m width

5.1.4.1b Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan and key principles in Section 1 on following pages
- Building widths or frontage grain of between 7-15m to reflect existing built form
- Appropriate development typologies include terraces, mews, linear blocks, villas and occasional towers on podiums.

5.1.4.1c Open Spaces

- Create a square in front of the Oast House which provides an appropriately-scaled space for this building. Requirements are set out under 'Key Open Space Requirements' on following page.

5.1.4.1d Detail & Richness

- Roofs up to 5 storeys (approx 15m) to be pitched with gable ends and dormers acceptable.
- Roofs of taller buildings to provide visual interest with distinctive form, and with variation when viewed from a distance.
- **Marker buildings** at key locations to provide legibility and townscape interest, reflecting principles set out under **4.2.5.2**. See Area Type Coding Plan.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.

Page 145

Section location

Allocated site in Local Plan

THE STREET & GROUND FLOOR

— Building Line

↧ New Active Frontage

←–● Key View to Retain

●●● Retail / Flexible Commercial Ground Floor

···· Repaired Building Line

←–● Key Overlooking Location

······ Existing path or active travel street to connect to

––– New active travel street connection

SCALE & MASSING

ᐯᐯ Sensitive Edge

OPEN SPACES

✳ Public realm enhancements

DETAIL & RICHNESS

◇ Marker Building

▨ Heritage Asset to define edge of new public realm

TRANSITIONAL EDGES PLAN

Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

See Section 1 on following page for explanation and key principles on transitional edges.

(5.1.4.1b) HEIGHTS AND SCALE PRINCIPLES

This diagram illustrates overall principles for the scale and **massing** in the Station Path area.

For section location see Area Type Coding Plan.

Oast House for context
(Heights to step down approaching building to maintain quality of public space)

Existing London Road built form for context

Stepped height to maintain Kingston Road scale

Existing building further NW on Kingston Road (4 storeys)

Stepped height to maintain Kingston Road scale

Elmsleigh

5-6 st.

4 st.

Railway Tracks

Station Path

Step down to 5-6 storeys at Station Path

Overall envelope for built form

Kingston Road 1:2

Proposed building line to match prevailing line on Kingston Road

Key principles for **massing** are that development **must**:

- Step down to 3-4 storeys (approx 12m) to meet Kingston Road towards the east, preserving its scale and views from the street and buildings to the north

- Step down to 5-6 storeys (approx 18m) to meet Kingston Road towards the west, closer to London Road

- Step down to 5-6 storeys (approx 18m) create a human scale adjacent to Station path

- Step down to meet the public space in front of the Oast House as set out in the Key Open Space Requirements on the following page

5.1.4.1e KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Improved overlooking of Station Path

2. Walking and cycling connection between Kingston Road and Station Path

3. Public space created in front of Oast House with new surrounding built form scaled and set back at taller heights, as shown in section inset.

4. 'Spill-out' public realm immediately in front of Oast House

5. Tree planting within public realm to provide shade and character to space

6. Overlooking and **active frontages** to all spaces from new built form

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.

Streets that prioritise people and limit vehicle speeds, and reflect the existing structure and key dimensions of blocks and streets in the surrounding context.

Use of artwork in the public realm to provide legibility and a distinctive character to this area, particularly on new pedestrian links past the Oast House.
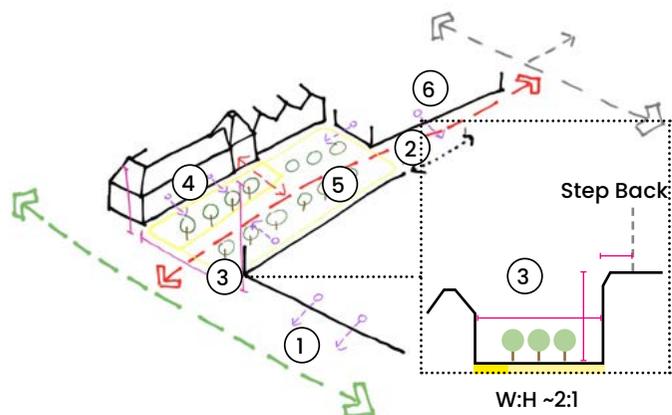
Illustrative approach to applying the key design requirements

Use of mews streets to ensure high densities within blocks whilst maintaining a mix of house types in developments.

5.1.5 **London Road:** A New Gateway Neighbourhood for the Town Centre
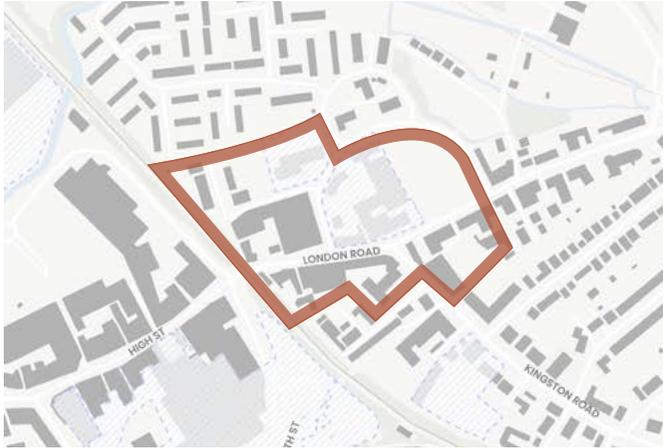
DESIGN AIMS

New development in this area will create new high-quality green spaces and public realm for residents and the public that provide a setting for higher-density buildings, and maximise connectivity through to the suburbs and green spaces to the north.

Existing Context & Place Identity

On the north-eastern side of the railway tracks, under the Iron Bridge, the London Road area is an extension of the High Street. 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.

London Road is an important gateway location for the town and is a major new neighbourhood for Staines-upon-Thames.

5.1.5.1 DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (see 4.2) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

5.1.5.1a The Street & Ground Floor

- Building line to be set back from plot edge along London Road to provide additional public realm, planting and spill-out space.
- Retail and commercial ground floor uses to be located along London Road frontage

5.1.5.1b Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan and key principles in Section 1 on following pages
- General presumption of high residential densities and **Floor Area Ratio** of 3.0 or above.
- Appropriate development typologies include occasional podiums and towers, villas and linear blocks.

5.1.5.1c Open Spaces

- Create a linear green open space from London Road/Kingston Road towards the north. Requirements are set out under 'Key Open Space Requirements' on following page.

5.1.5.1d Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.
- **Marker buildings** at key locations to provide legibility and townscape interest, reflecting principles set out under **4.2.5.2**. See Area Type Coding Plan.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.

THE STREET & GROUND FLOOR

— Building Line

⊤ New Active Frontage

←–● Key View to Retain

●●● Retail / Flexible Commercial Ground Floor

←–● Key Overlooking Location

····· Existing path or active travel street to connect to

– – – New active travel street connection

SCALE & MASSING

⌄⌄ Sensitive Edge

OPEN SPACES

✳ New green open space

✳ Public realm enhancements

○○○ Street Planting & Greening

DETAIL & RICHNESS

◇ Marker Building

—◯— Section location
 ②

▨ Allocated site in Local Plan

TRANSITIONAL EDGES PLAN

⌐ Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

See Section 1 on following page for explanation and key principles on transitional edges.

(5.1.5.1b) HEIGHTS AND SCALE PRINCIPLES

This diagram illustrates overall principles for the scale and **massing** in the London Road area.

For section location see Area Type Coding Plan.

Key views from surrounding suburbs

Former Telephone Exchange Building

London Square

Kingston Road / Station Path Area

Overall envelope for built form

10 st.

8 st.

5/6 st.

5/6 st.

Waters Drive

Existing tree belt

Sensitive Edge

Furlong Road/ Fairfield Ave

London Road
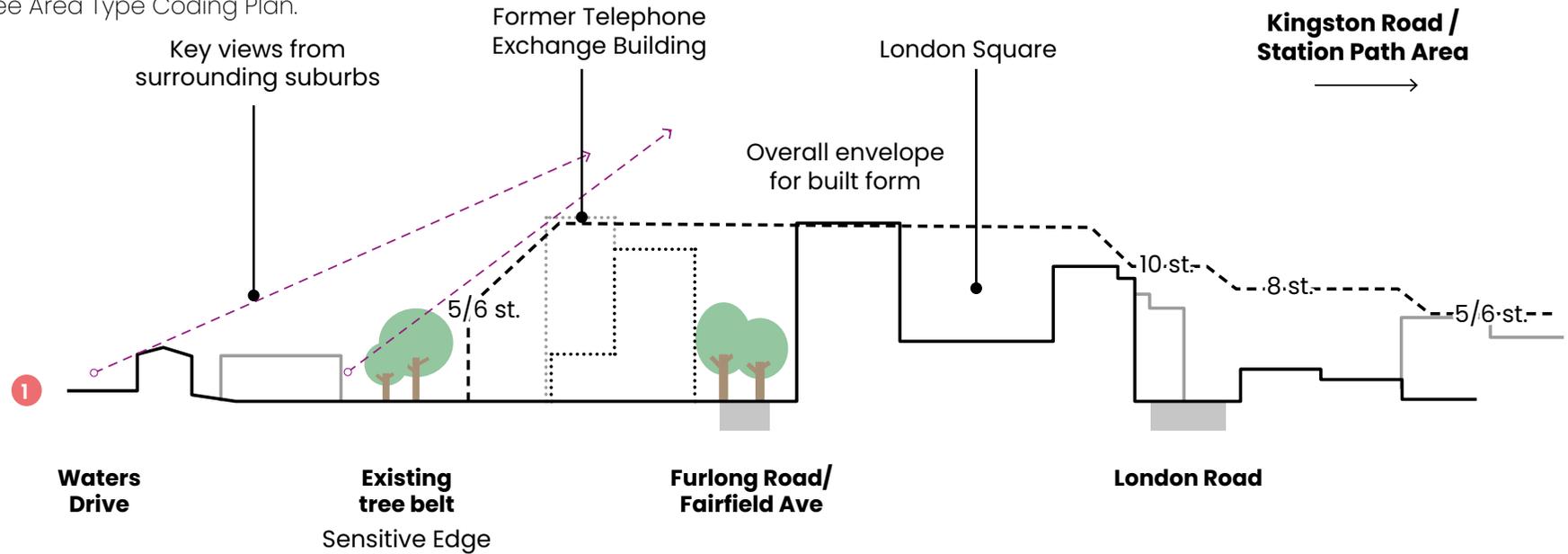
Key principles for **massing** are that development **must**:

- Step down towards the northern edge bordering Waters Drive to approximately match the heights of the existing tree belt (5/6 storeys, approx 18m)

- Heights to peak in the centre of the neighbourhood at 12 storeys (approx 36-40m)

- Heights on London Road to be no higher than the currently prevailing heights of recent developments (approx 10 storeys / 32m)

- Be generally lower in height on the south-western side of London Road to transition to this lower-rise existing residential area

5.1.5.1e KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Connections to wider open spaces and neighbourhoods to the north

2. Retention of existing trees

3. Overlooked public realm at key node

4. Connection from London Road to former Telephone Exchange site and public realm

5. Overlooked linear green open space

6. Improved pedestrian and cycling connections at London Road / Kingston Road junction

7. Retail frontage and associated 'spill-out' public realm on London Road

8. **Marker building** to terminate views along linear green open space

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.

Well-overlooked green open spaces with trees, seating and a choice of walking routes.

Active commercial ground floors that have a strong relationship with a pedestrian-friendly public realm.
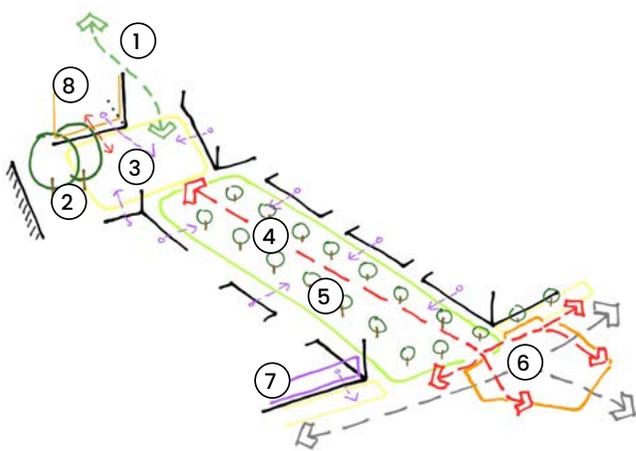
Illustrative approach to applying the key design requirements

Urban character of public realm with trees, cycle parking and hard landscape at key nodes, such as along London Road or at the public realm square opportunity set out on the coding plan.

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5.1.6 **Two Rivers:** A New Neighbourhood with access to Nature

DESIGN AIMS

New development in the Two Rivers area will create a new, integrated primarily residential neighbourhood strongly related to the watercourses running through it. Opportunities to reflect the grain or character of the historic industrial uses of the site are supported.

Existing Context & Place Identity

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.

5.1.6.1 DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (see 4.2) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

5.1.6.1a The Street & Ground Floor

- New street layouts designed on 'superblock' principles to prioritise active travel, with vehicle movement limited to parking and service access to buildings
- New streets to connect to and extend the street grid of the town centre from the southeast
- Enhance the safety of the existing pedestrian bridge towards the west by locating of built form with **active frontages** facing it
- Connect new streets to existing footpaths along River Wraysbury corridor
- Retention and extension of retail, leisure and other commercial uses along key NW-SE axis. See Area Type Coding Plan.

5.1.6.1b Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan and key principles in Section 1 on following pages
- **Massing** led by creating a comfortable street scale with the tightest width:height ratio of around 1:1. Heights that would break this street aspect ratio are permitted through the use of a '**shoulder**' where heights step back from the street edge.

- General presumption of high residential densities and **Floor Area Ratio** of 3.0 or above.
- Terraces and linear blocks to be used close to sensitive edges.
- All development typologies may be appropriate in other locations

5.1.6.1c Open Spaces

- Create a new linear park and public spaces along a restored River Colne. Requirements are set out under 'Key Open Space Requirements' on following page.
- Enhancement of the habitats and watercourses of the Rivers Wraysbury and Colne, including potential for river restoration approaches along the Colne.

5.1.6.1d Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.
- **Marker and landmark buildings** at key locations to provide legibility and townscape interest, reflecting principles set out under **4.2.5.2**. See Area Type Coding Plan.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.

Section location

Allocated site in Local Plan

THE STREET & GROUND FLOOR

— Building Line

⊤ New Active Frontage

●●● Retail / Flexible Commercial Ground Floor

←●● Key Overlooking Location

······ Existing path or active travel street to connect to

--- New active travel street connection

SCALE & MASSING

⌄⌄ Sensitive Edge

OPEN SPACES
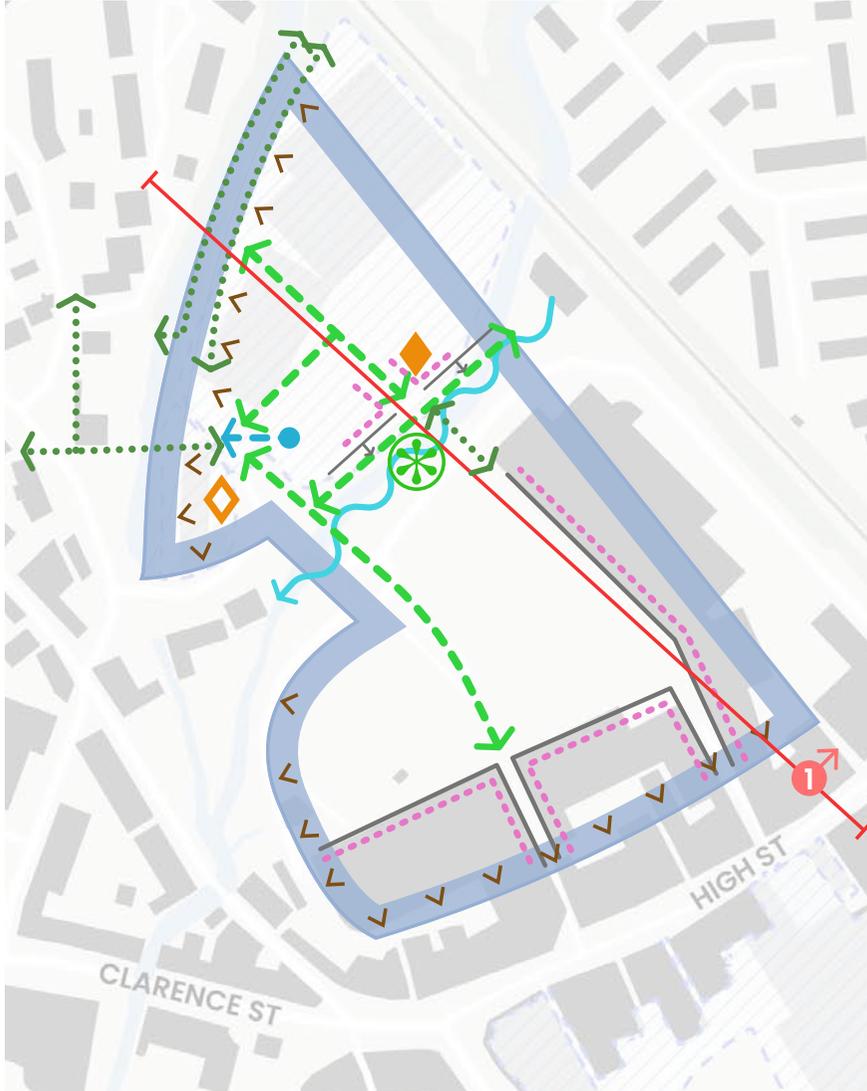
❋ New green open space

〜 River restoration opportunity

DETAIL & RICHNESS

◇ Marker Building

◆ Landmark Building

TRANSITIONAL EDGES PLAN
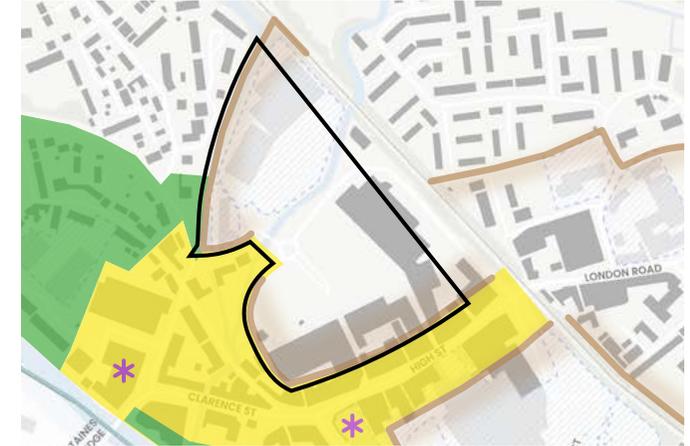
Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

See Section 1 on following page for explanation and key principles on transitional edges.

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(5.1.6.1b) HEIGHTS AND SCALE PRINCIPLES

This diagram illustrates overall principles for the scale and **massing** in the Two Rivers area. For section location see Area Type Coding Plan.
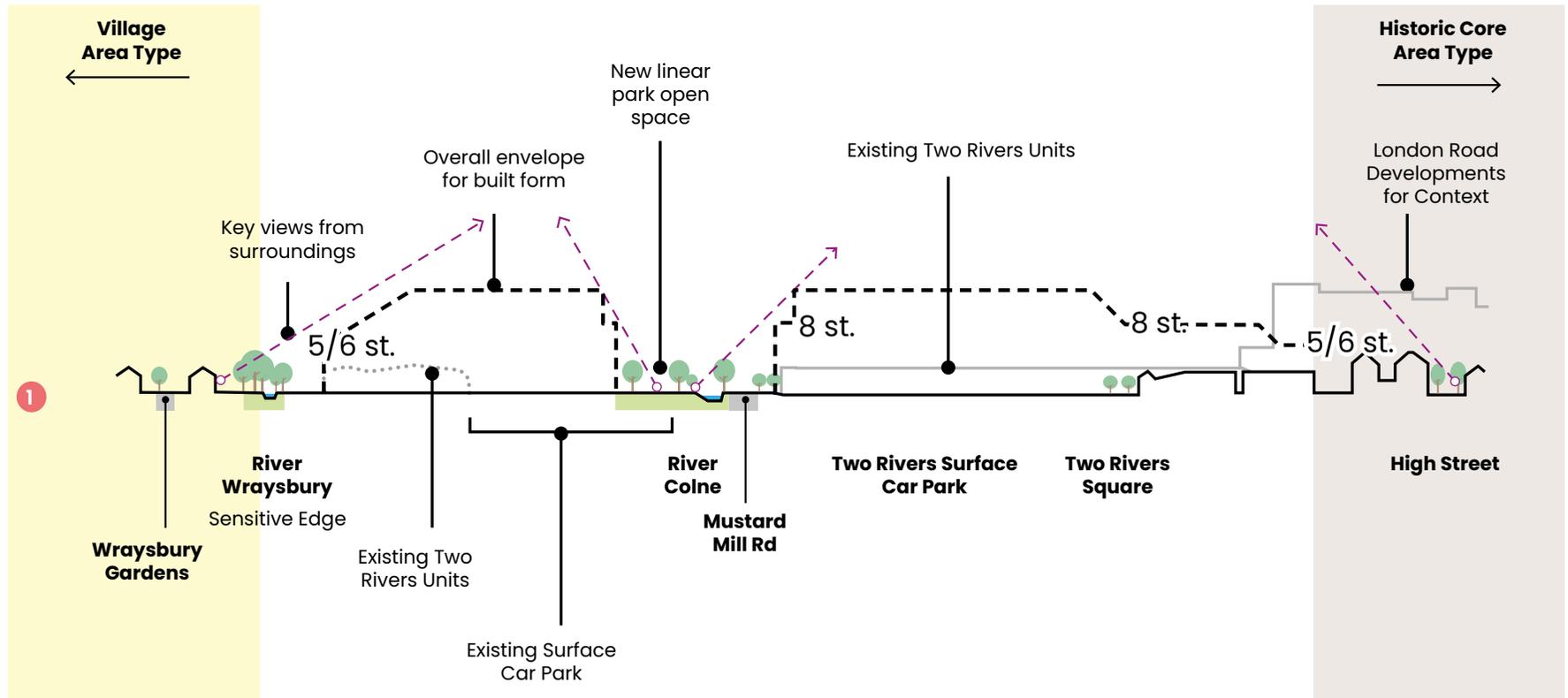
Key principles for **massing** are that development **must**:

- Step down towards the neighbouring residential area to the northwest, with heights at the edge approximately as high as the existing tree belt on the River Wraysbury (~15-18m, 5-6 storeys)

- Have heights of up to 8 storeys (approx 24m) immediately adjacent to the new linear park, with taller heights set back with a '**shoulder**'

Page 154

5.1.6.1e KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Connections across existing bridges to town centre streets into open space and towards the north and west

2. Crossing point to provide walking and cycling access to open space

3. Overlooked, activated public realm at node

4. **Marker building** to terminate view from town centre

5. Retail **active frontage** around key node and overlooking of open space from built form

6. Strengthening of existing trees and planting to create varying landscape character Accessible green open space around river

7. Walking and cycling links through open space

Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.

Views maintained through development to provide a visual connection to surrounding areas and natural spaces.

Using the design and materiality of bridges as important connection points and features.
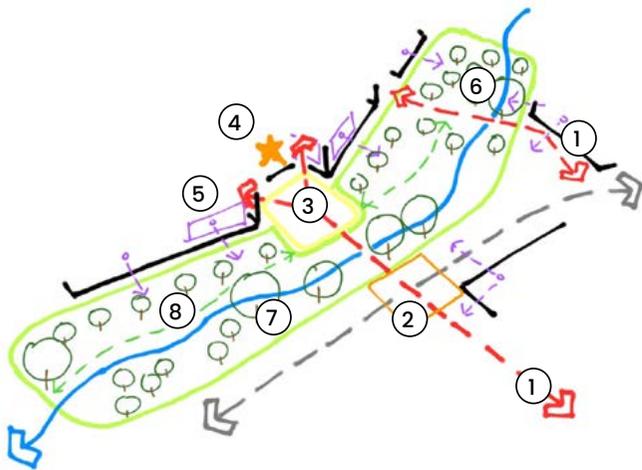
Use varied and attractive landscape and public realm features to make use of the River Colne as the heart of a new open space, reactivating this area for both nature and people.

Page 155

5.1.7 **Elmsleigh:** A Bustling Town Centre Neighbourhood for all

Existing Context & Place Identity

The area to the south-east of the High Street is a covered 1970s shopping centre with a large multi-storey car park and service entrances on main streets. It is a part of the town's retail offer.

This part of the town centre is also 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.

5.1.7.1 DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (see 4.2) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

5.1.7.1a The Street & Ground Floor

- New street layouts designed on 'superblock' principles to prioritise active travel, with vehicle movement limited to parking and service access to buildings. South Street to become a multi-modal street (see **4.2.1.3**).

- Retain existing NW–SE High St to bus station connection as a pedestrian priority street

- Retention and extension of existing retail, leisure and other commercial uses along key NW–SE axis, connecting to High Street and bus station. See Area Type Coding Plan

- Mix of retail and commercial unit sizes to provide opportunities for smaller and independent businesses

- Create new NE-SW pedestrian priority connection towards river frontage

- **Active frontage** onto South Street and bus station

5.1.7.1b Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan and key principles in Section 1 on following pages

- **Massing** led by creating a comfortable street scale with the tightest width:height ratio of around 1:1. Heights that would break this street aspect ratio are permitted through the use of

a '**shoulder**' where heights step back from the street edge.

- General presumption of high residential densities and high **Floor Area Ratio** of 3.0 and above.

- Appropriate development typologies include podiums and towers, villas and linear blocks closer to edges.

5.1.7.1c Open Spaces

- New green open space at heart of new neighbourhood, where streets cross. Requirements are set out under 'Key Open Space Requirements' on following page.

5.1.7.1d Homes & Practicalities

- Retain existing public car parking provision within consolidated deck structures, with attractive façades or sleeved by other development

5.1.7.1e Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

- **Marker buildings** at key locations to provide legibility and townscape interest, reflecting principles set out under **4.2.5.2**. See Area Type Coding Plan.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.

Section location

Allocated site in Local Plan

THE STREET & GROUND FLOOR

— **Building Line**

⊤ **New Active Frontage**

● ● ● **Retail / Flexible Commercial Ground Floor**

←–● **Key Overlooking Location**

...... **Existing path or active travel street to connect to**

––– **New active travel street connection**

OPEN SPACES

✴ **New open space/ public realm**

○ ○ ○ **Street Planting & Greening**

DETAIL & RICHNESS

◇ **Marker Building**

TRANSITIONAL EDGES PLAN

⌐ **Transitional Edge**, where heights step down to blend with prevailing built form and preserve street scale.

See Section 1 on following page for explanation and key principles on transitional edges.

(5.1.7.1b) HEIGHTS AND SCALE PRINCIPLES

This diagram illustrates overall principles for the scale and **massing** in the Elmsleigh area.

For section location see Area Type Coding Plan.

Rail Edge ←

Historic Core →

Existing 'River Town' development

Overall envelope for built form

Existing heights of Elmsleigh Centre

6-8 st.

6-8 st.

5/6 st.

① Railway

South Street

Bus Station

New open space

High Street

Shoulder step-down for open space

Progressive rise in heights to aid transition between High St and new neighbourhood
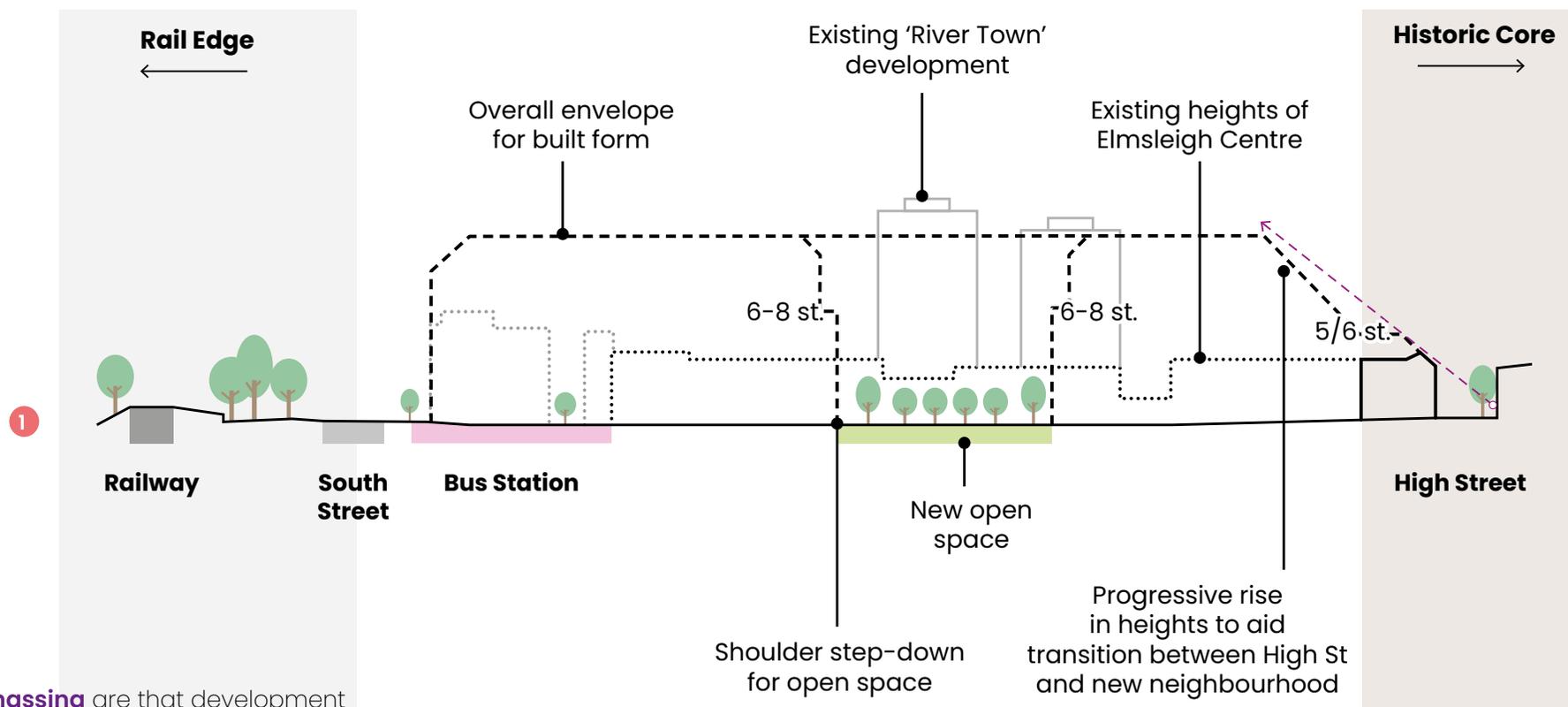
Key principles for **massing** are that development **must**:

- Step down towards the permitted heights in the High Street (5-6 storeys, approx 18m)
- Ensure that views from street level in the High Street are not interrupted by new built form in the Elmsleigh Area
- Have a podium or base facade of up to 8 storeys (approx 24m) surrounding any new public open spaces, with taller buildings set back above a '**shoulder**'

Page 158

5.1.7.1f KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Key connections to High Street, Bus Station and Memorial Gardens

2. Potential secondary connection to the northeast

3. Green open space or new public realm with trees and planting

4. Retail **active frontages** facing space with associated 'spill-out' public realm

5. Built form to create active edge along southwestern frontage

6. Tree-lined, overlooked connection towards the river and Memorial Gardens

Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.

Variety in materials, architecture and street planting to provide variation while maintaining fine grain, human-scale streets.

Creation of an open space with a distinct urban character, variety of spaces and uses within.
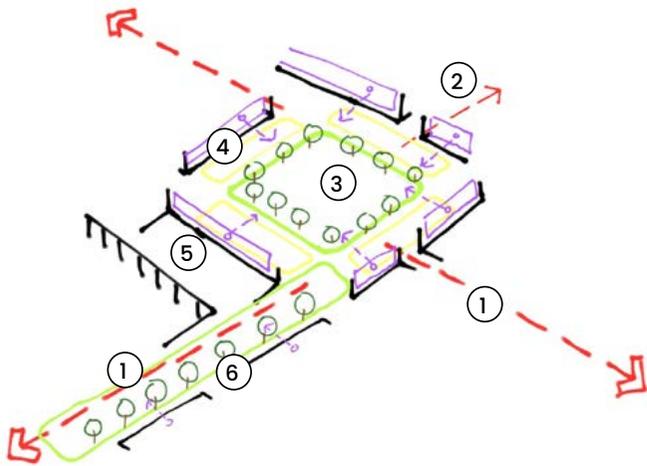
Use of patterns, materials and detailing in the public realm to create attractive pedestrian-priority streets that lead people through the neighbourhood.

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5.1.8 **Railway Edges:** Improving the Quality of Streets and Spaces

DESIGN AIMS

New development in these locations will ensure that noise levels and quality of spaces next to the railway line are acceptable for residents. They should create good quality street environments and ensure that any existing or new connection points across the railways are safe, overlooked and become part of the wider street network.

Existing Context & Place Identity

Two busy railway lines divide Staines–upon–Thames town centre from its surrounding suburbs. On the river/town centre side of these lines are a series of car parks and other areas where new development is proposed. There is little existing built form but on the other side of the railway lines are primarily existing suburbs.

5.1.8.1 DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (see 4.2) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

5.1.8.1a The Street & Ground Floor

- Create a strong street edge with a podium or continuous base building to limit impact of railway on wider town centre neighbourhoods. See following pages for principles.
- Safeguard potential new bridge or tunnel link across Egham railway tracks towards railway station. See Area Type Coding Plan.
- Incorporate new street trees and planting along main roads, particularly South St to aid transformation to multi-modal street.

5.1.8.1b Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan
- **Massing** led by creating a comfortable street scale with the tightest width:height ratio of around 1:1. Heights that would break this street aspect ratio are permitted through the use of a '**shoulder**' where heights step back from the street edge.
- General presumption of high residential densities and high **Floor Area Ratio** of 3.0 and above, particularly close to major roads such as South St.

5.1.8.1c Open Spaces

- Create a gateway space at edge of Elmsleigh neighbourhood. Requirements are set out under 'Key Open Space Requirements' on following page.

5.1.8.1d Homes & Practicalities

- Retain existing public car parking provision within consolidated deck structures, with attractive façades or sleeved by other development

5.1.8.1e Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.
- **Marker buildings** at key locations to provide legibility and townscape interest, reflecting principles set out under **4.2.5.2**. See Area Type Coding Plan

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.

THE STREET & GROUND FLOOR

New Active Frontage

Key View to Retain

Key Overlooking Location

Existing path or active travel street to connect to

New active travel street connection

SCALE & MASSING

Sensitive Edge

Railway Edge

OPEN SPACES

Public realm enhancements

Street Planting & Greening

DETAIL & RICHNESS

Marker Building

Allocated site in Local Plan

TRANSITIONAL EDGES PLAN

Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

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5.1.8.1f RESPONDING TO A RAILWAY LINE

This diagram sets out overall principles and an illustrative example for arranging built form along a railway edge.

Key principles for **massing** are that development **must**:

- Have a continuous podium, plinth or base building along the street edge that provides good enclosure and **active frontage** to the street

- Arrange taller **massing** above this in a way that provides residents with a variety of views to both town centre and across surrounding areas and the railway lines

Railway Edge
- Service access
- Back of podium

Street Edge
- Retail, commercial and residential **active frontages**

Podium
- Shared gardens, overlooked by residential built form sat on top of podium

Page 162
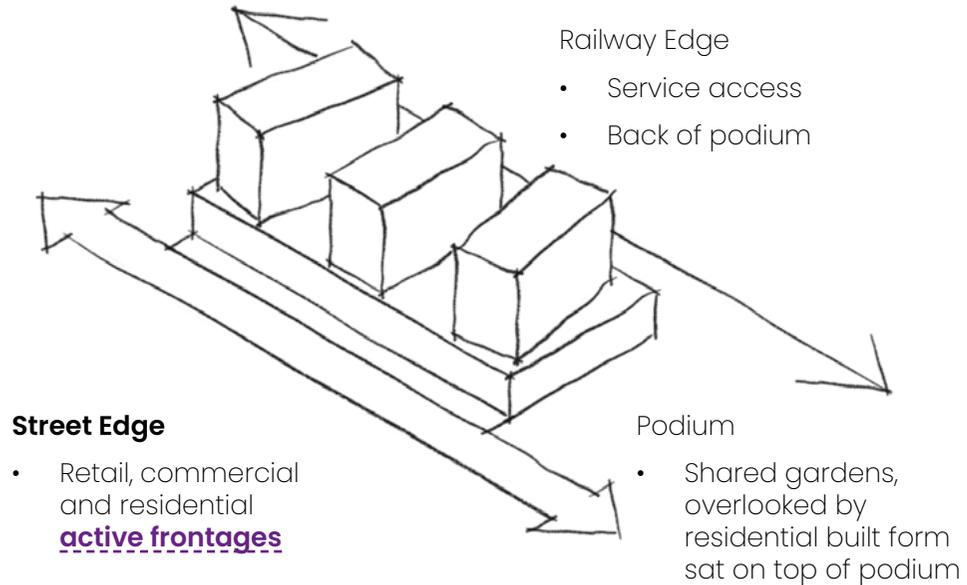
CREATING A STREET EDGE

This diagram sets out overall principles for how the use of a base podium with **active frontage** can create an attractive street environment, vertical integration of different uses, and how **massing** should relate to the street and the railway lines.

- Retail Ground Floor
- Office / Commercial
- Residential Apartments
  Each use with separate street entrances
- Podium Car Parking

Terrace edge to top floors

Use of 'shoulder' set back at height

Defined edge to street

Shared garden on top of podium

e.g. South St

Street frontage

Rear servicing Access

Railway tracks
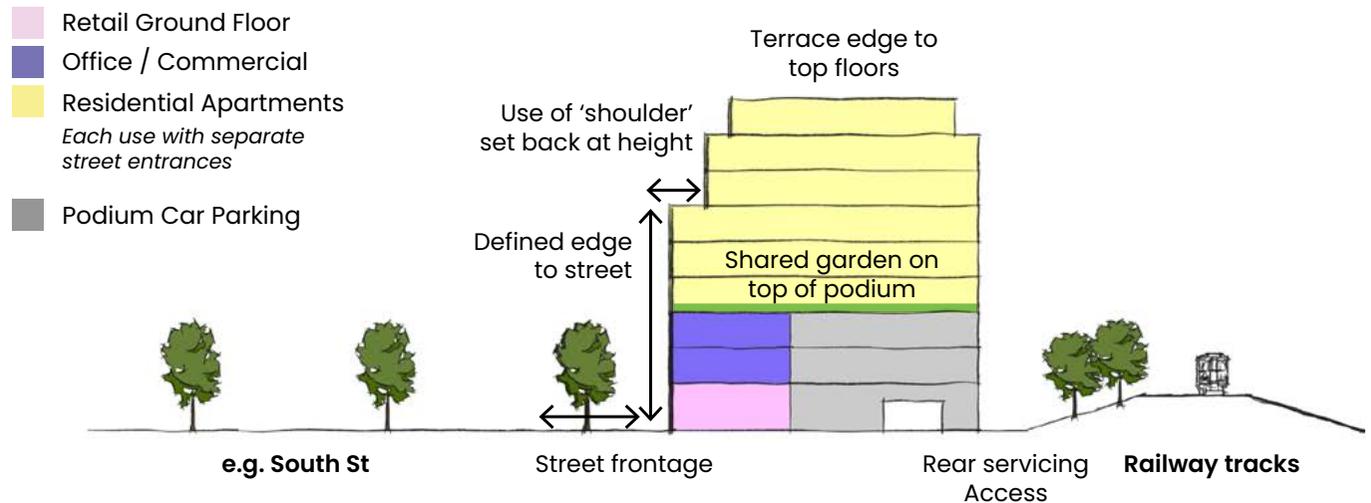
5.1.8.1g KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Connection to Station Path through underpass, with improved overlooking and attractive green space environment

2. Improved crossing point and public realm for walking and cycling

3. Built form to overlook streets and public realm

4. Retail and activated frontage facing towards bus station and railway station connection, with associated 'spill out' public realm

5. Street tree planting and progressive change of South Street to a 'boulevard'

6. Consideration of potential future connection across railway tracks to the southeast

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.

Rear/railway side to provide quality amenity space for residents through changes in levels.

Multi-storey car parks with facade treatments, ideally located above active commercial ground floors.
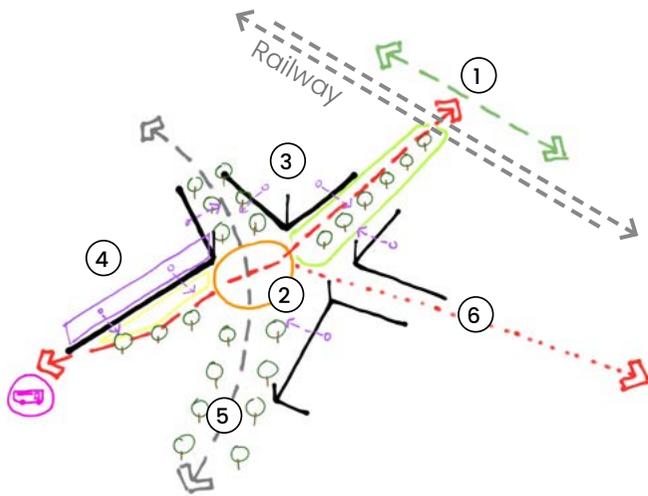
Illustrative approach to applying the key design requirements

Activated street edge with balconies and more distinctive built form to mark corners.

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5.2 **Sunbury Cross**

OVERVIEW

This section sets out further Design Requirements and guidance for development in Sunbury Cross town centre.

EXTENT AND CONTEXT

- High Streets
- Town Centre Neighbourhoods
- Suburban
- Business Park
- Light Industrial
- Retail Park

☐ Area of Change Boundary

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DEVELOPMENT CONTEXT

Sunbury Cross could see significant change in coming years. The **Local Plan** allocates around 1,000 new homes to be built, mostly at higher densities and resulting **floor area ratios** than the prevailing built form, and on sites that are poorly connected within a challenging location.

Some new homes will be on sites that are currently undeveloped and others will be redevelopment sites. The Design Code sets out the requirements for all these areas, and also sets out a vision of how to transform the area over time.

The varied existing context of low and high-rise development in Sunbury Cross

DESIGN AIMS

New development in Sunbury Cross town centre **will**:

- Create connections between areas of new development and the core of Sunbury Cross
- Improve the road safety and personal security of the public realm and streets
- Reduce severance created by infrastructure
- Link the railway station to the main shopping area
- Create a more human-scale place and street environment
- Create much-needed green open spaces for residents and the community

Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

Personal and road safety, noise, air quality and quality of life are priorities for the community in Sunbury Cross.

