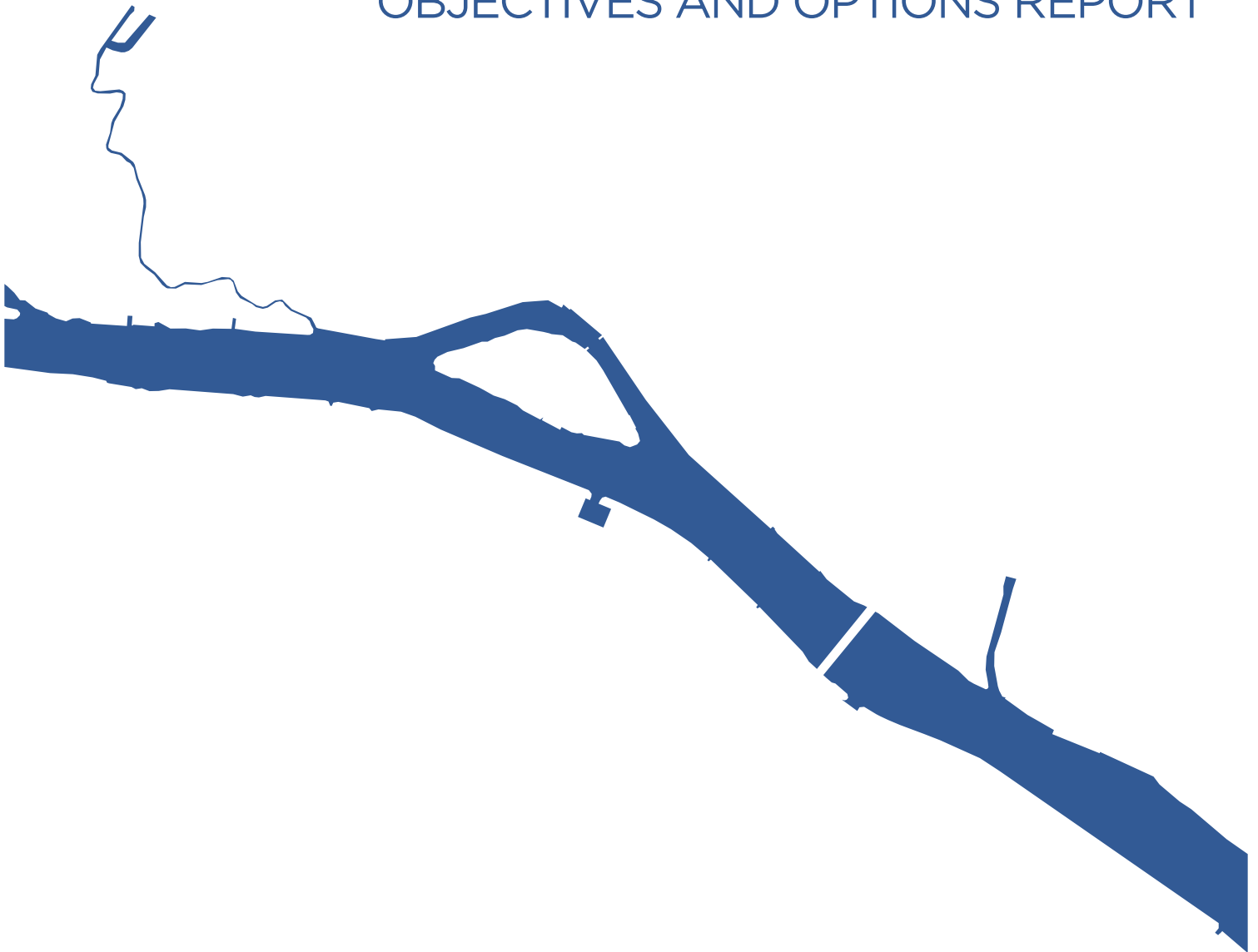


STAINES UPON THAMES

TOWN CENTRE DEVELOPMENT FRAMEWORK OBJECTIVES AND OPTIONS REPORT



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1.0 INTRODUCTION

Introduction

- 1.1 In June 2020, David Lock Associates (DLA) prepared an Analysis and Review paper, which was issued to Spelthorne Borough Council. The paper was the first stage of the Development Framework process and set out a number of key issues that the Development Framework will need to consider.
- 1.2 This Objectives and Options report considers the key issues identified through a review of the evidence base and key stakeholder discussions and outlines a set of objectives for the Development Framework to address. Each objective is supported by a series of discussion points around how best to meet those objectives in the local context, and then sets out broad options for meeting them in Staines-upon-Thames. These form the basis of the Objectives and Options questionnaire which will be published alongside this report as part of the formal consultation process.

Planning Policy Framework

- 1.3 Spelthorne Borough Council is currently undertaking a Local Plan review. The Preferred Options (Reg 18) version of the Local Plan 2020-2035 was consulted on between November 2019 and January 2020. Once adopted, the Local Plan 2020-2035 will form part of the planning policy framework – consisting of the key planning documents – to shape the future of Spelthorne.
- 1.4 This Development Framework is being prepared in order to complement and help implement policies set out within the emerging Local Plan. The Development Framework will be formally prepared as a Supplementary Planning Document (SPD) thereby forming part of the statutory planning policy framework for Spelthorne.

