

Please reply to:

Contact: Chris Curtis
Service: Committee Services
Direct Line: 01784 446240
E-mail: c.curtis@spelthorne.gov.uk
Date: 29 April 2022

Notice of Extraordinary meeting

Environment and Sustainability Committee

Date: Tuesday, 10 May 2022

Time: 7.00 pm

Place: Council Chamber, Council Offices, Knowle Green, Staines-upon-Thames TW18 1XB

To the members of the Environment and Sustainability Committee

Councillors:

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

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

Councillors are reminded that the Gifts and Hospitality Declaration book will be available outside the meeting room for you to record any gifts or hospitality offered to you since the last Committee meeting.

Spelthorne Borough Council, Council Offices, Knowle Green

Staines-upon-Thames TW18 1XB

www.spelthorne.gov.uk customer.services@spelthorne.gov.uk Telephone 01784 451499

Agenda

Page nos.

Terms of Reference

The Committee's terms of reference are attached to assist.

1. **Apologies and Substitutes**

To receive any apologies for absence and notification of substitutions.

2. **Disclosures of Interest**

To receive any disclosures of interest from councillors in accordance with the Council's Code of Conduct for members.

3. **Questions from members of the Public**

The Chair, or his nominee, to answer any questions raised by members of the public in accordance with Standing Order 40.

Note: the deadline for questions to be considered at this meeting is 5pm on Tuesday 3 May 2022.

At the time of publication of this agenda no questions were received.

4. **Presentation - Climate Change**

To receive a presentation on Climate Change.

5. **GIF Bid - Communications materials for residents and businesses** **7 - 14**

To consider a bid for monies from the Green Initiatives Fund for a communications package to help deliver messages on climate change.

6. **GIF Bid - Sustainability Advice for the Local Plan and Supplementary Planning Guidance Documents.** **15 - 20**

To consider a bid for funding from the Green Initiatives Fund.

7. **Greener Futures Delivery Plan** **21 - 76**

To consider supporting the Greener Futures Climate Change Delivery Plan 2021-2025.

8. **Staines Conservation Area Appraisal** **77 - 144**

To consider the draft updated Staines Conservation Area Appraisal for public consultation

9. **Indicative Air Quality Modelling for the Air Quality Action Plan** **145 - 152**

To note the air quality dispersion modelling exercise that is being undertaken to inform updates to the Air Quality Action Plan.

10. Urgent business

To consider any business deemed as urgent by the Chair.

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TERMS OF REFERENCE

All Committees will have the following functions in respect of their respective areas:

- To develop the Council's policy, strategy and budget proposals
- To work at meeting the Council's corporate objectives, as set out in the Corporate Plan.
- To encourage performance improvement in relevant services, consistent with Value for Money principles and within the policy and budgetary framework agreed by the Council. This includes responding appropriately to statutory reports on external inspections and service reviews.
- To develop a full understanding of the functions and services within the Committee's remit
- To facilitate and encourage public participation in the Council's activities by engaging key stakeholders in the Council's processes for decision making.
- To oversee the publication of consultation papers on key issues and ensure that there is appropriate public consultation.
- To consider budget priorities and actions on the delivery of Council services within the overall policy and budgetary framework agreed by the Council.
- To consult with local Ward councillors about policy developments or service initiatives which have a specific relevance to the Committee.
- To support positive relationships and practices through co-operative working with staff.
- To commission studies or the collection of information relating to policy issues (Corporate Policy and Resources Committee) or service delivery (Service Committees).
- Each Committee is limited in authority to grant expenditure to £1 million for any particular project without seeking approval from full Council. Any project must be taken as a whole, and the project cannot be sub-divided into its constituent parts with each being authorised separately to avoid this limit set by this rule.

ENVIRONMENT & SUSTAINABILITY COMMITTEE

Membership

15 members reflecting political balance.

Functions

This committee has responsibility for the following functions of the Council:

- Planning policy
- The Local Plan
- Waste strategy & management
- Recycling
- Biodiversity
- Climate change – including air quality, carbon management, mitigation and adaptation measures
- Contaminated Land
- Public Health – including pollution
- Parks, open spaces and allotments
- Emergency planning
- Review and scrutiny of the exercise by the relevant authorities of the flood risk management functions which may affect the Council's area.
- To monitor and review relevant Council policies and strategies and recommend changes or new policies to the Corporate Policy and Resources Committee.
- To review and scrutinise service delivery and in particular ensuring that best value in service delivery is being obtained for the community.
- To undertake scrutiny and monitor the performance of external bodies who deliver services to the community
- To review and scrutinise budget proposals and make recommendations to the Corporate Policy and Resources Committee.

**ENVIRONMENT AND SUSTAINABILITY COMMITTEE
EXTRAORDINARY MEETING 10 MAY 2022**

Green Initiative Funds Bid - Climate Communications Kit

Please find attached a bid for monies from the Green Initiatives Fund for submission to the Environment and Sustainability Committee Extraordinary meeting on 10 May.

The proposed communications package will enable us to communicate messages on climate change. The materials are adaptable to Spelthorne but provide our communications team with material needing minimal resourcing given the constraints on the team's resource for all communications activities. The Climate Change Working Group support this proposal as it will provide us with material which is fully tailored to our communities and effectively disseminate climate change messages. The messaging will have a Spelthorne look and be circulated by the communications team through various media.

The Green Initiatives Fund has been spent on 8 projects to date to the value of £96,589 leaving £650,000 (£640,000 if this 9th project is agreed). Other projects will be brought forward over the next year and we welcome any proposals by the community.

Sandy Muirhead
Group Head Commissioning and Transformation

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Spelthorne Borough Council

Requests for Funding from the
Green Initiatives Fund



Prior to making this application, please consider carefully the criteria below to the make sure you meet and evidence meeting the criteria below. If you do not meet the criteria your application will not progress to the Climate Change Working Group and Environment Sustainability Committee for consideration. If you require any further assistance with completing this form or would like to receive the form and guidance in an alternative format, please ask.

Your project must meet at least one of the following criteria:

The project ...

- a) Contributes to meeting the Council's climate change targets of meeting net zero in the Council estate or the wider Spelthorne community.
- b) Provides opportunities to create and support carbon sink initiatives within the Borough, including landscaping and more tree planting.
- c) Contributes towards reducing the carbon footprint of the Council's estate and the Borough as a whole.
- d) Develops opportunities to improve facilities for walking and cycling in the Borough to help reduce car use.
- e) Encourages more sustainable travel.
- f) Improves and encourages waste prevention and recycling.
- g) Meets Spelthorne Borough Council's objectives for the Environment in the Corporate Plan and complies with at least one of our key objectives.
- h) Contributes to developing opportunities for larger projects which address 'green' priorities within the Corporate Plan.

Applicants must ...

- i) Belong to an organisation that can prove financial stability over a period of time and not have any existing large balances not allocated.
- j) Not apply for multiple elements of financial support for the same objective. (Unless you are specifically requesting match funding.)
- k) Have clearly defined outcomes and deliverables for the funding requested.
- l) Address how they will monitor key performance indicators towards their goals and demonstrate how they have been successful in achieving them.

Contact details

Name and position	Jilly Mowbray Climate Change Officer
Organisation	Spelthorne Borough Council
Charity CIO number (if applicable)	
Address of organisation	Council Offices, Knowle Green
Location services will be provided or project will take place	Spelthorne
Contact phone	01784 446257
Contact email	j.mowbray@spelthorne.gov.uk

Your Project

Please provide information to clearly demonstrate what you wish to achieve with the funding you are applying for and how you will measure success.

Please provide as much detail as possible here including who are your stakeholders, where and how the funding will be spent. Please detail the importance of this and why you believe this funding will contribute positively to mitigating or adapting to climate change. Please refer to our Corporate Plan and aims and detail which one/s your proposal supports.

You can also submit additional information to support your application by email.

Considerations	Response
<p>Aims and Project Objectives</p> <p>Corporate Priority Alignment</p>	<p>To fund a communication package; - Climate Comms Kit from Hubbub, an environmental charity, which has been designed for local authorities to help deliver communications on climate change and inspire local residents to take everyday action to mitigate climate change.</p> <p>This aligns to the Environment priority by highlighting climate change to residents and staff and providing helpful tips and accessible changes to inspire healthier, more environmentally friendly lifestyles and reducing carbon emissions across the borough.</p> <p>It will demonstrate externally, a commitment to tackling climate change as stated in the Climate Emergency declared by the council in 2020.</p>

Business justification provided and options considered including. - Benefits, Deliverables & Objectives - High Level Financials & ROI in terms of carbon savings, wellbeing benefits, reduction in pollution, seed corn funding	This will increase SBC communications regarding climate change, to raise awareness and help educate residents of its issues. The Climate Comms kit will include a year's-worth of communications assets that can be shared across SBC social media channels, newsletters and website. These communications have researched and designed specifically for local authorities. Themes would cover energy, food, waste, recycling, plant/food growing, as well workshops and website content, which would be bespoke for SBC. The communications will provide residents with learning as well as tips for proactive behaviours to reduce their environmental impact in everyday life, in approachable way. Many of these tips will involve issues such as energy and heating and will be useful during the current cost of living crisis. It will allow SBC to engage with residents on the topic of climate change and also to have use of Hubbub resources including designers.
How will you measure success?	Residential interaction with communications on social media and future projects.
Indicative Timeframes	Annual
Risks	Ensuring toolkit is a useable format for Comms and engaging for Spelthorne residents.
Stakeholder Identification	Spelthorne Borough Council and residents. The Borough's officers (communications, climate change and sustainability) will work with staff from Hubbub.
Roles & Responsibilities	In partnership with Hubbub deliver communications content and research for Spelthorne Borough Council. The Climate Change officer will manage the partnership for SBC and regular meetings will be held with the communications team.
Communication Plan	The Climate Comms Kit includes a communication plan.
Amount of funding applied for from Spelthorne	Initial funding is £9,995 for 2022.
Funding agreed from elsewhere	None
Please identify where services will be delivered	Across Spelthorne to maximise the benefits within all wards where possible
How have you identified the need for carbon reduction or environmental improvements?	This communications will be solely aimed at raising awareness and providing practical advice for residents and as well as staff on how to reduce

	their carbon footprint and make more environmentally conscious decisions.
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Reviewing the application

Once applications have been received, they will be reviewed to ensure that they meet the criteria.

Where applicants do not meet the criteria, they will be told that their application cannot be taken further and signposted to other potential financial support available for what you are trying to achieve.

If it is obvious that an error has been made and crucial information has mistakenly been omitted, and where we are able, we will endeavour to contact you to give you the opportunity to provide the missing information.

It is important to note that unfortunately meeting the criteria does not guarantee you will receive funding from the Green Initiatives Fund. Applications received and those evidencing that they meet our criteria will be considered by the Climate Change Working Group who will then recommend those to go to the Environment and Sustainability Committee for formal approval.

In exceptional cases we may ask you for further information or clarification during the Climate Change Working Group's consideration of your application. The Environment and Sustainability Committee has the final say. We are required to follow this process as we are using public money and need to follow due process.

The final decision and payment

The Climate Change Working Group may decide to recommend to the Environment and Sustainability Committee:

- a) That your organisation gets awarded the full amount applied for.
- b) That your organisations receive an award for a lower amount than applied for.
- c) That your organisation has been unsuccessful for the current year.

Appendix 1 For Non-Council Organisations the following will also be required

Financial status:

Please provide your last set of audited accounts and preferably, where possible, for the previous year. Please note that these will be treated in the strictest confidence, but we need to be reassured that your organisation is financially able to deliver what you are applying for. If you are unable to provide audited accounts, please contact us as a matter of urgency to discuss what you can provide and when. They can be sent securely by email or attached to the electronic application form.

Please provide details of all funding that you have applied for, for the year 2022-2023. Please include any applications you have made for funding that remain pending, along with those refused, agreed, or agreed in part. In addition, if you have been advised that an offer of match funding has been made please include that in the table below.

Other grant or applications for financial assistance for the year 2022-2023

Organisation applied for, for funding	Reason for application to Green Initiatives Fund	Application amount	Current status of application

The Aims of your organisation:

It is extremely helpful for the Committee to know about your organisation. How, why and when it was set up and for what purpose. What are your key objectives and how have these changed?

When was your organisation set up?	
If you have charity status when was it awarded?	
Why was your organisation created?	
What are you aiming to achieve?	
How do you measure success generally?	

Spelthorne Borough Council

Requests for Funding from the Green Initiatives Fund



Prior to making this application, please consider carefully the criteria below to the make sure you meet and evidence meeting the criteria below. If you do not meet the criteria your application will not progress to the Climate Change Working Group and Environment Sustainability Committee for consideration. If you require any further assistance with completing this form or would like to receive the form and guidance in an alternative format, please ask.

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- i) Belong to an organisation that can prove financial stability over a period of time and not have any existing large balances not allocated.
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Please provide as much detail as possible here including who are your stakeholders, where and how the funding will be spent. Please detail the importance of this and why you believe this funding will contribute positively to mitigating or adapting to climate change. Please refer to our Corporate Plan and aims and detail which one/s your proposal supports.

You can also submit additional information to support your application by email.

Considerations	Response
<p>Aims and Project Objectives</p> <p>Corporate Priority Alignment</p>	<p>To engage with APSE for sustainability advice for to develop Supplementary Planning Guidance Documents which support the Local Plan but without affecting the viability of the emerging plan.</p> <p>This aligns to the Environment priority by helping to create sustainable Supplementary Planning Documents (SPD) to support the Local Plan. The Local Plan and SPD are central to addressing climate change in Spelthorne and it is vital that opportunities exist within the local planning framework to ensure developers contribute to Spelthorne Borough Council's environmental priorities.</p>

Business justification provided and options considered including. - Benefits, Deliverables & Objectives - High Level Financials & ROI in terms of carbon savings, wellbeing benefits, reduction in pollution, seed corn funding	Using APSE advice from Tim Crawshaw, President of the RPTI, to provide support to creating robust supplementary planning documents that would follow the local plan encouraging more sustainable design and developments. The Local Plan in development will run until 2037, and the UK government has announced that by 2035 UK carbon emissions will need to be reduced by 78% compared to 1990s levels, therefore the Local Plan and SPDs will need to have strong climate change policies in place to reduce the carbon emissions of development and provide sustainable future homes.
How will you measure success?	Creation of supplementary planning documents
Indicative Timeframes	3 months
Risks	Ensuring the guidance goes far enough to include sustainable development in Spelthorne
Stakeholder Identification	Strategic Planning, Group Head Commissioning and Transformation, Climate Change Officer, Sustainability Officer, APSE and elected members
Roles & Responsibilities	APSE will use the Local Plan policies to provide advice on how to strengthen climate change mitigation and adaptation policies through SPDs. SPDs will provide more detail and guidance for sustainable development in Spelthorne such as building design, green infrastructure, embodied carbon and district heating. This will be facilitated by the sustainability team with the involvement of strategic planning.
Communication Plan	Meetings with APSE during their study with sustainability team and strategic planning.
Amount of funding applied for from Spelthorne	£5,200
Funding agreed from elsewhere	None
Please identify where services will be delivered	Across Spelthorne to maximise the benefits within all wards where possible
How have you identified the need for carbon reduction or environmental improvements?	Ensuring that the Local Plan and subsequent SPDs have strong climate change policies will encourage sustainable development within Spelthorne, with an aiming of reducing the climate impact and carbon emissions of development.

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Please provide details of all funding that you have applied for, for the year 2022-2023. Please include any applications you have made for funding that remain pending, along with those refused, agreed, or agreed in part. In addition, if you have been advised that an offer of match funding has been made please include that in the table below.

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If you have charity status when was it awarded?	
Why was your organisation created?	
What are you aiming to achieve?	
How do you measure success generally?	

Environment and Sustainability Committee



Date of meeting 10 May 2022

Title	<i>Greener Futures Climate Change Delivery Plan</i>
Purpose of the report	To make a decision
Report Author	<i>Sandy Muirhead Group Head Commissioning and Transformation</i>
Ward(s) Affected	All Wards
Exempt	No
Exemption Reason	N/A
Corporate Priority	Environment
Recommendations	<p>Committee is asked to:</p> <ol style="list-style-type: none"> 1. To support the Greener Futures Climate Change Delivery Plan 2021-2025. 2. To make a decision on the Borough/District Council's continuing commitment to working in partnership to address climate change.
Reason for Recommendation	This report requests the Committee to consider supporting the Greener Futures Climate Change Delivery Plan 2021-2025 (Appendix 1) and working collaboratively with other Surrey partners and authorities to deliver the action set contained within it alongside Spelthorne's Corporate Plan priorities and commitments to address climate change.

1. Summary of the report

- 1.1 Following the publication of Surrey's Climate Change Strategy in May 2020, the Greener Futures Climate Change Delivery Plan sets out the next step in meeting the County-wide and organisational net-zero targets. The Plan is designed to demonstrate how residents, communities and business are essential for successful delivery, and sets out what Local Authorities will look at to reduce their own emissions and support, lead, enable and inspire others. Consideration of support by Spelthorne of the Greener Futures Climate Change Delivery Plan could potentially enable a clear, coordinated approach that compliments Spelthorne's strategies and plans. Spelthorne through the

corporate plan and its priorities, particularly the Environment priority, is committed to addressing climate change both in its own assets and across the Borough and linking it to economic development and health and wellbeing. Councillors are asked to consider the level of engagement they would wish to see in delivering the plan.

1.2 The Greener Futures Delivery Plan developed by Surrey has as its key aims:

-

- A focus on actions to reduce the carbon emissions of both in the Local Authorities and the wider boroughs and districts areas/communities
- Net zero targets and timeframes to align with individual local authority emission targets
- A delivery plan split into 4 areas
- A commitment to climate actions which lead to better outcomes for residents and businesses overall, bringing everyone on the journey through strong public engagement
- A recognition of the importance of partnership working between all 12 Local Authorities in Surrey to maximise shared expertise and make delivery more efficient and cost effective.

2. Key issues

2.1 SCC's Climate change Strategy was published in May 2020 and set out what the Council needed to achieve to decarbonise the county by 2050 and SCC by 2030.

2.2 The **Greener Futures Climate Change Delivery Plan 2021-2025** (Appendix 1) identifies four areas of focus and around 70 key initiatives which seek to reduce carbon emissions across the county by 1.3M tonnes a year by the end of the Delivery Plan. The four focus areas are

- **Greener Futures Communities:** To empower individuals, businesses and communities to reduce emissions in their own homes, communities and workplaces
- **One Net Zero Public Estate:** Local Authorities and other public sector organisations to reduce carbon emissions from their own buildings, vehicle and supply chains and meet the challenging targets that have been set.
- **Build Back Greener:** Design with climate in mind to ensure that planning decisions, regeneration projects and major infrastructure are ready for a zero-carbon future and are adapted to deal with the impacts of climate change on people and wildlife
- **Grow Back Greener** Managing woodland, green spaces and farmland to maximise the ability to absorb carbon from the atmosphere, grow food sustainably and improve habitats needed for wildlife to thrive

- 2.3 The proposal by SCC for all Borough and Districts to adopt the Greener Futures Climate Change Delivery Plan (CCDP) has been put to Districts and Boroughs to ask for their support/endorsement. SCC has consulted with Leaders, Portfolio Holders, Chief Executives and climate change officers across Districts and Boroughs on the Plan.
- 2.4 The CCDP seeks to complement and work with existing local plans to take action on Climate Change. The CCDP states: -
- “Around 70 actions have been identified which build on action already being undertaken by Local Authorities (including SCC and 11 Borough and District Councils). As well as setting ambitious targets to reduce emissions in our own organisations. Local Authorities will act to enable others to make changes within their homes, businesses and neighbourhoods. This requires Local Authorities to consider climate change in everything they do. Working closely together, we will seek to maximise shared expertise and make delivery more uniform, efficient and cost effective”
- 2.5 The Surrey District and Borough Climate Change Officers’ Group has been operating for over a year to address climate change issues in the Plan, and more recently is looking to progress joint projects that accelerate change in areas of common interest. These include the development of sustainable procurement policies (Spelthorne has already produced sustainable procurement policies), the formation of consortium bids and streamlining greenhouse gas reporting.
- 2.6 Spelthorne has achieved a considerable amount on climate change reducing its emissions by 40% since 2012. It has undertaken a wide range of climate change measures including significant financial commitments e.g. Green Initiatives Fund (£747k), 4.5M to build a Passivhaus, ie ultra-low energy use, leisure centre and £1.5M of green measures, including heat pumps, for the build of accommodation at Victory Place, solar panels on the roof of the West Wing at Knowle Green and solar panels on both the Depot and nursery roofs.
- 2.7 Decarbonising Spelthorne, and Surrey, creates an opportunity to empower our communities by giving residents the chance to take a leading role in improving their homes, communities, schools and businesses with the added benefit of improved well-being.
- 2.8 Huge levels of necessary investment over the next five to ten years are required to decarbonise homes, buildings and transport. If delivered alongside SBC’s Economic Development strategy and recovery action plan together with SCC’s Infrastructure Plan and the Economy and Growth Strategy, they have the potential to deliver multiple benefits. The investment in Spelthorne’s economic strategy and recovery action plan will drive, within Spelthorne, the creation of new green jobs and supply chain opportunities with a particular focus on our communities which are most impacted by unemployment and poverty. These actions are ongoing, and Spelthorne is already ahead in implementing climate change actions into our economic activities as proposed in the Spelthorne recovery plan.
- 2.9 The benefits of addressing climate change are not just environmental and economic but also social. Targeted measures and investment to tackle climate change can also reduce health inequalities that currently exist in

Spelthorne. Spelthorne has to date made considerable in-roads in installing energy efficient measures in Spelthorne homes through securing grants initially through the National Grid scheme and more recently jointly across Surrey through the Government's LAD scheme. Though the Delivery Plan prioritises the installation of decarbonisation measures in low-income households this is something we have been doing for many years as it can help reduce energy bills – especially now when energy costs are increasing. The schemes significantly reduce levels of fuel poverty and positively impact cold-related deaths and keep more vulnerable residents in their homes through improved energy efficiency yet greater warmth.

- 2.10 We all wish to encourage people to use active travel (walking/ cycling) and public transport, coupled with the shift to electric vehicles, which will improve the health of our residents and reduce air pollution across the county. Spelthorne has with Surrey been fully involved in developing the first stage of a Local Walking and Cycling Infrastructure Plan to help identify suitable areas for walking and cycling routes.
- 2.11 Investing in trees and habitats has the potential not only to absorb carbon and provide new green space in communities and urban areas where it is limited. Spelthorne has already addressed this issue and planted 1000 trees to date with a view to planting more within the limitations of an urban Borough.
- 2.12 However, across Surrey there are a number of challenges to achieving net zero carbon targets. There is a clear gap between pace and scale of change needed to achieve net zero carbon and restrict an increase in temperature to 1.5 degrees in Surrey, and the resources and levers those local authorities have available to make it happen. Successful delivery of the net zero targets can only be achieved with increased and consistent government funding and targeted policy changes at national level; so lobbying Government and other related parties for further action and investment forms an important feature of the Delivery Plan.
- 2.13 Additionally, the national definition of net zero, and therefore the basis for the 2030 and 2050 net zero targets, only considers “direct emissions” from the use of gas, electricity and transport fuel in buildings and vehicles, and excludes emissions from things manufactured outside of Surrey. Where it can, the Delivery Plan seeks to go beyond this scope to consider all aspects of climate change, including activities that happen outside of the county boundaries that have a carbon impact, such as the carbon footprint of goods and services purchased by Surrey residents and travel by Surrey residents in other parts of the UK and abroad.

3. Options analysis and proposal

- 3.1 Spelthorne needs to decide on the extent to which it wants to be actively supporting the Delivery Plan, especially bearing in mind that if a County deal were to come about the Greener Futures Board would play an important role in supporting the Surrey Forum and would bring together all tiers of local government to co-ordinate delivery of the Plan.
- 3.2 **Option 1 Recommended** The Committee supports the Delivery Plan. This will provide Spelthorne with opportunities to maximise funding and utilise

shared knowledge to move us forward on addressing climate change at a faster pace than working alone.

- 3.3 **Option 2** The Borough continues to pursue its own agenda and strategy but supports the delivery plan in a wider strategic context including funding but is not put at risk in terms of any inability to deliver on the Delivery Plan's ambitious proposed actions.
- 3.4 **Option 3** The Committee could decide not to support the Delivery Plan but not to support could minimise influence and opportunities, especially in relation to seeking funding for schemes.