Area Types
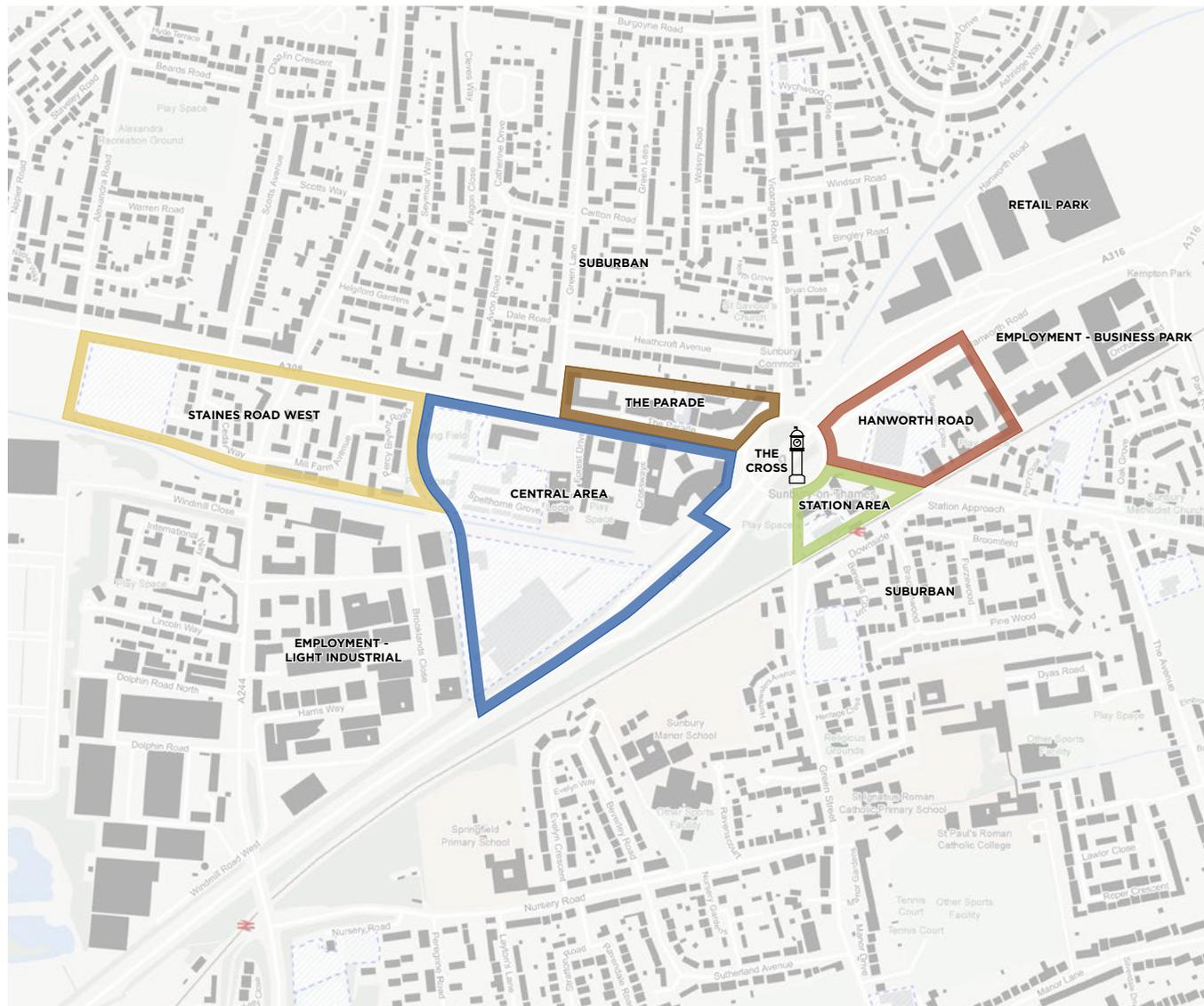
Within the Area of Change, more detailed requirements are set out by finer-grain Area Types. Each Area Type in the town centre is considered by whether it will largely retain its existing character and contribution to overall place identity, or whether it is likely to change substantially in character.

Incremental Change

Retaining existing character and place identity. Design requirements strongly reflect context.

THE PARADE
General requirements for the High Street Area Type (see 4.1) apply.

STAINES ROAD WEST
General requirements for Suburban Area Type (see 4.4) apply.

STATION AREA

HANWORTH ROAD

CENTRAL AREA

General requirements for the Town Centre Neighbourhoods Area Type (see 4.2) apply.

Transformative Change

Defining a new character and place identity. Design requirements set key parameters only.

THE CROSS

The Cross itself, now the M3 junction, lies mostly outside of the scope of the Design Code. Principles for change are set out in the Spatial Vision on the following pages.

A FUTURE VISION FOR SUNBURY CROSS

Sunbury Cross is a place negatively impacted by a complex mix of major roads, railways and water supply infrastructure. It was transformed in the late 1960s and early 1970s by the M3 motorway and grade-separated junction, which continues to detract from its quality as a place, and causes severance, noise, safety and air quality issues.

Sunbury Cross can be more than a motorway junction with hard edges, railway and road severance, aqueduct edges, wedges of land, a retail mall and section of frontage shops and disconnected residential neighbourhoods. The spatial vision sets out the possibilities that could be pursued through wider work with multiple planning, highway and transport authorities as well as individual schemes.

The Design Code explores how new development can help to make this happen through incremental change. Major change at Sunbury Cross requires further work and co-ordination amongst all parties to move towards a transformative masterplan.

The vision's key aims are:

- Connect existing and new neighbourhoods with each other and creating a sense of place
- Reuniting East and West Staines Road
- Connect the centre with the railway station
- Create new green spaces and links

Many of the key changes at Sunbury Cross will be beyond the scope of individual applications, requiring wider co-ordination on changes to infrastructure. Designs **should** respond to the potential for change in the future and make appropriate provision.

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Concept

Today

A308
CENTRE
TESCO
AQUEDUCT
M3
STATION
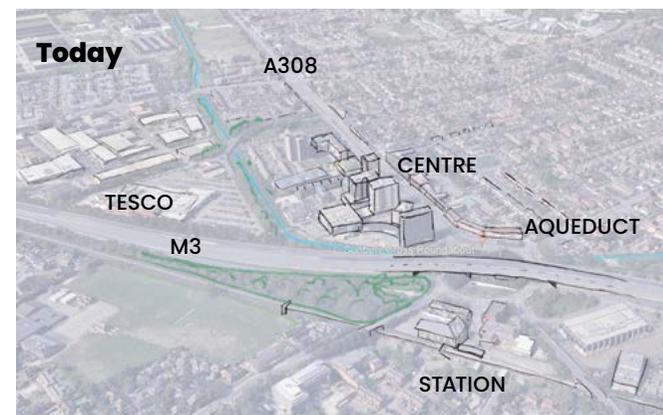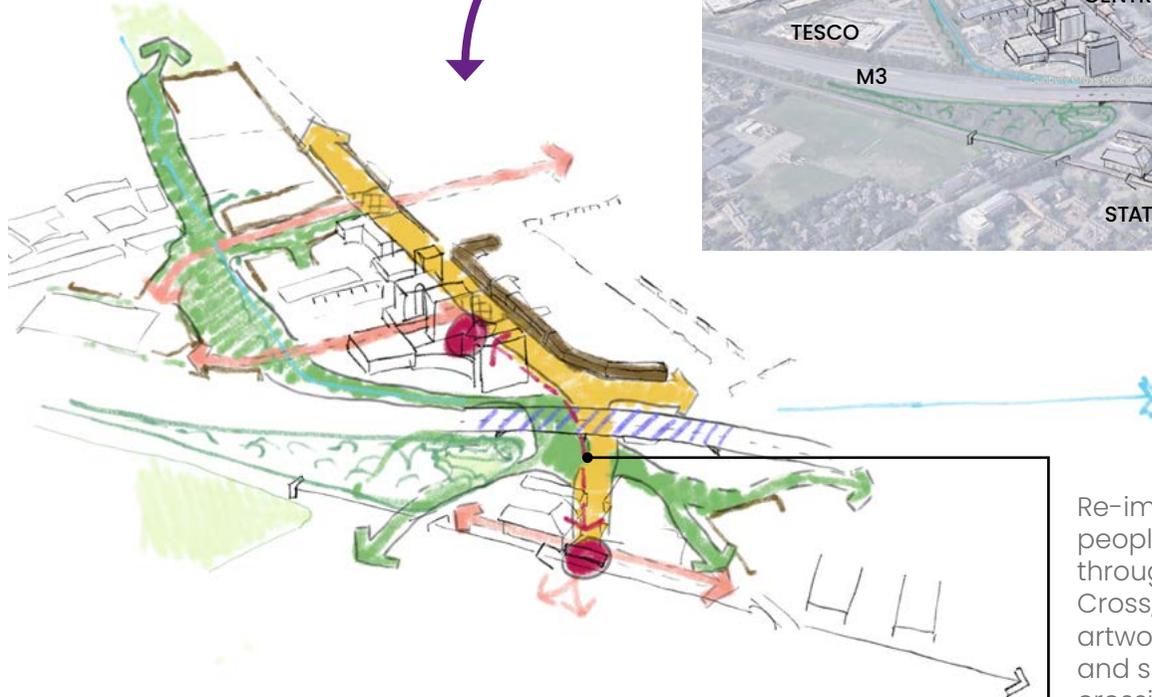
Re-imagining how people could move through Sunbury Cross, with lighting, artwork, planting and surface street crossings

Key Themes and Projects

Short Term

■ Linking the centre and the station

Medium Term

■ Transforming Staines Road West

■ New links between neighbourhoods

■ Human-scale built form

■ New green spaces and networks

Long Term

■ M3 junction reconfiguration

Short Term

🟥 Linking the centre and the station

Medium Term

🟨 Transforming Staines Road West

Medium Term

🟩 New green spaces and networks

Long Term

🟪 M3 junction reconfiguration

Top: Phoenix Flowers, M8, Glasgow (7N Architects)

Bottom: Toronto Gardiner Freeway Park

Exchange St 'Grey-to-Green' transformation, Sheffield

Mayfield Park, Manchester

Masshouse Circus transformation to Masshouse Plaza, Birmingham

Providing an attractive, safe and clear surface route through existing space under the M3 would improve the ease of walking and cycling movement for all between Sunbury Common / the centre and Lower Sunbury / the station. This can be accomplished through the use of artwork, improved lighting, activated useful spaces and passive surveillance from surrounding built form.

Staines Road West is currently a major dual carriageway and a barrier for moving between shops and neighbourhoods. New green infrastructure, public realm changes and a transformation to a 'boulevard'-style environment would create a healthier, more attractive street environment.

The Staines Aqueduct is a major piece of infrastructure severing links between neighbourhoods. Although access to the aqueduct may need to remain restricted, it could form the basis of a future green network linking neighbourhoods together and contributing to a greener, healthier Sunbury Cross.

The M3 junction and flyover dominate Sunbury Cross today. Long-term, this should change, following precedent from other cities across the world who have successfully reconsidered the need for urban motorways

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5.2.1 **The Parade:** The Historic Link to the Past in Sunbury Cross
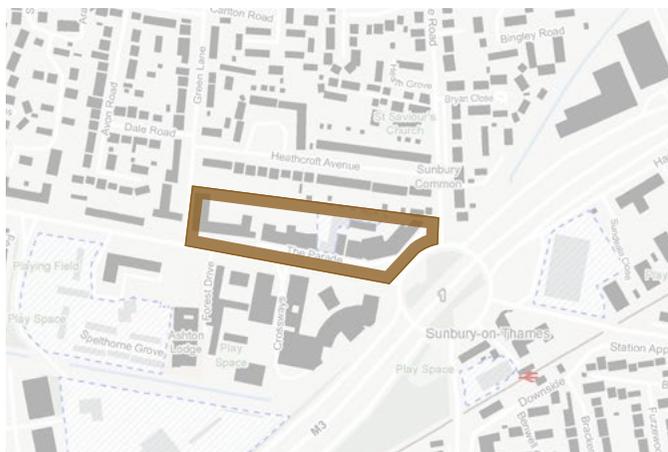
DESIGN AIMS

New development in this area **will** respond to the strong existing building line and low-rise built form, with some intensification along Staines Road West.

Existing Context & Place Identity

The Parade, a row of shops and commercial buildings, is one of the few areas of Sunbury Cross that retains its more traditional built form. To the north it borders a largely post-war suburban area, and it thus forms an important transitional area from the Centre to the south.

5.2.1.1 DESIGN REQUIREMENTS

General requirements for the **High Streets Area Type** (see 4.1) apply. Development in this area type **must** comply with the following additional design requirements.

5.2.1.1a **Building Heights**

- Heights of up to 5 storeys (approx 15m) in compliance with maximum heights plan

5.2.1.1b **Building Line**

- Match existing building line along Staines Road West

5.2.1.1c **Building Grain**

- Typical building frontage grain of 6-10m

5.2.1.1d **Vertical Mix of Uses**

- Ground floor commercial space
- Apartments located above ground floor uses

5.2.1.1e **Public Realm**

- Incorporate new street trees and planting along Staines Road West
- Future-proof designs for potential removal of frontage service access road
- Rear parking courts overlooked by built form
- Minimise access points to rear parking courts through main frontage
- Entrances to dwellings from the street

5.2.1.1f **Facades, Detail & Richness**

- Pitched roofs facing the street or gable-end, to reflect adjacent buildings
- Windows on frontage to match surrounding rhythm and characteristics
- Materials and architectural detailing to respond to prevailing form

BUILDING HEIGHTS PLAN

Heights typically up to:

■ 5 storeys (approx 15m)

Building heights are measured from pavement level to the roofline.

Typical storey heights for different uses are:

- Residential: 3m
- Commercial / Office: 4m
- Ground Floor Retail / Commercial: 4.5m

5.2.2 **Staines Road West:** Connecting new Development to the Surroundings

DESIGN AIMS

New development in this area will front onto Staines Road West and address the Sports Club fields to the west. Intensification of densities and built form over the prevailing area is supported, provided there is a transition in built form to existing areas within and adjacent to the area.

Existing Context & Place Identity

This area type runs between Staines Road West and the Staines Aqueduct. It contains two low-rise cul-de-sac style developments divided by Windmill Road, and the eastern boundary is an inactive frontage onto Escot Road.

5.2.2.1 DESIGN REQUIREMENTS

General requirements for the **Suburban Area Type** (see 4.4) apply. Development in this area type **must** comply with the following additional design requirements.

5.2.2.1a **Edges**

- **Active frontage** facing onto Staines Road West following 'Dual Carriageways, Urban Road' edge type (see **4.4.1.2e**)
- **Active frontage** overlooking sports field to the west following 'Open Spaces' edge type (see **4.4.1.2b**)
- **Active frontage** facing aqueduct to south, following 'Watercourses' edge type (see **4.4.1.2c**)
- Built form on allocated site backing onto existing residential gardens to the west following 'Residential, Backing Onto' edge type (see **4.4.1.2g**)

5.2.2.1b **Streets**

- New streets to comply with street types set out under 'New Residential Neighbourhoods' (see **4.4.1.3**)
- Continuous grid of new streets within allocated site, no use of cul-de-sacs
- Connections from new development to existing streets and cul-de-sacs

5.2.2.1c **Open Spaces**

- At least one new open space within allocated site, amongst homes
- Potential for new open space adjacent to aqueduct at southern edge of allocated site

5.2.2.1d **Built Form**

- Heights to comply with the maximum heights plan
- Observe building line on Staines Road West
- Pitched roofs on all buildings

BUILDING HEIGHTS PLAN

Heights typically up to:

- 3-4 storeys (approx 12m)
- 6 storeys (approx 18m)

Building heights are measured from pavement level to the roofline.

5.2.3 **Station Area:** Improved links to public transport

DESIGN AIMS

New development in this area will enable better accessibility of the station for pedestrians and cyclists, provide frontage to surrounding roads, and create a more consistent built form. Significant intensification is possible here in the context of the railway station as an important public transport link.

Existing Context & Place Identity

The area around Sunbury Station is a small pocket of development cut off from its surroundings by the M3, railway line and the feeder roads to Sunbury Cross roundabout. Land uses are largely commercial with no consistent architectural style, building line or grain.

5.2.3.1 DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (see 4.2) apply. Development in this area type **must** comply with the following additional design requirements.

5.2.3.1a The Street & Ground Floor

- Provide walking and cycling access to the station from Green Street and Staines Road East.

- No on-street and frontage parking on Station Road to make it a safer, more welcoming space for walking and cycling.

- Limit the number of vehicle accesses across footways from Station Road.

- Provide more pedestrian public realm along Station Road

- A consistent building line on Station Road with no 'leftover' spaces

- Incorporate new street trees and planting along Station Road

- **Active frontages** and passive surveillance facing Green Street and Staines Road East

5.2.3.1b Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan

- Grain of Station Road frontage 6-10m wide

5.2.3.1c Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

TRANSITIONAL EDGES PLAN

Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

Gateway Edge, where heights step up to meet The Cross or provide an edge to the M3

5.2.4 **Hanworth Road:** Changing uses and the quality of spaces around

DESIGN AIMS

New development in this area will improve connections to the rest of Sunbury, and create more attractive and inspiring places for people to live. High-density development fronting onto the roundabout will make efficient use of land in a well-connected location.

Existing Context & Place Identity

The area to the north of Staines Road East is bounded by the railway line and the M3. Early 2000s apartment buildings and other coarse-grain development is changing the use of a former commercial and industrial area, but the area is severed from the surroundings by major infrastructure, and is dominated by surface car parking.

5.2.4.1 **DESIGN REQUIREMENTS**

General requirements for the **Town Centre Neighbourhoods Area Type** (see 4.2) apply. Development in this area type **must** comply with the following additional design requirements.

5.2.4.1a **The Street & Ground Floor**

- **Active frontage** to face Staines Road East
- **Active frontage** to face Hanworth Road
- Planting and street trees on Staines Road East and Hanworth Road
- Direct pedestrian access from new development to Sunbury Cross roundabout

5.2.4.1b **Scale & Massing**

- Heights to transition to surrounding built form as set out on the transitional edges plan, with heights greatest near the roundabout
- Building typologies of linear block, villas and podiums with towers

5.2.4.1c **Open Spaces**

- Open space to be screened from the M3 and Sunbury Cross roundabout by interposed built form

5.2.4.1d **Homes & Practicalities**

- Podium or shared rear courtyard car parking, accessed from Hanworth Road

5.2.4.1e **Detail & Richness**

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

TRANSITIONAL EDGES PLAN
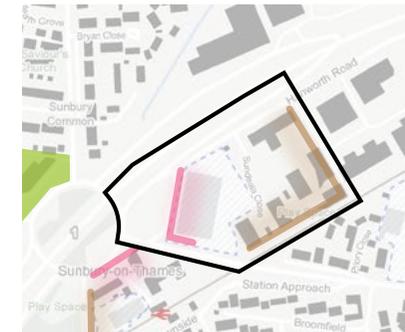
Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

Gateway Edge, where heights step up to meet The Cross or provide an edge to the M3

5.2.5 **Central Area:** New and Renewed Connected Neighbourhoods

DESIGN AIMS

New development in this area will create new connections, improve place quality, passive surveillance and road safety of the public realm. It will create a more human-scale place with fewer opportunities for crime or unused leftover space. New homes will have access to safe green open spaces on their doorsteps.

Existing Context & Place Identity

The Central Area of Sunbury Cross contains a wide mix of uses and built form, with a number of taller towers and a poor, car-dominated and broken-up street environment. To the northeast, the shopping centre is designed for access by car and turns its back on surrounding streets. To the south, a large supermarket sits within surface parking and with poor, pedestrian accessibility that feels unsafe. In the northwest, a number of residential developments are bounded by infrastructure and lack connectivity and quality open space.

5.2.5.1 DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (see 4.2) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

5.2.5.1a **The Street & Ground Floor**

- Street trees on Staines Road West
- New development to provide **active frontages** and passive surveillance along all streets, particularly at locations highlighted on plan
- Repair building line along Staines Road West (see diagram below)

5.2.5.1b **Scale & Massing**

- Heights to transition to surrounding built form as set out on the transitional edges plan, with heights greatest near the roundabout and M3
- Building typologies of linear block, villas and podiums with towers

5.2.5.1c **Open Spaces**

- Relocate existing open space in Spelthorne Grove to be surrounded and overlooked by built form, providing public pedestrian link through to supermarket
- Small overlooked green open space to provide connection from supermarket to shopping centre

5.2.5.1d **Detail & Richness**

- Use **marker buildings** to terminate views as noted on plan and provide legibility
- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

Comparison of existing building lines on Staines Road West. To the south, a broken-up building line creates spaces that lack passive surveillance or are unused 'leftover' spaces, creating opportunities for anti-social behaviour and a poor public realm. The continuous building line to the north creates a 'High Street' or parade type environment.
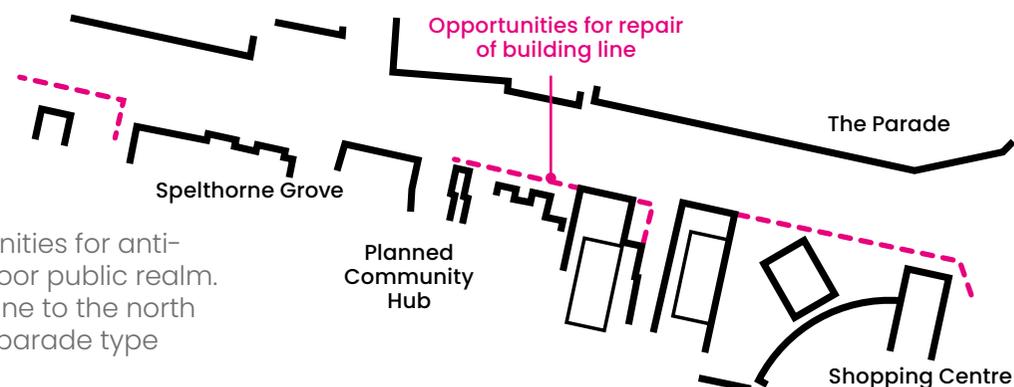
Opportunities for repair of building line

Spelthorne Grove

Planned Community Hub

The Parade

Shopping Centre

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.

Allocated site in Local Plan

THE STREET & GROUND FLOOR

New Active Frontage

Repaired Building Line

Key Overlooking Location

Existing path or active travel street to connect to

New active travel street connection

OPEN SPACES

New green open space

Public realm enhancements

Street Planting & Greening

DETAIL & RICHNESS

Marker Building

TRANSITIONAL EDGES PLAN

Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

Gateway Edge, where heights step up to meet The Cross or provide an edge to the M3

Preparing your Application

» What you need to do now

» How to get further help

» **6.1 Submission Checklists**

What you need to do now

When submitting your planning application, you will need to demonstrate that you have complied with the necessary requirements set out in the Code. You will also need to demonstrate that you have followed an appropriate and comprehensive **design process**.

To demonstrate compliance, you will need to submit:

- A completed copy of the relevant Design Code checklist for the Area Type your application falls within. These can be found at the end of this chapter.

- For major applications (i.e. 10 dwellings or more, or where the floorspace is 1000 sq. metres or more, or the site is 1ha or more) a Design and Access Statement which sets out the design process undertaken

DESIGN CODE CHECKLISTS

A Design Code Checklist must be completed for all applications, to self-assess compliance with the Code and to clearly signpost where information about compliance is held within the submitted application documents.

You should submit the relevant Area Type checklist with your application (e.g. Town Centre Neighbourhood), based on where your application is. In Inner Suburban or Suburban Area Types, you should submit the relevant checklist for your development type (e.g. Residential Extension or New Residential Neighbourhoods).

All Checklists can be found at the end of this Chapter, and are available for separate download on the Spelthorne Borough Council website.

DESIGN AND ACCESS STATEMENT

Design and Access Statements (DAS) are required for major applications, i.e. 10 dwellings or more, or where the floorspace is 1000 sq. metres or more, or the site is 1ha or more.

Through the Design and Access Statement applicants need to explain and justify the choices made which will achieve high quality outcomes by providing a contextual survey and analysis, showing how this has informed the design proposals.

The Design and Access Statement will vary in its detail and coverage depending on the type and scale of application. It could include the following, aligned to the Design Process set out in Chapter 2:

Step 1: Understanding The Site and Context

Plans and diagrams showing an understanding of the surrounding character, features, movement, planned change and other baseline information set out in Chapter 2. This should inform plans of site constraints and opportunities for the proposal and wider area.

Step 2: The Vision

An overview of what the proposal intends to achieve, with a narrative and key visualisations.

Step 3: Developing and Testing Options

An explanation of the design development taken as part of the proposal's design, including input and changes derived from community and stakeholder engagement.

Step 4: Site Parameters

For larger proposals, the key parameters and strategies for movement, green and blue infrastructure, sustainability, built form and land use that underly the detail proposals, and have been informed by the site analysis.

Step 5: Resolving the Details

Plans, elevations, visualisations, sections and other annotated technical diagrams that show clearly what is being proposed, to an appropriate level of detail.

How to get further help

Spelthorne Borough Council will support developers and applicants to deliver high-quality design and place-making, through a comprehensive design process that aims to deliver the outcomes set out in the Design Code.

The Council offers a number of services to help support the **design process**.

PRE-APPLICATION SUPPORT

This is the starting point for all proposals. Come to us at an early stage to discuss your proposal, obtain feedback on your emerging scheme and how best to to improve the design. We will be able to ensure that wider council teams are able to feed into early discussions to ensure integrated thinking and better design outcomes.

Although there is a cost to applicants, you will benefit from a better-quality application and a clearer route to the determination of your planning application. The iterative nature of design means that, particularly for larger applications, a number of pre-application reviews are advised as you progress your design proposals.

PLANNING PERFORMANCE AGREEMENTS (PPAS)

These are voluntary agreements between the applicant and the Spelthorne Council that set out the actions, resources and timescales for handling a particular planning application. They can be used to support good design through a continuous and iterative process of officer engagement across the council, and may include dedicated design workshops.

They can be used for any type of planning application but usually for large-scale, complex proposals. They can be used at any stage from early brief development through to conditions and reserved matters. Fees for PPAs depend on the size and complexity of the proposal.

DESIGN REVIEW

Design Review is an independent and impartial evaluation of proposals best undertaken at pre-application stage. It is a collaborative process, where constructive feedback can be given to improve the design quality of proposals.

Local Plan policy PS2 encourages Design Review to be undertaken for proposals that have significant impacts in relation to design or public interest.

FURTHER GUIDANCE AND RESOURCES

A wide range of further guidance has been published by other organisations addressing important aspects of design.

General Guidance

- Secured by Design
- Active Design (Sport England)
- Building for a Healthy Life
- Surrey Historic Environment Record

Climate Change & Sustainability

- Spelthorne Climate Change SPD
- LETI Climate Emergency Design Guide

Movement and Street Design

- Surrey Healthy Streets Design Code
- Manual for Streets
- LTN 1/20 – Cycle Infrastructure Design
- CoMoUK – guidance on Mobility Hub design
- Network Rail Public Realm Design Guidance

Green and Blue Infrastructure

- Building with Nature
- Trees and Design Action Group – guidance on street trees
- National Standards for SuDS (MHCLG)
- Surrey Sustainable Drainage System Design Guidance
- Natural England Green Infrastructure Planning and Design Guide
- Research paper on groundwater flooding in Staines – Paul, J.D. et al. (2025) 'Groundwater flooding of superficial gravels in an urbanized catchment,' Journal of Flood Risk Management, 18(2). This academic paper was not commissioned by Spelthorne Borough Council.

◻ 4.1 **High Streets**

Design Code Checklist

Development proposed within High Street Area Types must complete this checklist to self-assess compliance with the Spelthorne Design Code. Submit the completed checklist with your planning application.

REF	PG.	REQUIREMENT	DOES YOUR PROPOSAL COMPLY?				JUSTIFICATION If **Partially** or **No**, provide a reference to where in your planning application you have provided an evidenced justification If **N/A** please state why.
4.1.1	44	Building Heights	Fully	Partially	No	N/A	
4.1.2	44	Building Lines	Fully	Partially	No	N/A	
4.1.3	45	Building Grain	Fully	Partially	No	N/A	
4.1.4	45	Vertical Mix of Uses	Fully	Partially	No	N/A	
4.1.5	46	High Street Public Realm	Fully	Partially	No	N/A	
4.1.6	47	Shop Fronts	Fully	Partially	No	N/A	
4.1.7	47	Facades	Fully	Partially	No	N/A	

◼ 4.2 **Town Centre Neighbourhoods**

Design Code Checklist

Development proposed within Town Centre Neighbourhoods must complete this checklist to self-assess compliance with the Spelthorne Design Code. Submit the completed checklist with your planning application.

REF	PG.	REQUIREMENT	DOES YOUR PROPOSAL COMPLY?				JUSTIFICATION If **Partially** or **No**, provide a reference to where in your planning application you have provided an evidenced justification If **N/A** please state why.
THE STREET AND GROUND FLOOR							
4.2.1.1	50	Active Frontages	Fully	Partially	No	N/A	
4.2.1.2	50	Spill-Out Space	Fully	Partially	No	N/A	
4.2.1.3	52	Street Networks and Design	Fully	Partially	No	N/A	
4.2.1.3a		Pedestrian Priority Streets	Fully	Partially	No	N/A	
4.2.1.3b		Multi-Modal Streets	Fully	Partially	No	N/A	
4.2.1.4	52	Street Trees and Planting	Fully	Partially	No	N/A	
SCALE AND MASSING							
4.2.2.1	54	Neighbourhood Massing Approach	Fully	Partially	No	N/A	
4.2.2.2	56	Development Typologies	Fully	Partially	No	N/A	
4.2.2.2a		Terraces, Back-to-Backs, Mews	Fully	Partially	No	N/A	

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4.2.2.2b		Linear Blocks	Fully	Partially	No	N/A
4.2.2.2c		Villa Blocks	Fully	Partially	No	N/A
4.2.2.2d		Podiums and Towers	Fully	Partially	No	N/A
4.2.2.3	62	Tall Building Design	Fully	Partially	No	N/A
4.2.2.3a		Breaking Up Massing	Fully	Partially	No	N/A
4.2.2.3b		Scale of the Street	Fully	Partially	No	N/A
4.2.2.3c		Microclimate	Fully	Partially	No	N/A
OPEN SPACES						
4.2.3.1	64	Neighbourhood Open Space Approach	Fully	Partially	No	N/A
4.2.3.2	65	Safety and Security	Fully	Partially	No	N/A
4.2.3.3	66	Public Open Spaces	Fully	Partially	No	N/A
4.2.3.3a		Squares and Parks	Fully	Partially	No	N/A
4.2.3.3b		Courtyards, Pocket Parks	Fully	Partially	No	N/A
4.2.3.3c		Linear and Transit Spaces	Fully	Partially	No	N/A
4.2.3.4	68	Shared / Communal Open Spaces	Fully	Partially	No	N/A
4.2.3.4a		Ground-Level Gardens	Fully	Partially	No	N/A
4.2.3.4b		Podium Gardens	Fully	Partially	No	N/A

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			Fully	Partially	No	N/A	
4.2.3.4c		Roof Gardens and Terraces	Fully	Partially	No	N/A	
4.2.3.5	70	Landscape Character	Fully	Partially	No	N/A	
4.2.3.5a		Hard Landscape	Fully	Partially	No	N/A	
4.2.3.5b		Soft Landscape	Fully	Partially	No	N/A	
4.2.3.5c		Street Furniture	Fully	Partially	No	N/A	
4.2.3.5d		Street Trees	Fully	Partially	No	N/A	
4.2.3.5e		Surface Water Drainage Features	Fully	Partially	No	N/A	
HOMES AND PRACTICALITIES							
4.2.4.1	72	Space Standards	Fully	Partially	No	N/A	
4.2.4.2	73	Mix of Homes	Fully	Partially	No	N/A	
4.2.4.3	73	Dwelling Aspect	Fully	Partially	No	N/A	
4.2.4.4	74	Residential Entrances and Circulation	Fully	Partially	No	N/A	
4.2.4.4a		Shared Entrances	Fully	Partially	No	N/A	
4.2.4.4b		Private Entrances	Fully	Partially	No	N/A	
4.2.4.5	75	Private Amenity Spaces	Fully	Partially	No	N/A	
4.2.4.5a		Balconies	Fully	Partially	No	N/A	
4.2.4.5b		Private Garden Space	Fully	Partially	No	N/A	

4.2.4.6	76	Vehicle and Cycle Parking	Fully	Partially	No	N/A	
4.2.4.6a		Visitor Cycle Parking	Fully	Partially	No	N/A	
4.2.4.6b		Residents' Cycle Parknig	Fully	Partially	No	N/A	
4.2.4.6c		Underground Parking	Fully	Partially	No	N/A	
4.2.4.6d		Podium Parking	Fully	Partially	No	N/A	
4.2.4.6e		Integrated Parking	Fully	Partially	No	N/A	
4.2.4.6f		Surface or On-Street Parking	Fully	Partially	No	N/A	
DETAIL AND RICHNESS							
4.2.5.1	78	Townscape	Fully	Partially	No	N/A	
4.2.5.2	79	Distinctive Buildings	Fully	Partially	No	N/A	
4.2.5.2a		Marker Buildings	Fully	Partially	No	N/A	
4.2.5.2b		Landmark Buildings	Fully	Partially	No	N/A	
4.2.5.3	80	Design of Elevations	Fully	Partially	No	N/A	
4.2.5.3a		Facade Structure	Fully	Partially	No	N/A	
4.2.5.3b		Proportions	Fully	Partially	No	N/A	
4.2.5.3c		Building Tops and Roofs	Fully	Partially	No	N/A	
4.2.5.3d		Balconies	Fully	Partially	No	N/A	

			Fully	Partially	No	N/A	
4.2.5.3e		Corners	Fully	Partially	No	N/A	
4.2.5.3f		Windows and Fenestration	Fully	Partially	No	N/A	
CLIMATE CHANGE AND SUSTAINABILITY							
4.2.6.1	84	Mitigation: Reducing Energy Use	Fully	Partially	No	N/A	
4.2.6.2	85	Mitigation: Reducing Embodied Carbon	Yes	Partially	No	N/A	
4.2.6.3	85	Adaptation: Preparing for a Changing Climate	Yes	Partially	No	N/A	

4.3.1 **Inner Suburban**

Design Code Checklist: New Homes Or Apartments on Existing Streets

Development of new homes or apartments on existing streets proposed within Inner Suburban Area Types must complete this checklist to self-assess compliance with the Spelthorne Design Code. Submit the completed checklist with your planning application.

REF	PG.	REQUIREMENT	DOES YOUR PROPOSAL COMPLY?				JUSTIFICATION If **Partially** or **No**, provide a reference to where in your planning application you have provided an evidenced justification If **N/A** please state why.
DEVELOPMENT TYPE: NEW HOMES OR APARTMENTS ON EXISTING STREETS							
4.3.1.1	88	Layout Principles	Fully	Partially	No	N/A	
4.3.1.2	89	Built Form Parameters	Fully	Partially	No	N/A	
4.3.1.3	89	Roof Form	Fully	Partially	No	N/A	
4.3.1.4	89	Front Boundary Treatment	Fully	Partially	No	N/A	
4.3.1.5	90	Daylight, Privacy and Overlooking	Fully	Partially	No	N/A	
4.3.1.6	90	Access, Cycle and Vehicle Parking	Fully	Partially	No	N/A	
4.3.1.7	90	Apartment Development	Fully	Partially	No	N/A	
4.3.1.8	91	Detail, Richness and Materiality	Fully	Partially	No	N/A	

4.3.2 **Inner Suburban**

Design Code Checklist: Residential Extensions

Development of residential extensions proposed within Inner Suburban Area Types must complete this checklist to self-assess compliance with the Spelthorne Design Code. Submit the completed checklist with your planning application.

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REF	PG.	REQUIREMENT	DOES YOUR PROPOSAL COMPLY?				JUSTIFICATION If **Partially** or **No**, provide a reference to where in your planning application you have provided an evidenced justification If **N/A** please state why.
DEVELOPMENT TYPE: RESIDENTIAL EXTENSIONS							
4.3.2.1	92	Context & Character	Fully	Partially	No	N/A	
4.3.2.2	92	Privacy & Outlook	Fully	Partially	No	N/A	
4.3.2.3	93	Daylight	Fully	Partially	No	N/A	
4.3.2.4	93	Side Extensions	Fully	Partially	No	N/A	
4.3.2.5	93	Dormers	Fully	Partially	No	N/A	

4.4.1 **Suburban**

Design Code Checklist: New Residential Neighbourhoods

Development of new residential neighbourhoods proposed within Suburban Area Types must complete this checklist to self-assess compliance with the Spelthorne Design Code. Submit the completed checklist with your planning application.

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REF	PG.	REQUIREMENT	DOES YOUR PROPOSAL COMPLY?				JUSTIFICATION If **Partially** or **No**, provide a reference to where in your planning application you have provided an evidenced justification If **N/A** please state why.
DEVELOPMENT TYPE: NEW RESIDENTIAL NEIGHBOURHOODS							
4.4.1.1	96	Ensuring Distinctiveness	Fully	Partially	No	N/A	
4.4.1.2	96	Edges	Fully	Partially	No	N/A	
4.4.1.2a		Trees, Woodland and Hedgerows	Fully	Partially	No	N/A	
4.4.1.2b		Open Spaces	Fully	Partially	No	N/A	
4.4.1.2c		Watercourses and Water Bodies	Fully	Partially	No	N/A	
4.4.1.2d		Streets and Roads	Fully	Partially	No	N/A	
4.4.1.2e		Dual Carriageways	Fully	Partially	No	N/A	
4.4.1.2f		Railways	Fully	Partially	No	N/A	
4.4.1.2g		Residential	Fully	Partially	No	N/A	
4.4.1.2h		Local Facilities	Fully	Partially	No	N/A	
4.4.1.2i		Industry and Commercial Uses	Fully	Partially	No	N/A	

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4.4.1.3	100	Movement: Streets	Fully	Partially	No	N/A
4.4.1.3a		Street Layout Approach	Fully	Partially	No	N/A
4.4.1.3b		Main Streets	Fully	Partially	No	N/A
4.4.1.3c		Secondary Streets	Fully	Partially	No	N/A
4.4.1.3d		Local or Residential Streets	Fully	Partially	No	N/A
4.4.1.3e		Mews and Lanes	Fully	Partially	No	N/A
4.4.1.4	102	Movement: Car Parking	Fully	Partially	No	N/A
4.4.1.4a		On-Plot Parking	Fully	Partially	No	N/A
4.4.1.4b		On-Street and Shared Parking	Fully	Partially	No	N/A
4.4.1.5	104	Open Spaces	Fully	Partially	No	N/A
4.4.1.5a		Open Spaces Amongst Homes	Fully	Partially	No	N/A
4.4.1.5b		Open Spaces on Edge of Built-up Area	Fully	Partially	No	N/A
4.4.1.6	106	Landscape Character	Fully	Partially	No	N/A
4.4.1.6a		Hard Landscape	Fully	Partially	No	N/A
4.4.1.6b		Soft Landscape	Fully	Partially	No	N/A
4.4.1.6c		Street Trees	Fully	Partially	No	N/A
4.4.1.6d		Surface Water Drainage Features	Fully	Partially	No	N/A

4.4.2 **Suburban**

Design Code Checklist: New Homes Or Apartments on Existing Streets

Development of new homes or apartments on existing streets proposed within Suburban Area Types must complete this checklist to self-assess compliance with the Spelthorne Design Code. Submit the completed checklist with your planning application.

REF	PG.	REQUIREMENT	DOES YOUR PROPOSAL COMPLY?				JUSTIFICATION If **Partially** or **No**, provide a reference to where in your planning application you have provided an evidenced justification If **N/A** please state why.
DEVELOPMENT TYPE: NEW HOMES OR APARTMENTS ON EXISTING STREETS							
4.4.2.1	108	Layout Principles	Fully	Partially	No	N/A	
4.4.2.2	109	Built Form Parameters	Fully	Partially	No	N/A	
4.4.2.3	109	Roof Form	Fully	Partially	No	N/A	
4.4.2.4	109	Front Boundary Treatment	Fully	Partially	No	N/A	
4.4.2.5	110	Daylight, Privacy and Overlooking	Fully	Partially	No	N/A	
4.4.2.6	110	Access, Cycle and Vehicle Parking	Fully	Partially	No	N/A	
4.4.2.7	110	Apartment Development	Fully	Partially	No	N/A	
4.4.2.8	111	Detail, Richness and Materiality	Fully	Partially	No	N/A	

4.4.3 **Suburban**

Design Code Checklist: Residential Extensions

Development of residential extensions proposed within Suburban Area Types must complete this checklist to self-assess compliance with the Spelthorne Design Code. Submit the completed checklist with your planning application.

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REF	PG.	REQUIREMENT	DOES YOUR PROPOSAL COMPLY?				JUSTIFICATION If **Partially** or **No**, provide a reference to where in your planning application you have provided an evidenced justification If **N/A** please state why.
DEVELOPMENT TYPE: RESIDENTIAL EXTENSIONS							
S-X1	112	Context & Character	Fully	Partially	No	N/A	
S-X2	112	Privacy & Outlook	Fully	Partially	No	N/A	
S-X3	113	Daylight	Fully	Partially	No	N/A	
S-X4	113	Side Extensions	Fully	Partially	No	N/A	
S-X5	113	Dormers	Fully	Partially	No	N/A	

◼ 5.1 **Staines-upon-Thames Town Centre**

Design Code Checklist: Area of Change

Development within the Staines-upon-Thames Town Centre Area of Change must complete this checklist to self-assess compliance with the Spelthorne Design Code. Submit the completed checklist with your planning application.

| What Area of Change Area Type is your application within? (tick multiple if across boundaries) | Have you completed a checklist for the general Area Type that the detailed Area Types sit within? | Does your proposal comply with the coding requirements set out? |

5.1.1 Staines Village p122 ------------> *No checklist - design approach to be set out in Design & Access Statement*

5.1.2 Historic Core p124 ------------> High Street

5.1.3 Memorial Gardens p128 ------------> Town Centre Neighbourhood

5.1.4 Station Path p132 ------------> Town Centre Neighbourhood

5.1.5 London Road p136 ------------> Town Centre Neighbourhood

5.1.6 Two Rivers p140 ------------> Town Centre Neighbourhood

5.1.7 Elmsleigh p144 ------------> Town Centre Neighbourhood

5.1.8 Railway Edges p148 ------------> Town Centre Neighbourhood

Fully   Partially

No   N/A

If Partially or No, provide a reference to where in your planning application you have provided an evidenced justification

If N/A please state why.