Purpose & Methodology

- 1.5 This Objectives and Options report summarises the results of the first key stage of the preparation of the Development Framework, and prepares the way for the first phase of public consultation.
- 1.6 It focuses on the high level issues drawn from local evidence , and the baseline Analysis and Review paper that was prepared in June 2020. This paper presented an in-depth analysis of the town centre's issues, constraints and opportunities.
- 1.7 As a continuation of that work, this report aims to:
 - Explore whether there are other issues to be considered over and above the six headline issues from the Analysis and Review paper
 - Consider additional issues raised through targeted stakeholder consultation

- Set out questions to help consultees think about ambitions for the town centre
- Identify objectives to address issues and achieve ambitions
- Set out broad options for the Development Framework to consider in achieving those options

1.8 The Objectives and Options report will be subject to a six-week period of public consultation which is open to all, and seeks engagement with residents of, businesses and services in, and visitors to the town, as well as other stakeholders. The aim is to gain a clear understanding of the issues the town centre faces, and gain agreement around a set of options that can be explored and developed.

1.9 This report, and the supporting Analysis and Review paper, is a critical stage in the production of the Development Framework for the town centre. It aims to ensure that the:

- issues facing the town centre are fully understood and agreed;
- overarching objectives will help address those issues; and
- options identified are those which receive support and will form the basis for producing the Development Framework.

1.10 In all of this it will be vital to ensure that the Development Framework is aspirational, continuing to support and facilitate the vitality and characteristics of the town centre that make it attractive and popular, but is also achievable and deliverable. This will include identifying short, medium and longer term opportunities.

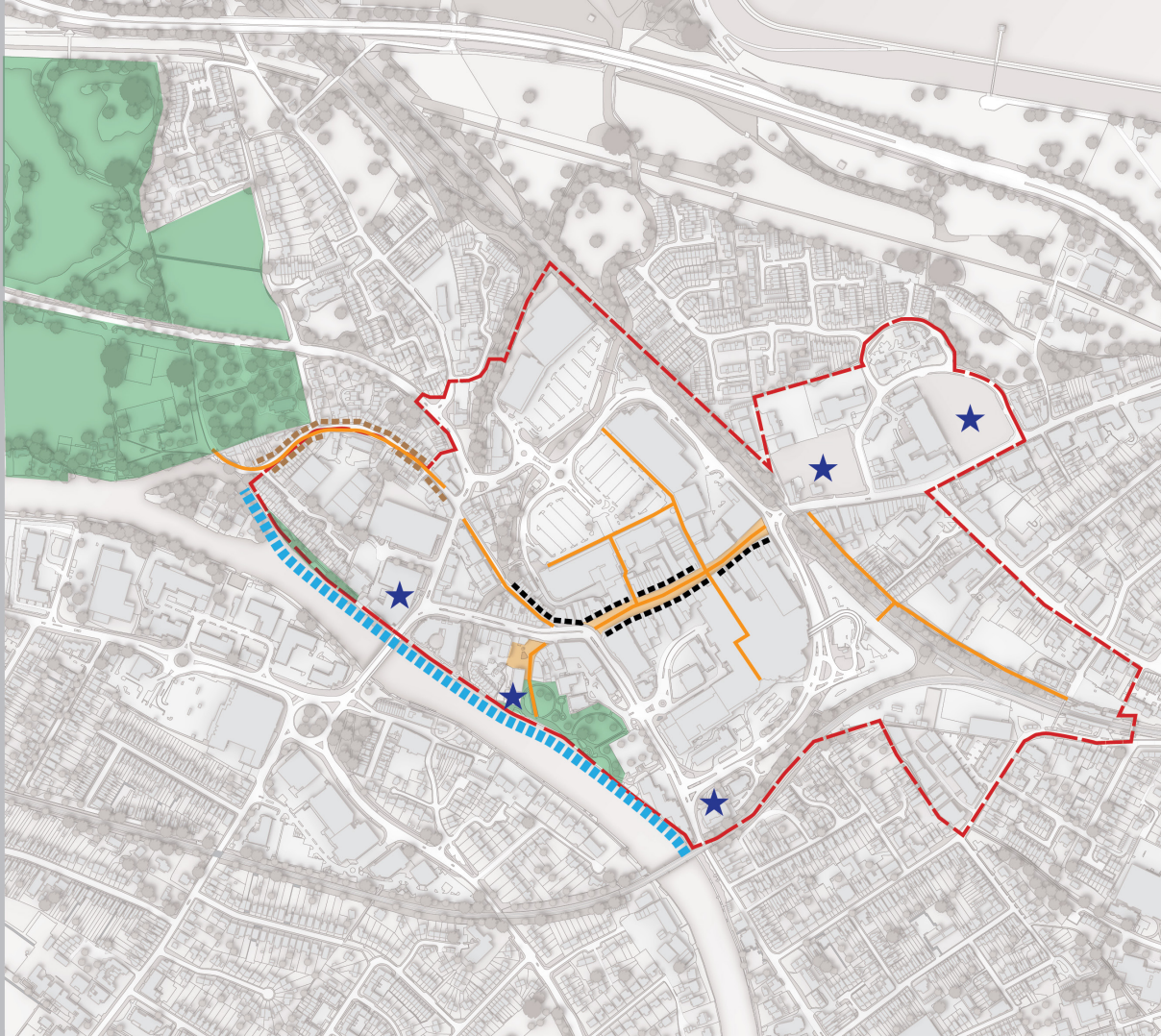
1.11 A table showing the stages involved in creating the Development Framework, and an indicative timetable, is shown below.