4. Financial implications

- 4.1 Addressing climate change and reducing to net-zero does not come about without costs even though many of those related to energy pay back over time and others such as those related to biodiversity also contribute to individuals health and well-being, which can also be of economic benefit.
- 4.2 However, there are significant upfront investment needs and Spelthorne has demonstrated its commitment to move to net zero through the Green Initiatives Fund, £4.5M towards ensuring the new leisure centre has very low energy requirements and meets appropriate standards to achieve this (Passivhaus) and £1.5M of energy efficiency measures for the Victory Place Development. We have and do actively seek grants wherever possible to contribute to our climate change initiatives but some of these particularly Government initiatives may be short term and to achieve net zero will need ongoing investment e.g. Public Sector Decarbonisation Fund.

5. Other considerations

- 5.1 There are several risks and issues that would result in Surrey not achieving the target levels of carbon emissions savings set out in the CCDP
- 5.2 The ambitions set out in the Delivery Plan cannot be fully realised without a significant and sustained increase in funding and key policy changes at national level, including introducing planning policies consistent with net-zero targets and policies which make low carbon technologies such as heat pumps cheaper for consumers. Surrey will continue to highlight this through a strong lobbying strategy together with key partners and stakeholders.
- 5.3 There is also a risk that target emission reductions may not be fully achieved due to the number, scale and complexity of actions to be delivered by 2023. Many actions are reliant on residents, businesses and others making low carbon choices. It is proposed these risks are, in part, addressed by improving collaborative working and regular monitoring of the Delivery Plan.
- 5.4 In the plan there is considerable focus on local authority actions and there is a risk that the inability to achieve the goals set will be passed to the districts and boroughs. Therefore, to mitigate this risk we need to continue to develop policy and direction in Spelthorne to drive forward climate change actions which we can deliver on without reducing the pace of change needed to mitigate climate change.
- 5.5 Climate Science already suggest that we need to make cuts in the order of over 40% by the end of the Delivery Plan to avoid an average global temperature rise of 1.5 degrees and that global warming is happening at a

faster rate than originally thought. There is a further risk that new scientific evidence suggests even greater urgency is required.

6. Equality and Diversity

- 6.1 A key principle set out in the Climate Change Delivery Plan is that no one should be left behind, focusing financial support towards those least able to pay, or most at risk of suffering the impacts of climate change.
- 6.2 The wide-ranging impacts of the initiatives proposed makes it impossible to produce meaningful equalities impact assess for the whole of the Delivery Plan. As equalities impact assessments will be undertaken as early as possible in the development of the initiatives identified in the Delivery Plan to ensure that these impacts are understood and that no one is left behind in the delivery of this critical agenda. This is a key facet of Spelthorne's approach.

7. Sustainability/Climate Change Implications and Governance

- 7.1 Spelthorne has its own Governance for addressing climate change issues via the Climate Change Working Group and Environment and Sustainability Committee. The Council has proactively reduced its emissions over the last 10 years and continues to seek ways of reducing these further and proactively influence local communities. Therefore, the CCDP could provide extra support for Spelthorne especially when seeking funding opportunities.
- 7.2 However, in addition there are other governance mechanisms in Surrey for climate change including the Greener Futures Board (Appendix 2 terms of reference) which comprises of Leaders representing businesses, residents, public sector and climate experts will act as a challenge and strategic steer function, to oversee progress and provide support to unlock issues and opportunities. Recommendations made by the Board will be taken into account when decisions are made through Surrey's local authorities governance processes. Local authorities will also be able to raise issues at the Board but it is not clear if these groups may be able to direct local authorities at Borough and District level on what they should be doing to achieve net-zero.
- 7.3 The Plan proposes a network of partners to provide feedback on the progress of action on climate change across Surrey and build momentum to support delivery. This includes The Greener Futures Partnership Steering Group; established for County, District & Borough Council Members and Directors to steer the development and delivery of the CCDP and feed into the Greener Futures Board. However, as mentioned above it is not clear if this will be a true partnership or direction.
- 7.4 Progress against Surrey's Climate Change Strategy will be reported formally on an annual basis, with more regular informal reporting, which ensures that the Delivery Plan supports the level of change needed to achieve SCC's 2030 and 2050 net-zero carbon targets.
- 7.5 Spelthorne is developing a climate change action plan, which will be submitted to the next Environment and Sustainability Committee meeting.

8. Timetable for implementation

8.1 .

9. Contact

9.1 Sandy Muirhead Group Head Commissioning and Transformation

Background papers: There are none.

Appendices:

Appendix 1 Greener Futures Delivery Plan

Appendix 2 Greener Futures Board Terms of Reference

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Surrey's
Greener
Future

GREENER FUTURES CLIMATE CHANGE DELIVERY PLAN

2021-2025

January 2022

WHY SURREY NEEDS A GREENER FUTURES CLIMATE CHANGE DELIVERY PLAN

To recognise the urgency of the problem

The evidence that climate change is real is beyond doubt and its effects are already being felt across the worldⁱ. An increase in man-made greenhouse gases will impact on the health, wellbeing and finances of Surrey’s residents, businesses, landscapes and biodiversity for many years to come. Along with action being taken across the globe, we intend for Surrey to play its part by reducing its dependency on fossil fuels.

To create the step-change needed to meet our net-zero targets

In 2020, Surrey’s Climate Change Strategyⁱⁱ was published in response to Local Authorities¹ declaring a climate emergency and setting a target for Surrey to become net-zero carbon² by 2050. This Delivery Plan sets out what needs to happen over the next five years; the first step in a 30-year-long delivery phase.

¹ Local Authorities includes Surrey County Council and 11 Borough and District Councils in Surrey.

² For the purposes of this document “carbon” refers to carbon dioxide and other greenhouse gas emissions that cause global warming.



To get everyone involved

No one in isolation can solve climate change, so the Delivery Plan shows how public sector, businesses, residents and communities can work together to bring about faster change. It identifies actions which Local Authorities will take to support those who live, work and visit Surrey to reduce carbon emissions and adapt to the impacts of climate change.



SUMMARY OF THE IMPACT BY 2050 IF WE DO NOTHINGⁱⁱⁱ



An increased likelihood of heatwaves

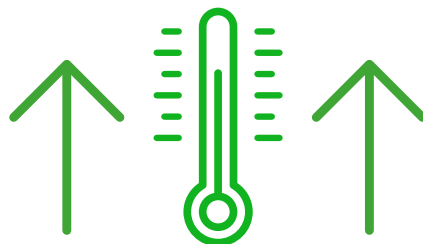
With temperatures of up to

37.1°C

Hotter Drier Summers

With average
daily temperatures
rising by up to

2.2°C



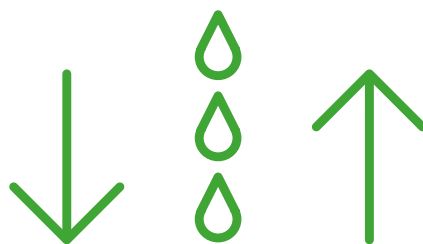
Warmer Winters

With average
daily temperatures
rising by up to

1.5°C

Droughts becoming
more common;
as Summer rainfall **falls** by

20%



A higher risk of flooding;
with Winter rainfall
increasing by

10%

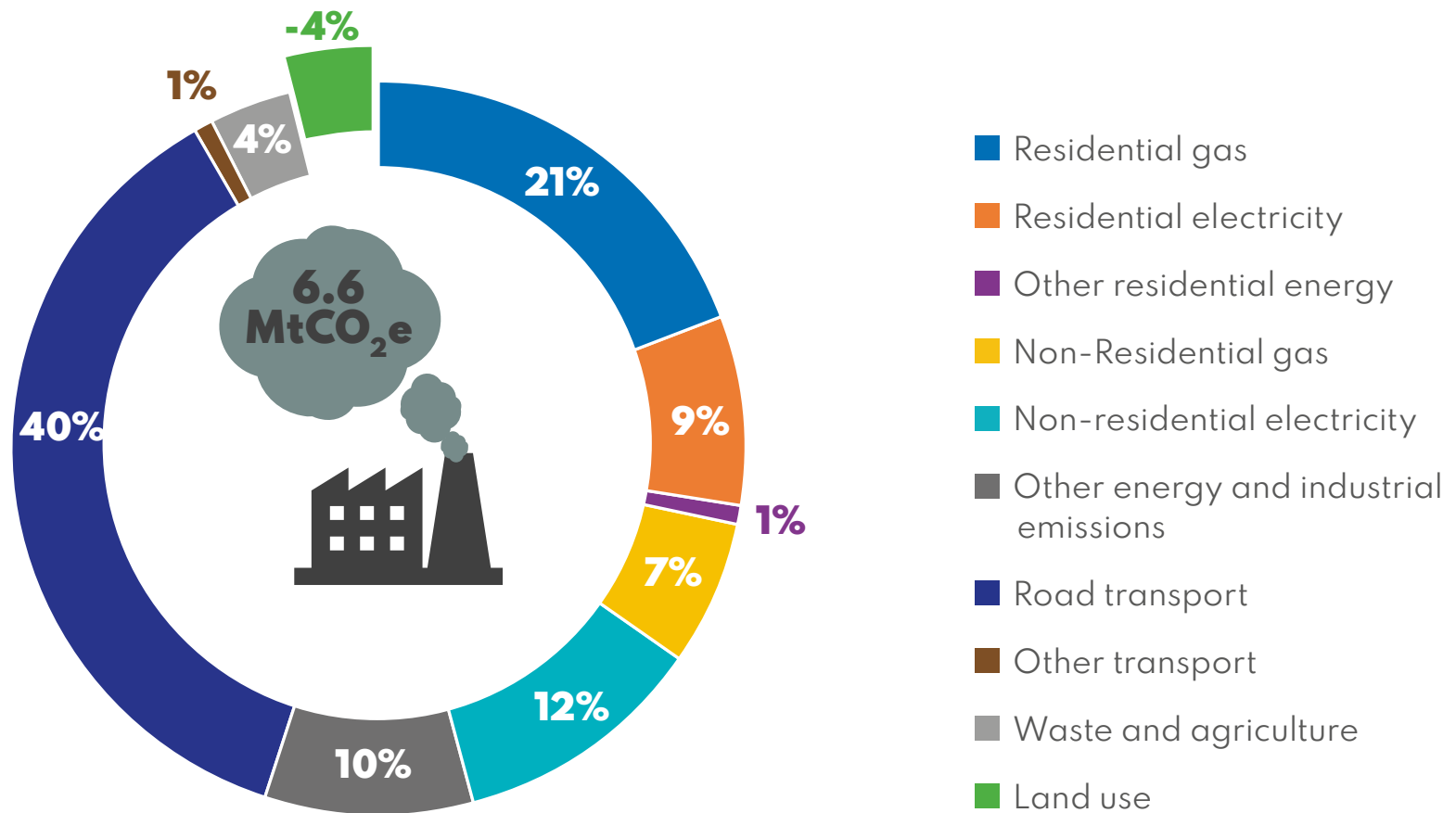
WHAT SURREY NEEDS TO DO TO TACKLE CLIMATE CHANGE

Understand sources of carbon emissions

In 2018 emissions attributable to the county's 2050 net zero target totalled 6.6 MtCO₂e. Transport and buildings make up 94% of carbon emissions produced from petrol and diesel vehicles, gas heating and electricity consumption in the county. Emissions relating to the consumption of goods and services by Surrey residents and businesses are estimated to be between 14-17 MtCO₂e; 2-3 times greater than those measured as part of the net zero targets^{iv}.

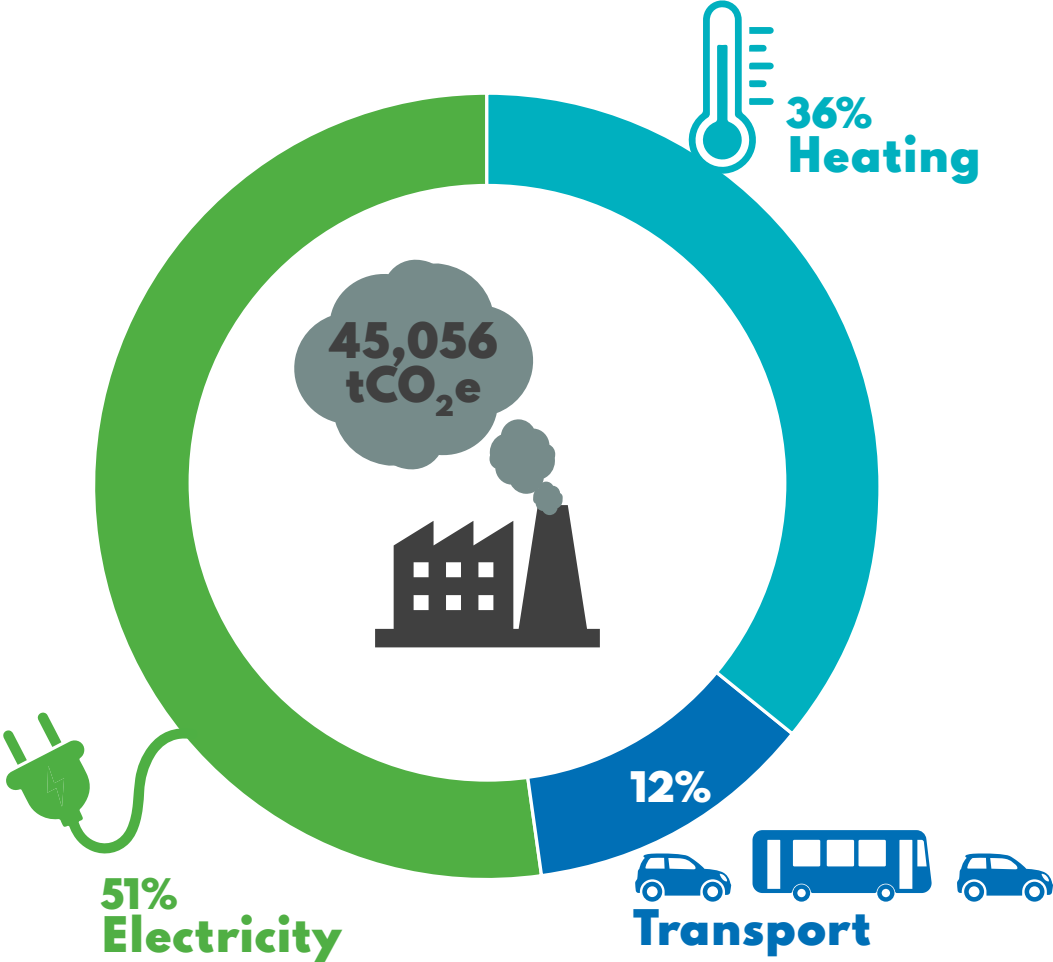


SURREY CARBON EMISSIONS IN 2018³




³ Negative numbers show where carbon is absorbed from the atmosphere. Percentage changes do not add up to exactly 100% due to rounding.

**EMISSIONS FROM ALL SURREY
LOCAL AUTHORITIES IN 2019/2020^{vi}**

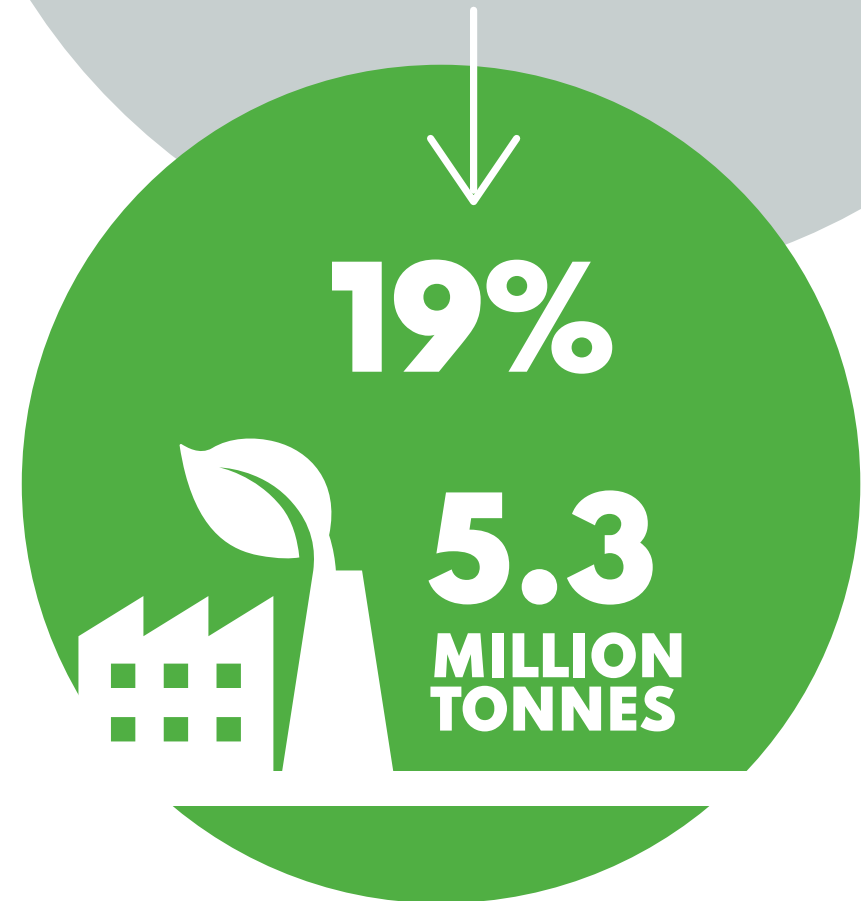


Be as ambitious as possible

By 2025, we need to reduce carbon emissions by between 1.3 and 2.3 M tonnes. That's a 19%-36%^{vii} saving from 2018 levels. Achieving a 19% reduction in emissions over a five-year period is extremely challenging, requiring levels of funding and policy changes that are not currently in place. We believe that reaching a reduction in carbon emissions of 36% is necessary but likely to be impossible unless fundamental changes in national policy and funding levels occur.



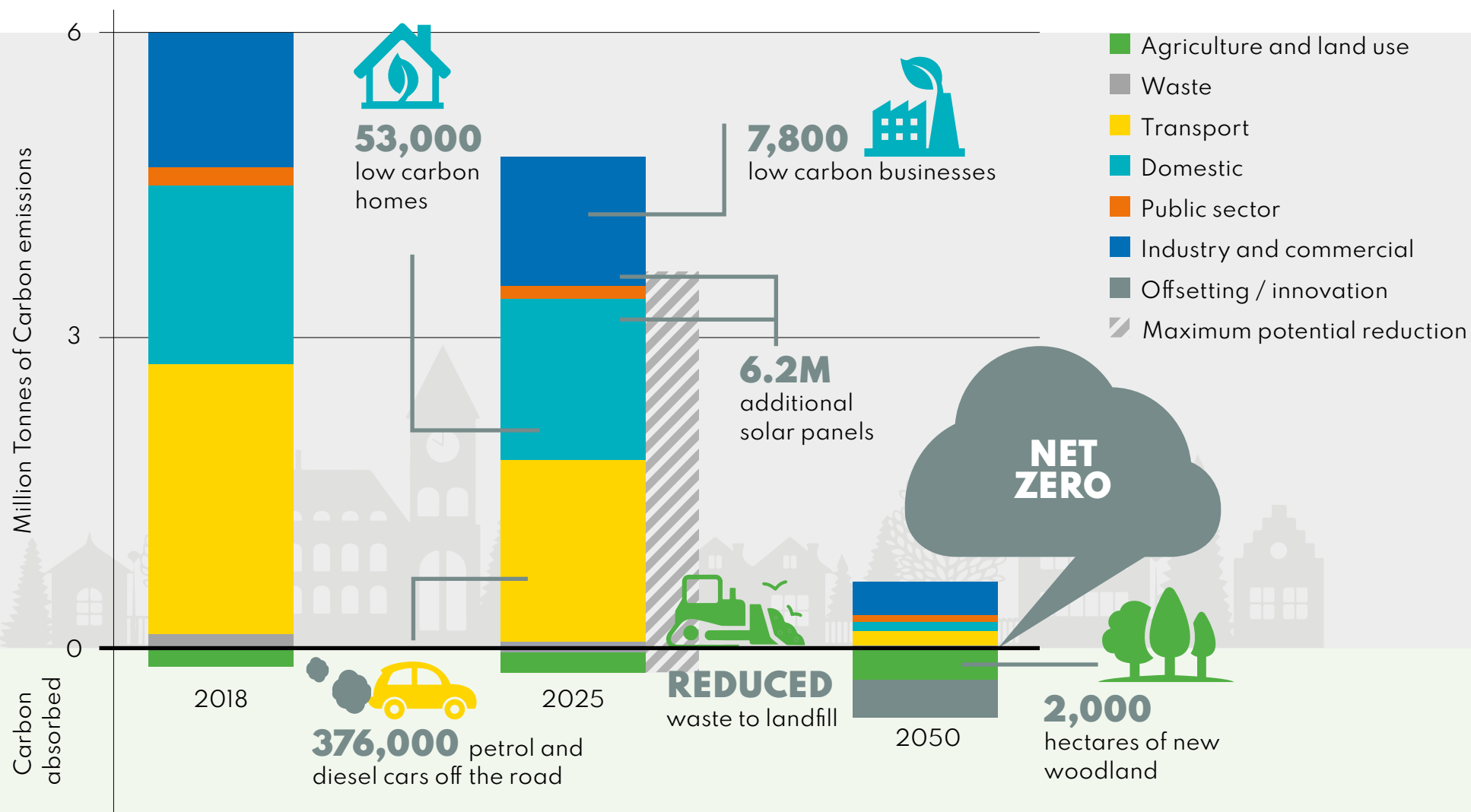
6.6
MILLION TONNES



OUR PATHWAY TO NET ZERO

REDUCTION OF 1.3M TONNES OF CARBON BY 2025

Page 37



Estimate the scale of the challenge

Creating deep emissions cuts requires us to reduce our dependency on fossil fuels and move towards low carbon alternatives. 53,000-110,000 homes, 7,800-25,300 businesses, and 9,900-19,900 public sector buildings need to become more energy efficient and move away from gas heating. 376,000- 493,000 fossil-fuel vehicles need to be avoided or replaced by electric vehicles, walking, cycling or public transport. As we move towards electric vehicles and heating, Surrey needs to contribute to the decarbonisation and management of the electricity grid by increasing the capacity of renewable energy by 1244 MW of low carbon electricity through the installation of about 6.2 million solar panels and other forms of renewable energy. Consumption emissions generated outside of Surrey must be reduced by moving towards more local and sustainable products and services with less waste.



Solar Together

Solar Together Surrey is an innovative new scheme offering high-quality solar panels and battery storage, with 6,948 residents registering during the first campaign. It is a group-buying scheme, which brings together Surrey's households to get high-quality solar panels at a competitive price.





LoCASE

Surrey County Council is a partner in the Low Carbon Across the South and East (LoCASE)^{viii} programme. LoCASE is supported by the European Regional Development Fund to provide a free business support programme and grant funding of up to £10,000 for small and medium sized enterprises. The aim is to help businesses to become more competitive and profitable while protecting the environment and encouraging low carbon solutions and the creation of green supply chains.



Avoid and reduce future impacts

Carbon emission reduction can be accelerated, and further emissions prevented, by putting in place the planning and infrastructure that is consistent with a low-carbon future. A Climate Change Adaptation and Resilience Plan for Surrey is being developed, which sets out how we manage risk and try to minimise the impacts of climate change on health and wellbeing, buildings and infrastructure, businesses, agriculture, and our natural environment.

Reap the wider benefits

Tackling Climate Change is about changing things for the better and will result in; reducing fuel bills through better quality housing, reducing harmful air pollution by reducing the amount motor vehicles and gas boilers, creating local sustainable high streets and jobs, improving the environment through less waste, and supporting our wildlife.



Insulating Homes:

Since October 2020 Surrey's Local Authorities, working as a consortium with Action Surrey, have drawn down approximately £29 million in Government funding to decarbonise housing until 2023. This funding prioritises the installation of energy efficiency, low carbon heating and renewable energy in low income, fuel poor homes. Households benefit from warmer homes and lower energy bills. With a top up fund of £750,000 provided by Surrey County Council low income households are eligible for works up to a value of £15,000 per dwelling.

WHERE CHANGE NEEDS TO HAPPEN

Everyone needs to act

The scale and complexity of the challenge is such that everyone needs to play a role in tackling climate change. The four areas of focus reflect changes that need to happen: in our communities (Greener Futures Communities), our public sector (One Net Zero Public Estate), our supporting infrastructure (Build Back Greener) and our land (Grow Back Greener).