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■ 5.2 **Sunbury Cross**

Design Code Checklist: Area of Change

Development within the Sunbury Cross Area of Change must complete this checklist to self-assess compliance with the Spelthorne Design Code. Submit the completed checklist with your planning application.

What Area of Change Area Type is your application within? (tick multiple if across boundaries)

Have you completed a checklist for the general Area Type that the detailed Area Types sit within?

Does your proposal comply with the coding requirements set out?

5.2.1 The Parade p156 ------------→ High Street

5.2.2 Staines Road West p157 ------------→ Suburban

5.2.3 Station Area p158 ------------→ Town Centre Neighbourhood

5.2.4 Hanworth Road p159 ------------→ Town Centre Neighbourhood

5.2.5 Central Area p160 ------------→ Town Centre Neighbourhood

Fully   Partially

No   N/A

If Partially or No, provide a reference to where in your planning application you have provided an evidenced justification

If N/A please state why.

Glossary

Access

This term has two broad meanings: The route(s) to a site and the route layout within a site, related to different modes of movement (foot, cycle, vehicular), and the inclusive approach to design, which aims to create a built environment which is accessible to everyone, regardless of age or ability.

Active frontage

A building frontage to the public realm which is characterised by entrances and windows (residential, commercial or retail), allowing interaction between the public realm and the use facing the street, as well as passive surveillance of the public realm.

More information on active frontages in town centre neighbourhoods is found under **4.2.1.1**.

Area type

Parts of the local area that share common features and characteristics. For example, a suburban area type might bring together a number of different streets with common densities, heights, building line, under the umbrella term "Inner Suburban". Common rules and parameters can then be applied to the "Inner Suburban" area type in the design code. Example area types are provided in the National Model Design Code, but area types should be defined locally.

The borough's area types are defined at the start of Chapter 4. Staines-upon-Thames and Sunbury Cross Areas of Change have more detailed Area Types defined in Chapter 5.

Boundary treatment

The physical interface that delineates the public realm from a private building, crossing which enters a defensible zone before reaching the building entrance. Treatments can include planting, low fences or walls.

Borough-wide

Relating to the borough of Spelthorne.

Block

A building or set of continuous buildings within a plot.

Building line

The linear definition of a building's frontage facing the street. Usually shared by different building typologies and sizes to organise the definition between the public street and private internal space of the building and urban block.

Building height

The height of a building. For the purposes of the Spelthorne Design Code, this is measured from pavement level to the top of the roof. For the purposes of determining the prevailing height in the area, the number of storeys can be also used. Minor projections above roof height (e.g. flues or chimneys) are not included.

Character

The combination of features of a building or a place that give it a distinctive identity compared with other buildings or areas.

Contemporary development

Contemporary development is the architecture of the 21st century. It is characterised by efficient layouts that use a combination of low rise, mid-rise and tall buildings in perimeter blocks to optimise capacity. These tend to be set within gridded street networks that are highly permeable and legible.

Conserve

Enhancing and protecting the existing character.

Context

The surrounding environment of a proposed development, including existing buildings, landscape and consented schemes.

Defensible space

The area occupying space between a building entrance and the boundary treatment. Typically associated with residential buildings, they provide a sense of spatial separation and visual privacy between the public street and private home at ground floor.

Density

In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

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-led approach

Using urban design and architectural processes to prepare proposals that represent the optimum design response to a site, responding to the surrounding context of massing, connections, open spaces and other factors. This process should be evidenced through exploring a range of options.

Design process

The process of developing a proposal for a site. The design process is expected to follow good urban design principles set out in the National Design Guide and the National Model Design Code.

A full explanation of what is expected is contained in Chapter 2.

Dual aspect

A habitable unit with windows on two walls facing different directions.

Elevation

A vertical projection of one side of a building, showing a single façade.

Enclosure

The extent to which streets and open spaces are visually defined by buildings, walls and trees.

Façade

The external faces of a building, characterised by a choice of materials, windows, doors, entrances, and openings.

Fenestration

The arrangement of entrances, windows, balconies, and other openings on a building facade.

Formal / informal

A formal layout of streets and building groups is characterised by symmetrical or geometric plans and elevations. The features of an informal design include layout and elevations which are asymmetrical, winding and which relate to natural site characteristics.

Floor Area Ratio (FAR)

A metric used to calculate the density of developments regardless of building type and use. FAR is expressed as the ratio of a building's total floor area to the size of the plot upon which it is built.

Frontage

The front face of a building articulated with entrances and windows. Well defined frontage enables overlooking from the building out into the street or space, creating a positive relationship between the two.

Gateway

The marking of a point of entry to an area of character or to a specific development through a change built form, landscape materials or a key view to signify and reinforce the transition.

Grain

The general shape and direction of building footprints. Fine grain refers to the higher intensity of smaller plots or streets. Coarse grain refers to larger scale plots with fewer roads.

Green infrastructure

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Gridded Street Network

A style of street network defined by a repetition of streets and urban blocks intersecting at right angles, comprising an overall grid structure. Regular grid patterns allow for ease of accessibility and legibility.

Hierarchy

A logical sequence of spaces, streets or building forms, increasing or decreasing in size or density throughout a development.

Impermeable

An unconnected street or pedestrian network with a low frequency of routes, inhibiting easy passage of movement. Often associated with coarse urban grain patterns or illegible layouts such as cul-de-sacs or free form block estates.

Innovative development

A departure from both the traditional and modern approaches. Innovation could be technological or design-related.

Landmark building

Landmark buildings are prominent buildings that are easily recognisable and have significant cultural or historical value. Landmark buildings do not have to be tall, and they should be used sparingly in development.

More information on landmark buildings in town centre neighbourhoods is found under **4.2.5.2**.

Layout

The layout of a block relates to the arrangement of buildings, open spaces and streets and the relationship between these components in creating an efficient, positive and legible environment.

Legible

The combination of buildings, streets, trees, and open spaces that use visual cues to create an intuitive and easily navigable environment.

Linear block

A building consisting of stacked apartments and maisonettes organised in a linear urban form. Can be stand alone and running parallel with a street to form a contemporary terrace, or form part of a block that forms the perimeter between the public street and private internal space.

More information on linear blocks in town centre neighbourhoods is found under **4.2.2.2**.

Listed Building

A building that is included on the List of Buildings of Special Architectural or Historic Interest administered by Historic England on behalf of the Secretary of State for Digital, Culture, Media and Sport. Listed buildings are graded I, II* or II with grade I being the highest. Buildings within the curtilage of a listed building constructed before 1948 are also protected. The significance of a listed building may be external and/or internal.

Local Plan

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In the context of the Spelthorne Design Code, this refers to the Spelthorne Local Plan 2022-2037.

Low-rise buildings

Low-rise buildings are classified as buildings up to and including 3 storeys e.g. up to 9 metres.

Marker building

Marker buildings are memorable buildings that stand out from the surrounding built form. They can help people to navigate and make the townscape more distinctive and interesting.

More information on marker buildings in town centre neighbourhoods is found under **4.2.5.2**.

Massing

The three-dimensional volume and structure of a building's urban form. Massing is expressed through the size, shape and scale of its different components. Commonly understood as the expression of a building without any finer architectural elements and details. Massing can influence the ways in which a building is perceived, particularly in regards to reducing the impact of visual bulk.

Mews

Traditionally a stables at the rear of a building along a back (service street). The term now typically describes quiet streets of smaller homes inserted within a larger block, with an intimate character and semi-private atmosphere.

More information on mews in town centre neighbourhoods is found under **4.2.2.2**.

Mid-rise buildings

Mid-rise buildings are classified as buildings between 4 and 6 storeys e.g. between 12 and 18 metres.

Mixed-use / mixed-use development

Provision of a mix of complementary uses, such as residential, community and/or leisure uses, on a site or within a particular area.

National Model Design Code

The National Model Design Code provides detailed guidance on the production of design codes, guides and policies to promote successful design.

Overlooking

A term used to describe the effect when a development or building affords an outlook over adjoining land or property, often causing loss of privacy.

Over shadowing

The effect of a development or building on the amount of sunlight presently enjoyed by a neighbouring property, resulting in a shadow being cast over that neighbouring property.

Parade

A continuous row of shops or commercial units, typically in the town centre. They sometimes have residential accommodation above.

Passive surveillance

Design that increases the occupation and/or visibility of a space to deter crime.

Perimeter block

A perimeter block is an urban form that concentrates the development of a city block along its outermost - or public - edges to strongly define a boundary between public and private or semi-private space. This form is highly efficient by making best use of available land and avoiding surplus spaces that lack clear role or function. The blocks themselves are impermeable but are set within a highly permeable street network.

Permeable

A connected street or pedestrian network with a high frequency of routes that allow easy passage of movement, often associated with fine urban grain patterns.

Place

A space in the built environment that has some meaning for people due to the activities and uses which characterise the space, or the quality of the space itself.

Plot

An area of developable land less public open space, primary road infrastructure, and non-developable areas.

Plot coverage

The proportion of a site that is occupied by a building's footprint. The plot ratio of a development is calculated by dividing the building's footprint by the total area of a site.

Prevailing height

The average or typical building height within an area. Please see Building height above.

Primary Street

The principal route or main access. Dominant to the secondary street network joining it. Often wider and carrying more significant traffic volumes or a route for public transport.

Public realm

The public realm is any part of a site, area, village, town or city that everyone can use and enjoy, including streets, squares and parks. The public realm is very important for pedestrian movement, as it connects various places and buildings.

Rhythm

The repeated pattern of an element such as a building, street or architectural detail.

Roofline

The profile of the top edge of a building.

Roofscape

The appearance of buildings as seen along the skyline, as well as the uses and occupancies as seen from tall buildings.

Roof Form

The type of roof based on its three-dimensional size and shape, often belonging to and characteristic of different typologies. Roof forms can include fat, gabled, hipped, mansard, butterfly, saw-tooth and more.

Scale

Most commonly understood as building height, though scale is relative to another (usually neighbouring) building's height. It can also relate to the size of a building's different elements e.g. massing, fenestration, rather than purely its absolute building height.

Secured by Design

The national police scheme which aims to minimise crime and opportunities to commit crime through better design of buildings and places.

Secondary Street

Subordinate to the primary street. Often more local routes, within residential areas.

Setting

The physical (built and landscape), community and economic surroundings in which the development takes place.

Set back

A step-like recess in massing of upper storeys, used where proposed building heights exceed the shoulder height of street. This strategy can preserve the established street width ratio and allow daylight to reach lower storeys.

Shoulder

The part of a taller building where a set back occurs. It should be treated as a distinct part of an elevation, to crown the lower part of a building visible from the street. See also set back above.

More information on the use of shoulders can be found under **4.2.2.3**.

Single aspect

A habitable unit with windows on one wall facing a single direction.

Storey / number of storeys

Number of storeys is described as the number of floors in the building that have all internal perimeter walls of full floor height. If there is additional accommodation in the roofspace that is created within a pitched or similar style roof, where all perimeter walls are not of full floor height, this would not count as a full storey.

A building containing X number of full storeys with additional accommodation in the roofspace would be called 'X storeys with rooms in the roofspace'. If there are multiple (Y) floors within the roofspace this would be described as 'X storeys with rooms in the roofspace contained in Y floors'.

Street hierarchy

A system of classifying different routes within a movement network. This is principally based on the type and volume of movements a route supports, as well as its characteristics in terms of neighbouring building scale, use and enclosure. The character of a route can change along its length e.g. High Street along an arterial route.

Suburban

An area on the edge of a large town or city, typically residential in character. Suburbs became common in the UK during the 19th and 20th centuries when the development of rail and road transport made commuting viable. Also defined as a distinct and coherent Area Type in Spelthorne.

Taller building

Building that exceeds prevailing height of the surrounding area (please see **4.2.2.3**).

Traditional development

Directly reflects the local vernacular and historic architectural styles, materials and features.

Townscape

The urban equivalent of landscape: the overall effect of the combination of buildings, changes of level, green spaces, boundary walls, colours and textures, street surfaces, street furniture, uses, scale, enclosure, views etc.

More information on townscape in town centre neighbourhoods is found under **4.2.5.1**.

Typology

The classification of buildings into typical and easily recognisable types, based on shared characteristics such as scale, massing, layout, architectural style and period. This organisational device can also apply to urban blocks e.g. Perimeter Block, Free Form Block.

Urban Greening Factor (UGF)

A tool used to evaluate the quality and quantity of natural features proposed as part of a development, such as planting, waterbodies and green roofs, collectively referred to as urban greening.

More information on calculating the Urban Greening Factor can be found as part of Natural England's Green Infrastructure Framework.

Villa blocks

A building consisting of stacked apartments. A villa block is characterised by a central core and efficient circulation arrangement, typically with three to five dwellings per floor, per core. This enables habitable rooms to have views in multiple directions..

More information on villa blocks in town centre neighbourhoods is found under **4.2.2.2**.

Wayfinding

The process of navigating through and around the development, using spatial and visual clues and/ or markers.

SPELTHORNE DESIGN CODE

SPELTHORNE BOROUGH COUNCIL

Appendix A
Understanding Spelthorne Today

This appendix sets out a summary of the existing urban design and key indicators of Spelthorne borough. This information informed the development of the Design Code.

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CONTENTS

SPELTHORNE DESIGN CODE

EXECUTIVE SUMMARY

PURPOSE OF THE DOCUMENT

Spelthorne Borough Council is developing a Design Code that will set out the design requirements for proposed new development in the borough. It will ensure that new development is locally supported, sustainable and functions well for all its users.

The first stage of preparing the Design Code is to understand the places of Spelthorne in detail, learning about what makes it distinctive, what the key design-related issues are, and how the design code can enhance and improve the borough in the future.

This report sets out information and overviews to build a baseline understanding of the borough and the key design issues facing it.

Figure 1.   Design Code Process

Where this work sits in the National Model Design Code methodology

WORK UNDERTAKEN

Following the methodology set out in the National Model Design Code, key information about the borough has been mapped and analysed, across:

* Historic Development
* Green and Blue Infrastructure
* Movement
* Built Form
* People

Recent development and the emerging Local Plan have been analysed for patterns of development and growth that the Design Code will need to consider to be most effective.

Following this overview, detailed urban design characterisation analysis of the whole borough has been undertaken to understand the different area types and places in detail. This has been undertaken through a combination of desktop analysis, 3D imagery and walking, cycle and public transport-based site visits across the borough to record and observe.

Taken together this work has resulted in a draft Area Types plan, shown to the right.

PRIORITIES FOR THE DESIGN CODE

The analysis has found a number of key priority areas that the Design Code should address.

* **Key Borough-Wide Design Issues** that all development should address: creating healthy environments; integrating high quality open spaces that have amenity value, nature value and can help manage surface water; design of streets that prioritise people; managing the transitions and interfaces between different uses and forms of development.

* **Key Types of Development** that are anticipated and need detailed coding: High Density Mixed Use beyond what is typically seen in the borough today; development that intensifies but can integrate successfully into existing built-up areas ('urban' densities); medium-density residential design.

* **Key Areas of Change** that would benefit from more detailed Design Code consideration: Staines town centre; Sunbury Cross; Stanwell.

NEXT STEPS

This analysis, along with the community views we have gathered and technical input from stakeholders, will inform Stage 2 of the Design Code, where Visions of what future development should aim to achieve will be formulated for key places and area types, in close collaboration with the community and stakeholders. Taken together, this work will inform what is coded for in the Draft Design Code, and at what level of prescription.
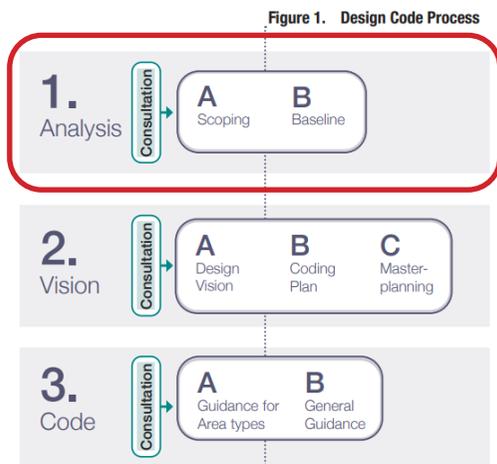
Design Code Areas

- Green Belt
- Inner Suburban
- Suburban
- Village
- Town Centre
- Village Centre
- Retail Park
- Employment - Business Park
- Employment - Light Industrial/Estate

This plan shows a summarised assessment of the area types of Spelthorne. Area types share key urban design characteristics in their existing design, and the potential development that might occur in the future. It is a key output of this stage of work and will form the basis for the next stage of the Code.

Rev	Description	Date

Client:

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Spelthorne Design Code

Design Code Areas

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DRAFT

SPELTHORNE DESIGN CODE

INTRODUCTION

PURPOSE OF THE DOCUMENT

Spelthorne Borough Council is developing a Design Code that will set out the design requirements for proposed new development in the borough. It will ensure that new development is locally supported, sustainable and functions well for all its users.

The Design Code will be used to determine whether planning applications are acceptable in design terms, and will support the emerging Spelthorne Local Plan. It will contain simple, concise, illustrated design requirements for streets, open spaces and buildings. It will also set out expectations for the process to be followed when proposals are designed. It will be based on wide-ranging input including that from the local community, other stakeholders and wider understanding of the places within the borough, to ensure it is locally-supported, robust and can be used in practice.

The first stage of preparing the Design Code is to understand the places of Spelthorne in detail, learning about what makes it distinctive, what the key design-related issues are, and how the design code can enhance and improve the borough in the future.

This report sets out initial information and overviews to build a baseline understanding of the borough and the key design issues facing it. Each section sets out a summary of the information presented, sources of the data and information, and what the information means for the preparation of the Spelthorne Design Code.

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A separate report summarises what has been learnt from the community through initial engagement events
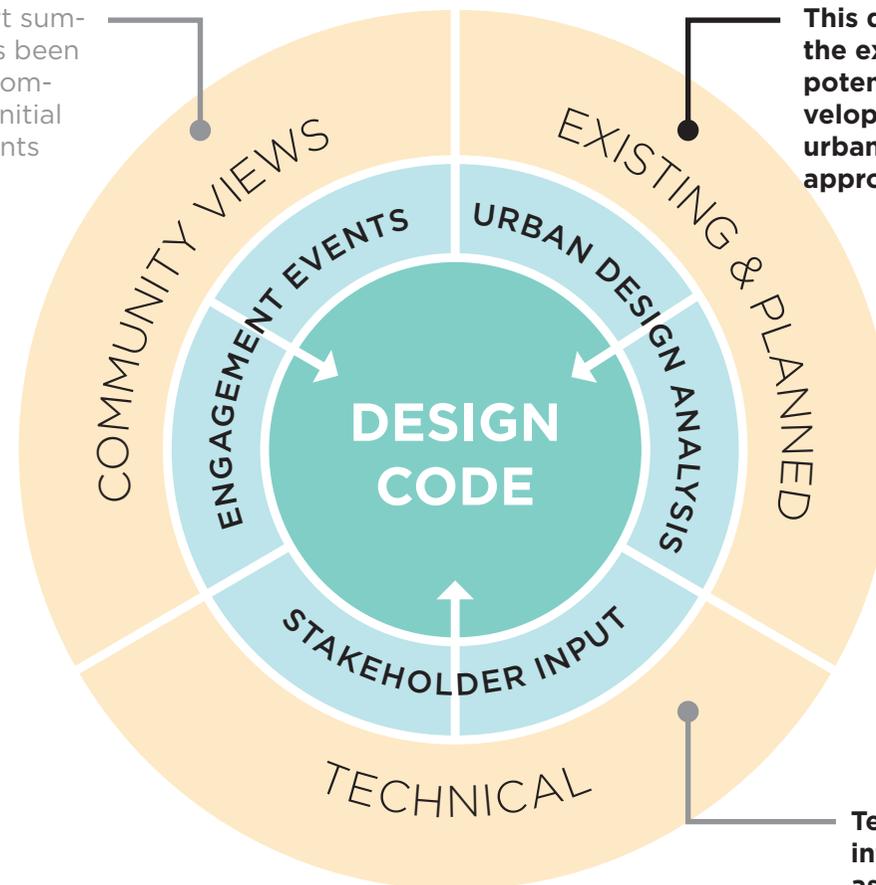
This document looks at the existing place and potential future development through an urban design analysis approach.

Technical input has informed baseline aspects of this report. Requirements and stakeholder inputs for the future are being recorded to inform the next stage of the Code.

The key inputs to a Design Code (outermost ring) and approaches adopted by the Spelthorne Design Code to understand them (middle ring).

Spelthorne Borough Overview
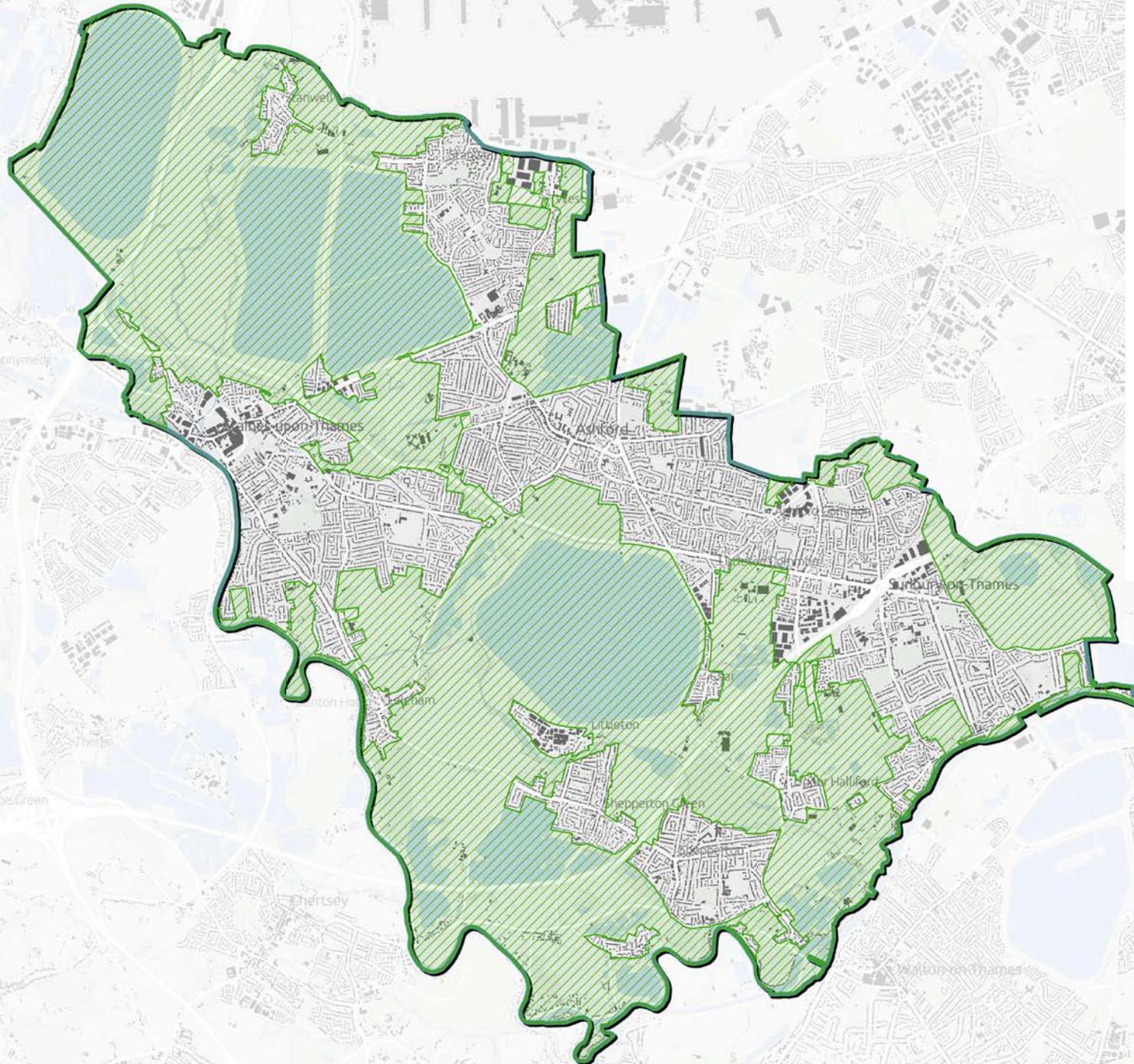
Legend:
- Amended GB Boundaries
- Existing Green Belt
- Spelthorne Borough Boundary
- Buildings
- Surface Water

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SPELTHORNE DESIGN CODE

SPELTHORNE'S IDENTITY AND CHARACTER

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OVERVIEW

Spelthorne is part of 'urban Surrey'. The historic pre-20th century towns and villages have attractive 18th and 19th century architectural, streets, public realm and open space characters that form the core 'sense of place' of the borough.

Much of the borough's distinctiveness and connection with its rural past has been lost during the 20th Century, as it became a part of the continuous London built-up area, and increasingly integrated with its economy and infrastructure needs. Architectural styles and development patterns since 1945 have been less inspired by place and context, and more by prevailing national development styles of the times. This has led to a loss of distinctiveness and sense of place in the built environment. In recent years proximity to London and good transport links have meant higher density and more urban forms of development have become more common.

As following sections will demonstrate, the borough has developed around this series of small historic towns and a set of smaller villages, that have been joined together by an urban fabric of 20th century suburbs that assumed their current extent by the early 1970s. Due to the creation of the Metropolitan Green Belt preventing further sprawl, the borough has largely avoided 1980s-1990s-style cul-de-sac development.

These four types of area set out to the right (historic towns, historic villages, pre/post-WW2 suburbs) thus form the bulk of the built-up area and define the prevailing character.

WHAT DOES THIS MEAN FOR THE CODE?

The borough's location, on the fringe of London, gives it an overall split identity. When it works well, it offers the connectivity, economic and facility benefits of a major city along with the open space and other benefits of the suburbs and countryside. However in other situations it can combine the downsides of being a suburb on the fringes of major city (traffic, major infrastructure, poor/degraded green areas) without the benefits of a city such as high quality public transport or walkable access to facilities and services.

The code could strengthen the identity of the borough, and help bring out the benefits of Spelthorne's location, through:

- ensuring new development considers, reflects and transitions well to existing prevailing development forms

- supporting architecture that reflects a sense of place and history

- embedding the importance of green space and nature in all places

- enabling places that can support local living, good active travel and strong communities

- setting out the key morphological features that make areas distinctive, such as typical plot widths, building setbacks, heights, street sections and other dimensions that can be seen on plot/figure ground diagrams such as those shown to the right

HIGH STREETS AND TOWN CENTRES

Spelthorne's main centres (Staines, Ashford, Shepperton, Sunbury Cross) are based around historic linear high streets with a disparate mix of architectural styles along them as buildings have been replaced over time. With the exception of Sunbury Cross, there is a generally fine grain of buildings and typical height and scale to these important places.

Ashford
High Street
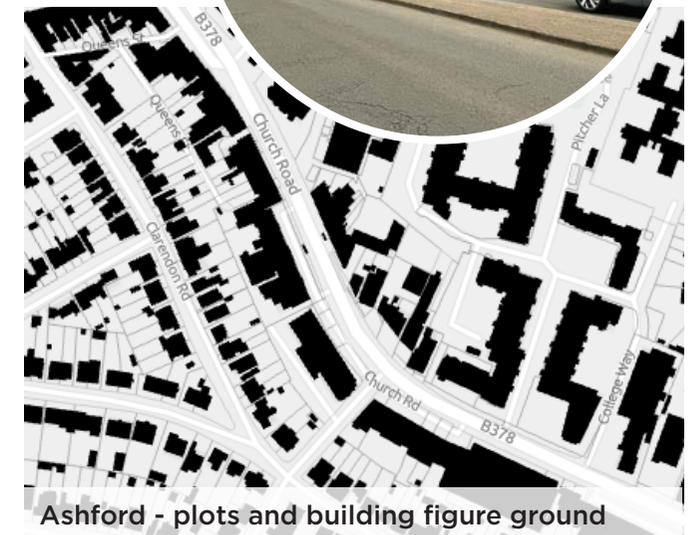
Ashford - plots and building figure ground

HISTORIC VILLAGES

The historic small villages of the borough (e.g. Laleham, Stanwell village, Lower Sunbury) have mostly been absorbed by surrounding suburban development, but retain their historic role as centres and have a character based around small green open spaces, a church and varied 18th-19th century buildings.

Stanwell village

Laleham - plots and building figure ground

PRE-WW2 SUBURBS

Suburban areas primarily built in the Edwardian era and in the earlier part of the Inter-War period share a common character, with small front gardens, terraced or semi-detached homes with attractive detailing and a rigid grid of streets.

Staines-upon-Thames

Ashford - plots and building figure ground

POST-WW2 SUBURBS

Suburban areas built later, up to the mid-1970s, share a similar character with larger front gardens, more space for car parking, mostly semi-detached homes with simpler architecture, and street networks that form a continuous grid but have more variety and changes of direction.

Stanwell

Stanwell - plots and building figure ground

SPELTHORNE DESIGN CODE

SPELTHORNE'S HISTORIC DEVELOPMENT

SUMMARY

The borough is shaped by its combination of historic towns and villages and its rapid suburban development in the inter-war and post-WW2 period. This has produced larges areas of relatively homogenous prevailing suburban character, with focused areas in historic villages and towns which have a more historic, attractive character. Large infrastructure such as the M3 and the Thames Reservoirs serve London and the wider region.

WHAT DOES THIS MEAN FOR THE CODE?

Spelthorne's existing character is largely determined by the period in which it was developed, and prevailing building styles at that time. The Design Code will need to draw out the key characteristics that are valued from these periods whilst also supporting modern, environmentally sustainable development that addresses present and future needs.

WHERE DID THIS DATA COME FROM?

• Ordnance Survey archive mapping (1 inch series)

END OF THE 19TH CENTURY - 1880

Spelthorne at the end of the 19th Century is a largely rural agricultural area, with a series of small nucleated villages (e.g. Ashford, Laleham, Littleton, Stanwell) and a single larger town, Staines.

Staines is a historic settlement with Roman origins, as a historic Roman bridging point on the Thames. The High Street and London Road have Roman origins. The arrival of the railway in the mid-19th Century stimulated the growth of the town and location of some industry - linoleum was manufactured for nearly a century from the mid-1860s.

Many of the villages are surrounded by orchards. There is limited woodland by this point in history, and key routes are already well-defined. Although just off the edge of the plan, Kempton Park racecourse opened in 1878.

Staines village

Stanwell village

Spelthorne Borough Boundary

Spelthorne in 1880

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Rev | Description | Date

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Spelthorne Design Code

Baseline Plans - Historic Maps

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PRE-WW1 - 1909

During the early part of the 20th Century, railway links stimulate the development of suburban commuter areas, particularly around Staines, Ashford and Sunbury stations. These areas share distinctive street layouts and building types.

The increasing interdependence of the area with the needs of London are also seen on maps with the development of the first two Thames Reservoirs to the north of Staines.

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Sunbury-on-Thames - detailed facades

Shepperton - 'villa' type home

Ashford - inner suburban streets

Spelthorne in 1909

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INTER-WAR - 1934

During the inter-war period further suburban development expands Staines, Sunbury, Ashford and Shepperton, all close to railway stations. Building forms are increasingly influenced by 'garden suburb' type development, with larger front gardens, larger plots and small areas of open space incorporated within developments.

'Ribbon development' along main roads is increasingly evident, a common development form in the interwar period.

Significant new infrastructure is evident - an additional reservoir and new electricity pylons serving wider needs.

Sunbury-on-Thames - 'garden suburb' type development

Staines-upon-Thames - detached development

Sunbury-on-Thames - semi-detached development

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Spelthorne Borough Boundary

Spelthorne in 1934

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POST-WW2 - 1959

The immediate pre-war and then post-war period sees a considerable change in the borough, with very significant new suburban development evident on the historic maps. This largely follows the street structure of previous development, and with housing types influenced by 1930s forms, along with large areas of local authority housing developed following the 1947 Town & Country Planning Act.

This period sees the development of a number of distinctive parades of shops as neighbourhood and village centres.

A further embanked reservoir has been constructed (King George VI), and large areas of surface water from gravel extraction are now evident. Aqueducts moving water from reservoirs to the Thames are increasingly evident.

'London Airport' (Heathrow) has been created from a former airfield built under wartime emergency powers to the north.

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Example of local parade of shops - Shepperton

Littleton - semi-detached development

Spelthorne in 1959

Spelthorne Borough Boundary

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INTO THE MODERN ERA - 1970

By the early 1970s, the overall built-up area of Spelthorne is very similar to that of today, with additional growth constrained by the Metropolitan Green Belt, introduced in the early 1960s.

The A308 and A30 roads have been upgraded as major dual carriageway trunk roads. The final embanked reservoir in the north-west of the borough is under construction. Heathrow Airport to the north continues to expand to serve the needs of the capital.

Although following years see the overall built/unbuilt balance of the borough remain fairly constant, continual change happens within the borough, with intensification of key centres, the growth of business areas such as BP's headquarters and Shepperton Studios. Additional infrastructure, tied to the growth of London and the overall south-east region, sees links such as the M3 and M25 define and carve up the borough. Heathrow expansion continues to the north, although transport links with the borough remain poor.

More recent suburban development - Stanwell

Lates 2010s development - Ashford High St

Sunbury Cross

Commercial business park (BP offices)

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Spelthorne in 1970

GREEN AND BLUE INFRASTRUCTURE
WATER

WHAT DOES THE PLAN SHOW?

The plan shows surface water bodies, watercourses and areas of fluvial flood risk.

The southern edge of the borough is bounded by the River Thames, and reservoirs make up 18% of the borough's area. The borough is largely flat, and there are large designated zones where river (fluvial) flooding is a risk.

The reservoirs can cause severance between communities, and prevent views from ground level.

Storm events, of increasing severity due to climate change, can also cause surface water flooding issues. These effects are often localised and difficult to map at a borough level.

River Thames at Sunbury

River Colne in Staines - an underused asset

WHAT DOES THIS MEAN FOR THE CODE?

At a technical level, the Design Code will need to set out how new development can take measures to appropriately mitigate their impact on surface water flows. It may need to consider how fluvial flooding and future changes due to climate change will affect the design of development in areas of risk.

Water is also an important component of high quality placemaking, and development near to water will need to consider how to make the most of Spelthorne's assets through connectivity, access to water for users, and views.

Groundwater and groundwater flows are an area of active interest and as evidence becomes validated and available the Design Code may need to consider it, although any impact this might have on development location or type will be determined by Local Plan policy.

WHERE DID THIS DATA COME FROM?

- Ordnance Survey OpenData - Surface Water Layer
- Surrey County Council - Strategic Flood Risk Assessment (fluvial flooding)

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Spelthorne - Water

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Spelthorne Design Code

Baseline Plans - Water

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Legend:

- Spelthorne Borough Boundary

Flood Risk Areas
- Areas Liable To Flood (20 Year Event)
- Areas Liable To Flood (100 Year Event)
- Surface Water

GREEN AND BLUE INFRASTRUCTURE
GREEN INFRASTRUCTURE

WHAT DOES THE PLAN SHOW?

The plan shows Green Infrastructure assets within the borough, based on national data.

Green infrastructure is a network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities.

It includes parks, open spaces, playing fields, woodlands – and also street trees, allotments, private gardens, green roofs and walls, sustainable drainage systems (SuDS) and soils. It can also include rivers, streams, canals and other water bodies, sometimes called 'blue infrastructure'.

There are a wide range of natural and accessible green spaces in the borough, both within and on the edge of built-up areas to provide space for recreation and access to nature. Some of these spaces and habitats are joined up, often through connected woodland corridors.

Areas such as Ashford, Sunbury Cross and Staines-upon-Thames town centre, although near to large open areas, have little green open space within the built-up areas. Stanwell has some open space and parks although of limited quality.

Other areas, such as Sunbury village, are well-provided with attractive green open spaces which form a key part of their character.

Stanwell Village Park

Sunbury Park

WHAT DOES THIS MEAN FOR THE CODE?

High-quality, accessible green infrastructure in a borough such as Spelthorne is vitally important. The Design Code could set out how different types of development can incorporate these spaces throughout, increasing publicly accessible Green Infrastructure.

In areas where there is a relative lack of open space, it can emphasise its importance in design. In areas where there are opportunities to extend existing networks and habitats, the Design Code can signpost these. New development should connect to existing open spaces as much as possible to further their use and amenity.

In areas of Biodiversity Opportunity, the Design Code should flag to applicants where to find information on incorporating key measures into their schemes.

WHERE DID THIS DATA COME FROM?

- Natural England - Green and Blue Infrastructure Assets
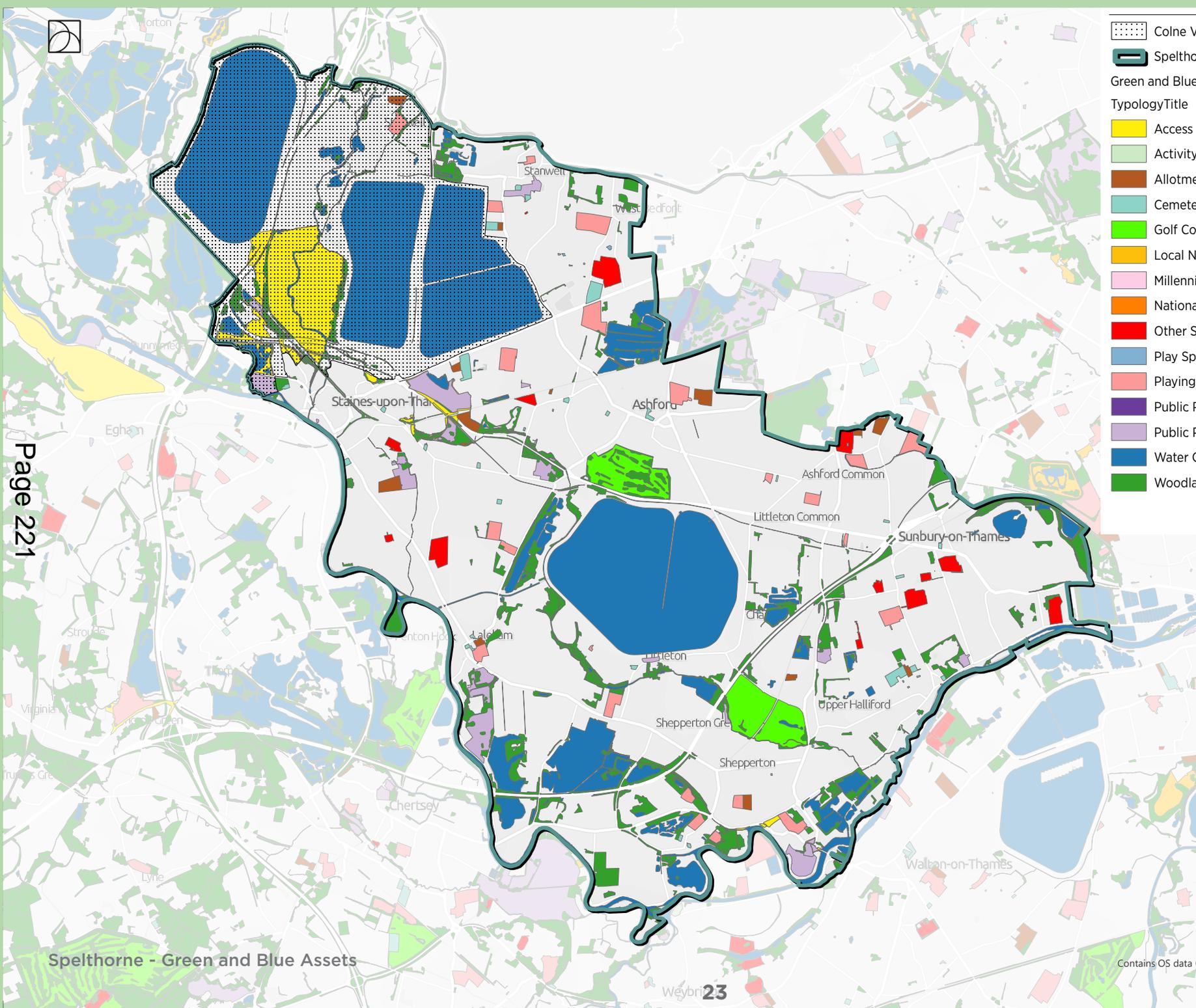
Colne Valley Regional Park

Spelthorne Borough Boundary

Green and Blue Assets

TypologyTitle

- Access Land (Countryside Rights of Way Act)
- Activity Spaces Provision
- Allotments and Community Growing Spaces
- Cemeteries and Religious Grounds
- Golf Course
- Local Nature Reserve
- Millennium or Doorstep Green
- National Nature Reserve
- Other Sports Facilities
- Play Space Provision
- Playing Fields
- Public Park - Country Park
- Public Park - General
- Water Courses and Surface Water Features
- Woodland

Spelthorne - Green and Blue Assets

Rev	Description	Date

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BOROUGH COUNCIL

Spelthorne Design Code

Baseline Plans - Green and Blue Assets

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Drawing Number:	Revision:	Date:
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GREEN AND BLUE INFRASTRUCTURE
PROTECTED ENVIRONMENTS

WHAT DOES THE PLAN SHOW?

The plan shows statutory and policy designations for environmental protection within the borough.

The north of the borough, around Staines Moor and the reservoirs has a range of environmental protections, reflecting its importance as a space for wildlife and ecology.

Many of these areas serve double-duty for wildlife and recreational use, and are valued open spaces for the community.

Elsewhere in the borough, there are opportunities to improve biodiversity and provide new habitats, which new development will need to respond to.

Shortwood Common - Site of Special Scientific Interest (SSSI), Common Land, Biodiversity Opportunity Area

WHAT DOES THIS MEAN FOR THE CODE?

The Design Code can set out approaches for enhancement of biodiversity throughout new development, enhancement of existing networks and spaces, and creation of new habitats.

Measures identified in Biodiversity Opportunity Areas can be highlighted to ensure wider awareness and application.

Many applications will need to demonstrate how they will deliver their statutory obligation for Biodiversity Net Gain (BNG). The Design Code should set out appropriate design opportunities to achieve this.

WHERE DID THIS DATA COME FROM?