Stage	Timetable
Analysis and Review Report	August 2020
Objectives and Options Report	April 2021
Public Consultation on Objectives and Options	May - June 2021
Drafting the Development Framework	Summer / Autumn 2021
Public Consultation on Framework	Autumn 2021
Finalisation of Framework	Winter 2021
Adoption as SBC policy as Supplementary Planning Document (SPD)	2022

	Complete
	Currently underway
	Future

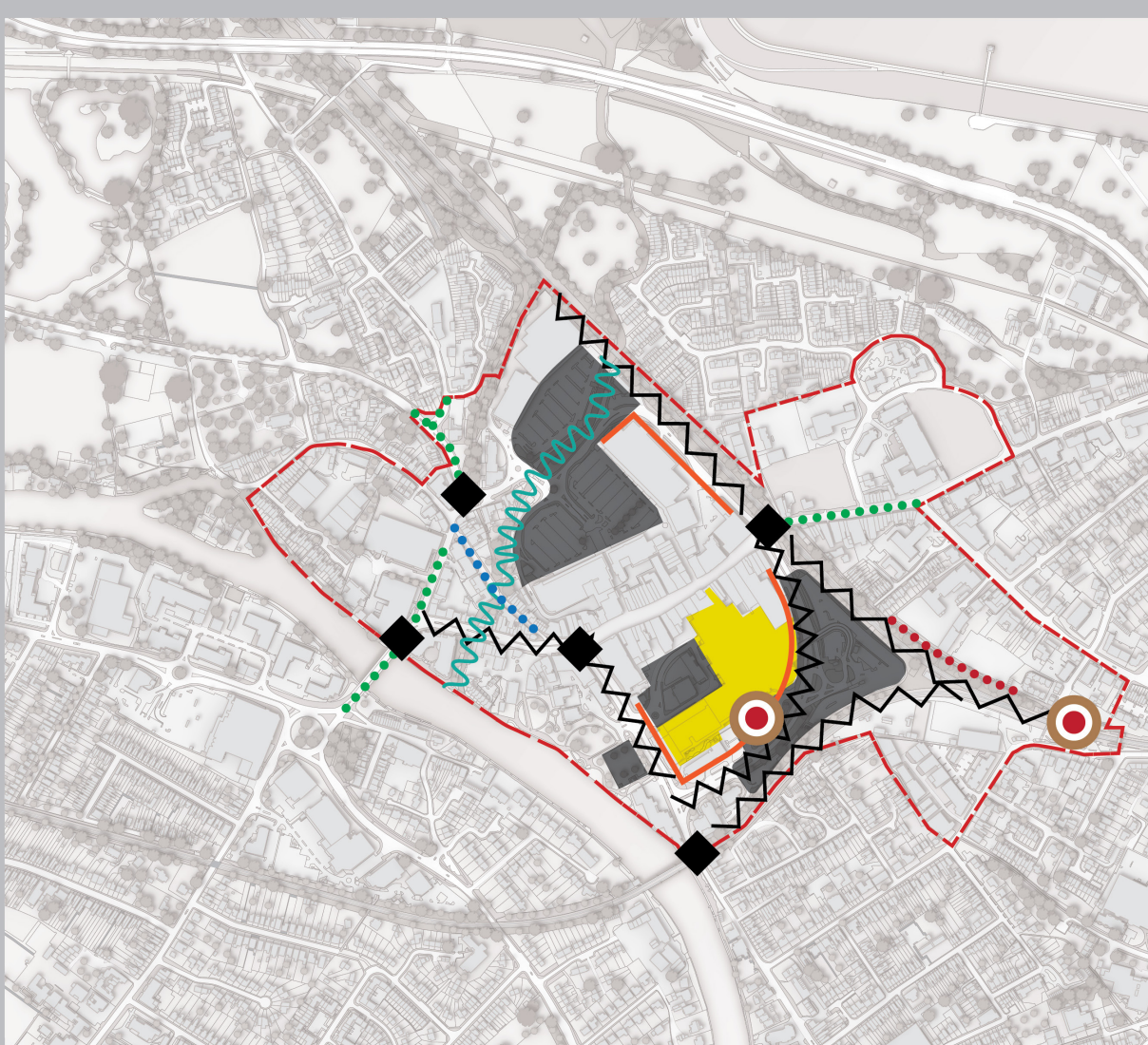
Key Issues

- 1.12 The Analysis and Review paper (June 2020) identified a number of town centre 'headline issues' based on a review and analysis of the existing evidence base. These can be grouped into six headline issues that the Development Framework will need to consider. They comprise:
1. Delivering market and genuinely affordable homes;
 2. Supporting innovation and commercial activity;
 3. Providing a mix of uses in the town centre;
 4. Enhancing the visitor economy;
 5. Transport and mobility; and
 6. Public realm and open space.
- 1.13 Plans showing key strengths and weaknesses of the town centre are provided on the following page.



Strengths

- Historic grain along High Street
- Attractive Conservation Area streets
- High quality green spaces
- High quality public realm
- ★ Development proposals
- Pedestrian-friendly movement network
- River Thames frontage



Weaknesses

- Transport hubs with poor environments
- Barrier or severance due to transport infrastructure
- Car-dominated environment
- Constricted gateway or crossing point
- Underused river corridor
- Inactive frontages
- No overlooking on Station Path
- Tired street environment
- Poor cycling facilities on approaches
- Elmsleigh Shopping Centre with detracting exterior and public realm

Stakeholder Consultations

- 1.14 As part of the Development Framework process, the six identified 'headline issues' were shared with key stakeholders. The stakeholders were invited to provide their views on aspirations, issues or concerns regarding the town centre that they consider should inform the preparation of the Development Framework.
- 1.15 The following stakeholders, identified by Spelthorne Borough Council, were invited to engage in the targeted consultation process, which ran during October and November 2020:
- Chief Executive (SBC) *
 - Community Health Officer (SBC)
 - Community Safety Officer (SBC)
 - Leisure and Recreation Officer (SBC)
 - Housing Officer (SBC)
 - Staines Town Society
 - Enterprise M3 Local Enterprise Partnership (LEP)
 - Staines Business Improvement District *
 - Surrey Chamber of Commerce *
 - Two Rivers Shopping Centre
- * Invited but did not take part*
- 1.16 The key additional issues raised for consideration in the next stage of the Development Framework include;
- The integration of Clean Growth and Digital Connectivity into the Development Framework
 - Ensuring the character and distinctiveness of the town is retained
 - Consideration of Environmental Health issues such as noise, waste and servicing
 - The need for affordable family homes with gardens in or near the town centre, as well as apartment developments
 - The variety of potential additional formal and informal leisure provision that could be accommodated in the town centre

2.0 OBJECTIVES

Statement of Intent

- 2.1 Underpinning the Development Framework and its objectives is a suggested Statement of Intent, which is intended to guide thinking for all proposed interventions within the town centre.