DELIVERY PLAN
PROGRAMMES

Page 42





Greener Futures Communities

95% of Surrey's carbon emissions are generated from the buildings and vehicles of our 1.2 million residents and 65,000 businesses. Many face significant challenges to decarbonise. Individuals can reduce their carbon footprint by changing the way they travel, shop, eat and by reducing their waste. Homeowners and landlords can create energy efficient buildings which use low-carbon heat pumps, and maximise on-site renewable energy. Businesses can set ambitious climate reduction targets and offer low-carbon goods and services to residents. Communities can work to improve neighbourhoods by supporting community energy, planting trees and protecting green spaces, travelling via active and public transport modes and developing sustainable commerce and waste reduction projects.

Community-led climate change hubs are springing up across Surrey, including Zero Carbon Guildford^{ix} and Mole Valley Climate Hub to support faster action on tackling climate change.





One Net Zero Public Estate

The buildings of Local Authorities, Surrey County Council, NHS, Police and others generate around 2% of carbon emissions. They can set ambitious targets to reduce emissions across their organisations, services and supply chains; putting sustainability at the heart of every decision.

Public sector bodies are setting ambitious carbon reduction targets. NHS are seeking to be net-zero carbon by 2040 with a net-zero supply chain by 2045. Surrey Police are seeking to decarbonise their buildings and fleet by 2030.





Build Back Greener

Supporting infrastructure can make it possible for residents and businesses to make low carbon travel and lifestyle choices and avoid the cost of expensive retrofit. To ensure that everything we build is fit for a low carbon future, planning authorities and developers can support net-zero developments which are adapted to the impacts of climate change and achieve biodiversity net-gain.

New Local Cycling and Walking Infrastructure Plans are being developed to improve cycle paths and footways.





Grow Back Greener

Land naturally mitigates flooding and creates cool spots during hot weather, supporting many biodiverse habitats. Through soil and vegetation, the land can absorb 4% of Surrey's carbon emissions, tempered by emissions produced by livestock. By improving land management practices, land owners and managers, including Local Authorities, can enhance nature's ability to store carbon, reduce flooding, provide shade and support biodiversity.

Surrey has set itself a target to facilitate the planting of 1.2 million trees over the next decade. That's one for every resident.



THE ROLE OF LOCAL AUTHORITIES

To take action

Around 70 actions have been identified, which build on action already being undertaken by Local Authorities^{xii}. As well as setting ambitious targets to reduce emissions in our own organisations, Local Authorities will act to enable others to make changes within their homes, businesses and neighbourhoods. This requires Local Authorities to consider climate change in everything they do. Working closely together, we will seek to maximise shared expertise and make delivery more uniform, efficient and cost effective.



To make change for the benefit of all

Local Authorities will seek to ensure that action on climate change also leads to a better Surrey overall. Whether it is lower fuel bills, cleaner air, less waste, more job opportunities or more accessible green spaces. Where residents may be disproportionately affected by the costs or impacts of climate change, we will make every effort to ensure that no one is left behind in the delivery of the county's target.

To bring people together and be a strong voice for change

A communication and engagement plan has been developed which seeks to put residents, communities and businesses at the heart of delivery; building a network of strong partnerships that are critical to delivering the county's targets. Local Authorities will continue to lobby for changes to Government policy and levels of investment, which will be a pivotal success factor in achieving Surrey's targets.



To build firm foundations from which climate action can grow

As well as making rapid carbon emission reduction over the next five years, Local Authorities are looking to build greater change over the coming decades. A Greener Futures Finance Strategy will enable us to use new finance mechanisms to support climate action, focusing Local Authority finance on areas of greatest need. Local Authorities will trial innovative solutions to accelerate action and create new job opportunities. We will seek to minimise the need for carbon offsetting by reducing carbon emissions as much as possible, however, where there is a need to offset, the offsetting activity will be used to drive real change locally.

Surrey County Council has committed to:

- Embedding climate change considerations into everything we do as an organisation.
- Including climate change as part of all council decision making.
- Looking at best practice.
- Working collaboratively with the Government.



HOW WE WILL KNOW WHEN WE HAVE SUCCEEDED?

The Greener Futures Board

Leaders representing businesses, residents, public sector and climate experts will oversee progress against the Delivery Plan. Recommendations made by the Board will be taken into account when decisions are made through the governance processes of Surrey's Local Authorities. The views, involvement and experiences of local people will be central in influencing the priorities, work and decisions of the Board. The Board's work will therefore be informed by engagement with residents through communication, participatory mechanisms and consultations.



Through two-way communication

A network of partners has been developed and will continue to be fostered. Feedback on the progress of action across Surrey will be captured in order to build momentum to support delivery.

Through regular monitoring

Compared with carbon emissions estimates in 2018, progress against Surrey's Climate Change Strategy will be reported on an annual basis which ensures that the Delivery Plan supports the level of change needed to achieve the 2030 and 2050 net-zero carbon targets.



The Greener Futures Board brings together a powerful alliance of key stakeholders to support the Delivery Plan, and steer its progress. They will work with a network of partners to mobilise climate action across the county alongside wider social, health and economic benefits.

I GREENER FUTURES COMMUNITIES: DIRECT EMISSIONS⁴

Aim:

Empowering individuals and businesses to reduce emissions from energy consumption and transport, and maximise locally-produced renewable energy.



Emission estimate in 2018:

6.6 MtCO₂e



Estimated annual emissions reduction by 2025:

1.2 MtCO₂e⁵ (equivalent to a 21% reduction compared to 2020).



Of which, expected emission savings from new renewable energy:

292 ktCO₂e⁶

⁴ "Direct emissions" refer to greenhouse gases that fall into scope 1&2 in line with national emissions reporting guidelines: <https://ghgprotocol.org/standards/public-sector-protocol>.

⁵ Including a saving of 491 ktCO₂e expected to occur through the decarbonisation of the electricity grid.

⁶ It is not possible to sum demand and supply because there will be some double counting.

Who needs to act	Expected progress by 2025	Estimated annual carbon reduction by 2025 (ktCO ₂ e)	What needs to happen	Local Authority action to 2025
Vulnerable or low-income residents and landlords	20% of fuel poor and vulnerable homes ⁷	118	<p>Elderly and economically disadvantaged residents are supported to install low carbon measures⁸ that reduce bills and support independence.</p> <p>Landlords put low carbon measures on their buildings to reduce tenants' energy bills.</p>	<p>(1) Deliver retrofit programme funded by the Green Homes Grant Local Authority Delivery Fund^{xi}.</p> <p>(2) Work with social housing providers to accelerate low carbon measures for social housing^x.</p> <p>(3) Enforce minimum energy efficiency standards for the private rented sector.</p> <p>(4) Explore setting up a loan scheme to help landlords improve buildings and reduce emissions for the benefit of tenants.</p>

⁷ Equivalent to 32,713 homes and 7% of total housing in Surrey.

⁸ It is assumed that all of the 20% fuel poor households install low carbon heating and all increase their energy efficiency between 66% and 83%.

Who needs to act	Expected progress by 2025	Estimated annual carbon reduction by 2025 (ktCO ₂ e)	What needs to happen	Local Authority action to 2025
Off-gas households	20% of off-gas homes ⁹	41	Switch from high to low carbon heating and increase energy efficiency ¹⁰ ; focused in Caterham, Camberley, Weybridge and Staines.	(5) Encourage the uptake of national funding schemes such as the Home Upgrade Grant (HUG) ^{xii} . (6) Explore setting up a loan scheme to help high carbon households pay for low carbon measures and reduce the cost of heating.
All other residents	2%-13% of homes ^{11,12}	32-441	Residents to reduce energy consumption, maximise renewable energy and switch to low carbon heating ¹³ .	(7) Implement a collective buying scheme to reduce the cost of solar panels and energy storage, such as Solar Together or similar. (8) Encourage the uptake of national funding schemes such as proposed heat pump grants ^{xiii} . (9) Consider other options to support retrofit in homes.
Commercial and industrial properties	8%-26% emission reduction ¹⁴	99-323	Businesses to reduce energy consumption, maximise ¹⁵ renewable energy and switch to low carbon heating ¹⁶ .	(10) Implement LoCASE, which offers grants to small and medium enterprises (SMEs) for energy efficiency measures ^{xiv} .

⁹ Equivalent to 11,396 homes and 2% of total housing in Surrey.

¹⁰ As Footnote 8.

¹¹ A range represents the difference between what is likely to be achievable within the current policy and market conditions, and what needs to happen, but is unlikely to unless key changes are made to policy and funding.

¹² 2-13% is equivalent to 9,000- 64,000 households.

¹³ As footnote 8.

¹⁴ 8%-23% is equivalent to 7,800-25,300 businesses.

¹⁵ Assumes additional installed renewable capacity of 1,244 - 2,028 MW and 291 ktCO₂e - 941 ktCO₂e, equivalent to the installation of a minimum of 6.2M solar panels.

¹⁶ Assuming around 9,900-19,900 businesses that achieve 5%-12% efficiency, 15%-19% switch to electric heating, and 4% increase to 10% decrease in electricity from appliances and lighting and a reduction in industrial process emissions.

Who needs to act	Expected progress by 2025	Estimated annual carbon reduction by 2025 (ktCO ₂ e)	What needs to happen	Local Authority action to 2025
Residents and commuters	16%-31% emission reduction from private vehicles ¹⁷	356-680	Residents and commuters to reduce car journeys and shift away from privately-owned petrol and diesel cars in favour of active and sustainable travel options.	<p>Implement measures following the consultation on the Local Transport Plan 4^{xv} including:</p> <p>(11) Provide secure cycle parking, bike hire and promotion of electric cargo bikes.</p> <p>(12) Develop mobility service app to facilitate journeys by public transport.</p> <p>(13) Implement the emerging Bus Service Improvement Plan.</p> <p>(14) Consider options for car demand management such as emission-based charging.</p> <p>(15) Expand and promote the use of ultra low emission vehicles and car clubs.</p> <p>(16) Carry out engagement activities that promote active and sustainable travel.</p> <p>(17) Encourage the provision of key services within 20 minute neighbourhoods.</p>

¹⁷ Assumes around 376,000-493,000 fossil fuel vehicles are taken off the road resulting in a 3% reduction in journeys, a 1% reduction in road transport, that 48% of remaining vehicles are electric or hybrid, 71% of buses and 40% trains are electric.

Who needs to act	Expected progress by 2025	Estimated annual carbon reduction by 2025 (ktCO ₂ e)	What needs to happen	Local Authority action to 2025
Commercial and goods vehicles	16-31% emission reduction from freight. ¹⁸	76-145	Reduce the use of fossil-fuel-powered goods vehicles and shift to low carbon delivery.	<p>(18) Consider options for traffic re-routing and delivery hubs to encourage lower freight (including associated measures to support last mile delivery using e-cargo bikes).</p> <p>(19) Consider options to introduce an eco-levy (pay as you drive).</p> <p>(20) Deliver the EV taxi pilot to encourage taxi companies and drivers to invest in electric fleet in future.</p>

¹⁸ 8% increase in freight miles and increasing efficiency by 40%. Passenger transport and freight has been split according to national emissions estimates however it is acknowledged that the savings will not be proportionately shared.

I GREENER FUTURES COMMUNITIES: INDIRECT EMISSIONS¹⁹

Aim:

Accelerate action within local communities and businesses; working towards a more circular and low carbon economy and encouraging a wide range of community carbon reduction initiatives.



Emission estimate in 2018:

Indirect emissions from Surrey's economy are estimated to be around two to three times more than direct emissions^{iv}.

¹⁹ Indirect emissions refer to greenhouse gases that fall into scope 3 in line with national emissions reporting guidelines: <https://ghgprotocol.org/standards/public-sector-protocol>.

Who needs to act	Expected progress by 2025	What needs to happen	Local Authority action to 2025
Community groups and residents	Communities feel empowered to take action in their neighbourhoods with the support of Local Authorities.	<p>Residents to take an active role in helping to address climate change within their own lives and through volunteering.</p> <p>Develop community-led projects such as community energy, active travel, waste prevention, planting and food growing.</p> <p>Use the strong community voice to lobby for faster national change.</p>	<p>(21) Improve our approach to communications and community engagement through the delivery of a communication and engagement plan.</p> <p>(22) Work with a network of community partners through the Greener Futures Climate Delivery Network and others to encourage participation and provide support for community-led activities.</p> <p>(23) Support and encourage community sustainability champions.</p> <p>(24) Work with schools to empower young residents to take action on climate change.</p> <p>(25) Implement the Community Energy Pathway to give community groups the skills to invest in energy efficiency measures and renewables.</p> <p>(26) Encourage carbon reduction projects to bid for Your Fund Surrey^{xvi}, which provides funding for capital projects which reform neighbourhoods.</p> <p>(27) Transform Surrey's volunteering approach to maximise opportunities for communities and businesses to volunteer for Surrey's environment.</p> <p>(28) Consider options to put in place two repair and reuse cafes.</p> <p>(29) Join community groups to lobby National Government on key issues set out in Surrey's Climate Change Strategy.</p>

Who needs to act	Expected progress by 2025	What needs to happen	Local Authority action to 2025
Business and academia	Businesses show leadership by tackling their own emissions and offering innovative low carbon goods and services for Surrey.	<p>Businesses to set emission reduction targets and reduce emissions in their buildings, activities and workplaces.</p> <p>Stimulate clean growth through a vibrant and circular economy in rural and urban areas; maximising opportunities for local green jobs.</p> <p>Businesses and academia to bring new services and products to market which support a low carbon economy.</p>	<p>(30) Implement LoCASE, which offers grants in the low carbon sector for business development activities^{viii}.</p> <p>(31) Explore opportunities for industry and academia to pioneer innovative low-carbon solutions.</p> <p>(32) Encourage major businesses to be leaders in tackling climate change and showcase good practice.</p> <p>(33) Develop a Green Skills Academy to bridge the skills gap and foster local job creation.</p> <p>(34) Develop an evidence base on farming, food and drink, rural tourism and consider options to support rural development.</p>

I ONE NET ZERO PUBLIC ESTATE: DIRECT EMISSIONS

Aim:

To reduce direct emissions through decarbonising public sector buildings and fleet; and explore opportunities for carbon offsetting and renewable energy generation on public land.



Emission estimate in 2018:

164 ktCO₂e²⁰.



Estimated annual emissions reduction by 2025:

16 ktCO₂e²¹ (equivalent to a 12% reduction compared to 2020).



Of which, expected emission savings from new renewable energy:

16 ktCO₂e.

²⁰ Transport emissions have not been included in this total due to limited available data. Assuming that the public sector contributes a similar proportion of transport emissions as it does to the building sector, this would be equivalent to 121 ktCO₂e.

²¹ Including a projected increase in baseline carbon emissions of 1.1 ktCO₂e.

Who needs to act	Expected progress by 2025	Estimated annual carbon reduction by 2025 (ktCO ₂ e)	What needs to happen	Local Authority action to 2025
Surrey County Council and Local Authorities	40% decrease against 2030 target	18	<p>Reduce carbon emissions from Local Authority estate through insulation, low carbon heating and solar panels.</p> <p>Reduce emissions by reducing fleet size, encouraging transition to active travel and low carbon vehicles.</p>	<p>(35) Continue with estate rationalisation.</p> <p>(36) Continue with streetlight LED replacement.</p> <p>(37) Scale up Local Authority building retrofit programmes.</p> <p>(38) Develop Local Authority new-build net-zero design standard.</p> <p>(39) Implement EV charging, fleet replacement and management.</p>
Other Public Sector Direct emissions	13%-31% emission reduction ²²	11-21	Reduce organisational emissions from all public sector buildings and fleet.	(40) Work with NHS ^{xvi} , Police ^{xvii} , education and other public sector bodies to deliver their ambitious carbon reduction targets.
Large-scale renewables/ Offsetting	A maximum of 65MW of additional PV operating	16	Plan and install renewable energy and other offsetting projects on public sector land.	<p>(41) Implement ground-mounted PV projects.</p> <p>(42) Develop carbon offset projects.</p>

²² Carbon emission reductions are based on our understanding of institutional buildings in Surrey and do not include transport emissions.

I ONE NET ZERO PUBLIC ESTATE: INDIRECT EMISSIONS.

Aim:

To reduce emissions where public sector has a key influence through supply-chains, staff behaviour and estate in public sector ownership.



Emission estimate in 2019/2020:

Indirect emissions from public sector are not known but likely to be significantly higher than direct emissions.

Who needs to act	Expected progress by 2025	What needs to happen	Local Authority action to 2025
Schools and other Local Authority-leased buildings ²³	Emission reduction targets and carbon management plans in place.	Local authority-owned buildings leased to others to reduce carbon emissions from buildings and promote active travel measures including school or staff travel plans.	<p>(43) Consider approaches to decarbonising buildings owned by Local Authorities but leased to others.</p> <p>(44) Provide technical support and help to access funding for schools.</p> <p>(45) Consider setting up loan scheme to help schools pay for the up-front costs of energy efficiency and low carbon heating repaid through reductions in energy bills.</p>
Contractors that work on behalf of the public sector	Low carbon procurement policy in place.	Reduce emission of services undertaken on behalf of the public sector by private contractors. Reduce the carbon footprint of goods. Offer low carbon financial services that divest from fossil fuels.	<p>(46) Assess the carbon impact of current contracts.</p> <p>(47) Undertake targeted engagement with key contractors and market foster collaboration.</p> <p>(48) Put in place a low carbon procurement framework.</p> <p>(49) Work towards a portfolio of responsible pension investments.</p>
Public sector staff	Sustainable workplace and staff travel policies in place.	Staff to reduce the carbon impact of activities in the workplace, from commuting, business travel and when home working.	<p>(50) Develop sustainable staff travel policies.</p> <p>(51) Put in place EV charging and bike storage to enable staff to switch to active and sustainable business travel and commuting.</p> <p>(52) Develop Green Champions schemes to encourage staff to reduce emissions in their workplaces and more widely.</p>

²³ And other organisations which operate from land and buildings owned by Local Authorities.

I BUILD BACK GREENER: PLANNING, PLACE-MAKING AND INFRASTRUCTURE

Aim:

Design with climate in mind to ensure that planning decisions, regeneration projects and major infrastructure are ready for a zero-carbon future and are adapted to deal with the impacts of climate change on people and wildlife.



Emission estimate in 2018:

Carbon emissions have not been attributed to infrastructure, but actions in this section are deemed essential to ensure that emissions reduction and climate adaptation can take place.

Who needs to act	Expected progress by 2025	What needs to happen	Local Authority action to 2025
Surrey County Council, Local Authorities and the construction industry	Sustainability targets included in all major regeneration projects.	Produce exemplar development that works hand-in-hand with communities, allowing residents and businesses to make sustainable choices, and be future-proofed and resilient to the impacts of climate change.	<p>implement the Surrey Infrastructure Plan once agreed including:</p> <p>(53) Provide clear carbon and sustainability targets at the design stage.</p> <p>(54) Involve residents and communities at early design stage.</p> <p>(55) Implement a pipeline of place-making projects.</p> <p>(56) Incorporate the key features of '20 minute neighbourhoods' and mobility hubs set out in the draft Local Transport Plan^{xv}.</p>
Planning authorities and developers	Local Authorities embed future climate resilience and low carbon into their planning policies.	Align local planning policies to be consistent with climate and net-zero targets, recognising that it is cheaper to design climate change measures into new-developments than add them later.	<p>(57) Develop guidance to planners on net-zero compatible policies and spatial planning guidance, including 'Surrey Street Design Guide: Healthy Streets for Surrey'.</p> <p>(58) Consider the potential to use carbon offsetting in the event that developments cannot be fully carbon neutral.</p>

Who needs to act	Expected progress by 2025	What needs to happen	Local Authority action to 2025
Energy and communication network providers and Local Authorities	Plans in place to roll out infrastructure and service improvement consistent with a low carbon future.	Support a major upgrade in telecommunications, transport, energy and waste infrastructure.	<p>(59) Create Local Cycling and Walking Infrastructure Plans (LCWIP) to improve walking and cycling infrastructure as set out in the draft Local Transport Plan (LTP4).</p> <p>(60) Roll out EV charge point infrastructure.</p> <p>(61) Implement the Rail and Bus Strategy.</p> <p>(62) Support a telecommunications upgrade.</p> <p>(63) Take forward a heat mapping project as a step towards developing an energy masterplan.</p> <p>(64) Increase efficiencies and reduce emissions from waste services.</p>
Local Authorities, Environment Agency, NHS Care Commissioning Groups and Water Companies	Build approach to making Surrey more resilient to the impacts of climate change.	Reduce the main risks of future climate change including increased flooding, drought and heat waves.	<p>(65) Continue to implement and update the Local Flood Risk Management Strategy and action plan.</p> <p>(66) Develop a Climate Change Adaptation and Resilience Plan^{xix}.</p>

I GROW BACK GREENER: MANAGEMENT OF GREEN SPACES

Aim:

Managing woodland, green spaces and farmland to maximise their ability to absorb carbon from the atmosphere, grow food sustainably and improve habitats needed for wildlife to thrive.



Estimated sequestration potential in 2018:

-177 ktCO₂e²⁴



Estimated additional sequestration potential to 2025:

-2 ktCO₂e

²⁴ The negative number signifies that carbon is being absorbed from the atmosphere.

Who needs to act	Expected progress by 2025	Estimated annual carbon reduction by 2025 (ktCO ₂ e)	What needs to happen	Local Authority action to 2025
Land owners and managers (including Local Authorities)	Sequester carbon through improved land management and land use change ²⁵	6	<p>Consider local environment, biodiversity and carbon sequestration in all decisions about landscapes.</p> <p>Bring unmanaged woodland into a maintained woodland managed for timber, planting trees and hedgerows.</p> <p>Create new woodland, and invest in carbon hungry landscapes such as heath and wetlands.</p> <p>Connect people to green spaces in a sustainable way for their health, wellbeing and creativity.</p>	<p>(67) Develop a Land Management Framework to ensure that multifunctional benefits are considered including carbon, biodiversity and flood protection.</p> <p>(68) Embed natural capital and land use opportunities designed to sequester carbon emissions into all appropriate infrastructure and development schemes, countryside estate management plans and land management policies.</p> <p>(69) Work with partners and academics to lobby Government to publish carbon sequestration metrics and guidance for land use change.</p> <p>(70) Bring 3,330 ha of woodland back into management, including investigating markets for timber and wood fuel.</p> <p>(71) Facilitate the planting of 600,000 trees and hedgerows in Surrey, with as many of these planted on Surrey County Council owned land as appropriate.</p> <p>(72) Develop the investment vehicles to fund carbon sequestration and natural capital schemes (through carbon offsetting and biodiversity net gain) and engaging with Surrey based businesses to develop joint opportunities.</p>

²⁵ Assumes an increase in forest coverage by 1.5% and tree planting outside of woodlands increases by approximately 2,070 trees.

Who needs to act	Expected progress by 2025	Estimated annual carbon reduction by 2025	What needs to happen	Local Authority action to 2025
Farming community and land owners	Embedding ecosystem services into farming and land management ²⁶	1	Managing farming practices to increase carbon sequestration opportunities.	(73) Implement the Environmental Land Management programmes from 2024 utilising funding from the Farming in Protected Landscapes Programme (in Surrey Hills and High Weald Areas of Outstanding Natural Beauty (AONB)). (74) Manage Local Authority-owned farms based on the principles set out in the Land Management Framework.

²⁶ Assumes no increases in livestock and a decrease in grassland and crop land.

GLOSSARY OF TERMS

20 minute neighbourhoods	A highstreet where residents have easy access to facilities such as schools, shops, restaurants, play areas and medical facilities. By having facilities no more than 20 minute walk away, we can reduce our reliance on cars and reduce our carbon emissions.
Air pollution	Gases and particles in the air which cause harm to human health or the environment. Man-made air pollution is mainly caused by dust and oxides of sulphur or nitrogen from vehicle exhaust fumes, gas cooking, gas heating and factory emissions.
Biodiversity	The variety of plant and animal species in the world, or in a particular habitat. A wide variety of plants and animals allows natural spaces to be healthy and also supports services that the land provides to humans such as growing food.
Biodiversity net gain	An increase in the variety of plant and animal species compared to what was there before, through activities such as tree planting, habitat improvement, creating homes for wildlife or land management.
Carbon emissions	Gases that cause climate change (also known as greenhouse gases). Carbon dioxide (CO ₂) is the main gas which is released when fossil fuels are burned. Other greenhouse gases include methane (CH ₄) and nitrous oxide (N ₂ O).
Circular economy	The aim of a circular economy is one where there is no waste. All items are reused, re-purposed or recycled. Overall, this reduces our consumption and the depletion of our natural resources and prevents pollution such as plastic in the oceans.
Carbon sequestration	Carbon sequestration refers to the capture and removal of carbon dioxide from the atmosphere with the aim of storing it long term, often through plants and natural habitats (carbon store), with the aim of reducing or reversing climate change.
Climate Change	A change in the Earth's usual average temperature over a long time period that causes unusual weather patterns.

