SPELTHORNE BOROUGH COUNCIL

SPELTHORNE DESIGN CODE

DRAFT v2d FOR COMMUNITY ENGAGEMENT

MARCH 2025

Draft v2d - March 2025
For Community Engagement

The Spelthorne Design Code Project Team would like to acknowledge everyone in the community in Spelthorne who has given up time to contribute to the development of this Code, whether through walking tours, school and youth groups, online feedback, public events or as part of the Citizens Panel. Your assistance, expertise and enthusiasm has been invaluable and is much appreciated.

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Contents

1 Introduction 4
How to use the Design Code 6
How the Code was created 8

2 The Design Process 13

3 Places Past, Present and Future 21
Spelthorne 22
Staines-upon-Thames 26
Ashford 29
Sunbury Common 32
Shepperton 35
Lower Sunbury 38
Stanwell 41

4 Area Type Design Requirements 45
Spelthorne's Area Types 46
High Streets 48
Town Centre Neighbourhoods 54
Inner Suburban 90
Suburban 98

5 Areas of Change 117
Staines-upon-Thames Town Centre 118
Sunbury Cross 152

6 Preparing your Application 163
What you need to do now 164
How to get further help 165
Design Code Checklist 166



Introduction

WHAT IS THE SPELTHORNE DESIGN CODE?

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

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

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

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

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

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

Status – either SPD or Supplementary Plan – section to be completed once adoption route agreed. The aim for the Design Code is to be adopted as a Supplementary Plan, however this requires the requirements for adoption to be published by MHCLG, anticipated Spring 2025.

USERS

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

- Landowners, developers and all others applying for planning permission and their design teams, including public sector applicants
- Planning officers assessing the suitability of proposed designs
- Elected councillors, including planning committee members who may be deciding upon planning applications
- The wider community, seeking to understand what sort of development is supported in their local area

HOW IT WILL BE USED TO DETERMINE PLANNING APPLICATIONS

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

The Design Code has been produced in parallel with, and to support, the Spelthorne Local Plan. Together, the Local Plan and Design Code, will support the delivery high quality development and infrastructure in the most appropriate location. The table to the right identifies in which of the two documents different development and planning issues are addressed, or, in some cases, whether other policies might apply.

WHAT IS COVERED BY THE DESIGN CODE?	Design Code	OTHER DOCUMENTS: Local Plan	OTHER DOCUMENTS: Other
Active & Sustainable Transport	✓	●	Surrey Healthy Streets Code
Amount & Location of Development		●	
Affordable Housing		●	
Open and Space Provision	✓	●	
Open Space Design	✓		
Water & Flooding	✓	●	
Stewardship & Management		●	
Densities and Heights	✓	●	
Layout Design	✓		
Building Design & Sustainability	✓		Climate Change SPD
Street Design	✓		Surrey Healthy Streets Code
Cycle & Vehicle Parking Design	✓		
Infrastructure Provision		●	
Design Process	✓		

How to use the Design Code

FINDING THE INFORMATION YOU NEED

The Design Code is divided into five key chapters, plus this Introduction chapter. These are to be referred to at the different stages of preparing or assessing a design proposal as set out in the diagram on the following page.



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



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

AREA TYPES AND AREAS OF CHANGE

The Design Code sets out Design Requirements for developments in different Area Types in Chapter 4. They are denoted by **purple text** (e.g **TC-S1** for **T**own **C**entre Neighbourhoods, **S**treet requirement **1**), for ease of cross-reference.

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

DESIGN REQUIREMENTS

Design Requirements are set out as follows:

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

Requirements are then arranged as follows:

- **Must**: all proposals must comply
- **Should**: all proposals should comply where possible, and demonstrating compliance will add supporting weight to the design element of the planning application decision

DESIGN GUIDANCE

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

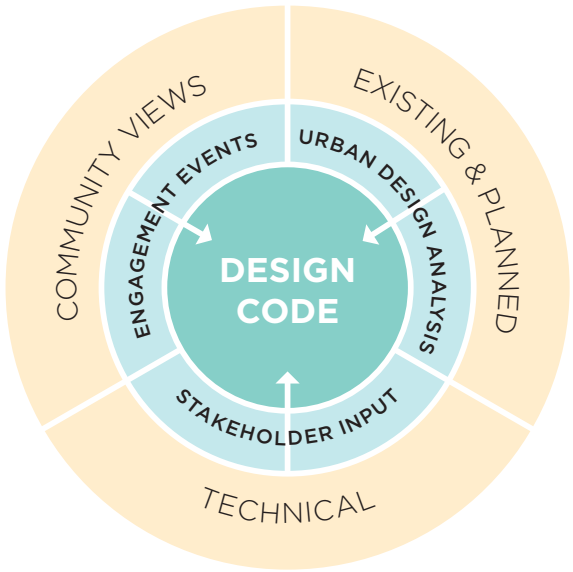
COMPLY OR JUSTIFY

The Design Code is to be used following a principle of '**Comply or Justify**'. Deviation from the '**Must**' and '**Should**' requirements set out will only be permitted with robust and evidence-based justification that any proposed design solutions still achieve the underlying Aim of the requirement. Proposals that do not comply with these principles and fail to provide compelling justification are likely to be refused.

STAGE		WHERE TO LOOK
PROCESS	**What is a good design process?** Learn about how design is considered and assessed in the planning system. Understand how to approach the design process in a way that will achieve good outcomes and Design Code compliance.	**CHAPTER 2** **The Design Process**
CONTEXT	**Where is the site?** Find out about the places that the site falls within, and learn about its history, present and future vision. Consider the community's design principles and objectives that new development should achieve.	**CHAPTER 3** **Places Past, Present & Future**
REQUIREMENTS	**What are the design requirements?** Find the Area Type that the site sits within, which sets the Design Requirements for the development.	**CHAPTER 4** **Area Type Design Requirements**
	+	
	Some parts of the borough are designated 'Areas of Change' and have additional design requirements as well as their general Area Type Requirements.	**CHAPTER 5** **Areas of Change**
SUBMISSION	**What needs to be submitted with the planning application?** Learn about what needs to be submitted with a planning application to show Code compliance. Fnd out how Spelthorne Borough Council can work with you to achieve well-designed development.	**CHAPTER 6** **Preparing your Application**

How the Code was created

The Design Code is the product of three principal inputs, as shown in the diagram below.



- Community views on the places of Spelthorne and local design aspirations obtained via a range of engagement events and processes described in more detail later in this section;
- Stakeholder input on the technical issues impacting development and design in Spelthorne; and
- Urban design analysis of the places of Spelthorne, their history and evolution and key design characteristics and opportunities.

The Design Code has been produced in three stages:

Stage 1: Listen – Analysis

The first stage of preparing the Design Code was to understand the places of Spelthorne in detail, learning about what makes it distinctive, what the key design-related issues are, and how the design code can enhance and improve the borough in the future.

The Understanding Spelthorne Today report (Appendix A) provides a summary of this information and overviews to build a baseline understanding of the borough and the key design issues facing it. This analysis identified a number of key priorities for Spelthorne including key types of development and areas of greatest change which the Design Code should focus on, to have the most benefit.

Stage 2: Translate – Vision

The second stage of preparation sought to develop the design vision for Spelthorne and its individual places, through close collaboration with the community and stakeholders. These visions considered what future development should aim to achieve and what were the most important design issues in each place. The Spelthorne wide and place specific visions are presented in section 3 of this Code.

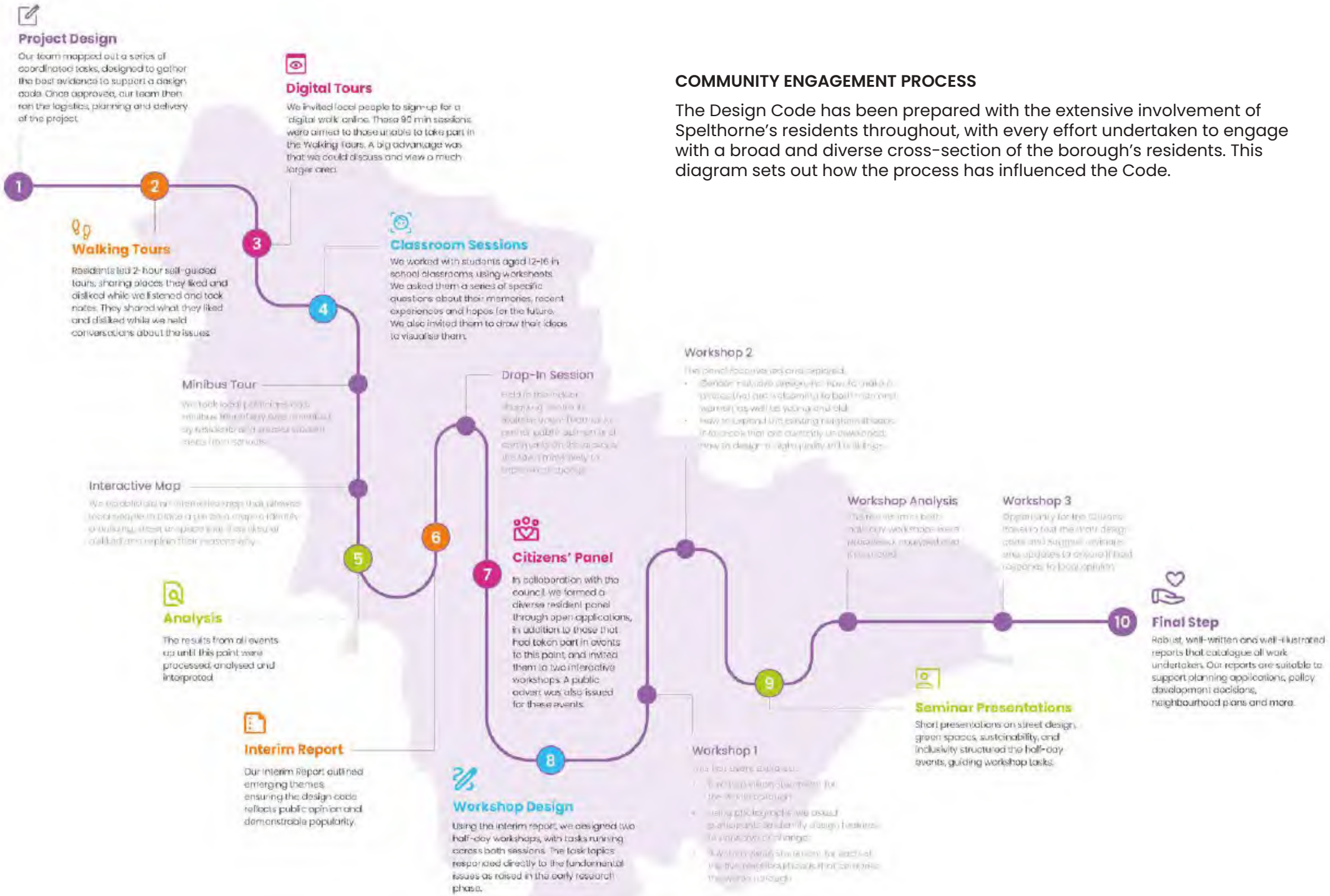
Stage 3: Test – Code

The final stage of the process was the preparation of the Code itself, building on the baseline knowledge and design visions. This involved the drafting of Design Requirements for Area Types and detailed provisions for Areas of Change, seeking throughout to respond directly to community views and identified design issues. How this has been achieved is set out in the consultation report at Appendix B.

The Design Code was then subject to a process of testing to understand how well it addressed community views, responded to stakeholder feedback and how effective it would be in achieving design quality. The final Design Code is the culmination of this testing process.

COMMUNITY ENGAGEMENT PROCESS

The Design Code has been prepared with the extensive involvement of Spelthorne's residents throughout, with every effort undertaken to engage with a broad and diverse cross-section of the borough's residents. This diagram sets out how the process has influenced the Code.



Walking Tours

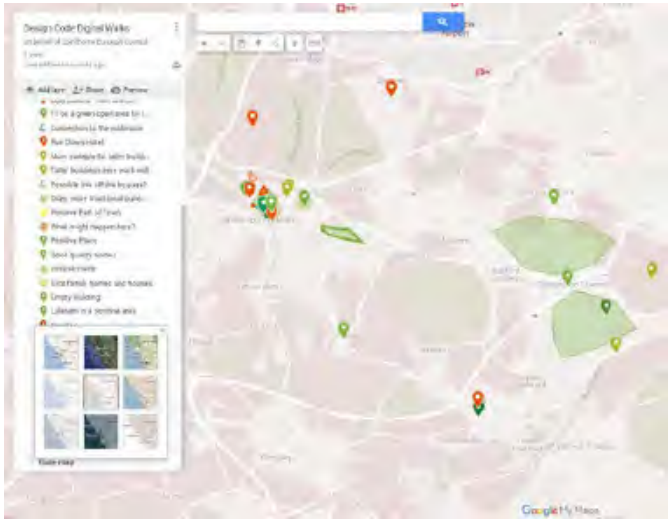




Schools & Youth Groups



Digital Mapping



Drop-in Event



Citizens Panel Workshops





WHAT IS VALUED BY THE COMMUNITY?

- Heritage: Celebrate and preserve the borough's historical identity while adapting it for modern use.
- Green: Protect green spaces, promote biodiversity, and ensure natural landscapes are accessible.
- Connectivity: Enhance transport links, particularly to major hubs like Heathrow, and improve pathways for pedestrians and cyclists.
- Community: Foster inclusivity by designing spaces that cater to all ages, cultures, and abilities.
- Timeless Design: Focus on cohesive, durable architectural styles that avoid dated aesthetics.

WHAT IS NOT SUPPORTED?

- Mismatch: Inconsistent architectural styles that clash rather than complement each other.
- Concrete: Overly industrial or bland designs that lack character and greenery.
- Overdevelopment: Development that overwhelms its context, especially those that fail to include sufficient social and physical infrastructure.



Find out more about the community's views on good design in Appendix B 'Community Engagement'.



2

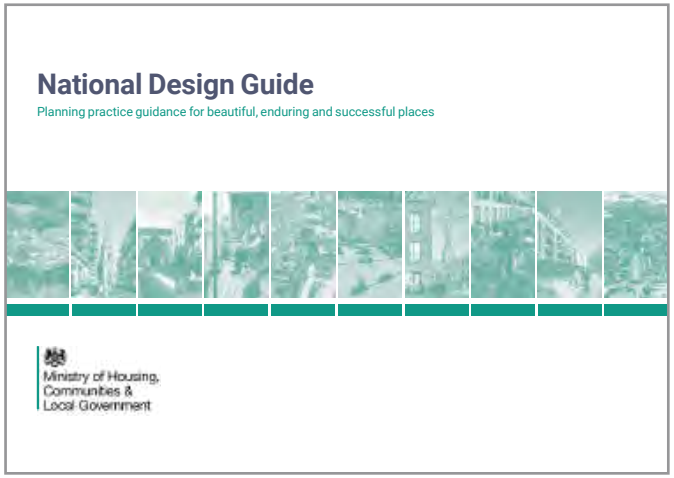
The Design Process

The Design Process

THE ROLE OF DESIGN IN THE PLANNING PROCESS

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

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





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

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

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

Approach

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



TRADITIONAL	CONTEMPORARY	INNOVATIVE
Reflects existing buildings and architectural vernacular, often with more detailing.	Simpler architecture that is clear about the period in which it is built, with simpler detailing although retaining texture.	Unusual, eye-catching and experimental.
Well-suited to areas of heritage significance.	Efficient to design and construct.	Creative, interesting and can advance what is possible.
Can be unimaginative or risk pastiche if executed poorly.	Can lack connection to context if not executed well.	Requires high degree of design sophistication for success.













A scale of potential architectural design approaches

Key Steps

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

STEP 0: SETTING THE BRIEF AND APPOINTING THE TEAM

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

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



Example of a site analysis plan

STEP 1: UNDERSTANDING THE SITE AND CONTEXT

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

Environmental and Physical Constraints:

- Water and flood issues, including surface water, fluvial flood risk and groundwater issues
- Existing Utilities
- Protected Habitats and Ecology
- Existing Green Infrastructure
- Noise, Air Quality, Contamination

Heritage, Context and Placemaking:

- Heritage Assets
- Built form and urban typologies
- Heights, floor area ratios, grain and key dimensions
- Historic mapping and street patterns
- Land uses

Connectivity and Mobility:

- Active travel and public transport connectivity
- Street hierarchy

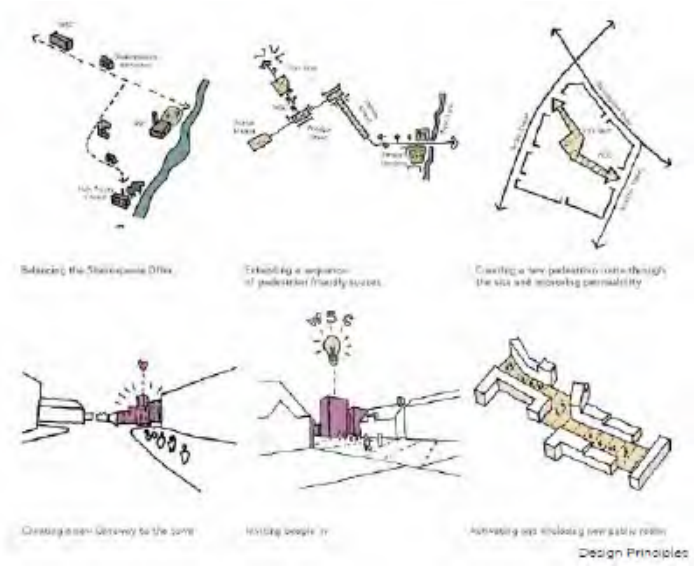
As part of this understanding and analysis process, community engagement is a vital tool to learn more about a place, its context and local ambitions or priorities. This can take a number of forms from informal meetings, to drop-in events and co-design workshops.

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

STEP 2: THE VISION

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

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



Example of concept diagrams

STEP 3: DEVELOPING AND TESTING OPTIONS

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

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

Options should be appraised against the design vision, the Design Code, planning policy, their ability to achieve site opportunities, priorities learnt from community engagement and the wider brief. Engagement with the local authority through the pre-application process is encouraged.



Example options testing for a site

STEP 4: SITE PARAMETERS

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

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

STEP 5: RESOLVING THE DETAILS

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

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

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



Example storey heights parameter plan



Example detailed visualisation for a residential street


3

Places Past, Present and Future

Spelthorne

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

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

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

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



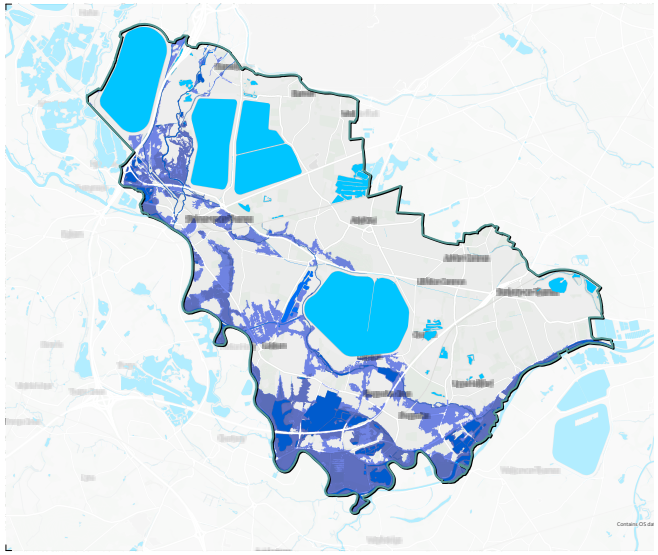
Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

Key features of Spelthorne



Green Belt

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



Water

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



Urban Morphology

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



Attractive green open spaces



The River Thames



Vibrant High Streets

The Design Vision & Borough-Wide Principles

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





BOROUGH-WIDE DESIGN VISION

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

Sustainable Urban Design

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

Commitment to Green Space

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

BOROUGH-WIDE DESIGN PRINCIPLES

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

- Use the Design Code and your own studies to understand what is important to conserve, what new development can learn from the past, and what the priorities for change are in the local area, before considering how to address these in your design proposals.
- Design for longevity, adaptability, ease of maintenance and to make a long-term contribution to the places of Spelthorne.
- Reflect key characteristics such as building grain, roofscapes, detailing and building lines, and avoid abrupt changes in character without a clear transition between existing and new.
- Spelthorne's historic development is strongly tied to the desire healthy urban living, being connected to both city and nature. New development should continue to enhance this approach, with usable, accessible and welcoming green open spaces.
- Make connections to the rivers of Spelthorne for both people and nature, and provide a range of green open spaces for new and existing residents to improve provision for all.
- Respect and retain riverside settings that provide amenity, placemaking and functional benefits.
- Make streets green spaces with trees and planting to provide shade and access to nature.

Where did this come from?

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



Connectivity

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

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



Strong, Mixed Communities

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

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



Climate Change Resilience

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

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

Staines-upon-Thames

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





PAST

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

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

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

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







PRESENT

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

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

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

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



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

The Design Vision & Principles for Change

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

DESIGN PRINCIPLES



Sustainable Urban Design

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



Connectivity

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



Climate Change Resilience

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



Commitment to Green Space

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



Strong, Mixed Communities

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

Where did this come from?

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

Ashford

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





PAST

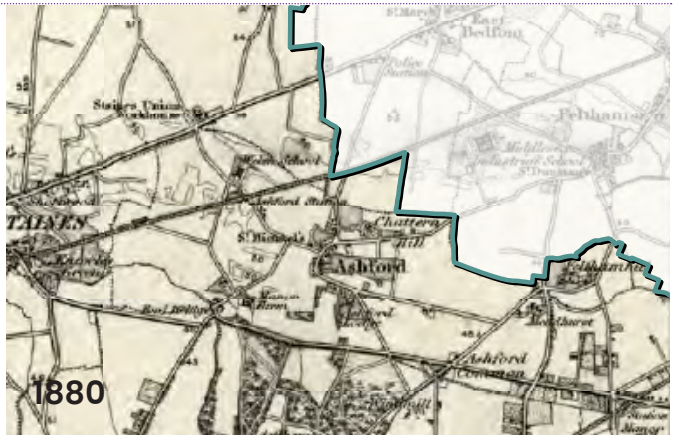
Ashford was originally recorded as Exeforde on the Middlesex Domesday map. The land was held by Robert, Count of Mortain, a half-brother to William the Conqueror.

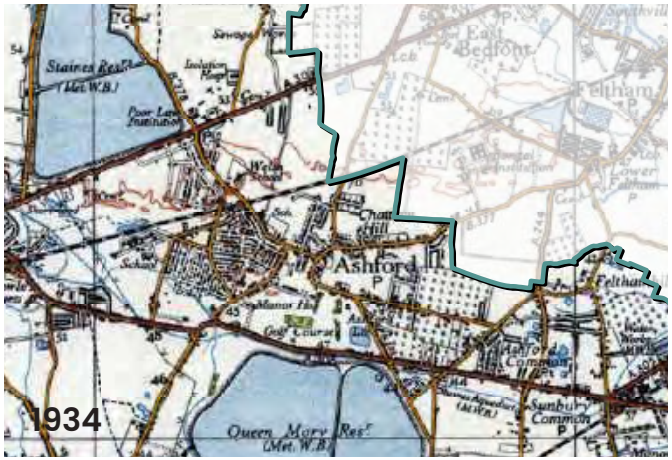
The modern-day name of Ashford derives from a crossing point over the River Ash. In 1789, this crossing was upgraded to a stone bridge by the Hampton and Staines Turnpike Trust. Today, the river is located to the south of Ashford meandering north of Staines bypass and passing under Fordbridge Roundabout.

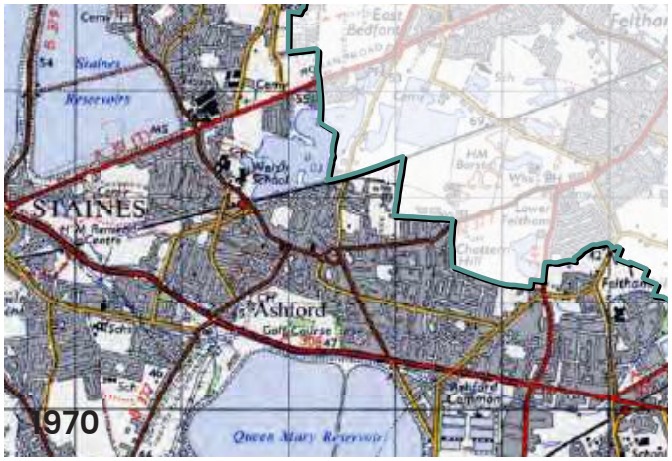
Before the 19th century, Ashford Common was a large area of common land found in the south and east of the town. This was used during the reign of King George III for British military displays.

Public rights were removed from this land in 1809 through the Enclosure Act, and much of the land is now developed.

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







PRESENT

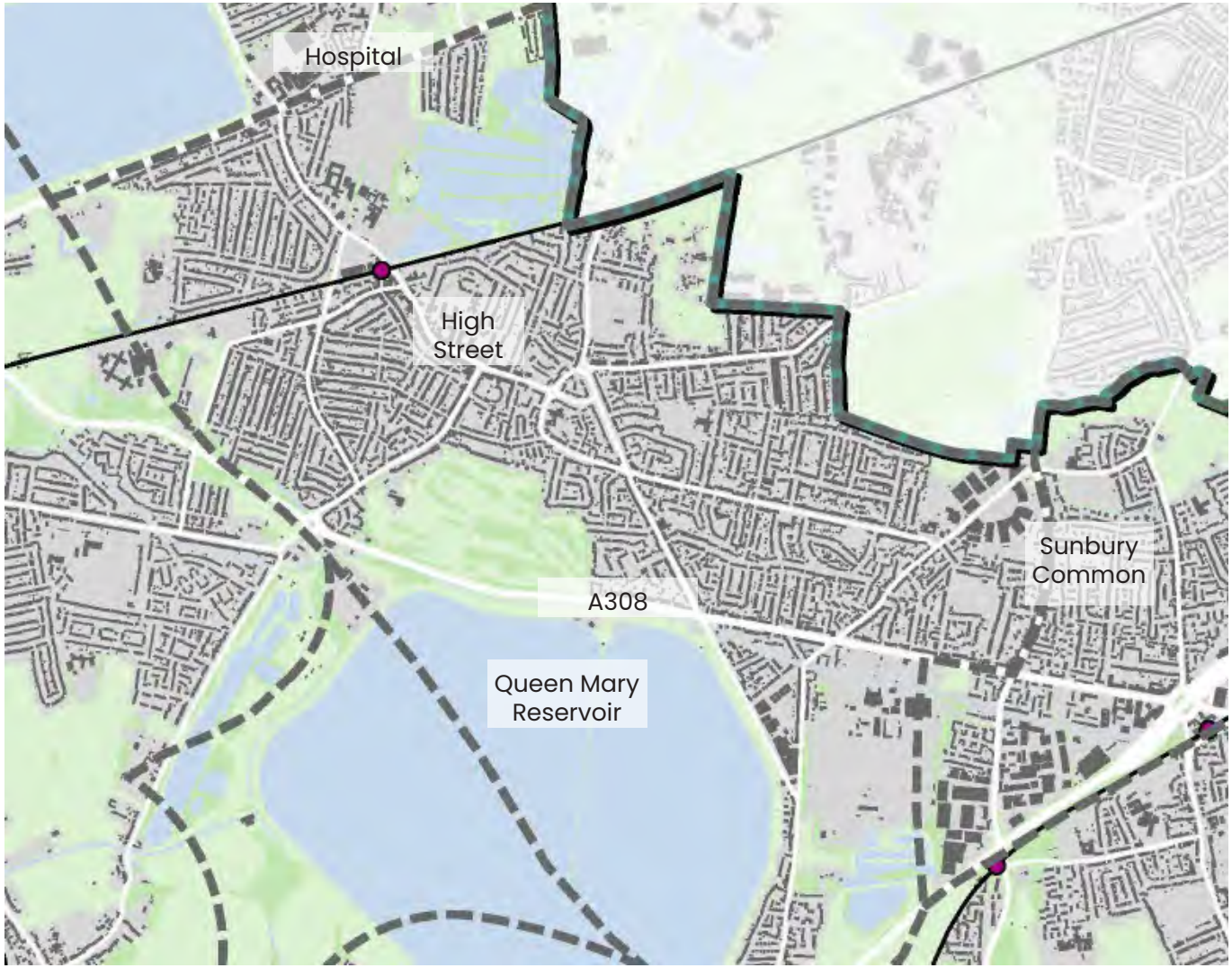
Ashford's land use is largely suburban residential. The predominant housing type is low-rise detached and semi-detached; mainly built between 1885 and 1960. A recent development north of Church Road introduces some higher densities with apartment blocks up to five storeys high.

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

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

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

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



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

The Design Vision & Principles for Change

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

DESIGN PRINCIPLES



Sustainable Urban Design

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



Connectivity

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



Climate Change Resilience

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



Commitment to Green Space

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



Strong, Mixed Communities

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

Where did this come from?

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

Sunbury Common

Sunbury Common is a post-war suburban residential area located to the north and west of the town centre at Sunbury Cross, located alongside the Sunbury Cross Roundabout and M3 motorway. The town centre is intersected by the Staines Road West (A308) dual carriageway, with a parade of shops to the north and Sunbury Cross shopping centre to the south.