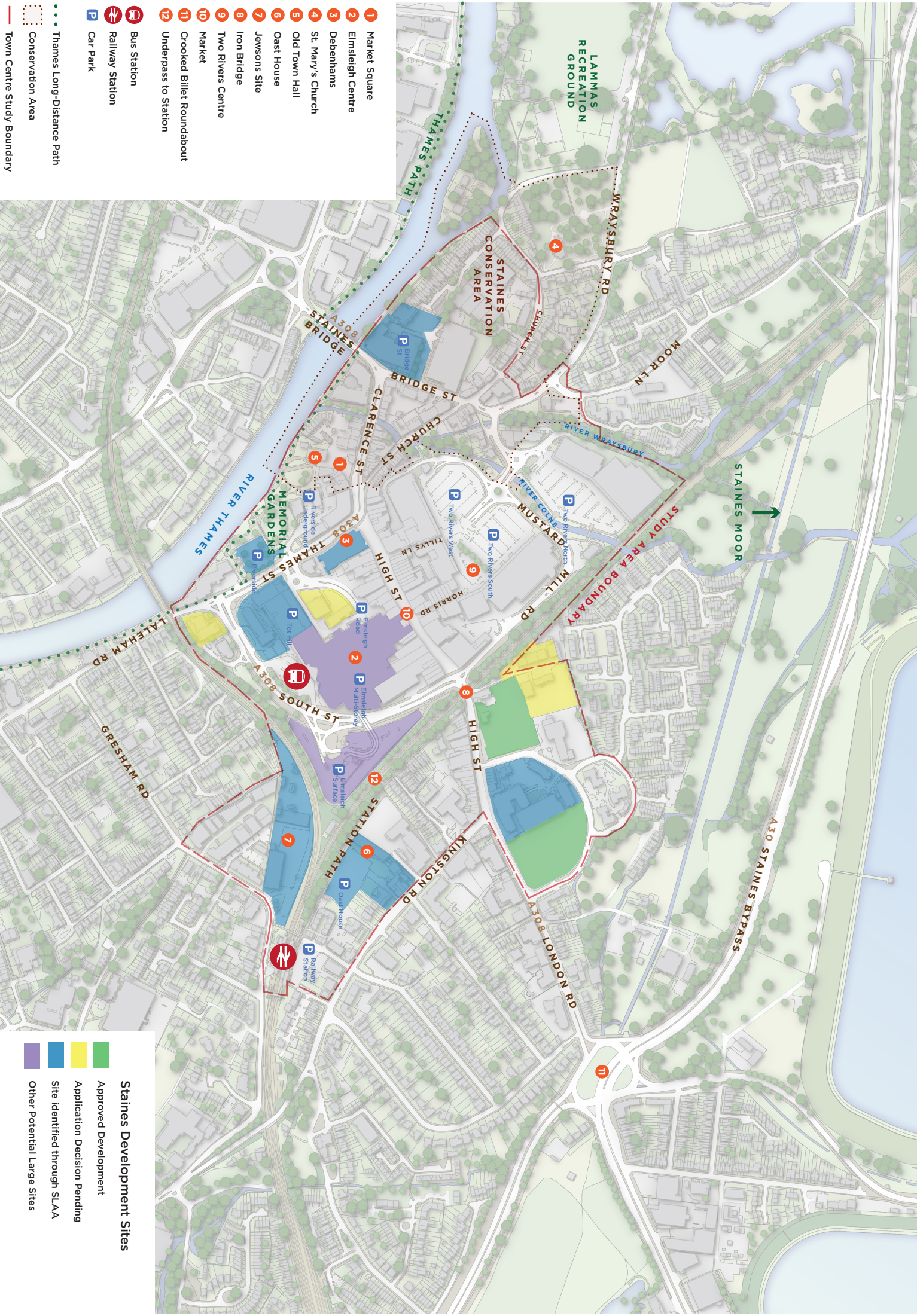
The Development Framework for Staines-upon-Thames Town Centre will support and enable sustainable and inclusive growth that benefits the whole community and enhances the attractiveness of the town centre as a place to live, work and spend time in, now and into the future.

- 2.2 On 14 October 2020, Spelthorne Borough Council declared a Climate Emergency. Surrey County Council has also declared a Climate Emergency. The Development Framework will align with Spelthorne Borough Council's ambitions and aspirations, supporting the Council in its goal to mitigate climate change. This includes achieving a target of carbon neutrality.