Climate emergency	A formal recognition that climate change is a serious threat to our way of lives and it needs addressing through emissions reduction and changing our lifestyles. Most Local Authorities in Surrey and across the UK have declared a climate emergency.
Direct emissions	Direct emissions are greenhouse gases that are emitted through processes that we own or control. These would include the heating in our homes/ offices or from the vehicle we choose to drive.
Fossil fuels	Fuels that are extracted from underground (sometimes under the seabed) and the products that are made from them. Common fossil fuels include coal, oil, natural gas, petrol and diesel.
Fossil-fuel based road transport	Cars, trucks, motorbikes and all other forms of road transport that rely on petrol, diesel, natural gas or liquid petroleum gas.
Heat Pump	A form of electric heating that is very efficient.
Indirect emissions	Indirect emissions are those that occur as a result of something we do or buy, but we don't have direct control over. For example, we might buy a product that is manufactured elsewhere and we cannot directly reduce the emissions from its production.
Last mile delivery	The last part of a delivery, from a warehouse or hub to the end destination, often direct to the consumer or to a shop.
Low carbon economy	Many activities that drive our economy use fossil fuels that cause climate change. A low carbon economy is one that uses alternative sources to fossil fuels for the creation of goods and services, to reduce the amount of greenhouse gases emitted.
Man-made greenhouse gases	Carbon emissions produced by human activity, for example, using petrol in cars are responsible for the climate change we are experiencing today.
MtCO₂e	MtCO ₂ e (million tonnes of carbon dioxide equivalent) is a unit of measurement to explain the quantity of carbon emissions in the atmosphere.

Natural capital	Natural capital is a term used to describe the stock of the world's natural resources such as air, water, soils, and all living organisms. We rely on these resources for all of our needs and there is a finite stock of many of them, so measuring natural capital is important to be sustainable.
Net carbon store	The difference between the carbon emissions produced from land (such as emissions from livestock) and the carbon emissions that have been removed from the atmosphere by nature (plants and trees) and stored in tree trunks, leaves, soil or the seabed.
Net zero carbon target	Overall, no additional carbon emissions are added to the atmosphere, because the amount of greenhouses gases we emit is equal to the amount we remove from the atmosphere (through carbon sequestration or off-setting).
Pathway to net-zero	What needs to happen to reduce carbon emissions over time to achieve the aim of being net-zero.
Place-making	Place-making refers to an approach to the planning, design and management of public spaces with the aim of creating neighbourhoods and communities that focus on residents' overall wellbeing.
Retrofit	An additional component that it did not have when it was made. In a low carbon context retrofit usually refers to the installation of additional insulation, solar panels and low carbon heating into an existing home.

- ⁱ Intergovernmental Panel on Climate Change 6th Assessment Report, August 2021: <https://www.ipcc.ch/assessment-report/ar6/>
- ⁱⁱ Surrey's Climate Change Strategy, Surrey County Council, May 2020: https://www.surreycc.gov.uk/_data/assets/pdf_file/0003/225615/Surreys-Climate-Change-Strategy-2020.pdf
- ⁱⁱⁱ Based on the UK Climate Change Projections 2018 future greenhouse gas scenario 4.5 which represents a rise in global temperature of 2.4oC by 2081-2100: <https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/index>.
- ^{iv} Surrey Carbon Baseline Study, University of Surrey, April 2021; <https://www.surreyclimate.org.uk/sites/default/files/SvCCComm%20Baseline%20Report%20-%20Final%20Version%2023.4.21.pdf>.
- ^v Estimate of the carbon emissions in Surrey have been derived from scope 1 and 2 emissions from the SCATTER tool: <https://www.anthesisgroup.com/scatter-greenhouse-gas-tool-offers-a-quicker-easier-solution-for-cities-to-deliver-comprehensive-climate-action/>.
- ^{vi} Estimate of carbon emissions from Local Authorities have been derived from scope 1 and 2 emissions inventories for all Surrey Local Authorities.
- ^{vii} Estimates of carbon emission reductions have been taking from SCATTER pathways tool: <https://www.anthesisgroup.com/scatter-greenhouse-gas-tool-offers-a-quicker-easier-solution-for-cities-to-deliver-comprehensive-climate-action/>.
- ^{viii} Low Carbon Across the South and East, October 2021: <https://locase.co.uk>.
- ^{ix} Zero Carbon Guildford, November 2021, www.zerocarbondguildford.org.
- ^x Elmbridge Borough Council; <https://www.elmbridge.gov.uk/news/climate-change-ambitions/>, Epsom and Ewell Borough Council; www.woking.gov.uk/nature-and-sustainability/climate-change-0; Guildford Borough Council; <https://www.guildford.gov.uk/article/24636/Our-progress-in-tackling-climate-change>, Mole Valley District Council; <https://www.molevalley.gov.uk/home/community/climate-change-sustainability>, Reigate and Banstead Borough Council; https://www.reigate-banstead.gov.uk/info/20065/environmental_sustainability_and_climate_change, Runnymede Borough Council; <https://www.runnymede.gov.uk/climate-reports-statistics-1/climate-related-policies-strategies>, Surrey Heath Borough Council; <https://www.surreyheath.gov.uk/residents/climate-change/how-were-tackling-climate-change>, Tandridge District Council; <https://tandridge.moderngov.co.uk/documents/s1904/Climate%20Change%20Action%20Plan%20Report.pdf>, Waverley Borough Council; <https://www.waverley.gov.uk/Services/Environmental-concerns/Sustainability-and-conservation/Climate-change-strategy-and-action-plan>, Woking Borough Council; <https://www.woking.gov.uk/nature-and-sustainability/climate-change-0>.
- ^{xi} Sustainable Warmth Strategy, HMG, February 2021; <https://www.gov.uk/government/publications/sustainable-warmth-protecting-vulnerable-households-in-england>.
- ^{xii} Home Upgrade Grant featured in HMG, Sustainable Warmth Strategy, February 2021; <https://www.gov.uk/government/publications/sustainable-warmth-protecting-vulnerable-households-in-england>.
- ^{xiii} Heat and Building Strategy, Department for Business, Energy and Industrial Strategy, October 2021: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044598/6.7408_BEIS_Clean_Heat_Heat___Buildings_Strategy_Stage_2_v5_WEB.pdf
- ^{xiv} Low Carbon Across the South and East, October 2021: <https://locase.co.uk>.
- ^{xv} Local Transport Plan 2022-2032, July 2021; <https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/surrey/tp4/Surrey%20Transport%20Plan.pdf>.
- ^{xvi} £100M has been secured for Your Fund Surrey; <https://www.surreycc.gov.uk/people-and-community/voluntary-community-and-faith-sector/funding/community-projects-fund>.
- ^{xvii} Delivering a Net Zero NHS service, National Health Service, October 2020; <https://www.england.nhs.uk/greenernhs/a-net-zero-nhs>.
- ^{xviii} Surrey Policy Carbon management Plan, March 2021; <https://www.surrey-pcc.gov.uk/wp-content/uploads/2021/03/05b-Surrey-Police-Carbon-management-plan-Final.pdf>.
- ^{xix} Surrey Local Flood Risk Management Strategy 2017-2032, Surrey County Council; https://www.surreycc.gov.uk/_data/assets/pdf_file/0005/136724/Surrey-Local-Flood-Risk-Management-Strategy-FINAL_v2.pdf.

**GREENER FUTURES BOARD AND PARTNERSHIP:
TERMS OF REFERENCE**

Purpose:

The Greener Futures Board brings together a powerful alliance of key stakeholders, partner organisations and influential parties to strategically lead the delivery of Surrey's Greener Futures ambitions and specifically the delivery of the Climate Change Strategy and accompanying Delivery Plan, whilst also working with other Surrey Ambition Boards to deliver wider social, health and economic benefits.

Board Objectives

- Provide **strong and collaborative leadership** on the Greener Futures agenda and delivery of the Climate Change Delivery Plan, driving and supporting stakeholders to take effective action now, while maintaining a long-term perspective, ensuring cohesion between relevant Surrey wide strategies and plans.
- **Secure agreement on, connect, align and mobilise** key stakeholders, **including residents groups and the private sector**, to enact the Greener Futures Climate Change Strategy and Delivery Plan at the scale needed to achieve the county's challenging net zero carbon targets.
- Act as a **voice for the Greener Futures agenda, raising it's profile** and making links to Government, sub-regional partnerships and agencies and utilities, to support delivery.
- Act as a **trusted and independent body fulfilling a 'critical friend'** role, monitoring and challenging progress and ambition and holding partners and stakeholders to account in delivery of the Climate Change Delivery Plan and other related strategies e.g. economy, health.
- **Making the connections between the four Surrey ambitions**, maximising opportunities to jointly deliver environment, health, social and economic priorities in order to deliver optimal value and co-benefits.
- **Communicate, engage on and raise awareness** of issues, priorities, activity and delivery in order to promote and celebrate success, which in turn will reinforce pro-Greener Future attitudes and behaviours that underpin the achievement of the ambition.

Core membership will aim to include, but not be limited to:

- Leader, SCC (Surrey County Council)
- Lead Cabinet Member, SCC
- County Councillor, SCC
- District and Borough representative – Leader and Chief Executive
- An experienced, pragmatic environmentalist/Climate Change expert
- A Climate Change economist
- A senior business representative
- Extinction Rebellion (XR) representative
- An influential voluntary, community faith sector representative
- A significant and influential school leader,
- A University representative
- A behavioural scientist
- A communications expert
- A Health representative

The Greener Futures Board will not be directly responsible for managing and running services, but will consider the quality and impact of activities and services across partner organisations. The Board does not have direct responsibility for funding and budgets, other than if these are assigned to it. The Board will provide advice to senior decision makers in partner organisations to support the strategic decision making processes.

The views, involvement and experiences of local people will be central in influencing the priorities, work and decisions of the Board. The Board's work will therefore be informed by engagement with residents through communication, participatory mechanisms and consultations, etc.

The Greener Futures Strategic Delivery Group, will bring together senior decision makers responsible for delivery of the Greener Futures agenda and the Climate Change Delivery Plan. The Strategic Delivery Group will be accountable to, and report into, the Greener Futures Board. It will handle driving and ensuring implementation and will provide advice, guidance and challenge around the delivery and co-ordination of individual projects and programmes.

The Greener Futures Officer Network will bring together those officers responsible for direct delivery of projects, programmes and initiatives which contribute to the Greener Futures agenda, and will ensure joined up communication and delivery across key partners including particularly the 12 local authorities, as well as key agencies including the Environment Agency. The Network will report into, and be responsible to, the Strategic Delivery Group

Way of working

The Board will seek to achieve consensus through discussion. Any vote will be by a simple majority of members in attendance. The Chair has the casting vote if needed.

The manner in which the Board conducts its work will support a collaborative culture and foster good partnership working. Where issues and/or decisions of the Board require input and/or ratification by other bodies, the relevant Board Member shall seek such input/ratification whenever possible, in advance of any meeting of the Board or promptly thereafter.

Frequency of meetings

The Greener Futures Board, Strategic Delivery Group and Officer Network will meet at least quarterly, although there may be a need for additional meetings as required.

Environment and Sustainability Committee



10 May 2022

Title	Staines Conservation Area Appraisal
Purpose of the report	To make a decision
Report Author	Esmé Spinks, Planning Development Manager Russ Mounty, Principal Planning Officer
Ward(s) Affected	Staines Ward
Exempt	No
Exemption Reason	N/A
Corporate Priority	Community Environment Service delivery
Recommendations	<p>Committee is asked to:</p> <ol style="list-style-type: none"> 1. Agree the draft updated Staines Conservation Area Appraisal for consultation 2. Agree to go out to 6 weeks public consultation on the proposed amendments to the Conservation Area 3. Delegate authority to the Group Head Regeneration and Growth, in consultation with the Chair and Vice Chair of the Environment and Sustainability Committee, to approve the final document, taking account of comments, as required, which arise from the consultation.
Reason for Recommendation	<p>1.1 Under planning policy, local planning authorities are required to formulate and publish proposals for the preservation and enhancement of conservation areas. The appraisal of Staines Conservation is the first of eight which will be completed as part of updating the conservation areas across the borough. The appraisal defines three distinct character areas and includes recommendations on boundary changes to remove areas where designation is no longer justified and also proposals to extend the boundary in some locations.</p>

2. Summary of the report

- 2.1 Under national planning policy and advice by Historic England, Local Planning Authorities (LPAs) are required to formulate and publish proposals for the preservation and enhancement of conservation areas. LPAs should also consult the public in the area in question, taking account of views expressed. Spelthorne LPA will be undertaking appraisal reviews of all its existing conservation areas over the coming year. There are eight conservation areas in the borough, six were made in the 1970s, one in 1993 and one in 2002. Preservation and Enhancement plans were agreed in the 1990s for those originally approved in the 1970s.
- 2.2 The first review of this year which has taken place relates to Staines Conservation Area. The last previous preservation and enhancement plan for this area was agreed in 1991. The review has been undertaken by AHC Consultants (Architectural History and Conservation Consultants). The attached report (Appendix 1) provides a draft updated appraisal of the Conservation Area. It includes recommendations on boundary changes to remove areas where designation is no longer justified and also proposals to extend the boundary in some locations.

2 Key issues

- 2.1 Staines Conservation Area was designated in 1975 by Spelthorne Borough Council as an area of special architectural and historic interest and reviewed in 1991. Appendix 2 contains a map of the existing conservation area. The Planning Practice Guidance (PPG) stresses that 'local planning authorities must review their conservation areas from time to time' (section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Resources permitting, it is advised that every five years is ideal, but review frequency will vary according to the development pressures in the local area. Staines town is currently experiencing significant development pressures and a review of the Staines Conservation Area is required.
- 2.2 The attached draft appraisal follows advice given by Historic England as set out in '*Advice Note 1: Conservation Area Appraisal, Designation and Management*' published 8 February 2019. It seeks to analyse the special architectural and historic interest of the Staines Conservation Area, identifies opportunities for beneficial change and the need for additional protection. The draft appraisal also seeks to consider and review the Conservation Area boundary which has been in place since 1975.

The review of the Staines Conservation Area and the production of the Conservation Area Appraisal are part of a wider aim by Spelthorne Borough Council to preserve or enhance the special character and appearance of the Conservation Area as required by the Planning (Listed Buildings and Conservation Areas) Act 1990. It will also enable sustainable decisions to be taken about its future management.

3. Options analysis and proposal

Option 1 – agree the revised draft appraisal for consultation

- 3.1 The draft appraisal sets out nine key elements which define the special character and appearance of the Staines Conservation Area. This includes

- the location and setting
- origins and historic development
- archaeological potential
- built form and architecture
- trees and open spaces, and
- views and vistas

A number of examples are used to highlight the special interest. The draft appraisal includes some amendments to building heights and design and materials.

- 3.2 The next section of the draft appraisal assesses in some detail character areas. Most Conservation Areas do not have a uniform character and appearance across the area. In many cases different ‘character areas’ or ‘sub areas’ can be discerned which have their own unique appearance and characteristics. Their varied character tells a story about the history of the Conservation Area and contributes to the special character and appearance of the whole. Three distinct Character Areas have been identified for the Staines Conservation Area:

- Character Area 1 – St Mary’s Church - has the appearance and secluded, quiet atmosphere of a small village centred upon its Church: a building which dominates the character area.
- Character Area 2 – The Two Rivers - stretches from the former Staines West Station and Hale Street in the north of the Conservation Area, southwards to the rear of the buildings that face onto Clarence Street.
- Character Area 3 – Market Square and Memorial Gardens - this is the civic core of the town and saw a rapid and extensive period of redevelopment in the early to mid C19.

These character areas are shown in appendix 3.

- 3.3 The next section of the draft appraisal sets out recommendations for proposed alterations to the boundary of the Staines conservation area.

Inclusions

The draft appraisal suggests four areas to be added to the conservation area;

- “The four storey, former Debenhams building was built in 1956 by George Coles, the renowned Art Deco architect. This landmark building is an important building of high visual quality which terminates the long views along Clarence St and from Thames Street. It is of good architectural quality and it reinforces the historic built character of character area 3.” {The inclusion also includes the adjacent buildings

of nos. 47-57 High Street which contribute to the setting of Debenhams}.

- The Memorial Park; the park and adjacent car park have been included in its entirety because of the importance that this high quality open space has within the character area and also as one of the few public, open spaces from where a full appreciation of the river Thames and its relationship to Staines town can be obtained.
- A section of riverside bank and the river to the west of Church Island; this area is important in allowing an appreciation of the context and character of both character area 1 and Church Island, their relationship with each other, and with the river.
- Minor changes have occurred to the boundary of the Conservation Area to follow the line of the footpath and include its green riverbank along the eastern side of the River Colne.”

Exclusions

The report also advises on the following exclusions from the Staines Conservation Area.

- “Minor changes to the boundary of the Conservation Area have occurred around its northern periphery to ensure that the boundary line is legible on the ground and does not dissect buildings or plots. The modern Travelodge, built after the Conservation Area was designated, has been excluded.”

A plan showing the recommended boundary changes is attached as Appendix 4.

- 3.4 The next section of the draft appraisal sets out a summary of the main issues currently adversely impacting on the Staines conservation area. The final part of the draft appraisal provides a management plan for the conservation area. This is set out in four sections; the first deals with general issues and the next three addresses management with each of the three character areas.
- 3.5 Appendix 5 contains a list of the important assets in the Staines conservation area and an assessment of significance for each.
- 3.6 This is the preferred option.

Option 2 – do not agree the revised draft appraisal for consultation

- 3.7 The committee could decide that they want to keep the conservation area boundary unaltered. This is not recommended as the LPA would be ignoring the advice of AHC Consultants, who are its independent experts.
- 3.8 This option is not recommended.

Option 3 – agree the revised draft appraisal for consultation but with further amendments

- 3.9 The council's consultants, David Lock Associates who are dealing with the Staines Development Framework (SDF) have made the following comments:
- The zoning plan in the SDF will need to be amended (Officer note: this is not a matter for the appraisal)
 - Not convinced that the Memorial Garden Car Park should be included
 - Two other comments relating to building heights and design and materials (Officer note: see 3.1 above).
- 3.10 On the first matter the zoning proposals within the draft SDF, previously agreed in principle by the Staines Development Task Group, are due to be considered by the Environment and Sustainability Committee at an Extraordinary meeting on 26 April 2022. If the SDF is agreed, it is expected that it will be further considered by Council on 19 May 2022. At that time, the proposed changes to the Staines Conservation Area (if agreed) will be subject to its own public consultation. It is anticipated that consultation on the conservation area appraisal will start shortly after 10th May and will last for six weeks, expiring towards the end of June. The draft SDF zoning plan (if agreed) will be consulted on its current proposed format unless the proposed changes to the conservation area are agreed before the consultation on the draft SDF to allow for the material to be amended. Otherwise a rider could be added to the draft SDF advising that the conservation area boundary is likely to be altered and this will affect the extent of the zoning plan. If the conservation area is agreed, a revised plan could be added to the draft SDF to assist understanding of what that means for the zoning proposals.
- 3.11 On the second matter, the recommendation to include the car park as part of the Memorial Gardens extension been included in its entirety because of the importance that this high quality open space has within the character area and also as one of the few public, open spaces from where a full appreciation of the river Thames and its relationship to Staines town can be obtained.
- 3.12 This was the recommendation by the expert Architectural History and Conservation Consultant, and it is advised that this remains unaltered.
- 3.13 Consequently, this option is not recommended.

4. Financial implications

- 4.1 The extension of a conservation area boundary is likely to result in additional resource pressures for planning officers and the likely need to obtain, on occasions, additional independent expert heritage advice due to the additional controls outlined in 3.9 above and also the management plan. There is no additional planning fee income received by the Local Planning Authority as a result of the additional controls. This will matter be monitored to establish whether this additional work can be paid for from within existing budgets.

5. Other considerations

- 5.1 The broad principles of government guidance are included in the adopted Spelthorne Local Plan 2009. Of particular relevance are Policies EN5, Buildings of Architectural and Historic Interest (p.60) and EN6 Conservation Areas, Historic Landscapes, Parks and Gardens (p.61). At the time of writing the emerging Local Plan currently carries no weight.
- 5.2 If the appraisal is adopted following public consultation, it will become a Supplementary Planning Document (SPD) and be a material consideration in decision making. The role of SPD policy is confirmed by its glossary definition within the NPPF 2021 which provides:
- “Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not 73 part of the development plan.”*
- 5.3 Consequently SPDs are required to have a policy hook within existing (or, imminently to then be adopted) local plan policy. The associated policy for the appraisal SPD is policy EN6. Upon imminent adoption of the emerging local plan, the SPD would ‘hook’ onto the replacement heritage policy and remain a material consideration in decision making.
- 5.4 The conservation area designation introduces some additional controls over the way owners can alter or develop their properties.

These controls include:

- the requirement in legislation and national planning policies to preserve and/or enhance, as discussed further in the NPPF and the PPG
- local planning policies which pay special attention to the desirability of preserving or enhancing the character or appearance of the area
- control over demolition of unlisted buildings
- control over works to trees
- limitations on the types of advertisements which can be displayed with deemed consent
- restriction on the types of development which can be carried out without the need for planning permission (permitted development rights)
- support for the use of article 4 directions to remove permitted development rights where avoidable damage is occurring
- clarification of archaeological interest, thereby assisting its protection

- 5.5 There is no statutory remedy available to a person who wishes to challenge the legality of the designation of a conservation area and no mechanism by which the owner of land subject to such designation could claim compensation. Notwithstanding this, the Council's decision could be subject to judicial review and quashed if the Court found the grounds for designation to be inadequate e.g. a paucity of evidence regarding special architectural or historic interest, a lack of meaningful consultation etc.

6. Equality and Diversity

- 6.1 This does not have any direct equality and diversity impacts

7. Sustainability/Climate Change Implications

- 7.1 The protection and enhancement of existing heritage buildings and open areas has a positive impact on sustainability/climate change issues.

8. Timetable for implementation

- 8.1 Following the approval of the amended Staines conservation area boundaries, the following process will take place:
- Advertise the appraisal and invite comments on the Council's website and Council's social media for a period of six weeks
 - Advertise the appraisal and invite comments in the local press
 - Notify the owners, where possible who are affected by the boundary changes
 - Advise the local residents associations and invite comments
 - Adopt the updated Staines Conservation Area Appraisal as a Supplementary Planning document

9. Contact

- 9.1 For further details please contact Esmé Spinks at e.spinks@spelthorne.gov.uk and Russ Mounty at r.mounty@spelthorne.gov.uk

Background papers: There are none

Appendices:

Appendix 1 – Staines Conservation Area Appraisal-Draft
Appendix 2 – Staines Conservation Area 1975
Appendix 3 - Staines Conservation Area Character Areas
Appendix 4 – Staines Conservation Area Boundary changes - Draft
Appendix 5 – Staines Conservation Area Asset Sheets - Draft

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Staines Conservation Area Appraisal – Draft Spelthorne Borough Council

CONTENTS

[1.0 INTRODUCTION](#) : Pg 3

[1.1 Introduction](#) : Pg 3

[1.2 Planning Policy Context](#) : Pgs 3 - 4

[1.3 Summary of Key Elements](#) : Pg 4

[2.0 ASSESSING SPECIAL INTEREST](#) : Pg 5

[2.1 Location and Setting](#) : Pg 5

[2.2 Origins and Historic Development](#) : Pgs 5 - 9

[2.3 Archaeological Potential](#) : Pg 9

[2.4 Built Form and Architecture](#) : Pgs 9 -14

[2.5 Trees and Open Spaces](#) : Pgs 14 - 15

[2.6 Views](#) : Pg 15

[3.0 CHARACTER AREAS](#) : Pg 15

[3.1 Character Area 1- St Mary's](#) : Pgs 16 - 18

[3.2 Character Area 2-Two Rivers](#) : Pgs 18 - 25

[3.3 Character Area 3 – Market Square and Memorial Garden](#) : Pgs 25 - 35

[4.0 ALTERATIONS TO THE CONSERVATION AREA BOUNDARY](#) : Pg 35

[4.1 Inclusions](#) : Pg 35 - 36

[4.2 Exclusions](#) : Pg 36

[5.0 SUMMARY OF ISSUES](#) : Pg 36

[6.0 MANAGEMENT PLAN](#) : Pgs 36 - 38

APPENDIX 2 MAP OF STAINES TOWN CONSERVATION AREA

APPENDIX 5 ASSET PAGES

1.0 INTRODUCTION

1.1 Introduction

Staines Conservation Area was designated in 1975 by Spelthorne District Council as an area of special architectural and historic interest. On ?? 2022 the Staines Conservation Area Appraisal (this document) was adopted by the Council as Supplementary Planning Guidance. It follows advice given by Historic England as set out in '*Advice Note 1: Conservation Area Appraisal, Designation and Management*' published 8 February 2019.