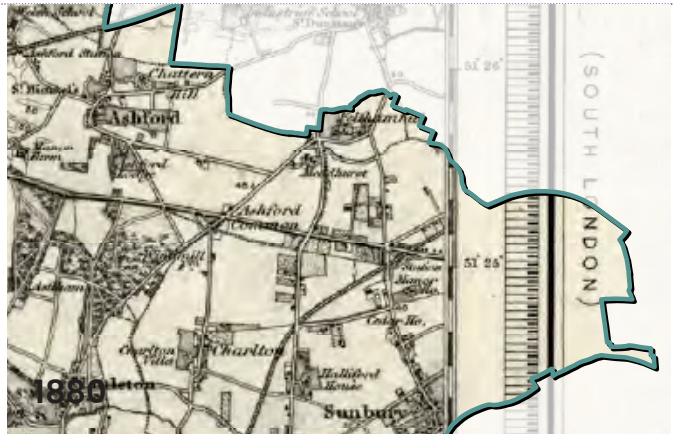
PAST

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

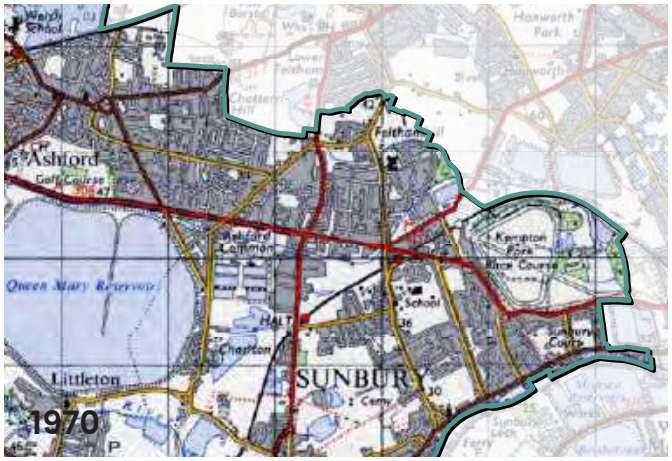
Since early mapping, Sunbury Cross has been at the intersection of five main roads. Until the railway arrived in Sunbury in 1864, the area was mainly open fields. The arrival of the Shepperton branch line triggered development in the area.

A clock tower was constructed in the middle of the Sunbury Cross junction in 1897 to commemorate Queen Victoria's diamond jubilee. Moved temporarily to the shopping centre in the 1960s following a vehicle accident, it was later reinstated to a prominent position by Sunbury Cross Roundabout in 1997 on the centenary of the clock tower.

Significant change took place in the 1960s with the construction of several high-rise buildings and Sunbury Cross shopping centre. An example high-rise development was Spelthorne Grove apartment building, constructed between 1963-64. The building, today known as Cedar House, contains 83 dwellings across 14 storeys.







PRESENT

Sunbury Cross offers a range of shops, fast food outlets, health & beauty services, convenience stores and supermarkets. Housing in the centre largely comprises high-density apartments located in tower blocks and above retail units. There are several community buildings include a library and church. Additionally, offices and a Premier Inn hotel are also located in the town. The town is well-connected by train with Sunbury railway station providing direct connections to London Waterloo.

The wider area of Sunbury Common includes several industrial estates and a large suburban residential area with a population of 8,500. The housing is predominantly post-1950s semi-detached development. In the northwest is located the British Petroleum (BP) International Centre for Business & Technology; a large business park campus occupied exclusively by BP.

A key challenge faced by Sunbury Common and Sunbury Cross is the legacy of 1960s high-rise and car-oriented development. Large amounts of space are dedicated to the car and crossing Staines Road West is challenging due to the dual carriageway and railings, with the underpasses being undesirable for some users.



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

The Design Vision & Principles for Change

Sunbury Common will become a safer, more human-scale place for residents and visitors, particularly in **Sunbury Cross**. Key priorities include improving accessibility for all, a comfortable and welcoming environment, reduced impact from vehicles, and reduced severance between places caused by infrastructure.

DESIGN PRINCIPLES



Sustainable Urban Design

- Prioritise apartment development close to public transport and main streets
- Built form that creates human-scale environments for people first with improved safety



Connectivity

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



Climate Change Resilience

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



Commitment to Green Space

- Trees, planting and street greening throughout major roads and all public realm
- New well-maintained green spaces that are designed positively, and not 'leftover' around buildings



Strong, Mixed Communities

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

Where did this come from?

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

Shepperton

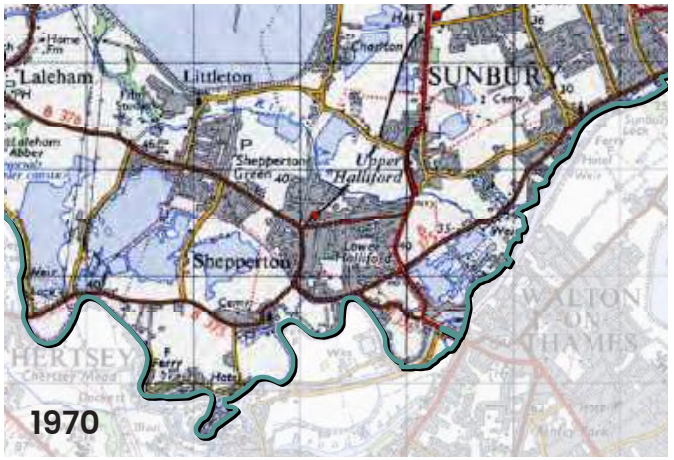
The village of Shepperton is located to the south of the borough, spread across a number of localities. The village offers a wide range of shops and services. Shepperton railway station, a terminus station, is located to the north of the town and provides frequent direct connections to London Waterloo. Shepperton's residential areas are frequently set within attractive tree-lined streets.











PAST

Shepperton's location on the River Thames is significant due the importance of this river as a transport route since the late 13th century. Products including grain, vegetables, and building materials were transported by the river. To aid river navigation, Shepperton Lock and Sunbury Lock were built near Shepperton in the 1810s.

Shepperton village or 'Old Shepperton' is the oldest part of the settlement, with Church Square serving as the original settlement nucleus. The square has a range of historic buildings, most notably the St Nicholas Parish Church, built in 1614. Sir Nikolaus Pevsner described the square, with its glimpse of the River Thames, as "one of the most perfect village pictures that the area has to offer".

The construction of the Shepperton branch line in 1864 shifted the growth of the settlement northwards as Shepperton station was constructed 1 mile north of the original village. Shepperton developed to its current linear form down the High Street, connecting to Shepperton Village via Church Road.

PRESENT

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

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

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

Shepperton village today is a conservation area and has a more nucleated form compared to the more modern areas of Shepperton to the north. While Chertsey Road comprises predominantly older properties, mixed with largely sensitive additions; St Nicholas Drive represents 1960s expansion of the village with buildings that have little relationship to the historic context. However, the settlement retains its village feel due to its smaller size and separation from the rest of Shepperton to the north.



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

The Design Vision & Principles for Change

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

DESIGN PRINCIPLES



Sustainable Urban Design

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



Connectivity

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



Climate Change Resilience

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



Commitment to Green Space

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



Strong, Mixed Communities

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

Where did this come from?

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

Lower Sunbury

Lower Sunbury, also known as Sunbury Village, is located in the southern part of Sunbury-on-Thames, at the eastern boundary of Spelthorne Borough. Along the River Thames, it is a historic and characterful area which has retained a village feel despite its context near urban areas.





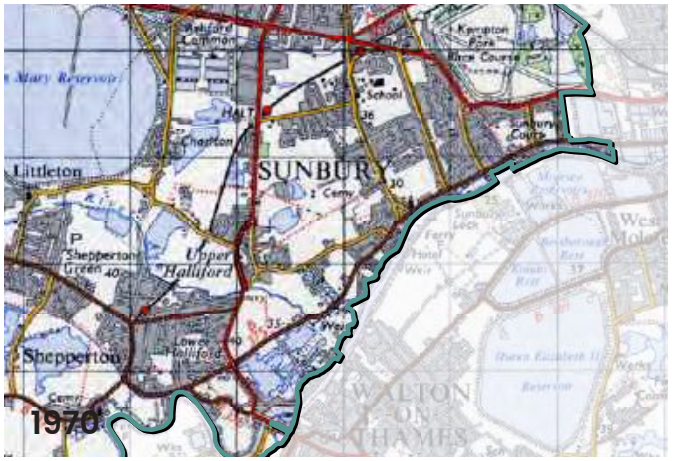
PAST

Lower Sunbury has long been a rural riverside village on the Thames. During the Georgian period, many larger properties were built particularly along the River Thames. Notably this included a group of Huguenot refugees, and it is possible that French Street is named after these settlers.

Sunbury Park, located close to the River Thames, is the site of a Tudor Manor House, built for a courtier of Elizabeth I. The site changed hands in 1851, and a large double winged house was built on the site. This was demolished in 1946 following dilapidation during World War II. The wider park, with historic walled garden, remains today. It is owned by Surrey County Council and managed by Spelthorne Council. .







PRESENT

The centre of Lower Sunbury today is characterised by a village feel, due to the fine urban grain and variety of historical properties along Thames Street, which is narrow in places. Sunbury Park adds to the historical feel of the town, with its walled garden. There is a limited range of shops and services in the centre, including a convenience store and a small range of restaurants. Across Lower Sunbury, there are 3 secondary schools.

Lower Sunbury's residential areas are comprised mostly of 1930s to 1960s semi-detached houses. These have more generous plot sizes and are generally larger properties compared to the nearby areas of Upper Sunbury and Ashford.

There is good access to green space in Lower Sunbury, including Sunbury Park, Rivermead Island, and Lower Hampton Road Park. Lower Sunbury also benefits from close proximity to the River Thames, which is accessible via Rivermead Island and the Old Slipway Park. However, access is limited to the Thames along Thames Street due to buildings backing onto the river.



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

The Design Vision & Principles for Change

Lower Sunbury will maintain its village-style, quiet character. Key priorities include improving accessibility for all, particularly those with reduced mobility. The community seeks a comfortable, well-designed environment with ample common spaces, reduced congestion and a welcoming atmosphere.

DESIGN PRINCIPLES



Sustainable Urban Design

- Ensure sensitive intensification of existing suburban areas reflects the existing street scene and architecture
- Use materials that reflect and complement the heritage of the surroundings



Connectivity

- Improve walking and cycling provision in streets and to the rail station
- Enhance walking and cycling connections to, from and along the River Thames



Climate Change Resilience

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



Commitment to Green Space

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



Strong, Mixed Communities

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

Where did this come from?

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

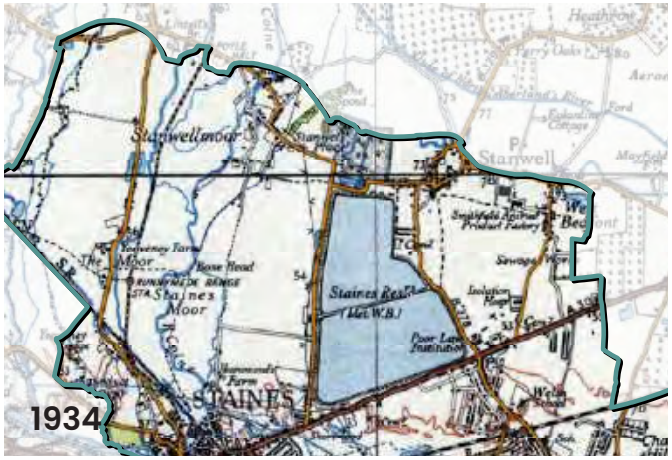
Stanwell

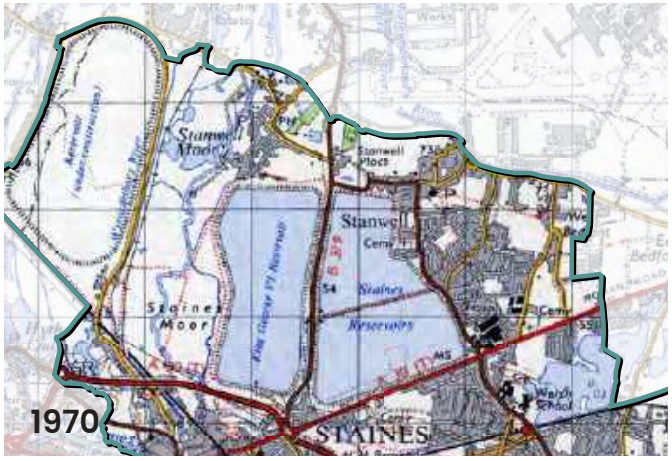
Stanwell is a predominantly residential suburban area in the north of Spelthorne Borough, located east and northeast of the Staines Reservoirs. It is the northernmost settlement in Surrey. There is a small historic village centre to the north of Stanwell, with a village green, pub, church, and small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











PAST

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

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

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

PRESENT

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

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

There is a good provision of green space throughout Stanwell, including by the Stanwell village. This includes Village Park, Lauser Road Park, West Bedfont playing fields, and Clyde Road Park and playground.



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

The Design Vision & Principles for Change

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

DESIGN PRINCIPLES



Sustainable Urban Design

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



Connectivity

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



Climate Change Resilience

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



Commitment to Green Space

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



Strong, Mixed Communities

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

Where did this come from?

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


4

Area Type Design Requirements

Spelthorne's Area Types

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

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

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

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

- Requirements for Design Process (Chapter 2)
- Design Code Vision for the borough and place (Chapter 3)
- Borough-wide design principles (Chapter 3)
- Policy requirements as set out in the Local Plan and other valid policy or guidance

CODED AREA TYPES



High Streets



Town Centre N'hoods



Inner Suburban



Suburban

AREA TYPES NOT CODED



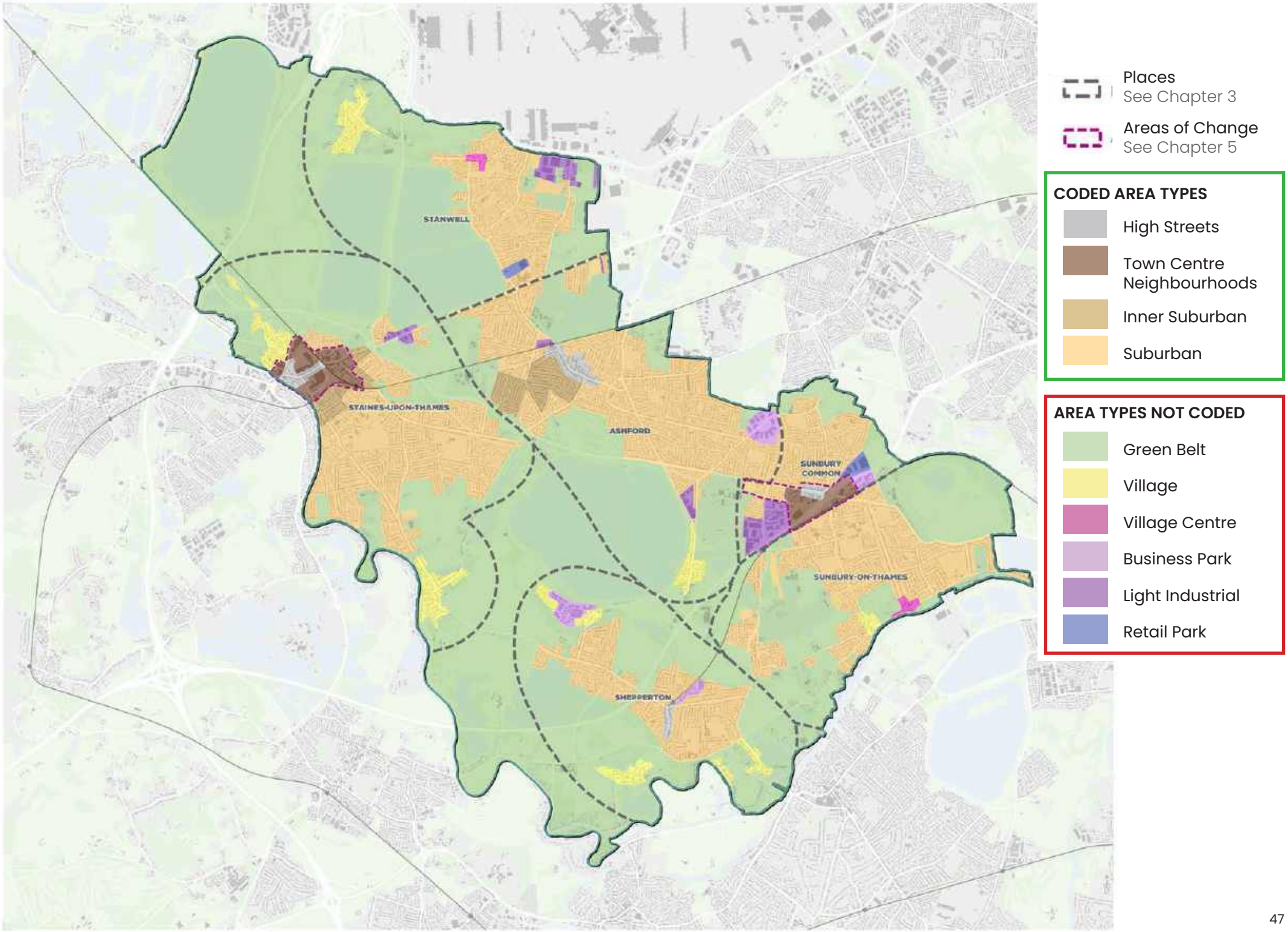
Village



Employment



Retail Park


STANWELL
STAINES-UPON-THAMES
ASHFORD
SUNBURY COMMON
SUNBURY-ON-THAMES
SHEPPERTON
Places
See Chapter 3
Areas of Change
See Chapter 5
CODED AREA TYPES
High Streets
Town Centre Neighbourhoods
Inner Suburban
Suburban
AREA TYPES NOT CODED
Green Belt
Village
Village Centre
Business Park
Light Industrial
Retail Park

High Streets

OVERVIEW

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

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

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

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

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

CODED DEVELOPMENT TYPES

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

AREAS OF CHANGE

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

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

LOCATIONS

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

DESIGN AIMS

Development in High Streets **will**:

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

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


STAINES-UPON-THAMES
ASHFORD
SUNBURY CROSS
SHEPPERTON
Stanwell
Wraysbury
Runnymede
Egham
Laleham
Littleton
Littleton Common
Ashford Common
Charlton
Shepperton Green
Shepperton
Sunbury-on-Thames

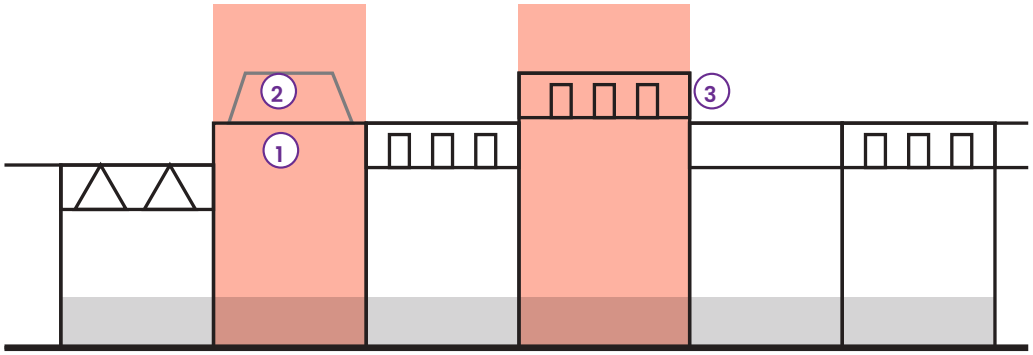
HS-1 BUILDING HEIGHTS

Spelthorne's High Streets have existing heights of:

- Staines-upon-Thames: 3-5 storeys
- Ashford: 2-4 storeys
- Shepperton: 2-4 storeys
- Sunbury Cross: 3-5 storeys (north side), up to 15 storeys (south side)

Subject to the requirements set out to the right, new development **must** be a maximum of:

- Staines-upon-Thames: 6 storeys. Further detail in Chapter 5, Areas of Change.
- Ashford: 5 storeys
- Shepperton: 5 storeys
- Sunbury Cross: 5 storeys (north side), 8 storeys (south side). Further detail in Chapter 5, Areas of Change.



Development between different heights may:

1. Have one clear storey higher than the lower adjacent building
2. Have one storey higher than the taller adjacent building, provided it is set back from the building line and the flank facing the lower adjacent building

Development between similar heights may:

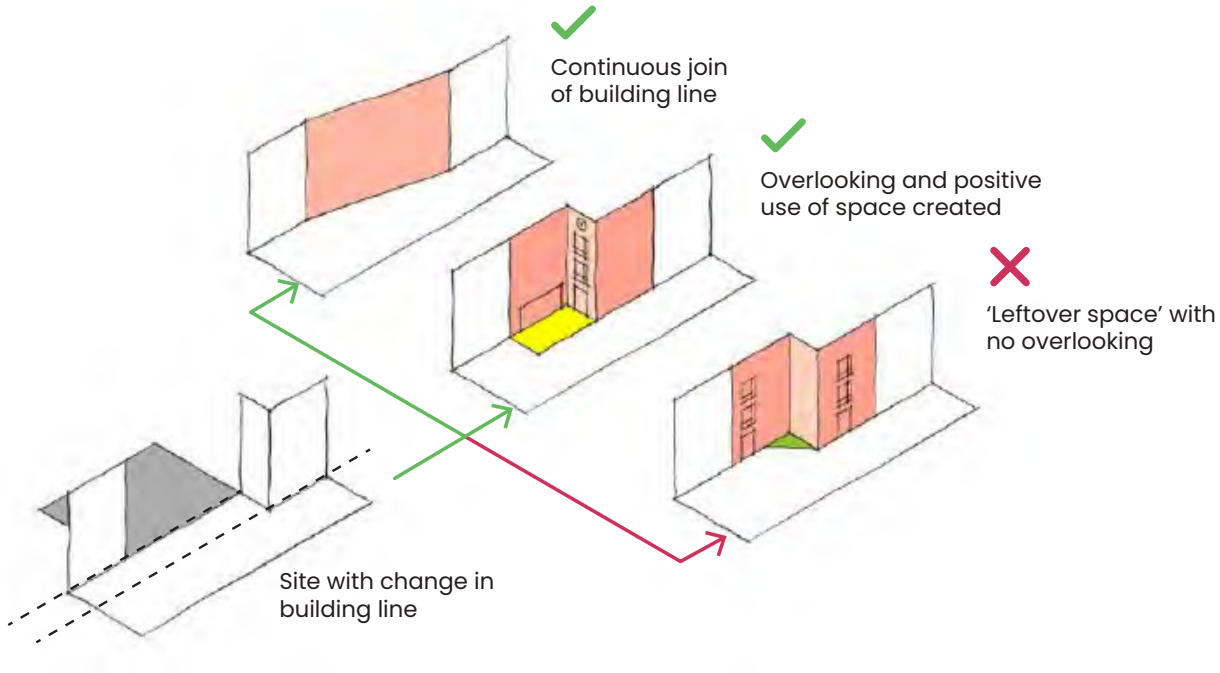
3. Have one clear storey higher than adjacent buildings

HS-2 BUILDING LINES

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

New development **must**:

- Match the surrounding building line and build to the front of the plot
- Ensure where possible at least a 2m footway width in front of the building
- Join adjacent buildings with a party wall
- Where there is a change in building line from one side of a plot to another address the change as shown to in the diagram to the right



HS-3 BUILDING GRAIN

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

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

- Staines-upon-Thames: 6-10m
- Ashford: 5-10m
- Shepperton: 6-20m, with most buildings wider than 10m subdivided visually
- Sunbury Cross: 6-10m, with most buildings wider than 10m subdivided visually



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



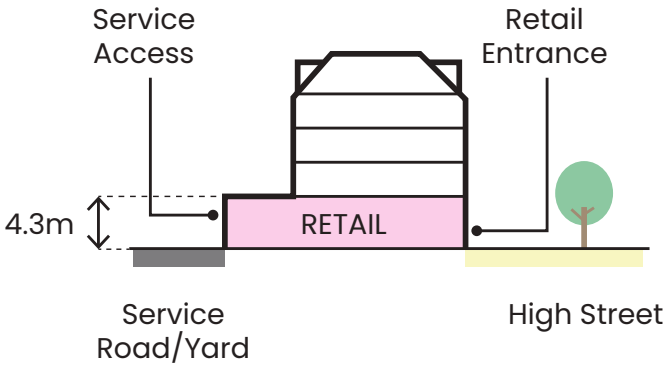
Subdividing the frontage of a single building to match the prevailing grain and rhythm of a Hlgh Street (Lower Marsh, Waterloo)

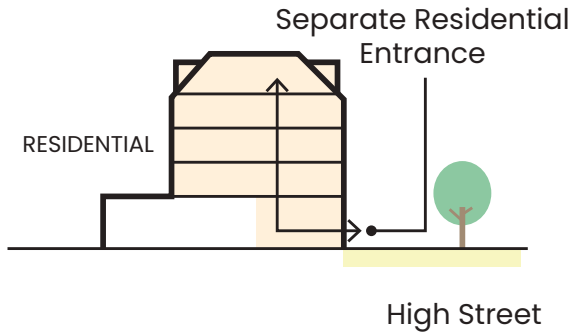
HS-4 VERTICAL MIX OF USES

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

Buildings **must:**

- Have a commercial ground floor suitable for flexible retail use, with a storey height of at least 4.3m to allow for future changes in use
- Have either office or residential dwellings (apartments) on upper floors, with storey heights typically lower, of around 3m
- Have separate entrances for upper floor offices or dwellings, from the High Street
- Locate servicing for retail units to the rear of the building

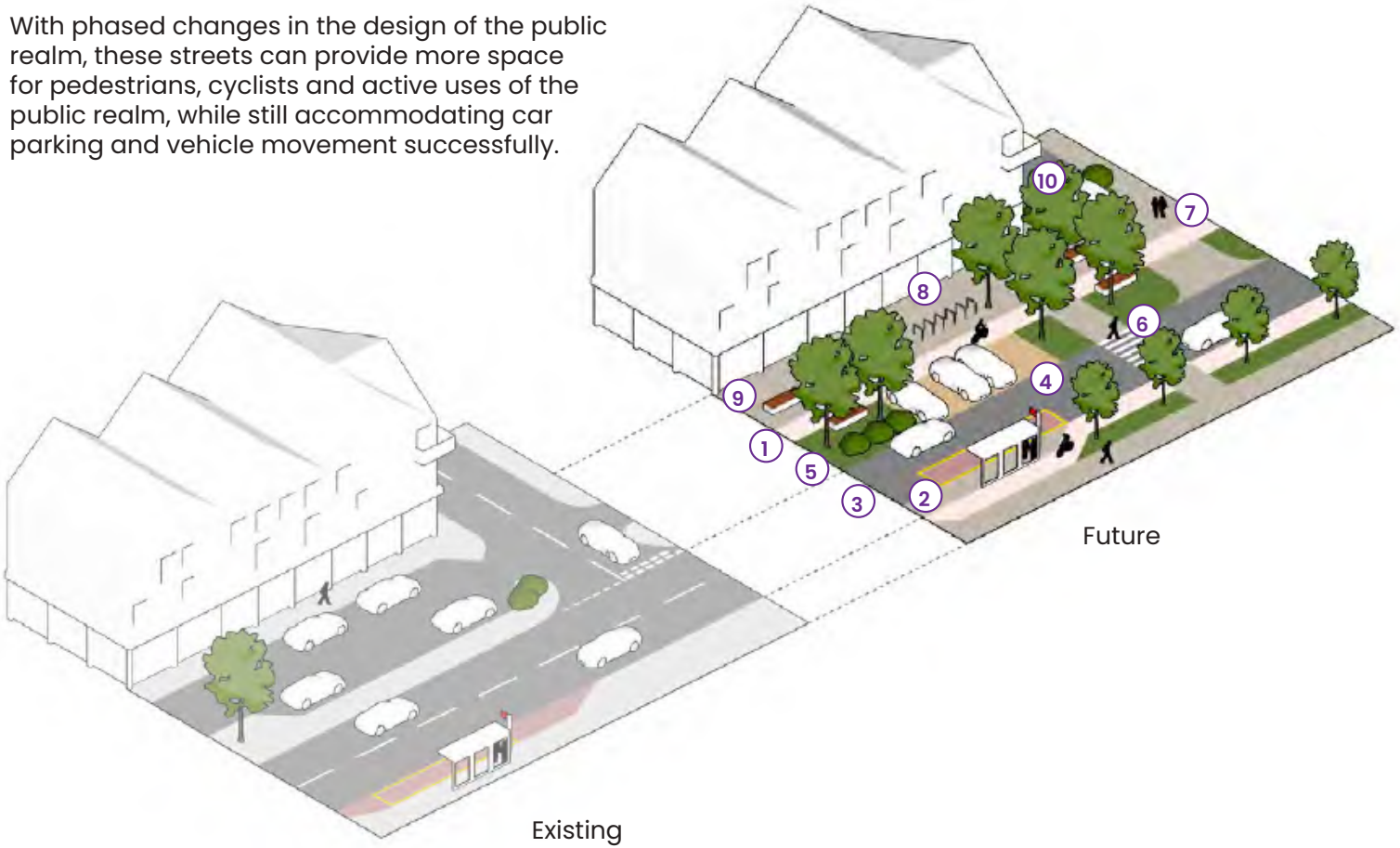




HS-5 HIGH STREET PUBLIC REALM

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

With phased changes in the design of the public realm, these streets can provide more space for pedestrians, cyclists and active uses of the public realm, while still accommodating car parking and vehicle movement successfully.



Future

Existing

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

Public realm changes to High Streets must follow the principles of Surrey's Healthy Streets Design Code.