Six Identified Objectives

- 2.3 To make the Statement of Intent happen on the ground, six key framework objectives have been identified. These arise from the Analysis and Review paper, and the identified issues set out by targeted stakeholder consultation.
- 2.4 The objectives have been developed from an understanding of the issues affecting the town centre and, as such, provide a clear foundation from which to consider options. Many are complementary, with the most successful initiatives supporting several objectives at once.
- 2.5 The six objectives comprise:
- **Objective 1:** Accommodating **Sustainable and Inclusive Growth** while protecting the existing valued built environment and green spaces
 - **Objective 2:** Diversifying and strengthening a **Resilient and Inclusive Town Centre Offer** through promoting a mix of uses, including residential development
 - **Objective 3:** Providing **People-Friendly Streets and Spaces** to create a safe and connected public realm
 - **Objective 4:** Improving **Sustainable Access for all Modes**
 - **Objective 5:** **Protecting and Enhancing the Riverside** and integrating it with the wider open space network
 - **Objective 6:** Promoting health and wellbeing through access to **Usable and Attractive Recreation Facilities**

- 2.6 The six objectives are set out in detail on the following pages, together with a discussion of considerations within the Staines-upon-Thames context, and broad options for achieving those objectives.
- 2.7 The Development Framework drafting process is undertaken in stages and this represents the end of the first key stage. At this stage broad options are being outlined which reflect the issues that have been identified. Following on from consultation the options will be refined and form the basis of proposals in the draft Development Framework, and will also be subject to an assessment of viability to ensure they are deliverable.



- 1 Market Square
 - 2 Emsleigh Centre
 - 3 Debenhams
 - 4 St. Mary's Church
 - 5 Old Town Hall
 - 6 Cast House
 - 7 Jewsons Site
 - 8 Iron Bridge
 - 9 Two Rivers Centre
 - 10 Market
 - 11 Crooked Billet Roundabout
 - 12 Underpass to Station
- Thames Long-Distance Path
 - Conservation Area
 - Town Centre Study Boundary
- Bus Station
 - Railway Station
 - Car Park

- ### Staines Development Sites
- Approved Development
 - Application Decision Pending
 - Site Identified through SLAA
 - Other Potential Large Sites

Objective 1: Accommodating Sustainable and Inclusive Growth while protecting the existing built environment and green spaces

- 2.8 Staines-upon-Thames is an attractive, successful riverside town in Surrey, within easy commuting distance to London and other major employment locations in the vicinity. As such it is facing particular pressures on housing availability, as well as other pressures resulting from a successful economy and popular location. The main purpose of planning in such circumstances is to mitigate the negative impacts of such success while ensuring the town experiences continued good fortunes that result in a high quality of life for residents, protection of the local environment and continued good economic prospects.
- 2.9 The council's declaration of a climate emergency reinforces the need to think about delivering a step change in development style and quality to underpin the growth that is likely to be necessary. This should aim to protect what makes the town special and attractive, including its townscape and green spaces.
- 2.10 As well as environmentally sustainable growth, consideration of inclusive growth for all, maximising opportunities for affordable homes, quality local facilities and supporting infrastructure and accessible mobility for local residents, has been identified as a key issue in the town centre.

Examples of Town Centre Development

The design of any new development that occurs within Staines-upon-Thames will have to respond to local character, the need for a mix of new housing and facilities, and local ambitions for the quality of place that Staines-upon-Thames should be. It can be helpful to see relevant examples of development from elsewhere to help inform debate and what might be appropriate and could contribute towards the town centre in the future.

The images below show a selection of exemplar town centre developments from across the UK, illustrating the variety of styles and forms possible. They vary in scale from traditional medium-density terraced streets through to high-density mixed-use and apartment style developments. All are based around high quality street environments, and could be suitable for inclusion in Staines-upon-Thames town centre if deemed appropriate.



Goldsmiths St, Norwich – Terraced Housing



Brewery Square, Clerkenwell – Infill Mews and 3-5 storey Apartments



The Malings, Newcastle-upon-Tyne – 3-5 Storey Apartments and Townhouses around Courtyards



Coin Street, South Bank – 3-5 Storey Community-owned Apartments, Townhouses and Thin Point Tower up to 15 storeys based around a park



The Point, Bristol - 6-9 Storey Apartments with some Ground Floor Facilities or Retail, and public space along waterfront



Chobham Farm, LB Newham - 10-15 Storey Apartment Towers and Ground Floor Facilities or Retail



Olympic East Village, London – 10-15 Storey Apartment Blocks and Ground Floor Facilities or Retail and generous public open space

Considerations for the Development Framework

2.11 Where are the locations which are important and need protecting?

For example:

- the riverside and river frontage
- the conservation area
- the High Street and Market Square

2.12 What places may provide opportunities for renewal or redevelopment?

For example:

- Parts of the Elmsleigh Centre away from the High Street
- Areas around South Street
- Debenhams

2.13 What sort of place should the town centre, and different areas within the town centre, be? Considering type, design and density of development.

For example:

- Could part of the centre become more of a mixed residential town neighbourhood instead of just for retail?
- If there were areas of higher density development, should buildings be taller with more green space between, or lower in height with a more urban feel? Should tall buildings be clustered in particular areas, for instance near the station

2.14 What is essential to the character of Staines upon Thames? Which features best characterise the town centre?

For example:

- Smaller scale buildings around High Street with wide variety of architectural styles
- Village-style character of conservation area
- Strong grid of historic streets



- Taller or larger buildings near major routes and in areas of highest accessibility
- Green space along river frontage

2.15 How might clean growth best be achieved to enhance Staines-upon-Thames town centre?

For example:

- Enhancements in active travel and public transport provision to help reduce vehicle carbon emissions and improve air quality
- High standards for building construction and energy usage, including centralised heat and power (CHP) or local district heating networks
- Maximising the use of a highly accessible and sustainable location for living, working and other daily uses

2.16 How can we make sure any growth is inclusive of all people in Staines-upon-Thames?

For example:

- Making sure that those without a car (through necessity or choice) can move around easily and access facilities within the town centre
- Ensuring any new housing has an appropriate affordable mix suitable for local needs
- Helping to improve health outcomes for all by making a more active, safe environment, with access to nature and improved air quality