- Natural England - Environmental Designations
- Spelthorne Emerging Local Plan - Sites of Nature Conservation Importance
- Spelthorne Emerging Local Plan - Colne Valley Regional Park boundary

Legend:
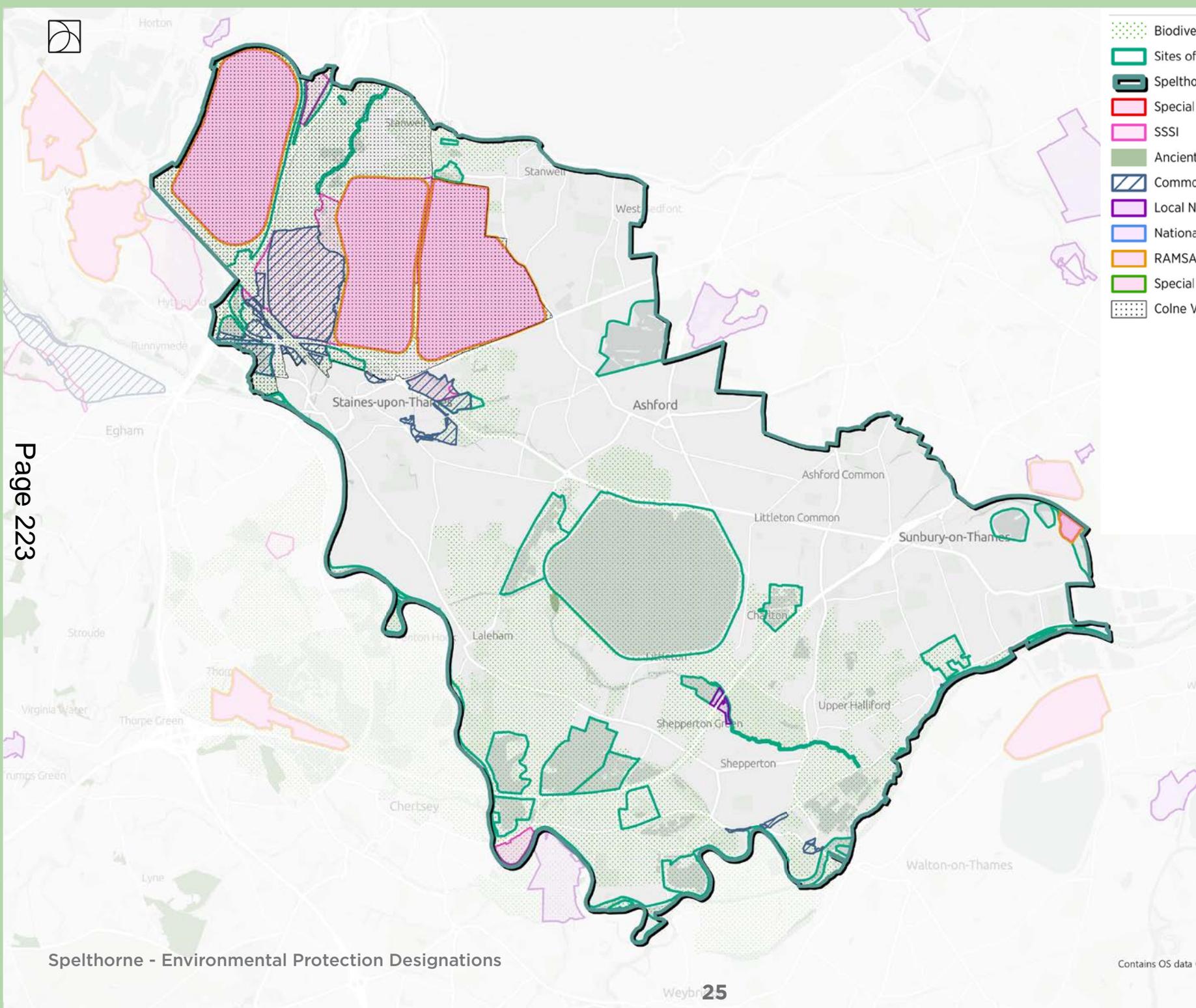
- Biodiversity Opportunity Areas
- Sites of Nature Conservation Importance (LP)
- Spelthorne Borough Boundary
- Special Protection Areas
- SSSI
- Ancient Woodland
- Common Land
- Local Nature Reserves
- National Nature Reserves
- RAMSAR
- Special Areas of Conservation
- Colne Valley Regional Park

Spelthorne - Environmental Protection Designations

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Spelthorne Design Code

Baseline Plans - Green & Blue Assets

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GREEN AND BLUE INFRASTRUCTURE
TOPOGRAPHY

WHAT DOES THE PLAN SHOW?

The plan shows the elevation of the borough above sea level.

Spelthorne is a largely flat borough, gently rising from south to north, reflecting its location in the Thames Valley. This has enabled relatively productive agriculture and then unconstrained development patterns historically.

The embanked reservoirs are very prominent within the surrounding landscape, which can cause intervisibility issues at ground-level and poor place quality in their vicinity. Reservoirs do serve to maintain separation between urban areas and retain their distinctiveness, but also form barriers to movement and connection.

Embankments between Staines Reservoirs

WHAT DOES THIS MEAN FOR THE CODE?

Unlike in some areas, the Design Code will not need to examine in detail development on slopes or areas of complex topography, as this is not a major constraining influence on form, layout and type of development. The visual impacts of development are more localised as there is little raised ground to form view points.

Relatively flat topography can support active travel, particularly cycling, as an attractive mode of transport provided segregated, safe infrastructure is in place.

WHERE DID THIS DATA COME FROM?

• Environment Agency LIDAR Digital Terrain Model (1m)

LIDAR Elevation

79

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Spelthorne Borough Boundary

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Spelthorne Design Code

Baseline Plans - Landscape

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Spelthorne - Topography

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MOVEMENT
STREET NETWORK

Page 226

WHAT DOES THE PLAN SHOW?

The plan shows the layout of streets and roads within the borough.

Spelthorne is well-connected with good rail and road links to the surrounding area, regionally and nationally. This makes it an attractive and convenient place to live and work, but can bring challenges for the design of places, as major roads and railways can create 'severance', making it difficult to cross them. Three major routes - the A30, A308 and M3 define and separate much of the borough from each other.

The layout of many residential areas is on a grid of parallel through streets within a framework of relatively straight main routes. Spelthorne is largely free of extensive cul-de-sac development that can make it difficult to walk and cycle in an area. Many of the streets have very similar characteristics. Older streets tend to lack street trees and verges, whereas post-war streets are more likely to feature these.

Geometric grid of streets (Ashford)

Large dual carriageways with residential and commercial frontages

WHAT DOES THIS MEAN FOR THE CODE?

The Design Code can consider how to reduce the effects of severance and poor environmental quality by major roads in areas of change, such as at Sunbury Cross where major roads, junctions and railways make it difficult to move about.

The Design Code can advocate for development within an efficient grid structure, connecting to existing streets, promoting integration of existing and new places, and reflecting modern best practice for creating attractive, people-friendly streets. Approaces to manage vehicle traffic will need to be considered.

WHERE DID THIS DATA COME FROM?

- Ordnance Survey OpenData - Streets Layer

Spelthorne - Streets
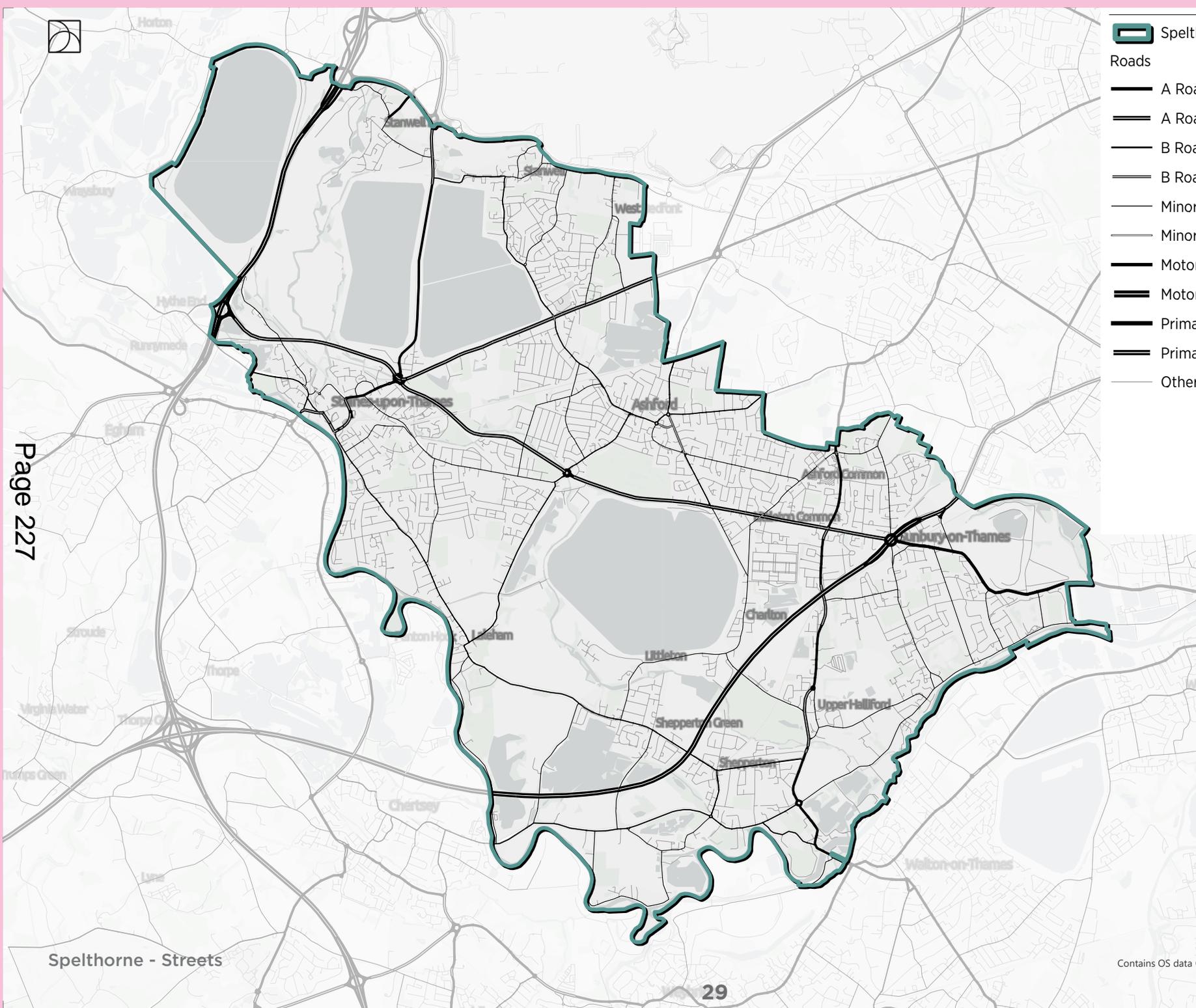
Spelthorne Borough Boundary

Roads

A Road

A Road, Dual Carriageway

B Road

B Road, Dual Carriageway

Minor Road

Minor Road, Dual Carriageway

Motorway access

Motorway

Primary Road

Primary Road, Dual Carriageway

Other Road

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Spelthorne Design Code

Baseline Plans - Water

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MOVEMENT

ACTIVE & SUSTAINABLE NETWORKS

WHAT DOES THE PLAN SHOW?

The plan shows public rights of way, cycling infrastructure and Sustrans National Cycle Network routes within the borough. It also shows bus routes (although not weighted by frequency of bus), bus stops and railway stations.

Due to having good road links and being quite spread out, Spelthorne has a high level of car use, which causes congestion, poor air quality and noise. Options for walking, cycling and using public transport to get about are good in places, but missing in others.

In places such as Staines-upon-Thames, where walking and cycling to the town centre are viable options due to short distances and flat terrain, patchy provision and conflicts with vehicles at junctions and bridges into the town centre make using these modes of travel more difficult than it should be.

There are signposted cycling links between many of the key locations in the borough along a mix of streets.

Public transport provision covers much of the borough but is often infrequent. Getting from west to east can be difficult, as frequent rail services do not cover the gap and run into London, and buses can be variable.

Thames Path in Staines

Staines bus station

WHAT DOES THIS MEAN FOR THE CODE?

The Design Code can flag areas of poor active travel provision and encourage new proposals to address these where possible. Approaches to bridging gaps in provision should be encouraged and demonstrated. The Design Code should align with Surrey County Council's Healthy Streets design code and other emerging transport proposals such as the Spelthorne Local Cycling and Walking Infrastructure Improvement Plan (LCWIP).

Where development is located in areas that are highly accessible by public transport, the Design Code should ensure proposals make the most of this opportunity and are well-connected to public transport infrastructure.

WHERE DID THIS DATA COME FROM?

- Ordnance Survey OpenData - Railways
- OpenStreetMap - Cycling Infrastructure
- OpenStreetMap - Bus Routes
- National Public Transport Access Nodes (NaPTAN) - Bus Stops
- Surrey County Council - Public Rights of Way
- Sustrans Network Data

Legend
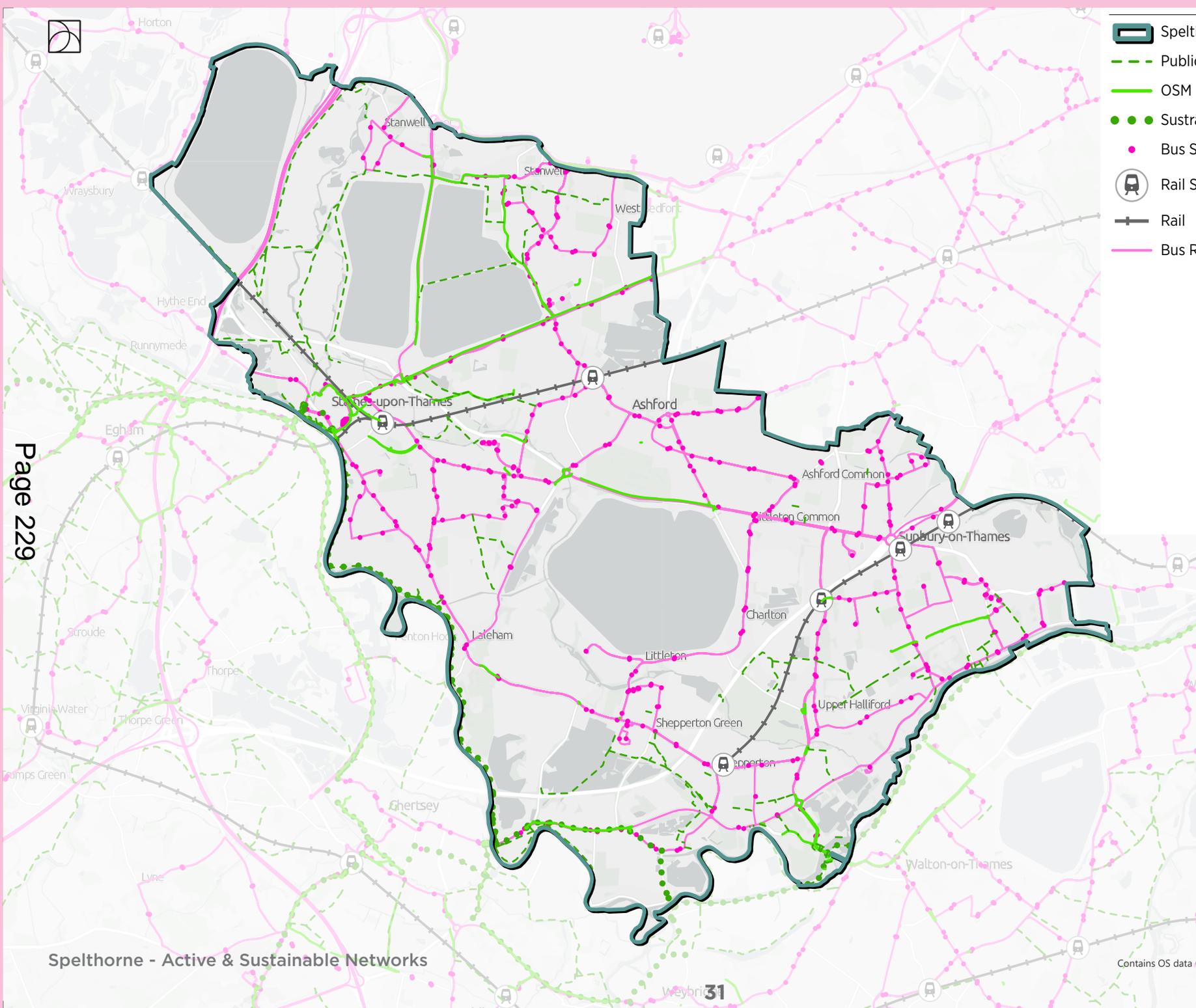
- Spelthorne Borough Boundary
- Public Rights of Way
- OSM Cycleways
- Sustrans
- Bus Stops (NAPTAN)
- Rail Station
- Rail
- Bus Routes

Spelthorne - Active & Sustainable Networks

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Spelthorne Design Code

Baseline Plans - Active/Sustainable Mvm

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BUILT FORM
PLOTS

Page 230

WHAT DOES THE PLAN SHOW?

The plan shows land ownership boundaries from Land Registry data. In most instances in built-up areas these correlate to plots, on which development sits.

The layout of plots is a vital part of understanding and reflecting the character of an area. Spelthorne has large areas of long, thin plots arranged in a rectangular/geometric layout, forming a highly efficient framework within which to define development. In most suburban and inner suburban areas these have characteristic widths and depths.

More historic areas, such as Staines town centre and the villages of the borough have less regular patterns but are still distinctive, and reflect their historic development influences. For example High Street plots are often very long and thin so as to provide as many owners as possible with some retail frontage to a busy high street. Historically the backs of these plots then faced onto countryside.

Modern development has often amalgamated plots to form larger ownership areas.

Regular plots, 7-10m wide, 30-50m deep

Historic plot pattern on Staines High Street, where street frontage width is the most valuable asset for development

WHAT DOES THIS MEAN FOR THE CODE?

The prevailing arrangement and dimensions of plots is an important factor in the character of an area. The Design Code can encourage development to respect this in proposals, and define appropriate dimensions.

WHERE DID THIS DATA COME FROM?

• Land Registry - Plot Boundaries

Legend:
Spelthorne Borough Boundary
Plots (Land Registry)

Spelthorne - Plots and Land Ownership Boundaries

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Spelthorne Design Code
Baseline Plans - Plots

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BUILT FORM

BUILDINGS

WHAT DOES THE PLAN SHOW?

The plan shows the outline of buildings within the borough, known as a 'figure ground'. It shows built coverage of the area.

Areas of larger buildings stand out clearly on the plan. This pattern of buildings is known as the 'urban grain', and fewer, larger buildings is a 'coarse grain'. Areas of many, smaller buildings have a 'fine grain'. It is an important characteristic of an urban area.

'Fine grain' areas are typically residential, suburban or historic town and village centres. They are typically more walkable, human-scaled and are considered more attractive as places. An example would be a comparison of the grain of buildings of Staines High Street against the coarser grain of buildings at Sunbury Cross, another retail centre in the borough. Although other factors contribute to the difference in character, the scale and grain of buildings is crucial.

Page 232
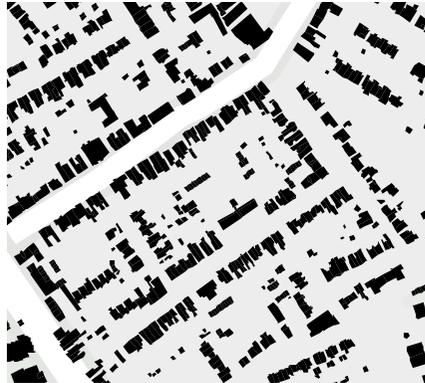
Fine grain
of buildings
(Staines)
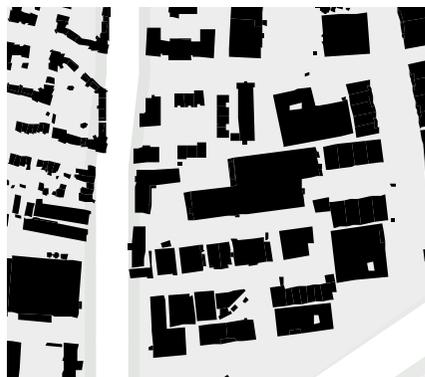
Coarse grain
of buildings
(Sunbury Cross)

WHAT DOES THIS MEAN FOR THE CODE?

The grain of buildings, and proportion of built form to open space, is a major factor in the character of an area. The Design Code can set out how new proposals can successfully respond to the prevailing grain of an area.

WHERE DID THIS DATA COME FROM?

• Ordnance Survey Mastermap - Buildings Layer

Spelthorne - Buildings (figure ground)

Spelthorne Borough Boundary

Buildings

Buildings

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Spelthorne Design Code

Baseline Plans - Building Figure Ground

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BUILT FORM
HEIGHTS

WHAT DOES THE PLAN SHOW?

The plan shows the heights of buildings in the borough up to the base of the roof ('eaves'). Using this measure ensures consistency between building types and their perceived scale, and excludes small items such as tall chimneys which make a less significant difference to a street scene and perceived scale of an area.

Heights across the borough in most areas are broadly consistent at around 2-3 storeys, with 2 storey areas predominating in the suburbs. In town centres heights rise. Ashford High Street rises to around 4 storeys consistently. Sunbury Cross has a range of heights between 3 and 15 storeys, concentrated close to the M3 junction.

Staines town centre is mostly between 3 and 6 storeys, with a few recent developments along the London Road rising to between 10 and 12 storeys. The scheme currently under construction on the former Masonic Lodge is 13 and 15 storeys. An inset of heights within Staines town centre is contained within the 'Area Types' section later in this document.

Centres and areas where commercial uses are concentrated stand out clearly.

Most of the borough is limited in maximum building height to 45m (approx 15 storeys) due to Heathrow Airport safeguarding requirements.

Contrasting building heights at transition (Staines)

Height change blended into context (Ashford)

WHAT DOES THIS MEAN FOR THE CODE?

Heights and scale of buildings is an area of considerable public interest in Spelthorne. Some recent and anticipated development in areas of change such as Staines town centre has focused attention on the scale and relationship of new development to the existing places in which they are built. The Design Code will set out how height (and transitions between heights) can be successfully handled for different development typologies in these areas of change, considering relationship with the street, public realm, overshadowing, long-distance views, amenity of residents and other factors.

Much of the borough, where significant change is not anticipated, has prevailing heights for development which can be respected in future design of proposals. The Design Code can set these out.

WHERE DID THIS DATA COME FROM?

• Ordnance Survey Mastermap - Heights Layer

Spelthorne Borough Boundary

Building Heights

Eaves Height (m)

0.0

39

Spelthorne - Building Heights

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Spelthorne Design Code

Baseline Plans - Heights

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BUILT FORM

FLOOR AREA RATIO

Page 236

WHAT DOES THE PLAN SHOW?

The plan shows calculated Floor Area Ratios across the borough. This is a key measure of built-up area density.

Much of the borough's suburban areas have floor area ratios between 0.4 - 0.8, becoming higher closer to main centres. Town and village centres are evident in the plan as much more intensively developed, reflecting their attractive locations for development.

WHAT IS FLOOR AREA RATIO?

Floor Area Ratio is Floorspace within a plot divided by the plot area, as shown in the diagram above which relates plots, building footprint, heights and floorspaces (all previous layers set out in this report).

Higher values of Floor Area Ratio mean a plot is more intensively developed.

$$FAR = \frac{Floorspace\ Area}{Plot\ Area}$$

The same Floor Area Ratio can be delivered in different ways

WHAT DOES THIS MEAN FOR THE CODE?

Floor Area Ratio is a key measure of how 'built-up' a place feels. As demonstrated in the figure to the bottom left, there are many ways of achieving the same Floor Area Ratio in the design of a new development, and the Design Code can demonstrate this.

The Design Code can also set out appropriate values of Floor Area Ratio in different parts of the borough to assist developers in bringing forward appropriate proposals.

WHERE DID THIS DATA COME FROM?

- Land Registry - Plot Boundaries
- Ordnance Survey Mastermap - Buildings Layer
- Ordnance Survey Mastermap - Heights Layer

Spelthorne Borough Boundary

Plots (Land Registry)

Floor Area Ratio

Low

Up to 0.4

Up to 0.8

Up to 1.5

Up to 2.5

More than 2.5

Spelthorne - calculated Floor Area Ratios

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Baseline Plans - Floor Area Ratio

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BUILT FORM

RESIDENTIAL DENSITY

WHAT DOES THE PLAN SHOW?

The plan shows calculated residential density across the borough, calculated in terms of 'dwellings per hectare' (dph). This is a different measure of density of development to Floor Area Ratio, and is commonly used by the development industry and in planning.

In the context of Spelthorne, dwellings per hectare can be a misleading measurement of how density feels in reality, and the type of places it delivers, as it does not account for the type of homes being delivered (e.g. is it 1-bed or 4-bed?).

Much of the borough's suburban areas have a density of between 30-50dph, with higher densities seen in older (pre-WW2) areas, and around the villages in the south of the borough. In more recent developmments and town centres it is considerably higher, reflecting the intensification of built-up areas since outward growth was prevented by the Green Belt.

Development at approximately 150dph (Ashford)
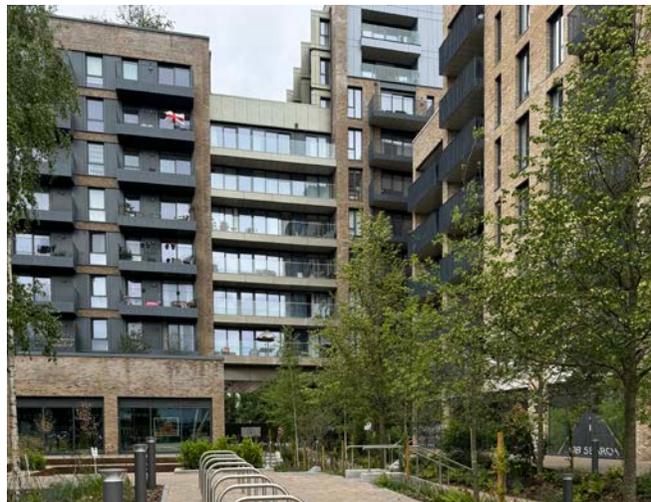
Development at approximately 350dph (Staines)

WHAT DOES THIS MEAN FOR THE CODE?

The analysis is helpful in that it has demonstrated that some recent and anticipated developments are at very high gross densities that are beyond what currently exists in the borough. This further supports a rationale for strong design coding for these types of development as they will change the existing character of the areas in which they are built.

WHERE DID THIS DATA COME FROM?

- Ordnance Survey OpenData - AddressPoint
- Office for National Statistics - Census 2021 Output Area Boundaries

Density

Density (gross dph, OA)

- 0 - 10
- 11 - 25
- 26 - 38
- 39 - 64
- 65 - 150
- 151 - 220

Spelthorne Borough Boundary

Surface Water

Spelthorne - calculated Residential Densities
(dwellings per hectare/dph)

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Spelthorne Design Code

Baseline Plans - Densities

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BUILT FORM

HERITAGE ASSETS

WHAT DOES THE PLAN SHOW?

The plan shows listed buildings, statutorily protected heritage assets, locally listed buildings of community importance and Conservation Areas.

Clusters of listed buildings are seen in and around Conservation Areas, and correspond to the historic villages of the borough seen in the 1880 map earlier in this report. This reflects the importance of an 'ensemble' of buildings and other components forming a key part of valued historic environment, and reinforces the importance of design coding in setting out what parameters are important in the development of places overall.

Staines village Conservation Area

Sunbury village Conservation Area

WHAT DOES THIS MEAN FOR THE CODE?

The Design Code should signpost towards Conservation Area appraisals as a key guide to the existing character of these areas.

Existing heritage assets and Conservation Areas, concentrated in some of the most historic areas of the borough, can provide important design cues as to what makes a positive contribution to townscape. Typically their success as places is about how the individual components (e.g. buildings, public realm, planting, open spaces and trees) relate to one another holistically, rather than individual examples of architecture.

Conservation Areas in proximity to areas of potential change (e.g. Staines) should be given particular emphasis in detailed coding. Successful transitions between these areas and new proposals are important in retaining their character.

WHERE DID THIS DATA COME FROM?

- Historic England - Listed Buildings, Scheduled Ancient Monuments, Historic Parks and Gardens
- Spelthorne Borough Council - Conservation Area Boundaries (draft for consultation as of August 2024)
- Spelthorne Borough Council - Locally Listed Buildings

Page 240

Legend
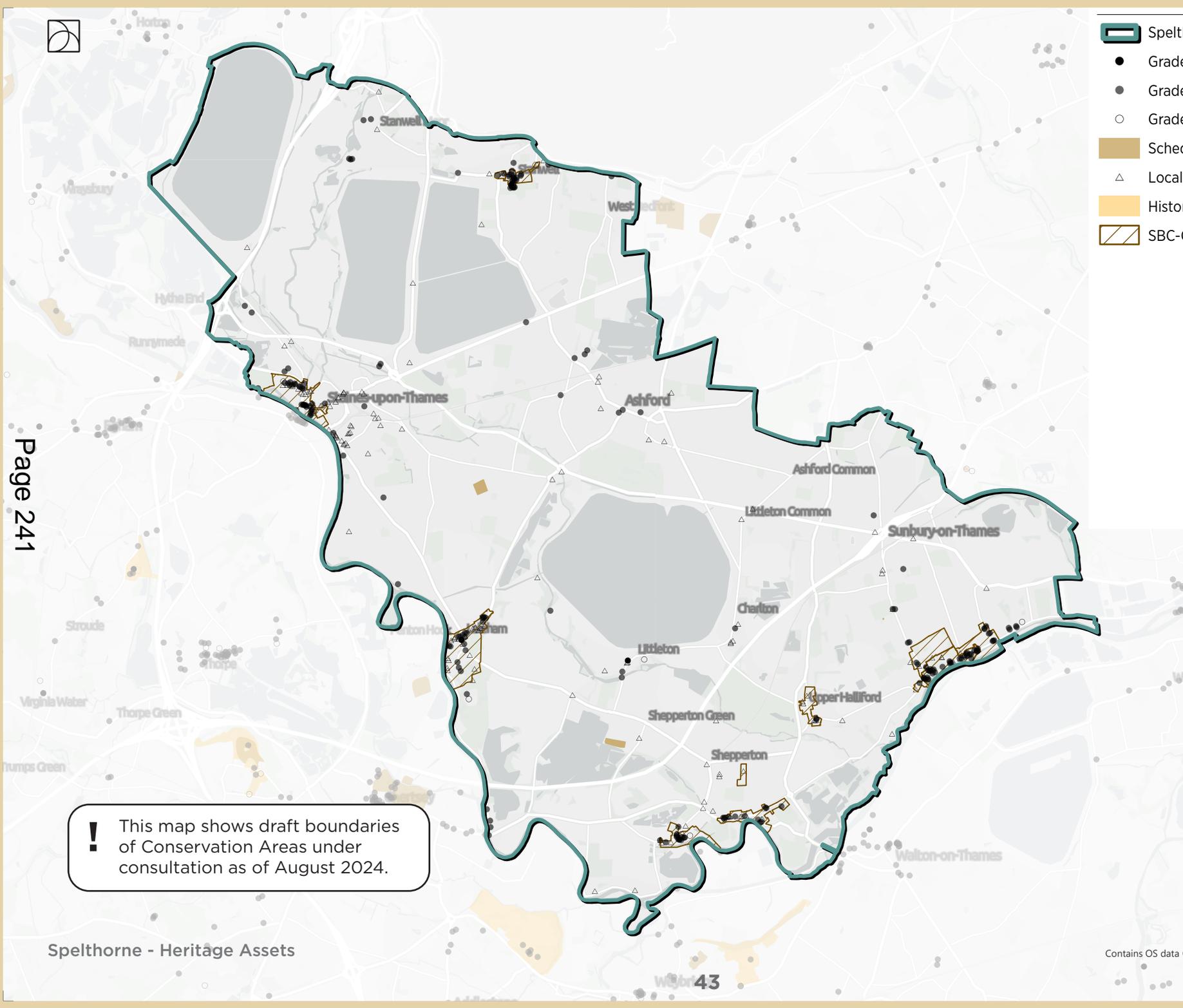
- Spelthorne Borough Boundary
- ● Grade I Listed
- ● Grade II Listed
- ○ Grade II* Listed
- ▨ Scheduled Ancient Monuments
- △ Locally Listed Buildings
- ▨ Historic Parks and Gardens
- ▨ SBC-ConservationAreas

This map shows draft boundaries of Conservation Areas under consultation as of August 2024.

Spelthorne - Heritage Assets

43

BUILT FORM
ARCHITECTURE

Page 242

WHAT DOES THE PLAN SHOW?

The plan shows a selection of architecture observed across the borough, with some context as to when they were developed.

Spelthorne's prevailing architecture is divided into three clear periods:

- **Historic towns and villages**, 18th/19th Century, with a mixture of Surrey village vernacular styles and a small number of Georgian buildings in characteristic classical style
- **Early 20th century to mid-1930s/pre-WW2**, predominantly terraced or semi-detached 'villa' style homes with rich detailing and brickwork using multiple types of brick, reflecting mostly 'national' styles prevailing at the time
- **Post-1945 to mid-1970s**, typically semi-detached with simple detailing and materiality, again reflecting mostly 'national' or 'mass-produced' styles prevailing at the time

The bulk of residential development is low-rise (2/3 storey) houses rather than apartment buildings.

Following these historic periods there is a more limited number of recent developments, which are predominantly apartments at higher densities. These are typically of contemporary design, reflecting what is being built elsewhere in the south-east of England, with limited detailing, simple brick facades and metal balconies.

MATERIALS AND DETAILING

Selection of historic materials and detailing:

Roof decoration and prominent chimneys

Dormer windows and brickwork detailing

Arch-top windows Prominent porches

Bay windows

Rich palette of materials and bricks

Georgian architecture

WHAT DOES THIS MEAN FOR THE CODE?

The Design Code will need to strike a balance between emphasising those architectural features that help to define and strengthen the sense of place in Spelthorne (and its constituent places), and allowing change and innovation. The Code can set out typical materials and features to provide inspiration and a 'library' of background information on the existing built form.

Successful design is about more than just external architectural appearance, which is often a matter of taste, whether it be traditional or contemporary. However applicants should demonstrate why they have chosen the style and exterior architecture of their proposals through a clear design process explanation that refers to the surrounding context and how it has influenced the resulting design.

WHERE DID THIS DATA COME FROM?

- Site visits and observations

21st century - higher density typologies

Pre-WW1 - decorative architecture, terraced and semi-detached 'villas'

Historic village - mix of vernacular forms and neo-classical buildings

Inter-war / post-WW2 - pattern book semi-detached homes

Pre-WW1/Inter-war - decorative architecture, terraced and semi-detached 'villas'

18th/19th Century historic villages including Georgian-style architecture

Spelthorne Borough Boundary

Horton
Wraysbury
Runnymede
Staines-upon-Thames
Ashford
Ashford Common
Littleton Common
Sunbury-on-Thames
Charlton
Littleton
Upper Halliford
Shepperton Green

Spelthorne - Architecture and Character

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PEOPLE & PLACES
LAND USE

Page 244

WHAT DOES THE PLAN SHOW?

The plan shows classifications of land use in the borough.

The borough's built-up area is largely devoted to residential use, with centres evident.

Light industrial uses are located next to major roads or close to Heathrow. There remain some quarries within the borough, and scattered agriculture within the Green Belt.

Areas with high diversity of land uses (e.g. Stanwell, Sunbury Cross), have a wide variety of interfaces between different land uses where there could be conflicts that need to be managed through design.

WHAT DOES THIS MEAN FOR THE CODE?

Allocation of land use is a matter for the Local Plan. However the Design Code can demonstrate how development abutting a different land use (e.g. residential adjacent to industrial) can successfully handle the relationship. In Spelthorne many of the potential conflicts (e.g. noise, overlooking, smells) between different land uses are at local scale (e.g. within mixed use areas in town centres).

Mix of land uses near Heathrow (left) - industrial, storage, open space, residential, education, sewage treatment, quarries

WHERE DID THIS DATA COME FROM?

- OpenStreetMap - Land Use Layer

Spelthorne - Land Uses

Legend:
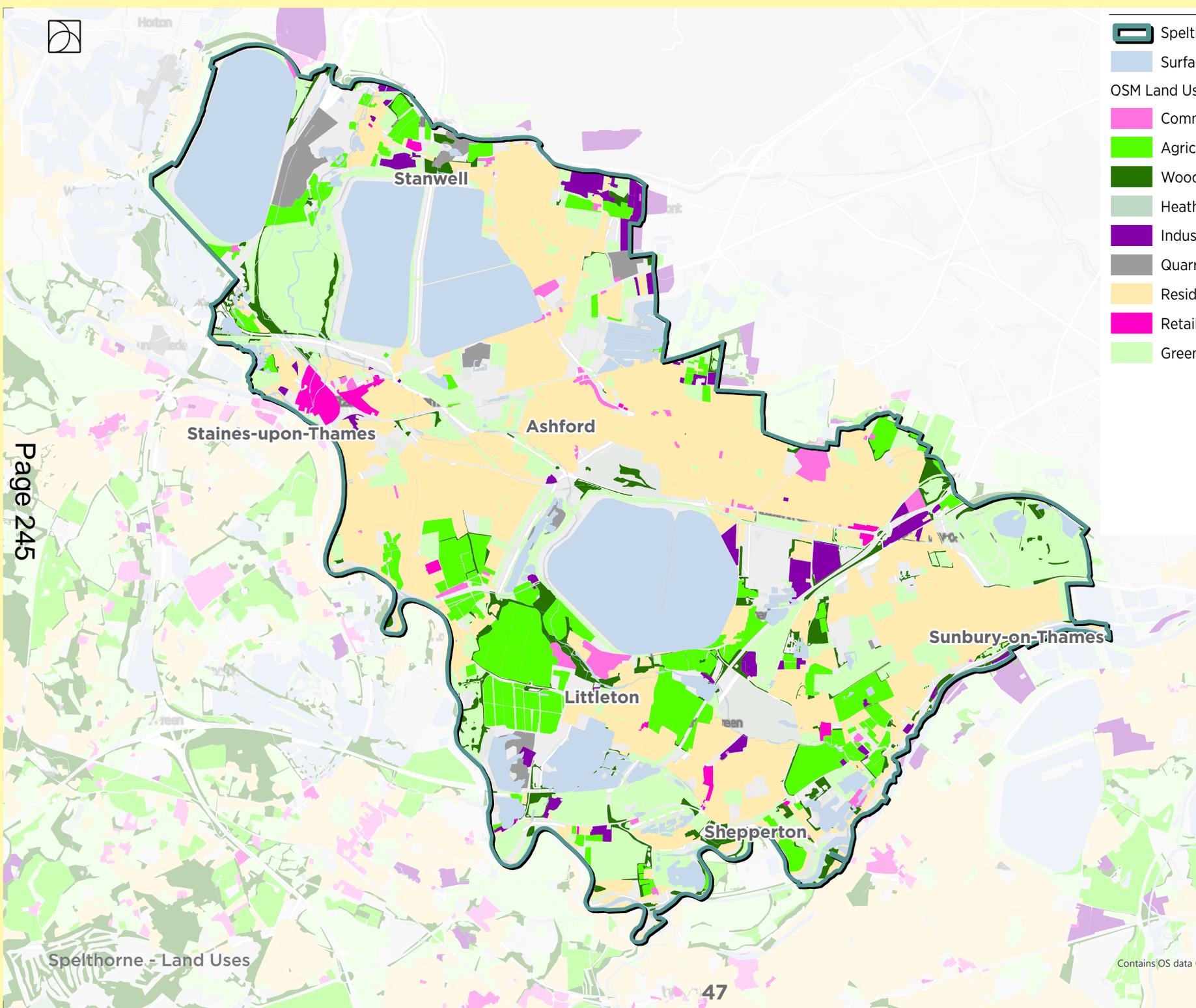
- Spelthorne Borough Boundary
- Surface Water

OSM Land Use
- Commercial
- Agriculture
- Woodland
- Heath
- Industrial
- Quarry
- Residential
- Retail
- Green Spaces

Map labels: Stanwell, Staines-upon-Thames, Ashford, Sunbury-on-Thames, Littleton, Shepperton

Rev	Description		Date

Client:

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Spelthorne Design Code

Baseline Plans - Land Use

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1:40,000	**OR**	-	**HA**

0   1,600 m

Drawing Number:	Revision:	Date:
SPEL04-008	-	**27.06.2024**

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PEOPLE & PLACES
HIGH STREETS

WHAT DOES THE PLAN SHOW?

The plan shows the location of the main High Streets in the borough.

Spelthorne's High Streets are key locations for the function, vitality and identity of the borough. The main centre, Staines-upon-Thames, has a thriving High Street which is pedestrianised along its core length. Others remain busy streets for vehicles as well as people.

Staines and Ashford are the major high streets, and are the most historic, seen as well-developed by the end of the 19th Century. Shepperton and Sunbury Cross develop further in the Inter-War and post-War period.

Although these streets tend to have some common characteristics along their length such as height ranges and street widths, they vary in architectural style, uses and even grain (width) of building frontage. This can give them a very disparate or undefined character, which can give them a more run-down appearance than their overall economic vitality deserves. This is coupled with significant vehicle traffic, poor air quality and a general lack of street trees or quality public realm.

Although there is considerable potential for improvement, it should be remembered that these are vital places for the identity of the towns of Spelthorne, and change should be carefully managed, retaining what makes them successful.

STAINES HIGH STREET FROM SOUTHWEST

Towards London

Apartments and peripheral retail area

Core retail area (pedestrianised)

Offices and peripheral retail area

To Staines Bridge

WHAT DOES THIS MEAN FOR THE CODE?

High streets are often the core of a town centre and the identity of places. The Design Code cannot control all aspects of what makes them attractive and successful, but can ensure proposals along these streets are aware of their role in their continued quality and vitality. This includes the interface with the public realm, any public realm they are responsible for, the scale and grain of proposals and the design of frontages, including shop fronts. The Design Code can only control changes that require planning permission. It should be noted that many changes within high streets are allowed by permitted development (PD) rights.

The Design Code should reflect Surrey County Council's Healthy Streets design coding, and emerging plans for street and public realm improvements in these key locations.

WHERE DID THIS DATA COME FROM?

•   High Street site visits

Spelthorne Borough Boundary

STAINES-UPON-THAMES

ASHFORD

SUNBURY CROSS

SHEPPERTON

Spelthorne - High Streets

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Spelthorne Design Code

Baseline Plan

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PEOPLE & PLACES
COMMUNITY FACILITIES

WHAT DOES THE PLAN SHOW?

The plan shows a range of primary community facilities within the borough - schools, healthcare facilities and supermarkets.