Spelthorne's High Streets **should**:

1. Include dedicated cycling provision to LTN 1/20 standards
2. Provide dedicated passenger waiting space at bus stops that does not block footways
3. Limit vehicle carriageway widths to the minimum required
4. Provide on-street parking as bay, parallel or angled arrangements off the main carriageway, with differentiated surface treatments and a maximum of six parking spaces in a run
5. Integrate parking bays into a flexible planting and street tree strip, which can also accommodate seating, lighting, cycle parking and wayfinding
6. Provide frequent pedestrian crossings at key desire lines
7. Provide continuous footways at junctions with side roads
8. Include frequent cycle parking at gateways and junctions along the street
9. Include seating at least every 50m
10. Use streets and landscape design to mark key nodes in the street

HS-6 FACADES AND SHOP FRONTS

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

Shop fronts **must**:

- Adopt a unified approach to shop front design where buildings are architecturally in the same group within a terrace (e.g. the same building) (diagram centre right)
- Adopt an individual approach to shop front design buildings are individual (diagram far right)
- Reflect the width of historic plot pattern in their design



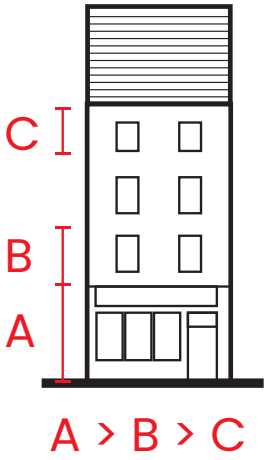
Unified approach to shop frontages on the same terrace of buildings



Individual approach to shop frontages on individual buildings

High Street facades **must**:

- Have a roof visible from the street, e.g. a gable end, pitched roof or mansard roof. Flat roofs will not be accepted.
- Have a base of a single storey, used as a shop front
- Be visually proportioned so that floor and window heights decrease vertically
- Match the vertical rhythm of windows along the street
- Use materials with texture or decorative detail visible at close distances, such as brick, to create visual interest



Proportions of base, middle and top floors in relation to each other



Matching the vertical rhythm of windows along a High Street



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

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

Town Centre Neighbourhoods

OVERVIEW

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

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

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

CODED DEVELOPMENT TYPES

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

AREAS OF CHANGE

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

LOCATIONS



DESIGN AIMS

Due to the importance of design quality in new and emerging Town Centre Neighbourhoods, Design Aims and corresponding Requirements are set out across six themes:

- The Street & Ground Floor
- Scale & Massing
- Open Spaces
- Homes & Practicalities
- Detail & Richness
- Climate Change & Sustainability

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

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


Variety of types of home - duplexes, maisonettes, apartments and others
Range of private and shared amenity spaces
Space for nature as well as people
Local faciliities and shops
Getting about by walking and cycling is the most attractive option
Safe, attractive and green public open spaces

The Street & Ground Floor

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



Residential active frontage



Spill-out space for cafe seating on walking route

DESIGN AIMS

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

- Maximise active frontages at ground level, whether they be commercial or residential
- Connect the indoors with the outdoors, with appropriate ground floor uses aligned to the adjoining public realm or outdoor space
- Use the built form and design of the public realm to ensure all space has a positive purpose
- Provide a network of streets that prioritise people and active uses over cars, designed on 'superblock' principles
- Include street trees and planting in the public realm

TC-S1 ACTIVE FRONTAGES

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

Development **must:**

- Locate frontages with a higher level of activity on busier streets
- Locate active frontages to provide passive surveillance of surrounding areas which lack overlooking from other buildings
- Not have more than 10m of continuous inactive or low activity frontage
- Have ground-floor entrances to homes, retail or commercial space at least once every 10m

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

TC-S2 SPILL-OUT SPACE

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

Development **must**:

- Provide 'spill-out' space of at least 2m width on high activity retail and commercial frontages where there is direct sunlight and shelter from winds
- Demarcate spill-out space, e.g. by a change in surface materials

Development **should**:

- Align internal uses (e.g. cafes) with external spaces (e.g. squares and open spaces)
- Provide shelter of spill-out space through temporary or retractable awnings

Types Of Frontage

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

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

High Activity

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

Medium Activity

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

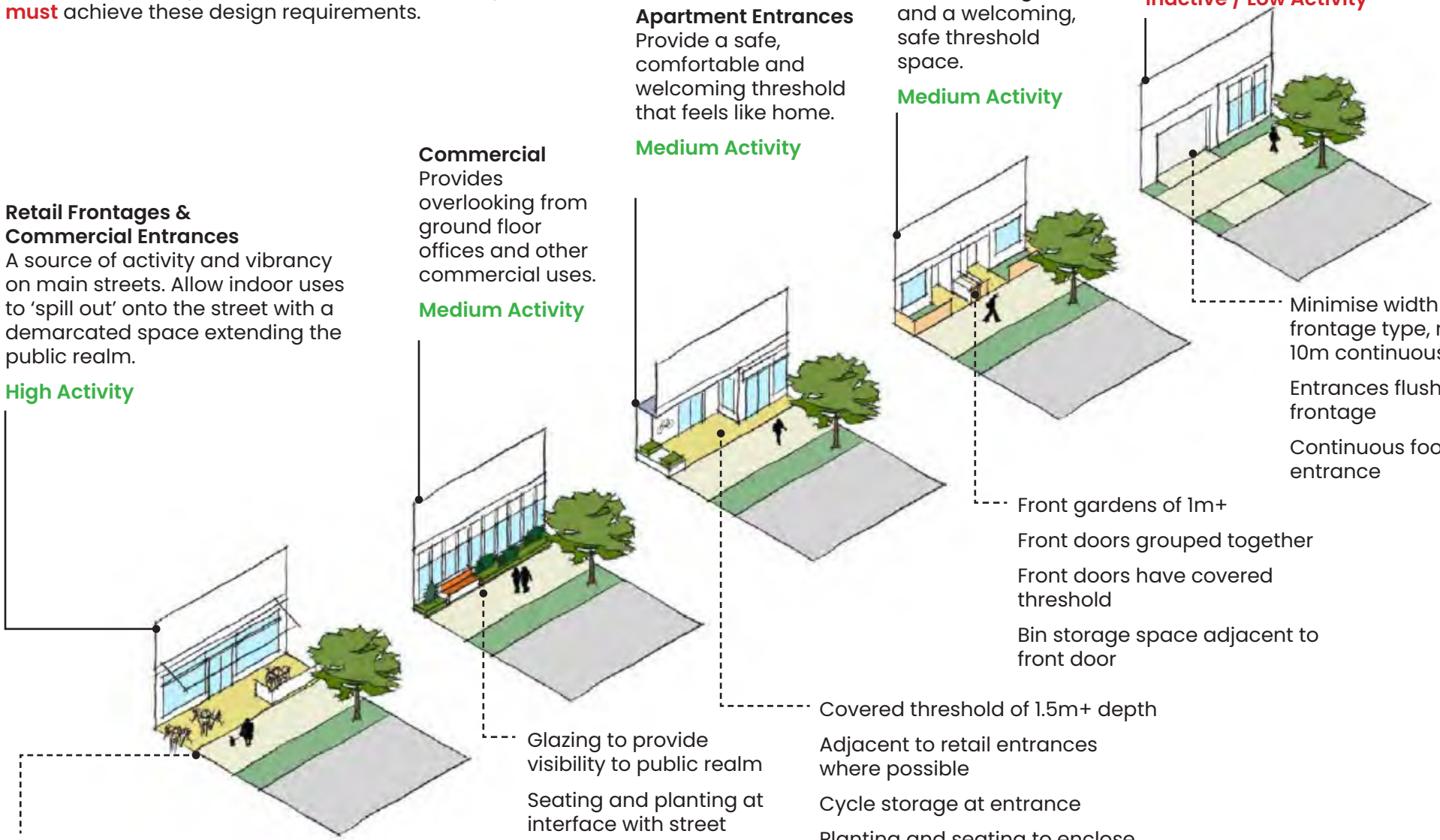
Medium Activity

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

Medium Activity

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

Inactive / Low Activity



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

Retractable awnings

Glazing to provide visibility to public realm

Seating and planting at interface with street

Covered threshold of 1.5m+ depth

Adjacent to retail entrances where possible

Cycle storage at entrance

Planting and seating to enclose threshold space

Front gardens of 1m+

Front doors grouped together

Front doors have covered threshold

Bin storage space adjacent to front door

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

Entrances flush with frontage

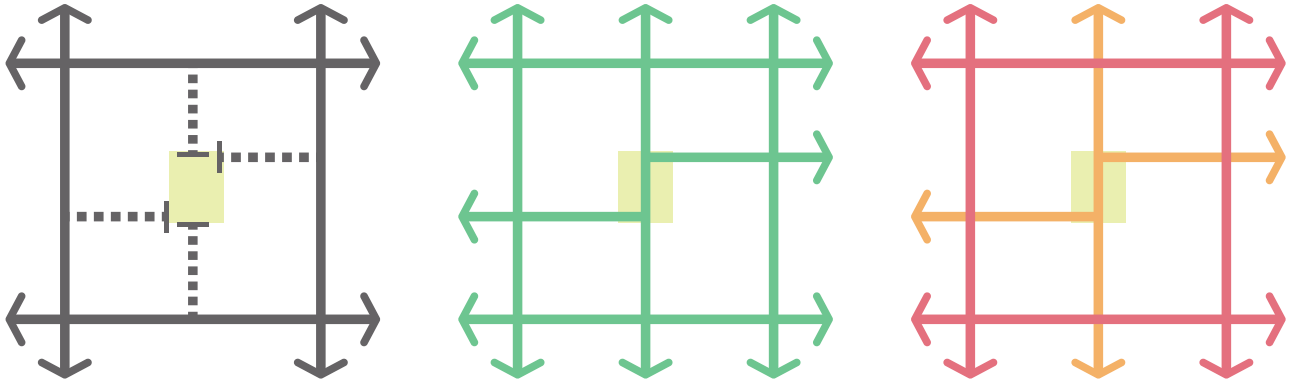
Continuous footway past entrance

TC-S3 STREET NETWORKS AND DESIGN

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

- Streets within town centre neighbourhoods should be designed as Pedestrian Priority Streets, to prioritise active travel, and the use of the street for play, relaxation, socialising and active uses such as cafes or similar.
- Streets at the edge of town centre neighbourhoods, which are today designed as large traffic-dominated roads, should be re-imagined as Multi-Modal Streets.

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



Neighbourhood street network design approach

TC-S4 STREET TREES AND PLANTING

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

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



Street trees and planting in a residential street



Trees providing shade in public open space

Types Of Street

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



Pedestrian Priority Street

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

1. Have a shared surface area of at least 5m wide to provide occasional service access or limited access to car parking
2. Have a planting or landscape strip e.g. of at least 3m wide to be able to accommodate street trees, cycle parking, seating, lighting, planted areas, informal play features and surface water management
3. Have a minimum 2m wide footway to provide pedestrian access to homes
4. Use differentiated surface materials at junctions between pedestrian priority streets

Multi-Modal Streets

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

Multi-Modal Streets **must**:

1. Be fronted by built form with active ground floor frontages
2. Include dedicated cycling space to LTN 1/20 standards
3. Have regular pedestrian crossings that connect with desire lines
4. Be tree-lined and include planting areas, retaining existing street trees
5. Include a flexible strip of planting, seating, cycle parking to help delineate movement modes from each other
6. Reduce the space dedicated to vehicle traffic



Scale and Massing

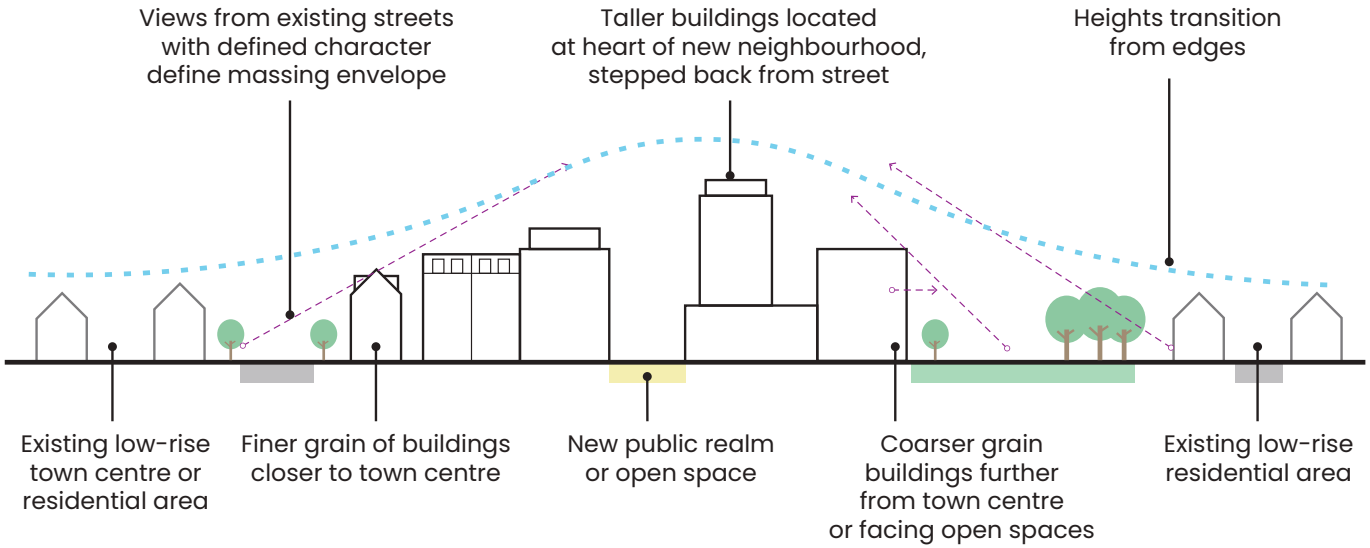
Scale and massing must be contextually-sensitive and successfully manage transitions to surrounding areas whilst ensuring an efficient use of land. High density does not need to mean high-rise, and well-designed medium-rise schemes are strongly encouraged in all of Spelthorne's town centre neighbourhoods.

DESIGN AIMS

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

- Consider and minimise the impact on how they will be perceived from the street and areas of local distinctiveness and importance
- Make a positive choice of massing typology that balances integrating with the existing context with the need for efficient use of land in accessible, sustainable locations
- Ensure massing, especially of tall buildings:
  - has a varied elevation over their height
  - does not to overwhelm the scale of the surrounding street
  - breaks up elevations through use of materials and facade design
  - keeps a street level microclimate, daylight levels and wind effects that is comfortable

TC-M1 NEIGHBOURHOOD MASSING APPROACH



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

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

New town centre neighbourhoods **must**:

- Transition in height and urban grain from surrounding areas
- Locate taller buildings away from existing low-rise areas

The effect of change on the skyline and character of Staines-upon-Thames is important to the community.

Existing tall buildings in Sunbury Cross create a poor environment which could benefit from mid-rise development.

DENSITY IN SPELTHORNE'S TOWN CENTRE NEIGHBOURHOODS

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

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

LOWER DENSITY → HIGHER DENSITY

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

TC-M2 DEVELOPMENT TYPOLOGIES

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

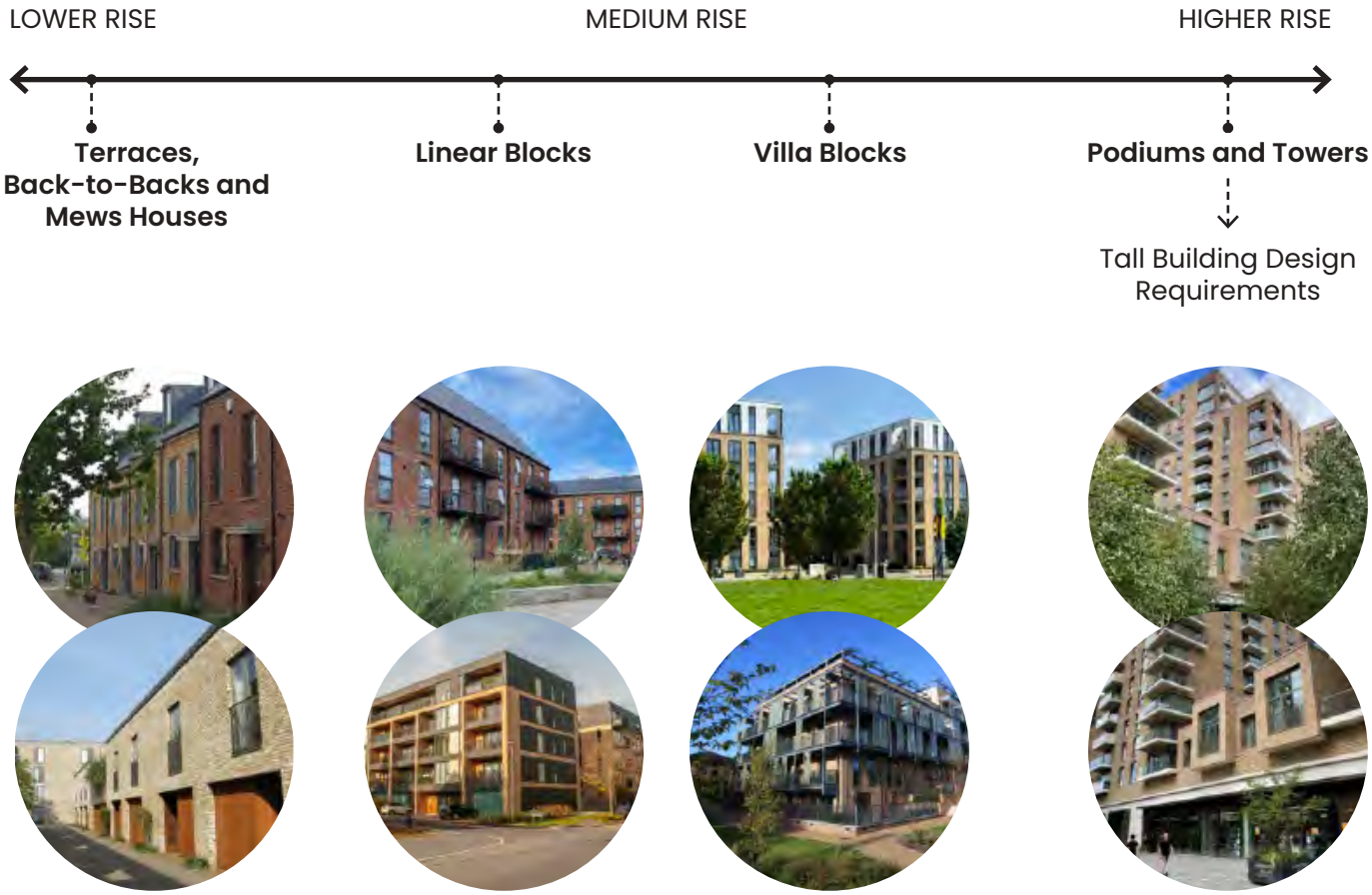
- More closely reflect prevailing character
- Can integrate a wide variety of dwelling types
- Retain a more human scale to streets and the built environment
- Retain a closer connection between residents in dwellings and the surrounding public realm

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

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

- Key dimensional requirements
- Design requirements addressing the design themes of the town centre code
- Where they might be considered and are most appropriate

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



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

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

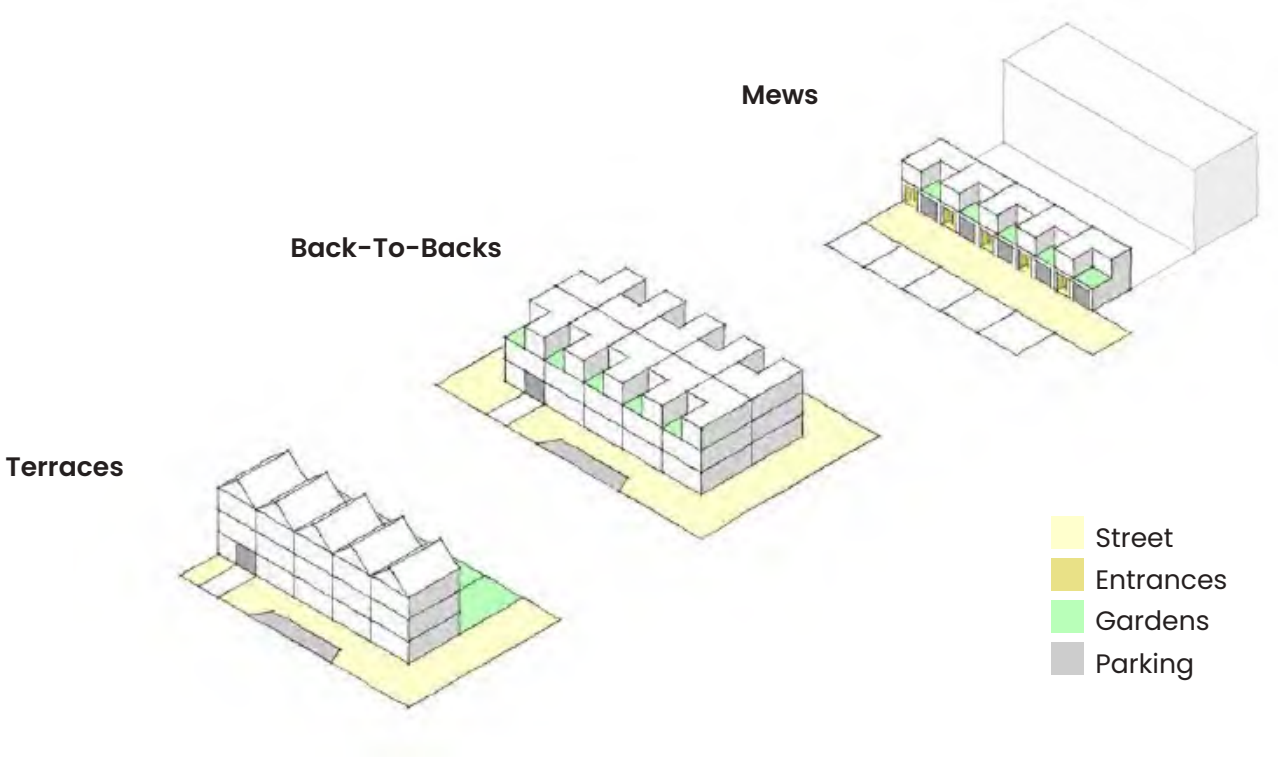
Dimensions this type **must** observe:

- Height up to 3 storeys
- Typically 2-4 bed homes
- Building depth 8-10m
- Frontage width 5-8m

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

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

Providing family homes within town centre neighbourhoods is strongly supported.



DESIGN REQUIREMENTS

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

Street and Public Realm

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

Scale and Massing

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

Open Spaces

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

Homes and Practicalities

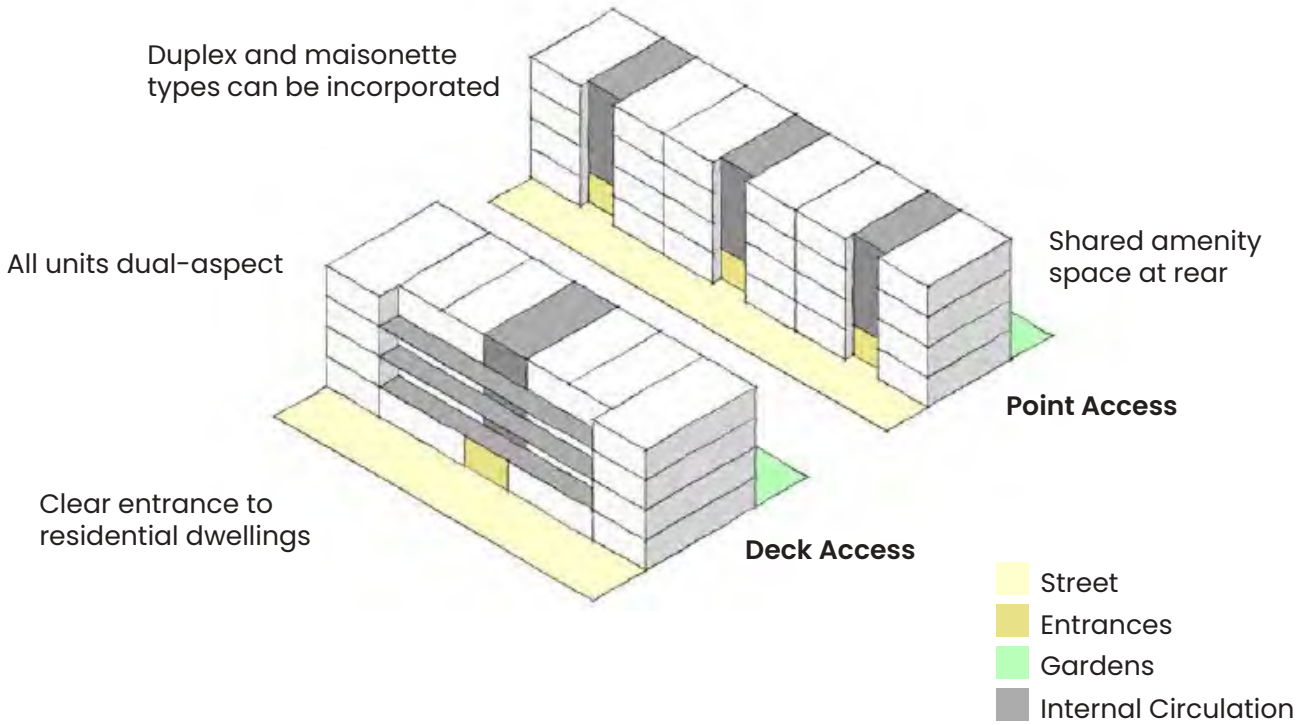
- Front doors on street for all homes
- Car parking on-street, in off-plot parking areas or integral to homes
- Single-aspect types not located facing primarily north or south, to prevent overheating or lack of access to daylight

Medium-Rise: Linear Blocks

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

Dimensions this type **must** observe:

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



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

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

DESIGN REQUIREMENTS

Linear blocks **must** include:

Street and Public Realm

- Residential active frontages
- Any commercial ground-floor active frontages or uses located only on key corners or facing onto busier streets

Scale and Massing

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

Open Spaces

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

Homes and Practicalities

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

Medium-Rise: Villa Blocks

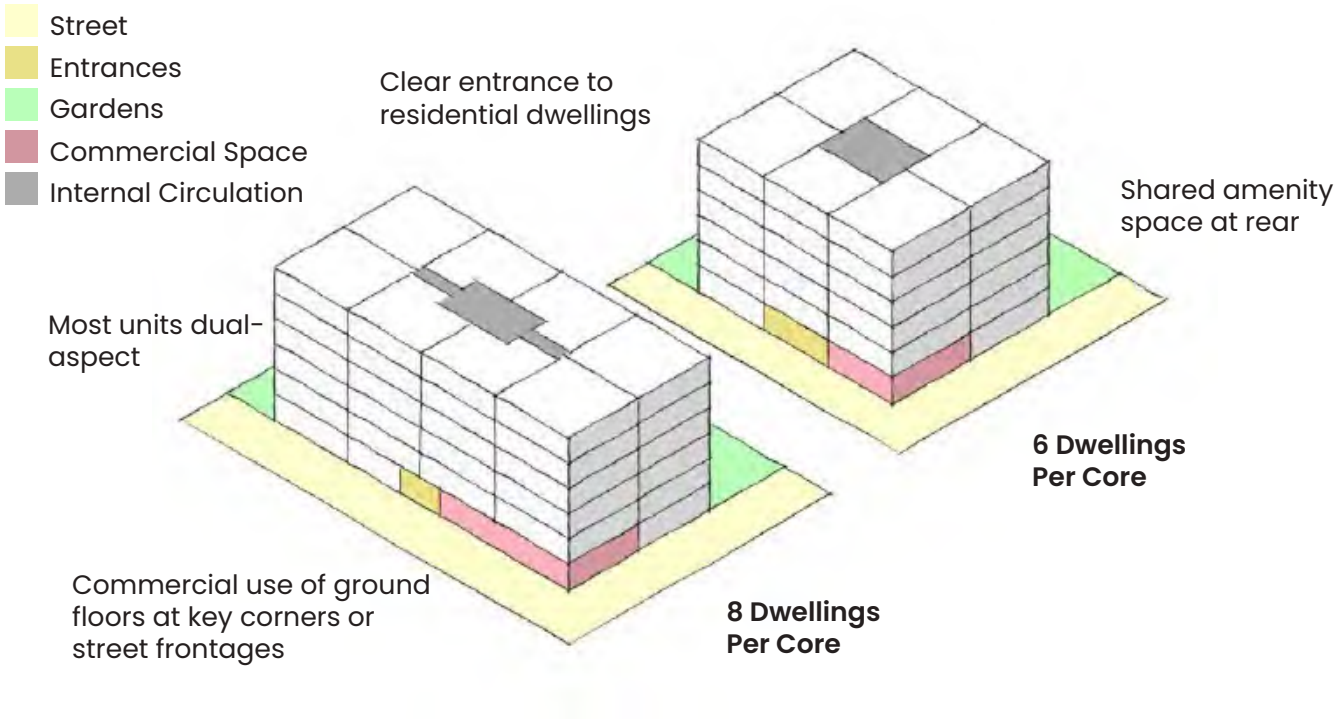
This typology can provide a flexible mix of higher density apartment buildings and ground-floor commercial uses set within a network of open space or as part of other typologies. They are typically double-fronted at ground level enabling them to be flexibly used, but care needs to be taken to ensure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

Dimensions this type **must** observe:

- Height typically 5-10 storeys
- Floors above 8 storeys should be set back
- Mix of 1, 2 and 3 bed apartments
- Building depth 16-20m
- Building width 20-30m
- Subdivision of frontage to create finer visual grain on larger buildings
- No more than eight dwellings on each floor served by a single core

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

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



DESIGN REQUIREMENTS

Villa blocks **must** include:

Street and Public Realm

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

Scale and Massing

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

Open Spaces

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

Homes and Practicalities

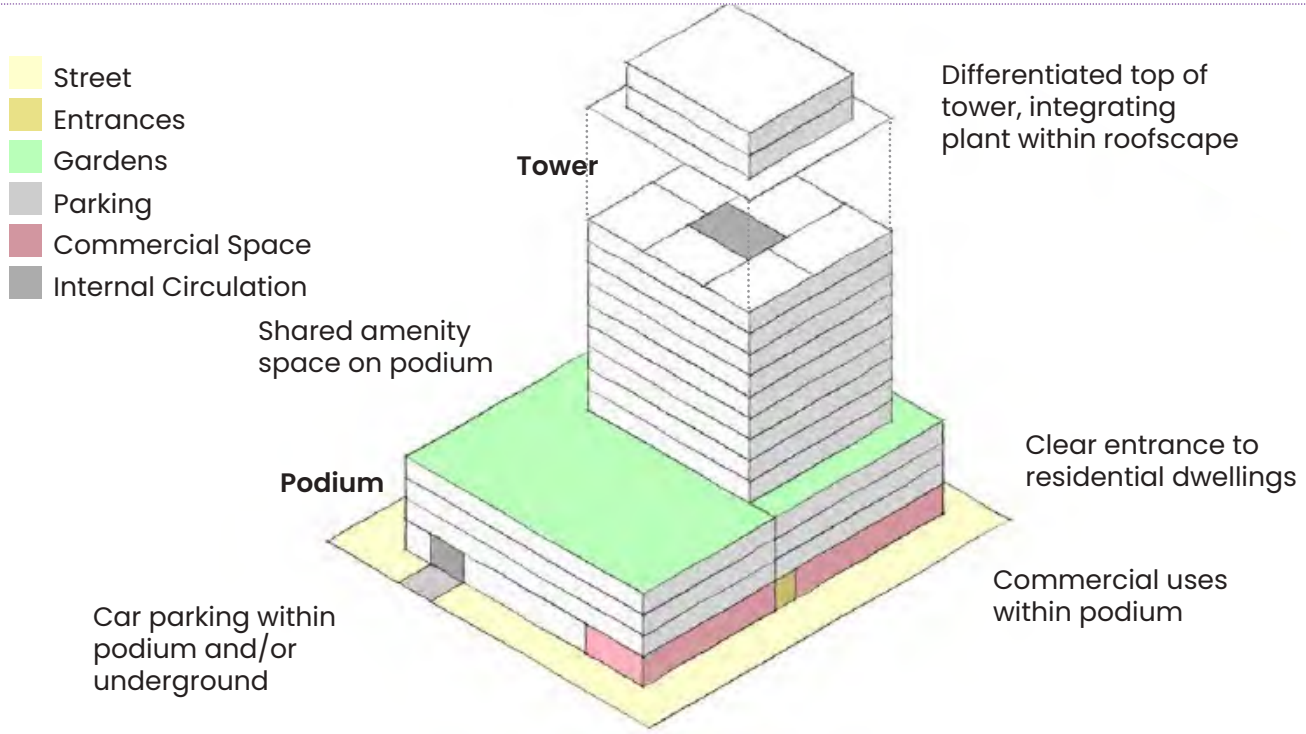
- Shared entrances for apartments can be provided on both sides of building
- At least half of units dual-aspect
- Central core providing access to all upper-floor units
- Shared refuse and cycle storage at ground level
- Individual entrances to units located on the ground floor
- Private gardens for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

Medium To High-Rise: Podiums And Towers

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

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

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



Dimensions this type **must** observe:

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

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

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

DESIGN REQUIREMENTS

Podiums and towers **must** include:

Street and Public Realm

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

Scale and Massing

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

Open Spaces

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

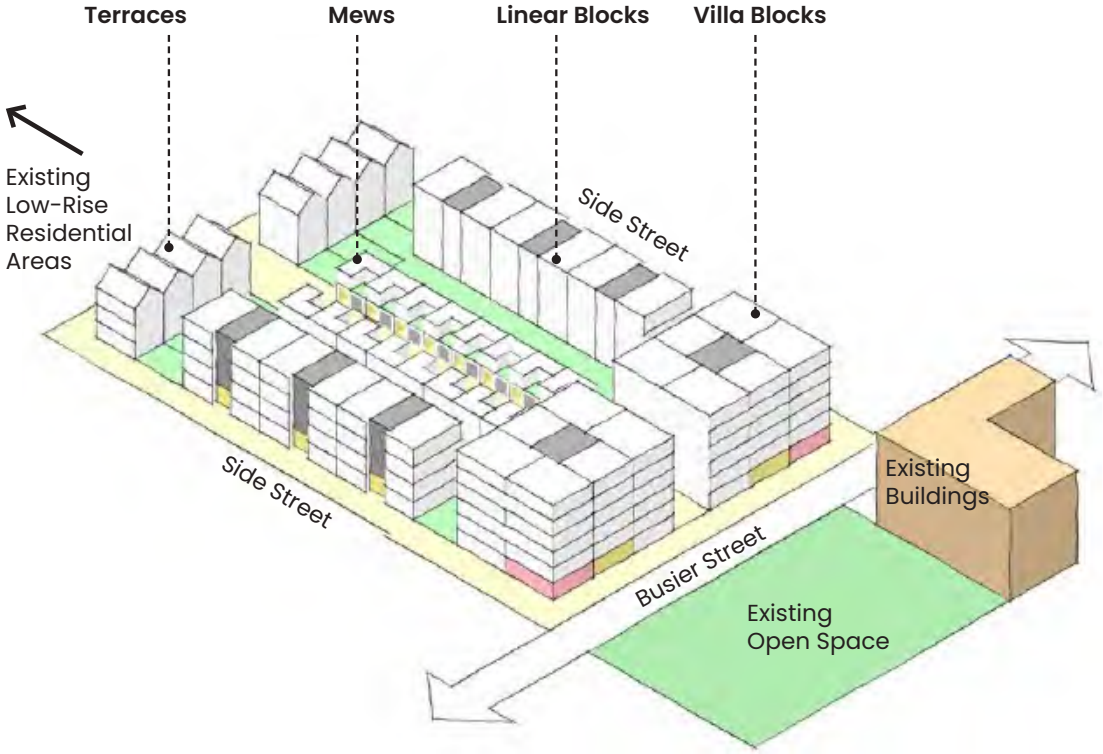
Homes and Practicalities

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

Applied Example 1

Approx 200dph, Floor Area Ratio 1.85

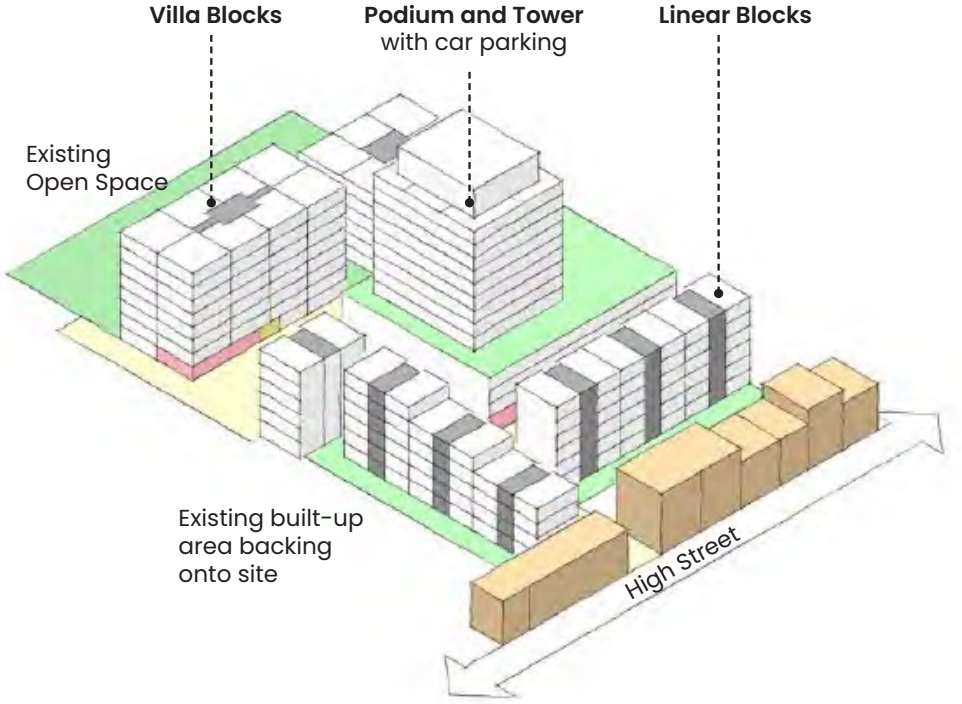
The site below is 100m x 60m, adjacent to a busy commercial street and surrounded by lower-rise side streets, that transition to existing residential areas. The example maximises the potential of the site by selecting typologies on side streets that provide moderate intensification of built form, and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



Applied Example 2

Approx 330dph, Floor Area Ratio 3.2

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



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

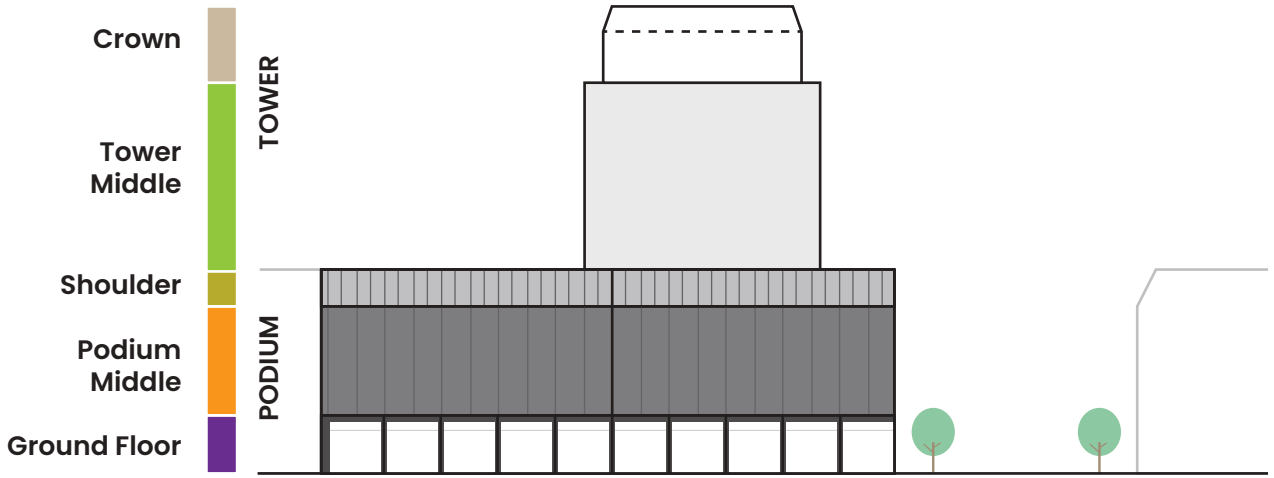
TC-M3 TALL BUILDING DESIGN REQUIREMENTS

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

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

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

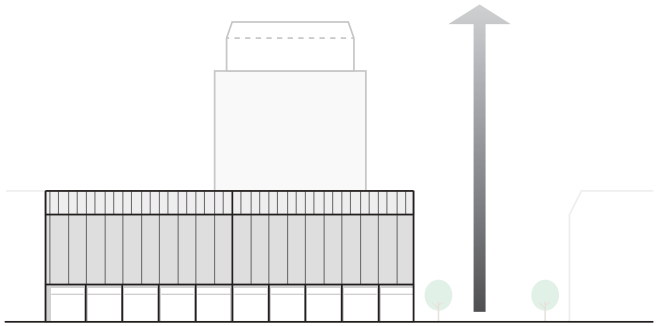
- Respect the scale of existing streets and areas that are valued and form part of the identity of place
- Be within coherent new neighbourhoods, following the overall approach to massing set out earlier in this section, creating an overall rhythm of height variation across the town centre, with taller heights grouped together
- Be adjacent to spaces that can 'absorb' their scale



Each of the distinct parts of a tall building **must** be designed as set out below and in the principles set out on the following page..

Ground Floor	Podium Middle	Shoulder	Tower Middle	Crown
Activated ground floor relating strongly to street/ public realm	Main part of street facade elevation	Visibly differentiated top of street facade	Set back mass of tower, arranged to not dominate street	Visibly differentiated top of the building for longer views
Taller heights (typically 4.3m) to provide future flexibility of use	Balconies facing street should be inset or partially inset	Reduced storey height or levels of glazing to 'cap' facade	Balconies should be inset	Plant integrated within roof design
High levels of glazing when commercial uses specified	High levels of detailing and articulation to ensure visual interest	Maximum height should ensure visual connection between floor and street (typically 6 storeys)	Set tower back from plot edge	'Penthouse' accommodation can be incorporated within crown

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

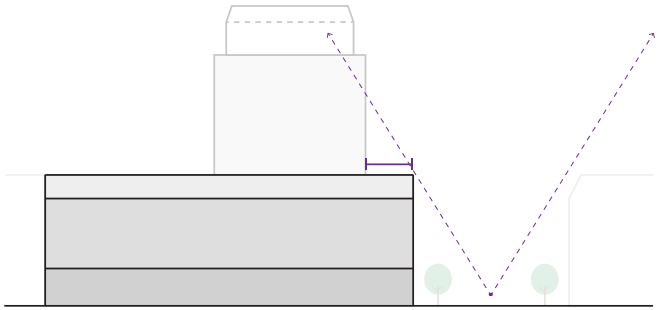


Breaking Up Massing

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

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

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

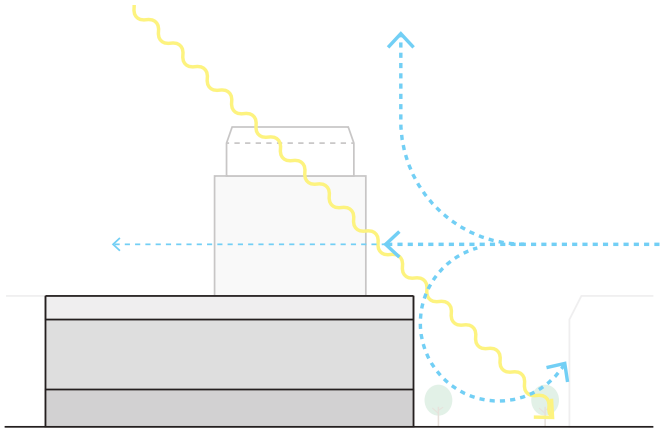


Scale Of The Street

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

Shoulder heights on existing streets **must** be set at or one storey above the prevailing heights. For new streets, shoulder heights are a maximum of 6 storeys.

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



Microclimate

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

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

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

Open Spaces

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

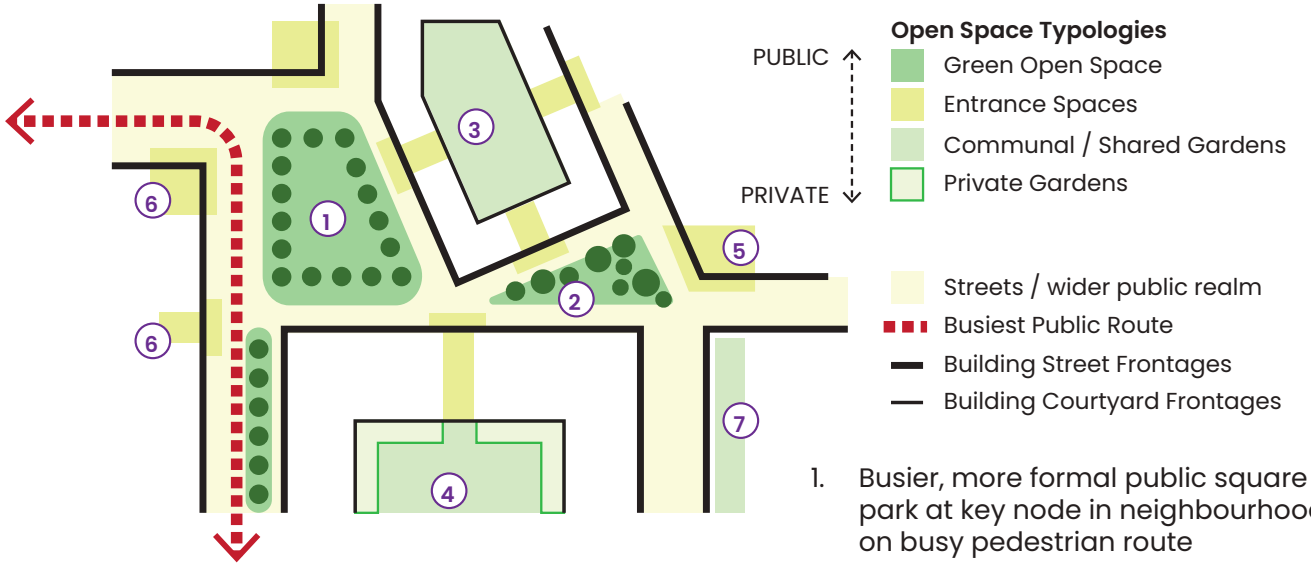
DESIGN AIMS

Open Spaces in Town Centre Neighbourhoods **will**:

- Be safe and secure (and perceived to be so) for all user groups at all times of day
- Encourage physical activity, enable social interaction, provide access to nature and be inclusive
- Be of a variety of types appropriate to a town centre context and their intended use
- Include provision of shared amenity space for residents to use regardless of tenure

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

TC-01 NEIGHBOURHOOD OPEN SPACE APPROACH



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

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

New town centre neighbourhoods **must**:

- Clearly define public and private spaces
- Ensure the intended character of open spaces reflects the activity of connecting streets, with busier spaces on busier streets

1. Busier, more formal public square or park at key node in neighbourhood on busy pedestrian route
2. Quieter neighbourhood incidental green space away from main routes, with seating, informal play areas and a less formal character
3. Ground-level communal garden
4. Podium-level communal garden with private gardens for dwellings at edges
5. Building entrances at key corners and onto open spaces
6. Regular entrances to activate street
7. Shared roof terrace in setback area above street

TC-O2 SAFETY AND SECURITY

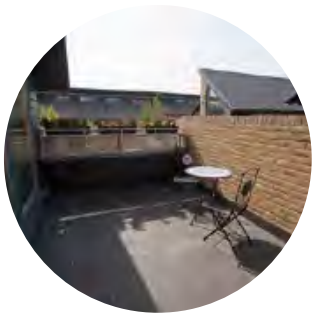
Open space typologies are defined on a continuum of public to private use, which defines their role and key uses within an open space network.

Alll open space **must** implement the principles set out in Secured by Design.









PUBLIC — **PRIVATE**

TYPE OF SPACE	Public Open Space	Entrance Spaces	Communal / Shared Gardens Roof Gardens	Private Gardens Balconies
ROLE AND KEY USES	Outdoor amenity Exercise Social interaction Movement	Transition from public to private Welcome and safety Cycle storage Waste management	Relaxation Exercise Friends and family Children's play Community interaction	Relaxation Gardening and hobbies Private space
SAFETY AND SECURITY	Primarily provided by street activity, passive surveillance and lighting	Design and layout - defensible space Passive surveillance and lighting Active measures (access control, CCTV)	Access control from public realm, through entrance spaces Access from internal circulation	Private access from homes
DETAILED REQUIREMENTS	See p.72	See p.XX	See p.78	See p.79

TC-04 PUBLIC OPEN SPACES

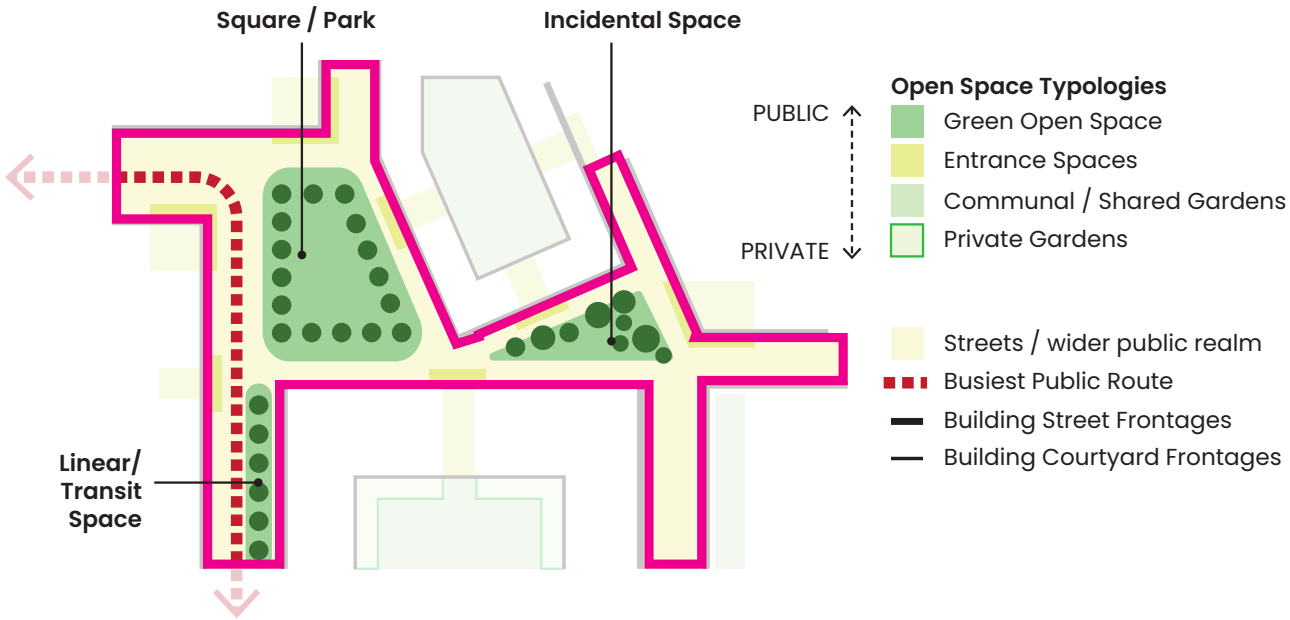
Public open spaces **must**:

- Be overlooked by surrounding built form, with active frontages at ground level
- Provide seating at least once every 50m along active travel routes
- Provide visitor cycle parking
- Be universally accessible to all abilities
- Be well-lit with no concealed spaces
- Include planting and trees for shade and shelter
- Include surface water management systems and solutions including permeable paving, permeable planted areas, rills, drains and other water management features
- Connect to and extend active travel routes through the space to LTN 1/20 standards
- Be protected from vehicle traffic through bollards or other boundary treatments

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

- Events space in larger, busier open spaces
- Gathering and socialising spaces
- Community garden space in quieter, neighbourhood spaces
- Informal and designated play areas, outdoor gyms and trim trails

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





'Play on the way' in streets



Seating, movement, gathering and relaxation space as an integral part of landscape design



Flexible use of existing open space for events and temporary seating

Squares and Parks





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

- High levels of enclosure by surrounding built form, with a width:height aspect ratio of between 1.5:1 and 3:1
- A mix of hard and soft landscaping, seating, trees for shade and a focal point of interest
- Typical maximum dimensions of around 50-70m along the edges

Courtyards and Incidental Spaces





Courtyards and incidental spaces enclosed by built form **must**:

- Be used positively for functions such as cycle parking, surface water management, informal play space and biodiversity enhancement
- Be smaller in size than squares and parks, and typically quieter in feel and character
- Have passive surveillance and good lighting
- Have sufficient daylight to avoid spaces become dark and unpleasant

Linear and Transit Spaces





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

- Have high levels of enclosure by surrounding built form with active frontages throughout
- Have a maximum width of around 30-40m
- Be varied in character along their length to ensure legibility
- Clearly delineate through active travel routes

TC-O5 SHARED/COMMUNAL OPEN SPACES

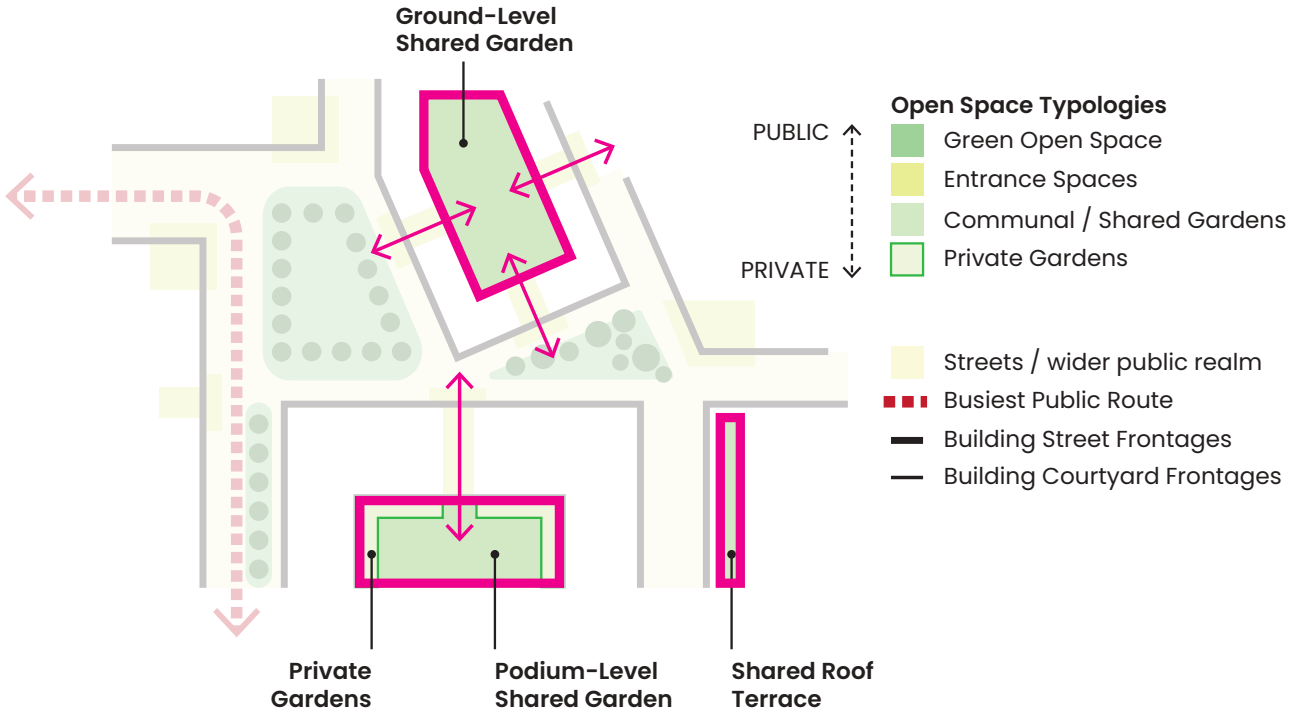
Shared open spaces **must**:

- Be universally accessible to all abilities
- Be overlooked by surrounding dwellings, with levels of lighting so as not to disturb residents
- Be separated from residential units by a minimum of 1.5m of defensible buffer space (e.g. a private garden) or boundary treatment to provide privacy
- Provide regular seating, mixed in groups for socialising and individually for relaxation
- Include planting and trees for shade and shelter, and to provide permeable surfaces
- Achieve a minimum of 2hrs sunlight covering at least 50% of their usable area on March 21st
- Be a minimum of 21m wide to provide privacy between dwellings. Subject to daylight requirements, this may be reduced if windows and built form are arranged in a manner so as to provide privacy between facing dwellings.

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

- A mix of different gathering and socialising spaces, and more secluded spaces for relaxation
- Community gardens and food production
- Informal play areas, outdoor gym equipment
- New habitats and natural spaces

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





Private garden space facing shared community garden



Shared roof terrace space sheltered from prevailing winds



Seating arranged in groups to encourage socialising

Ground-Level Gardens





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

- Be separated from the public realm by built form or other features that provide privacy, access control and visual separation
- Have a clear buffer and boundary treatment of up to 1.2m high to homes fronting or backing onto the space

Podium Gardens





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

- Be planted with plants with smaller rooting requirements
- Be connected directly to vertical circulation and entrances in surrounding buildings
- Have a clear buffer and boundary treatment of up to 1m high to homes fronting or backing onto the space

Roof Gardens and Terraces





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

- Be sheltered (by surrounding built form or other features in their design) from prevailing and northern winds, and make the most of solar gain through their aspect
- Be planted with species of a lower height that can survive at height and with less soil

Homes and Practicalities

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

DESIGN AIMS

Homes in Town Centre Neighbourhoods **will**:

- Be sized to Nationally Described Space Standards and include a flexible mix of storage space
- Be of a mix of dwelling types to create inclusive and balanced new places
- Be mostly dual-aspect dwellings
- Have safe, welcoming entrances from the street with essentials such as waste, recycling and cycle storage close to the front door
- Provide sufficient private outdoor amenity space for all residents
- Accommodate vehicle and cycle parking

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

TC-H1 SPACE STANDARDS

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

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

Table 1 - Minimum gross internal floor areas and storage (m^2)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

TC-H2 MIX OF HOMES

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

Dwellings **must**:

- Be designed to be tenure-blind with no differentiation between affordable and market tenures.
- Not have different entrances to market units, or different access to shared open spaces.