Potential Broad Options

2.17 To deliver this objective, it will be important for the Development Framework to consider options for:

- Heights, density, massing principles and roofscape principles, and whether there are potential broad locations that could support taller buildings within an easy to navigate and varied townscape, if considered appropriate
- Key views in and around the town centre, especially to historic buildings such as St Mary's Church and the Town Hall
- Potential areas of different character within the town centre and the most appropriate level of development and mix of uses they could support

Objective 2: Diversifying and strengthening a Resilient and Inclusive Town Centre Offer through promoting a mix of uses, including residential development

- 2.18 Founded due to its connections to the river and as a bridging point, Staines-upon-Thames town centre is an extremely accessible location and a natural choice for the location of a wide mix of facilities
- 2.19 Living in such well-connected locations, with a mix of day-to-day uses in walking distance and sustainable public transport options for journeys further afield results in lower average carbon emissions per person, when compared to living further away or in the countryside.
- 2.20 In the current period of significant uncertainty for retailers and other businesses due to the repercussions of the COVID-19 pandemic, ensuring the town centre is diversified and resilient to ongoing change will underpin continued success. This could involve allocating a wider variety of land uses within the town centre and considering the extent to which residential development can contribute to successful placemaking.

Considerations for the Development Framework

- 2.21 How should we accommodate the need for flexibility in a changing post-COVID world?
- For example:
- Co-working spaces or flexible business/workshop space
 - Reducing the space given over to retail and replacing with alternative uses?
 - Reconfiguring large shopping centres such as the Elmsleigh into smaller-scale, mixed districts with streets and smaller-scale buildings
 - Opening up outdoor and indoor spaces to pop-up stores, temporary community uses or outdoor market/event spaces
- 2.22 What's missing in Staines-upon-Thames from the range of uses that are right for the town centre?
- For example:
- Arts centre or theatre
 - Outdoor events space
 - Health centre or GP practice
 - Community buildings
 - Boutique hotel
 - Elderly care or sheltered living
- 2.23 What and where should the town's leisure and culture facilities and spaces be?
- For example:
- Concentrating leisure uses near the riverside
 - Integrating new arts or events space into the town centre public realm

- Expansion of evening economy and 'café culture' offer
- Bowling alley
- Facilities for young people

2.24 What essential community uses, and social and physical infrastructure are required?

For example:

- New schools, nurseries or further education
- New health centres
- Digital connectivity e.g. high speed broadband

Potential Options

2.25 The Development Framework will consider the town centre as a whole and identify potential development opportunity areas, in addition to those already benefiting from planning permission. To deliver this objective, it will be important for the Development Framework to consider options for:

- The **Oast House car park**, where there is potential for a mixed-use development to improve over-looking of the rail station access path. It could preserve and enhance the Oast House building through reuse for commercial / leisure / cultural facilities.
- The **Elmsleigh surface car park**, where relocation and consolidation of existing parking provision could enable redevelopment of the land to provide a mix of uses and a more efficient use of the space.
- The **Elmsleigh Shopping Centre**, where redevelopment or reconfiguration to provide a mix of town centre uses could enhance the architectural design and appearance of this part of the town centre. Redevelopment offers the opportunity to maintain and enhance north-south linkages through the site and east-west linkages to and from the river.
- The **Debenhams Site**, a prominent location at the end of the High Street, which is or will soon be vacant. Redevelopment could offer a wider and more flexible mix of uses to encourage resilience of the town centre in the long run and respond to economic need.
- Considering how to support or work best with retail in a post-COVID environment. The framework should consider how to handle the recently-introduced flexibility for conversion between uses such as Class E (which contains retail, offices, restaurants and other uses) and permitted development office-to-residential conversion rights.

Objective 3: Providing People-Friendly Streets and Spaces to create a safe and connected public realm

- 2.26 Whatever mode of travel chosen to get to the town centre, everyone becomes a pedestrian for the final bit of their journey. This means that everyone can benefit from improved, people-friendly streets and spaces that connect together to allow free and pleasant movement through the town centre.
- 2.27 Staines-upon-Thames has some excellent spaces and places for people, including an attractive High Street and river frontage, but as set out in the Analysis and Review paper, they are poorly linked together, and don't connect well to surrounding neighbourhoods and common access points such as the footpaths, railway station, bus station or car parks.
- 2.28 Attractive and people-friendly spaces can be catalysts for renewal and regeneration, and create places and streets that people can enjoy, linger in and, studies suggest, spend more money in supporting local businesses.

Considerations for the Development Framework

- 2.29 Would you welcome further pedestrianisation of some streets in the town centre? If so, which key locations in the town centre could we consider for prioritising pedestrians?
- For example:
- South Street
 - Clarence Street
 - Church Street
 - Thames Street
 - High Street
- 2.30 Which streets and spaces should be enhanced for people and where is improvement to items such as pedestrian facilities, street lighting, planting, seating, cycle parking and reduced street clutter needed?
- For example:
- South Street
 - Thames Street
 - Clarence Street
 - Church Street
- 2.31 What types of uses would encourage people to extend the time they spend in the town centre?
- For example:
- Public toilets, events spaces, meeting spaces, attractive public spaces
 - Parklets/pocket parks with benches and seating



- River frontage cafés or community spaces
- Enhanced heritage and cultural offer such as a larger, separate museum, instead of sharing the library as at present

2.32 What opportunities might there be to enhance safety and wellbeing of people?

For example:

- Improved safety and overlooking on Station Path and the underpass
- Natural surveillance of spaces through residential development
- Improvements to road crossings and reduction in traffic speeds
- New areas for planting, tree cover and biodiversity
- Child-friendly or playful public realm areas
- Clearer signage and wayfinding to identify pedestrian routes to key destinations