Some areas of the borough have clear clusters of facilities (e.g linearly in Ashford), and others are relatively sparse (e.g. around Stanwell). New development has an opportunity to incorporate a selection of facilities (e.g. local retail) which could enhance their local area.

Spelthorne Leisure Centre (under construction)

WHAT DOES THIS MEAN FOR THE CODE?

Provision of community uses is a matter for the Local Plan. The Design Code can set out how existing uses such as supermarkets or retail can be successfully incorporated into mixed-use proposals which also incorporate residential and other community or commercial uses.

WHERE DID THIS DATA COME FROM?

- GOV.UK OpenData - Schools
- NHS Digital - Hospitals, GPs, Pharmacies
- Geolytix Open Data - Supermarkets

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Legend
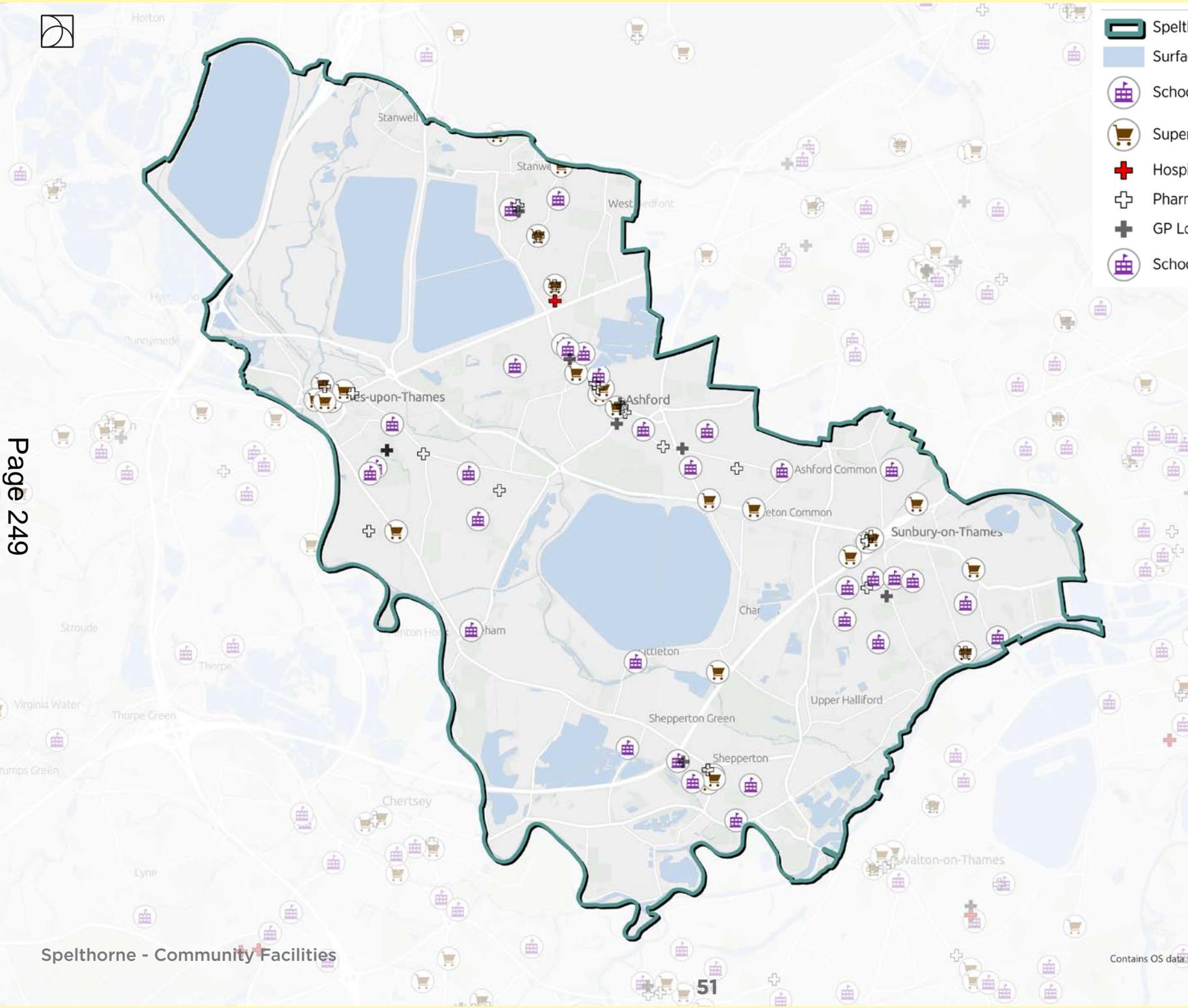
- Spelthorne Borough Boundary
- Surface Water
- Schools
- Supermarkets
- Hospitals
- Pharmacies
- GP Locations
- Schools

Spelthorne - Community Facilities

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Spelthorne Design Code

Baseline Plans - Social Infrastructure

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PEOPLE & PLACES
DEPRIVATION

WHAT DOES THE PLAN SHOW?

The plan shows the Office for National Statistics' Index of Multiple Deprivation, which measures a range of indicators to understand relative deprivation in the population across the UK.

Like most boroughs, Spelthorne has areas of comparative affluence and deprivation. Areas closer to rail links into London tend to be less deprived, and areas closer to the River Thames are also more affluent.

Closer to Heathrow, and around the M3 (especially in Sunbury Cross), there are areas of higher deprivation.

WHAT DOES THIS MEAN FOR THE CODE?

Good urban design can contribute towards lessening inequality and deprivation in areas, in combination with other focused policies

The Design Code should encourage proposals to be mindful of the reasons for deprivation in local areas and encourage all new development to create safe, attractive, walkable places that can encourage community interaction, pride in place, inclusion and accessibility for all groups.

WHERE DID THIS DATA COME FROM?

- Office for National Statistics - Index of Multiple Deprivation (IMD)

Sunbury Cross (top) and Stanwell (bottom) - areas of higher deprivation in the borough

Page 250

Legend
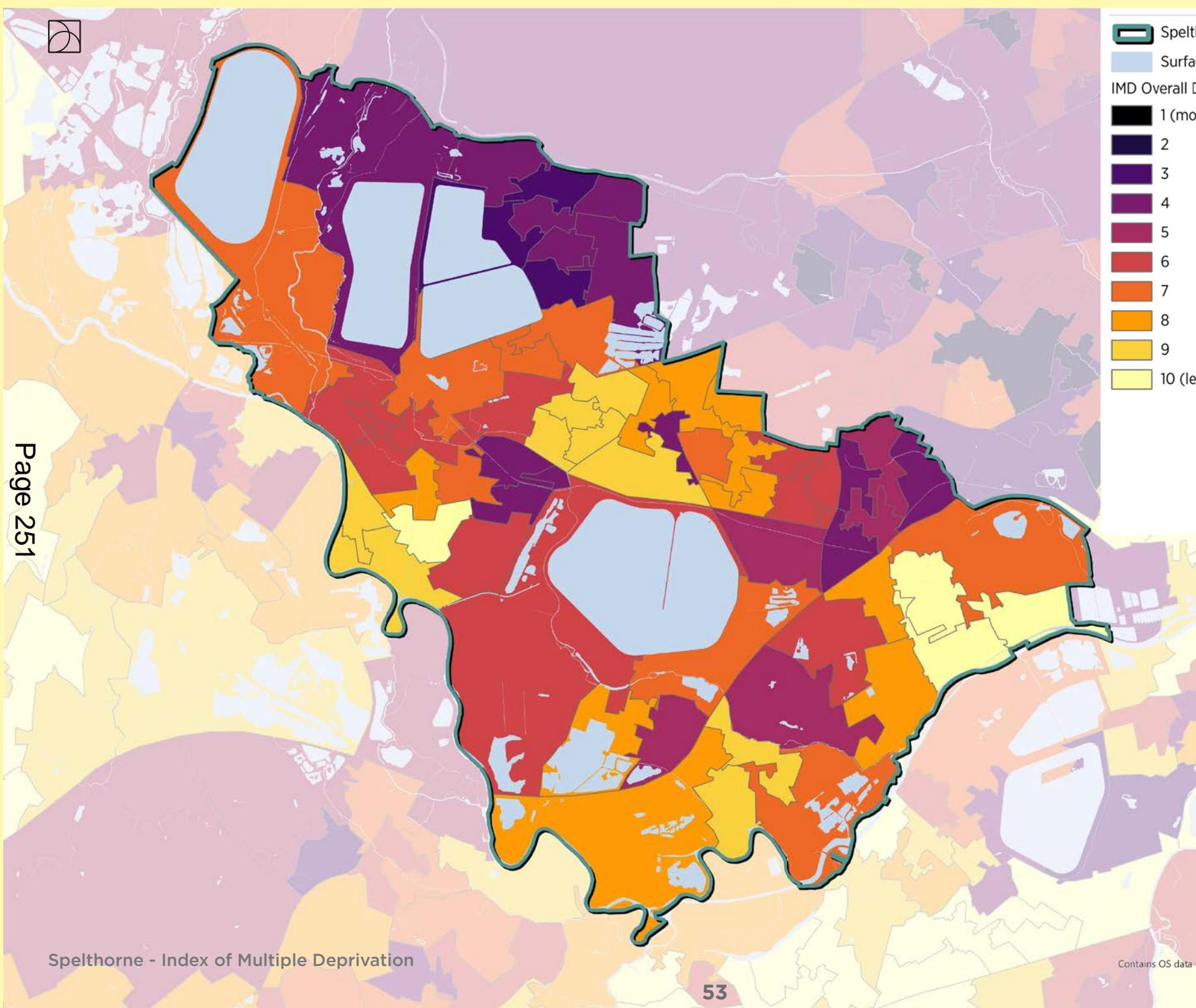
- Spelthorne Borough Boundary
- Surface Water

IMD Overall Decile

- 1 (most deprived)
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10 (least deprived)

Rev | Description | Date

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Spelthorne Design Code

Baseline Plans - Deprivation

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Spelthorne - Index of Multiple Deprivation

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PEOPLE & PLACES
HEALTHY ENVIRONMENTS

WHAT DOES THE PLAN SHOW?

The plan shows the Access to Healthy Assets and Hazards Index (AHAH) from the Consumer Data Research Centre, a collaboration between UCL, Oxford, Liverpool and Leeds Universities. The index measures a range of indicators that contribute to whether a place is healthy to live in. These are summarised on the right.

Planning and urban design can make a significant contribution to how healthy a place is to live. In addition to the metrics set out in the AHAH index, there are a range of other factors within the control of the planning system which can have significant impacts on people's health, summarised below right.

The plan shows that areas closer to Heathrow and with higher levels of deprivation are generally the least healthy environments. Staines town centre and Ashford town centre perform poorly, due to a combination of poor air quality, lack of green space and prevalence of fast food, gambling and tobacco outlets.

Many of the borough's suburban areas perform comparatively well, although with room for improvement.

WHAT DOES THE INDEX MEASURE?

- **Retail environment** (access to fast food outlets, pubs, tobacconists, gambling outlets),

- **Health services** (access to GPs, hospitals, pharmacies, dentists, leisure services),

- **Physical environment** (Blue Space, Green Space),

- **Air quality** (NO_2, PM10, SO_2).

WHAT ELSE IS IMPORTANT IN CREATING A HEALTHY PLACE?

- **Good quality active travel provision**

- **Walkable neighbourhoods**

- **Healthy, adaptable homes for all stages of life**

WHAT DOES THIS MEAN FOR THE CODE?

Good urban design, architecture and landscape architecture is intrinsically linked to the creation of healthy environments, both physically and mentally. Historically Spelthorne has been developed as an area that offered the potential of a healthy place to live - close to London but with access to open space, fresh air and good homes.

A focus on using good design to create places that are healthy, active and inclusive could be a defining theme for the design code, encouraging all proposals to demonstrate their approach to creating such environments at all scales.

WHERE DID THIS DATA COME FROM?

- Consumer Data Research Centre - Access to Healthy Assets and Hazards Index (blend of multiple data sources)

Legend — Access to Healthy Assets and Hazards Index

- Spelthorne Borough Boundary
- Surface Water

Access to Healthy Assets and Hazards Index
- 1 - 11 (healthiest)
- 12 - 21
- 22 - 31
- 32 - 41
- 42 - 51
- 52 - 60
- 61 - 70
- 71 - 80
- 81 - 90
- 91 - 100 (least healthy)

Spelthorne - Access to Healthy Assets and Hazards Index

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Spelthorne Design Code
Baseline Plans - Healthy Environment

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THE FUTURE
FUTURE DEVELOPMENT

Page 254

WHAT DOES THE PLAN SHOW?

The plan shows allocated sites within the Spelthorne Emerging Local Plan. This is at Regulation 19 Stage and has been submitted to the Planning Inspectorate for Examination.

Although the Local Plan is not yet adopted, and may be subject to change, it nevertheless serves as a guide to what development types and locations may be expected to come forward within Spelthorne in the future.

This information is explored further over the following pages, to answer the two questions on the right.

- **What types of development are anticipated?**

- **Where is development anticipated?**

WHAT DOES THIS MEAN FOR THE CODE?

Areas and development types where most activity is anticipated should be prioritised in the development of the code, for the code to have maximum effect.

The anticipated location and types of development being planned for are vital to understand to set the content and priorities for the Design Code. For example, coding for higher density mixed use residential development will be important as it is a key component of the spatial strategy in the emerging Local Plan, whereas there is little anticipated pressure for warehouse & logistics development.

WHERE DID THIS DATA COME FROM?

- Emerging Spelthorne Local Plan

Legend

- Spelthorne Borough Boundary
- Buildings
- Surface Water

Allocations - Draft

Allocations Gross Density (dph)

- Med-Low Density (up to 45dph)
- Medium Density (46-80 dph)
- Medium-High 'Urban' Density (81-120dph)
- High Density (121-220dph)
- 'New' Highest Density (Over 220dph)

Spelthorne - Emerging Local Plan Allocations and proposed gross densities (dwellings per hectare/dph)

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Spelthorne Design Code

Allocation Densities

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THE FUTURE

KEY DEVELOPMENT TYPES

OVERVIEW

This section sets out what development types are anticipated in Spelthorne, based on the Emerging Local Plan and an analysis of recent development.

This analysis can help prioritise the content of the Design Code, concentrating on those areas where clear parameters would assist in addressing emerging issues, or where they can encourage excellence in design and help achieve key objectives of policy.

* Floor Area Ratio calculation is a high-level estimate based on application of Nationally Described Space Standards, typical parking standards and provision type, circulation requirements and any measure of mixed use provision. It is for indicative and comparison purposes only.

'NEW' HIGHEST DENSITY MIXED USE

A number of allocations and recent developments call for development at densities higher than seen in the borough at scale to date. These developments have the potential to change the character of areas such as Staines town centre, although they can also deliver high quality, sustainable and attractive places. They can be delivered in a number of different ways. Careful design coding will be needed to ensure the right balance is found for Spelthorne.

Residential density range
250-450dph

Typical housing type
1-2 bed apartments

Includes mixed-use/commercial provision?
Yes

Potential Floor Area Ratio*
3-4.5

Anticipated locations
Staines town centre, Sunbury Cross

Key design issues
Amenity for residents, heights and scale, appropriate development typology, relationship with street, change in existing character of place, green infrastructure provision, surface water handling, car parking.

CAMDEN COURTYARDS
(SHEPPARD ROBSON)

LANTERNS COURT
(SQUIRE + PARTNERS)

HIGH DENSITY MIXED USE

A number of allocations and recent developments call for development at high densities but within the boundaries of what is already seen in Spelthorne. They can be delivered in a number of different ways and can blend successfully with the context. Careful design coding will be needed to ensure the right approach is found for Spelthorne.

Residential density range
150-220dph

Typical housing type
1/2/3 bed apartments

Includes mixed-use/commercial provision?
Yes

Potential Floor Area Ratio*
2-2.5

Anticipated locations
Staines town centre, Sunbury Cross, Ashford town centre

Key design issues
Amenity for residents, heights and scale, impact on street, provision of mixed use in right place, green infrastructure provision, surface water handling, car parking.

THE SCENE (PTE)

CITY PARK WEST PTE

OTHER DEVELOPMENT CODING PRIORITIES

In addition to the development types set out on this page and the following, there are other areas of potential change in Spelthorne that could be included in a code.

Redevelopment / intensification and mixed use provision at existing 'big box' retail parks

Transformation of major dual carriageways and busy roads into more people-centred environments

High quality landscape and open space design throughout new development
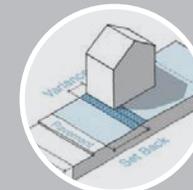
Setting out clear, simple rules for extensions (85% of applications) and single dwellings (10% of applications, using existing Development Management guidance

Page 258

MEDIUM-HIGH 'URBAN' DENSITY RESIDENTIAL

This type of development sees urban densities above what is typically seen in most British towns and cities outside of London, which can deliver excellent amenity and quality of life for residents, sustainable development patterns, while blending successfully with their surrounding context.

Residential density range
80-120dph

Typical housing type
Mix of 1/2/3 bed apartments, duplexes, terraced homes

Includes mixed-use/commercial provision?
Typically small-scale

Potential Floor Area Ratio*
1-1.5

Anticipated locations
Staines town centre, Sunbury Cross, Ashford town centre, Shepperton town centre, Stanwell

Key design issues
Parking provision, shared amenity space provision, ensuring appropriate transition to surroundings, surface water handling.

CHOBHAM FARM (PTE)

PARK VIEW MANSIONS (HAWORTH TOMPKINS)

MEDIUM DENSITY RESIDENTIAL

This level of density is at the upper end of typical densities possible with houses in urban areas. It requires careful design of car parking, arrangement of homes to ensure privacy, but can fit well into an environment such as Spelthorne with good design and consideration of detail.

Residential density range
55-80dph

Typical housing type
Some apartments, mostly terraced homes

Includes mixed-use/commercial provision?
Typically no

Potential Floor Area Ratio*
0.75-1

Anticipated locations
Sunbury Cross, Stanwell, Sunbury-on-Thames

Key design issues
Parking provision, amenity and overlooking for residents, high quality public realm and streets, green infrastructure provision

EDDINGTON
(PTE)

ABODE, NEWHALL
(PROCTOR & MATTHEWS)

LOW-MEDIUM DENSITY RESIDENTIAL

This level of density is typical for edge of settlement suburban development. With good design at the upper end of the density range it can create places that prioritise people over cars and support an efficient use of land, but without appropriate design consideration can become generic 'housing estates'.

Residential density range
35-45dph

Typical housing type
Mix of semi-detached, detached and some terraced homes

Includes mixed-use/commercial provision?
Typically no

Potential Floor Area Ratio*
0.4-0.6

Anticipated locations
Edge of settlement, Stanwell, Sunbury, Upper Halliford, Staines/Laleham

Key design issues
Parking provision, high quality public realm and streets, green infrastructure provision, efficient layouts, distinctiveness

THE AVENUE
(PTE)

ASHFORD
(CZWG)

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THE FUTURE
LOCATIONS OF CHANGE

Page 260

WHAT DOES THE PLAN SHOW?

The plan shows zoomed insets of three areas within Spelthorne:

- Staines-upon-Thames town centre

- Sunbury Cross

- Stanwell

Each zoomed inset as earlier shows allocated sites within the emerging Spelthorne Local Plan. Although the Design Code does not rely on the Local Plan being in place, it is a good guide as to what development may come forward and might need to be considered in design terms.

These three areas are the anticipated focus for new development in the borough. In the case of Staines and Sunbury Cross, this is aligned with good transport links and existing infrastructure.

In Staines town centre, anticipated development is at significantly higher densities than the prevailing character of the area.

In Stanwell, development is anticipated to be an intensification of the existing character, but comparable to areas elsewhere in the borough for precedent.

In Sunbury Cross, development is anticipated to be at similar densities to the surrounding area, but will cover a number of sites around the edge of the centre and M3 junction. Integrating development and overcoming severance will be a key consideration.
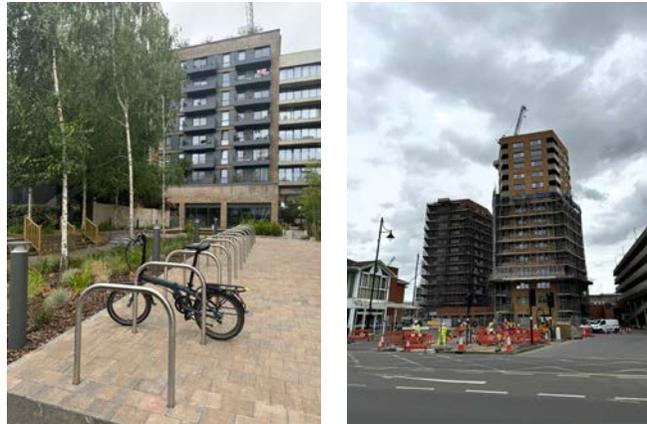
Recent development in Staines town centre

Sunbury Cross, a focus for growth

WHAT DOES THIS MEAN FOR THE CODE?

These locations should be prioritised in the development of the code, for the code to have maximum effect.

The Design Code should set out detailed parameters for development in these areas of focussed change. These parameters should consider how to integrate new development successfully into the existing place, led by a realistic community-derived vision of what the place should aim to be in the future.

WHERE DID THIS DATA COME FROM?

- Emerging Spelthorne Local Plan

STAINES-UPON-THAMES

SUNBURY CROSS

Legend

- Spelthorne Borough Boundary
- Buildings
- Surface Water

Allocations - Draft

Allocations Gross Density (dph)

- Med-Low Density (up to 45dph)
- Medium Density (46-80 dph)
- Medium-High 'Urban' Density (81-120dph)
- High Density (121-220dph)
- 'New' Highest Density (Over 220dph)

Spelthorne - major areas of change from Emerging Local Plan Allocations with proposed gross densities (dwellings per hectare/dph)

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Design Code

on Densities

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AREA TYPES
OVERVIEW

WHAT DOES THE PLAN SHOW?

The plan shows a summarised assessment of the area types of Spelthorne. Area types share key urban design characteristics in their existing design, and the potential development that might occur in the future.

Area types can include other uses, such as a small factory or school within a suburban area type. The principle being that, if that site came up for development, then it would be appropriate to be guided by the identifed area type.

WHAT WAS THE METHODOLOGY?

Following the methodology set out in the National Model Design Code, detailed data gathering on the existing design and characteristics of the places in the borough began at borough-wide level with the plans and conclusions presented so far in this report.

From this overview, an initial high-level assessment of area types was undertaken, using the data outlined above and use of 3D mapping via Google Earth and other resources. A deeper review of the area types outlined has:

• Assessed distinctive urban design characteristics of the places

• Assessed what positively contributes to place character

• Collected quantitative parameters on what makes them distinctive (heights, street widths and other parameters as outlined in the NMDC)

• Refined the area type categories, splitting them some in some cases

• Refined the boundaries of the area types

This desktop assessment has then been tested by in-person visits to a number of locations across the borough, using public transport, walking and cycling to examine, test and record the characteristics of the places of Spelthorne.

WHAT DOES THIS MEAN FOR THE CODE?

Once tested and refined, the Area Types plan will form the basis of the Design Code's spatial rules as to what design responses are appropriate in different places.

The rest of this section of the report sets out key characteristics of a selection of these area types, and their relevance for future coding.

Design Code Areas

- Green Belt
- Inner Suburban
- Suburban
- Village
- Town Centre
- Village Centre
- Retail Park
- Employment - Business Park
- Employment - Light Industrial/Estate
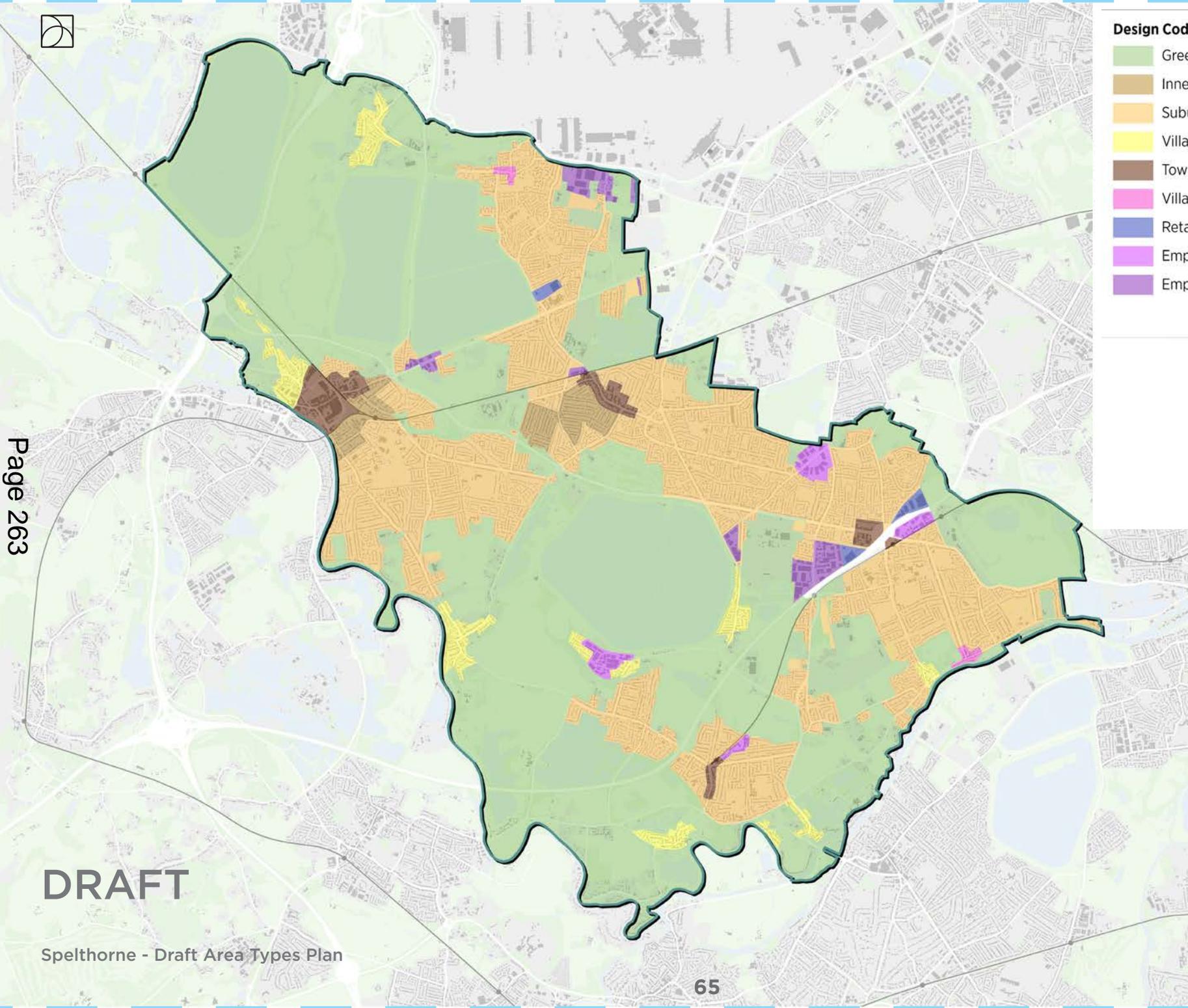
DRAFT

Spelthorne - Draft Area Types Plan

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Rev Description | Date

Client:

SPELTHORNE
BOROUGH COUNCIL

Spelthorne Design Code

Design Code Areas

Scale@A3:	Drawn:	Designed:	Approved:
1:40,000	NMW	-	OR

Drawing Number: SPEL04-022 | Revision: A | Date: 05/08/2024

DAVID LOCK ASSOCIATES

AREA TYPES
TOWN CENTRES

STAINES-UPON-THAMES

OVERVIEW

There are four identified town centres within Spelthorne, based on their urban form. Each should be treated individually for coding purposes as they are very distinct in character from each other.

- Staines-upon-Thames
- Ashford
- Sunbury Cross
- Shepperton

Town centres are located in a more dense urban or suburban context, involving a high proportion of retail and service uses. The residential uses that exist are generally high-density.

Staines-upon-Thames is the borough's main centre and largest historic town. It is based around a Roman route to a bridging point on the Thames, and a historic High Street remains its focal point.

The core High Street is flanked by large areas of more modern development, including the Two Rivers Retail Park on the site of a former linoleum factory, and the Elmsleigh Shopping Centre / Tothill Car Park complex. The town centre is also bounded by railway lines to the north and east.

The west of the town centre transitions quickly to Staines village, a Conservation Area with a very different and attractive character.

Page 264
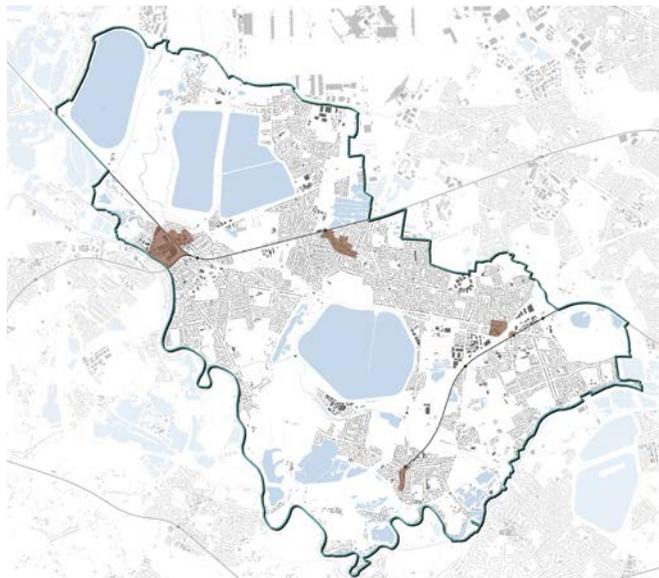
Locations of town centre area type
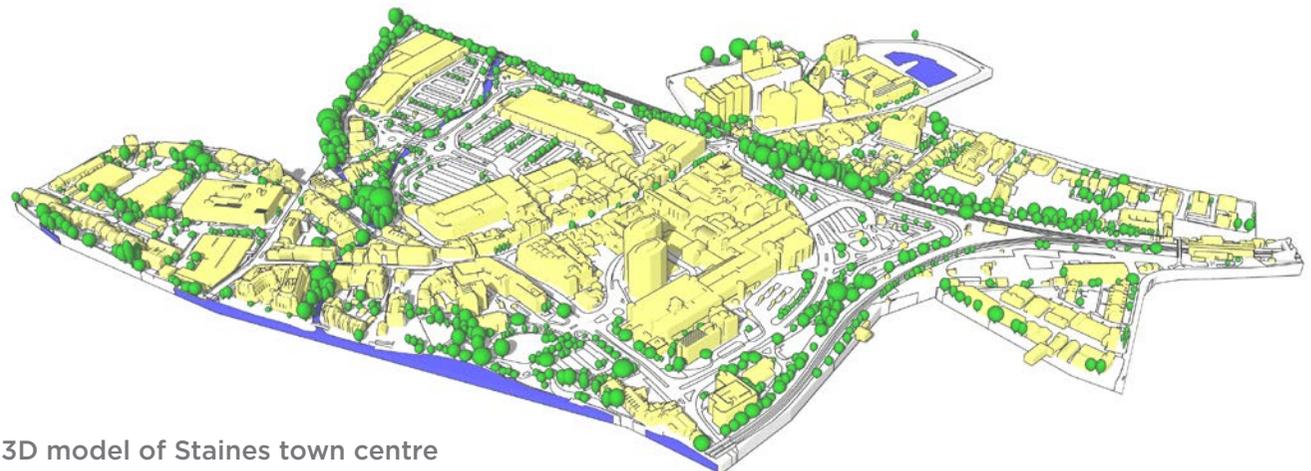
3D model of Staines town centre

A substantial amount of work has been done on characterising Staines town centre and its environs through the 2022 Staines Development Framework (DLA) which forms part of the baseline for this document. This is set out in the diagrams to the right, taken from the Development Framework, and the characterisation table on the following page. The Design Code will build upon this work.

CODE PRIORITIES

Considerable change in recent years, and the potential for further change, means this will be an area of significant focus.

- Ensuring new high density development has high amenity and living standards

- Interfaces between new and existing development

- Identifying key areas, places and views that are locally valued, form part of the character and require protection

- Appropriate development typologies, and delivering higher densities at more appropriate heights than seen in recent developments

- Successfully managing transitions in heights

- Public realm and street quality

Existing building heights within Staines-upon-Thames town centre (data not available for most recent former Masonic Lodge development)

CHARACTER AREAS

TOWNSCAPE

KEY VIEWS
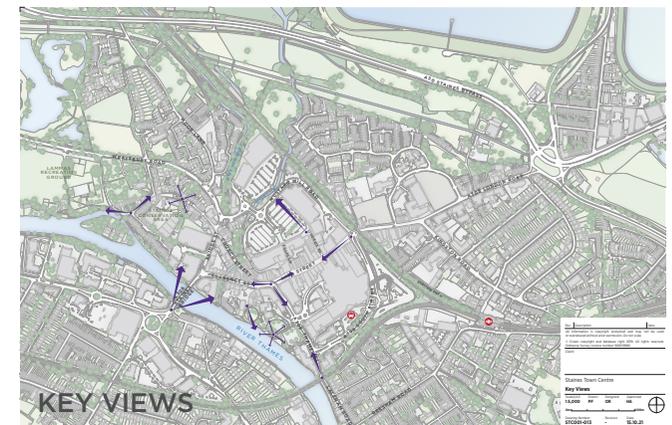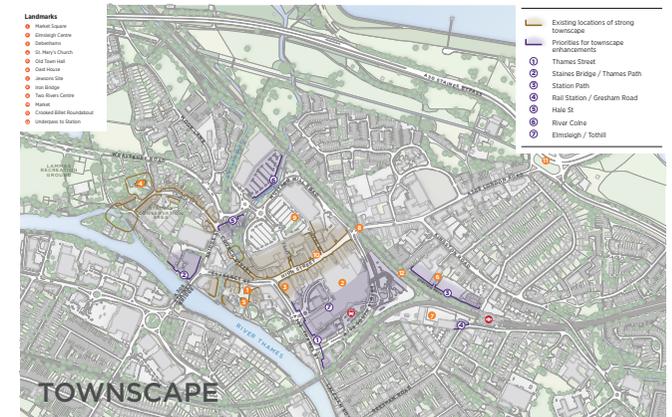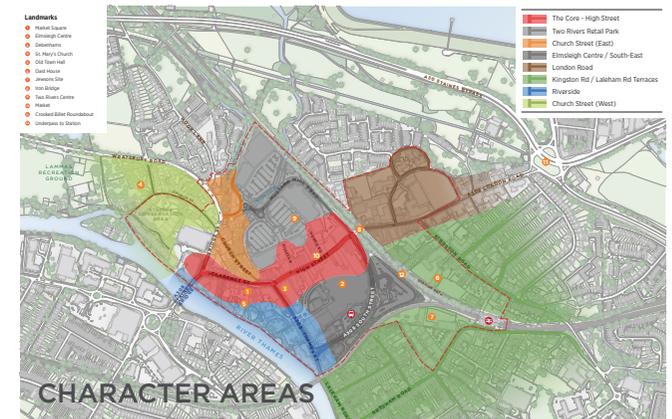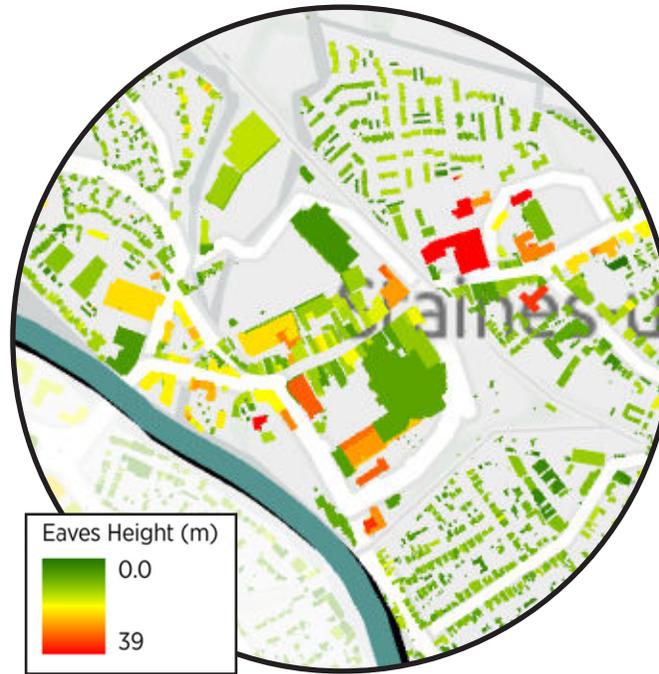
Town centre characterisation undertaken as part of Staines Development Framework

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	The Core - High Street	Riverside	Kingston Road terraces	Laleham Road terraces	Church Street (West)	Church Street (East)	Two Rivers Retail Park	London Road	Elmsleigh Centre / South-East
Typical Uses	Retail Food & Beverage Leisure	Residential Some Civic/Community Uses	Residential Some Community Uses	Residential Some Community Uses	Residential Some Employment Uses Hidden Away	Retail Residential Commercial/Employment	Retail Leisure	Secondary Retail Residential	Retail Transport Interchange Commercial/Employment
Street Widths	Typically 18m Varies 14-22m Alleyways 7m	25m, but open on one side No strongly defined street corridors	20-22m	20-22m	Typically 10-24m Narrower at town centre end, opens towards river end	Church St 8-10m Others up to 15m	No clearly defined streets Surface car parking	Typically 18m	South Street 30-40m, but without clear definition
Building Heights	Typically 3-4 storey Up to 5 in places	3-5 storey	2-3 storey Up to 5 storey occasionally	2-3 storey Up to 4 storey occasionally	2-3 storey Occasional 5 storey	3-5 storey	2-3 storey	2-3 storey 'traditional development' 8-12 storey 20th/21st century buildings	4-6 storey Plant up to 8 storeys
Building Widths/Grain	Typically 7-15m Occasionally up to 30m	Varied, up to 30m	6m dwelling (12m total width)	6m dwelling (12m total width)	5-15m, typically around 9m	7-11m Up to 25m at western end	60-100m Some subdivisions at 20-30m, others at 50m	6-8m 'traditional development' 18-25m 20th/21st century development	Mixed with no clear pattern Very coarse grain with very large buildings
Building Line	Continuous	Discontinuous Mix of backs and fronts	Semi-detached, regular 4-5m gaps	Semi-detached, regular 4-5m gaps	Strong with some gaps between buildings	Continuous at town centre end Mix of backs and fronts at western end Breaks up and discontinuous at western end	Continuous edge in retail park No variation	Continuous on London Road Broken on side streets, strong line	No clear building line Mostly backs and service entrances
Setbacks	None	No clear building line	5m front gardens	5m front gardens	None at town centre end Some front gardens of variable width at river end	None at town centre end Mix of widths at western end, no clear pattern	None at edge of retail park Other smaller units have green space in front	None on London Road 2-3m on side streets	No clear building line
Planting and Trees	Street Trees at Northern End No GI at Southern End except at river crossing	Variation between tree-lined pathway to open space of medium scale Strong green character	Occasional street trees Private front gardens	Occasional street trees Private front gardens	Increasingly green character moving from town centre toward river Open space around church contributes strongly	Green, soft edges to Wraysbury and Colne Green nodes at river crossings Green verges at western end No planting at TC end	None in pedestrian areas Some trees in car park Trees and green banks to rivers Little accessibility to GI	Little on-street Some private gardens Railway line embankment forms green node	Occasional trees in car parks Treed rail embankment
Building Materials	Buff brick White render Red brick	Buff brick Concrete for MSCP White render Red brick	Red brick White render	Red brick White render	Buff brick White render Red brick	Buff brick White render Red brick	Buff brick Steel	Buff brick Red brick Steel Mixed renders	Concrete Red brick
Frontages	Regular Ground Floor Entrances Continuous Active Frontages	Mix of backs and fronts Building frontages typically behind planting	Regular residential front doors Set back behind front gardens Coarser grain, less active frontage on main street	Regular residential front doors Set back behind front gardens Coarser grain on main street	Regular residential entrances	Church St has continuous retail frontage No frontages onto rivers Very disjointed frontages at western end	Retail frontages, coarse grain, large entrances Car parks have no frontages or enclosure	Continuous active frontages Regular entrances Residential developments have active ground floors	Mostly backs and service entrances Little active frontage
When Built?	Typically 19th Century Some 20th Century	Majority mid-late 20th century View to Town Hall, 19th century	Typically Edwardian	Typically Edwardian	Mix of Victorian, Edwardian and post-WW2	Early-late 20th Century	Early 21st Century	Victorian, Edwardian - traditional development 1970s blocks on side streets Early 21st century	Mostly 1970s/1980s
Noise Levels	High and vehicle-dominated at southern end Medium and human at northern end	Medium-low, mostly human Vehicle noise near Thames St	Low	Low	Low	Low-medium on Church St Vehicle noise at western end Quiet on rivers	Medium, high around vehicle links	High	High on South St
Street Activity Levels	High at north end, lower at southern end	Busy use of river frontage Lower levels on Thames St	Low but overlooked	Low but overlooked	Low but overlooked	Low-medium on Church St Low at western end Quiet on rivers	High at retail edge	Medium-low	Low
Townscape Features	Projection and recession on buildings Incidental moments Fluctuation of widths on High St Deflection of views	Occupied Space Focal Points Changes of levels Openness	Projection and recession on buildings	Projection and recession on buildings	Projection and recession on buildings Incidental moments Fluctuation of widths Deflection of views Screened vistas	Projection and recession on buildings Fluctuation of widths Deflection of views Screened vistas	Few - some occupied space	Relatively few Screened vistas on side streets Projection and recession on some buildings	Few - does not contribute to town
Notes	Strong townscape and character	Attractive green character Some areas with good relationship to built environment Other areas with no relationship to buildings	Coarser grain on main streets, with strong character and form on residential streets Main streets are less continuous and lack strong building line	Coarser grain on main streets, with strong character and form on residential streets	Strong and attractive residential character with a transition from urban to riverside Village feel	Strong urban fabric at town centre end Broken urban fabric at western end, very disjointed Green infrastructure throughout but not accessible Needs urban fabric repair	Successful retail park but lacking in enclosure Clear pedestrian links around edge of car park that tie into street network Does not use rivers successfully	Busy secondary retail street - functions as extension of high street Feels disjointed from town centre due to railway line Tired buildings and vehicle-dominated street scene	Monolithic, disjointed and unattractive development that does not contribute to a human-scale town centre Bland material palette No real streets, just highways for vehicles
Positive	Attractive heart of town Human scale Good mix of uses	Access to water Green infrastructure	Attractive, coherent residential environment Some GI	Attractive, coherent residential environment Some GI	Attractive residential environment Clear character Green end near river	Fine grain urban fabric at town centre end Water and GI running throughout	Busy and active Clear pedestrian links linking to streets	Active frontages	Gateway - public transport, vehicles and rail
Negative	Thames St vehicle-dominated Lack of GI on Thames St Poor links to river	Poor Thames St frontage Few links to town centre Car parking uses space	Coarser grain on main streets could be improved Main streets have disjointed frontages	Coarser grain on main streets could be improved Main streets have disjointed frontages	Some detracting 20th century development	Little access to water and GI Disjointed environment at western end Backs and service entrances at western end	Does not use rivers or GI No urban enclosure	Vehicle-dominated street scene Tired traditional building stock Little GI	Incoherent environment, no clear streets, no active frontages Little GI Vehicle dominated Inefficient land use Detracts from rest of town centre and riverside
UD 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	Improve Thames St frontage to match scale and nature of space Reduce vehicle domination of Thames St Improve links to 'Core'	Densification and stronger frontages on main streets Better overlooking and frontage on Station Path	Densification and stronger frontages on main streets Clearer wayfinding from station to town	Preserve character through grain, massing, mix of uses Preserve views from street to minimise visibility of taller buildings	Fabric repair from new development with clear frontages Infill development to form strong frontage to water Landscape strategy to make rivers active and part of town	Progressive infill development of car parks over time to form new street network Infill development to form strong frontage to water	Reduction in vehicle domination of London Road General increase in heights for infill development to form coherent street Additional street GI	Redevelopment to create new streets and spaces for people Edges at lower heights, interior has potential to host taller buildings Reduction in vehicle domination

Staines Development Framework Character Assessment - zoom for detail. To be read with plan on previous page setting out identified character areas.