TC-H3 DWELLING ASPECT

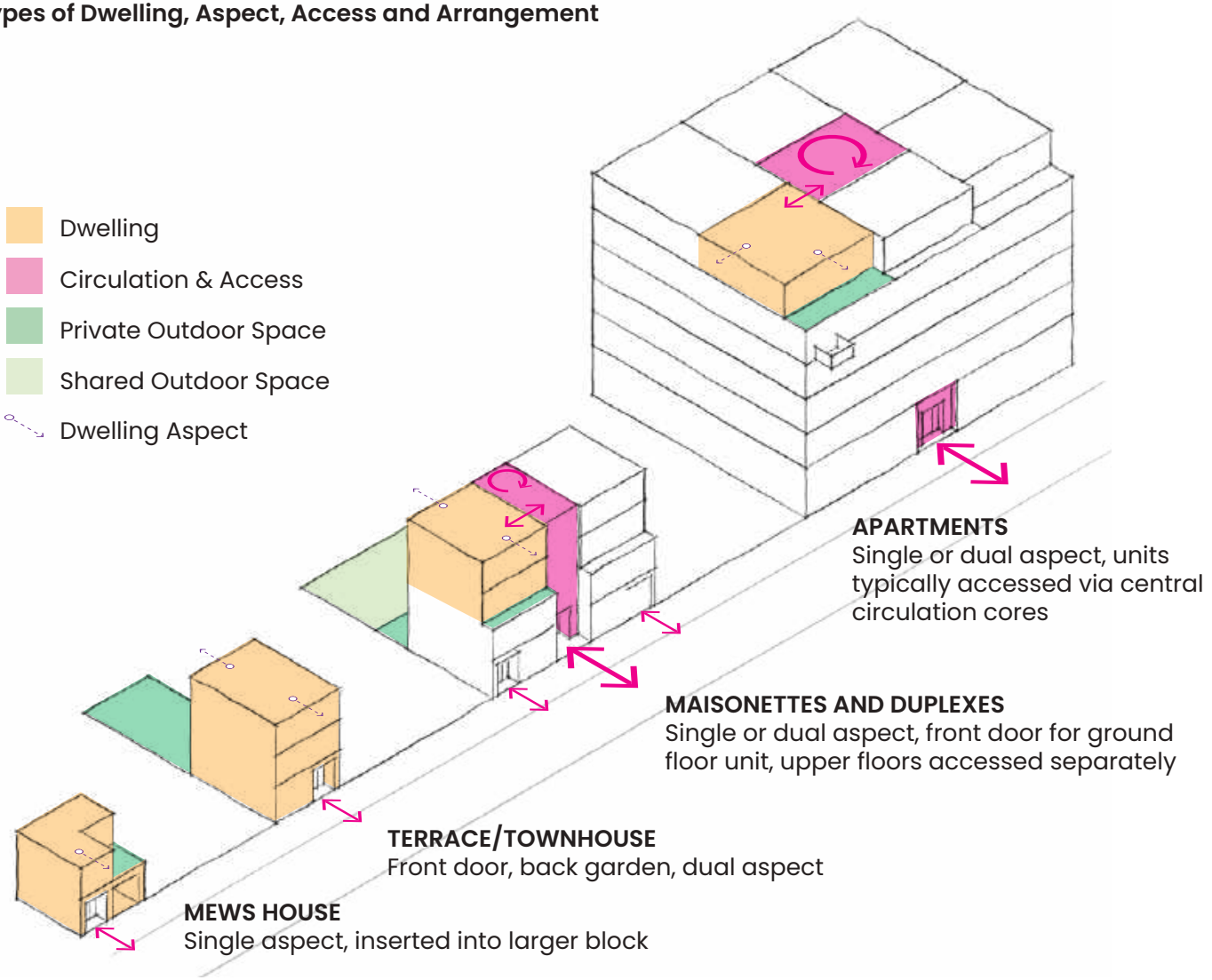
Dwellings which have dual aspects have several benefits for residents, including:

- Sunlight at multiple times of day for passive heating and access to natural daylight
- Passive cooling in hotter weather from breezes through the building

Development **must:**

- Maximise dual aspect dwellings
- Size dwellings with aspects on opposing sides to be no more than 12m deep
- Size dwellings with aspects at right angles to be no more than 8m deep from a window
- Size single-aspect dwellings to be no more than 8m deep
- Orient single-aspect dwellings along an east/west direction to ensure access to daylight without excessive build-up of heat.

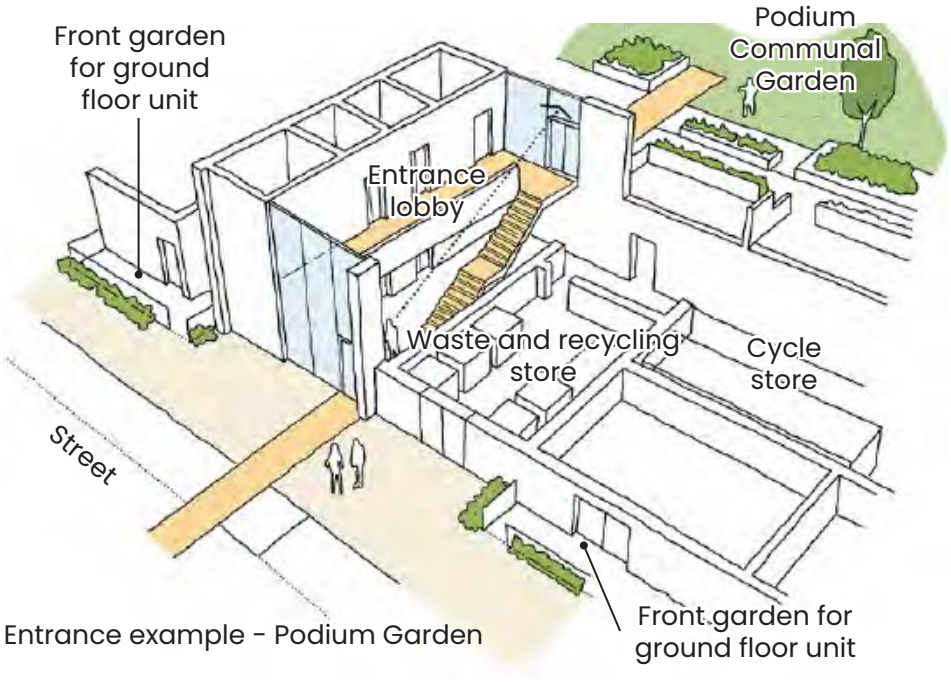
Types of Dwelling, Aspect, Access and Arrangement



TC-H4 RESIDENTIAL ENTRANCES AND CIRCULATION

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

Within fluvial flood risk areas, all entrances, shared or private, **must** have stepped access above street level and a dry pedestrian evacuation route.



Entrance example - Podium Garden





Shared Entrances

Shared residential entrances **must**:

- Be located with a front door onto the street for legibility and to activate the street.
- Have an entrance lobby which is safe, welcoming, durable, well-lit and at least partially glazed onto the street.
- Have lifts and stairs within sight of the entrance area or clearly signposted.
- Have external windows for daylight and ventilation.
- Include space for parcels that does not require giving access to the whole building

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

- Secure residents' cycle parking, which may be accessed from the communal entrance lobby as long as there is a direct access off the lobby, or from a direct secure link to the street
- Waste and recycling stores should be located as close to residential entrances as possible, with an access to the street to enable possible collection directly from the store, rather than as a managed collection.
- Waste and recycling stores should not connect to the core internally as this poses a security risk and allows smells to enter the building.

Private Entrances

Single-dwelling residential entrances **must**:

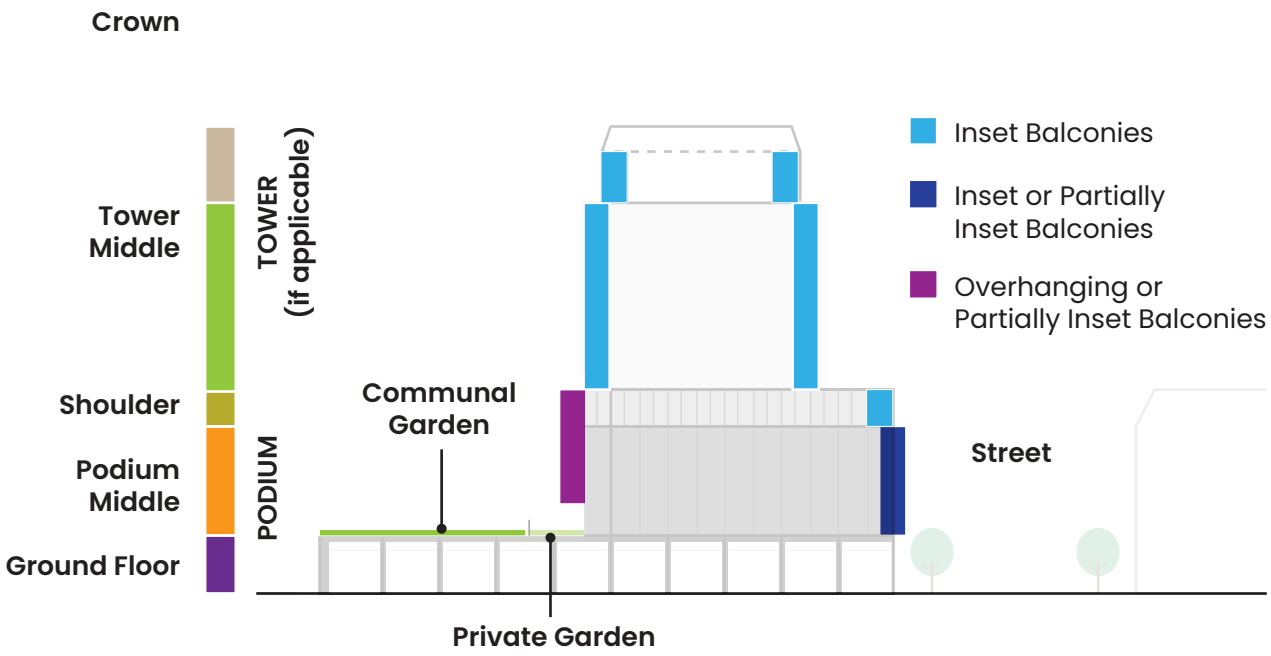
- Face the street or shared courtyard space for legibility and to activate the street/space.
- Be provided for ground-floor apartments and maisonettes from the street.
- Provide a sheltered, inset defensible space adjacent to the front door of at least 1m deep by 1.5m wide
- Include a covered space to store bins
- Include secure space to store cycles

TC-H5 PRIVATE AMENITY SPACES

Balconies

Balconies **must**:

- Be provided for all dwellings that do not have other forms of private outdoor space
- Have a minimum depth of 1500mm
- Have a minimum of 5m² of private outdoor space for all 2 person dwellings and an extra 1m² provided for each additional occupant.
- Have level access from a habitable room, ideally a living room or living area
- Comply with the acceptable locations for different forms of balcony set out on the right
- Where inset, be able to be at least partially closed from wind and rain
- Where overhanging, include a privacy screen between dwellings of 1.8m high



Private Garden Space

Private garden spaces **must**:

- Directly adjoin and have level access from the dwelling's living area
- Have a minimum depth of 2m
- Have a minimum of 5m² of private outdoor space for all 2 person dwellings and an extra 1m² provided for each additional occupant.
- Be the same width of the dwelling it serves
- Be clearly identified by boundary treatments, including railings, low wall, a hedge
- Have a privacy screen between dwellings of up to 1.8m



Privacy screens on protruding balconies



Private gardens between dwellings and communal garden

TC-H6 VEHICLE AND CYCLE PARKING

Living close to the town centre offers an opportunity to encourage active travel as a regular choice over frequent use of the car. In town centre neighbourhoods the aim should be to have fewer than one resident parking space per dwelling.

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

All town centre development **must**:

- Include visitor cycle parking
- Include convenient and secure cycle parking for residents, at a provision level of 1 space per 1-2 bed dwelling or 2 spaces per 3+ bed dwelling
- Include car parking designed to the requirements for the appropriate typology as set out on the following page
- Provide at least 10% of car parking spaces as disabled spaces of at least 3.6m x 5.0m
- Provide EV charging points within all shared car parking for at least 10% of spaces

All town centre development **should**:

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

Visitor Cycle Parking



Visitor cycle parking within the public realm



Visitor cycle parking within a residential courtyard

Visitor cycle parking **must**:

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

Residents' Cycle Parking

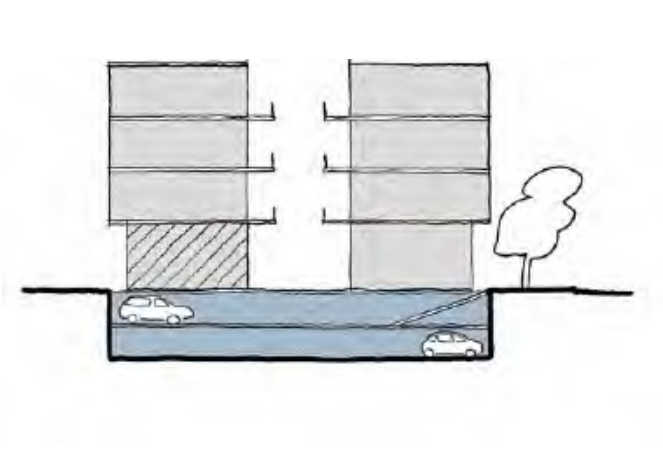


Secure cycle parking garage

Residents' cycle parking **must**:

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

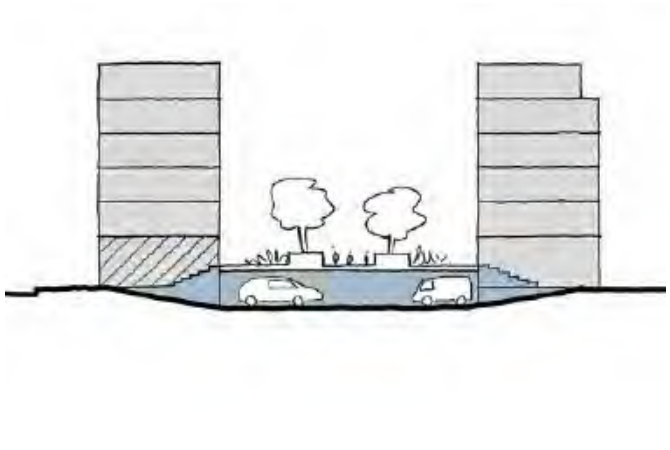
Underground Parking



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

- Be well-lit, ideally with some natural light
- Be well-ventilated
- Not compromise the provision of high-quality trees and planting in communal gardens above them
- Be accessed from an entrance away from main streets
- Have direct, secured access to internal circulation cores
- Have no negative impact on groundwater flows through an evidenced engineering solution, demonstrated as part of the planning application

Podium Parking



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

- Be well-lit, ideally with some natural light, and secure
- Be well-ventilated
- Not compromise the provision of high-quality trees and planting in communal gardens above them
- Be accessed from an entrance away from main streets
- Have direct, secured access to internal circulation cores
- Have no negative impact on groundwater flows through an evidenced engineering solution, demonstrated as part of the planning application

Integrated Parking



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

- have no more than 50% of the frontage used for parking access
- at least one street-facing window on the ground floor to provide passive surveillance

Surface or On-Street Parking



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

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

- Incorporate trees or planting at least once every five parking spaces
- Be surfaced with permeable paving

Detail and Richness

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

DESIGN AIMS

Town Centre Neighbourhoods **will**:

- Be designed to enhance the townscape of Spelthorne's places, providing interest, legibility and identity
- Have buildings with facades and elevations with richness, depth and detail, adopting an approach appropriate to the chosen architectural language of the building

Rich, detailed building facades are popular with the community.

TC-D1 TOWNSCAPE

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

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

Screened & Terminated Vistas



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

Projection & Recession



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

Enclosure



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

Incident & Punctuation



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

Deflection



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

Narrowing and Views Through



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

TC-D2 LEGIBILITY

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

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

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



Marker building terminating a view

Marker Buildings

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

Marker buildings **should** be located:

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

Marker buildings **must**:

- Be of similar grain and dimensions to surrounding built form
- Be differentiated from surrounding built form through the use of detailing, materiality, architectural treatment or orientation. Minor variations in height from prevailing built form is acceptable.



Landmark building in prominent location

Landmark Buildings

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

Landmark buildings do not have to be tall, and they should be used sparingly in development.

Landmark buildings **should** be located:

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

Landmark buildings **must**:

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

TC-D3 DESIGN OF ELEVATIONS

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

Key elevation aspects for town centre neighbourhood buildings are:

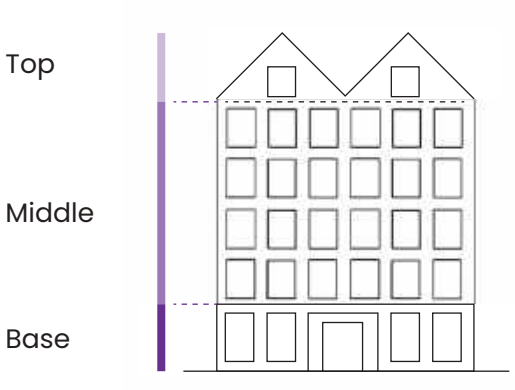
- Overall facade composition
- Arrangement of windows
- Window detailing and reveal depths
- Treatment of balconies
- Corners of buildings
- Roofs and building tops



Bases, Middles and Tops

Buildings **must**:

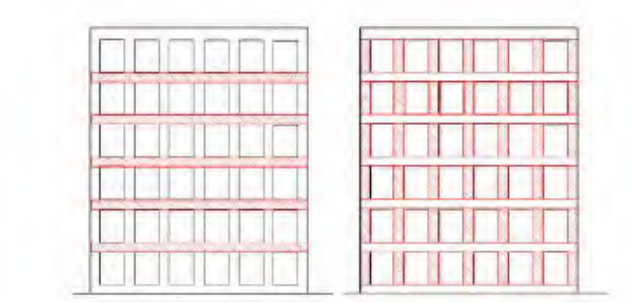
- Have a base, middle and top floors that are differentiated visually through the use of materials and proportional heights
- Have a base that is traditionally treated with a highly textured materiality, e.g. rough-hewn brick or other visually textured materials, of one or two storeys , with proportionally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



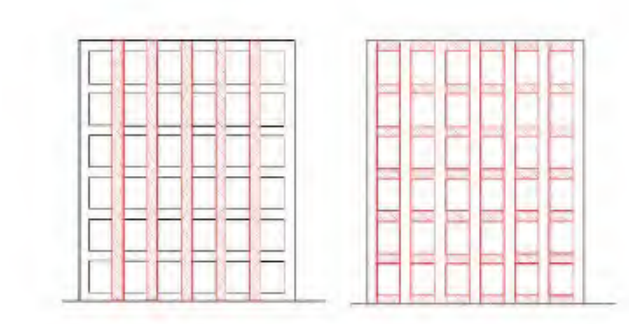
Proportions

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

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



Emphasis on horizontal components of facade, visually widening and shortening building

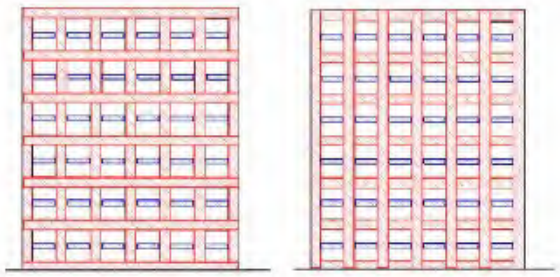


Emphasis on vertical components of facade, visually narrowing building

Windows and Fenestration

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

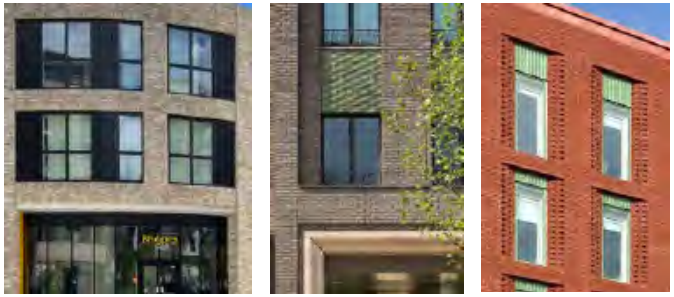
- Have window reveals at least 75mm in depth to provide richness to the elevation, and deeper if the surrounding context has deeper depth of facades
- Have limited use of flush windows within specific zones e.g. a ground floor base
- Balance the need for internal daylight penetration with thermal performance, overheating, privacy and views out.
- Have glazed coverage on facades that complies with the proportions set out in **TC-C1** under Climate Change and Sustainability. To achieve a well-proportioned facade, use of a secondary grid of features within overall window reveals can be used.



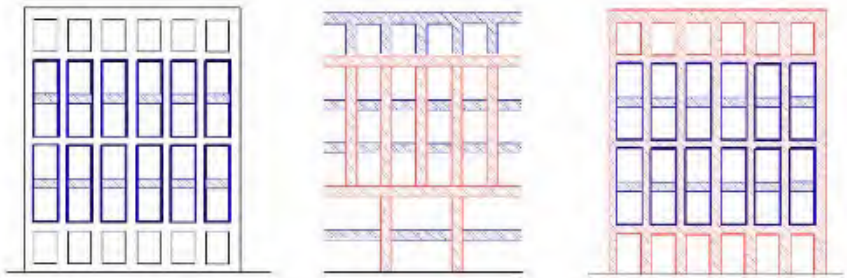


Secondary grid within window reveal to emphasise horizontal components of facade





Secondary grid within window reveal to emphasise vertical components of facade





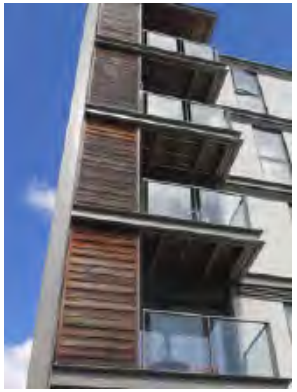
Grouping of windows to reduce perceived height of building

Balconies

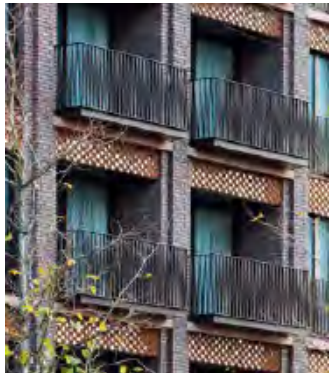
Balconies for apartments have a significant effect on how the elevation and resulting street scene are perceived.

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

- Ensure adequate daylight levels within the home when inset or partially inset balconies are used
- Have edge treatments that balance privacy for occupants, views out, and also provide screening of furniture etc when viewed from the public realm.
- Provide shading to windows below when projecting balconies are used, assisting with the avoidance of overheating issues.
- Be clad to all sides including the underside, to maintain a high quality appearance from all aspects.



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



Use of rich, complementary materials to unify balconies to facade



Corner inset balconies



Use of inset balconies to break up facade

Corners

Buildings addressing street corners **must** have:

- Passive surveillance and active frontages facing both elevations
- A distinct elevational treatment on corners where two different elevational treatments meet, that can either unify the elevations or be differentiated

Street corners **could** include:

- Inset balconies
- Shared residential entrances
- Retail corner units
- Different material treatments to surrounding elevations
- A single storey rise in height
- A distinctive roof form



Differentiated corner



Rise in heights, distinct roof and corner entrance

Building Tops and Roofs

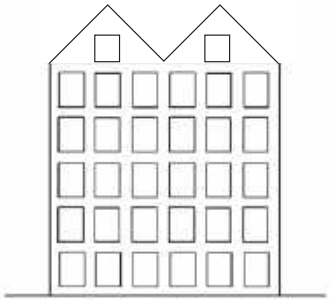
The roofscape has an effect on both long-distance views of the town centre and the perception of buildings from the street. They terminate the elevation vertically and balance the overallc composition. They can include dwellings and building plant.

Buildings in town centre neighbourhoods **must**:

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

Buildings in town centre neighbourhoods **could**:

- Include roof terraces within setbacks
- Include balconies within gable end roofs



Pitched gable-end roof form potentially incorporating accommodation

Most appropriate for fine-grained buildings <10m wide



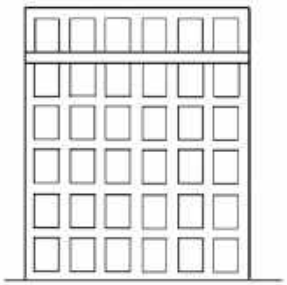
Mansard roof with or without dormers

Most appropriate for medium-grained buildings <20m wide



Setting back of upper storeys, with change in materials or window expression

Appropriate for coarser-grained buildings 15m+ wide



Separating horizontal element - cornice, string course, change of material or texture

Appropriate for coarser-grained buildings 15m+ wide

















The skyline and tops of buildings are important to the community, especially when viewed from a distance.

Climate Change & Sustainability

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

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

DESIGN AIMS

Climate Change & Sustainability in Town Centre Neighbourhoods **will** be ensured through:

- Layout and orientation to minimise energy needs by orienting for solar gain and passive ventilation
- Absorption and slowing of surface water runoff by the use of Sustainable Drainage Systems (SuDS) and achieving a high Urban Greening Factor (UGF)
- Demonstrating no impact to groundwater flows through an appropriate engineering approach

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

TC-C1 MITIGATION: REDUCING ENERGY USE

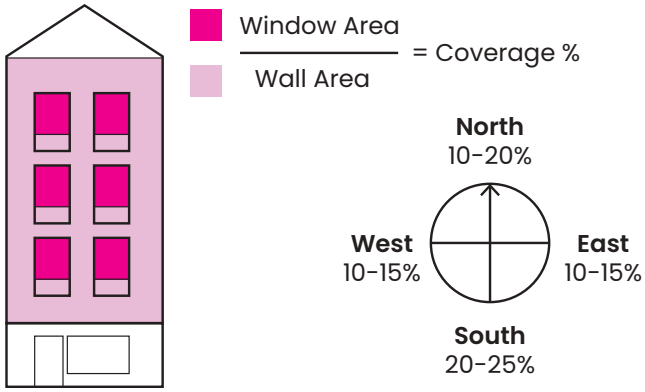
Building energy use is a significant contributor to carbon emissions.

New buildings **must**:

- Be heated by electricity, and not include gas boilers or other carbon-emitting heat sources
- Achieve a 31% reduction on the Dwelling Emission Rate (DER) against the Target Emission Rate (TER) based on the 2013 Edition of the Building Regulations (Part L), as per Local Plan policy PS1.
- Orientate buildings as much as possible within +/- 30° of a south-facing aspect to maximise solar gain and passive heating
- Include a form of shading on windows, ideally external, and ensure windows can be opened
- Target a window coverage for residential dwellings as set out on the right

New developments **should**:

- Include on-site photovoltaic (PV) energy generation where possible
- Use low-temperature heat networks powered by zero-carbon heat sources such as Air Source Heat Pumps or Ground Source Heat Pumps
- Use heat sources within or adjacent to the development such as supermarket fridges to augment heat network sources
- Locate Air Source Heat Pumps away from areas where the noise could cause nuisance to other users. When located on roofs, they should be enclosed within the roof design.





Flush photovoltaic panels incorporated into a roof



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

TC-C2 MITIGATION: REDUCING EMBODIED CARBON

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

New development **should**:

- Prioritise the re-use of existing buildings and parts of buildings, such as foundations, frames and other carbon-intensive components
- Use locally-sourced recycled materials
- Minimise the use of high-carbon materials such as aluminium, steel, glass and concrete
- Maximise the use of low-carbon and reusable materials such as brick, cross-laminated and soft timber

TC-C3 ADAPTATION: PREPARING FOR A CHANGING CLIMATE

Increased frequency of extreme weather events will mean:

- More intense storm events, with associated surface water runoff management requirements
- More intense heat events, which will particularly affect built-up areas

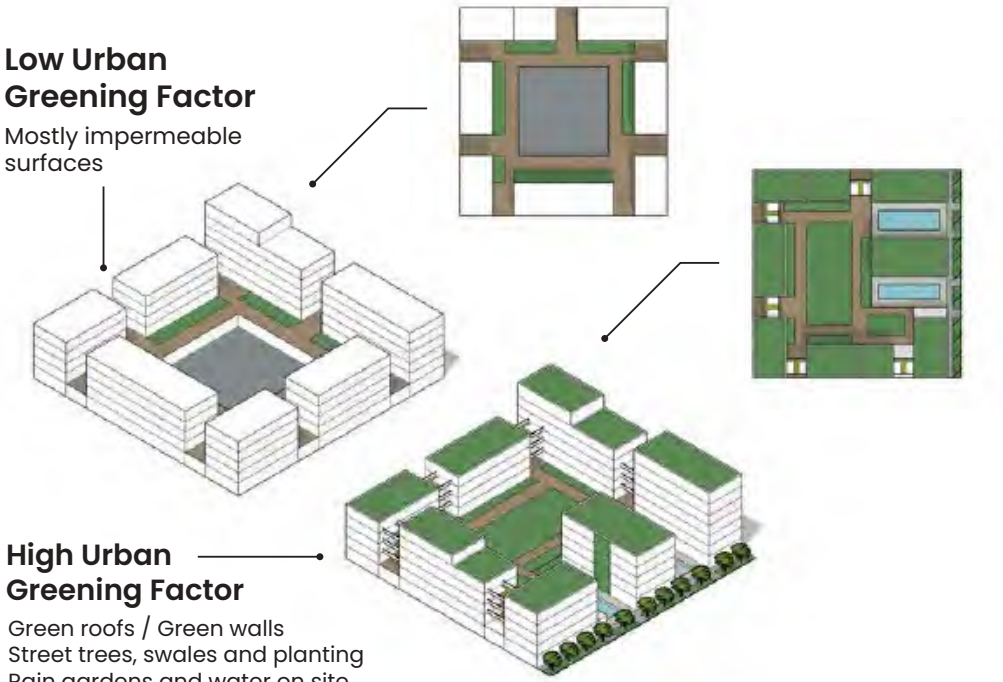
An increase in permeable surfaces, tree cover and planting can make a substantial contribution to mitigating these effects.