2.33 Are there opportunities to introduce new walking and other active routes?

For example:

- Heritage trails
- Routes towards Staines Moor
- Running / cycling routes of set lengths

Potential Options

2.34 To fulfil this objective, it will be important for the Development Framework to consider options for:

- Streets and spaces, especially where there are opportunities for recreating historic street patterns as part of improved walkability within the town centre
- Locations where road space could be dedicated to public transport, cycling or pedestrians
- The nature of any new streets in a potential redevelopment of the Elmsleigh Centre to create a new neighbourhood with a wider variety of building types and people-friendly public spaces
- Linking up the open spaces in and around the town centre, as well as the provision of planting, landscaping and natural space ("Green and blue infrastructure"). This might identify clear roles and functions of green space in the town centre and along the river e.g. for recreation, play, biodiversity, quiet recreation or events spaces. There is an opportunity to increase areas of planting / soft landscape within the town centre to provide aesthetic and biodiversity benefits and to increase permeability of surface water and reduce runoff within the town centre

Objective 4: Improving Sustainable Access for all Modes

- 2.35 Staines-upon-Thames is a compact town, and due to its position as the main town in the borough, it is at the heart of a wider catchment area. Good access by all is key to its continued success. Enhancing access by all modes of travel, while limiting conflict points, will ensure a genuine choice for people in how they get to and around the town centre.
- 2.36 The COVID-19 pandemic has seen significant change in people's travelling habits, whether this be for work or leisure. Towns such as Staines-upon-Thames are likely to be beneficiaries, if peak-hour vehicle congestion falls and a greater number of people are accessing local town centre facilities during the week, rather than being in central London or elsewhere in business parks. Whereas in the past much transport planning was focused on peak-hour movements, there is now a challenge in ensuring that Staines-upon-Thames is accessible throughout the day and offers quality local connections for active travel.
- 2.37 As a sector, transport is the largest single contributor to carbon emissions in the UK. Modal shift from private vehicles to sustainable modes offers significant opportunity to reduce these emissions. It also offers better air quality, reductions in traffic noise, improvements to street safety and freeing of the extensive land used for traffic circulation for other, more productive alternatives. At present much of Staines-upon-Thames town centre is given over to significant highways such as the A308, or large surface car parks.

Considerations for the Development Framework

- 2.38 What enhancements to the cycling network and parking facilities should we consider? What would encourage people to cycle into the town centre?

For example:

- Safe, and if possible, segregated bike lanes on key approaches to the town centre, including at key bottlenecks like Iron Bridge.
- Better river connectivity with new and improved cycle and pedestrian crossings over the River Thames, River Colne and River Wraysbury
- Priority for cycle improvements to key street junctions to provide a continuous safe network
- Additional cycle parking in the public realm
- Locations for a 'bike hub' with maintenance and secure parking

- 2.39 What improvements to the bus station could be made?

For example:

- Is it in the right place? Should it be closer to the High Street or the Rail Station?
- Could it have improved waiting and information facilities?
- How could it better serve elderly or disabled passengers?



- Could it be more integrated with the shopping centre and wider fabric of the public realm – more place, less municipal bus parking area.

2.40 How could we enhance connections between the railway station and town centre?

For example:

- Long term options to overcome the barriers of the railway line with new routes
- Enhancing the perceived safety of Station Path
- Improved wayfinding

2.41 Could we consider limiting or capping public and/or non-residential car parking and creating low car or even car free housing and other developments within the town centre?

For example:

- Redeveloping the underused Tothill multi-storey car park and reprovisioning the spaces in a better location
- Consolidating surface car parking into better multi-storey parking to create opportunities for town centre development
- Car-free or low-car residential development in areas with high public transport accessibility
- Examining options to provide park and ride sites associated with the town centre and wider network.

Potential Options

2.42 To deliver this objective, it will be important for the Development Framework to consider options for:

- Improving pedestrian access from **train station to town centre** including improving safety / overlooking of the pedestrian paths, environmental enhancement of the rail station forecourt.
- Improvements to the underpass beneath the rail line, and wayfinding and legibility improvements for linkages between the rail station and the town centre. There is the potential for a new footpath link and bridge to the town centre as part of the **Jewson Site's** redevelopment
- Improvements to the **station forecourt area** could help it handle employer minibuses better with better station square and interchange hub.
- Improve the sense of arrival to and departure from the town centre through enhancements to gateways such as Staines Bridge, Wraysbury Road, Iron Bridge, Clarence Street and Laleham Road. This could enhance walking and cycling friendliness within the town centre and improve linkages to the surrounding neighbourhoods and communities
- Widening and reconfiguration options for vehicle traffic and pedestrian/cycle movements through **Iron Bridge**

- Additional pedestrian and cycling capacity across the River Thames through provision of a new bridge, linking into the town centre
- Improve the pedestrian and cycling environments on **South Street and Thames Street**, which were configured prior to M25 construction for a higher amount of through traffic. This could facilitate better connections from town to riverside
- Improve the quality of the cycling and public transport interchange, and arrival / departure at the Bus station, a key town centre gateway. This could include refurbishing the existing bus station, replacing the existing bus station or relocating the existing bus station to be closer to rail station or the high street
- Traffic management measures and improved road safety along key vehicle routes
- A review of public car parking in the town to include demand/capacity of facilities and access arrangements.