ASHFORD

KEY CHARACTERISTICS

Land Use:
A wide range of retail and servce uses including multiple convenience stores, takeaways, coffee shops, hairdressers, health & beauty uses, and a bank.

Layout:
The centre has a linear form along Church Road, with Ashford train station at the northeastern end where the centre extends around the Woodthorpe Road / Station Approch / Clarendon Road mini-roundabout. The centre has expanded northwards with recent mixed-use and high-density residential development.

Built Form:
Mostly 2-3 storey terraced buildings, with shop frontage on the ground floor. The recent redevelopment north of Church Road introduces a larger block form.

Materials:
Brick buildings, some rendered. Various shopfront treatments with modern signage.

Landscape & Green Infrastructure:
Distinct lack of greenery within the centre. Some street trees along Church Road.

Street Types:
Church Road is wide (16 to 25m), the widest sections including a parallel parking lane, causing car dominance. Woodthorpe Road is around 15m, with on-street parking.

CODE PRIORITIES

• Reinforcing key parameters that make town centre special

• Identifying how new development can enhance public realm

• Ensuring new development adopts key parameters and integrates successfully

Victorian roof features

21st century development

Pedestrian spaces

Mid-century infill

Typical brickwork

Street tree - Church Rd

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SUNBURY CROSS

CODE PRIORITIES

- Improving pedestrian connections
- Safety, overlooking and use of space
- Maximising green infrastructure provision
- Ensuring new development is well-connected
- Scale of development

KEY CHARACTERISTICS

Land Use:
A range of retail uses, including fast food, health & beauty uses, and convenience stores / supermarkets. High density residential located in tower blocks and above retail units. Community uses include a library and church. Includes offices and a hotel.

Layout:
The main town centre area is located to the west of the A308 roundabout / M3 flyover, focussed on the very wide Staines Road West. 'The Parade' is a parallel road for parking to access retail units.

Built Form:
A 3-storey terraced perimeter block frames the northwest of the A308 roundabout. However, the rest of the built form is largely dominated by tower block building types.

Materials:
The range of materials is varied and incoherent. Tower blocks are a mixture of brick, white render, and modern white/grey/blue cladding. Other buildings are brick-finished.

Landscape & Green Infrastructure:
The centre is particularly grey, with only a few street trees and limited grassed area.

Street Types:
Staines Road West is a dual carriageway, with a parallel road for retail access and parking. The 35m wide road area creates a hostile walking environment.

Housing above retail

Reflective apartment block

Railings causing severance

Brown/grey colours

No visual surveillance

Retail set back by parking

SHEPPERTON

KEY CHARACTERISTICS

Land Use:
Wide range of retail and service uses including supermarkets / convenience stores, cafés and bakery, health & beauty, butcher's, grocer's, post office, card shop, and various independent / specialist shops. Petrol station located on the High Street. Includes medium-density residential, and community facilities e.g. village hall.

Layout:
Linear centre along the High Street (B376). Access/service lanes either side of the main road.

Built Form:
Mostly 3-storey terraced buildings with ground-floor retail and upper floor residential. Some 2-storey buildings and residential terraces. Interesting and varied architectural styles, with some key distinctive buildings acting as landmarks and adding character.

Materials:
Most buildings are brick built, some with render or tiled cladding. Pavements are block paved.

Landscape & Green Infrastructure:
The street benefits from mature trees, hedges and planters.

Street Types:
The street width varies from approx. 15-35m. Service lanes provide parking along the widest areas.

CODE PRIORITIES

- Reinforcing key parameters that make town centre special

- Ensuring new development adopts key parameters and integrates successfully

Distinctive architecture

Feature trees

Historic village hall

3-storey terrace houses

Tree-lined road island

Benches along the street

AREA TYPES

VILLAGE CENTRES

STANWELL

OVERVIEW

Due to its historic development, Spelthorne has a small number of historic villages that have been absorbed by suburban development in more recent years. As such the small historic village has become a distinctive centre - an island within wider suburbs.

These village centres are distinct from larger 'villages' (later in this section) which tend to be more separate from nearby suburban areas and retain a more complete settlement form as a village.

Any development in this area type is anticipated to be small-scale and infill-type, fitting strongly with the existing character.

KEY CHARACTERISTICS

Land Use:
There is a small range of shops including two convenience stores, a range of takeaways, and a pub. The village green and church are a focal point. The predominant land use is residential.

Layout:
The layout is nucleated, with a triangular green to the centre. Plot forms are irregular, with a mixture of terraced and detatched properties.

Built Form:
Buildings are a mixture of detached and terraced, with a wide variety of sizes.

Materials:
Buildings are brick or rendered, with a range of colours but predominantly yellow/buff brick. A mixture of grey and red tiled roofs.

Landscape & Green Infrastructure:
The village green is the key landscape feature, with mature tree. The village park is located behind St Mary the Virgin church.

Street Types:
No typical road width due to the irregular built form. The High Street is approx. 8.5-10m wide.

Locations of village centre area type

Historic church

Village green

Feature property

Variety of trees

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SUNBURY-ON-THAMES

KEY CHARACTERISTICS

Land Use:
Mostly residential, with a parade of shops. A small range of restaurants. A park area is located to the edge of the centre.

Layout:
A linear form along Thames Street, extending to the north along The Avenue.

Built Form:
Buildings are typically 2-3 storey terraces.

Materials:
Buildings are mostly brick or rendered. Many buildings along Thames St have been painted in a variety of colours.

Landscape & Green Infrastructure:
There is an informal meadow / parkland to the north of Thames street, with areas of wildflowers. Other green spaces are close by including Rivermead Island. While there is close proximity to the Thames, there is limited direct access from the village centre.

Street Types:
Thames Street is a narrow at approximately 8-10m wide. This provides no opportunity for on-street parking, except on The Avenue which is wider with dedicated

| Sunbury Park & meadow | Georgian townhouses | Characterful street | Distinctive terraces | 21st Century neo-Georgian | Landmark building |

AREA TYPES

INNER SUBURBAN

OVERVIEW

These are areas developed predominantly pre-war and in the early inter-war period. They have comparatively high densities compared to the rest of the borough, and are closely related to their nearby town centre.

Development in this area type is anticipated to be small-scale and infill-type, with some level of intensification possible. Design coding may concentrate on ensuring that proposals reflect the existing form while allowing for sensitive intensification.

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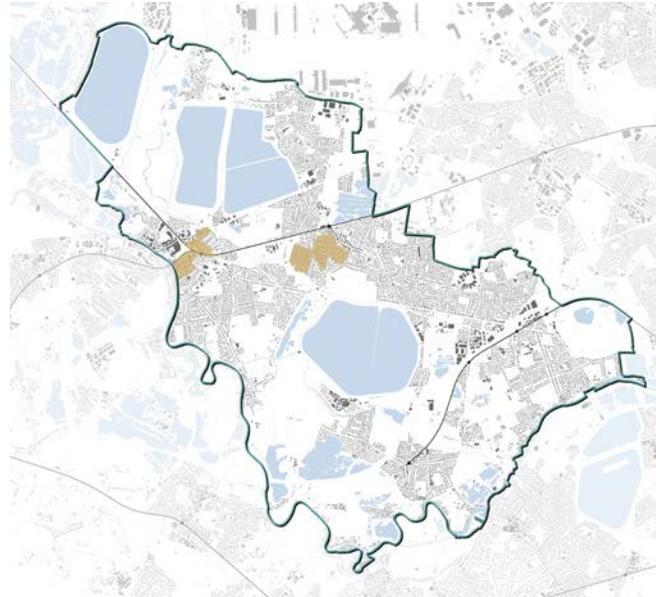
Locations of inner suburban area type

Pitched roofs

Continuous building line

Typical heights of 2-2.5 storeys on residential streets

Chimneys

Buildings have high levels of decoration and detail

Mix of front boundary treatments - hedges, low walls, fences

Tightly arranged semi-detached or small rows of terraces, variety between but clear common parameters

Occasional more modern out-of-character development that does not respect building line and setbacks

Straight streets, with only carriageway and pavements - few verges or street trees

Right-angled grid of streets with small corner radius on turn

Narrow front gardens <2.5m

Well-contained - street heights to width ratio of around 1:1.5

Mostly on-street car parking

INNER SUBURBAN

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MOVEMENT	NATURE	BUILT FORM	IDENTITY
Street network character: Street network links to high trafficked town centre locations, arterial routes quieten through inner suburbs, but with busy high streets through central areas of inner suburbs. **Within 5mins walk of a bus stop:** All	**Within 5min walk of a local park:** the minority **Street trees:** some but often sparsley planted **Open space features:** some incidental green spaces or landscaped verges or planters within high streets.	**Average density:** 40-55dph **Average plot ratio:** 0.25-0.4 **Average floor area ratio:** 0.45-0.7 **Block structure:** Various, mostly along a linear route. **Building set- backs:** varies, typically 2-5m **Building line:** Mostly consistent following a straight line or gently curving. Gaps of 3m+ between buildings. **Building height:** typically 2-3 storeys, with some 4-5 storey buildings.	**Materials:** Mostly traditional brick. Some modern glass and metal buildings. Some buildings clad with wood or tiles. **Local building features:** Brick detailing, historical landmarks in centres, mock tudor timber gable ends, picture windows, iron railing balconies. **Roof form:** Consistent along terraces, others varying **Boundary Treatment:** often directly onto street or narrow front garden with low brick wall and.or hedgerow in older traditional streets. **Architectural style:** Varies, contemporary apartments, chapel conversions, 80's/90's apartment blocks with communal perimeter gardens.

PUBLIC SPACE	USE	HOUSE TYPES	GARDENS
Primary Streets - Small pockets of public realm between road and shopfronts. **High Streets -** 'Islands' between parking/service lanes and the main road. Often including seating and planters. **Secondary Streets -** Transition to 'suburbs', increasing verge widths and incidental open spaces.	A mix of uses, including a range of retail, community facilities and food outlet premises. Residential uses represent a greater proportion of overall use compared to town centres. Housing density remains relatively high to the rest of the borough, reducing towards the interfaces with 'suburbs'.	• Apartments • Terraced • Semi-detatched • Corner houses • Town houses	• balconies • communal • private

AREA TYPES
SUBURBAN

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OVERVIEW

Suburban areas are characterised by lower-density housing. While semi-detached houses are most common; terraced and detached homes as well as bungalows are found across the borough.

Many of Spelthorne's suburban locations benefit from proximity to green spaces and larger plot sizes. Due to the nature of suburbs, there is often less distinctive identity between the areas in contrast to centres. Because they tend to be further from their core town centres, they often host small local parades of shops at key nodes.

Development in this area type is anticipated to be small-scale and infill-type, with some level of intensification possible. Design coding may concentrate on ensuring that proposals reflect the existing form while allowing for sensitive intensification.
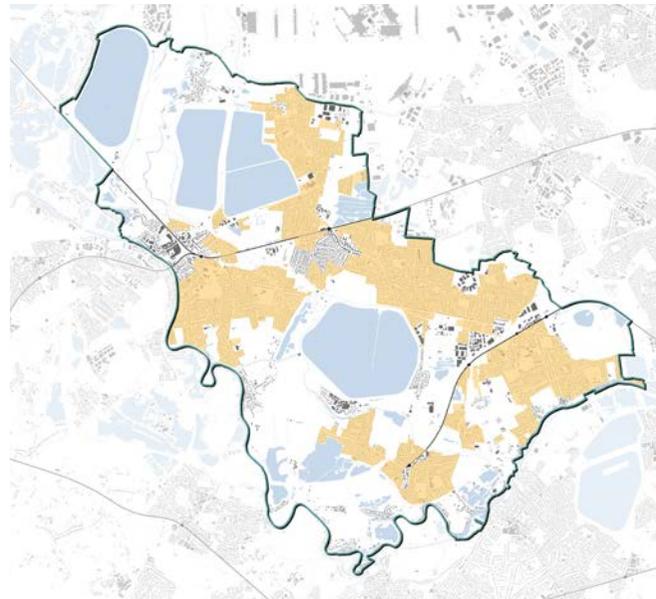
Locations of suburban area type

Large spaces defined by highways and front parking

Extensions and porches to front of homes

Many front gardens converted to large areas of car parking

Mostly semi-detached or detached homes

Large front gardens, typically >6m

Fewer front boundary treatments, typically drives or open onto mown grass

Less variety in buildings and materials, with fewer decorative features

Most houses have been extended and adapted

Large turning radius at junction corners encourages higher vehicle speeds

Streets more likely to have verges, still limited street trees

Grid of straight streets remains, but with corner arrangements as shown

SUBURBAN

MOVEMENT	NATURE	BUILT FORM	IDENTITY
Street network character: MIx of secondary and tertiary streets with predominantly residential character. **Within 5mins walk of a bus stop:** Almost all	**Within 5min walk of a local park:** the majority **Street trees:** varies, some streets continously planted others just individual street trees around incidental open space. **Open space features:** some areas with generous front gardens and tree line streets, other streets no verges and minimal landscaping but some incidental open spaces.	**Average density:** 25-40dph **Average plot ratio:** 0.1-0.3 **Average floor area ratio:** 0.2-0.5 **Block structure:** Mix of traditional perimeter blocks, terraced streets and extended cul-de-sacs as well as looser perimeter blcoks with larger detached units. **Building set- backs:** varies, typically 5-10m **Building line:** varies but typically consistent. Gaps of 5m+ between buildings **Building height:** majority 2-2.5 stories (loft conversions) with some bungalows.	**Materials:** Wide mix, common materials include: red, multi and buff brick and render **Local building features:** Bay windows, brick detailing, mock tudor timber eaves **Roof form:** Varied **Boundary Treatment:** Varies, often a mix of hedgerows and low brick walls or front gardens converted to driveways. **Architectural style:** Varied, some georgian, victorian, mock tudor, 80's + 90's estates, and contemporary.

PUBLIC SPACE	USE	HOUSE TYPES	GARDENS
Primary Streets: wider boulevard style streets with wide verges and mature trees and segregated prviate drives. **Secondary Streets**: generous street widths for the most part, with front gardens largely given over to parking and hard paving. **Local Streets:** narrower streets within older perimeter blocks wheres houses directly front the streets.	Housing with occasional other uses.	• Terraced • Semi-detatched • Detached • Wide frontage • Corner houses • Town houses	• private • communal • incidental open spaces

AREA TYPES
VILLAGES

OVERVIEW

Spelthorne has a series of historic villages which have retained their character over time. Most of these have retained some separation from surrounding suburban-type development, making them distinct from the village centre area type earlier in this document.

Village Area Types are defined by a more rural character with a recognisable traditional village core with common features being a village green, corner shop, post office, pub or sport ground or village hall.

Any development in this area type is anticipated to be small-scale and infill-type, fitting strongly with the existing character.
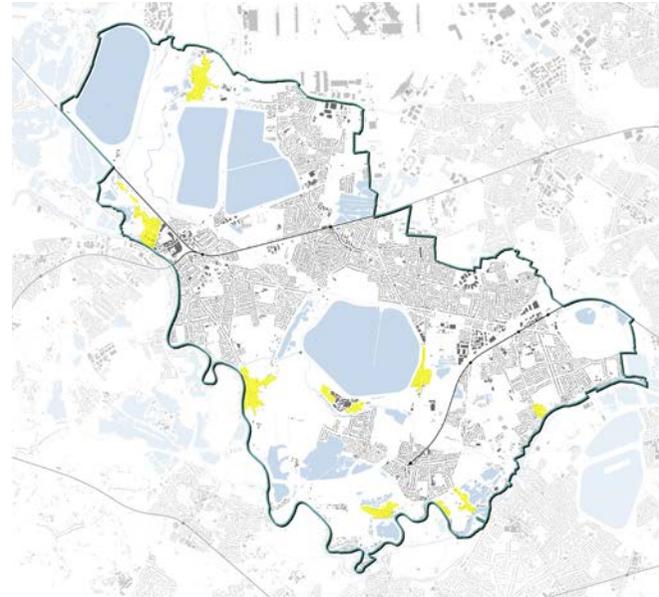
Locations of village area type

Dense, tight development at small heart of village

Formal entrance to extensive green spaces

Former farm courtyards converted to residential use

Infill development on private drives into formerly large plots

Occasional 'side-on' arrangement of buildings to main streets

Irregular spaces formed by buildings

Landmark 'set pieces' of civic buildings such as church

Curvilinear streets

Buildings at nodes in street network become townscape markers

Short rows of terraces

High stone walls along streets as frontages, houses set back within gardens

Mature trees overhanging high walls along street edge break up continuous urban form

VILLAGES

MOVEMENT	NATURE	BUILT FORM	IDENTITY
Street network character: one traditional main street; cul-de-sacs, closes and local streets spur off **Within 5mins walk of a bus stop:** excl. Shepperton, very little - 10-15min walking catchments for majority	**Within 5min walk of a local park:** all (TBC) **Street trees:** regular features and often mature street trees on most streets and within open spaces. **Open space features:** incidental open spaces, common areas/greens	**Average density:** 15-40dph, varies depending on context **Average plot ratio:** varies depending on context **Average floor area ratio:** varies depending on context **Block structure:** informal perimeter blocks, row blocks, cul-de-sacs and closes **Building set- backs:** varies X-Xm **Building line:** mostly informal or curved **Building height:** majority max. 2 storey with large proportion of bungalows	**Materials:** historically red brick and red tile, some buff and multi brick, rendered facades and buff brick more common in more recent development **Local building features:** **Roof form:** varied **Boundary Treatment:** generally gerous front gardens with soft boundary treatments + railings/fence line or low brick walls **Architectural style:** portrait windows, georgian picture windows

PUBLIC SPACE	USE	HOUSE TYPES	GARDENS
Secondary streets - 12-15m **Local Streets -** 10-12m **Tertiary Streets -** 9-10m wide, 3-7m building heights (to roof line) enclosure ratio X, frontage X	Mostly housing with some local community facilities	• semi-detached • detached • special house types • cottage style terraces	• private • village greens • public parks

SPELTHORNE DESIGN CODE

SPELTHORNE BOROUGH COUNCIL

NOVEMBER 2025

Appendix B
Community Engagement Process

This appendix summarises the community engagement process undertaken as part of the Design Code project.

<u>APPENDIX</u>

The Engagement Process
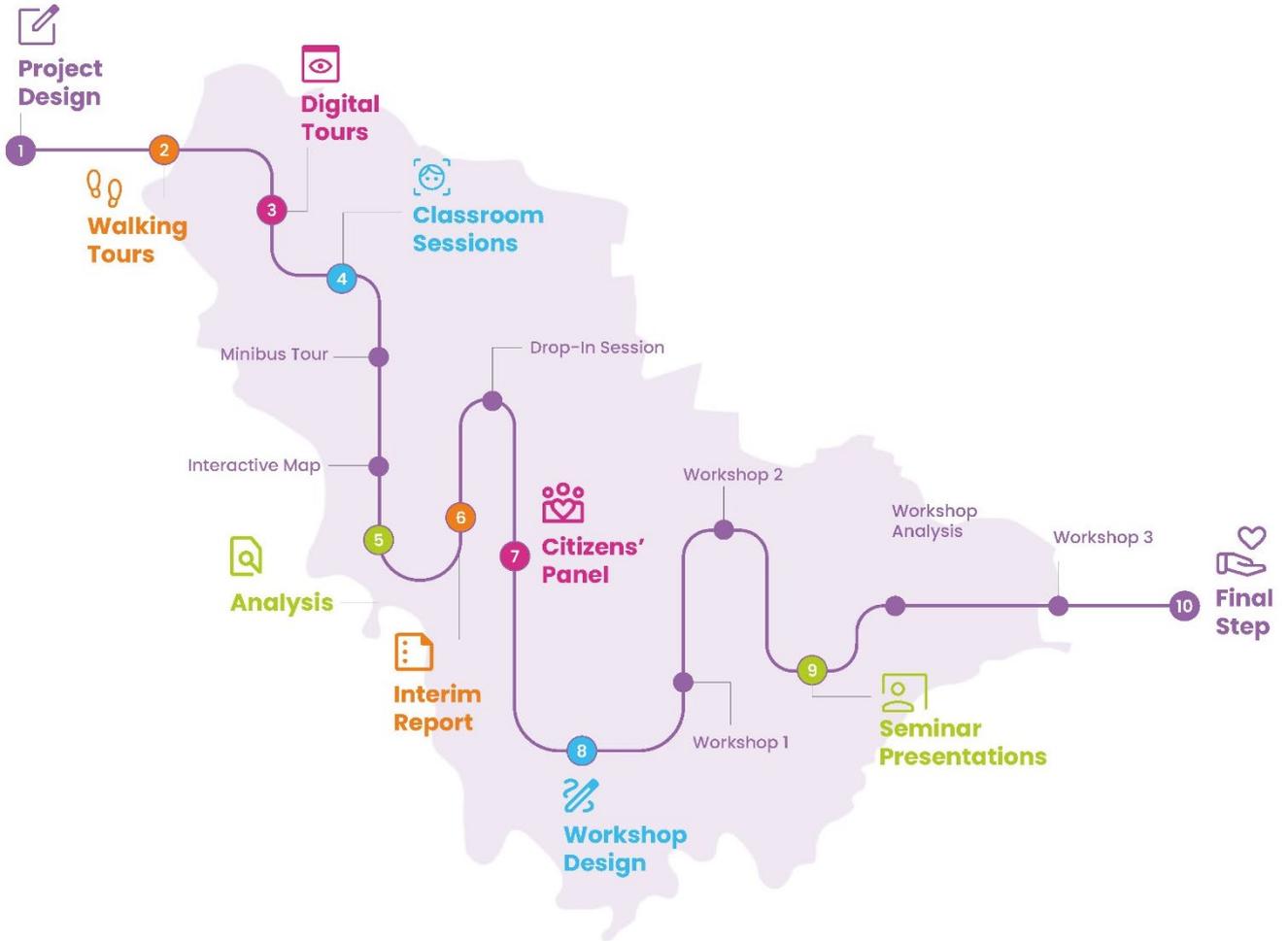
Infographic – The Spelthorne Engagement Process

Context

Design codes are a critical mechanism for guiding urban development and ensuring the visual and functional integrity of places where people live, work and play. The preparation of design codes requires the involvement of local people to ensure that the resultant design code is what is referred to as "provably popular".

The concept of "provably popular" design codes is embedded in several key national policies and guidance documents and the project team in Spelthorne were mindful of these documents when designing the engagement process. The main sections that address this requirement are:

- **National Model Design Code (NMDC):** The NMDC emphasises the importance of community engagement in the creation of design codes. It outlines that design codes should be developed in collaboration with local communities to ensure they reflect local preferences and needs. The NMDC states that design codes must be "provably popular," meaning they should have demonstrable support from the community. This is to be achieved through extensive public consultation and engagement processes, ensuring that the design codes are not only technically sound but also resonate with the local population.

- **National Planning Policy Framework (NPPF):** The NPPF highlights the significance of involving local communities in the planning process. It encourages local authorities to produce design codes that are informed by public opinion and have broad community support. The NPPF underscores the need for design codes to be "provably popular" by demonstrating that they have been shaped by the views and preferences of local residents. This approach aims to create a sense of ownership and acceptance among the community, leading to more successful and sustainable developments.

- **Department for Levelling Up, Housing and Communities (DLUHC):** The DLUHC has commissioned research to define "provably popular" design and provide guidance on how local authorities can measure and demonstrate popular design in their areas. This research is part of the government's broader efforts to improve design quality across England and ensure that new developments are well-received by the community. The findings from this research will inform future policy and guidance, helping local authorities create design codes that are both effective and widely supported.

By incorporating these principles into national policy and guidance, the UK government aims to ensure that design codes are not only technically robust but also aligned with the preferences and aspirations of local communities. This approach fosters greater community involvement, enhances the quality of new developments, and promotes a more inclusive and democratic planning process. The project team has endorsed this approach and designed a locally responsive version for Spelthorne.

To achieve a "provably popular" outcome for Spelthorne, it has been essential to integrate the views and inputs of local people into the process of code preparation. Local community involvement has been vital in capturing the unique preferences, needs, and aspirations of residents of the borough, which in turn ensures that the resultant Spelthorne Design Code resonate with the majority of the population. By engaging local stakeholders through walking tours, conversations, and participatory workshops, the project team has gathered valuable insights and feedback, enabling the creation of a code that will be widely accepted and

supported. This inclusive approach not only enhances the legitimacy and acceptance of the Spelthorne Design Code but also advances a sense of ownership and pride among residents, contributing to the overall success and sustainability of future development projects.

1. Project Design

The success of any project lies in thorough planning and execution. For the preparation of the Spelthorne Design Code, the project team embarked on an extensive mapping of a series of interlinked and coordinated tasks. This systematic approach was essential to gather the best possible evidence to support the design code's development. This preparation phase took place in May and early June 2024.

Our strategic task mapping began with a thorough analysis of the project's objectives, aligning them with the community's unique characteristics and needs. We ensured that each task was designed to contribute valuable insights and data, ultimately supporting a cohesive and comprehensive design code.

Once the project design was finalised, the project team sought approval from the client (Spelthorne Borough Council) to ensure all stakeholders were on the same page. This approval marked the transition from planning to the logistics, planning, and delivery phase. The project team took charge of coordinating the various tasks, ensuring that each activity was executed efficiently and effectively. This included scheduling community engagement sessions, arranging resources, and managing timelines.

Throughout the project's duration, our team maintained close communication with the Council, providing regular updates and addressing any emerging challenges. This collaborative and structured approach laid a solid foundation for creating Design Codes that genuinely reflect the aspirations and needs of the local community.

2. Walking Tours

Walking Tours were a cornerstone of the community engagement strategy, designed to gather firsthand insights from local residents about the areas they cherished and those they felt needed improvement. These self-guided tours were conducted during both daytime and evening hours, each lasting approximately two hours. Three walks were held across each of the agreed days at 10am, 2pm and 6pm. Offering different timeslots across each day was designed to attract different demographic groups e.g. retired, working age etc. In total, there were 18 in-person walks arranged from late June through until mid-July 2024.

Local residents played a crucial role in shaping these tours, as they led members of the project team to locations that held significant meaning to them, both positive and negative.

The essence of these tours lay in their informal and conversational nature. As we walked through the neighbourhoods, residents freely shared their thoughts, experiences, and concerns. This open dialogue allowed us to gain a deep understanding of the community's perspectives on various urban elements, such as public spaces, infrastructure, and aesthetics. The routes for these tours were not predetermined; instead, they were decided by the local residents on the day of the tour. Our team followed their lead, taking notes and listening attentively to their stories and feedback.

To ensure that residents could speak candidly, local politicians were politely barred from participating in these tours. This decision was made to create a safe and open environment for genuine conversations. To balance this exclusion, we introduced a minibus tour for local politicians (see later) where they could learn about the issues highlighted by residents during the Walking Tours. Through this approach, we ensured that the voices of local people were heard and respected, forming the basis for a design code that truly reflects the community's desires and needs.

The following quotes are taken from the project team's written notes and provide an insight into the key messages received during this research phase:

→ *"Staines, Shepperton, Ashford, Stanwell, and Sunbury all have different personalities, and we have to keep that"*
→ *"It's been fascinating to explore the different neighbourhoods in this way"*
→ *"This is a welcome process, fantastic to be listened to like this"*
→ *"Ashford has a village feel in certain areas, an arts and crafts approach to its design. We want to keep this theme today, if we can"*
→ *"We want a design code that doesn't compromise the needs of residents or businesses"*
→ *"We need to design for now and for the future"*
→ *"This process has left us optimistic about the architecture that we have, and have been able to build in the past and this design code will help us create good places in future too"*
→ *"I'm really proud of our area, I want to show it off more"*

→ *"I love the trees because it means you can hear bird song"* (youth group)
→ *"I love walking along the moor every day, this is the best part about this borough"*
→ *"We can easily get to London and enjoy lots of green space at the same time"*
→ *"Unfortunately we ignore our river"*
→ *"I love how Debenhams building curves round, like the flow of the river"*
→ *"Let's rejuvenate, not redo!"*
→ *"Two worlds of river and land are not connecting"*
→ *"The river front is the most beautiful part of what we have left"*
→ *"It's so green here, let's keep it that way"*

Comments from those that took part in the Walking Tours

3. Digital Tours

In addition to the conventional Walking Tours, we recognised the need to engage with community members who might be unable to participate in person due to various constraints, such as limited mobility or scheduling conflicts. To address this, we introduced Digital Tours, leveraging modern technology to extend our reach and inclusivity. These Digital Tours were essentially virtual versions of the physical Walking Tours, conducted through the Zoom platform and using Google Maps.

Local residents were invited to sign up for these Digital Tours, which typically took place in the evenings and lasted approximately 90 minutes. These events all took place in July 2024. The format allowed participants to explore their neighbourhoods virtually, sharing their thoughts and opinions just as they would during an in-person tour. The digital format offered several advantages, including the ability to cover a much larger area within the given time frame, as we could quickly navigate across different locations on the map.

Participants in the Digital Tours provided valuable insights into the areas they liked and disliked, discussing various urban elements and their impact on the community. The flexibility of the digital format made it accessible to a broader audience, ensuring that even those with limited mobility or tight schedules could contribute their perspectives. By combining technology with community engagement, we were able to gather comprehensive input from a diverse range of residents, enriching the evidence base for the design code.

For both digital and in-person walks, 68 people signed up in advance via the Eventbrite system and a total of 58 people took part across all events,

4. Classroom Sessions

In July 2024, the project team engaged with Ashford Youth Club, Sunbury Manor School and Matthew Arnold School. In total, around 80+ young people between the ages of 12 and 17 have been involved in the project, sharing with us their ideas and aspirations. The project team worked closely with students aged 12-16 in school classrooms, engaging them through thoughtfully designed workshops sessions, including bespoke worksheets. These worksheets consisted of a series of specific questions, which served as prompts to delve into their memories, recent experiences, and aspirations for the future. The goal was to create an environment where students could freely express themselves, reflecting on their personal journeys and envisioning their future goals. Additionally, to cater to different modes of expression, we invited students to draw their ideas, providing a visual representation of their thoughts. This approach allowed us to gather both written and drawn outputs, capturing a holistic view of their perspectives. Through these sessions, students were not only able to articulate their thoughts but also to see their ideas take form, fostering a sense of ownership and engagement in the process.

Key outcomes were:

- Leisure, food and drink activities make an area attractive, more so than a retail offer
- They often seek out quieter, more peaceful areas, away from busy high streets. This was especially true of teenage girls that like to find a "hangout" of their own
- As a demographic that cannot drive, access to safe, convenient walking and cycling routes gives them independence and autonomy over the way they live and move across the borough
- They often use different neighbourhoods in different ways e.g. visit Staines on a Saturday for food and browse the shops but go to Ashford on the bus during the week for five-a-side football and a haircut
- Drawings from young people included reference to having enough space to play and decoration, colour and design details on walls and shopfronts

Minibus Tour

To bridge the gap between local residents and policymakers, the project team organised a minibus tour for local politicians around the borough. This tour took place on Friday 19th July 2024 and included stops at locations that had been highlighted by local people during our Walking Tours and through our Digital Tours. The objective was to provide politicians with a firsthand experience of the areas and issues that were important to the community. Along the way, insights and ideas that students from the classroom sessions had contributed were shared. This direct interaction helped to convey the community's concerns and aspirations in a tangible manner, facilitating a more informed and empathetic dialogue between policymakers and residents. The minibus tour not only raised awareness but also fostered a collaborative spirit, encouraging politicians to take proactive steps towards addressing local issues.

Interactive Map

To further engage the community, an interactive map was established using the Commonplace Platform. This map allowed local people to place a pin on a map to identify buildings, streets, or spaces that they liked or disliked. Green pins indicated places they liked, while red pins marked areas they disliked. Accompanying each pin, individuals could provide explanations for their preferences, offering valuable insights into the factors influencing their opinions. This interactive map served as a powerful tool for visualising community sentiments, highlighting areas of concern, and identifying potential opportunities for improvement. By enabling residents to share their thoughts in this way, the project team were able to gather a wealth of information that reflected the diverse perspectives within the community.

By the time the interactive map was closed to contributions in December 2024, 346 comments, and a further 278 reactions to these comments.

5. Analysis

We now began a process of analysing and interpreting the results from all the events and activities conducted up until this point. This comprehensive analysis allowed a synthesis of the data collected from the Walking Tours, the Digital Tours, the classroom sessions, the minibus tour, and interactive map, transforming it into actionable insights. By identifying common themes, patterns, and unique viewpoints, we gained a deeper understanding of the community's needs, aspirations, and challenges. This analysis not only informed the recommendations for future development of the code but also provided a robust foundation for ongoing community engagement and development efforts.

6. Interim Report

Based on the data gathered up until this report from the various techniques, and its analysis, an Interim Report was issued in early August 2024. This captured the main themes and emerging concepts. This report was a crucial milestone in the project, serving as a foundation for the development of the design code. The Interim Report's primary aim was to ensure that the public opinion that was likely to inform the design code was communicated to the project board at the Council. The report highlighted the common themes, and notable insights drawn from the diverse range of inputs collected during the initial phase of the project. The data included examples of the students' written and drawn outputs from the classroom sessions, and

feedback from the Walking Tours and the interactive map. Each of these sources provided a unique perspective on the community's needs, preferences, and aspirations. By collating and analysing this information, we were able to identify the main priorities and concerns of the residents. There were 5 x key areas of consensus across all age groups:

1. Details, decoration and attention to the eye-level experience makes a big difference with the public. Plain buildings are seen as boring or unattractive. We have found it to be less of a "modern vs. old" debate, more a "visual interest vs. plain" debate

2. Everyone loves nature, and wants access to green space and areas of tranquillity

3. Colour matters, and younger people in particular want to see more of this

4. The uniqueness of places is important, as represented in the buildings e.g. one house being different to its neighbours, but also between neighbourhoods e.g. Ashford is different to Staines. The design code should encourage and enhance this positive differentiation

5. The public are keen to see the reuse and refurbishment of empty properties. They are annoyed when they see a good building left empty and neglected

The Spelthorne Design Code was always going to be covering a series of "core topics" that will be common to all borough-wide design codes across the country. However, to ensure a responsiveness to local public opinion as expressed in Spelthorne, the following 5 x priority topics are deserving of specific attention to address local on-the-ground issues, as identified through the research:

Neighbourhood Vision

• To maintain and enhance the distinctiveness between different parts of the borough

• Code to provide a contextual overview of each area to set the scene

Green Space

• A popular public issue

• Code to encourage integration of green space in all developments

• To provide examples at all scales e.g. micro spaces, such as window boxes and roof gardens through to neighbourhood greens

Connections & Layout

• Ensure safe connections within the area and to nearby areas

• Design for age and gender differences

• Layouts that offer choice are preferred

<u>Reuse & Refurb</u>

- More a policy issue than a code issue but vital for public support

- Code to provide good example of refurb and reuse and to encourage conversions before new builds

<u>Decoration & Detail</u>

- Code to identify architectural elements that lend themselves best to such decorative treatment

- To avoid superficial treatment but to integrate into the whole

Each of these 5 x priority topics can be tracked back to the first phase engagement results. The Interim Report's findings have been instrumental in shaping the design code by ensuring it was grounded in real community sentiment. The outcomes of the design code needed to be provably popular, emphasising the importance of public buy-in and support for the project.

Drop-In Session

A drop-in session was held in early November 2024, to allow residents of Staines-upon-Thames (and any other residents of the borough) an opportunity to comment on the future of the town. While the design code will be a borough-wide code, addressing issues across all settlements, this event was arranged because Staines is the principal town in the borough, and the one most likely to undergo the greatest change.

Held in the indoor Elmsleigh Shopping centre in Staines-upon-Thames, this location was chosen due to its high foot traffic and all-weather accessibility, ensuring maximum engagement from the community. The afternoon session was designed to be informal and open, allowing residents to drop by at their convenience, making it easy for a diverse range of individuals to participate. A series of informational displays and interactive stations were set up, including a large-scale map of the town, as well early ideas from the emerging code. These displays included historic maps and diagrams offering a visual representation of areas of character.

Residents were encouraged to provide feedback through various means, including written comments and one-on-one discussions with project team members. To facilitate meaningful conversations, several facilitators were present (both from the project team and the council) equipped with knowledge about the project and ready to answer questions, address concerns, and gather suggestions. This face-to-face interaction was invaluable in understanding the community's sentiments and priorities.

Overall, the Drop-In Session fostered a sense of community involvement and ownership, ensuring that the public's voice was central to the planning process.

7. Citizens' Panel

In October and November 2024, a Citizens' Panel was established, consisting of fifty residents who were representative of the community's diverse demographics, including age, gender, and geographic location within the borough. The selection process was inclusive, inviting all participants from previous events to apply, as well as issuing a public advertisement to reach a broader audience. This approach ensured that the panel was truly reflective of the community it aimed to represent. Once finalised, the panel was invited to participate in three interactive workshops designed to gather deeper insights and foster active engagement. The first two of these workshops were held in November 2024.

These workshops provided a platform for residents to get involved in the detail of design coding, share their experiences, and contribute to the ongoing development of the project. The diverse composition of the panel ensured that a wide range of perspectives were considered, enriching the discussions and outcomes. The commitment by the Council to establishing a panel underscored its promise to a participatory and democratic process. The insights gained from the Citizens' Panel were invaluable in informing the next stages of the project, ensuring that the community's voice remained central to the decision-making process. This initiative not only empowered residents but also strengthened the relationship between the community and the Council.

8. Workshop Design

Using the findings from the Interim Report, the project team designed two half-day workshops that aimed to address the fundamental issues identified during the early research phase. Each workshop was structured to include three tasks, carefully crafted to respond to the key themes and concerns highlighted by the community. The tasks were diverse in nature, ensuring that various aspects of the project were covered comprehensively. They included activities such as group discussions, and hands-on exercises, all designed to encourage active participation and collaboration among the panel members.

The interactive format of the workshops allowed participants to engage deeply with the topics, share their ideas, and co-create solutions. By directly responding to the issues raised in the initial research phase, the workshops ensured that the community's input was not only heard but actively incorporated into the project.

This iterative process of feedback and refinement was crucial in developing a design code that was both relevant and responsive to the community's needs. The workshops also provided an

opportunity to test and validate the emerging concepts, gathering real-time feedback from the panel members. This dynamic approach ensured that the project remained adaptive and aligned with the evolving priorities of the community. The outcomes of the workshops were documented and integrated into the final stages of the project, ensuring a cohesive and well-informed approach to the design code development.

Workshop One – Saturday 16th November 2024

1. The first task in this workshop was to develop a written vision statement for the entire borough. Participants were encouraged to think broadly about the future of their community, considering aspects such as quality of life, infrastructure, and cultural identity. This vision statement would serve as a guiding framework for future development and planning, in respect of the code.

2. The second task was an interactive activity inspired by the results from the interactive map. Participants were presented with a series of 50 photographs, divided into two categories: 25 'red' photographs representing areas or features that needed change, and 25 'green' photographs showcasing elements that should be conserved or enhanced. This visual exercise helped participants identify specific design features and prioritise actions.

3. Finally, the workshop focused on creating written vision statements for each of the five neighbourhoods that comprise the borough. These neighbourhood-specific statements allowed for a more localised approach, addressing unique characteristics and needs while contributing to the overall vision for the borough.

Throughout the workshop, participants engaged in group discussions, shared personal experiences, and collaborated on crafting the vision statements. This inclusive and participatory process ensured that diverse perspectives were considered.

Workshop Two – Saturday 23rd November 2024

The following Saturday afternoon, the panel reconvened for Workshop Two, which built upon the foundation laid in the first session. This workshop delved into three critical topics: gender-inclusive design, neighbourhood expansion, and high-quality tall building design.

4. The first task at the second event explored gender-inclusive design, aiming to create spaces that were welcoming and accessible to everyone, regardless of gender or age. Participants discussed strategies to ensure public spaces were safe, comfortable, and accommodating for all community members.

5. The next task focused on expanding existing neighbourhoods into currently undeveloped areas. This exercise required participants to consider factors such as edge conditions, the local context while considering sustainable and cohesive expansion plans.

6. The final task tackled the design of high-quality tall buildings, encouraging participants to think creatively about aesthetics, functionality, and integration with the surrounding environment.

Throughout this second workshop, participants engaged in lively discussions and collaborative problem-solving activities. The interactive nature of the workshop fostered a sense of camaraderie and shared purpose, as participants worked together to address complex urban planning challenges.

→ *"We have worked with photographs, we have worked with discussions, we've done written stuff. I think it's good because it just sort of creates a focus for the way that different brains work as well actually. We are not just sitting and talking or sitting and watching, it's been a good mix, I think."*

Diane Ludlow, Citizens' Panel Member

→ *"This, from what I hear, is very innovative. Only a handful of councils in the country are doing this kind of thing where they're engaging with residents to understand what design should look like. I think the country would benefit from more discussion like this. Spelthorne is pioneering something really good here."*

Alex Balkan, Citizens' Panel Member

9. Seminar Presentations

During both half-day events, the professional team delivered several short slideshow presentations on key topics related to urban planning and design. These presentations covered a range of subjects, including street design, green spaces, sustainability, and inclusive design.