New development **must**:

- Achieve an Urban Greening Factor of at least 0.4, calculated using Natural England's Green Infrastructure Framework standards, through the use of green roofs and walls, planting and permeable surfacing, and urban sustainable drainage system featuress such as swales and rain gardens
- Provide an increase in tree canopy cover within the public realm when compared to the existing situation
- Include a safe pedestrian evacuation route from all circulation cores to a dry gathering area in the event of fluvial flood events
- Demonstrate no harm on groundwater flows from foundations or underground levels through an evidenced engineering solution



For more detailed technical guidance on reduction of embodied carbon, consult the LETI Climate Emergency Design Guide



Inner Suburban

OVERVIEW

The Inner Suburban areas of Spelthorne were developed predominantly pre-WW1 and in the early inter-war period. They have comparatively high densities compared to the rest of the borough, and are closely related to their nearby town centre.

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

CODED DEVELOPMENT TYPES

- Infill Apartments on existing streets
- Infill Development on 'backland' plots

AREAS OF CHANGE

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

LOCATIONS



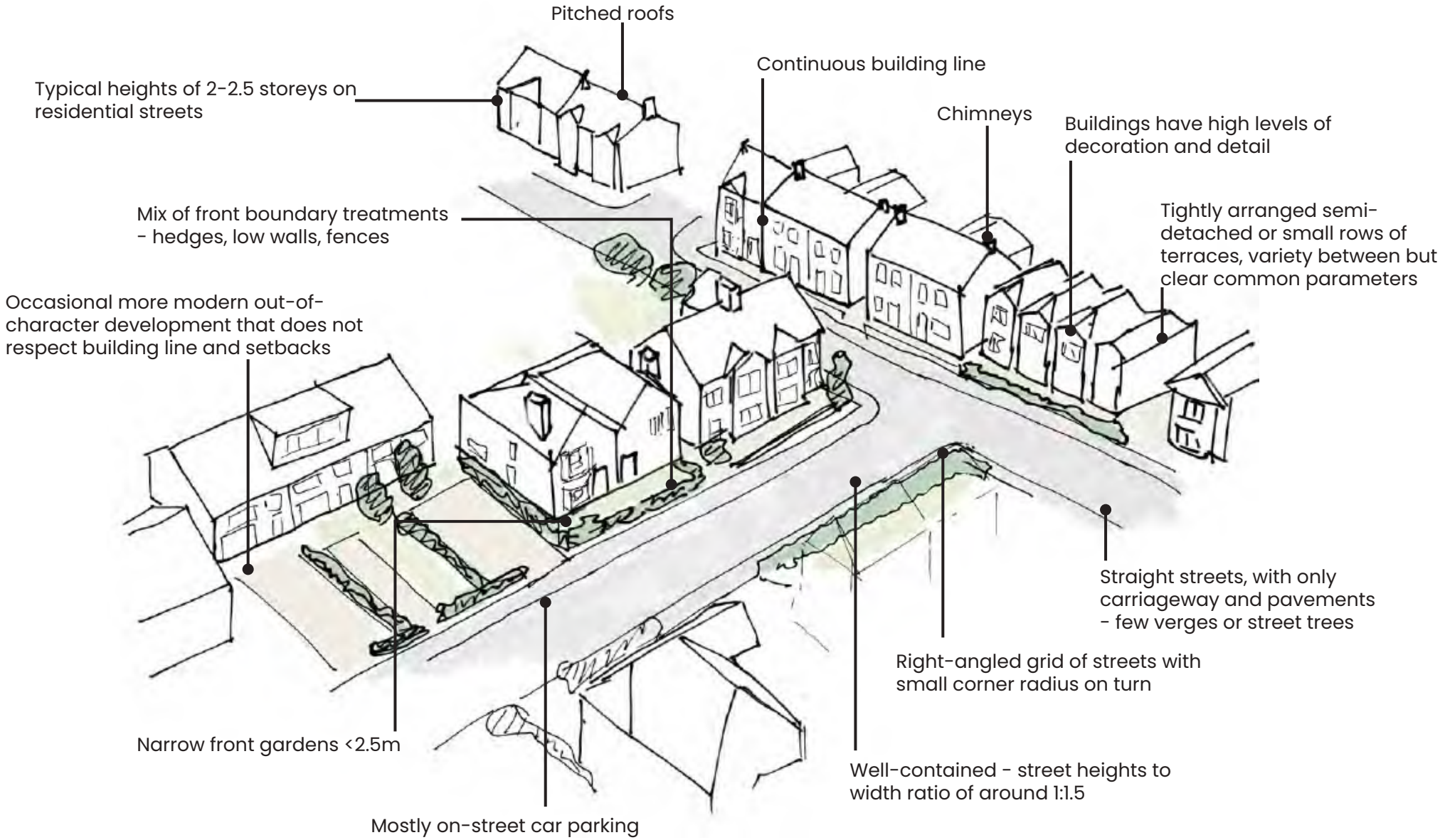
DESIGN AIMS

Development in Inner Suburban areas **will**:

- Respect the existing street grid
- Reduce the visual and functional impact of car parking on the public realm
- Prioritise the walking and cycling potential of these areas
- Retain the rhythm and key dimensional characteristics of streets and buildings
- Sensitively intensify residential density without compromising the existing character of the area

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

KEY CHARACTERISTICS OF INNER SUBURBAN AREAS



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

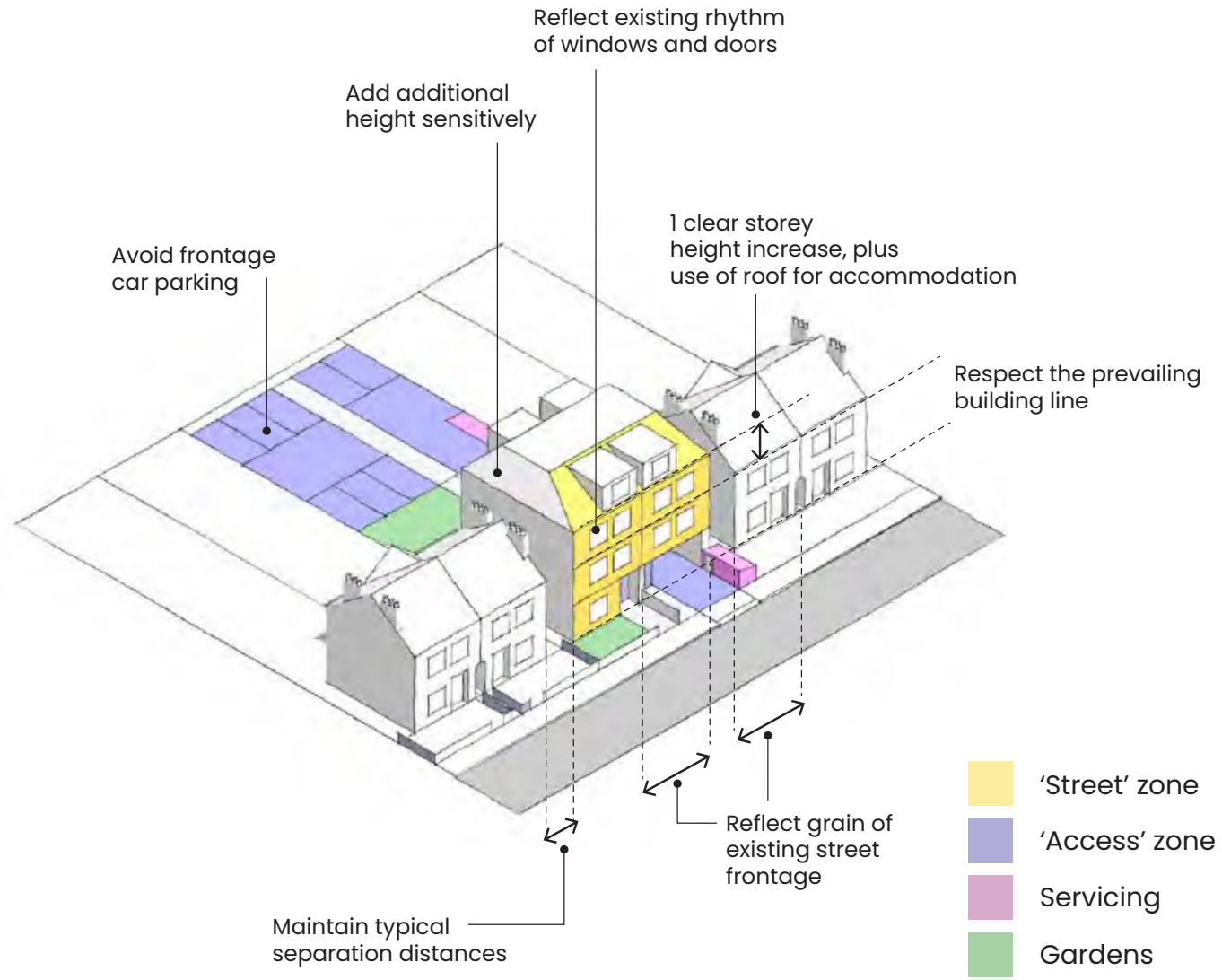
Apartment Development on Existing Streets

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

DESIGN AIMS

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

- Comply with Nationally Described Space Standards
- Address the needs of different design zones for street frontage, access, servicing and gardens
- Respect the existing street scene by observing the key design parameters, including:
  - the existing building line, rhythm of windows and separation distances, and the existing visual grain of the street
  - car parking placed to the rear of the built form, with vehicle access not dominating the frontage
  - adding any additional height sensitively
- Use materials and articulation to provide richness to the street scene



IS-A1 DESIGN ZONES

There are four key zones for that must be considered as part of the initial design concept.

Proposals **must** show that they have accommodated the following requirements.

Street Zone

- Front doors facing the street
- Appropriate boundary treatment for the street
- Relationship to street scene: building line, grain, separation distances, roof form and rhythm of windows or other features

Access Zone

- Overlooking and surveillance of spaces
- Lighting to provide security but not disturb neighbours
- Vehicle access that is safe but does not dominate design of space
- Pedestrian access

Servicing

- Accessible but secure cycle storage
- Communal waste and recycling. accessible for residents and for disposal
- Electrical and other utility handling

Gardens

- Private gardens with direct access from ground floor apartments
- Shared gardens with access from circulation areas

IS-A2 DESIGN PARAMETERS

New development of this type **must** comply with the following design parameters:

PARAMETER	REQUIREMENT
Building grain	• To match surrounding plots, typically 6-10m • Where development amalgamates plots, reflect previous plot boundary in frontage design
Roof form	• Pitched roofs, reflective of surrounding prevailing form, e.g. gable ends or street-facing pitch • Avoid flat roof forms facing streets
Materials	• Variation between ground and upper floors where more than 2 storeys • Use of materials with texture visible at street scale and close-up
Plot Coverage	• 35-50%, informed by analysis of surrounding context
Heights	• Maximum 1 additional clear storey over prevailing clear storey heights, (typically 2-3 storey) • Up to 2 additional storeys if top storey is integrated within roof (e.g. Mansard roof) • Heights to transition to surrounding context e.g. by stepping down or sloping roofs on flanks
Building line	• Match neighbouring building line • Gaps of 2-6m from neighbouring buildings
Corners	• Where sites are on street corners, building line must respect that of both adjoining streets and provide overlooking and front façade to both aspects • Additional clear storey may be permitted on corner plots

Car Parking	• Behind building, not on frontage • Planting and permeable surfaces within parking areas
Cycle Parking	• Secure and integrated within building, e.g. within circulation core on ground floor
Access	• Vehicle access to typically be taken along side of or through building to rear parking • Where access to rear parking is through building, this must not dominate frontage
Boundary	• Defined boundary, with clear pedestrian path to front door • Use of low walls, ornamental hedges or railings • Front garden/landscape space to match building set backs in context • No frontage parking areas
Front doors	• Front door should face the street • Sheltered, defensible threshold space at front door of at least 1m depth and 1.5m width • Where possible ground floor units may have their own front doors
Aspect	• Dual aspect apartments to be maximised • Avoid single aspect apartments deeper than 6m • Avoid single aspect apartments on north-facing aspects
Balconies	• Balconies may face the street and rear • Avoid balconies facing towards adjacent properties to sides • Top floors to avoid projecting balconies, recessed balconies preferred
Private and shared gardens	• Private garden space for ground floor units where possible • Shared garden access should be provided via main entrance and circulation core

IS-A3 DETAIL, RICHNESS AND MATERIALITY

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



Roof line features



Bay windows and projections



Roof dormers



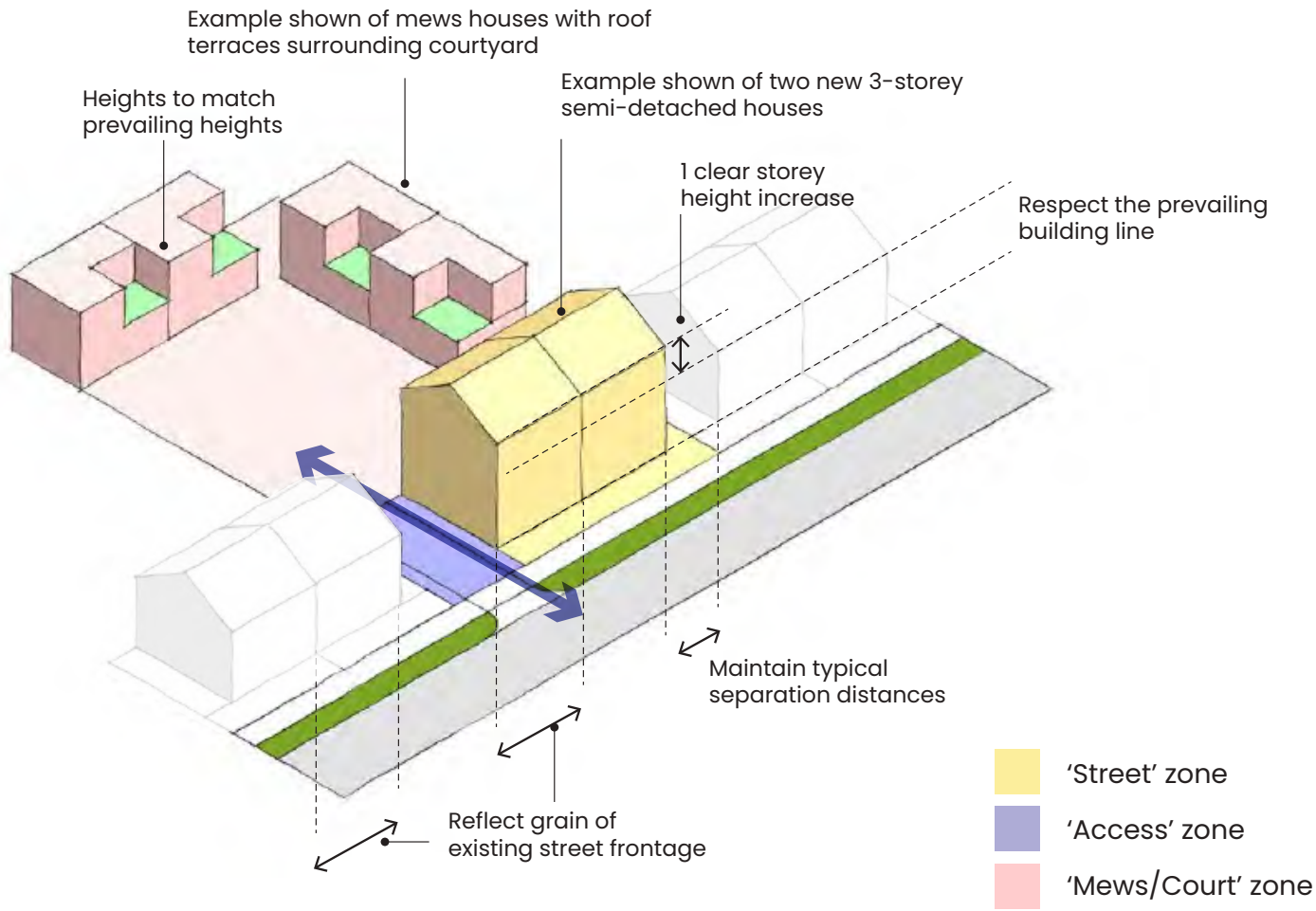
Gable ends



Changes in brickwork

Infill Development

Intensification of existing plots with new courtyards and mews within existing Inner Suburban residential areas are a common form of development in Spelthorne. When designed well they can provide a variety of types of house and apartments, and deliver new homes in locations close to High Streets and other facilities.



DESIGN AIMS

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

- Comply with Nationally Described Space Standards
- Address the needs of different design zones for street frontage, access, servicing and gardens
- Ensure that new spaces and streets created are safe, overlooked and designed for people first rather than for vehicle movement
- Respect existing neighbours by stepping down the heights of development to the rear of the plot
- Use materials and articulation to provide richness to the street scene

DESIGN ZONES

Due to the varied nature and context of sites that would deliver such infill residential schemes, the Design Code sets out three key zones where different requirements apply. The spatial relationship between each of the zones must be resolved as part in the design process.

New development of this type **should** be designed with the following zones in mind:

IS-I1 Street Zone

- Front doors facing the street
- Appropriate boundary treatment for the street
- Relationship to street scene: building line, grain, separation distances, roof form and rhythm of windows or other features
- Less freedom for architectural innovation and difference from surrounding context
- Key parameters for buildings in street zone to closely match those set out in 'Apartments' in the previous section.

IS-I2 Access Zone

- Overlooking and surveillance of spaces
- Lighting to provide security but not disturb neighbours
- Vehicle access that is safe but does not dominate design of space
- Pedestrian access
- Accessible but secure cycle storage

IS-I3 Mews / Court Zone

- Lower heights than Street Zone
- More freedom on architecture
- Maintain separation distances to neighbours
- Front doors facing the courtyard
- Parking accommodated within courtyard or integrated into houses. When in courtyard, design should ensure the space accommodates cars without having them dominate the design.
- Planting and permeable features to manage surface water runoff within courtyard

IS-I4 DETAIL, RICHNESS AND MATERIALITY

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



Roof line features



Bay windows and projections



Roof dormers



Gable ends



Changes in brickwork

Suburban

OVERVIEW

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

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

At the edge of existing built-up areas are a number of allocated sites for small new residential neighbourhoods of between 15-200 homes. These will be designed to reflect the best from existing suburban areas such as access to green open spaces, quality homes and private gardens, and ensuring they are connected and part of the existing places they are next to.

CODED DEVELOPMENT TYPES

- Infill Apartments on existing streets
- Infill Development on 'backland' plots
- New Residential Neighbourhoods

AREAS OF CHANGE

Development in existing suburbs is expected to be small-scale, incremental change governed by the codes for the Development Types listed above.

Development of New Residential Neighbourhoods will be a change in character and is governed by the Coding set out in this chapter.

LOCATIONS



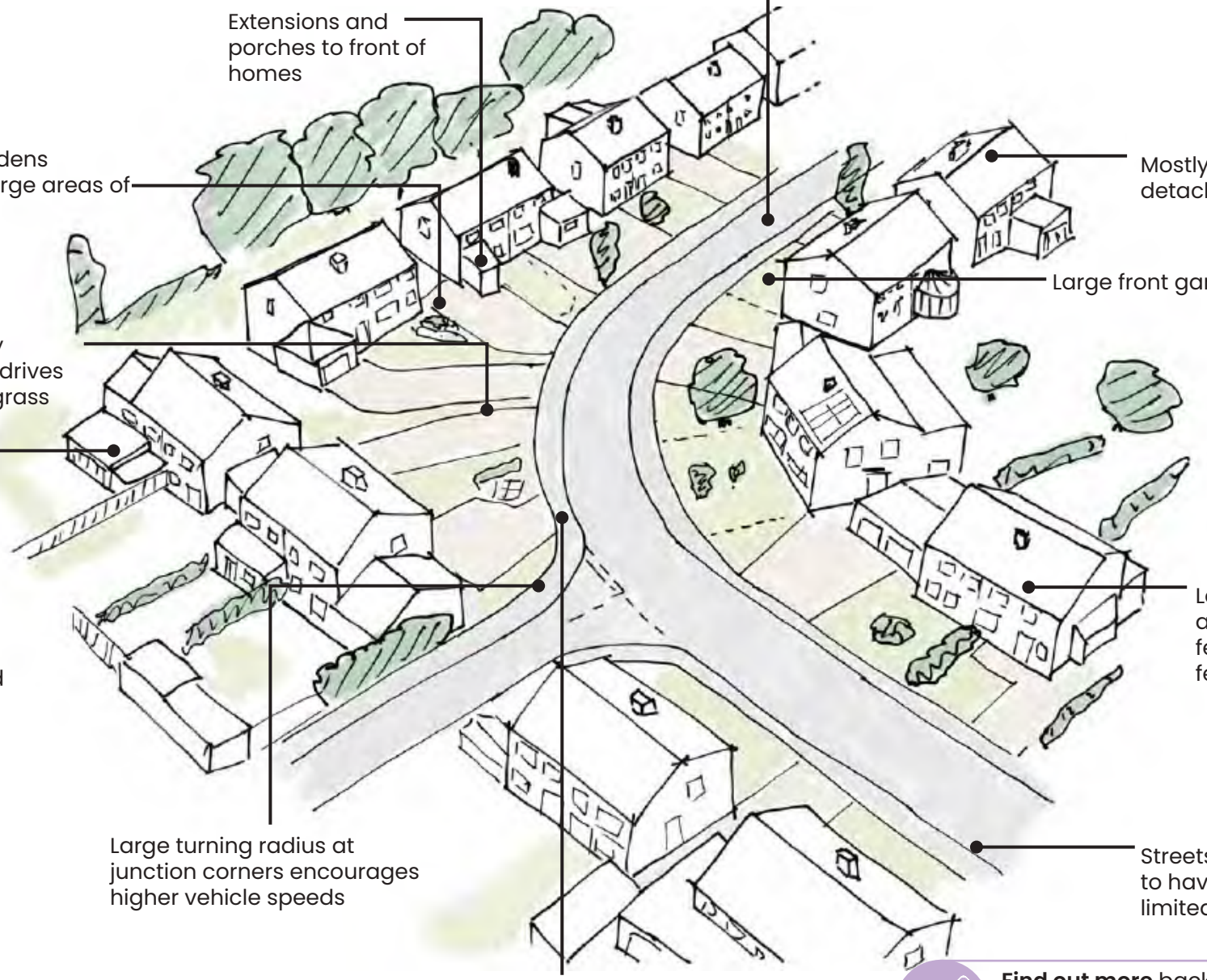
DESIGN AIMS

Development in Suburban Areas **will:**

- Integrate new 'green field' development into existing places appropriately, responding to edge conditions positively
- Create new residential neighbourhoods that include green open spaces, attractive streets and function well
- Respect the existing street grid
- Maximise opportunities for green infrastructure on street and frontages
- Prioritise the walking and cycling potential of these areas
- Retain the rhythm and key dimensional characteristics of streets
- Take opportunities to sensitively intensify residential density without compromising the existing character of the area

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

KEY CHARACTERISTICS OF SUBURBAN AREAS

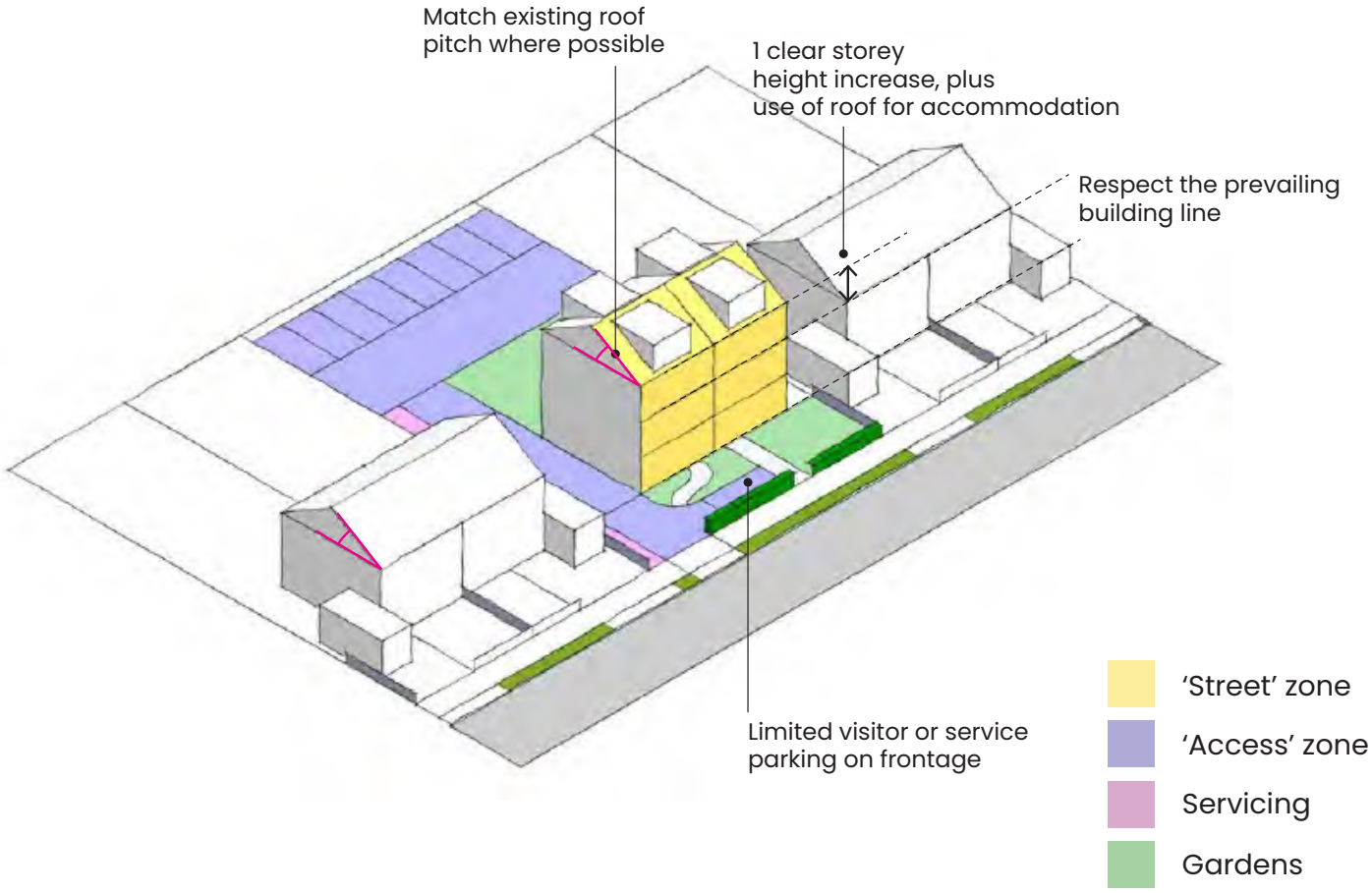


Find out more background information about the borough in Appendix A 'Understanding Spelthorne Today'.

Apartment Development on Existing Streets

New apartments within existing Suburban residential streets are a common form of development in Spelthorne. When designed well they can complement the existing street scene while delivering high quality new homes throughout the borough.

In contrast to Inner Suburban locations, Suburban areas have more space between buildings and typically larger front garden areas, allowing more flexibility for design of new development.



DESIGN AIMS

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

- Comply with Nationally Described Space Standards
- Address the needs of different design zones for street frontage, access, servicing and gardens
- Respect the existing street scene by observing the key design parameters, including:
  - the existing building line, rhythm of windows and separation distances
  - car parking not dominating the frontage
  - adding any additional height sensitively
- Use materials and articulation to provide richness to the street scene

S-A1 DESIGN ZONES

There are four key zones for that must be considered as part of the initial design concept.

Proposals **must** show that they have accommodated the following requirements.