This Conservation Area Appraisal seeks to analyse the special architectural and historic interest of the Staines Conservation Area. It will also identify opportunities for beneficial change and the need for additional protection. The Appraisal also seeks to consider and review the Conservation Area boundary which has been in place since 1975.

The review of the Staines Conservation Area and the production of the Conservation Area Appraisal are part of a wider aim by Spelthorne District Council to preserve or enhance the special character and appearance of the Conservation Area. It will also enable sustainable decisions to be taken about its future management.

1.2 Planning policy Context

Section 69 1(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a Conservation Area is an '*area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*'. It goes on to state that the duty of Local Planning Authorities is '*from time to time to review the past exercise of functions under this section (Section 69(2)) and to determine whether any parts or any further parts of their area should be designated as Conservation Areas*'

Section 72 of the 1990 Act further states that, '*with respect to any buildings or land in a conservation area special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area*' (in the exercise of the Local Planning Authority's planning function). In order to carry out this duty the character of the Conservation Area needs to be clearly defined and understood (character appraisal).

The appraisal set out here, together with the management plan (Section 6 below) comply with government guidance on the management of the historic environment through the National Planning Policy Framework (NPPF) as amended July 2021. The appropriate conservation of heritage assets is one of the 'Core Planning Principles' that underpins the planning system.

Further details of the conservation of heritage assets are set out in the NPPF at Chapter 6, *Conserving and enhancing the Historic Environment*. Para 189 states that '*[Heritage assets] are an irreplaceable resource and should be conserved in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of existing and future generations*'.

Para 192 states that '*Local Planning Authorities should maintain or have access to a historic environment record. This should contain up-to-date evidence about the historic environment in their area...*'



The Staines Conservation Area Appraisal follows the latest guidance provided by Historic England as set out in '*Advice Note 1: Conservation Area Appraisal, Designation and Management*' published 8 February 2019.

The broad principles of government guidance are included in the Spelthorne Local Plan 2009. Of especial relevance are Policies EN5, Buildings of Architectural and Historic Interest (p.60) and EN6 Conservation Areas, Historic Landscapes, Parks and Gardens (p.61). At the time of writing the emerging Local Plan currently carries no weight.

1.3 Summary of Key Elements

The key elements which define the special character and appearance of the Staines Conservation Area are

- Its' location adjacent to the Thames on its southern boundary together with Church Island;
- The number of rivers, tributaries and channels which run throughout the Conservation Area creating boundaries, views and a number of riverside settings within a largely built-up environment;
- The high level of interconnection between spaces and visual permeability throughout the Conservation Area due to a plethora of glimpsed views and openings;
- The presence of a few pivotal, landmark buildings such as the listed buildings in Market Square, Brewery Tower, St Mary's Church etc...and the multiple views of these buildings due to extensive visual permeability within the Conservation Area;
- Important civic and commercial buildings including the Town Hall, Fire Engine Shed Staines West Station, War Memorial and Debenhams building etc.. reflecting civic pride in the 19th and 20th centuries;
- There a several Coaching Inns throughout the area which, even where they are converted, are easily recognised and reflect the importance of Staines as a Coaching stop from the 18th century onwards;
- The high number of valuable trees and specimen trees, particularly in the St Mary's Church Character area, and along the Thames;
- The small-scale, village-like appearance and quiet character of St Mary's Church Character Area;
- By contrast the more built up, busier, grander and larger-scale historic development centred around the Market Square, High Street, Church Street and Clarence Road junctions.

2.0 ASSESSING SPECIAL INTEREST

2.1 Location and Setting

Staines Upon Thames is located in the south-east of England, to the west of London and within the M25 motorway. It lies in the far north of Surrey on the left bank of the Thames. Its setting adjacent to the River Thames lends the town some open views and attractive riverside spaces. Staines' location close to good national and international road, rail and air transportation links and within easy commutable distance of London, means that it is subject to considerable development pressures. Lack of available land for development means significant pressure exists to build upwards and this can create difficult juxtapositions of old and new.

2.2 Origins and Historic Development

Archaeological evidence suggests that the area around Staines was settled as far back as the Neolithic period. It suggests that during the Roman period a settlement had grown up around the crossing of Thames and Colne rivers and along what is now the western end of High Street. This then formed part of the Devil's Highway, a principal Roman road from Londinium (London) to Calleva Atrebatum (Silchester). It is likely that the area was chosen as a crossing point of the Thames because the subsoils are gravel rather than alluvial and therefore provide solid foundations for bridge structures. It is believed that flooding may have caused the Roman town to decline around the 2nd century and shift its focus to Binbury Island, the site of the current parish church of St. Mary's.

The Domesday Book of 1086 references Staines as 'Stanes' and lists it as being held by Westminster Abbey and a market was established in 1218. Also notable in the history of medieval Staines is its role as the place of residence of King John's barons during the period of negotiation prior to the signing of the Magna Carta, just across the River Thames at Runnymede on 15th June 1215. During the medieval period development appears to have concentrated to the south of the church and close to the bridge around what is now Market Square and the western end of High Street.

The position of Staines close to Windsor Castle and on the main road from London to the South-West ensured its strategic importance. The town was a stopping point and over the centuries many coaching inns grew up in the town. Examples include The Angel on the High Street which occupies the site of a former medieval inn and The Bells in Church Street, elements of which date from the 17th century.





The Bells, Church Street, an early example of a Coaching Inn

Rivers have had a significant impact on the history of Staines and were important for transportation, communication and for industry. The town marked the western-most extremity of the City of London's jurisdiction over the River Thames. The Rivers Colne, Ash and Wraysbury were important for the establishment of several mills within the town. In the late 18th century Thomas Ashby established a brewery in Staines which utilised the water from the River Colne. The brewery was located in Church Street and although closed in 1936, the 19th century brewery tower still survives and forms a major landmark in Staines' skyline.

There have been a number of bridges built across the River Thames, the first post-Roman reference to a bridge dates from 1222. In 1791 a stone bridge was constructed, but collapsed soon after completion. All the bridges prior to the construction of the present structure in 1832 were located between what is now the Memorial Garden and The Hythe on the opposite riverbank and were accessed via the High Street which stretched across the site of the present Town Hall. The present stone bridge, designed by George Rennie and John Rennie the Younger, was opened in 1832 by William IV and is located a short distance to the north-west of the former bridges.



Staines Bridge constructed in 1832

By the late 16th century, the area around the church known as Binbury, appears to have declined in population and the church became isolated from the main concentration of development around the bridge and High Street. In the following century, John Ogliby



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describes Staines as a 'well-built town' (Britannia Atlas, 1675) and by 1723 a market building had been constructed in the middle of High Street, effectively dividing the western end in two. By this period, development is believed to have stretched east of Thames Street, but very few pre-19th century buildings survive to give clarity to the appearance of Staines during and prior to this era. Those pre-19th century buildings that do survive are primarily concentrated along Church Street. Development during the 19th century significantly altered, much of the earlier town. The construction of the existing stone bridge in 1832, saw some reconfiguration of road layouts with the creation of Clarence Street and Bridge Street.



Stainton House, 101 Church Street



View looking west towards early 19th century buildings lining northern side of Clarence

During the same period improvements were made to the western end of the Staines, with the demolition of older and smaller cottages to create larger, higher status properties such as Stainton House, Church Street.

There were relatively few roads outside the town that extended through the parish prior to 19th century. Kingston Road approaches the town from the south-east and was turnpiked in 1773. Wraysbury Road (now the B376) which approaches Staines from the north-east, was originally located a short distance to the south and aligned to its present position in 1841-2. Moor Lane also approaches Staines from the north-east and was straightened in 1891. Laleham Road, (which also forms part of the B376) approaches Staines from the south-east and for a short distance runs along the line of the River Thames.

In 1848 the railway came to Staines and forms part of the Waterloo to Reading line. There were three stations serving Staines; Staines Central, Staines High Street and Staines West. Only Staines West Station today lies within the Conservation Area.

The arrival of the railway led to the establishment of a number of industries in the town. Frederick Walton opened the internationally recognised Linoleum Manufacturing Company in Staines in 1864 and it became the principal employer in the town. The main industry factory occupied a large area of land a short distance to the north of the High Street, just outside the present Conservation Area. When the factory closed in 1970 all the original buildings were demolished and the land redeveloped as the Two Rivers Shopping Centre.



A reminder of the Lino Industry in Staines, (High Street)

Another major employer during the mid-19th century was Finch, Rickman & Co who made mustard at a former flour mill located in the same area as the linoleum factory. The mustard factory went into decline during the late 19th century eventually closing in 1900 and was eventually demolished. All that remains of this industry Mustard Mill Road which runs to the north-west and north-east of the Two Rivers Shopping Centre.

With the arrival of the railway, development initially occurred around what had been the hamlet of Knowle Green. Development here mostly took the form of villas and smaller terrace housing. Following the construction of Linoleum Manufacturing Company in 1864, terraced housing was built on the area to the south of the factory, but this has now largely been demolished. During this period housing also developed north-eastwards along London Road, around the western end of Gresham Road and along Kingston Road. Between 1871 and 1880 the Town Hall was constructed. This involved the demolition of the existing market house and a number of buildings to the east of the current Town Hall which created the Market Square and made space for the Memorial Gardens which were laid out in 1897.



No. 24 Hale Street, a Victorian dwelling whose setting has been harmed by the Two Rivers Retail Park

Between the two World Wars most development was concentrated along the London Road to the north and to south around Kingston and Laleham Roads. Post Second World War the majority of the remaining land in the south of the parish has been developed. The development of Heathrow Airport has also had a major impact on Staines. First established in the 1930s as a private airfield, Heathrow has now become one of the World's busiest international airports and its proximity to Staines has created development pressure in the Staines area.

2.3 Archaeological Potential

Every settlement holds archaeological evidence of its development, of the economy and industry of the community and of the lives and lifestyles of past inhabitants. Designated Sites and Areas of High Archaeological Potential (AHAP) are most likely to contain archaeological remains which will shed light on the origins of the settlement. Where a new development is proposed, the impact that it might have on these remains is a material consideration within the planning process. This may occasionally result in the need for archaeological recording prior to development commencing.

Approximately two thirds of the Staines Conservation Area is covered by an AHAP. There is therefore the potential for the remains of earlier buildings and structures relating to the settlement of Staines to survive beneath existing buildings and streets. Very early burials may also remain intact in the churchyard surrounding St Mary's Church.

2.4 Built Form and Architecture

There are almost 40 buildings within Staines Conservation Area that have been included in the Statutory List of Buildings of Special Architectural or Historic Interest. St. Mary's Church and The Blue Anchor are both listed Grade II* and the remainder are listed as Grade II. The oldest known surviving buildings are 118 High Street, which is believed to contain some 16th



century elements and 21 to 27 Church Street which are a much-altered short row of buildings with 17th century origins. A handful of 18th century buildings survive which are mainly concentrated along Church Street and close to the church. Examples include Corner Hall, Bosun's Hatch, 57 and 59 Church Street and 114 Church Street. The majority of the buildings of 18th century origin are either detached or form short rows and are constructed of red or buff-coloured bricks; others are rendered. In height they range between two and three storeys and present relatively regular, principal elevations with timber sash windows. Roofs are gabled or hipped and laid in slate or tile. A number have parapets.



111 to 113 Church

The majority of the surviving historic building stock in Staines dates from the 19th century which was a period of significant growth for the town prompted by the construction of Staines Bridge in 1832, the arrival of the railway in 1848 and the establishment of a number of industries. The construction of Staines Bridge resulted in the creation of Clarence Street which is lined on its northern side by a fine row of three-storey, buff-coloured brick buildings with similar architectural elements and a strong vertical emphasis. Almost all of the buildings date from between 1824 and 1830 and despite the assortment of modern shop fronts is arguably the most homogenous street frontage in Staines.

There are other smaller pockets of 19th century development which have a strong sense of uniformity including 45 to 55 Church Street, which is a curved terrace of two storey buildings with repetitive gables and gothic brick arches infilled with hung tiles. Other 19th century buildings such as 18 to 26 Hale Street form a cohesive group because the buildings have similar mass, form, materials and are surrounded by modern development.



45 to 55 Church Street



During the 19th century a number of civic, ecclesiastical and industrial buildings were constructed which were deliberately designed as statement buildings reflecting the Victorian aspirations and prosperity of the town. The Town Hall, located in Market Square, is a good example of this civic pride and was designed by John Johnson and built between 1879 and 1880 following a public competition.

The building, which is exuberant in its design and confident in its mixture of Italian Renaissance, Baroque and French influences, is unique within the town, and therefore demands attention as a landmark building in the Conservation Area.



The Town Hall 1880

Unfortunately, little remains of the industrial architecture that brought prosperity to the 19th century town. Perhaps the most evocative and important building from this time is the former Staines West Station due to the influence of the railway on Staines which shaped the development of the town.

Adapted from an early 19th century building, the station was opened in 1885 and is constructed of buff-coloured bricks. It is L-shaped in plan and is two to three storeys in height with a central box porch and shallow-pitched, hipped roofs laid in slate. Today it is symbolic that this former Station sits



Former Staines West Station



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adjacent to a small green, marooned in a pinch point of land between a road and a waterway, the two other forms of transport that have strongly influenced the history of the town.

The most visually dominant reminder of 19th century industry is the six storey Brewery Tower on Church Street. This building, constructed of bricks with a hipped slate roof, is a local landmark and vies with the tower of St. Mary's Church as the visual focus to so many views within the historic core of Staines. The building originally formed part of a brewery founded by Thomas Ashby which eventually ceased production in the 1970s and has subsequently been converted to offices and residential use.



The Brewery Tower, Church Street

St Mary's Church provided the religious focus to the rapidly developing town. Designed by John Burges Watson in the Victorian Gothic style, the main body of the church is constructed from buff-coloured bricks, and dates from 1828. The red brick western tower is earlier and is believed to date from the late 18th century. It has been attributed to Inigo Jones, although there is no definitive evidence proving this. The Church is located on elevated ground at the western extremity of the town. The construction of the Church during the 19th century was a physical expression of the perceived spiritual health of the town at a time of significant development and would have complimented the equally confident expressions of civic



St Mary's Church

pride and industry represented by the Town Hall and the now demolished Linoleum Factory.

Close to the Church towards the western end of the town, the historic buildings are more domestic in appearance than those bordering the commercial areas of town such as the eastern end of Church Street, Clarence Street and High Street. Despite the area having an eclectic mix of buildings of varying dates and uses, an overall sense of homogeneity is achieved here. This is primarily realised through a general unity in terms of the buildings'



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small-scale, massing, materials, position in plot, orientation to the street and repeated architectural forms and motifs. The historic streets here are typically narrow in comparison to later roads and are generally lined on both sides by a mixture of some detached, but primarily terraced or short rows of buildings. The position of these buildings at the front of their plots results in strong building lines which help reinforce a sense of continuity and enclosure. The overall dominance of classical architecture means that most buildings present relatively symmetrical principal elevations to the street, with similar numbers of bays articulated with regular window and door patterns and repeated architectural details.

In more recent times, the character of Staines has changed following the decline in manufacturing and the growth in tertiary industries. Staines lies within the London commuter belt with a resulting pressure for space. This has brought about the redevelopment of significant areas of the historic core of Staines including the Island Close development between the Church and the River Thames, the western side of Bridge Street, the southern side of Clarence Street and the Two Rivers Shopping centre to the east and north of Hale Street. In many cases the siting of new development adjacent to historic buildings is uncomfortable, with significant differences in scale, height and massing and materials.

However, the juxtaposition of new and old does work successfully in Staines where care has been taken to reflect elements of the historic built environment. An interesting example of such a relationship is the modern 'Service Now UK&I building' on Bridge Street which, although large in scale and dominant in the streetscape, has a strong emphasis on the horizontal line and a white elevation which picks up the same characteristics of its neighbour, 46 Church Street, a former early 19th century public house.



46 Church Street and ServiceNow UK&I, Bridge Street

Similarly, the Island Close which stretches along the river frontage and a section of Church Street does respect the scale of its historic neighbours. The development is broken down into modest units built on similar building lines, with narrow, regular elevations that set up an architectural rhythm to the streetscape similar to the historic buildings along Church Street.

Pressures of development can often bring with it smaller scale changes, such as the loss of original architectural features like windows and doors or the insertion of incongruous shopfronts. Such changes will have negative impacts on the character, interest and appearance of an individual building, but cumulatively they can adversely impact the visual quality of the entire streetscape. Pockets of historic building have become subsumed within more dominant modern development of the town. Continued pressure will potentially



result in the loss of buildings which, although not of nationally listable quality, do nevertheless make positive contributions to Staines' visual quality and sense of place

2.5 Trees and Open Spaces

There are five significant open areas within the Conservation Area; the churchyard at St Mary's; the Thameside Walk along Island Close, the area at the junction of the rivers Colne and Wraysbury to the east of the lower part of Church Street; Market Square and the Memorial Park.

The churchyard to St Mary's is extensive and verdant with a relaxed informal character. It contains a substantial number of mature and specimen trees which can be appreciated in the skyline for some distance and which contribute to the verdant character of the area when viewed from Staines Bridge and Bridge Street. The green backdrop of the Lammas recreation ground with its trees enhances and reinforces the sense of green space and of being at the edge of the town and transitioning to the countryside.

The verdant, treed walk along the Thames, along Island Close is a small, informal, linear open space which is significant to this part of the Conservation Area. It allows the opening up of views along the river in both directions and creates a sense of space in an otherwise built up, urban environment.

The area where the two rivers meet has been open space since the first edition Ordnance Survey map in 1869 which shows no development between the two rivers at their conjunction and a clear break in development along the eastern side of Church Street. There is no public access into this space but its open qualities and the views of the river it affords contribute to the sense of place and provide an attractive and informal oasis in such close proximity to the busy traffic-dominated-environment immediately to the north. Views across this space from Mustard Mill Road allow one of the best and most attractive opportunities to appreciate the rivers within the Conservation Area, although lack of management and maintenance currently project a neglected and run-down appearance. The trees here grown along the line of the rivers making them more legible.

In contrast, the open space in Market Square is an urban, open space with extensive hard landscaping surrounded on three sides by predominantly three storey buildings creating a sense of enclosure. The large gaps between some of the buildings means this enclosure is very loose, but development of a similar scale beyond those gaps reinforces the sense of enclosure. This key civic space creates an intended public arena and place to gather in front of the Town Hall. It also provides a transition to the Memorial Park by virtue of the fact that the spaces to either side of the south of the Town Hall are not enclosed by buildings beyond them but instead provide glimpses out to open space beyond.

The Memorial Park was the original home of the War Memorial. This is an attractive, open, riverside park which allows for an appreciation of the river and a different perspective of the town that is not obtainable from the urban core. Formally planting provides structural shape to the park whilst informal tree areas along the bank of the Thames adds greenery to this urban area.



Throughout the Conservation Area tree lines grown along the numerous rivers and tributaries and are important to making the presence of the water courses visible in the streetscape.

2.6 Views and Vistas

The Historic core of Staines is remarkable for its extensive visual permeability. Glimpsed views of key historic buildings, in particular the brewery tower, St Mary's Church Tower, and the Town Hall are obtained throughout the Conservation Area both within and between character areas. This visual permeability creates a strong sense of place and legibility with repeated views and glimpses of the easily-recognisable, key landmark buildings.

Where they exist, views along river channels are attractive and often dissect character areas. However, many views along rivers channels are glimpsed, foreshortened, or partial due to extensive overgrowth and lack of management of vegetation. This gives a neglected air to these waterways which, as the arteries of the town and fundamental to its historic significance and development, could be enhanced through a programme of management for visual and biodiversity gains. Such a programme would also offer the opportunity to further enhance visual permeability.

The expansive view over the west of Staines obtained from the southern end of Bridge Street and the western end of Clarence Street is significant. This vista affords full appreciation of the very clear and distinct change in character between the high density built form and urban grain of the town centre and more verdant, looser grain and lower built density to the west. This vista and clear change in character is also clearly appreciable on the important historic route into the town over the bridge from the south on what is now the A308.

Views into and out of the Conservation Area are less significant than the degree of intervisibility when within the area. The topography is relatively flat and does not afford long distance or significant views into the area. The verdant tree and hedge lined approach from the west along Wraysbury Road is important to appreciating the village like character of Character area 1 and in providing a semi-rural and verdant backdrop to the setting of St Mary's.

3.0 CHARACTER AREAS

Most Conservation Areas do not have a uniform character and appearance across the area. In many cases different 'character areas' or 'sub areas' can be discerned which have their own unique appearance and characteristics. Their varied character tells a story about the history of the Conservation Area and contributes to the special character and appearance of the whole. Three distinct Character Areas have been identified for the Staines Conservation Area. These can be seen at Appendix 2, the Map of the Conservation Area



3.1 Character Area 1 – St Mary’s Church

Overview

St Mary’s Church Character Area has the appearance and secluded, quiet atmosphere of a small village centred upon its Church: a building which dominates the character area. It has small-scale houses, mostly of two storeys which line narrow streets, some of which have small front gardens and plot boundaries which are important to the character and appearance of the area, creating a domestic appearance. The strong building line here create a sense of enclosure. The Church has a relatively large churchyard with longer views down to the Thames and to the treed island in the river. There are also longer views into Lammas Park which, though lying beyond the Conservation Area boundary, are important to its sense of openness and space. The Church and its churchyard are similar to a traditional village green in that they provide a foil to the otherwise tight grain of development in this area and provide a degree of open space.

There are many small, domestic, historic houses in this part of the Conservation Area most of which are terraced and of red or buff brick or render with slate or tiled roofs. The character of the area here is residential and small-scale.

Local Features

- Strong sense of enclosure along roads;
- Small front and rear gardens with plot boundaries reinforce the tight urban grain;
- The raised Church above local roads is dominant in the streetscape;
- The large, open churchyard provides a village-green appearance;
- Topography of the area slopes down to the Thames;
- Verdant Thameside Walk adds interest;
- Views open up at the Thames in both directions;
- Presence of Church Island;
- Use of red or buff brick and render;
- Largely narrow plots, strong building line and small-scale buildings;
- Quiet, secluded atmosphere;
- Many specimen trees.

Streets

Church Street: West of Junction with Wraysbury Road

- Church Street is narrow where it runs to the west and south of the churchyard and is bordered by a defining, retaining wall;
- There are attractive trees within and outside the Conservation Area which are visible from Church Road and contribute to its green appearance;
- Views are important where the road slopes down to the Thames across to the island;
- The very small park on the north side of the road contributes to the quiet atmosphere of the area;



- As the road heads north towards the junction with Vicarage Road it curves and includes important views to the Tower of St Mary's;
- Past the junction with Vicarage Road the street curves to the east with tight knit development, much of which is historic;
- Once past the curve and still heading east towards the junction with Wraysbury Road and Bridge Street, the view of the 6-storey Brewery Tower becomes an important landmark at the end of the road;
- This is a quiet street whose appearance is partially marred by parking;
- There are key trees in the streetscene which soften the hard lines of development and provide a backdrop on the north side of the road behind Cambria Court;
- The north side of street is more cohesive than south side which has views through to modern development in Staines Business Park – this slightly spoils the building line of the street;
- The north side of Church Street has an attractive, tightly-knit grain and a strong building line. There are several, small historic piercings in the building line to historic yard areas behind (some of which are now developed (i.e Cambria Court));
- The view up and down the road unfolds gradually due to the curve in the line of the road.

Vicarage Road

- This is a short, straight road dominated by the raised, open Churchyard on west side and the proximity of St Mary's to the residential houses on the east side;
- Larger, detached residential homes on east side create a tight grain in this area with small front gardens and plot boundaries;
- The Church boundary wall, red brick with stone capping, is a key feature;
- There is a strong building line here.

Wraysbury Road (B376)

- The churchyard wall runs along south side of this road and forms the boundary of the Conservation Area;
- The wall is red brick and cement rendered with attractive iron railings and gates which form the northern entry into the churchyard;
- Traffic noise is harmful here.