The purpose of these presentations was to provide participants with background information and context, helping them better understand the issues at hand and informing their contributions to the workshop tasks. The presentations were strategically scheduled throughout the afternoon to structure and break up the agenda, ensuring that participants remained engaged and focused.

Each presentation was followed by a brief Q&A session, allowing participants to ask questions, seek clarification, and share their perspectives. This interactive format encouraged active learning and dialogue, encouraging a deeper understanding of the topics discussed. The professional team's expertise and insights were instrumental in guiding the workshop discussions and ensuring that participants had the knowledge and tools needed to contribute effectively. By blending informative presentations with hands-on activities, the workshops created a dynamic and enriching experience for all involved.

Workshop Analysis

Following the completion of both half-day workshops, the results were processed, analysed, and interpreted to extract valuable insights and inform the next steps of the project. This comprehensive analysis involved synthesising the data collected from various activities, including vision statements, photograph evaluations, and design exercises.

By identifying common themes, patterns, and unique perspectives, the analysis provided a holistic understanding of the community's priorities, concerns, and aspirations. The findings from the analysis were used to refine and validate the initial code concepts, ensuring that they aligned with the community's needs and preferences.

The analysis also highlighted areas of consensus and divergence, offering a nuanced view of the diverse viewpoints within the community. This in-depth understanding was crucial in shaping the final design code and ensuring that it was grounded in real community sentiment. The results of the analysis were shared with stakeholders, including local policymakers, educators, and community leaders, fostering transparency and collaboration.

This rigorous and participatory approach ensured that the project remained adaptive and responsive to the evolving priorities of the community.

Workshop Three – Saturday 1st March 2025

The third workshop represented a crucial opportunity for the Citizens' Panel to test the draft design code to ensure it best responded to local opinion. As before, held on a Saturday afternoon, this workshop was planned to build on the previous two workshops, incorporating the insights and feedback gathered thus far. The main focus of this session was to critically examine the draft design code. Participants were provided with detailed copies of the draft code, along with explanatory notes and contextual information to guide their review.

The workshop was structured around a series of interactive tasks and discussions. Participants worked in small groups, each focusing on a specific aspect of the design code, such as public spaces, building aesthetics, sustainability, and accessibility. These groups were tasked with identifying strengths and weaknesses, proposing modifications, and prioritising key elements. This collaborative approach ensured that diverse perspectives were considered.

Throughout the session, facilitators and project team members circulated among the groups, providing support, answering questions, and recording feedback. This dynamic interaction helped to clarify misunderstandings, address concerns, and refine ideas. Additionally, there were plenary sessions where groups presented their findings and recommendations to the entire panel, encouraging cross-group dialogue and consensus-building.

The workshop concluded with a synthesis of the feedback, highlighting the key themes and actionable suggestions.

10. Spelthorne Design Code

The results of the analysis directly informed the final Spelthorne Design Code, ensuring that it was rooted in the community's needs, preferences, and aspirations. The final code used the insights and recommendations derived from this engagement process creating a comprehensive and actionable document.

The final design code includes this community engagement appendix, detailing the participatory processes and methods used throughout the project. This appendix provided a transparent account of the community's involvement, highlighting the importance of inclusive and collaborative approaches in urban planning.

By capturing the collective vision and priorities of the community, the final report laid the groundwork for a sustainable and inclusive future for the borough.

Citizens' Panel Workshop Results

Task 1: Borough-Wide Vision

The Citizens' Panel explored multiple vision drafts for Spelthorne in 2035. The proposed statements emphasised themes of heritage, sustainability, and cohesive urban design, while addressing the borough's unique challenges. Feedback from the group shaped the following priorities:

Key Vision Highlights

→ **Sustainable Urban Design:** Spelthorne aspires to blend modern infrastructure with heritage through sustainable, high-quality architecture that supports vibrant, interconnected communities.
→ **Commitment to Green Spaces:** Maintaining and rejuvenating green spaces was a major theme. Participants highlighted the importance of integrating natural areas into urban environments for residents' well-being.
→ **Social and Physical Connectivity:** Better public transport, accessible infrastructure, and enhanced pedestrian and cycling pathways were frequently mentioned to improve overall connectivity and accessibility.
→ **Community-Centric Development:** Incorporating community hubs, affordable housing, and outdoor recreational spaces to meet the diverse needs of Spelthorne's residents.
→ **Flood Resilience:** Mitigating flood risks through thoughtful planning was a clear priority.

Key Themes the Panel Wanted to Include

→ **Heritage:** Celebrate and preserve the borough's historical identity while adapting it for modern use.
→ **Green:** Protect green spaces, promote biodiversity, and ensure natural landscapes are accessible.
→ **Connectivity:** Enhance transport links, particularly to major hubs like Heathrow, and improve pathways for pedestrians and cyclists.
→ **Community:** Foster inclusivity by designing spaces that cater to all ages, cultures, and abilities.
→ **Timeless Design:** Focus on cohesive, durable architectural styles that avoid dated aesthetics.

→ **Mismatch:** Participants were critical of inconsistent architectural styles that clash rather than complement each other.
→ **Concrete:** Avoid overly industrial or bland designs that lack character and greenery.
→ **Overdevelopment:** The group expressed concern about overly dense developments, especially those that fail to include sufficient social and physical infrastructure.

Task 2: Summary of Areas to Conserve and Change

The Citizens' Panel identified specific areas, themes, and features that should be either preserved or improved to align with the vision for Spelthorne in 2035. Feedback focused on heritage, green spaces, community facilities, and the borough's riverside and urban character.

Areas to Conserve

Green Spaces: Participants consistently emphasised the importance of preserving well-maintained green spaces for recreation and biodiversity.

→ Staines Moor: Valued for its beauty and role as a Site of Special Scientific Interest (SSI)
→ Riverside Parks: Iconic and essential for community wellbeing.
→ Walled Garden in Sunbury: An award-winning example of successful land repurposing.

Heritage and Landmarks: Protect and enhance historic buildings and conservation areas, ensuring they remain visually attractive and accessible e.g. historic villages like Stanwell Moor and Sunbury's period houses.

Riverside Character: Maintain and improve the aesthetic and recreational use of riverside areas, including the River Thames and Colne. Encourage walking and cycling along the riverside while keeping architectural additions sympathetic to the environment.

Community Spaces: Retain local hangout spots and green areas used by families and young people. Plus calls for better maintenance to sustain their appeal.

Key Words for Conservation

→ Heritage
→ Green Spaces
→ Riverside
→ Community Facilities

Areas to Change

Neglected and Poorly Maintained Spaces: Participants flagged neglected buildings and infrastructure that detract from the borough's aesthetic e.g. derelict sites like car parks near Bridge Close (Staines) and abandoned buildings on Church Road (Ashford). Public spaces with limited upkeep, such as parts of the riverside and poorly maintained pathways.

Accessibility and Infrastructure: Improve pathways, lighting, and overall safety in key areas e.g. riverside pathways in Staines: Often unsafe or poorly lit.

→ Linear Park in Sunbury: Needs better lighting and access.
→ Shepperton High Street: Requires better crossings and improved pedestrian infrastructure.

Modernising Outdated Architecture: Participants criticised bland, mismatched, and concrete-heavy structures that fail to integrate with the borough's character e.g. brutalist developments, particularly in Sunbury and Roman Court in Staines was highlighted as a poorly executed example of greenery integration.

Underutilised Spaces: Suggestions to repurpose derelict or functional-only spaces into vibrant community hubs or recreational areas e.g. Shepperton Library: Proposed as a site for market stalls and public events and The Swan Sanctuary: Calls for improved public access.

Green Space Integration: Encourage better placement of greenery in urban developments to create inviting environments e.g. Riverside spaces: Emphasise biodiversity and community use.

Key Words for Change

→ Neglect
→ Lighting
→ Accessibility
→ Repurposing
→ Mismatch

Task 3: Neighbourhood Visions

This task focused on the panel's vision for the future of each neighbourhood in Spelthorne, exploring key aspirations for development, connectivity, and community integration by 2035.

Staines

By 2035, Staines aims to be a vibrant, well-connected urban centre with improved riverside access, better design, and flood mitigation. Key priorities include balancing heritage, enhancing connectivity, and transforming the area into a modern, safe town with green spaces and a public riverfront.

Key Words: Gentrification, Riverfront, Connectivity

Sunbury

By 2035, Sunbury aims to maintain its low-rise character, with no developments exceeding eight floors and ensuring that higher-density projects meet design standards for safety. Key priorities include improving accessibility for all, particularly those with reduced mobility, and enhancing vehicle access. The community seeks a comfortable, well-designed environment with ample

common areas and parking spaces, reducing congestion and creating a welcoming, less pressured atmosphere. Improvements to pedestrian crossings and road access are also essential, with a preference for manageable, human-scale development.

Key Words: Accessibility, Low-Rise, Parking, Mobility

Ashford

By 2035, Ashford envisions a safe, community-focused area with plenty of green spaces. Key features include a revitalised town square, local parks, cafes, restaurants, and minimal high-rise development. Priorities are supporting local shops, providing green spaces, and creating a hub for youth activities. Community feedback emphasises keeping Ashford family-friendly with a focus on youth and vibrant public spaces.

Key Words: Community, Green Spaces, Youth Activities

Shepperton

By 2035, Shepperton aims to preserve its village charm while embracing thoughtful development. Key features include sympathetic developments (max 2 storeys), a new town square, better cycling infrastructure along the Thames, and a semi-pedestrianised High Street. Priorities focus on balancing growth with Shepperton's character, preserving the high street and green spaces, and improving access for cyclists and pedestrians. Community feedback highlights the desire to keep independent shops while supporting sustainable growth and transport.

Key Words: High Street, Conservation, Cycling

Stanwell

No direct feedback was provided from Stanwell, but general comments highlight a need for stronger identity and cohesion. Key features include developing a clearer identity, cohesive planning, and better integration with the rest of Spelthorne. Priorities focus on addressing infrastructure gaps and creating more connected spaces to foster community. Community feedback expresses concerns about Stanwell being too sprawled, rundown, and disconnected from the rest of the borough.

Key Words: Identity, Cohesion, Infrastructure

Task 4: Safety and Accessibility & Mobility Across the Borough

Most Pinch and Pain Points Identified: Unsurprisingly, Staines had the highest number of issues, particularly around connectivity, lighting, and accessibility. The second place with the most issues, following Staines, was Stanwell.

Commonalities Across Borough (in order of number of mentions):

1. **Poor Lighting:** The most frequently mentioned issue, affecting safety in residential areas, parks, pathways, and underpasses.
2. **Narrow/Uneven Pavements:** Widespread concerns about walkability and accessibility, particularly for vulnerable users like wheelchair or pram users.
3. **Anti-Social Behaviour (ASB):** Recurring issue in neglected or poorly maintained public spaces, including parks and car parks.
4. **Unsafe Crossings:** Significant safety risks highlighted, particularly near schools and high-traffic areas.
5. **Traffic and Parking Issues:** Speeding and poorly managed parking were raised frequently but slightly less than other issues.

Commonalities per Area:

Stanwell

→ **Pinch Points (Orange Stickers):** Narrow roads, uneven walkways (e.g., Clare Road, Oaks Road), poor lighting on streets like Hadrian Way and Cordella Road, and inadequate frequency of bus routes.
→ **Pain Points (Red Stickers):** Anti-social behaviour (ASB) near derelict buildings and public spaces, drug dealing, intimidating youth gatherings, dark or unsafe streets (e.g., Riverside Road), and poor road conditions hindering parking or walking.

Staines

→ **Pinch Points (Orange Stickers):** Lack of connectivity between areas like the bus station and Riverside, inadequate cycle paths, poor lighting (e.g., South Street, Coopers Lane), and obstructed pavements affecting accessibility for wheelchairs or buggies.
→ **Pain Points (Red Stickers):** Unsafe car parks and walkways (e.g., Bridge Close, Staines Park), ASB (e.g., Thames Street), poorly lit areas, narrow and uneven pavements (e.g., Kingston Road, A308), and a lack of public toilet signage.

Sunbury

→ **Pinch Points (Orange Stickers):** Poorly maintained roads (e.g., Green Street), lack of wheelchair-friendly park gates, and limited pedestrian and cycling infrastructure.
→ **Pain Points (Red Stickers):** High-speed traffic on Thames Street and narrow pavements, drug-related activities in public car parks, poor lighting, dangerous pedestrian crossings, and conflicts between vehicles and pedestrians.

Ashford

→ **Pinch Points (Orange Stickers):** Poor road conditions (e.g., Knapp Road), insufficient lighting, and limited social hubs or community activities.
→ **Pain Points (Red Stickers):** Dangerous crossings near schools (e.g., School Road), ASB near fast-food outlets, narrow pavements, and dimly lit or unsafe walkways like the Elephant Path.

Shepperton

→ **Pinch Points (Orange Stickers):** Narrow, uneven pavements (e.g., Govett Avenue), poor crossing design (e.g., Green Lane), and lack of traffic calming measures on busy roads.
→ **Pain Points (Red Stickers):** Dangerous pedestrian areas due to fast-moving traffic (e.g., Russell Road, B375), poor lighting, unsafe crossings near schools, and ASB in poorly lit public spaces.

Task 5: Edge Conditions

In this task, the Citizen's Panel looked at how new developments will fit with their surroundings, focusing on making spaces safer, more accessible, visually appealing, and better for the environment, with attention to reducing noise, adding greenery, and improving connections for the community.

Type 1 – Trees and Hedgerows

Challenges

- Promised tree planting often fails, e.g., Watersplash Farm and Charlton Village Incinerator, with dead saplings and poorly enforced plans.
- Removal of hedgerows (e.g., Shepperton Studios) and lack of replacements reduce biodiversity.
- Biodiversity net gains (BNG) and Local Nature Recovery Networks (LNRNs) are ineffective, with nature still being depleted.

Community Values

- Hedgerows and trees enhance privacy, seclusion, and aesthetics (e.g., Wraysbury's Garden, Rosefield in Staines).
- Residents appreciate well-maintained greenery as habitats and buffers for noise and pollution.

Recommendations for Design Code

- **Protect:** Preserve existing hedgerows and enforce Tree Preservation Orders (TPOs).
- **Sustain:** Promote native and diverse planting, avoid non-native species, and use rainwater for maintenance.
- **Enhance:** Use hedgerows as natural barriers instead of walls or fences and integrate greenery into development designs.

- **Maintain:** Ensure regular upkeep, including clearing debris and replacing removed trees.

Key Words: Preservation, Biodiversity, Buffers, Sustainability.

Type 2 – Open Spaces

Challenges

- Poor maintenance and safety issues (e.g., Riverside at Staines, Ashford Park).
- Limited connectivity between developments and open spaces (e.g., Bungle Nursery Proposal, Moormead Estate).
- Lack of smooth integration with residential areas.

Community Values

- **Accessibility:** Clear pathways and safe links for pedestrians and cyclists (e.g., Linear Park in Sunbury).
- **Privacy:** Green spaces backing onto homes for quiet and pleasant views.
- Biodiversity: Diverse planting and wildlife support (e.g., Sunbury Tree Wardens' wildflowers).
- **Community Use:** Spaces enhanced with amenities like gardens or small cafes.

Recommendations for Design Code

- **Ensure Connectivity:** Link open spaces to residential areas with walkways and cycle paths.
- **Focus on Safety:** Improve lighting and reduce ASB.
- **Enhance Biodiversity:** Use native trees and wildlife-friendly features.
- **Integrate with Communities:** Design transitions that blend developments with green spaces.

Key Words: Connectivity, Privacy, Biodiversity, Safety.

Type 3 – Watercourses, Ponds, and Rivers Summary

Challenges

- Poor maintenance (e.g., rubbish, unadvertised spaces like River Colne).
- Limited public access (e.g., missing walkways near Staines Church Street).
- Flood risks and inadequate infrastructure (e.g., Shepperton flood zone 3).

Community Values

- **Access:** Walkways, leisure spaces, and safe edges for activities.
- **Aesthetics:** Low-rise, well-designed riverfront properties.
- **Flood Resilience:** Raised properties, waterproof paths, and sustainable drainage.
- **Biodiversity:** Natural water features supporting wildlife.

Recommendations for Design Code

- Ensure continuous public access to riverfronts with amenities.
- Promote biodiversity through natural landscaping and drainage systems.
- Preserve low-rise, proportional developments.
- Plan for flooding with raised structures and proper drainage.
- Improve maintenance via regular cleaning and dredging.

Key Words: Access, Flood Resilience, Biodiversity, Maintenance, Aesthetics.

Type 4 – Streets and Roads

Challenges

- **Narrow pavements:** Insufficient for safe pedestrian use (e.g., Halliford Road).
- **Speeding and HGV traffic:** Problematic in residential areas (e.g., Halliford Road, A Roads).
- **Cycling infrastructure:** Often an afterthought, with unsafe or poorly designed cycle lanes.
- **Aesthetic issues:** Developments like Eden Grove feel too close to roads and lack visual appeal.

Community Values

- **Safety:** Wider pavements (minimum 2m), speed control measures, and proper crossings (e.g. pedestrian or Pegasus).
- **Green Buffers:** Trees and hedges to reduce noise, enhance biodiversity, and improve aesthetics.
- **Accessibility:** Properly designed pavements, bike lanes, and off-road parking for better flow and usability.

Recommendations for Design Code

- Widen pavements to 2m minimum where possible; enforce this standard.
- Integrate green barriers like trees and hedges between roads and developments.
- Add safe cycling lanes, separated from street parking, and improve crossings.
- Design buildings set back from roads with varied facades to avoid blocky appearances.
- Implement traffic calming and enforce HGV bans on non-A roads.

Key Words: Safety, Accessibility, Green Buffers, Cycling Infrastructure, Aesthetic Design.

Type 5 – Dual Carriageway and/or Motorway

Challenges

- **Noise and Pollution:** Dual carriageways like Halliford Bypass and Staines Bypass create noise pollution and unsafe environments for pedestrians.
- **Unsightly Areas:** Roads like Sunbury to Staines dual carriageway and A316/M3 have neglected areas, poor habitats, and safety issues.

- **Safety Concerns:** HGV parking, debris, and dangerous pedestrian crossings (e.g., Crooked Billet roundabout, Sunbury Cross Roundabout).

Community Values

- **Noise Mitigation:** Residents value natural sound barriers, such as noise bunds and trees, to reduce traffic noise.
- **Connectivity:** Safe pedestrian and cycling routes are essential for accessibility across busy roads.
- **Aesthetic Improvements:** Green buffers and well-designed bridges are preferred over underpasses for better integration with the environment.

Recommendations for Design Code

- **Noise Barriers:** Use natural materials (e.g., trees, vegetation) for noise bunds to absorb traffic sound.
- **Safety:** Improve pedestrian and cycling access with designated routes and crossings, including wildlife corridors (e.g., hedgehog paths).
- **Aesthetic Integration:** Incorporate green buffers and well-designed bridges to enhance the visual appeal and connectivity between roads and residential areas.
- **Maintenance and Management:** Keep verges and green spaces well-maintained for safety and visibility, particularly on key roads like Halliford Bypass.

Key Words: Noise Mitigation, Connectivity, Safety, Aesthetic Integration, Maintenance.

Type 6 – Railway

Challenges

- **Noise & Aesthetics:** Residents near railways (e.g., Staines to Reading) face noise and unattractive views.
- **Safety:** Walkways like Staines Station to High Street are dark, neglected, and unsafe.
- **Proximity to Homes:** Areas like Sunbury Station are impacted by noise from both railways and nearby roads.

Community Values

- **Noise Barriers:** Trees and embankments are valued for reducing noise and blocking views.
- **Safety:** Well-lit, active routes around stations enhance safety.
- **Separation:** Prefer railways to be setback from residential areas with noise-reducing barriers.

Recommendations for Design Code

- Use natural barriers (trees, embankments) to reduce railway noise.
- Improve lighting and activity along pathways to reduce ASB.
- Buffer residential areas from railways with barriers or light industry.
- Collaborate with Network Rail to enhance aesthetics and safety.

- Ensure easy, safe access to stations while reducing noise impact.

Key Words: Noise Barriers, Safety, Separation, Aesthetics, Access.

Type 7 – Residential

Challenges

- **Privacy:** Lack of privacy in dense terraced streets despite trees (e.g., Sunbury Avenue).
- **Overcrowding:** New housing is often too cramped (e.g., London Road in Staines, Ashford Town Centre).
- **Access:** Poor connections between new and existing developments.

Community Values

- **Privacy:** Trees and gardens are essential for privacy and community feel.
- **Community:** Easy access to amenities and green spaces fosters engagement.
- **Design:** Developments should blend with existing homes and nature.

Recommendations for Design Code

- **Privacy:** Use trees and buffers for privacy without blocking sunlight.
- **Access:** Ensure pedestrian and cycling routes between developments and amenities.
- **Density:** Avoid overcrowded developments; ensure design harmony with existing homes.
- **Green Spaces:** Retain and create communal green areas.
- **Infrastructure:** Provide adequate parking and consider the impact on local amenities.

Key Words: Privacy, Access, Density, Green Spaces, Parking.

Type 8 – Local Centres and Facilities

Challenges

- **Lack of Amenities:** Staines Bus Station lacks public toilets.
- **Access Issues:** Facilities like Ashford Hospital and Fordbridge Centre are hard to access, with insufficient parking.
- **Underutilised Spaces:** Some centres, like Hythe Centre, don't fully use outdoor spaces for activities.
- **Limited Cultural Venues:** Few cultural spaces and limited access to some facilities.

Community Values

- **Easy Access:** Pedestrian and cycling routes to facilities are key (e.g., Eden Grove, Staines).
- **Community Engagement:** Facilities should foster community use, like gardens and activity hubs.
- **Health & Wellbeing:** Centres should support physical activity and sustainability (e.g., Sunbury Gymnastics, Hythe Centre).

Recommendations for Design Code

- Ensure easy pedestrian and cycling access to all facilities.
- Design spaces for community engagement and multi-use.
- Integrate sustainability, like green spaces and solar panels.
- Ensure facilities blend with their surroundings and support local needs.

Key Words: Accessibility, Community, Sustainability, Health & Well-being, Multi-use.

Type 9 – Industry and Commercial Uses

Challenges

- **Lack of Greenery:** Many industrial sites are grey and lack landscaping (e.g., Lower Sunbury, A30 near Enterprise Rent-a-Car).
- **Noise and Pollution:** Proximity of industrial sites to residential areas causes disturbances.
- **Parking:** Insufficient parking at commercial sites leads to residential driveway blockages (e.g., New Street, Staines).
- **Underuse:** Some industrial areas are empty or lack amenities.

Community Values

- **Green Buffers:** Trees and hedges improve the appearance and reduce noise.
- **Vibrancy:** Adding open spaces and facilities can make industrial areas more engaging.
- **Access:** Multi-use paths are needed for pedestrians and cyclists.

Recommendations for Design Code

- Add trees and landscaping to buffer industrial sites.
- Use noise barriers and tree buffers to reduce disturbance.
- Provide adequate parking to prevent overflow into residential areas.
- Create open spaces and facilities for community use.
- Ensure proper separation between industrial and residential zones.

Key Words: Landscaping, Noise Control, Parking, Vibrancy, Buffer Zones.

Task 6: High Quality Taller Buildings

Participants were invited to evaluate four distinct higher density development types:

1. Back-to-Back Mews
2. Garden Villas
3. Maisonettes
4. Podium & Towers

The panel was tasked with providing feedback on the suitability of these development types for different areas of Spelthorne. They explored aspects such as design considerations, materials, height, sustainability, amenities, and how each type could complement specific locations within the borough.

Through discussions, the panel shared insights into what works well for these developments, identified key design features and considerations, and suggested areas where each type might be most appropriate. Their feedback is summarised below and forms the basis for guiding future design codes in Spelthorne.

Type 1 – Back-to-Back Mews

The panel suggested that the Back-to-Back Mews concept could be well-suited to specific locations within Spelthorne, such as Shepperton or riverside areas. They provided the following feedback:

- **Height & Parking:** Developments should be limited in height and include underground parking where possible to maximise space. Ground-level parking may be considered if practical.
- **Design Considerations:** The panel recommended incorporating roof gardens and individual gardens where feasible, ensuring spaces feel open and are not overly shaded. Balconies should allow light and outdoor access.
- **Accessibility:** It was highlighted that wheelchair accessibility to upper floors is essential to promote inclusivity for all residents.
- **Aesthetic & Functionality:** To avoid a sense of overcrowding, the panel advised against overly long corridors, suggesting varied, regular patterns such as inset balconies and terraces. Materials and styles should harmonise with surrounding developments.
- **Amenities & Sustainability:** The inclusion of secure bike storage, solar panels, rainwater collection systems, planting, and shared play areas was proposed to enhance community and environmental benefits.
- **Location Suitability:** The panel felt these developments would be appropriate for green spaces or riverside locations but less suitable for town centres due to their scale and parking requirements.

<u>Type 2 – Garden Villas</u>

The panel identified Garden Villas as being best suited to green-edge locations in Staines, Stanwell, or areas near parks. Key points raised include:

- **Green Space:** The panel emphasised the importance of central green spaces open to the public, featuring a variety of greenery, including trees and bushes, to create usable and welcoming areas.
- **Family Focus:** Larger homes (3-4 bedrooms) designed for families were considered important, with a focus on natural light and outdoor access.
- **Parking & Sustainability:** Underground parking was recommended in areas not prone to flooding, along with sustainability measures such as solar panels, water recycling systems, and bike storage.
- **Community Features:** Family-friendly spaces such as playgrounds, splash parks, outdoor gym equipment, seating, and water features were suggested to create a vibrant environment.
- **Mixed Use:** Ground floors could house public amenities like cafes, libraries, or small retail units to foster community engagement.
- **Height & Materials:** The panel suggested developments could be up to 8 stories tall, with additional height justified by added amenities. Materials should complement local architectural styles.

<u>Type 3 – Maisonettes</u>

The panel saw Maisonettes as an urban development option that could emphasise community and design innovation. Their feedback included:

- **Green Space:** Open internal green areas to public view, creating inviting shared gardens designed for functionality and safety.
- **Design Features:** The panel suggested including varied roof styles (e.g., pitched or green) and light wells for ventilation. Balconies and dual-aspect windows should maximise natural light and outdoor access.
- **Height & Layout:** They felt heights could increase to include more facilities but should remain sympathetic to local surroundings. Ground floors could include public amenities such as gyms or cafes.
- **Parking & Security:** Underground parking was considered essential, along with secure bike storage. The panel also noted that ground-floor flats should address security and privacy concerns.
- **Amenities:** Suggestions included play areas, allotments, rainwater collection systems, and solar panels. Ground-floor retail units should prioritise independent businesses.

<u>Type 4 – Podium & Towers</u>

The panel indicated that Podium and Tower developments are most suitable for urban areas like Staines Town Centre or Sunbury Cross. Key considerations from their feedback include:

- **Location & Height:** Developments should not exceed 15 stories and must be located near transport hubs. Towers should taper in height when transitioning to suburban or rural areas.
- **Design & Materials:** The panel prioritised elegant, non-brutal designs with curved structures, recessed balconies, and high-quality materials like brick and green walls. They recommended avoiding flat frontages and including communal gardens between towers.
- **Sustainability:** Solar panels, rainwater collection systems, and green roofs were seen as important features. Public rooftop spaces could include gardens or recreational facilities.
- **Community Focus:** Ground floors should host shops, cafes, or community spaces, with designs reflecting local character. Public gardens and accessible amenities were considered essential for inclusivity.
- **Transport & Parking:** The panel stressed the need for excellent public transport links and reduced reliance on cars. Underground parking should prioritise residents, with secure bike storage provided.

Staines-Specific Feedback from the Citizens' Panel

The panel shared several ideas and preferences for developments in Staines, reflecting a desire for thoughtful design that enhances liveability and community wellbeing. Key points included:

- **Rethinking Transport and Roads:** The panel proposed removing cars from the streets in Staines, relying instead on taxi or ride-sharing services such as Uber to reduce congestion and improve air quality.
- **Design and Aesthetics:** Larger windows were highlighted as essential for allowing natural light to promote health and wellbeing. The panel expressed a strong preference for moving away from building square blocks, suggesting stepped-back floors at higher levels to create a less imposing visual impact.
- **Architectural Style:** Regency-style designs, as exemplified in one of the images presented, were favoured for their elegance and timelessness. The panel noted that shorter or staggered buildings, if designed with sophistication, would mitigate concerns about height.
- **Creating Harmony:** Overall, the panel emphasised that well-considered, elegant architecture, combined with functional design, could transform Staines into a more appealing and harmonious urban environment.

Conclusion

The Citizens Panel provided valuable feedback that will inform Spelthorne's Design Code, ensuring future developments align with the community's vision. They emphasised preserving green spaces, integrating sustainable practices, and fostering inclusivity across all neighbourhoods.

Specific priorities included protecting heritage sites, improving public transport links, and addressing challenges like poor lighting and underutilised spaces. For new developments, the panel encouraged thoughtful designs that blend functionality with aesthetic appeal, such as incorporating natural light, accessible green spaces, and community facilities.

These guiding principles reflect the feedback and suggestions provided by the panel, aiming to create vibrant, sustainable, and inclusive developments that serve Spelthorne's diverse communities.

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SPELTHORNE DESIGN CODE

SPELTHORNE BOROUGH COUNCIL

NOVEMBER 2025

Appendix C
Design of Residential Extensions

This appendix adds further guidance on the design of residential extensions in Spelthorne. It augments the requirements of the Design Code.

It is based on the previously adopted 'Design of Residential Extensions SPD'.

3. Design of Extensions

3.1 The purpose of this section is to assist with the production of well designed extensions. Most of the guidance equally applies to new dwellings.

3.2 It sets out guidance on assessing the character of the area, impact on neighbours, taking account of the character of the property and detailed design and use of materials. The order in which the guidance is set out provides users with a systematic way of ensuring all the relevant issues are considered in producing an acceptable scheme. A checklist is provided at the end of this section.

3.3 Single storey rear extensions up to 4 metres in depth on detached and semi-detached properties, and 3 metres on terraced properties, are usually acceptable subject to appropriate design and use of materials. However, in all cases the requirements in this section must be met and submitted plans should show all necessary information to enable this to be checked.

Character of the area

3.4 A successful design will have regard to the character of a locality and how the scheme is viewed from all sides. The factors in the following box will need to be considered and, as appropriate, taken into account:

Table 1: Character checklist

> The character of a locality or street is determined by a number of factors:
>
> Street proportions:
>
> - its width,
> - height of buildings in relation to the street width.
>
> Building form:
>
> - type of housing – whether detached, semi-detached, terraced, flats or a mix of uses,
> - space between buildings - whether regular with even gaps or varied,
> - whether there is a common property design,
> - heights of buildings,
> - position of garages.
>
> Building line:
>
> - the distance properties are set back from the road or footway,
> - whether properties are positioned in a straight line when looking down the street or if they are staggered or varied,
> - street corners.
>
> Building design:
>
> - existence of a common architectural style,
> - particular design features or use of materials,
> - design of roofs and chimneys,
> - detailed architecture of buildings e.g. window sizes and spacing, glazing patterns and door positions, brick detailing and downpipes.
>
> Any other features such as trees, open space, open plan estates and non-residential buildings and their design.

3.5   Where there are strong and regular patterns in the layout, spacing and design of existing properties, these must be maintained to help the extension fit in with the area. A good extension or alteration is one that fits in sympathetically with the building being extended and its locality. Poor existing design will not be accepted as a precedent for poor schemes.

Typical street scenes in Spelthorne

Impact on neighbours

3.6   Most developments will have some impact on neighbours. The aim should be to ensure that the amenity of adjoining occupiers is not significantly harmed. This will require careful attention to the position, scale and design of the extension (or new dwelling) to avoid loss of privacy, outlook, daylight and sunlight; each of these issues is considered below. It will also be important to identify differences in levels with adjoining sites and buildings and for this to be shown accurately on street scene elevations.

Privacy and Outlook

3.7   The position of windows should be carefully considered to avoid views into the windows of an adjoining property or onto patios or sitting out and garden areas immediately to the rear of these properties and vice versa.   Where windows for bathrooms and toilets can be looked into they must be obscure glazed to obscurity level 5[1]. Where side windows are required to give daylight, and there is scope for unacceptable overlooking into an adjoining property, they should either be high level - above 1.7 metres - or non-opening and have obscured glazing, again to obscurity level 5. This will also apply to side windows to conservatories where unacceptable overlooking and therefore loss of privacy could arise.

3.8   In the case of upper floor accommodation Building Regulations may require some windows to be a formal means of escape in case of fire. However, where opening windows would conflict with amenity considerations planning permission may be refused. If a design requires main bedroom or other main windows to habitable

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[1] Textured glass is made to provide different levels of obscurity to ensure privacy. Level 5 is the highest level of obscurity.

rooms[2] to be obscure glazed to avoid overlooking, this would fail to provide an appropriate level of amenity to the occupiers of the property and the scheme is likely to be unacceptable.

3.9   An appropriate degree of separation must exist between properties to avoid overlooking, preserve privacy and outlook and avoid an overbearing impact. Diagram 1 shows a typical street layout with three rows of properties facing the respective roads. It shows the minimum distances that must exist between dwellings when new residential development is proposed. The figures in brackets relate to three storey development.

3.10   The term 'storey' is widely used to describe the number of floors up to the eaves or gutter level of a roof and is helpful in conveying the general scale of a building. Scale is an important consideration in assessing a potential overbearing impact of a structure and its impact on outlook. This is why the distance measurements in Diagram 1 differentiate between two and three storey buildings. These minimum distances must be maintained when two or three storey extensions are proposed for existing properties.

3.11   Where a proposal to build or alter an existing building to provide accommodation within the roof space results in a bulkier structure the potential adverse impact and need for greater separation distances must be assessed.

3.12   An additional floor of accommodation within the roof space can also provide greater scope for overlooking and therefore loss of privacy. It will be important for this to be carefully assessed, and in particular whether greater separation distances between properties in the line of view from new windows are necessary to preserve privacy. This will be particularly important where, as a result of conversion, a separate unit of accommodation is proposed.

3.13   Any proposal which results in a structure that is overbearing due to its scale, or which leads to loss of privacy due to overlooking will be considered as unacceptable.

3.14   Diagram 1 shows three types of distance measurement:

   a. Back to back; 21m total distance with a minimum 10.5m garden length for each property (30m and 15m respectively for three storey development). (These distances will also apply between the fronts of buildings and front to back).
   b. Back to side (flank): 13.5m minimum distance (21m for three storey development). Where the flank wall has, or is proposed to have, windows to habitable rooms the separation distances in a. above will apply.
   c. Set-in of property from the side boundary of 1 metre (2m for three storey development)

3.15   Application of these measures will need to take account of circumstances where properties are skewed and not directly facing each other or are not at 90° and therefore a lesser degree of overlooking or impact on outlook might arise.

---

[2] Habitable rooms include bedrooms, lounges, dining rooms, kitchens, breakfast rooms and studies.

Back to flank distance

Road

13.5m

(21m)

1m

(2m)

Back to back distance

21m

(30m)

10.5m

(15m)

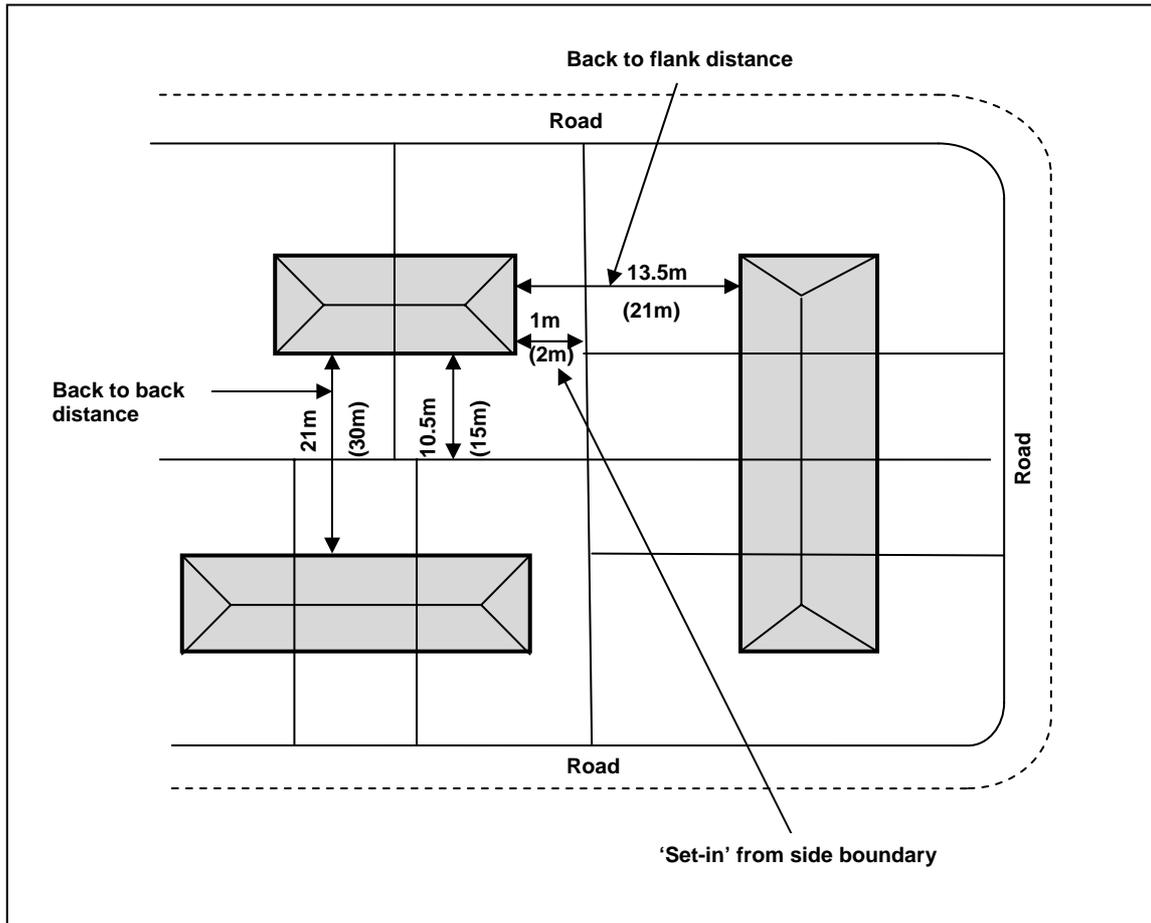Road

Road

'Set-in' from side boundary

Diagram 1: Area to the rear of a property to be clear of development to preserve privacy and outlook. (N.B. the figures in brackets relate to three storey development).

3.16   The need to maintain privacy will also mean that the opportunity for balconies and roof terraces will be limited as they may allow overlooking into adjoining ground and first floor windows, patio areas and private garden space close to the house – whether to the rear or side. It should be noted that planning permission is usually required to put railings around the roof of a single storey extension to create a balcony or roof terrace.

3.17   Whilst home owners do not have a right to an uninterrupted outlook or view from their property across adjoining land, they rightly expect that adjoining extensions are not over-dominant and not so close that inappropriate levels of enclosure are created. The separation distances shown in Diagram 1 will also help to preserve outlook.

3.18   Large areas of flank wall to side and rear extensions can sometimes result in an overbearing impact and a poor outlook for adjoining occupiers. Where this is likely to occur the scale and the extent to which the extension projects from the rear of the host building will need to be limited.

Daylight

3.19 It is important for day to day tasks and health to allow sufficient daylight into dwellings. These requirements are highlighted in a British Standards document on 'Lighting for Buildings' and the Building Research Establishment (BRE) report 'Site Layout Planning for Daylight and Sunlight'.

3.20 The BRE document identifies the need to maintain a reasonable amount of light into habitable rooms. Such rooms include lounges, dining rooms, kitchens, breakfast rooms, studies and bedrooms. This will have a bearing on the position and height of extensions (and new dwellings) in relation to existing properties.

3.21 The BRE guidance provides three measures which the Council considers provides a useful guide to maintain adequate light levels and avoid excessive overshadowing by new buildings and extensions. Applicants will be expected to demonstrate on their plans that the following guidelines have been met.

i. **25° Guide** – The purpose of this guide (illustrated in Diagram 2) is to ensure that in the area to the front or rear of a property no new extension (or new dwelling) is so close that a significant view of the sky is lost. No extension (or new dwelling) should break a 25° line as measured from the centre of the main window to a habitable room at a point 2 metres[3] above ground level[4]. For guidance the height of the line at a point 10 metres distance is shown. In most cases this requirement can be met when the separation distances in Diagram 1 are followed. However, where there are differences in ground level or taller buildings are involved the 25° guide may require greater separation distances to maintain appropriate levels of daylight.
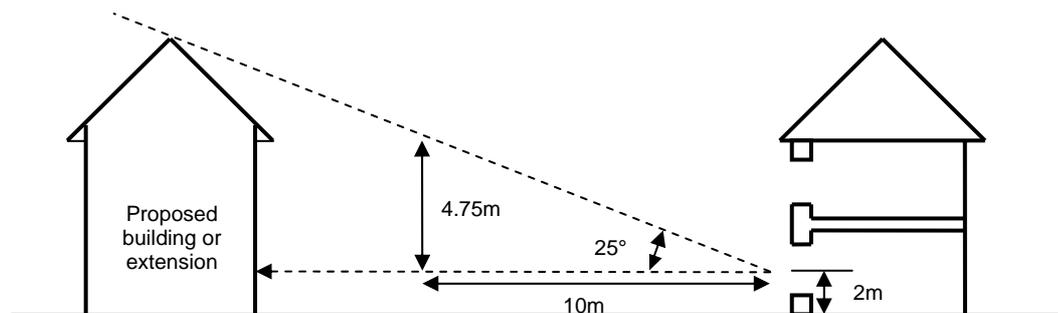
Diagram 2: Area of sky line to be clear of development to preserve daylight (25° rule)

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[3] The vertical measurement in Diagrams 2 to 5 will be taken 2 metres from ground level except where internal floor levels are significantly higher than 250mm and therefore a lesser impact on daylight might arise.
[4] A two storey property set at least 13.5 metres away with a modest sized roof and with a floor level no more than 300mm above ground level will usually achieve the required clearance.