Street Zone

- Front doors
- Boundary treatment
- Relationship to street scene
- Planting and landscape that can be maintained

Access Zone

- Overlooking
- Lighting
- Vehicle access
- Pedestrian access

Servicing

- Secure cycle storage
- Communal waste and recycling
- Electrical and other utility handling

Gardens

- Private gardens and direct access from ground floor apartments
- Shared gardens and access from circulation cores

S-A2 DESIGN PARAMETERS

New development of this type **must** comply with the following design parameters:

PARAMETER	RESPONSE
Building grain	• To match surrounding plots, typically 8-12m • Where development amalgamates plots, reflect previous plot boundary in frontage design
Roof form	• Pitched roofs, reflective of surrounding prevailing form, e.g. gable ends or street-facing pitch Avoid flat roof forms facing streets
Materials	• Variation between ground and upper floors acceptable • Material choice to reflect overall architectural language of building • Use of materials with texture visible at street scale and close-up • Materials to be of high quality and long life
Plot Coverage	• 25-40%, informed by analysis of surrounding context
Heights	• Maximum 1 additional clear storey over prevailing clear storey heights, (typically 2 storey) • Up to 2 additional storeys if top storey is integrated within roof (e.g. Mansard roof) • Heights to transition to surrounding context e.g. by stepping down or sloping roofs on flanks
Building line	• Matching neighbouring building line • Gaps of 5-10m from neighbouring buildings
Corners	• Where sites are on street corners, building line must respect that of both adjoining streets and provide overlooking and front façade to both aspects • Additional clear storey may be permitted on corner plots

Car Parking	• Frontage parking acceptable with sufficient landscape screening and softening of parking area • Brick paving or permeable gravel where parking is on frontage • Parking behind building, not on frontage is encouraged • Planting and permeable surfaces within parking areas
Cycle Parking	• Secure and integrated within building, e.g. within circulation core on ground floor
Access	• Vehicle access to be taken along side of building where there is rear parking
Landscape	• Planting of trees in front gardens encouraged
Boundary	• Defined boundary, with clear pedestrian path to front door • Clear route for pedestrians through frontage parking • Use of low walls, ornamental hedges or railings, with gaps for access • Front garden/landscape space to match building set backs in context
Front doors	• Front door should face the street • Sheltered, defensible threshold space at front door of at least 1m depth and 1.5m width • Where possible ground floor units may have their own front doors
Aspect	• Dual aspect apartments to be maximised • Avoid single aspect apartments deeper than 6m • Avoid single aspect apartments on north-facing aspects
Balconies	• Balconies may face the street and rear • Avoid balconies facing towards adjacent properties to sides • Top floors to avoid projecting balconies, recessed balconies preferred
Private and shared gardens	• Private garden space for ground floor units where possible • Shared garden access should be provided via main entrance and circulation core

S-A3 DETAIL, RICHNESS AND MATERIALITY

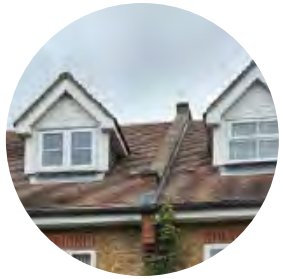
New buildings **should** demonstrate how they have incorporated common features seen in Suburban areas into their detailed design to enhance richness and variety in the street scene.



Softening built form with planting



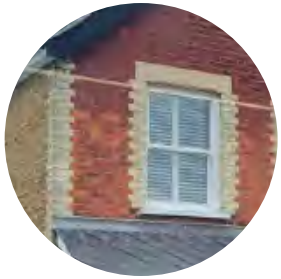
Gable ends



Roof dormers



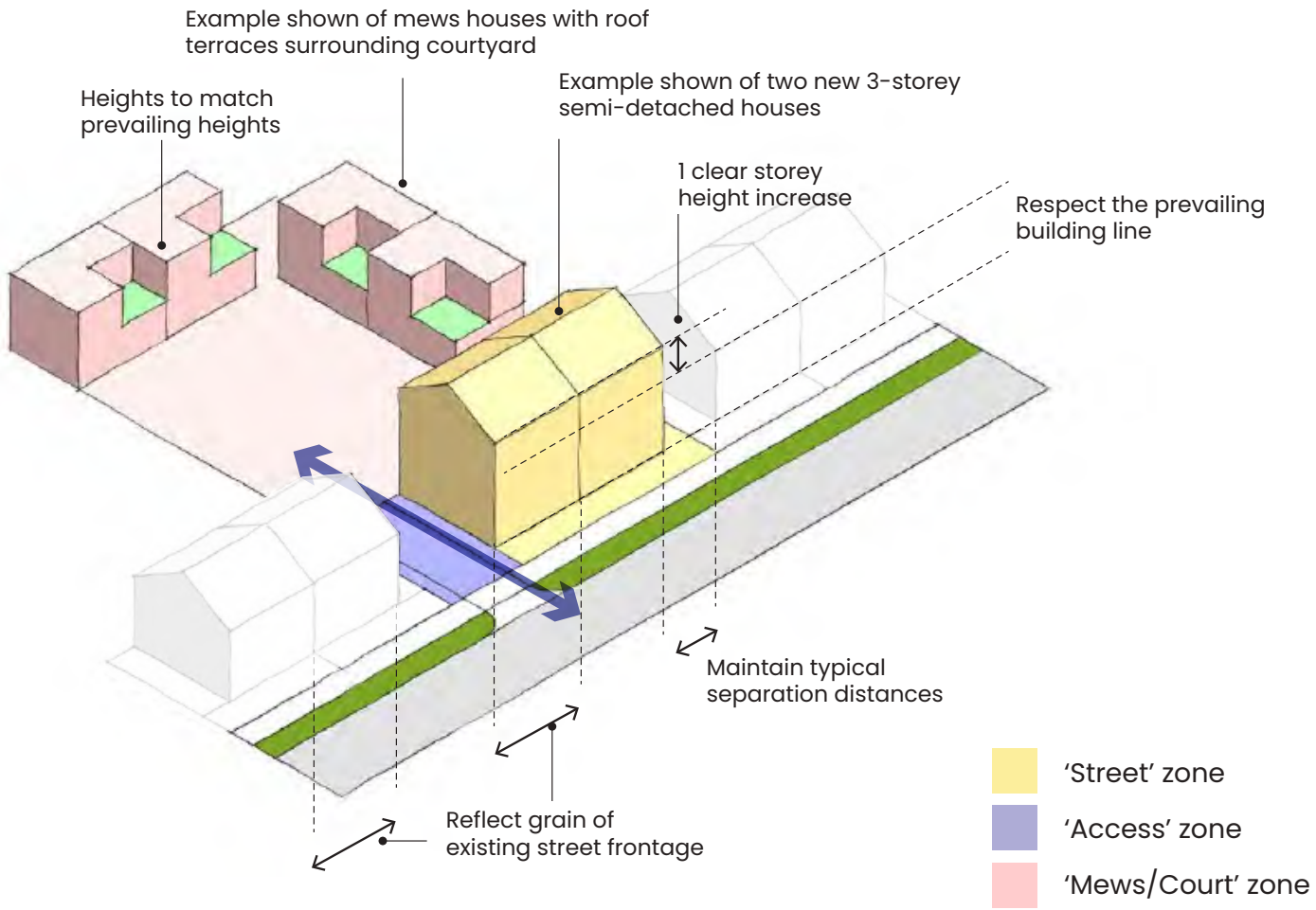
Hip roofs



Brickwork edge detailing

Infill Development

Intensification of existing plots with new courtyards and mews within existing Suburban residential areas are a common form of development in Spelthorne. When designed well they can provide a variety of types of house and apartments, and deliver new homes in locations that can support local facilities and the continued vitality and success of the suburbs.



DESIGN AIMS

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

- Comply with Nationally Described Space Standards
- Address the needs of different design zones for street frontage, access, servicing and gardens
- Ensure that new spaces and streets created are safe, overlooked and designed for people first rather than for vehicle movement
- Respect existing neighbours by stepping down the heights of development to the rear of the plot
- Use materials and articulation to provide richness to the street scene

DESIGN ZONES

Due to the varied nature and context of sites that would deliver such infill residential schemes, the Design Code sets out three key zones where different requirements apply. The spatial relationship between each of the zones must be resolved as part in the design process.

New development of this type **should** be designed with the following zones in mind:

S-I1 Street Zone

- Front doors facing the street
- Appropriate boundary treatment for the street
- Planting and landscape that complements the street but can be maintained over time
- Relationship to street scene: building line, grain, separation distances, roof form and rhythm of windows or other features
- Less freedom for architectural innovation and difference from surrounding context
- Key parameters for buildings in street zone to closely match those set out in 'Apartments' in the previous section.

S-I2 Access Zone

- Overlooking and surveillance of spaces
- Lighting to provide security but not disturb neighbours
- Vehicle access that is safe but does not dominate design of space
- Pedestrian access
- Accessible but secure cycle storage

S-I3 Mews / Court Zone

- Lower heights than Street Zone
- More freedom on architecture
- Maintain separation distances to neighbours
- Front doors facing the courtyard
- Parking accommodated within courtyard or integrated into houses. When in courtyard, design should ensure the space accommodates cars without having them dominate the design.
- Planting and permeable features to manage surface water runoff within courtyard

S-I4 DETAIL, RICHNESS AND MATERIALITY

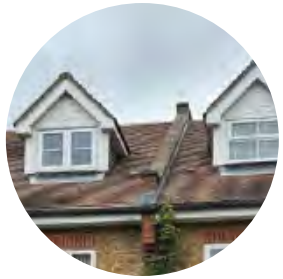
New buildings **should** demonstrate how they have incorporated common features seen in Suburban areas into their detailed design to enhance richness and variety in the street scene.



Softening built form with planting



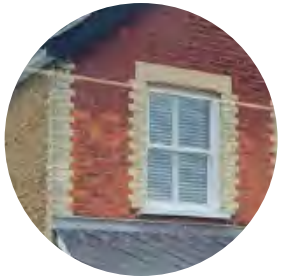
Gable ends



Roof dormers



Hip roofs



Brickwork edge detailing

New Residential Neighbourhoods

Some new residential neighbourhood development is on allocated small sites that have been released from the Green Belt as part of the Local Plan. Coding for this type of development is set out in this section, and is to be applied typically for developments of between around 15-200 homes in extensions of the existing built-up area.

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

DESIGN AIMS

All new residential neighbourhoods **will**:

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

S-U1 ENSURING DISTINCTIVENESS

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

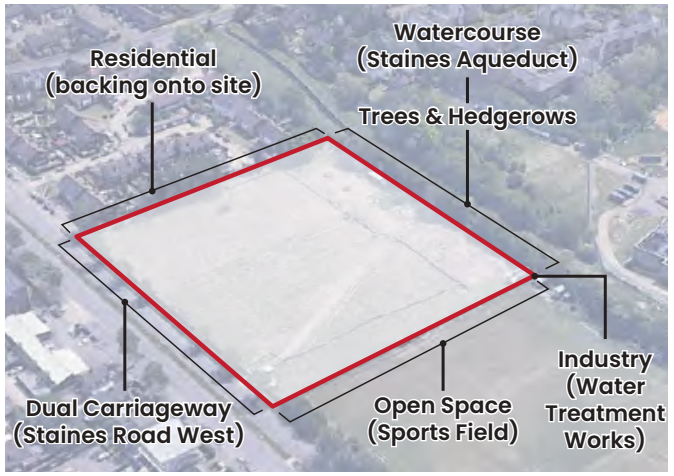
New residential neighbourhoods **should** demonstrate as part of the design process how they have observed, studied and responded to:

- Typical local block structure, dimensions and grain of built form
- Scale, character, use and built form enclosure of local open spaces
- Typical materials and architectural features such as roof forms and elevational treatments used in the local area
- Distinctive local landscape features (e.g. Spelthorne's distinctive cedar trees)
- Historic uses and users of the site and context
- Absences from the local area that could enhance it (e.g. a need for more play provision, different approaches to housing provision, open space, food production or access to nature)

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

Safe, well-managed car parking approaches are an important part of what makes places successful.

S-U2 EDGES



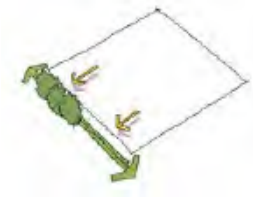
Example green field development site west of Sunbury Cross with edges highlighted

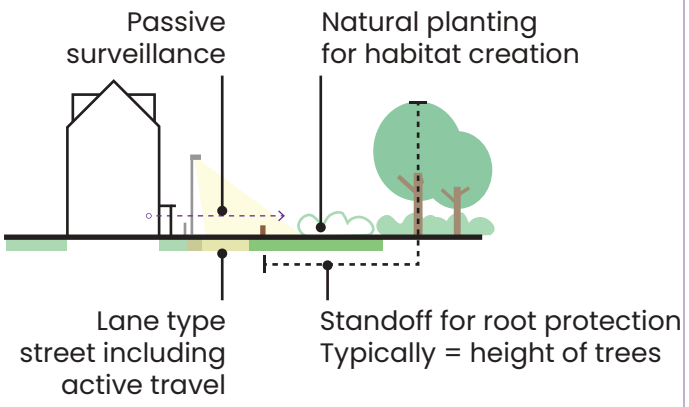
On sites extending the existing built up area, how edges are considered will make a significant difference to how the scheme integrates with its surroundings. Addressing edge conditions successfully can:

- Make new developments healthier by enabling new walking and cycling connections
- Integrate the scheme visually and physically so that in future it becomes a coherent part of the surroundings
- Reduce any impacts on surrounding buildings
- Minimise ongoing management issues
- Maximise site capacity by using land at the edges productively

Edges: Green And Blue

Trees, Woodland And Hedgerows

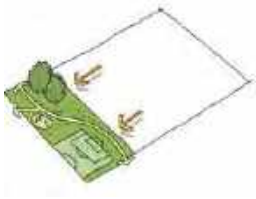


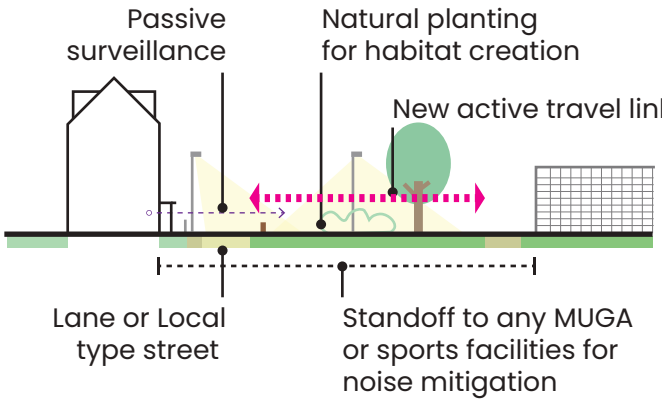


Development **must**:

- Retain and protect existing green infrastructure already on site
- Limit removal of existing green infrastructure to enable safe, overlooked access points
- Retain hedgerows and trees within public space, accessible for management
- Enhance existing hedgerows with additional diverse native planting
- Not place existing hedgerows or tree belts at the back of new properties. This will hinder access for future maintenance.

Open Spaces

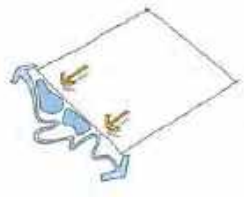


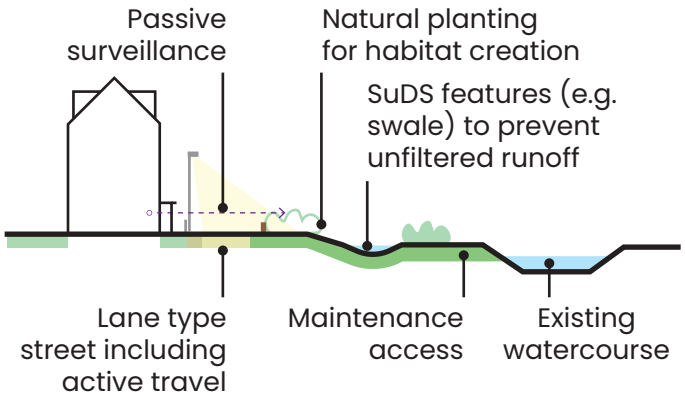


Development **must**:

- Front new development to face towards existing open spaces
- Provide views towards existing open spaces from key nodes or spaces
- Connect open spaces to new development through active travel links, and provide new active travel links along the edge of existing open spaces with enough lighting to ensure safe use all year round
- Increase biodiversity by providing planted edges such as wildflower areas

Watercourses And Water Bodies



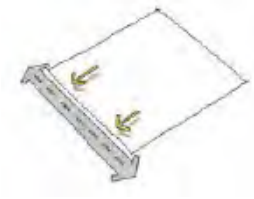


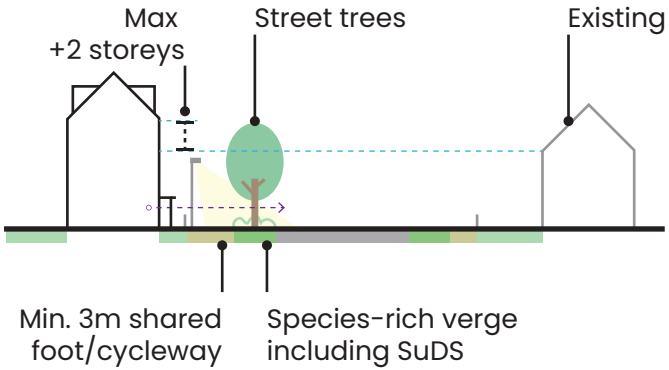
Development **must**:

- Provide new active travel links along the edge of existing watercourses with enough lighting to ensure safe use all year round
- Front development towards watercourses or drainage features so they are accessible for management
- Ensure surface water runoff is filtered by at least one stage of SuDS before entering the watercourse
- Increase biodiversity by providing planted edges such as wildflower areas, or integrated with SuDS features

Edges: Transport And Movement

Streets And Roads





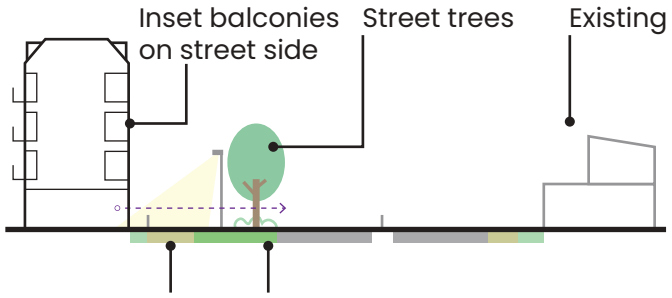
Development **must**:

- Front new development towards existing streets and roads
- Set new development back in a way that respects the existing characteristic dimensions of the street or road
- Include street trees and planting along the street edge, and provide linear ecological habitats such as wildflower verges
- Improve pedestrian and cycling provision on existing roads adjacent to the site, potentially providing a new off-road connection through the site

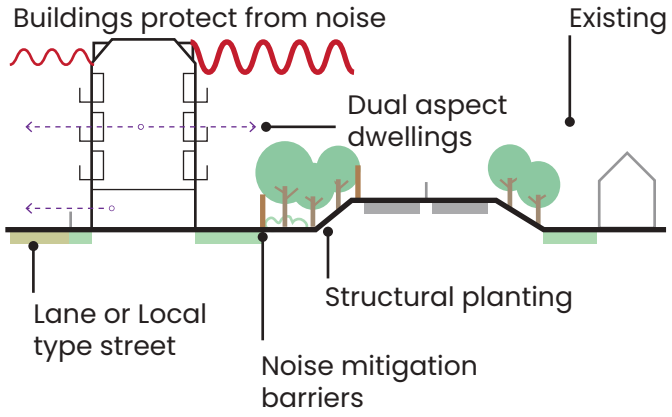
Dual Carriageways



Dual carriageways that are also urban roads (e.g. A316 Staines Road West in Sunbury Cross)

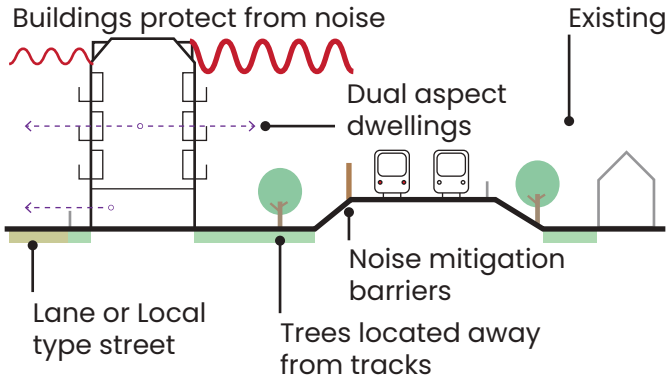


Dual carriageways designed as bypasses (e.g. M3 and Upper Halliford bypass)



Railways



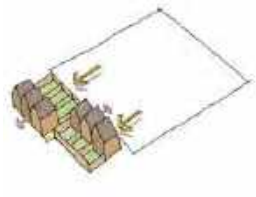


Development **must**:

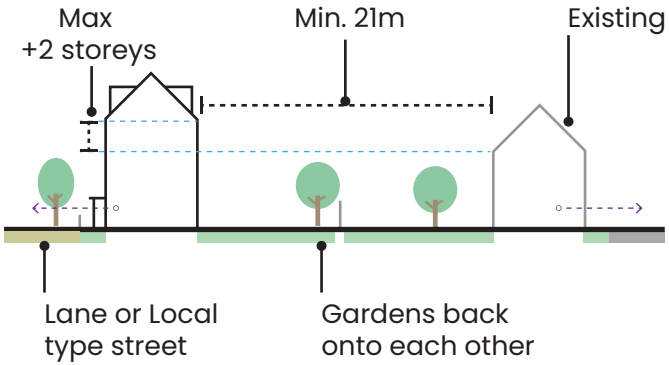
- Concentrate higher density development close to railway stations
- Provide lighting and overlooking towards any pedestrian footbridges or underpasses that enter or are adjacent to the site
- Place new tree planting at a sufficient distance from the railway tracks so as to not create autumnal leaf-fall impacts on the rail network
- Reduce access between development and the railway line, but where this is not possible or appropriate, ensure good lighting and passive surveillance to prevent anti-social behaviour

Edges: Existing Built Form

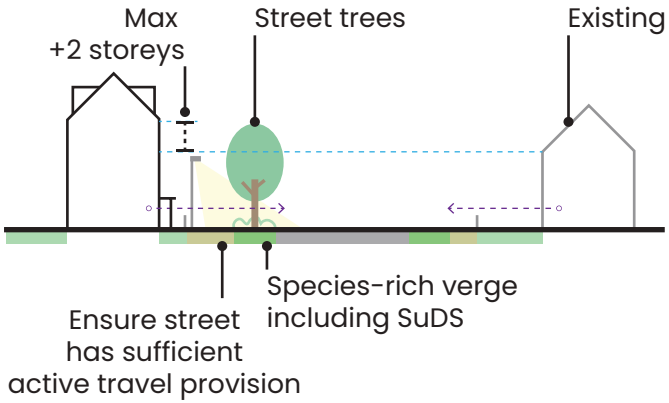
Residential (Backing Onto And Facing Onto)



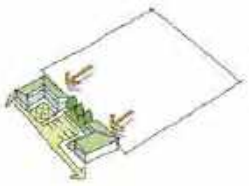
Existing Residential Backing onto the Site

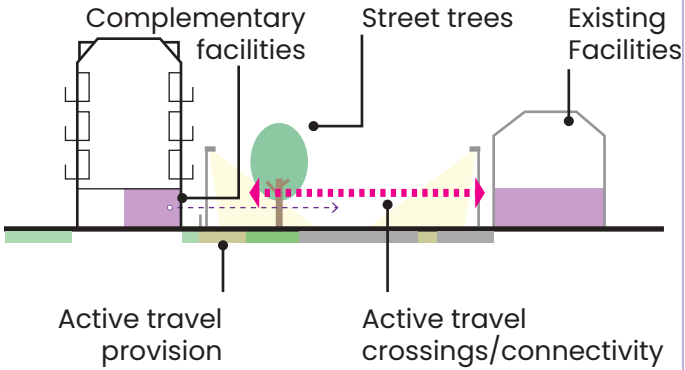


Existing Residential Facing the Site across an Existing Street



Local Facilities

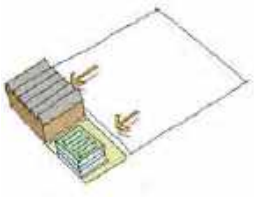


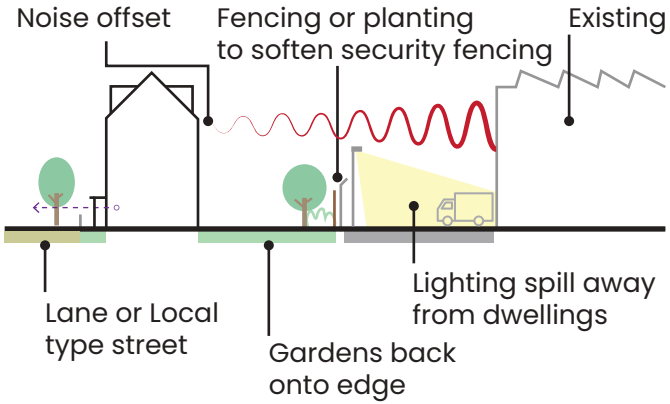


Development **must**:

- Make walkable connections to nearby local facilities
- Co-locate any new facilities or uses adjacent to existing facilities
- Concentrate development density close to relevant local facilities, e.g. local shopping
- Prevent overspill parking near local facilities through the design of streets or enforced parking restrictions

Industry And Commercial Uses





Development **must**:

- Set new homes a sufficient distance from noise-emitting uses to ensure a maximum outdoor residential noise level of 55dB during the day and 45dB at night
- Provide screen planting to prevent industrial light sources from spilling into homes

S-U3 MOVEMENT: LEGIBLE, CONNECTED STREETS



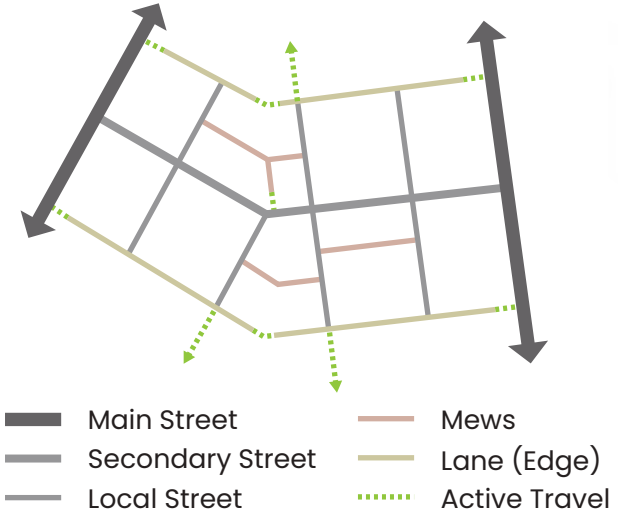
New streets will be designed in a way that provides a sense of place as well connectivity and accessibility to surrounding areas.

Streets will be designed around people, not vehicles. They should bring communities together and enhance their quality of life. Streets will be designed with flexibility and sustainability in mind, so that they will last for future generations.

Street types are determined by the importance of their place and movement functions, not their desired capacity or design speed. The decision on street typology is a collective decision with designers, planners, transport engineers and the local community. It must not be the sole decision of transport engineers.

Street layout and design **must** be in compliance with the Surrey Healthy Streets Design Code.

Street Layout Approach



Street layouts **must**:

- Have a clear street hierarchy drawing on the types set out in this Code
- Create blocks of between 60-100m, with crossroads arrangements supported to align blocks
- Use filtered permeability, with active travel prioritised and having a continuous grid of routes, and private vehicles required to take more circuitous routes to access homes

Main Streets



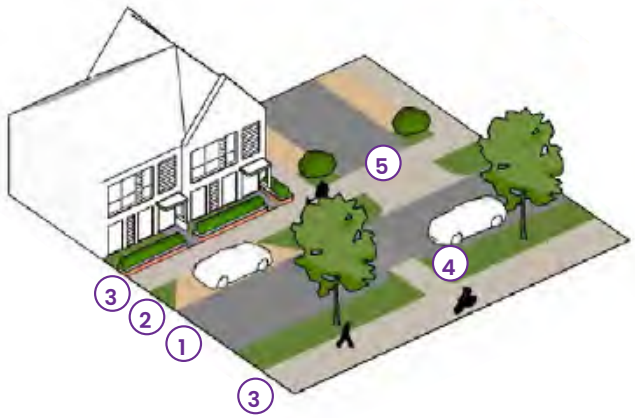
Main streets **must**:

1. Have a carriageway between 5.5m and 6.5m
2. Have verges at least 2.5m wide, to incorporate street trees, planting and bus stop laybys
3. Have a footway on each side at least 2m wide, and a cycleway on each side at least 2m wide
4. Have continuous footways across junctions with streets lower in the hierarchy
5. Have a width:height enclosure ratio of between 2:1 (more urban) and 4:1 (minimum)

Where development fronts onto existing main streets, it **must**:

6. Safeguard sufficient land for future walking and cycling improvements
7. Align active travel links with existing or planned crossings

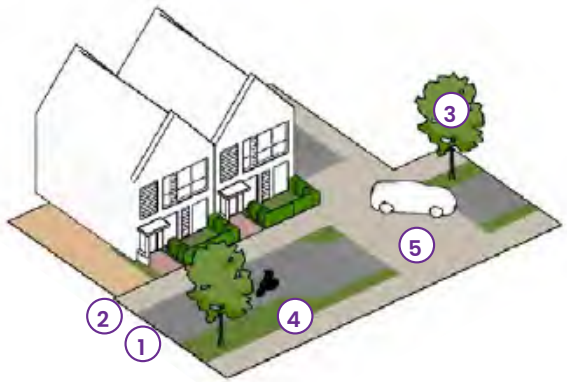
Secondary Streets



Secondary streets **must**:

1. Have a carriageway of between 4.8m and 6.0m
2. Have verges of at least 2.5m wide, to incorporate street trees, planting and occasional on-street parking bays
3. Have a footway of at least 2m wide, and a shared footway/cycleway of least 3m wide
4. Include occasional build-outs for pedestrian crossings to slow vehicles
5. Have continuous footways across junctions with streets lower in the hierarchy
6. Have a width:height enclosure ratio of between 1:1 (ideal) and 3:1 (minimum)

Local or Residential Streets



Local or Residential streets **must**:

1. Have a carriageway of between 3.5m and 4.8m, with local widening to allow passing of vehicles
2. Have footways at least 2m wide
3. Be lined with street trees
4. Include occasional planting, rain garden and change in direction of the carriageway to slow vehicles
5. Use raised tables with brick paving at junctions with other Local or Mews Streets
6. Have a width:height enclosure ratio of between 1:1 (ideal) and 3:1 (minimum)

Mews and Lanes



Mews and Lanes **must**:

1. Be a minimum of 6m wide
2. Be a shared surface for pedestrians and vehicles, of brick, paved or permeable paving construction
3. Include occasional planting, trees and features to slow vehicles
4. Include in-street drainage features such as rills and rain gardens
5. Have a width:height enclosure ratio of between 1:1 (ideal) and 2:1 (minimum)
6. Provide continuous active travel connectivity between edge lanes, with no gaps created between 'private drive' type arrangements

S-U4 MOVEMENT: CAR PARKING



Developments must be designed around people not the car. When poorly-designed, car parking can have a significantly detrimental effect on the quality of a street and place.