Church Island

- The Island is accessed by an attractive bridge over the river;
- The western half is heavily treed;
- The eastern half is populated by buildings partly obscured by trees;
- There is a prominent Edwardian building on the south-east end of the Island;
- The Island has an attractive and distinctive riverside frontage with small boats



Island Close

- This is a modern, 1980s terrace of two storey houses of small scale, mass and height facing the Thames;
- It is verdant and quiet; a treed walk along the Thames which forms a narrow, linear open space important to the Conservation Area;
- It has narrow plots with small, green front and rear gardens which are important to the character of the area;
- Simple, tiled roofs without intrusive dormers keeps the development low-lying;
- The rear of the road is strongly enclosed by the high, brick wall boundary to Staines Business Park.

Staines Business Park

- Although the Business Park covers a large space within this character area it is contained behind the high wall of Island Close and is largely hidden behind the buildings that line the southern side of Church Street;
- It has far less impact on the Conservation Area than its size would suggest;
- Glimpses of its modern buildings can be seen but they do not dominate the Conservation Area.

3.2 Character Area 2 – The Two Rivers

Overview

The Two Rivers Character Area stretches from the former Staines West Station and Hale Street in the north of the Conservation Area, southwards to the rear of the buildings that face onto Clarence Street. It includes the small island of Victorian development at the junction of Hale Street and Wraysbury Road, Bridge Street and the south-eastern end of Church Street. Its main focus is the River Colne which flows into the area from the north-east as two branches, that to the west is called the River Wraysbury. The two branches coalesce just to the north of Church Street and then flow as a single channel the short distance to the River Thames. The character area is also dominated by roads, which cut through it from north to south and form a triangle at its centre. Wraysbury Road (B376) approaches from the north-west but sweeps around in a gentle curve through the character area eventually exiting Staines across the bridge in a south-westerly direction. Wraysbury Road effectively dissects the Conservation Area in two. The area to the west of the buildings fronting Wraysbury Road has a quieter, more domestic feel and the area to the east of the road is busier and has a more commercial and civic character.

Within the overall commercial feel of the Two Rivers Character Area, there are minor variations which primarily result from the flow of traffic. The south-eastern end of Church Street, although lined with commercial buildings and close to the junction with Clarence Street, nevertheless feels quiet because there is no heavy traffic flow along it. In contrast the endless succession of vehicles along Wraysbury Road and Bridge Street provide a constant background noise. Also important in the general character of the area is the scale of modern buildings and their relationship to the street and their surroundings. Modern



buildings along the western side of Bridge Street are substantial in mass in comparison to their historic neighbours. This breaks up the more regular rhythms established by the relatively narrow principal elevations of the historic buildings that line Church Street and High Street.

Local Features

- Good visibility of the River Colne and its branches due to trees and vegetation growing alongside the water courses;
- Many local variations in atmosphere and noise caused by levels of traffic along different roads;
- Area dominated by roads;
- Historic buildings tend to be overwhelmed and dominated by modern development;
- Open spaces are particularly important for the visibility and permeability of the area;
- Pockets of vegetation and lines of trees contribute greatly to softening the modern development of this character area;

Wraysbury Road

- The most northerly part of the Two Rivers Character area focuses around a small area along the eastern side of Wraysbury Road and includes the former Staines West Railway Station and a short section of the Wraysbury River which forms the western branch of the River Colne;
- The dominant feature within this area is Wraysbury Road which runs in a north-west to south-east direction. It is a busy road with three lanes of traffic approaching the junction with Hale Street;
- Wraysbury Road acts as a visual and physical barrier which dislocates the former train station and row of Victorian buildings along Hale Street from historic buildings elsewhere within the Conservation Area;



**The former Staines West Station
with tree line to the east**

- The former Staines West Railway Station is visually prominent, particularly in views looking north-westward along the street from the junction of Wraysbury Road and Hale Street;



- The former railway station, a substantial 2-3 storey building in buff-coloured brick, is set at an angle to the carriageway behind a small, grassed public open space with a large metal sculpture at its centre. The building is viewed with trees and vegetation to the east, which line the banks of the Wraysbury River;
- The western side of Wraysbury Road is dominated by the brick boundary walls to the rear of buildings along Church Street, the small mid-19th century brick malthouse with its unusual central pavilion roof and the adjacent run of steeply pitched gables and dormers of the red bricked 4 to 8 Wraysbury Road.
- Views looking south-westwards across and between the wall and buildings on the western side of Wraysbury Road are dominated by the Brewery Tower and the stark white elevations of 46 Church Street and 45 to 55 Church Street.

Hale Street

- Historic development is confined to a small area on the south-eastern side of Hale Street marooned between the eastern and western branches of the River Colne;
- All the buildings in this area are late Victorian and similar in scale, height, massing and articulation;



Number 24 and 26 Hale Street.

- The buildings are set back from the road behind a small grass verge planted with trees. The verge and trees act as a partial buffer to the constant noise and traffic associated with the Two Rivers Shopping Centre;
- Buildings here are two storeys in height. Roofs are gabled or hipped, in tile or slate, with ridgelines running in parallel to the carriageway;
- Windows are wooden sashes and fenestration patterns are regular;
- There is a homogeneity to the buildings created by their similar, scale, mass, material and position in relation to the street.
- They are enclosed to the north, north-east and south-east by large areas of parking and generic modern buildings including Travel Lodge and Two Rivers Shopping Centre;
- Nos 24 to 26 Hale Street is the most visually prominent building within the group, due to its height and because it is positioned at the end of the road, closest to the bridge over the eastern branch of the River Colne;



Numbers 24-26 Hale Street with the backdrop of the Two Rivers Shopping Centre affecting its setting

- Views south-westwards along Hale Road back towards the historic core of the town are dominated by the Brewery Tower;



Views looking south-westwards from Hale Street towards Brewery Tower

- The eastern branch of the River Colne has a strong visual presence in this part of the Conservation Area because of its open surroundings;



River Colne with number 24 Hale Street

- The views from the footpath along the eastern branch of the River Colne affords views across the currently undeveloped area of open space behind Hale Street and across to the south-western end of Church Street. Trees and vegetation in this area provide a welcome visual contrast to the hard edges of buildings in Church Street and the hard spaces created by the Two Rivers carpark.



View from River Colne across to the Brewery Tower

Church Street: East of Junction with Wraysbury Road

- To the east of the Wraysbury Road and Bridge Street junction, Church Street forms a short, straight section of road running south-eastwards to meet Clarence Street;
- Flow of traffic along the road is light and, although close to the commercial heart of the town and lined at its south-eastern end with shops, Church Street feels like a side street;
- Nos 45-55 Church Street are a row of Neo-Gothic buildings with a roofline punctuated by regular gables articulated with hanging tiles;
- The section from Wraysbury Road to the River Colne is dominated on the south-western side by two, four storey modern blocks, Charta House and Church House. Both blocks maintain a strong building line but are tall in relation to their historic neighbours and overbearing within the streetscape;
- With the exception of 45 to 55 Church Street the north-eastern side of Church Street, from Wraysbury Road to the River Colne is undeveloped and, at the time of writing, hoarding fronts the plot. This partially restricts views into the site, but clearly visible above it and from vantage points close to the footbridge, are the trees that line the water channel. These trees help to mask views



View looking north-westwards along Church Street including Church House and Charta House developments



of the Two Rivers shopping centre development to the north-east;

- Here, as elsewhere within the character area, trees grow adjacent to the channels of the River Colne and increase the visual legibility of its course through the town;
- The view south-eastwards along Church Street from the road bridge over the River Colne encompasses the 17th and 19th century buildings that line both side of the carriageway and beyond these to the rear elevations of the early 19th century buildings fronting onto Clarence Street. The view takes in an assortment of roofscapes of modest but varying heights and orientations, indicative of a tight-grained, urban environment;
- The flowing water of the river and the large trees growing from the bank provide an attractive foreground to views looking south-west from the road bridge towards the rear elevation of 25 and 27 Clarence Street;
- To the south-east of the bridge, historic buildings line both sides of the carriageway creating strong building lines and channelling views;
- Buildings are primarily 19th century in date with the exception of 21 to 27 Church Street which is a row of four much-altered buildings with 17th century origins; Buildings range in height between two and three storeys and sit beneath hipped and gabled roofs
- Although the historic buildings that populate the street are of both national and local value, some are poorly maintained or vacant, others have suffered unsympathetic alterations;
- Poor signage and visually-dominant shop-fascias along with the artwork on the London Stone public house vie for attention and result in an overall incoherent



**View along the River Colne to the rear
and 25 and 27 Clarence Street**



View along Church Street towards Market Place

streetscape. This is further compounded by the poor quality of street surfaces and furniture and the negative visual impact of on-street parking.

Bridge Street

- Bridge Street runs in a north to south direction from the junction with Church Street to Staines Bridge. It rises gradually as it approaches the bridge.
 - Both sides of Bridge Street are dominated by modern development. The buildings on the eastern side maintain a tight building line established by 41 Clarence Street, the Literary and Scientific Institute, which faces onto Clarence Street, but which extends around onto Bridge Street forming an attractive visual focus to the entrance to both streets when approaching Staines from across the bridge.
-
- 41 Clarence Street
- The modern buildings on the eastern side of Bridge Street, provide definition to the street and create enclosure. This is in contrast to the western side of the street, where the Bridge Street carpark, built partly below the level of the road, allows wide views towards modern buildings on both sides of the River Thames.
 - A line of trees planted along Bridge Close provides enclosure and soften the visual impact of the car park when looking from the north-east.
 - Located on the western side of Bridge Street is the Service Now UK&I building. It is a substantial, detached building that,, in terms of its scale and mass, dominates its historic neighbours. This building is a deliberate architectural statement that embraces its modernism. In its design it acknowledges the strong horizontal emphasis of its neighbour 46 Church Street and, although significantly taller than the historic buildings along Church Street, it does not dwarf the Brewery Tower or spire of St.Mary's Church.
 - Views looking north along Bridge towards the junction with Church Street and Wraysbury Road are dominated by the Brewery Tower, but channelled by the white elevations of 46 Church Street and 45 to 55 Church Street.



Junction with Church Street showing Brewery Tower and

45 to 55 Church Street

3.3 Character Area 3 – Market Square and Memorial Garden

Overview

This is the civic core of the town and saw a rapid and extensive period of redevelopment in the early to mid C19. This included the creation of Clarence Street, construction of the high-status buildings along its northern side, the construction of Staines bridge and the Town Hall. The redevelopment of this part of the town in such a relatively short timeframe has created a strong and cohesive character with a synergy between the buildings in terms of their age, scale, materials and architectural style.

The high social status and build quality of the historic buildings along Clarence Street is echoed in the civic pride exhibited by the the Town Hall, creating an area of high architectural quality and historic interest.

This character and quality is undermined by the presence of the busy and noisy A308 which runs through the Character Area on an east-west axis and which separates the Market Square to some extent from the rest of the townscape. The junction between the A308 and Church Street is particularly harmful to the Character Area due to the volume of traffic and the plethora of visual and physical barriers separating pedestrians and traffic. No 1 Clarence Street rises serenely above this chaotic activity, however, and directs the eye towards the civic core at Market Square to its left and the quieter, narrower Church Street to its right.



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View towards the Town Hall



Number 1 Church Street

Local Features

- The civic core of the town from the early C19 onwards with an important historic function;
- High social status and civic importance of Market Square and Clarence Street reflected in the polite architectural language, the high built quality and degree of architectural embellishment of the historic buildings. This contrasts with the more vernacular character of buildings in the other character areas;
- Market Square is the only urban, purpose-built public space within the Conservation Area;



Regular, late Georgian Buildings along the north side of Clarence Street

- The terrace along the northern side of Clarence St has a grander character due to a strong built rhythm, shared void to solid ratio and shared eaves and fascia levels. This is further reinforced through the repetition of shared architectural features, notably sash windows under square heads and a change in the material at ground floor;
- Materials in this character area include buff brick which dominates, render and (with the exception of The Blue Anchor, which was a high-status town house when built in the early C18) red brick used at the lower end of the spectrum and in C20 buildings;





The Blue Anchor

- Loose and open urban grain to the Market Square in marked contrast to the high density continuous built frontages along Clarence Street and into Church Street and the High Street;
- The urban grain of this area is characterised by blocks of development with continuous building lines tightly abutting the street. There are large gaps between blocks created by the river to the north and south of Clarence Street and by the open space of Market Square creating a somewhat cellular character;



View looking south down Clarence Road towards the Thames

- The Thames is not readily legible from the town centre but is fully appreciable, once within the Memorial Park;
- The historic buildings within the town turn their back on the river and face into Market Square or directly onto the High Street / Clarence St / Thames St;

- Some vestiges of the pre C1820's layout of the town survive; nos. 5-15 High Street, which run along the north-eastern edge of Market Square and denote the former line of the High Street which terminated in a wharf at the riverside;
- The high levels of traffic and associated noise detracts from the quality of this environment;
- High volumes of traffic and the wide road along the A308 (Thames Street and Clarence Street) separates Market Square and the rest of the historic town to the north.

Streets

Clarence Street;

- The terraces along the northern side of Clarence Street are of high status. This is the most imposing run of terraces within the Conservation Area. The shared scale, built form, strong rhythm and architectural details of these terraces which run in two groups, one either side of the river, collectively give the northern side of Clarence Street a very strong character and high-quality appearance.



Buildings on the south side of Clarence Street

The early C20 infill in the centre of the two historic terraces (No's 19-23) detracts from the architectural cohesion in the street but these are, nevertheless, subservient to the existing historic buildings and maintain the strong building line onto Clarence Street.



Nos 19-23 Clarence Street

- The southern side of the road is less cohesive with large gaps between blocks and with the majority of development being late C20. Thames Court at the corner of Bridge Street and Clarence Street is set back from the road and presents its service or 'back of house' frontage to Clarence Street, at odds with the polite frontages close to the road opposite. This elevation of Thames House is poorly executed in comparison to the river frontage and detracts from Clarence Street;
- There is a substantial gap between Thames Court and the next modern building to the east, in part because of the river, which is poorly legible within the street scene here.



The River Colne on the south side of Clarence Street which can be seen by the row of trees

- Views along Clarence Street from west to east are terminated by the former Debenhams building. This building shares many of the features characteristic of the historic buildings in this Character Area in terms of scale, string rhythm, architectural



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language and detail and reinforces those characteristics. For these reasons, and due to the fact that it forms a landmark termination to those views, it contributes positively to the street scene and the character and appearance of the Conservation Area.



View from Bridge Street looking down Clarence Road

- Cygnet House forms an island at the mouth of Market Square but due to its similar age, scale, and architectural language, has a strong affinity with the terraces along the northern side of Clarence Street;



Cygnet House in the Market Square

- The river and Memorial Gardens are not readily appreciable from Clarence Street and are largely concealed from view by buildings.



Market Square;

- In the midst of the Market Square is the Town Hall which is visually prominent in views on the approach from the east but concealed by buildings on the approach from the west. For this reason the Town Hall and Market Square have a strong inter-visual relationship with the High Street and junction of Church Street which forms a key juncture at the heart of the town.
- Views beyond the Town Hall to the south are terminated by development on the southern bank of the river which in itself is screened by vegetation on the north bank.



The 1880s Town Hall now converted to flats

- As in Clarence Street, the river itself is again not clearly appreciable from within Market Square, although the entrance to the Memorial Gardens successfully creates legibility and permeability, directing the eye, and pedestrians, into the gardens and towards the river. Memorial Park is very important to the setting of the Town Hall and Fire Engine Shed;
- The listed fire engine shed attached to the Town Hall would have used water from the river Thames and its location is key to its significance. The building is visually prominent and adjoins the primary civic building in the town, the grand Town Hall;
- The War Memorial was moved to its present location from the Memorial Park in 2002 and is almost tucked away behind Cygnet House but its status and presence is fully appreciable once within the Square.



War Memorial

- The Memorial Park has been deliberately laid out so that it is the focus of, and terminates views into, Market Square on the approach into the town from the park.



View from Memorial Park to the Market Square

- The lack of through traffic in Market Square provides a marked contrast to the busy, noisy A308 which dominates Clarence Street.

Memorial Park;

- The river is most appreciable from within the Memorial Park where attractive views across it to The Hythe. Development on the southern bank impacts directly on the character of the Conservation Area due to its visibility from the northern bank;
- The park is an attractive open space and one of the few spaces within the Conservation Area where the river is clearly evident. The width, power and importance of the river are celebrated, within the park. The park has significance for



that reason alone but also for its social and evidential value as it was created as a memorial to the men of the town who gave their lives in the first World War;



Canopy and steps leading to the boat deck



Wildlife on the Thames

- The car park to the east of the Memorial Park is an integral part of the landscaping and open space that allows wide, uninterrupted views of the river to be obtained and appreciated;



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- Memorial Park makes a fitting setting for the public art which it contains;
- The former Debenhams building is clearly visible from Thames Street and the from the carpark on Thames Street, adjacent to Memorial Park. The view from the Thames Street shows the long and undulating side elevation of the Debenhams building which is not visible from Clarence Street. It shows another aspect of the high architectural quality of this large building that influences so much of the Conservation Area;



The Thames Street elevation of the Debenhams building

Bridge Street (southern part);

- The southern part of Bridge Street from 41 Clarence Street up to and including the bridge are located in this character area;

The bridge is of comparable age to the buildings along the northern side of Clarence



Staines Bridge

Street and is part of the extensive redevelopment of this part of the town in the early to mid C19. It has a simple robust form, is constructed in a light-coloured granite ashlar. It has a simple detail to its segmental arches;

- The bridge itself is most readily appreciable as a structure from the riverside and is prominent in views from both upstream and downstream. Glimpsed views of the



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river are obtained on the approach to the bridge at the western end of Clarence Street and the impressive scale and width of the river is almost a surprise in these views due to the lack of appreciation of it along the A308.



View across the bridge

- The increasing elevation to Bridge Street on approaching the bridge allows for a sudden 180° panorama to the west at the junction between Bridge Street and Clarence Street.

4.0 Alterations to Boundary

4.1 Inclusions

- The four storey, former Debenhams building was built in 1956 by George Coles, the renowned art Deco architect. This landmark building is an important building of high visual quality which terminates the long views along Clarence St and from Thames Street. It is of good architectural quality and it reinforces the historic built character of character area 3.
- The Memorial Park; the park and adjacent car park have been included in its entirety because of the importance that this high quality open space has within the character area and also as one of the few public, open spaces from where a full appreciation of the river Thames and its relationship to Staines town can be obtained.
- A section of riverside bank and the river to the west of Church Island; this area is important in allowing an appreciation of the context and character of both character area 1 and Church Island, their relationship with each other, and with the river.



- Minor changes have occurred to the boundary of the Conservation Area to follow the line of the footpath and include its green riverbank along the eastern side of the River Colne.

4.2 Exclusions

- Minor changes to the boundary of the Conservation Area have occurred around its northern periphery to ensure that the boundary line is legible on the ground and does not dissect buildings or plots. The modern Travelodge, built after the Conservation Area was designated, has been excluded.

5.0 Summary of Issues

- Unsympathetic new development; given the predominantly low level of buildings in the town, Staines Conservation Area is particularly negatively affected by higher-rise development dwarfing existing buildings and streetscapes;
- Lack of maintenance to properties;
- Unauthorised and poorly-designed outdoor advertisements;
- Poorly coordinated public realm including visual clutter from the overprovision and mix of types of parking and street signage, street furniture, bollards and, poor floorscapes;
- Prominence of traffic and traffic noise, particularly Character Areas 2 and 3;
- Prominence of parking in the narrow streets in Character Area 1, St Mary's Church;
- Lack of integration of the rivers in the town with the streetscape.

6.0 MANAGEMENT PLAN

General

- Through the development management process retain existing road frontages, building lines, plot boundaries and front gardens which are typical of each character area;
- The open spaces and trees that have been identified as being important to the special character and appearance of the Conservation Area should be preserved;
- Staines Conservation Area has relatively low buildings, the majority of which are two, three or four storeys in height. Any new development should respect the heights of existing buildings in order to protect the Conservation Area;
- The design and materials of any new build should generally accord with those traditionally used, unless it can be clearly demonstrated that an exception should be considered;
- The siting of new development should be carefully considered to ensure that it preserves or enhances the existing grain of the Conservation Area;
- No new development should obstruct views of importance into, out of and within the Conservation Area;



- Maintain the riverside verges, walks and paths that characterise the Staines Conservation Area, where possible improving them through the Development Management process and conditions imposed on new development.
- Protect the setting of the Conservation Area through the development management process; the significance of the setting of the Conservation Area varies from different vantage points.

Character Area 1 -St Mary's Church

- Any new buildings or extensions should reflect the small-scale, low height, simple forms of the existing historic buildings in this part of the Conservation Area;
- Use materials which reflect the predominant palette of materials in this area – red brick, buff brick, render, slate or tile;
- Where they exist retain soft front gardens and resist hard-surfaces in gardens;
- Resist additional on-street parking through the development management process;
- Retain the strong building line and plot boundaries;
- Development which blocks or impedes views of the Church will be resisted;
- Resist the use of box dormers through the development management process since these would alter the small-scale appearance of the buildings in this area.

Character Area 2- Two Rivers

The environmental quality of this Character Area has suffered with a wide variety of inappropriately sized and scaled signage, the use of materials of poor visual quality and poor maintenance. To prevent further degradation the following should be adhered to:

- Prevent inappropriate advertising and signage through the development management process;
- Properties should only have one main fascia sign; multiple fascias will not be permitted even if there are additional businesses within the building;
- Existing fascias of architectural and/or historic interest should be incorporated into design proposals and not be covered by a new fascia sign;
- Fascias on historic buildings should be timber with hand painted signage;
- Fascias which extend across multiple buildings, even when incorporating a number of commercial units, should respect the depth and proportions of the historic fascia;
- Where large modern fascias may be covering earlier timber fascias of appropriate proportions. Proposals for the changing of signage should investigate the potential to restore traditional shopfronts, and where they survive, their restoration should be encouraged;
- Hanging signs should respect the character of the individual building and adjoining properties. Businesses should adapt their corporate style to preserve and enhance the integrity of the shopfront and the wider streetscape;
- The design of the sign should complement the colour scheme and design of the fascia, so that it appears as part of the existing shopfront;
- Projecting and hanging signs should not be located above fascia level;



- Projecting and hanging signs on historic buildings should be timber with hand painted signs;
- Improve the riverside properties, verges, walks and paths that characterise this part of Conservation Area, where possible improving them through the development management process and conditions imposed on new development;
- Enforce against unauthorised works to listed buildings.

Character Area 3-Market Square and Memorial Gardens

- Development which negatively affects the loose grain and visually permeable character of this part of the Conservation Area will be resisted through the development management process;
- Views to and from the Thames will be protected through the development management process;
- Views across the Thames towards the Egham and Hythe Conservation Area (Runnymede District Council) will be protected through the development management process;
- Any new shopfronts within numbers 1-23 Clarence Street shall retain and reuse any architectural features of historic interest and shall be a traditionally detailed shopfront in all respects. Stallrisers, columns, consoles, fascias and materials shall be of a form, detail, scale and appearance appropriate and proportionate the host building and taking precedence from remaining historic examples within this group. Any proposals which would result in the loss of any traditional or historic shopfronts or remaining elements of shopfronts should not be permitted.