Design of Residential Extensions and New Residential Development, April 2011   9

ii. **45° Horizontal Guide** – The purpose of this guide (illustrated in Diagram 3) is to ensure that the position of two storey extensions (or new dwellings) either side of a property, whether to the front or rear, do not lead to an unacceptable loss of light to the windows of habitable rooms and patio/garden areas. Two storey extensions (or new dwellings) must therefore be positioned so that a clear area is maintained within a 45° horizontal arc from the centre of the face of the main window to a habitable room. Where this guide is met but unacceptable overshadowing of an adjoining patio/garden area is created within 3 metres of the rear of the property, permission may not be granted.
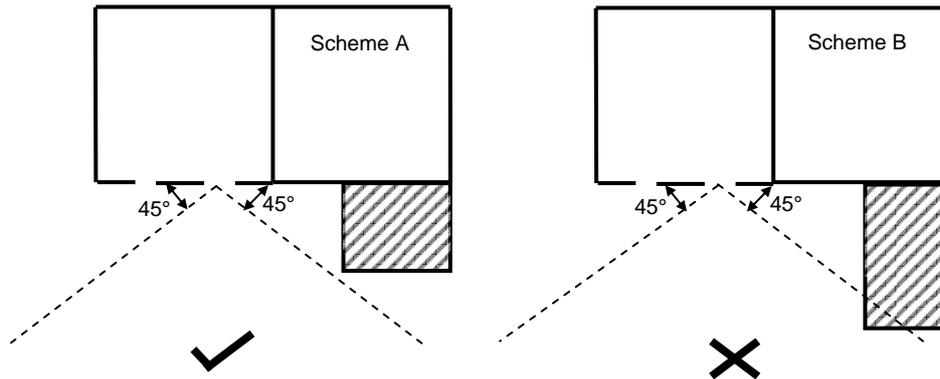

Diagram 3: Area to the side of a property to be clear of development to preserve daylight (45° horizontal guide)

iii. **45° Vertical Guide** – The purpose of this guide (illustrated in Diagram 4) is to ensure that the height of extensions (or new dwellings) either side of a property, whether to the front or rear, do not lead to an unacceptable loss of light to windows of habitable rooms and patio/garden areas. Extensions (or new dwellings) must therefore be of a height that does not breach a 45° vertical arc measured from the face of the elevation of the affected property from the centre of the window to a habitable room nearest the extension. Where the rear elevations of properties are staggered in relation to each other, and an extension (or new dwelling) has only a very limited projection beyond the front/rear elevation of the adjoining property, any potential loss of daylight will be limited and compliance with the guide may be less critical. Unacceptable overshadowing of adjoining patio/garden areas must be avoided.
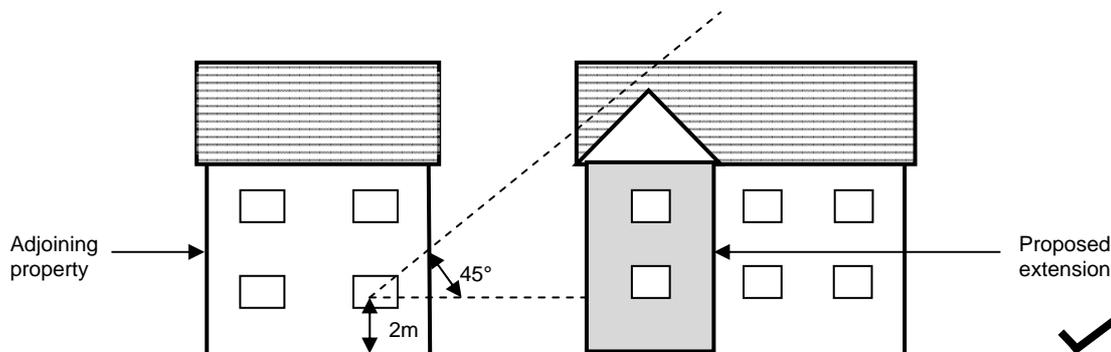

Diagram 4: Area to the side of a property to be clear of development to preserve daylight (45° vertical guide)

3.22 In a few cases the main window to a habitable room may be located on the side of a property. An unacceptable loss of light might therefore arise from an extension to the adjoining property. To avoid this problem any extension (or new dwelling) must not break a 45° vertical line drawn from the face of the affected side window as measured from a point 2 metres above ground level (see Diagram 5).
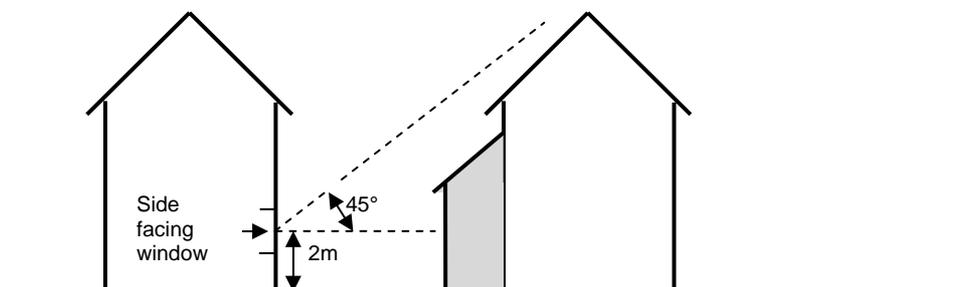

Diagram 5: Area of sky line to be clear of development to preserve daylight to principal side windows to habitable rooms

3.23 In assessing the adequacy of daylight to a side window the Council will also take into account the following circumstances which might reduce the adverse impact of an extension or new dwelling:

    a. The length of the flank wall facing the potentially affected window and therefore its degree of impact.
    b. Any stagger in the position of the extension in relation to the side window, which may still allow good daylight to be retained.
    c. Any stagger or skewing in the position of the properties to each other or difference in ground level which may also allow good daylight to be retained.

3.24 There are situations where there are secondary side windows to habitable rooms which provide significant lighting to rooms as a whole. The impact of loss of light through these may be important and must be considered in addition to the impact on the main window.

3.25 Permission will not be granted for irregular angled structures which have been designed to meet the above guides but are poorly proportioned and appear contrived and visually obtrusive.

Sunlight

3.26 In addition to providing daylight into buildings it is also important to consider the opportunity for sunlight to enter and to ensure existing sunlight levels are not significantly reduced by new development. The orientation of principal windows towards the sun is an important consideration in the design process and should be taken full advantage of.

3.27 Regard should also be had to ensuring no significant loss of sunlight. This is most likely to occur when an extension or new dwelling is to the south of an existing property. There should also be no significant loss of sunlight to patio and sitting out areas up to 3 metres from the rear of properties (or to the side where this is the main private sitting out area).

Character of the property and appropriate forms of extension

3.28 Extensions must respect the character of the host building in scale and design and should be difficult to distinguish from the original structure.

3.29 As a general approach extensions should not over dominate the host building. Whilst in some cases an extension to the side or rear can be fully integrated to appear as part of the original building, in most cases this cannot be achieved or may be inappropriate and the extension should be designed to appear subordinate. Extensions should be well proportioned in relation to the host building with appropriate symmetry of windows and other detailing.

3.30 Where the existing garden is comparatively small in relation to the house, the size of the extension may need to be limited to avoid an extended property being overlarge in relation to its plot and out of character with the locality. The Council will require the following minimum private garden area to be maintained, but a greater amount is needed in the case of larger properties where larger gardens are characteristic of the area. Only useable garden space to the side and rear of a property will be regarded as private and space for garages, driveways and access ways will not be included. The following minimum areas will apply:

3.31 Where an owner proposes to carry out work which involves work to a party wall, boundary wall or excavation works near a neighbouring building they must notify all adjoining owners where that work falls within the terms of the Party Wall etc Act 1996. This is in addition to any planning permission or approval under the Building Regulations. See Appendix 5 for further information.

Table 2: Minimum garden areas

a.	3 or more bedroom semi-detached or detached dwellings (new or extended)	70 sqm per unit
b.	Terraced or 2 bedroom semi-detached dwellings (new or extended)	60 sqm per unit
c.	Flats (new or by conversion) or 1 bedroomed dwellings or sheltered housing schemes	35 sqm per unit. Where amenity space is shared the requirement will be relaxed to 35 sqm per unit for the first 5 units, 10 sqm for the next 5 and 5 sqm for each unit thereafter. Usable balcony floorspace may be counted in this provision.

3.32 The remainder of this section is divided into four parts dealing with different types of extension and alteration and the design issues they raise:

    a. Front extensions
    b. Side extensions
    c. Rear extensions
    d. Dormers and roof alterations

Front Extensions

3.33 Front extensions are, by their nature, prominent and can have a significant impact both on the street scene and the appearance of the host building.

3.34 Front extensions should be behind the prevailing building line, whether they are single or two storey, unless they clearly do not detract from the street scene or cause problems to neighbouring properties. The roof form should reflect the design of the host building and overall the proportion, symmetry and design detail in relation to the host building will be particularly important.

3.35 Any form of front extension must not result in a loss of parking spaces where this might cause highway problems through on-street parking. Further details of car parking standards and size of parking spaces are set out in the Council's 'Parking Standards' document.

Balanced front extension to a detached property

Front extension to semi-detached property with roof form to match main roof

Side Extensions

3.36 Side extensions will be visible from the street and can be prominent in relation to the host building, therefore attention to the position and scale of side extensions is important. Generally such extensions raise three main design issues:

    a. Respecting the character of the host building.

    b. Avoiding what is often called a 'terracing' effect. This is where the visual gaps between buildings are a feature of a locality and where the loss of these gaps will give an impression of an almost continuous built frontage. This is particularly harmful to the character of an area where two storey side extensions are proposed and the regular and often limited gaps existing between properties are reduced.

    c. Impact on neighbours by loss of daylight, sunlight and privacy.

3.37 To respect the character of the host building the extension should be in proportion and not over-dominate it. Side extensions should only exceptionally exceed two thirds of the width of the host building.

3.38 Problems can arise where there are irregular building lines and part of an adjoining building is already set back. The extension may therefore be particularly prominent and impact on amenity. In such cases a greater degree of 'set-back' and/or 'set-in' may be required.

Single Storey Side Extensions

3.39   Single storey side extensions should appear subordinate to host buildings of 2 or more floors of accommodation. This can be achieved by an appropriate 'set-back' from the front elevation. This should normally be a minimum of 300mm, and may need to be greater depending on the scale of the extension relative to the host building.

3.40   A minimum 'set-in' of 250mm from the boundary is usually necessary to allow for construction of foundations within the property boundary and to avoid roofs, gutters and downpipes overhanging neighbouring properties.

3.41   Roofs should have a full pitch. Dummy pitched roofs will only be acceptable where it is demonstrated that a better alternative approach cannot be achieved (see paragraph 3.50 to 3.56 for further details).

Two Storey Side Extensions

3.42   Two main design approaches can be taken with two storey side extensions:

a.   **Integrated approach:** This can be successful with detached houses located on a reasonably wide plot in a street of varying house designs and sizes. The extension should be designed in a way to replicate the existing design. This approach may also be appropriate for end of terrace properties. It will be important this does not result in a property with poor symmetry and proportions and that all the existing architectural detail is copied. The shape of the existing roof will dictate the extent to which the integrated approach can be followed. It will not work with gable ended roofs with a pitch running front to back.

Integrated side extensions

In streets where the gaps between buildings are regular and limited, and all existing properties are of the same or similar proportion, the integrated approach will not be acceptable as the extended property would clearly appear out of scale and could result in a 'terracing' effect. Poor existing extensions in a street will also not be accepted as a precedent.

b.   **Subordinate approach:** In the case of semi-detached properties and detached buildings which are symmetrical or the gaps between buildings are limited, an extension should normally be designed to be subordinate to the host building. Where a subordinate approach is required this can be achieved by an appropriate

'set-back' and 'set-in'. Possible exceptions are where the front elevation is already irregular, e.g. due to projecting bay windows or a stagger in the original design, and the extension will not result in an overbearing and unbalanced appearance.

i.   **'Set-back'** - Two storey extensions will need to be set back at least 1 metre, unless a lesser distance is clearly justified in supporting information with the application. In the case of larger host buildings/or larger extensions the distance may need to be greater. Generally the wider the extension in relation to the host building the greater the 'set-back' is required. The roof shape should follow the style and pitch of the existing roof. Hipped or gabled roof types should generally be copied. Window proportions and other detailing, including use of material, should match the existing.

Subordinate side extensions

ii. **'Set-In'** - In the case of two storey extensions a minimum 'set in' from the boundary of 1 metre will be required. For large extensions, or large host properties, or where a more generous spacing between properties already exists, a greater degree of 'set in' from the boundary will be required. The test is whether the resulting extension is clearly subordinate, a terracing effect has been avoided where it would be harmful and the extended property is in keeping with the character of the area. Diagram 6 shows how the 'set-back' and 'set-in' distances should apply.
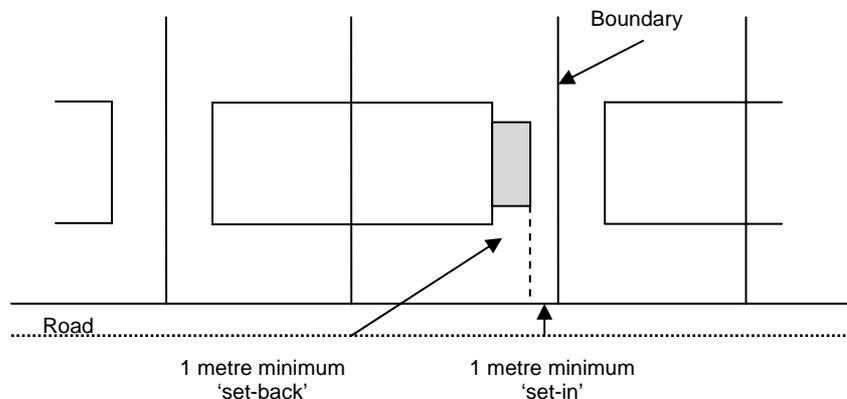

Diagram 6: 'Set-in' and 'set-back' required for two storey extension

Rear Extensions

3.43 The quality of the design of rear extensions is just as important as front and side extensions. Whilst they are less visible from the front they will be particularly visible from all properties that back onto the rear garden and can potentially cause loss of amenity to neighbours. Where the property is a corner plot or close to a corner, rear extensions will be particularly visible from the side road.

3.44 Very large extensions may also result in the scale of extended houses being out of character with their locality. Two-storey extensions which have a footprint greater than 50% of the original house are likely to require particular care in design and justification.

3.45 Generally rear extensions should be subordinate to the original house in both scale and design. However, where the roof form of the existing house allows, and there is no unacceptable impact on neighbours, an 'integrated' approach may be appropriate.

Integrated full width rear extension with subordinate single storey element

Subordinate two storey rear extension

3.46 Particular care is required when extending to the rear of terraced properties. The cumulative effect of two storey extensions in particular either side of a mid-terraced property could be overbearing, and subsequent extensions which enclose or 'box-in' the rear of a mid-terraced property may not be acceptable.
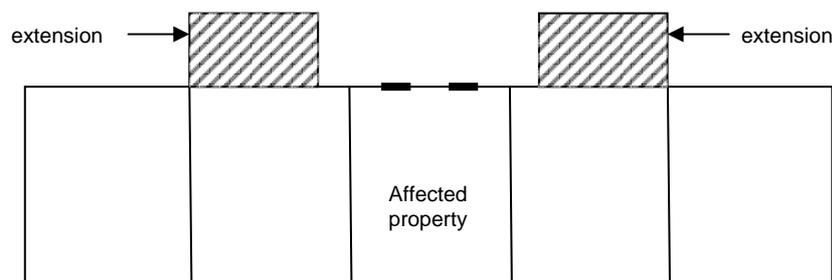

extension →   ← extension

Affected property

Diagram 7: Unacceptable boxing-in of mid-terraced property

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Single Storey Rear Extensions

3.47 Single storey rear extensions can have flat roofs although pitched roofs are encouraged where it will enable the extension to fit in better with the host building and there is no adverse impact. Where a single storey extension is particularly prominent from outside the site a pitched roof will be required. The design of any pitched roof should follow where possible the style and pitch of the host building's roof. Flat roofed extensions and the height of pitched roofs nearest the property boundary should not normally exceed 3 metres in height.

3.48 Where single storey buildings are being extended the roof should tie into the existing roof and an integrated approach may be appropriate, as described below in the section on two storey extensions.

3.49 Some conservatories have a high proportion of glazing on side elevations and lead to a loss of privacy to adjoining properties. Where this occurs, solid walls or opaque panels will be required on the elevations concerned. Conservatories should be of a scale that are subordinate to the host building and, where possible, reflect its design.

Two Storey Rear Extensions

3.50 Two storey rear extensions should normally be clearly subordinate to the host building. However, where the extension covers the full width of the property an integrated approach may be more appropriate where the existing roof style allows that. Two storey extensions should always have a pitched roof, unless the host building has a flat roof.


Two storey full width extensions with subordinate roof

Roofs, roof lights, dormers and roof extensions

3.51 The type of roof over an extension is critical to a successful design and can help integrate the new with the existing building. They should match the existing angle of slope and design in terms of hipped or gable ends.

3.52 Roofs which are altered or rebuilt to accommodate a full floor of accommodation within the roof void can often be taller, bulkier and with a steeper pitched roof than would otherwise be the case, particularly if areas of flat roof are incorporated between sections of sloping roof. Where large areas of flat roof between pitched roof areas are proposed and/or where roof pitches in excess of 45° are created there is a risk they may be out of character with a locality. The impact of such alterations on adjoining properties and the locality as a whole in terms of overlooking and bulk will be carefully assessed.

Diagram 8: Types of roof form
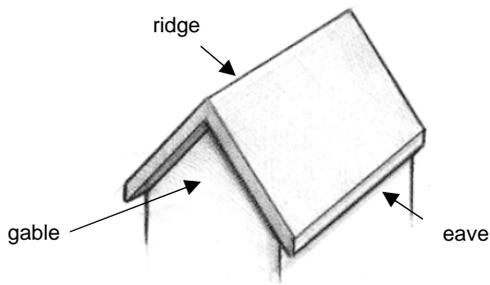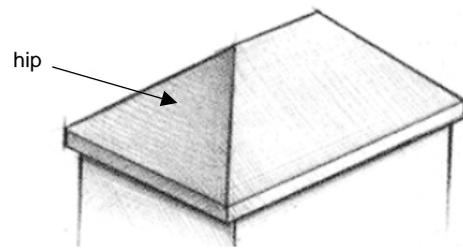
Gabled roof   **Hipped roof**

3.53 Dummy pitched roofs which take the form of a tiled up-stand along the front wall of an extension or a short section of ridge should be avoided. This artificial approach is rarely successful in terms of the proportions of the roof to the existing building and especially when the outer corner is visible. They will only be acceptable where it is demonstrated that no better alternative approach can be achieved.

3.54 New roofs, roof extensions, dormers and velux style roof lights can harm the character of the existing property and therefore need to be carefully designed. Regard must be had to the position and scale of any alterations and their effect on the proportions and symmetry of the roof, particularly in the case of semi-detached and terraced properties.

3.55 Ideally the position of roof lights on sloping roofs should align with the windows on the elevations below and be positioned symmetrically.

3.56 Front dormers can have an adverse impact on the street scene and need to be subordinate to the roof and be well designed and proportioned. Care will also be needed in the case of dormers on side and rear elevations where problems of potential overlooking may arise. Well designed dormers should:

   a. be located centrally or symmetrically on a roof,
   b. be set-in a minimum of 1 metre from the roof edge, down 0.5 metres from the ridge and up 1 metre from the eaves,
   c. incorporate a roof which is compatible with the main roof,
   d. not be over-dominant or out of proportion.

Dormers aligning with windows below and roof form and detail to match existing roof

Dormers to match existing roof

3.57 Where it is proposed to add an additional floor to an existing property, raise the height of the roof or change its shape, particular attention is required to the following:

    a. The scale and proportions of the extended property must be in keeping with the character of the area and in particular the adjoining properties.
    b. The position of windows should not lead to unacceptable overlooking.
    c. The position and design of windows should reflect the alignment, symmetry and design of existing window openings.
    d. The roof design and any dormers should reflect the character of the property.
    e. Materials must match or complement those used in the existing building.

Detailed Design and Use of Materials

3.58 Good detailed design and use of materials is critical to an acceptable scheme, whether on extensions or new residential development. Attention to detail will ensure that extensions will blend well with the existing property. Poor quality design with little or no attention to detail will be unacceptable.

3.59 It is important that these issues are considered as an integral part of the design process and that all design detail, including where different materials will be used, is clearly shown on submitted plans.

3.60 Key aspects of the detailing of extensions and use of materials are set out below.

    a. **Bricks**. New brickwork must match the existing in:

    i. Colour, texture, and size of the bricks - good second-hand bricks which are free of mortar on their face can be useful when extending older buildings, particularly where there is likely to be a problem of matching imperial and metric sized bricks. Some existing bricks may be salvaged and re-used.
    ii. Mortar colour, thickness and pointing.
    iii. Existing detail such as:

- String courses – horizontal bands in brick either relieved from the wall surface or shown by bricks of a different colour,
- arches over windows and doors where bricks are laid vertically. Such arches may be horizontal or curved,
- brick detailing around windows and doors,
- any other special detailing in brick inherent to the design of the original house, e.g. quoins or artistic elements.

| Brick and stone detailing | Matching rendering |

b. **Other construction materials**. Some buildings may have areas of rendered wall, tile hanging, cladding or mock timber framing; these materials may also be generally characteristic of properties in a street. It will be important to reflect the existing use of materials on a property and those found in its immediate locality. In all cases materials should be durable for the life of the building and capable of being maintained in good condition so that there is no long term detraction in appearance.

c. **Roofs**. These should match existing materials, in particular:

i. Tiles or slates should be the same size, colour and texture as the existing. This includes ridge and hip tiles. When undertaking new work it may be possible to re-lay some of the existing materials so, for example, all the original tiles are on front elevations and new tiles at the rear. Alternatively good second–hand tiles could also be considered.

ii. Decorative finials and gable end upstands should be copied.

iii. Any details of lead flashing around chimneys, roof valleys or windows should also be copied.

Roof, brick and stone detailing

Brick, stone and lead detailing

d. **Windows and Doors**. These provide important detailing to the elevation of a building.

i. **Size**. The size of window openings and glazing patterns should match the existing.

ii. **Window type**. Bay windows may need to be copied where symmetry is important. Sash or casement styles need to be followed.

iii. **Alignment**. Windows at the upper floor should generally align and be of the same width as those at ground floor level.

iv. **Amount.** The amount of window openings to areas of brick work should be in proportion. Very small window openings in large areas of otherwise unrelieved brickwork on the front or rear elevation can look stark and unattractive. Whilst areas of glass may have to be limited for reasons of thermal efficiency, where this imposes a limit on window size, other design features such as string courses and brick and stone detailing to window surrounds should be considered to provide an attractive and well proportioned façade.

v. **Replacements.** If replacing other windows in the main house when building an extension it is important to retain the original glazing pattern appropriate to the age and style of the house and avoid large and often unsymmetrical areas of glass.

vi. **Reveals.** The extent to which existing windows are recessed into the elevation and reveal the brick work on the inner face of the window opening should be copied. An appropriate degree of recess can have a significant impact on the appearance of a property.

Diagram 9: Components of a window and opening

e. **Renewable Energy**. The implications of this need to be fully considered in the design of new residential development, extensions and retro-fitting of existing properties to ensure a discreet installation. Where, for example, solar panels are contemplated it will be important that the roof area and orientation toward the sun are appropriate and account is taken of their impact on the character of the extended property. These panels should be flush mounted to the roof surface as shown in the following photographs. Propping up panels on flat sections of roof should be avoided. Details of the position of renewable energy equipment should be shown on submitted plans.

Flush mounted solar panels

f. **Other details**. There will be other elements of detailing which need to be carefully considered. These include the design and position of hoppers and down pipes, stone detailing to existing window sills and window reveals, lead work as well as the appropriate siting of boilers in relation to the positioning of external flues and vents.

Design of Extensions – Checklist of key issues

1. Is the site in an area where particular constraints apply, e.g. Green Belt, flood risk, conservation area or area of archaeological importance?

2. Is the building an Ancient Monument, Listed Building or locally listed?

3. Have all existing trees been surveyed, shown on the plans and given sufficient space to continue growing.

4. Has an accurate site survey been undertaken and the exact position of adjoining buildings, their windows and other important features been established?

5. Does the design reflect the character of the area?

    - are gaps between buildings being maintained?
    - are building lines followed?
    - has a terracing effect been avoided?

6. Can it be built without the foundations, roofs and gutters encroaching onto your neighbour's property?

7. Has the design avoided problems for neighbours by taking account of:

    - privacy?
    - outlook?
    - daylight?
    - sunlight?

8. Does the design reflect the character of the existing house?

    - where it needs to be subordinate is this achieved?
    - is the width, depth, 'set in' and 'set back' appropriate?
    - will sufficient garden space remain?
    - does the extension have an appropriate roof which ties in with the existing roof?
    - are all the design features of the existing house followed through?
    - do materials match in every detail?

APPENDIX B– Consultation Statement: Spelthorne Design Code

SPELTHORNE DESIGN CODE

Your Street
Your Place
Your Space

Contents

Introduction

Spelthorne Borough Council has prepared a Design Code to guide high-quality, sustainable development that reflects local character and the community's design priorities. The Code sets out design requirements for future new development, including guidance for the design of buildings, streets, open spaces and the public realm across the Borough. The Code will also be a factor in guiding future planning decisions.

The Design Code has been prepared in line with national policy and guidance. The National Planning Policy Framework (NPPF) encourages local authorities to set clear design expectations and use tools such as design codes and masterplans to secure high-quality development (NPPF, Chapter 12). Planning Practice Guidance (PPG) identifies design codes as effective tools for shaping well-designed places (PPG Ref ID: 26-006-20191001). The National Model Design Code (NMDC) further supports this approach by providing a Design Code framework for larger sites. These documents collectively provide a strong policy basis for the Design Code as a Supplementary Planning Document (SPD).

The Design Code will be adopted as a Supplementary Planning Document (SPD) under the Planning and Compulsory Purchase Act 2004. While SPDs are not part of the statutory development plan and are not subject to independent examination, they are a material consideration in planning decisions and provide detailed guidance to implement Local Plan policies, in this case those concerning the design of future development in the Borough.

In accordance Spelthorne Borough Council's Statement of Community Involvement (SCI) and Regulation 12(a) of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), this Consultation Statement sets out:

1. What was consulted on during the statutory consultation of the draft Spelthorne Design Code
2. How the Council consulted stakeholders
3. A summary of the main issues raised by those consulted on the draft Design Code
4. How those issues have been addressed in the Design Code
5. Stakeholder engagement throughout the preparation of the Design Code

1. What was consulted on during the statutory consultation of the draft Spelthorne Design Code

The Spelthorne Design Code- Final Draft for Consultation (May 2025) was the main document published to be consulted on during the statutory consultation on the draft Code.

The questions on the online survey, which was available for comment on the dedicated Spelthorne Design Code engagement hub, revolved around the following:

- if the Design Code is easy to understand, accessible, deliverable and will make a difference for better quality design in the Borough;
- if the design requirements for future development meet Spelthorne's needs and aspirations;
- how the Design Code could be improved.

2. How the Council consulted stakeholders

The Consultation Process

The consultation process followed Spelthorne Borough Council's SCI, which sets out how and when the Council intends to involve people, businesses and organisations in the planning process. In the lead up to, and during, the statutory consultation on the draft Design Code, the Council undertook a variety of communication methods to ensure that as many people as possible were notified of the consultation and encouraged to respond.

Stakeholders consulted

The following stakeholders were engaged during the consultation:

- All residents
- People who work in the Borough
- Visitors to the Borough (including shopping, leisure, culture etc)
- Local businesses
- Statutory consultees
- Councillors
- Residents' associations
- Students and young people via local schools and youth groups etc.
- Charity, voluntary and local community groups and community interest companies
- Relevant governmental organisations and public bodies
- Emergency services and utility companies
- Council staff
- House builders and registered providers

How stakeholders could respond

The consultation ran from 26 June to 4 August 2025. The Spelthorne Design Code- Final Draft for Consultation (May 2025), which was being consulted on, was available to view

and download on the Spelthorne Design Code engagement hub, as well as available via printed copies at all libraries across the Borough and at the Council Offices.

To respond to the consultation, stakeholders could submit their comments via multiple ways:

- Online survey on the engagement hub
- Email to the designated Design Code inbox designcode@spelthorne.co.uk
- Post to Strategic Planning, Council Offices, Knowle Green, Staines-upon-Thames, TW18 1XB

Consultation responses

The consultation received 81 responses in total from stakeholders including residents, other local groups and statutory consultees.

Statutory consultees who responded to the consultation included:

- Surrey County Council (SCC)
- National Highways
- Historic England
- Network Rail (NR)
- Surrey Police
- Natural England
- Colne Valley Regional Park
- Woodland Trust

3. A summary of the main issues raised by those consulted on the draft Design Code

Feedback Themes

Public Feedback Themes

Design Quality, Heritage and Character

Support for character-led design but concerns that recent developments look generic and unattractive. Calls for more innovative architecture, preservation of historic facades and better integration with existing buildings.

Code Accessibility, Usability and Clarity

The Code is seen as too long, technical and less accessible for lay readers. Suggestions include simplified summaries, clearer diagrams, an improved glossary, clearer definitions and stronger mandatory language (e.g., "must" instead of "should").

Building Heights and Density*

Strong concern about high-rise buildings (specifically 8+ storeys), especially in Staines-upon-Thames. Concerns include high-rise buildings harming local character, blocking light and creating too-tight spaces. Calls for clear, enforceable height caps (defined in metres, not storeys and from ground base level, not pavement level), particularly near conservation areas and riversides.

Infrastructure and Services*

Concerns that the Code overlooks infrastructure needs such as GP surgeries, schools, roads, traffic and flood defences. Many feel that Staines is being overdeveloped without adequate provisioning of public services.

Flood Risk and Groundwater Concerns*

Strong concern about groundwater flooding and lack of specific flood mitigation measures. Calls for mandatory hydrological and hydrogeological surveys with planning applications, with strong desire to use Royal Holloway research.

Riverside Identity and Character

Strong desire to preserve Staines' riverside character as a leisure and heritage area. Concerns about commercial or high-rise development along the River Thames frontage, with calls for improved river access for small boats and recreation.

Housing Mix*

Concerns about Houses in Multiple Occupation (HMOs) and potential loss of family homes, if over-reliance on flats. Calls for minimum quotas of 3+ bedroom houses, proper design standards for HMOs and further protection of suburban character.

Transport and Connectivity*

Calls for improved public transport and traffic management, including better rail and bus links, enhanced station access and lighting. Desire to address and not worsen congestion around Staines Bridge and Two Rivers.

Enforcement and Monitoring*

Concerns about enforcement and monitoring, with doubts over how compliance will be policed and whether developers will follow the rules.

*NB: The feedback themes with a purple asterisk are mostly or partly matters that fall outside the scope of the Design Code and are addressed through other policies and legislation, or deal with implementation of the Code rather than its contents.

Technical Consultee Themes

Green Infrastructure, Biodiversity and Connectivity

Calls for stronger integration of new development with natural environments like the Colne Valley Regional Park (CVRP) to enhance access, biodiversity, recreation and climate resilience. Tree-lined streets and green infrastructure are supported by the Woodland Trust but some desire for clearer guidance on species selection and planting.

Heritage and Local Identity

Requests for more detailed treatment of historic areas, with emphasis from SCC and Historic England on preserving Spelthorne's heritage. Suggestions include using Historic Environment Record data, coding town centres individually and ensuring context-sensitive design for historic settlements like Sunbury, Ashford, Stanwell and Laleham.

Transport, Accessibility, and Active Travel

Support for walking and cycling access, with backing from NR and SCC for active travel principles. Recommendations include improving access to railway stations, enhancing public realm around transport hubs, integrating SCC's Healthy Streets for Surrey principles and aligning street typologies and parking standards with this guidance.

Flood Risk and Sustainable Drainage

Support for incorporating Sustainable Drainage Systems (SuDS) and flood resilience strategies, with SCC (Lead Local Flood Authority) supporting their inclusion in the Code.

Public Safety

Advocacy for Secured by Design standards, with Surrey Police desiring stronger integration of crime prevention measures, such as lighting, surveillance, access control and secure doors/windows, especially for tall buildings. NR supports connectivity principles but expresses concerns over safety risks from increased level crossing use, recommending elevated pedestrian crossings instead.

4. How those issues have been addressed in the Design Code

You Said:

Concerns were raised about heights, in terms of lack of clarity in measurement (storeys vs. metres) and the impact on character and views.

✓ **We Did + Why:**

Height diagrams and storey-to-metre clarification added and marker buildings were redefined. The Design Code sets out design parameters that can make different development densities and heights work successfully together with acceptable density measures (e.g. Floor Area Ratio) or acceptable heights in different area types and locations. Coding requirements for density or height measures for allocated sites ensure anticipated capacity can be delivered.

✓ **We Did + Why:**

Conservation Area clarity added and relevant heritage documents referenced. Added design guidance with new town centre strategy for river frontage. More information was added on smaller villages for thoroughness, with reference to historic character. The Local Plan already contains policy to safeguard and enhance leisure spaces and the Conservation Area.

You Said:

Desire expressed to protect historic buildings and riverside character, especially in Staines and Sunbury. Suggestions to improve access to the river and to preserve riverside leisure spaces and heritage buildings.

SPELTHORNE DESIGN CODE

Your Street, Your Place, Your Space

You Said:

Comments on need for more consideration for disabled residents and inclusive and safe design.

We Did + Why:

Accessibility aims, considerations and requirements are already mentioned in the Code, particularly in relation to front boundary treatment, new streets, active travel and building adaptability. The Design Code promotes inclusive and accessible environments in line with the Equality Act 2010.SCC's Healthy Streets for Surrey is also referenced, which includes accessibility considerations the Code adheres to. Further integrated Secured by Design references.

We Did + Why:

The location and quantum of development in the Borough falls within the remit of the Local Plan and is not addressed in the Design Code.

The Design Code sets out design parameters that can make different development densities and heights work successfully together with acceptable density measures (e.g. Floor Area Ratio) or acceptable heights in different area types and locations. Coding requirements for density or height measures for allocated sites ensure anticipated capacity can be delivered.
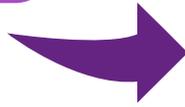
You Said:

Fears that Staines is being overburdened with housing targets, leading to more congestion, loss of character and strain on infrastructure.

You Said:

Complaints about the document being too long, technical and hard to navigate.

✓ We Did + Why:

Improved navigation, glossary, diagrams and added simplified checklists. The Spelthorne Design Code has been developed to be as concise as possible, in light of the content that has to be included. The Code is anticipated for use as a digital version. The digital Code will enable applicants to easily navigate to the parts of the Code relevant to a sites location and the type of development proposed.

The Council will monitor adherence to the Design Code through planning application validation and planning conditions where appropriate. This approach aligns with the NPPF's emphasis on securing high-quality design and ensures the Code is applied consistently.

✓ We Did + Why:

Native species and Colne Valley Regional Park referenced. Local Plan policies and the Climate Change SPD are the primary documents that address these issues, however the Design Code contains detailed requirements for green infrastructure elements within the built environment as well as codes relating to climate change and sustainability.

You Said:

Requests for stronger green infrastructure, tree canopy targets and climate adaptation measures.

You Said:

Broader concerns about fluvial and surface water flooding, not just groundwater.

✓ **We Did + Why:**

Flood risk and groundwater constraints are primarily addressed through Local Plan policies and national policy requirements, including the NPPF's flood risk tests. The Design Code supports these policies by incorporating guidance on Sustainable Drainage Systems (SuDS) and resilience measures to manage surface water and climate

✓ **We Did + Why:**

How to use the checklists further clarified and "Comply or Justify" principle emphasised. When it is completed, the Design Code will be adopted as a Supplementary Planning Document (SPD). An SPD is a planning document which expands upon policy and provides more detail to policies in development plans, such as the Local Plan.

SPDs are a material consideration in planning decisions but are legally not part of statutory development plans, nor are they subject to independent examination.

Therefore, the Design Code once adopted, will have a material weight in planning decisions and will provide more detailed guidance and on how the policies in the Local Plan will be implemented in relation to design of future development.

Some parts of the Code set out guidance, best practice or design inspiration from elsewhere that could provide the basis for the development of design proposals. These are design ideas that development could implement, and are highlighted as such.

You Said:

Doubts about whether developers will follow the Code and how it will be enforced.

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You Said:

Strong concerns about the hydrological impact of deep foundations, referencing Royal Holloway research. Calls for mandatory surveys and legal accountability of developers.

✓ We Did + Why:

Need for engineering evidence highlighted and flood risk and groundwater impact referenced. Risk of groundwater flooding is a constraint to development and does not fall within the scope of the Design Code.

Local Plan policy addresses flooding issues where they are a constraint to development. The design code sets out good design process and advises that constraints including flooding should be considered and addressed as set out in the Local Plan.

✓ We Did + Why:

The delivery of supporting infrastructure does not fall within the scope of the Design Code and is covered by the Local Plan. Healthy Streets for Surrey also covers design principles in relation to road design, integrating public transport and pedestrian and pavement design.

You Said:

Lack of planning for schools, GPs, transport and public services to support population growth.

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You Said:

Worries about congestion, especially around Staines Bridge and Two Rivers. Requests for better transport planning.

✓ We Did + Why:

Network Rail guidance referenced and Code further aligned with Healthy Streets for Surrey. Traffic and transport concerns are not within the remit of the Design Code. Surrey County Council's Local Transport Plan and the emerging Local Plan cover transport policies, schemes and other transport matters. Healthy Streets for Surrey also covers accessibility and traffic design principles.

✓ We Did + Why:

Feedback noted and further guidance considered. Housing mix and use types in the Borough falls within the remit of the Local Plan and is not addressed in the Design Code.

You Said:

Concerns about loss of family homes and rise of HMOs, especially in suburban areas.

5. Stakeholder engagement throughout the preparation of the Design Code

The Overall Engagement Process

The Design Code was developed through a three-stage engagement process from Summer 2024- Summer 2025. For online public engagement throughout the project, the Spelthorne Design Code Commonplace page, which is an online engagement hub, was established.

Initial Engagement (Stage 1- LISTEN)

Public feedback was gathered in this first stage to understand the following:

- The places of Spelthorne in detail
- What makes Spelthorne special
- The key design challenges in Spelthorne
- How the Design Code can enhance and improve the Borough in the future

Engagement type	Further details
Summer 2024	
Walking tours and digital walks	A series of 2-hour long walking tours took place in 6 locations across the Borough (Staines-upon-Thames Town Centre, Staines-upon-Thames Wider Area, Stanwell, Ashford, Sunbury-on-Thames and Shepperton), which were guided by local people to find out their opinions about local buildings, streets and spaces they liked and disliked and to gain an insight into design issues that matter to them. Digital Walks were also held virtually for those unable to attend the ones in-person. Residents could share their views about different parts of the Borough that were of interest by guiding the team around an online map. This resulted in 4.5 hours of digital engagement.
Youth workshops with local schools and Ashford Youth Club	To provide some youth engagement opportunities, sessions were held at 2 local schools (The Matthew Arnold School and

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	Sunbury Manor School) and Ashford Youth Club to find out young people's opinions about design issues and their design priorities.
Autumn 2024	
2 Citizens' Panel workshop sessions	A Citizens' Panel was created to demographically-represent the Borough and to share views and help shape the Design Code to ensure it is inclusive and meets the community's diverse needs. Following a 7.5-week recruitment period, which saw over 140 applications, over 40 Panel members were blindly selected to reflect Spelthorne's diverse demographics including age, gender, ethnicity, housing situation and geographical location, according to Census data. 2 Citizens' Panel focus sessions, which were run by the appointed consultants David Lock Associates and Feria Urbanism, were held on 16 November 2024 and 23 November 2024. The first workshop fed public feedback that had been collected so far into the Panel and Panel members reviewed this. Panel members also worked on exploring what makes Spelthorne unique, what to preserve and change and a vision for the Borough's design. The second workshop focused on safety and accessibility, particularly on how future development can cater to everyone's needs. Members also shared personal experiences and their vision for various edge conditions and building types, considering how development fits within its surroundings. These valuable insights were fed into the draft Code.
Interactive map on Commonplace engagement platform	Local people could virtually drop pins on specific locations within Spelthorne and share their thoughts and pictures about that place, area or a more specific design feature. This engagement opportunity ran for 14 weeks and received over 600 contributions.
Drop-in session at Elmsleigh Shopping Centre	A public drop-in session with interactive activities was held in the Elmsleigh Shopping Centre in November 2024 and provided residents with an opportunity to meet the Design Code Team, learn about Spelthorne in detail, engage in discussions, ask questions, and share their perspectives on what makes Spelthorne unique.

First Draft Engagement (Stage 3- TEST)

Public feedback was gathered during this stage to understand the following:

- Whether the draft Code is clear in what it covers
- If and how the draft Code could be improved
- If the design vision and principles are supported
- How well the draft Code responds to the community's priorities

Engagement type	Further details
Spring 2025	
Citizens' Panel workshop session	The third and final Citizens' Panel session was held on 1 March 2025 to test the draft Code. At the session, the Panel worked on reviewing and applying the draft Design Code to real-world development scenarios and example sites. The project team also explained the Design Code's purpose, development and role in planning, how public feedback had shaped the Code so far and who will use it.
Public engagement on first draft of the Spelthorne Design Code	A public engagement opportunity for the wider community ran for 3 weeks from 18 March 2025 to 8 April 2025 on Commonplace for technical stakeholders and local people to test the draft Code. The draft Code was available to view and download and the local community could find out what was in the draft Code, see how the draft Code responded to the community and provide feedback to help refine and develop the Code. Feedback was gathered via a survey on the Commonplace engagement hub and also via email, which resulted in 45 responses.

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Public Statutory Consultation (Stage 4- STATUTORY CONSULTATION)

Public feedback was gathered during this stage to understand the following:

- Stakeholder views on the draft Code in general, more particularly on the content and requirements set out in the Code
- Whether the language is clear and accessible
- Whether diagrams are clear and sufficiently detailed
- If the Code will help deliver good design and improve the quality of design in the future
- If the checklists will aid applicant compliance
- If and how the draft Code can be improved

Engagement type	Further details
Summer 2025	
Statutory consultation on final draft of the Spelthorne Design Code	The statutory public consultation on the Spelthorne Design Code - Final Draft for Consultation (May 2025) ran for 6 weeks from 24 June 2025 to 4 August 2025, mainly run via the Commonplace engagement hub. The updated draft Code was available for the public to view and download online, as well as in-person with physical copies also available in public libraries around the Borough and at the Council Offices during office hours. A survey was available on Commonplace for public response, which asked for comment on the document overall and the applicant self-assessment compliance checklists. There was also the opportunity to provide further comments or upload document(s) to support a response. The public could also provide feedback on the draft Code via email or by post. The consultation received 81 responses and these were fed into the Final Code (as detailed above).

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