Objective 5: Integrating the Riverside with the open space network

- 2.43 The River Thames and its frontage is undoubtedly the town centre's most significant asset, and forms a distinctive part of its character. It places Staines-upon-Thames in a small and exclusive club of attractive riverside towns stretching from Oxfordshire to London's outer boroughs. The Thames Path that runs through the town centre presents a wide range of different characters from green woodland through to the formal town gardens.
- 2.44 The river frontage faces southwest, ensuring that it is sunny in the evening for most of the year. This makes it ideal for leisure and events uses.
- 2.45 At present the river feels disconnected from the rest of the town centre, cut off by the A308 dual carriageway, and overlooked in parts by the servicing access for the Elmsleigh Centre and Tothill car park. Creating better links with the rest of the town centre for pedestrians could overcome this mental and physical barrier.
- 2.46 Due to its attractiveness, the river faces pressures for development, especially for residential uses. This could have an effect on its character over the long term and impact on public accessibility to the riverside, which may be detrimental if design and scale of development is not considered carefully.
- 2.47 Flood risk along the river frontage, as modelled through SBC's Strategic Flood Risk Assessment (SFRA), must also be considered as part of the Development Framework's river frontage design principles and taken into account in any decisions about whether or where development might be located.

Considerations for the Development Framework

- 2.48 Should the Development Framework limit development adjoining the riverside?
- For example:
- Limiting heights or massing of buildings near the riverside
 - Restricting uses near the riverside (e.g. residential only, or no residential uses)
 - Prioritising delivery of open space along the riverside
- 2.49 Can we identify places near the river where some development could go?
- For example:
- Tothill Multi-Storey Car Park
 - Thames St frontage
- 2.50 Are there any clear design principles for enhancing the riverside where development might be proposed, such as design of frontages, massing principles or materials?
- 2.51 Are there new places or routes which could better link the town centre with the river?

For example:

- High Street to Market Square
- Memorial Gardens

- 2.52 Can more types of recreation and exercise activities be accommodated along the riverside?
If so, what types and for who?

For example:

- Cafés or food stands
- Outdoor/open-air theatre or events space
- Art gallery
- Running trails
- Open-air gyms
- Sports pitches or multi-use games areas

Potential Options

- 2.53 To deliver this objective, it will be important for the Development Framework to consider options for:
- Maximising pedestrian and cycling connections to the river from all parts of the town centre
 - Strengthen the link / relationship of the town centre with the rivers, particularly the River Thames
 - Consider the opportunity for the creation of a civic event space within the riverside landscape
 - The potential of riverside areas for development or new open spaces

Objective 6: Promoting health and wellbeing through access to Usable and Attractive Recreation Facilities

- 2.54 The COVID-19 pandemic has refocused attention on the importance of a healthy and active lifestyle, and the role of the local environment in enabling people to live such a lifestyle.
- 2.55 Staines-upon-Thames has a range of outdoor spaces in and around the town centre but limited areas of green space and natural environments.
- 2.56 As well as great sporting and recreation facilities, daily activities can contribute to being active and healthy, especially getting around by walking or cycling to destinations such as work, shops, schools or leisure.
- 2.57 To complete a healthy environment, research has shown that access to natural space, trees or planted areas can improve both physical and mental health, as well as improving local air quality and offering more pleasant microclimates so that people can get outdoors for more of the year. The town centre has limited green spaces and planting at the moment, but there are areas of potential, and surrounding spaces such as Lammas Land and Staines Moor are nearby and could have better links.
- 2.58 Increased tree cover, green space and landscaping within the public realm can contribute to urban cooling, reducing the 'heat island' effect and could make the town centre more pleasant and enjoyable during hot summers.

Considerations for the Development Framework

- 2.59 What types of new facilities should we set aside space for?
- For example:
- Outdoor gyms
 - Events spaces
 - Play areas
 - Sports facilities
 - Green squares / spaces
 - Community gardens
- 2.60 Are there new places or existing spaces that could provide quiet and active spaces for different uses?
- For example:
- Small 'pocket' parks and other quiet urban spaces
 - Linear parks or green walkways
- 2.61 Are there places we can increase tree planting and biodiversity in the town centre as a means of improving wellbeing, as well as improving waterside places?

For example:

- River Colne and River Wraysbury
- Setting standards for new development to provide biodiverse habitats within public realm landscaping

Potential Options

2.62 To deliver this objective, it will be important for the Development Framework to consider options for:

- Identifying clear roles and functions of existing and potential green space in the town centre and along the river e.g. for recreation, play, biodiversity, quiet recreation, events spaces, community orchard
- Potential enhancements along the riverside as a pedestrian or cycle route
- Identifying new cycle routes throughout the town centre and connecting to wider routes in from surrounding neighbourhoods
- Potential locations for outdoor gyms or other public recreation facilities

3.0 NEXT STEPS

Refining the Options

- 3.1 The Development Framework Objectives and Options report is the culmination of the initial stages of preparing the Development Framework for Staines-upon-Thames town centre.
- 3.2 The report will be subject to a period of consultation and engagement between (dates to be decided). A structured questionnaire will pick up the key questions from this report and use them as the basis of the consultation effort. This is important in order to:
- test the baseline analysis;
 - ensure that there is agreement around the issues facing the town centre; and
 - seek agreement on those options that the Development Framework must consider going forward.

Drafting the Development Framework

- 3.3 Following on from public consultation, the options will be refined and will form the basis of proposals in the draft Development Framework and will also be subject to an assessment of viability to ensure they are deliverable.
- 3.4 A table showing the stages involved in creating the Development Framework, and an indicative timetable, is shown below.

Stage	Timetable
Analysis and Review Report	August 2020
Objectives and Options Report	April 2021
Public Consultation on Objectives and Options	May - June 2021
Drafting the Development Framework	Summer / Autumn 2021
Public Consultation on Framework	Autumn 2021
Finalisation of Framework	Winter 2021
Adoption as SBC policy as Supplementary Planning Document (SPD)	2022

	Complete
	Currently underway
	Future