Appendices

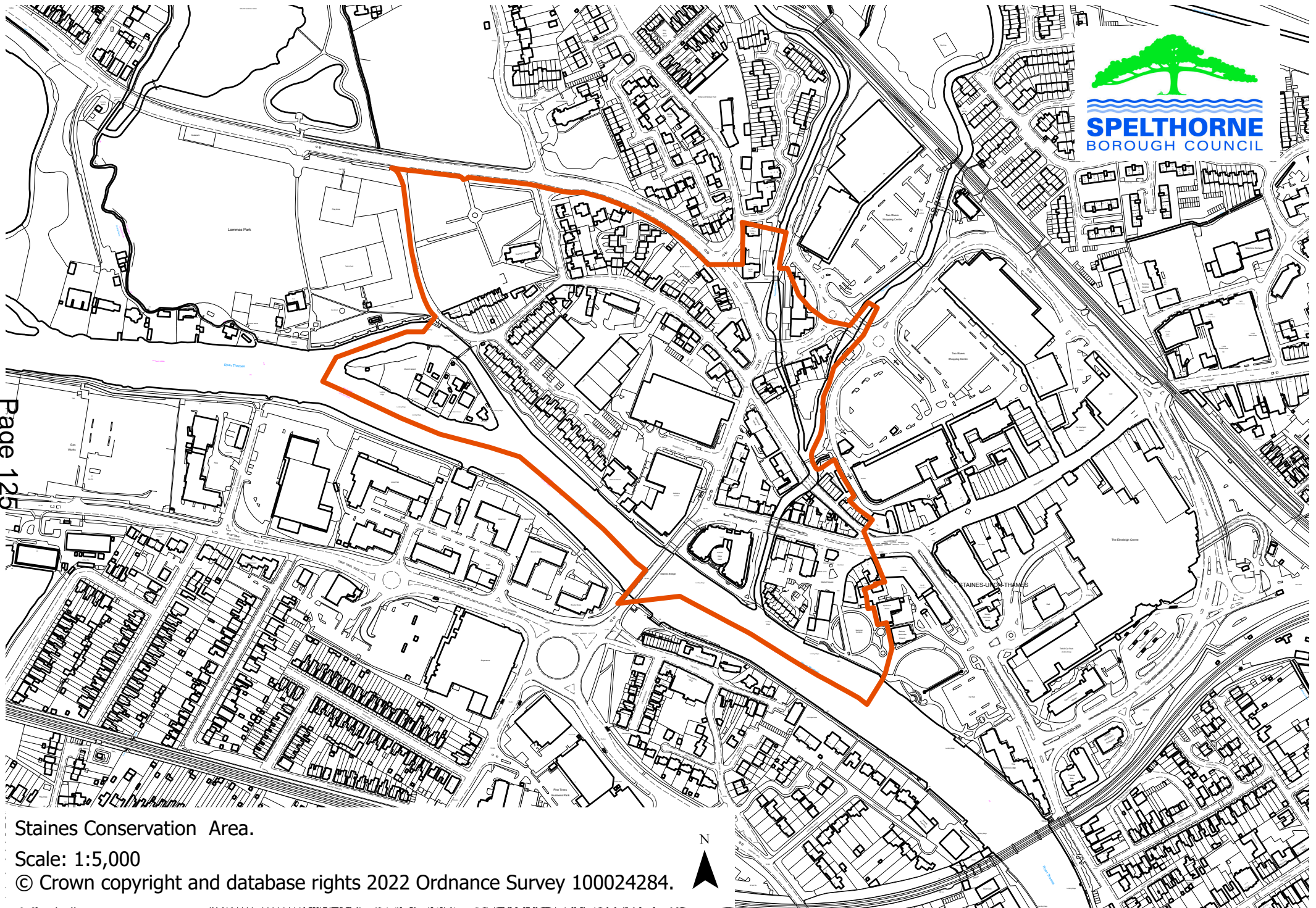
1- Map of Conservation Area with Character Areas

2- Asset Pages



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Staines Conservation Area.

Scale: 1:5,000

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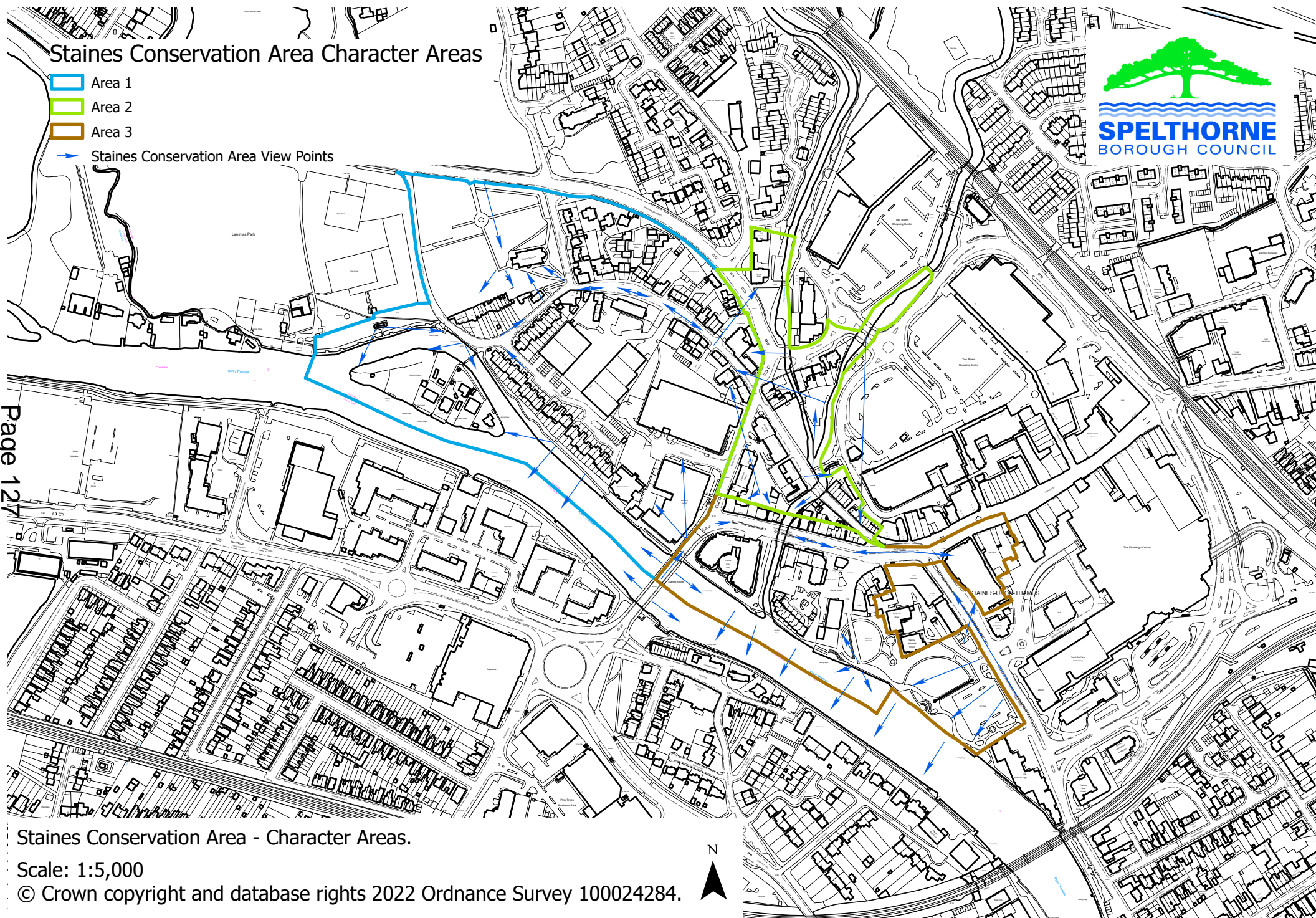
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Staines Conservation Area Character Areas

- Area 1
- Area 2
- Area 3
- Staines Conservation Area View Points



Page 127



Staines Conservation Area - Character Areas.

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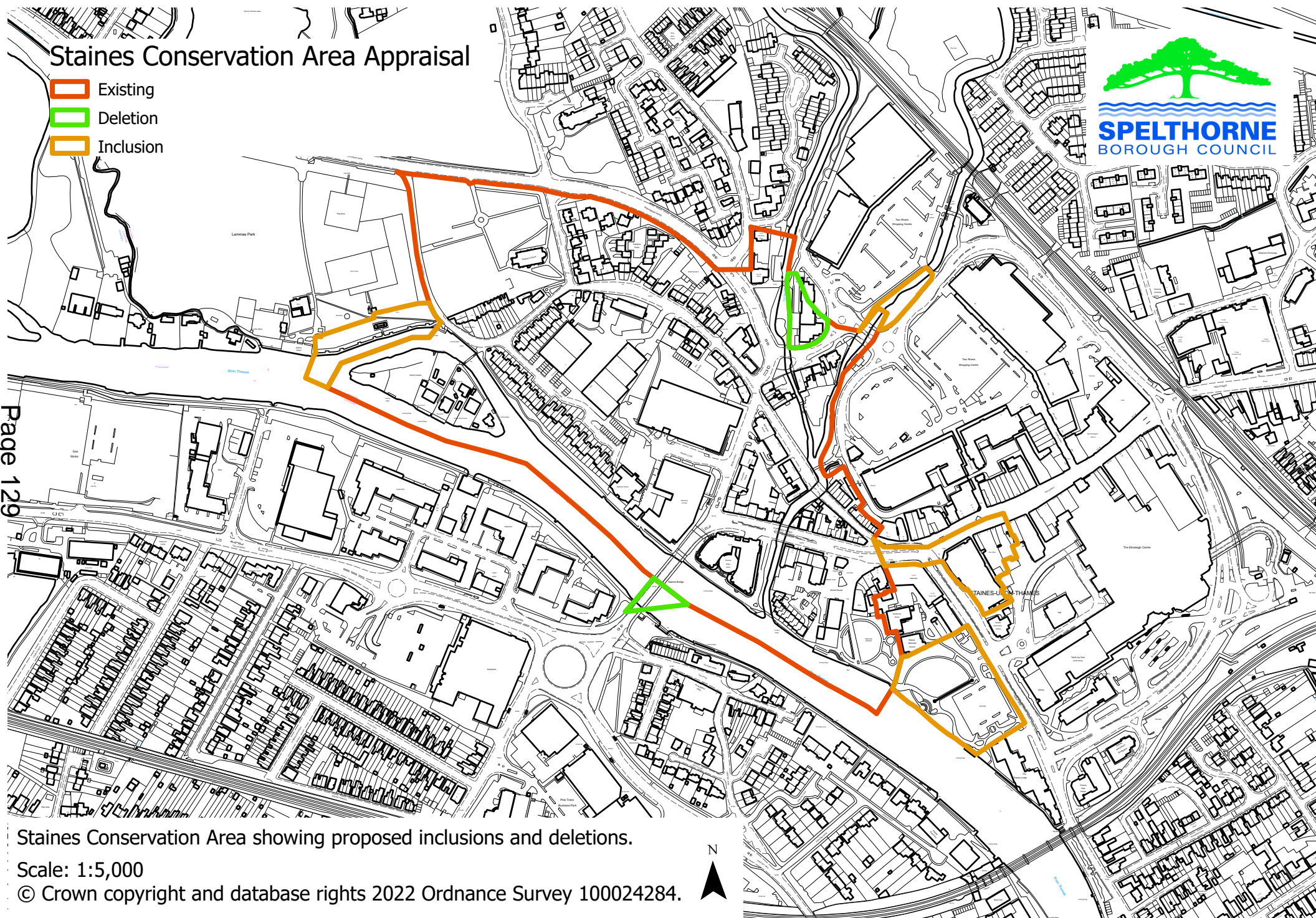
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Staines Conservation Area Appraisal

- Existing
- Deletion
- Inclusion



Page 129






Staines Conservation Area showing proposed inclusions and deletions.



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Structure		Status	Assessment of Significance
Church of St. Mary's, Church Street 1187031		Grade II * 11-08-1952	<p>Nain buff coloured brick church dates from 1828 and was designed by the architect John Burges Watson. The church tower is built in red brick laid in English bond with stone plinth, corner buttresses, strings and modern coping and parapets is late 18th century and is ascribed to Inigo Jones. Lancet windows to lower stages of tower with larger 2-light Y-pattern window to upper stage. Clock to south elevation.</p> <p>Main body of church has 5 bay aisled nave with plinth cornice, string, crenelated parapet, dividing buttresses and tall lancet windows with paired lights, Y-pattern heads and cusping. Gabled south porch with half glazed door. Oculus in east gable. Lower one bay aisled chancel with projecting shorter bay and later apse. Grade II* for tower principally.</p>
George Hawkins Tomb, Graveyard of St. Mary's Church, Church Street 1298928		Grade II 02-02-1982	<p>The more notable of the chest tombs. G Hawkins died 1761. Panelled stone sides, long sides subdivided by carved fruit interlace pilasters, end sides have round shield reliefs. The memorial tablets are capped by skull with scythes and torch.</p>
2 to 8 Church Street LL/023		Local Note 19-02-2004	<p>Early 19th Century terrace brick and painted render facades, slate pitched roofs behind corniced short parapet concealing gutter. Sash windows one over one and six over six. Ground floor retains one arch headed doorway but generally much altered by modern shop fronts</p>
The Hobgoblin Public House, 14, Church Street LL/024		Local Note 19-02-2004	<p>Early 19th Century 2 storey pub double hipped slate roof with shallow eaves overhang. At one time the pub had frontages in both Clarence and Church Streets to take advantage of the passing trade using the newly constructed Staines bridge. The Clarence Street side of the pub became a private dwelling in 1851 and was known as Colne House. Upper storey painted render with six, eight over eight sash windows. Ground floor with banded rustication between pilasters and modillion cornice to frieze. Four doors and seven windows irregular and altered although all are vertically sliding sash type. Of local historical interest principally. Formerly known as Duke of Clarence.</p>





Structure		Status	Assessment of Significance
21 to 27, Church Street 1204681		Grade II 02-02-1982	Late C17 block of 4 houses under one roof, the front now roughcast. Upped roof with slight mansard, 4 hipped dormers and 2 chimneys. Modillion eaves cornice. Two windows - a small window - plus 7 windows on first floor, 6 retaining flat wooden cross mullions. Modern shop fronts on ground floor. Rear: a number of windows retain leaded casements.
29-31, Church Street LL/030		Local Note 19-02-2004	Mid to early 19th Century, two storey, hipped slate roof end of terrace property comprising pair of town houses now in shop use on ground floor. Two sash windows per floor on first and second floors in three barred style. Return (River Colne elevation has two window opening to ground floor three barred sash and one blocked in brick. One similar window to first and second floors. Two structural restraint tie ends in shape of cross in second floor. An effective stop end to terrace in townscape terms.
45 to 55, Church Street LL/031		Local Note 19-02-2004	Mid-19th Century curved landmark terrace of two storey buildings forming corner of Church Street and Wraysbury Road. Now shops below flats. Repetitive gables following curve of street linked by short coping hiding valley gutter between each gable, sash windows (some now altered) surmounted by gothic brick arch originally infilled with fishscale tile hanging. Facetted façade above shops in painted render, included for group value.
The Cock Inn, 46, Church Street LL/025		Local Note 19-02-2004	Public House dating from 1832 (contemporary with the construction of Staines Bridge). Records show an inn on the site in the 15th Century. Present building re-fronted mid-19th century. Two storey prominent corner building, slate roof with deep eaves overhang and modillion cornice, now finished in part painted render with part painted tile band between mid-height fascia and moulded masonry dado feature. Upper floor four double casement windows and two triple casement windows each casement with twelve pane leaded lights, all windows framed by head and architrave detail. Ground floor fascia feature below stone and lead dressed cornice running full width of both frontages, with title "The Cock Inn" gold on red ground lettering. Three doorways, five sets of triple vertical sliding sash Spelthorne Local List – February 2004 – Updated December 2016 15 windows




Structure	Status	Assessment of Significance
		each sash set four over one. Black painted band at base of walls. Interesting corbelled brick chimney at spring of splay to front elevations with half swept pediment each side of stack. An important townscape feature which successfully dominates its corner position.
57 and 59, Church Street 1187029	 Grade II 19-07-1972	1737 and later C18. Two and three storeys, restored. Buff brick with coped parapet. 2 + 2 windows, glazing bar sashes, the 2 left hand windows with gauged brick flat arches, also the left hand window of the right hand section. Angled full-height bay to right. Door to right of centre, rebated arch with a fanlight and 6 panel door. Single storey, one window wing to right. Modern 2 window wing to left. The date of construction is found in the "Records of the Ashby Family" and also that in 1797 one room was being used as the Ashby Family Bank.
Brewery Tower, Church Street LL/026	 Local Note 19-02-2004	The remaining part of a late 19th Century brewery now converted into flats, comprising a tall six storey tower topped with a slated hipped roof with malthouse slated pavilioned roof above terminating in a crown of decorated ironwork supporting a flag pole. Brewery founded by Thomas Ashby, a Quaker, at 57 Church Street. Sold out in 1931 to Simmonds of Reading which became part of Courage in the 1960s. Brewing ceased in 1950s and bottling in 1970s. Partly converted to offices in the 1960s and converted to residential use with new front façade in the early 1990s. Pink brickwork with Staffordshire blue brick jambs and decorative detailing, upper two storeys with three vertical sliding sash windows per floor. Segmented heads over windows. Recent lead covered roof over open fronted balconies rising on iron columns three storeys high painted black. Of considerable townscape interest as well as local history interest.
75, Church Street 1204708	Grade II 07-11-1972	Mid C19. Two storeys, stucco with cornice and blocking course. Hipped modern tile roof. Narrow 2 window front, plate glass sashes in moulded architraves. Moulded doorway to left, 4 panel door with transom light. Included for group value.




Structure		Status	Assessment of Significance
77 and 79, Church Street 1298926		Grade II 07-11-1972	Mid C19. Two storeys, cement rendered with concealed roof. Modillion cornice and blocking course. Two windows in all, glazing bar sashes with moulded architraves and cill brackets. Arched doorway to left. Carriageway with key to right, No 77 entered from carriageway.
Railings and gate piers to nos. 96 to 100 and 104, Church Street 1187032		Grade II 02-02-1982	1820. Cast-iron spear headed railings to front with urn-capped standards and dog-leg staunchions, central modern gate piers with small cast-iron gate.
96-104, Church Street LL/028		Local Note 19-02-2004	This entry only relates to the front part of the building as this is all that remains of the original structure. The original structure was a terrace of large Flemish bond, brick built houses dating from 1823. Three storey in yellow bricks with gauged brick flat arches to right and plaster moulded cornices to the left hand three windows. Sash six over six windows, two doors the left one with 16 Spelthorne Local List – February 2004 – Updated December 2016 plaster architrave the right one with panelled plaster architrave. Small forecourt area surrounded by listed wrought iron railings to front. Originally built as two separate houses for the Ashby family (Charles and Thomas) in 1823 (privately published book “records of the Ashby and Friends of Staines 1757 – 1916”). Ordnance Survey sheet of 1914 showed two separate gardens. Additions to the houses were added in 1831 and 1843. Two generations of the family occupied the houses until the death of Henry Ashby in 1880, when properties sold to Gardams. Building is an important backdrop for the statutorily listed railings at the front. Building currently in use as offices.




Structure		Status	Assessment of Significance
Stainton House, 101, Church Street 1187030		Grade II 02-02-1982	1830s detached villa. Two storeys, stucco with hipped slate roof. Four windows, glazing bar sashes in moulded architraves (plate glass sashes on ground floor). Large pilaster doorcase to right of centre with 4 panel door and transom light. Linked to No 103 (qv) by setback carriage arch.
Bosun's Hatch, 103, Church Street 1204720		Grade II 27-07-1979	Probably mid-C18. Two storeys, red brick with tiled roof and 2 end chimneys. Two windows, glazing bar sash windows (flush-framed) with shutters. Central 6-panel door, upper 2 glazed, with modern hood.
111 and 113 Church Street 1298927		Grade II 10-04-1974	Late C18/early C19. Two storeys, brick. Parapet front with coped verges and slate roof, 2 chimneys on front ridges. Eight windows in all, glazing bar sashes. No 111 has door to right with transom light and lattice decoration. No 113 entered from side porch (mid-C19 with half glazed door and surround) and has a large mid-C19 rear wing with hipped roof. To rear is an arched stair window and a lower one window section to left with ball finials on parapet. Said to have a good staircase in No 113.
114, Church Street 1187033		Grade II 02-032-1982	Mid to late C18 front. Two storeys yellow brick with yellow brick flat arches. Parapet front. Modern tiled roof with 2 dormers (Yorkshire sashes). Four windows, glazing bar sashes on first floor, plate glass sashes on ground floor. Central pedimented doorpiece removed, Doric doorway now at side: fluted pilasters to panelled door, good frieze. Rear (west gable end) has rough timber-framing with tumbled brick infills.

Structure		Status	Assessment of Significance
<p>Corner Hall, 115, Church Street</p> <p>1204729</p>		<p>Grade II</p> <p>02-02-1982</p>	<p>The Vicarage. Includes Nos 2 and 4 Vicarage Road. Late C18 or early C19. Two storeys (and attic, lit by dormer to Church Street). Yellow brick parapet front with gauged brick flat arches. Tiled roof in 2 hipped sections. Central chimney. Two windows to Vicarage Road (and an extra one on ground floor), glazing bar sashes in reveals. Central 6-panel door with reeded surround to reveal and traceried fanlight. To left of Vicarage Road front is a projecting 2 storey 2 window wing with hipped tiled roof and brick block eaves course; glazed door with fretted gabled hood. Four window return to Church Street (3 of them blind).</p>
<p>The Bell Public House, 124, Church Street</p> <p>LL/029</p>		<p>Local Note</p> <p>19-02-2004</p>	<p>Two storey public house dating from 1780 with later 19th Century front. Originally known as The Bell due to its proximity to St Mary's Church. Parts of interior date from 1630 and in Stuart times was one of the three best known taverns in Staines (along with the Angel in High Street). Painted brick (No 122 painted render) corniced coping to head of parapet. Hipped old tile roof, with moulded architraves to windows some of which are plain one over one sashes. The Bells has a tripartite circa 1920 pilaster sided shop front to right. Further one sash windowed gabled extension at angle to right – mid 19th Century with corniced pedimented gable and pub entrance at ground floor set in painted brick facing.</p>
<p>Church Cottage, 127, Church Street</p> <p>LL/032</p>		<p>Local Note</p> <p>19-02-2004</p>	<p>Two storey slate roofed and painted rendered building adjacent to church yard. Originally a Verger's cottage and could date from late 18th Century/early 19th Century, remodelled front added circa 1850. Shallow eaves hipped roof with black glazed hip and ridge tiles, one rendered saddle stack left front and another right front breaking through hip. Three windows on first floor front, 2 + 1 on ground floor front with moulded wooden architrave. Door to ground floor to left with triangular label over containing a quatrefoil. Three by four glazed door flanked by windows, all three items with coloured marginal glazing. Rear slightly irregular with door to churchyard and drip mould string course over ground floor to right.</p>
<p>Former Staines West Station, Wraysbury</p> <p>1205094</p>		<p>Grade II</p> <p>16-06-1976</p>	<p>Opened 1885. Adapted from earlier C19 house called Moor House. L-plan two and three storeys, buff/yellow brick with brick flat arches; hipped slate roofs and four chimneys. Two window three storey left hand wing breaks forward (windows blocked on ground and first floors, glazing bar sashes on second floor). Central box porch, one window return. Two storey three window right hand section has band over ground floor, the left hand bay, above the porch extension, is a hipped gabled break. Projecting box porch in angle with cornice and blocking course. Panelled doors with transom light and bracketed flat hood, narrow flanking windows and a three window return to porch. Spear head railings to both sections. On east return side a 10 foot wall extends about 40 yards to north.</p>



Structure		Status	Assessment of Significance
Small malthouse to the rear of 57, Church Street, Wraysbury Road 1187068		Grade II 28-02-1975	Mid C19. Two storeys, red brick front with hipped modern tile roof, the centre section a slate pavilion roof with red corner tiles. Three openings on first floor, the right hand one a door. Two doors on ground floor and 2 windows. Numerous tie plates to front. Rear rebuilt.
18 Hale Street LL/052		Local Note 19-02-2004	Mid-19th Century simple rectangular plan form and well-proportioned front elevation. Three upper floor one over one sliding sash windows, the central one narrower and directly over the central door opening onto the ground floor below. Two ground floor windows positioned either side of the central entrance and directly below the first floor windows. Plaster window heads with central vermiculated key stones. Buff facing bricks with recent concrete tile roof replacing the original slate. Chimney stacks removed. Important group value with no. 22 and 24/26 Hale Street.
22 Hale Street LL/053		Local Note 19-02-2004	Early 19th Century two-storey cottage circa 1835 double hipped roof with central saddle corbelled brick stack, slated roof with deep eaves overhang. Light red brick walls in Flemish bond with very plain façade onto Hale Street comprising one small double casement first floor window above door (which is of later period), under segmented brick flat head. Return elevation has two early six over six sash windows without horns.
24 to 26 Hale Street LL/054		Local Note 19-02-2004	1835 – 40 Vernacular revival. Two storeys, red brick. English bond with grey brick quoins and black brick diaper patterns. Three windows first floor, outer ones wider. One window ground floor to right. Central arched door lacking gabled porch, half glazed door with four glazed panels. Steep tiled roof with sprocket eaves. Small gables over outer windows. Set back chimneys, one with large base. Moulded bargeboard with finials. Now converted to two houses internally – forms important group with No. 22 and no. 18. All casement windows. Architectural elaboration, scale and characteristic Victorian detail.

Structure	Status	Assessment of Significance
<p>Staines Bridge, Bridge Street</p> 	<p>Grade II</p>	<p>Opened and dated 1832. (Engineer-architects: George Rennie and John Rennie). Built of rusticated granite ashlar. Three segmental arches with side pylons which have roll mould cornice and parapet and which contain arched footway. Rounded breakwaters. Modern railings to parapet above roll-mould cornice. To north are 4 modern approach arches in brick and 2 to south. Opened by William IV and Queen Adelaide.</p>
<p>1 to 9 Clarence Street LL/033</p> 	<p>Local Note 19-02-2004</p>	<p>Early 19th Century three storey terrace of offices over shops on the ground floor. Brick parapet articulated with pilasters hides roof which is slate, tops of several corbelled chimneys just visible above parapet. Except for modern shop fronts, terrace constructed in yellow brick with flat gauged arched window openings with eleven, six over six sash windows on second floor above equal number of casements under fixed top lights to first floor. Corner to Church Street has brick pilasters supporting pediment whose apex just breaks the parapet line. Single sash window on second floor below pediment hipped tiled roofed cantilevered balcony enclosed with arched headed windows. A major townscape feature building in the centre of Staines despite series of modern and mixed quality shop fronts at ground level.</p>
<p>2 Clarence Street 1298898</p> 	<p>Grade II 04.06.1973</p>	<p>Includes No 2 Clarence Street. Corner site. Circa 1830 with segmental corner plan. Three storeys, rendered with band over ground floor. 1 + 1 + 3 windows, glazing bar and plate glass sashes in moulded architraves, the first floor window on the centre section is tripartite with pediment.</p>

Structure		Status	Assessment of Significance
25 and 27, Clarence Street 1298890		Grade II 02.02.1982	Circa 1832. Three storeys, yellow brick with paired brackets to eaves of roof, No 25 modern concrete tiles, hipped to right, No 27 slate. One window each with moulded architraves, first floor with carved brackets to cornice. Modern ground floor shop fronts, No 25 with bow window. The pair is divided by a rebate with a plaster mask at the top of it. Return has band over ground floor and 1 + 2 windows.
29, Clarence Street 1187035		Grade II 02.02.1982	Circa 1832 or 1824. Three storeys yellow brick with gauged brick flat arches. Paired eaves brackets to slate roof, hipped to left. Three windows, sashes upper ones plate glass, lower ones with glazing bars. Very good cast-iron balconies with honeysuckle and lotus patterns to first floor. Rusticated stucco ground floor with struck voussoirs. Two elliptical headed openings, coachway to left, window in centre and arched doorway to right.
Clarence House; 31, Clarence Street 1187036		Grade II 21-04-1980	Circa 1832 (thought to be 1824). Three storeys. Yellow brick with gauged brick flat arches. Paired eaves brackets to slate roof. Five windows, glazing bar sashes on second and ground floors, French casements on first floor, giving onto balcony with good cast-iron work. Ground floor stucco with channelled rustication. Arched central doorway with traceried fanlight. Three panel door, upper and lower ones with fielded panels, centre flush reeded with central roundel and original knocker.

Structure		Status	Assessment of Significance
33, Clarence Street 1298891		Grade II 21-04-1980	Circa 1832 or 1824. Three storeys yellow brick with gauged brick flat arches. Paired brackets to eaves of hipped slate roof. Three windows, plate glass sashes. Modern shop window to left. Arched doorway to right and modern glazed doors. Included for group value.
41, Clarence Street 1298892		Grade II 03-08-1982	Dated 1835. Built as Literary and Scientific Institute. Architect: William Mullinger Higgins. Two storeys, rendered; ground floor with pilasters and frieze, first floor with listel, cornice and parapet. Concealed roof. Five windows, glazing bar sashes with moulded architraves. Central doorway with neo-classical pediment and moulded surround, panelled door.
Staines War Memorial, Market Square 1440376		Grade II 05-12-2016	<p><u>Summary</u></p> <p>First World War memorial, unveiled on 19 December 1920, with further names added after the Second World War.</p> <p><u>Reasons for Designation</u></p> <p>Staines War Memorial is listed at Grade II for the following principal reasons: * Historic interest: as an eloquent witness to the tragic impact of world events on this community, and the sacrifices it has made in the conflicts of the C20; * Architectural interest: a most striking design with an impressive composition of fine carved figures of Victory and four servicemen in uniform and other carved decorative details; * Group value: with 2 Clarence St, Staines Town Hall, and a pair of K6 Telephone Kiosks, all listed at Grade II, and the Blue Anchor Public House, listed at Grade II*.</p> <p><u>History</u></p> <p>The aftermath of the First World War saw the biggest single wave of public commemoration ever with tens of thousands of memorials erected across England, both as a result of the huge impact the loss of three quarters of a million British lives had on communities and the official policy of not repatriating the dead, which meant that the memorials provided the main focus of the grief felt at</p>

Structure	Status	Assessment of Significance
		<p>this great loss.</p> <p>One such memorial was raised at Staines as a permanent testament to the sacrifice made by the members of the local community who lost their lives in the First World War.</p> <p>The memorial was unveiled on 19 December 1920 by Brigadier General Earl of Lucan.</p> <p>Following the Second World War, an inscription dedicated to those who lost their lives in that war was added. The memorial was relocated in 2002 from the memorial gardens to the Market Square and in 2007 War Memorials Trust gave a grant for repairs.</p> <p><u>Details</u></p> <p>MATERIALS: Portland stone.</p> <p>DESCRIPTION: the memorial is located in the Market Square and it comprises a carved winged figure of Victory holding aloft a torch and a laurel wreath set upon an ornate pedestal with cornices at the top and base and embellished with carved scrolled ornament and other carved motifs. It surmounts a square double plinth with projecting spurs at each corner and, at each, is a figure of a serviceman. The figures are: a soldier in field kit with rifle; sailor in day rig with signal flags; airman in flying rig; and marine in field kit with rifle stand on the arms</p> <p>The front face of the plinth carries the inscription in black lettering: TO/ OUR GLORIOUS DEAD/ 1914 – 1918/ THIS WAR MEMORIAL IS ERECTED BY/ THE PEOPLE OF STAINES/ IN PROUD AND GRATEFUL HOMAGE TO/ THEIR FELLOW TOWNSMEN/ WHO ENDURED ALL AND GAVE ALL THAT/ HONOUR AND FREEDOM MIGHT PREVAIL/ THEY SHALL GROW NOT OLD/ AS WE THAT ARE LEFT GROW OLD/ AGE SHALL NOT WEARY THEM/ NOR THE YEARS CONDEMN/ AT THE GOING DOWN OF THE SUN/ AND IN THE MORNING/ WE WILL REMEMBER THEM. The other plinth faces carry the names of those who fell.</p> <p>The lower plinth carries the inscription: 1939 1945/ IN MEMORIAM/ TO ALL THOSE KILLED AT/ HOME AND ABROAD/ THROUGH ENEMY ACTION/ THEIR NAME LIVETH/ FOR EVERMORE. Underneath an inclined tablet lists the names of those who fell in the Second World War.</p> <p>The plinth is set upon an octagonal two-stepped base.</p>

Structure		Status	Assessment of Significance
<p>Staines Town Hall, Market Square</p> <p>1187053</p>		<p>Grade II</p> <p>04-06-1973</p>	<p>Town hall. Designed by John Johnson, architect and District Surveyor of East Hackney 1879-80, following a public competition, in a Renaissance style with Italian and French motifs. White brick and stone dressings with Doulton-tile bands. Fishscale slate roof with panelled brick chimneystacks. Steep roof with platform, wrought iron handrail with finials. Two storeys and attics: five windows to front elevation, nine windows to side elevation. Plan form has first floor Board Room/Court Room at front and large full-height public hall with stage behind. Front elevation has four dormers with triangular heads. Central clock tower at front of building with baroque detail, clock face and weather vane, dated AD 1880. Openwork brick balustrade with exaggerated piers to corners. Cornice with bands of dentils and interlaced decoration. Quoin pilasters. Five windows to first floor forming an arcade. Round headed arches of one recessed order with keystones and heavily foliated capitals. Plate-glass windows. Medallions in spandrels. Panel with key pattern under windows. String course and decorated band. Four sashes to ground floor with foliated imposts. Cill band and further decorated (Doulton tile) band above plinth. Central Tuscan porch supporting balcony to central upper window. Side elevation in form of two end pavilions with lower five bay public hall in centre with arcaded first floor. INTERIOR: 2 stone staircases with cast-iron balusters. Debenham Room, former Court Room or Board Room, has coved and diaphragm-arched ceiling on head corbels, plaster ceiling roses, plastered swag and panel decoration and gallery with carved wooden clock above. Room below is public hall 73 feet by 48 feet with round-headed arched proscenium, stage front renewed in later C20, balcony to rear and ribbed ceiling. Original mechanism of the town clock of 1881 by Gillette, Bland and Co. of Croydon.</p>
<p>Fire Engine Shed, Market Square</p> <p>1298899</p>		<p>Grade II</p> <p>02-02-1982</p>	<p>Circa 1880 to north-east of Town Hall and probably built at the same time. Yellow brick gabled front with modillion cornice returned up gable, rebated brickwork and moulded brick plinth and string. Two archways with moulded architraves inscribed "Fire Escape" and "Fire Engine". Decorative and painted terracotta bands and Doulton pottery ornaments in gable and plinth. Planned for conversion into museum.</p>

Structure		Status	Assessment of Significance
Conservative Club, 1 to 3 Market Square LL/087		Local Note 19-02-2004	Built 1887. Pleasant design in vernacular style. Roughly symmetrical. English bond, buff brick with red brick bands and glazing bar enrichments. Coved eaves cornice. Hipped slate roof. Main feature of front is roughly central chimney with weathered offsets and ridged shafts. Wide 4 light windows on each side of chimney. Dedication tablet on large chimney. Victoria County History, "History of Middlesex"/Kelly's Directory notes that several political clubs existed in Staines by mid 1880s. May Spelthorne Local List – February 2004 – Updated December 2016 33 refer to this Conservative club. Plaque on wall states "This stone commemorates the opening of the Staines and Egham-Hythe Constitutional Club on 19th May 1887 was laid by Mrs Dixon Hartland and Mrs Hanley, the wives of the members for the Divisions of Uxbridge and Chertsey." Large upper room was known as Victoria Hall.
5 to 7 Market Square LL/088		Local Note 19-02-2004	Late 19th Century. Two and a half storeys, painted brick with moulded first floor sill settings. Coved eaves. Mansard tile roof with three gables two light dormers (two with modern casement windows). London by-law type upstand parapet dividing roofs, coved eaves cornice to both properties. Three plate glass sash windows on first floor with gauged brick flat arches. Modern shop front on ground floor and narrow door to right.
The Blue Anchor Public House, 13 and 15, Market Square 1204918		Grade II* 11-08-1952	Early to mid C18. A good town house. Chequered brick front of 7 narrow bays, central 3 in slight break. Three storeys and attic. Band courses over ground and first floors. Modillion eaves cornice. Hipped tile roof. Three dormers, glazing bar sashes. The windows below are flush frame glazing bar sashes with brick flat arches. Mid C19 seven bay pilastered ground floor public house front in wood with slightly coved fascia supporting cast-iron balcony; outer windows, and one to left of centre, are bracketed bays; transom lights; central angled 3 window bay. Gabled timber-frame wing to north-east. Interior retains considerable amounts of early-mid C18 panelling and fittings on first floor and also fireplaces of the period with bolection surrounds (one enriched one with over-mantle is in corner position). Also a display cupboard. North-east staircase probably early C18 with moulded straight string, twisted ballasters, wide rail and dado. South-east staircase may also be original.

Former Debenhams
Building
Thames Street
Staines



Local Note

30/03/2022

The former Debenhams building occupies a prominent position on the corner of High Street and Thames Street in Staines town centre. It was purpose-built to replace a collection of smaller buildings in 1956 under the Kennards brand (a Debenhams subsidiary) and was rebranded as Debenhams in 1973. The store was built to designs by the London-based architect George Coles and was completed in 1962. It is four storeys in height plus a basement and is Neo Georgian in style. The building's ground floor consists of almost continuous display windows beneath a canopy. Above the ground floor its elevations are largely brick, punctured by closely-spaced, metal framed windows. Half its longer Thames Street elevation is formed by a bow and this elevation has a strong horizontal appearance moderated by two-storey, stonework surrounds to four of the window bays. Two similar areas of stonework are present on the High Street elevation. The main entrance, with glazing surrounded by stone panels above, sits at the corner of the two elevations.

Environment and Sustainability Committee



Tuesday 10th of May 2022

Title	<i>Indicative Air Quality Modelling for the Air Quality Action Plan</i>
Purpose of the report	To note
Report Author	<i>Dr Claire Lucas, Principal Pollution Control Officer</i>
Ward(s) Affected	All Wards
Exempt	No
Exemption Reason	Not applicable
Corporate Priority	Environment
Recommendations	<p>Committee is asked to:</p> <p>Note the scenarios that will inform an air quality dispersion modelling exercise that is being undertaken to inform updates to the Air Quality Action Plan.</p>
Reason for Recommendation	Not applicable

1. Summary of the report

- 1.1 This report seeks to outline the scenarios that will inform air quality dispersion modelling to inform updates to the Air Quality Action Plan (AQAP).
- 1.2 In order to undertake meaningful updates to the AQAP it is necessary to explore scenarios that would potentially reduce the concentration of air pollutants in areas of the Air Quality Management Area (AQMA), where there has been consistent exceedance of the annual mean National Air Quality Objective (NAQO) for nitrogen dioxide of 40µg/m³ or repeated annual mean concentrations within 10% of the NAQO over a five year period based on air quality monitoring data to 2019 (pre-pandemic, the pandemic reduced traffic emissions due to travel restrictions so the 2020 monitoring data was not included).
- 1.3 Exceedances of the NAQO in Spelthorne have ranged from 4 to 17 µg/m³ above the 40 µg/m³ annual mean NAQO in the five years from 2015 to 2019.
- 1.4 The investigatory work is being undertaken in line with Local Air Quality Management Technical Guidance provided by Defra and has been informed through consultation with Transport Planners from Surrey County Council and a specialist technical consultant.

2. Key issues

- 2.1 Spelthorne currently has a borough wide AQMA that was declared for nitrogen dioxide. The exceedances of the annual mean National Air Quality Objective for nitrogen dioxide are primarily attributable to pollutant emissions from traffic.
- 2.2 The extent of monitored exceedance of the National Air Quality Objective for nitrogen dioxide at monitoring locations across the Borough has been variable year-on-year. There have been improvements since the Air Quality Management Area was declared in 2003 however further actions are required to bring about further improvements, and to safeguard air quality for the protection of public health.
- 2.3 Consultation with the Transport Authority, Surrey County Council has indicated that overall traffic flows are currently approximately 6% below pre-pandemic levels. There has been some behavioural change in that the morning peak period traffic flows remain lower, but the inter peak period which covers the afternoon school traffic has shown an increase in flows, and the weekend traffic flows are higher than prior to the pandemic. It remains to be seen as to whether the overall reduction is sustained.
- 2.4 Policies to sustain reductions in traffic flows could be incorporated into the update Air Quality Action Plan, for example policies to support active travel and to educate school children about air pollution to discourage car use.
- 2.5 On the 4th March 2022 the Mayor of London announced that he had instructed Transport for London to consult on expanding the London Ultra Low Emissions Zone (ULEZ) to cover Greater London in 2023¹. This would include the neighbouring Boroughs of Hounslow, Hillingdon, and Richmond.
- 2.6 It would be expected that should the ULEZ be expanded that with time the Spelthorne Community would increasingly convert to ULEZ compliant vehicles due to the need to enter Greater London. The ULEZ targets the most polluting vehicles and applies a daily charge of £12.50 to non-Euro 6 diesel engine vehicles (approximately those predating 2014) and non-Euro 4 petrol engine vehicles (approximately those predating 2006) that enter the zone.
- 2.7 An air pollutant source apportionment exercise has indicated the diesel cars are a significant source of nitrogen dioxide in areas of the AQMA where there has been consistent exceedance of the annual mean National Air Quality Objective for nitrogen dioxide. See Appendix 1.
- 2.8 The air quality dispersion modelling exercise will provide an indication of the level of improvement that may be achieved by sustaining a reduction in overall traffic flows and by reducing the proportion of older more polluting diesel vehicles within the traffic fleet.
- 2.9 The outcomes of the modelling exercise will inform policy and measures to improve local air quality through an updated AQAP.

3. Outline of AQAP Process and the Adoption of the AQAP

- 3.1 At this stage of the AQAP process members are not being asked to decide on whether these scenarios should be modelled, only that they note them. This is because the scenario modelling is part of a technical exercise that determines

¹ Press release from the Mayor of London 04/03/2022 available at: <https://www.london.gov.uk/press-releases/mayoral/mayor-sets-out-london-wide-ulez-plans>

the quantitative impacts on air pollution levels that may be brought about by various practical situations.

- 3.2 A special session will be arranged with the Environment and Sustainability Committee during which the findings of the air quality modelling will be discussed and the Committee's views for actions to reduce pollution will be sought. This will be held post September 2022 when the modelling is complete.
- 3.3 The views of residents and statutory consultees will be also sought prior to the AQAP coming back to the Environment and Sustainability Committee for approval. After which it will be sent to the Department of Environment, Food, and Rural Affairs (DEFRA) for assessment. If the AQAP passes DEFRA's assessment Spelthorne can then formally adopt the AQAP.

4. Options analysis and proposal

- 4.1 The scenarios for the informative modelling are as follows:
 - 1. *A reduction in pre 2014 diesel cars in line with the Euro 6 restriction for the proposed neighbouring London ULEZ extension.*
 - 2. *An improvement in HGV and bus engines, with increased uptake of Euro 6 diesel vans most applicable to the areas that intersect with strategic roads from London.*
 - 3. *Traffic Reduction. A starting scenario of a 5% blanket reduction in traffic flows from pre-pandemic flows to explore the impact of a sustained reduction in traffic flows over time.*
 - 4. *A Do-Nothing scenario to consider the assessment year without intervention.*

5. Financial implications

- 5.1 The modelling exercise is covered by existing budget. Costs forecast to date are £16,000 from which the costs of the source apportionment work have already been spent in the 2021/22 financial year.

6. Other considerations

- 6.1 There is uncertainty associated with the Mayor of London's recent instruction to Transport for London to consult on extending the ULEZ to cover Greater London as the outcome of the consultation exercise being undertaken by Transport for London is not yet known.
- 6.2 The model scenarios reflect the changes to the vehicle fleet in Spelthorne that may be generated by the potential expansion of the ULEZ, should the expansion not go ahead then alternative local measures may be required to achieve the reductions in older diesel engine vehicles that are being explored in the modelling exercise.

7. Equality and Diversity

- 7.1 The modelling exercise will not impact upon equality or diversity.
- 7.2 Air pollution is known to disproportionately effect less economically affluent communities, often these communities have lower levels of car ownership and a greater level of poor respiratory health. Actions to improve air quality can benefit these communities.

8. Sustainability/Climate Change Implications

- 8.1 Updating the borough's Air Quality Action Plan is an important step in seeking to reduce the Borough's emissions in terms of air pollutants. Actions and policies to reduce air pollutant emissions from traffic will also help to reduce traffic related greenhouse gas emissions.

9. Timetable for implementation

- 9.1 This proposed technical modelling exercise will begin in May 2022. The modelling will be provided by a technical specialist consultant.
- 9.2 The technical modelling will take 3 months to complete with predicted completion by September 2022. Further scenario testing may be required if the measures that are modelled are not effective.
- 9.3 Relevant policies and actions must then be drafted and consulted on with the public, stakeholders (Surrey County Council, neighbouring Boroughs, National Highways), and internally within Spelthorne Borough Council. Consultation is expected to take around 6 months with some dependence on the response times from external consultees. Following the consultation period, a draft Action Plan will need to be signed off by the Committee and submitted to Defra for approval. Defra may require further changes to the Action Plan upon their review.

10. Contact

- 10.1 pollution.control@spelthorne.gov.uk

Background papers:

There are none.

Appendices:

Appendix 1. Source Apportionment Data Summary

Appendix 1.

Source Apportionment Data Summary

The information presented below is taken from the Draft Spelthorne Air Quality Action Plan 2019 baseline Dispersion modelling and measures Appraisal. Ricardo Energy and Environment 2021. An unpublished technical paper in draft containing air pollutant source apportionment modelling, this paper will be updated by the specialist technical consultant to include the air quality dispersion modelling scenarios detailed to the Committee in this report. The completed technical paper will inform updates to the Councils Air Quality Action Plan.

1. Introduction

- 1.1 A specialist technical consultant has conducted source apportionment to identify the principal sources of air pollution from traffic, and where to target AQAP measures. The study areas presented below represent the areas of the Air Quality Management Area where there has been persistent exceedance or monitored levels that indicate the risk of exceedance of Government annual mean nitrogen dioxide (NO₂) objective concentration at the roadside over a 5-year period.
- 1.2 Source apportionment determines the relative contribution of vehicle types at specific worst-case receptor locations and attributes NO_x emissions to vehicle groups. Nitrogen oxides (NO_x) are a group of gases that are mainly formed during the combustion of fossil fuels. The dominant portion of these gases is nitric oxide (NO). However, NO can react with other gases in the atmosphere to form nitrogen dioxide (NO₂) which is harmful to health. These reactions take place very quickly and are reversible, so the two gases are referred to together as NO_x.
- 1.3 The source apportionment has been conducted for NO_x emissions in line with Defra guidance.

2. Sunbury on Thames

- 2.1 Source apportionment of NO_x was conducted at the three worst-case receptor locations: Staines Road West, Vicarage Road and Green Street.
- 2.2 At all three locations,
 - The largest proportions of NO_x were attributable to background concentrations (ranging from 37%-42%)
 - Diesel cars account for the largest proportion of road NO_x concentrations (ranging from 33%-34%).
 - Rigid HGVs contributed 8%-13% of NO_x emissions.
 - LGV emissions are much less significant than HGVs (2%-3%).

3. Staines – upon –Thames

- 3.1 Source apportionment of NO_x was conducted at the three worst-case receptor locations: London Rd (between the former Iron Bridge and Kingston Rd), London Rd (between Kingston Rd and the Crooked Billet) and the Crooked Billet.
- 3.2 At all three locations,
- The largest proportion of NO_x was attributable to background concentrations (ranging from 19%-39%)
 - Diesel cars account for the largest proportion of road NO_x concentrations (ranging from 33%-42%).
 - Buses contributed 12%-14% of NO_x emissions.
 - LGV and HGV emissions are much less significant than other vehicle types.

4. Ashford

- 4.1 Source apportionment of NO_x was conducted at the three worst-case receptor locations: Church Road (near to the junction with Percy Avenue) , Church Road (between Dudley Rd and Knapp Rd) and School Road (junction with Feltham Hill Rd).
- 4.2 At all three locations,
- The largest proportions of NO_x were attributable to background concentrations (ranging from 41%-56%)
 - Diesel cars account for the largest proportion of road NO_x concentrations (ranging from 19%-29%).
 - LGV emissions contributed 7%-13% of NO_x emissions.
 - At Church Road Bus emissions contribute 11%
 - HGV emissions are much less significant than other vehicle types.

5. Upper Halliford

- 5.1 Source apportionment of NO_x was conducted at the three worst-case receptor locations: Walton Bridge Road, Upper Halliford Bypass, and Upper Halliford Road.
- 5.2 At all three locations,
- The largest proportions of NO_x were attributable to background concentrations (ranging from 30%-46%)
 - Diesel cars account for the largest proportion of road NO_x concentrations (ranging from 36%-42%).
 - LGVs contributed to 9%-16% of NO_x emissions on Walton Bridge Road and the Upper Halliford Bypass.
 - Bus and HGV emissions are much less significant than other vehicle types.

6. Summary

- 6.1 It can be concluded from the source apportionment exercise that diesel cars are making a considerable contribution to roadside air pollution across the study areas. Bus, LDV van and HDV emissions are a less significant source but do present an area where further improvements can be made.
- 6.2 The Air Quality Action Plan scenarios for indicative air quality dispersion modelling reflect the results of the source apportionment exercise.

Definition of terms

LGV/LDV – Light Goods/Duty Vehicles, in this case referring to vans as cars are treated separately

HDV/HGV – Heavy Duty Vehicle (Rigid and Artic)

Rigid HDV – Heavy Duty Vehicle lorry that doesn't have flexibility between the cab and the trailer.

Artic HDV – Heavy Duty Vehicle lorry that has an articulated two-part cab and trailer that can be separated.

Bus – Buses and Coaches

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