The parking typologies set out on this page are supported in New Residential Neighbourhoods in Spelthorne, provided they are designed in compliance with the Design Requirements.

Vehicle parking **must**:

- Be provided at a level that complies with Surrey County Council's parking standards
- Have bay parking spaces of at least 5.0m x 2.5m
- Have on-street parking spaces of at least 6.0m x 2.5m, with additional space on the ends of runs to allow for a kerb return
- Have at least 10% of parking spaces as disabled spaces, of 3.6m wide
- Provide at least 0.2 visitor spaces per dwelling in on-street or otherwise unallocated spaces

On-Plot Parking

On-plot parking **should** be used in lower-density areas of new residential neighbourhoods, typically of 35 dwellings per hectare or lower.



Frontage parking **must**:

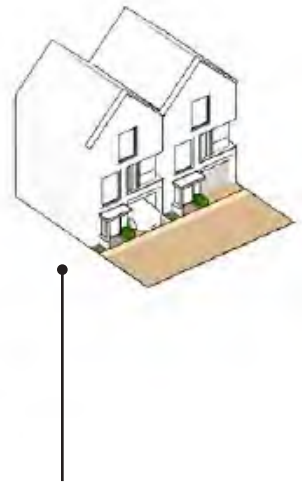
- Have planting at least every four spaces in a run
- Include trees to soften views along longer runs of parking
- Be differentiated in surface material from the carriageway
- Retain footway or planted front garden area of least 1.5m behind the parking space



Side parking **must**:

- Be a minimum of 3.3m wide
- Maintain level footways and cycleways when accesses cross, using quadrant kerbs to provide a drop to the carriageway, as shown below





Integral parking **must**:

- Be a minimum of 6.0 x 3.0m internally
- Have a garage opening of at least 2.7m wide
- Have a garage door no more than 50% of the building frontage width
- Ensure a ground floor window is provided in addition to the front door and garage door

On-Street and Shared Parking

On-street parking and shared parking approaches **should** be used in higher-density areas of new residential neighbourhoods, typically between 40-75 dwellings per hectare.



On-street parking **must**:

- Have runs of no more than four spaces
- Leave no unallocated space to prevent nuisance parking
- Have kerb returns of between 45° or 90°
- Be differentiated in surface material from the carriageway
- Be contained within verge/planted areas at the edge of carriageways, with planting or street trees at the ends of runs



Parking squares **must**:

- Have planting at least every four spaces in a run
- Must not exceed 12 spaces
- Include trees within some planted areas
- Be overlooked from surrounding dwellings
- Be differentiated in surface material from the surrounding streets, with permeable paving recommended



Rear parking courts **must**:

- Be overlooked from dwellings
- Be lit to provide security at all times of day. Lighting spread should be designed so as not to disturb neighbours. Motion-sensitive lighting is supported for its reduced energy use and impact on ecology
- Have planting or trees at least every five spaces in a run
- Be mostly surfaced with permeable paving
- Provide overlooked, safe access to apartment circulation cores via an overlooked route

Safe, well-managed car parking approaches are an important part of what makes places successful.

S-U6 SAFE, ATTRACTIVE AND MULTIFUNCTIONAL OPEN SPACES



All development **must** provide public open space at the levels, standards and accessibility specified in the latest Open Space Assessment, currently:

- Amenity Green Space: 0.6ha / 1000 people, within 480m of all homes
- Parks and Recreation Grounds: 0.8ha / 1000 people, within 400m of all homes
- Provision for Children and Teenagers: 0.1ha / 1000 people, within 400m of all homes
- Natural Green Space: 1.0ha / 1000 people for new development including amenity green space, within 500m of all homes
- Allotments: 0.25ha / 1000 people, within 800m of all homes

Additional Code requirements for two different types of open space are set in this section.

Meeting Points: Open Spaces Amongst Homes



Open spaces amongst homes **must**:

- Have high levels of enclosure from surrounding built form
- Have traffic calmed surrounding streets with a change in carriageway materials
- Be overlooked from surrounding homes
- Include sufficient lighting for safety
- Include cycle parking and seating

Open spaces amongst homes **could** include:

1. Planting and habitat creation
2. Traffic-free active travel links
3. Rain garden and surface water management features
4. Community garden and food production
5. Small events space
6. Childrens play features

Getting Outdoors: Open Spaces on the Edge of the Built-up Area



Open spaces at the edge of built-up areas **must**:

- Be overlooked from surrounding homes
- Have a transition in character from managed to natural, with uses such as play areas closer to homes
- Include sufficient lighting for safety on any active travel routes that pass through the space
- Include features such as bollards that prevent vehicles from entering or parking on the space from surrounding streets

Open spaces at the edge of built-up areas **could** include:

1. Natural habitat creation
2. Surface water management features that also function as natural habitats
3. Traffic-free active travel links and connections to surrounding open spaces and other destinations
4. Childrens play areas
5. Seating along footpaths
6. A distinctive built form edge with views across the open space, with the potential for taller heights to address the space

Being connected to the outdoors and wider green networks is an important part of living in Spelthorne.


BETFRED
BETFRED
bonus king
H&M
Marks and Spencer
William HILL
5

Areas of Change

Staines-upon-Thames Town Centre

OVERVIEW

This section sets out detailed Design Requirements and guidance for development in Staines-upon-Thames town centre.

EXTENT AND CONTEXT



- High Streets
- Town Centre Neighbourhoods
- Inner Suburban
- Suburban
- Village

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

A clear vision for town centre neighbourhoods and the future 'look' of the town centre is a community priority.

DEVELOPMENT CONTEXT

Staines-upon-Thames town centre will see significant change in coming years. The Local Plan allocates around 3,500 new homes to be built, mostly at higher densities and resulting floor area ratios than the prevailing built form. The Design Code sets out the requirements for these to be delivered as part of coherent, well-designed Town Centre Neighbourhoods, that complement and enhance the existing High Street.





Recent development in Staines town centre: London Square (left), River Town (right)

DESIGN AIMS

New development in Staines-upon-Thames town centre **will**:

- When within the 'Historic Core', respect and complement the context of the High Street, Clarence Street, Conservation Area and river frontage
- When within new town centre neighbourhoods, form part of coherent new places for people to live and enjoy that encourage connection, health and sustainable living
- Prioritise the quality, safety and attractiveness of the public realm, open spaces and streets
- Make the most of the river frontage and help to connect the town to the Thames, Colne and Wraysbury
- Be resilient to the anticipated effects of climate change, and ensure that new places do not adversely affect existing places in terms of flooding, microclimate and quality of life

Area Types



Within the Area of Change, more detailed requirements are set out by finer-grain Area Types. Each Area Type in the town centre is considered by whether it will largely retain its existing character and contribution to overall place identity, or whether it is likely to change substantially in character and has the opportunity to newly contribute to the town's identity.

Incremental Change

Retaining existing character and place identity
Design requirements strongly reflect context.

HISTORIC CORE
General requirements for the High Street Area Type (Chapter 4) apply.

MEMORIAL GARDENS

STATION PATH

LONDON ROAD

TWO RIVERS

ELMSLEIGH

RAILWAY EDGES

General requirements for the Town Centre Neighbourhoods Area Type (Chapter 4) apply.

Transformative Change

Defining a new character and place identity.
Design requirements set key parameters only.

A SPATIAL APPROACH FOR STAINES-UPON-THAMES TOWN CENTRE

It is anticipated that the town centre of Staines-upon-Thames will see substantial new development in the coming years. The spatial approach sets out an overview of how this might be accomplished in line with the vision set out in Chapter 3. Although it is illustrative, it guides the detailed design requirements set out later in the Design Code.

The spatial approach's key aims are:

- To reflect the ambition of the community to preserve what makes the town special and familiar to them by identifying key streets and areas for incremental, small-scale change
- To define connected new town centre neighbourhoods that can accommodate new open spaces, new high-quality homes and new mixed-use facilities
- To enhance the character and future sustainability of the town centre

The spatial approach is a composite of a number of layers and design thinking that work together to guide development in the future in a coherent way. These are explored further on the following page.





Protecting the historic core



Better spaces and connections



New green and blue spaces



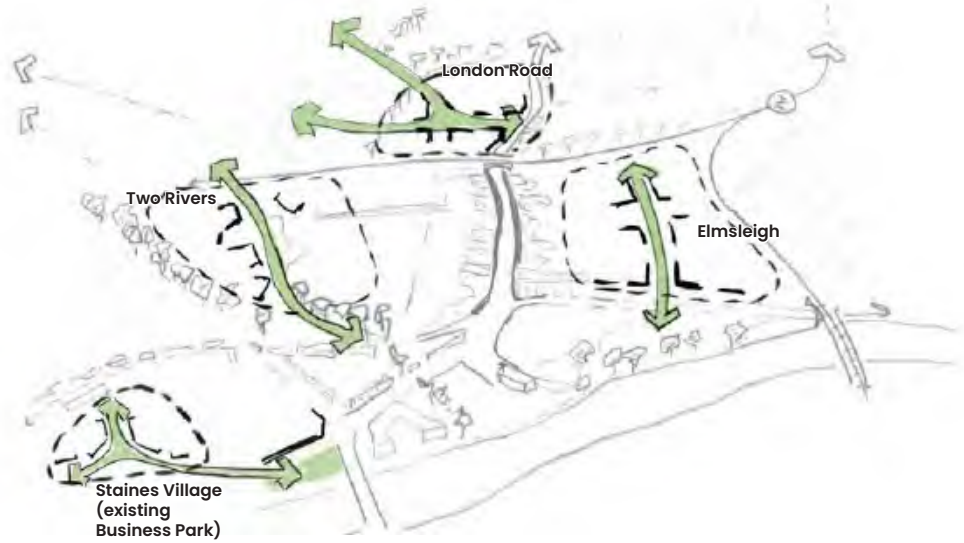
New homes and streets for people

PLACE IDENTITY



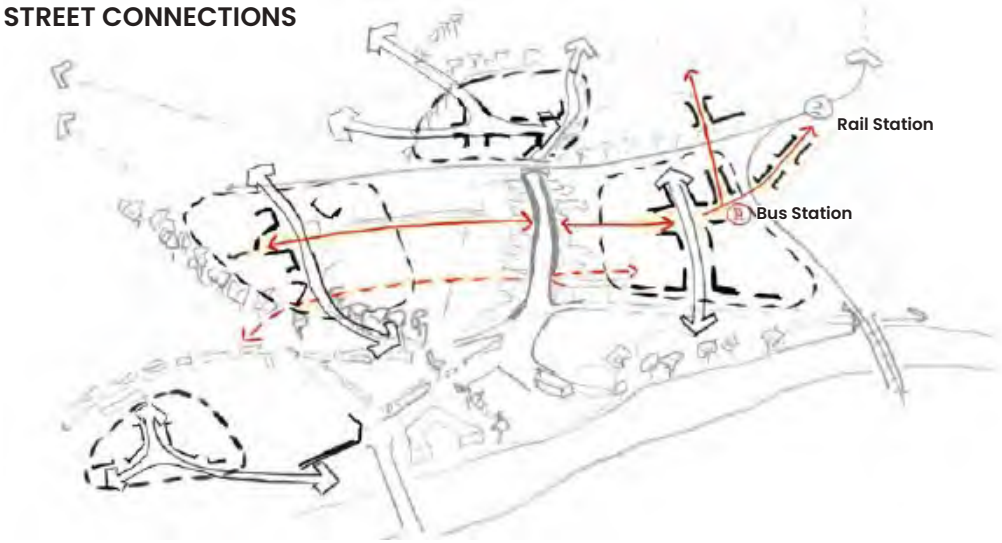
The places that are valued by the community and define the identity of Staines-upon-Thames form the core of the spatial approach.

GREEN LINKS



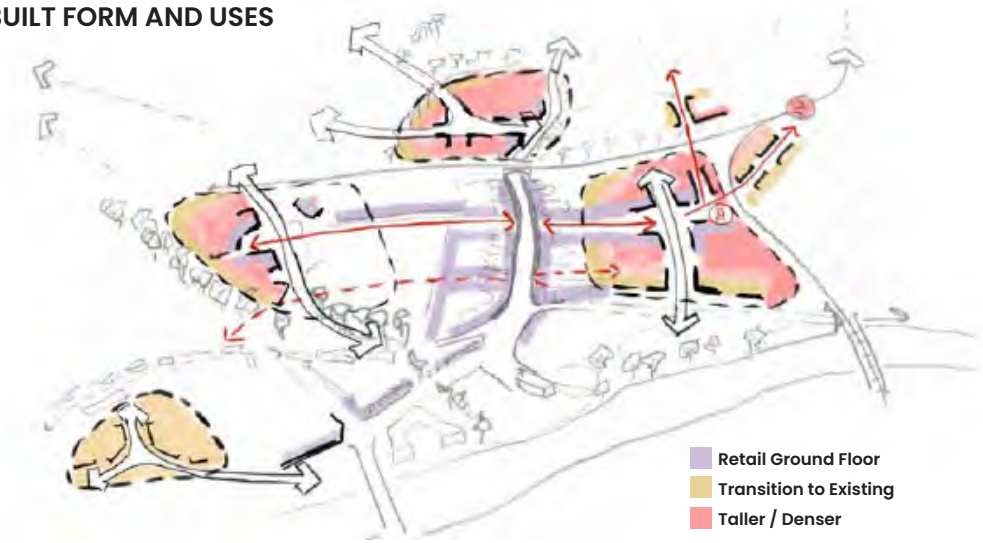
Areas of anticipated growth form new neighbourhoods, linked to their surrounding green open spaces and rivers through new green links.

STREET CONNECTIONS



New neighbourhoods are linked and integrated to the High Street and surroundings through new walking and cycling street connections.

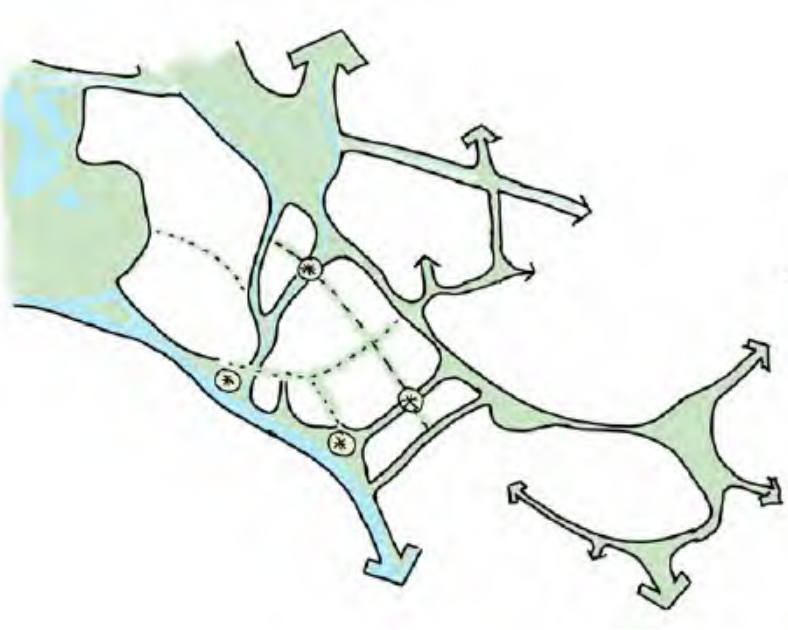
BUILT FORM AND USES



New built form is related to surrounding neighbourhoods by ensuring transitions in height. The existing retail core is strengthened and extended.

OVERALL TOWN CENTRE CODING STRATEGIES

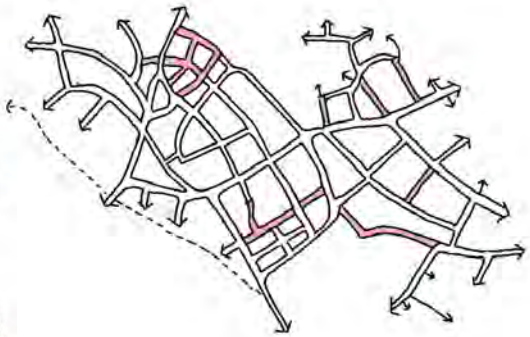
Informed by the spatial approach, a range of strategies guide the detailed coding requirements across the town centre. The minimum requirements for individual schemes to implement these strategies are set out in the detailed Area Type Coding.



Green & Blue Networks

The town centre is surrounded by green and blue assets but is poorly connected to them. New development will join up and enhance the existing networks of green and blue infrastructure, for both people and nature to use.

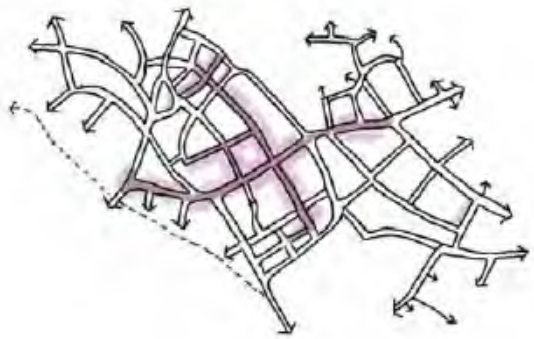
This strategy will be implemented by creating and enhancing open spaces, new green streets, street transformations to include more planting, and enhancements to ecological networks.



Movement

The town centre is broken up by railway lines, major dual carriageway roads and large buildings that prevent movement. New development will enhance the existing street grid so that people can find their way and move around easily, and by more sustainable modes.

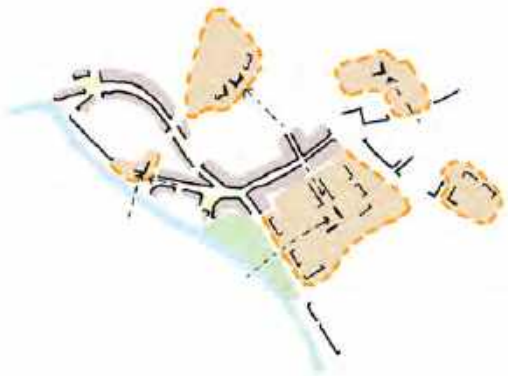
This strategy will be implemented by creating new street connections, enhancing the quality of existing streets and joining up the dots of existing active travel provision.



Uses & Facilities

The town centre has a strong existing High Street and retail offer, and new neighbourhoods will connect to and enhance them. New neighbourhoods will connect to and enhance the existing core of the town centre.

This strategy will be implemented by ensuring new streets and places have active commercial ground floors in the right places.



Townscape

The new town centre neighbourhoods strongly correspond to areas with poor existing townscape, where new development could significantly enhance how the town centre is experienced overall.

This strategy will be implemented by the requirements for the arrangement of new open spaces, streets, heights, marker and landmark buildings, and the implementation of town centre neighbourhood townscape principles (Chapter 4).

Building Heights and Transitional Edges

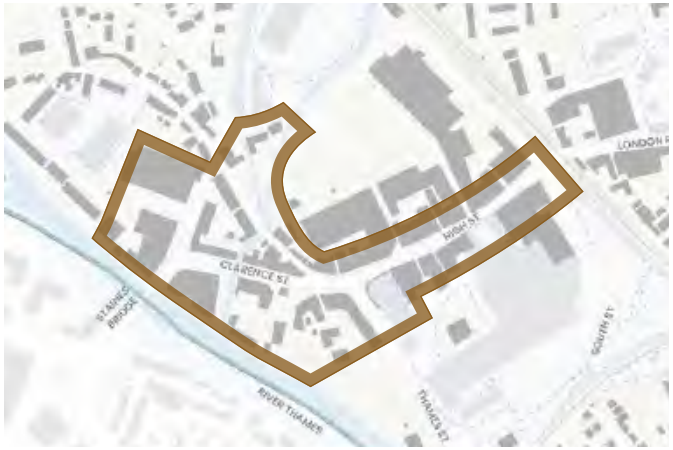
A town centre strategy for building heights and transitional edges is set out on this plan. These are further explained and illustrated with sections and principles in the relevant Area Type requirements.



Marker building where an additional 2 storeys may be accepted if supported by independent design review and set back from the street and sensitive edges

Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale. Principles set out in individual Area Types.

HISTORIC CORE RETAINING THE CHARACTER OF THE TOWN'S HEART



DESIGN AIMS

New development will strongly reflect the context, respecting its surroundings and retaining, not changing, the existing character.

Existing Context & Place Identity

The heart of Staines-upon-Thames is a vibrant and successful High Street. This grew up on the historic Roman road crossing Staines bridge leading towards London. It is primarily a retailing street, with high activity levels, on-street uses such as the market and local events and is at the heart of the identity of the town. The Conservation Area covers the western half of this Area Type.

The built form throughout this area is primarily 3-4 storeys, with a fine urban grain and attractive townscape. There are some on-street trees and only one major open space in the Market Square.

The public realm is bisected by a major road, and the overall built form historically turns its back on the river.

DESIGN REQUIREMENTS

General requirements for the **High Street Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

Building Heights

- Heights of between 3-6 storeys, to comply with the heights plan on the following page
- Where marker buildings are indicated, an additional 2 storeys may be added if proposals are subject to an independent design review. Top 2 storeys must be set back from the street and sensitive edges.
- Protect the scale of and characteristic aspect ratios of existing streets and spaces with development not dominating the street scene or materially altering its street section (shown in Sections 1, 2, 3).

Building Line

- Building line is continuous, with buildings set at the front of the plot

Building Grain

- Building widths of between 6-15m
- Building frontage grain of between 6-10m, with wider buildings visually subdivided

Vertical Mix of Uses

- Ground floor retail and flexible commercial uses included in designs where this frontage type is specified

Public Realm

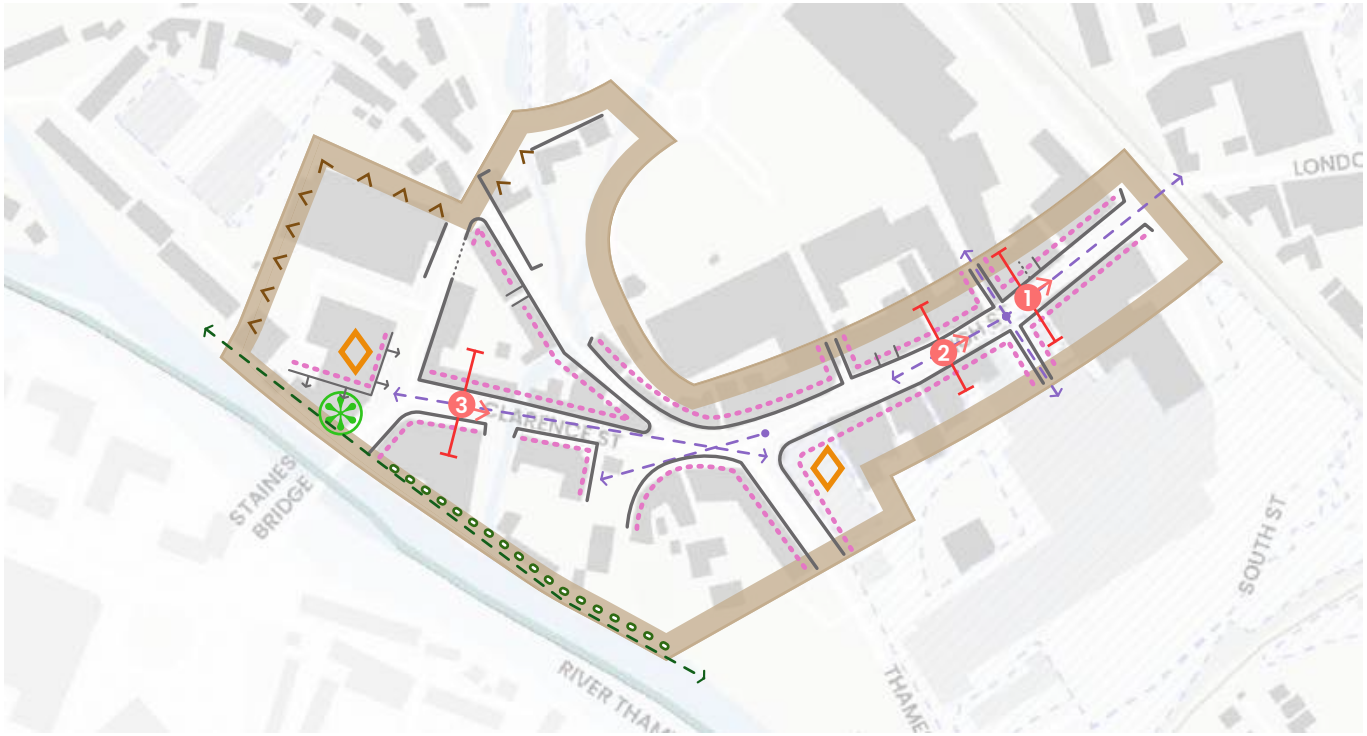
- Create a river front open space as part of development adjacent to Staines Bridge, requirements set out under 'Key Open Space Requirements' on following page..
- Enhanced planting and trees along river frontage to provide shade and 'soft edge' to town centre

Facades, Detail & Richness

- Retention of existing facades, where they are of historic or local importance, or are of distinctive and attractive architecture, and where this is technically feasible
- Roofs to be pitched, with a variety of forms acceptable (see Chapter 4) and informed by contextual study
- Windows on frontage to match surrounding rhythm and characteristics
- Materials and architectural detailing to respond to prevailing form
- Views along Clarence Street terminated with marker buildings

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.



Section location

Allocated site in Local Plan

BUILT FORM

- Building Line
- New Active Frontage
- Key View to Retain
- Marker Building
- Sensitive Edge

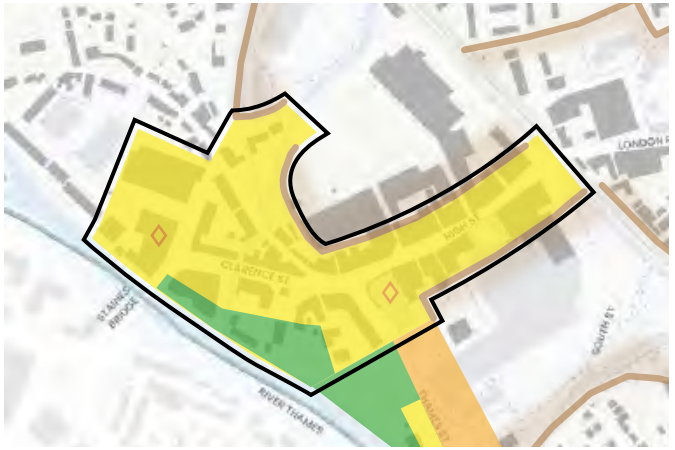
VERTICAL MIX OF USES

- Retail / Flexible Commercial Ground Floor

PUBLIC REALM

- New green open space
- River frontage planting

BUILDING HEIGHTS PLAN



Heights typically up to:

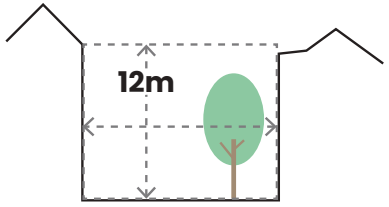
- 3-4 storeys
- 5-6 storeys
- Marker building where an additional 2 storeys may be accepted if supported by independent design review and set back from the street and sensitive edges

EXISTING STREET SECTIONS

The scale of key streets and spaces will be conserved and protected, with development not dominating the street scene or materially altering its street section

For section locations see Coding Plan.

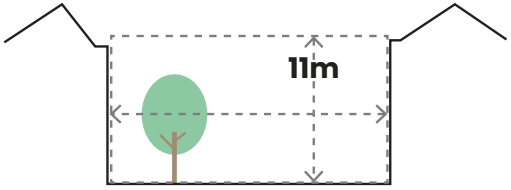
High Street



1

14m

1:1 - 1:1.25 Ratio

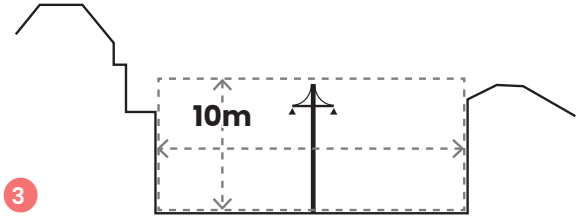


2

21m

1:1.5 - 1:2 Ratio

Clarence Street



3

23m

1:2 - 1:2.5 Ratio

MATERIALITY AND DETAILING

The High Street, Market Square and Clarence Street have a wide range of architectural styles, materials and features, tied together by distinctive dimensions of height, width, and building form.



Gable end roof forms



Corner brickwork detailing and brick variation



Market Square - colonnades



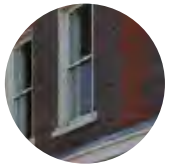
Double-height window articulation



Decorative ironwork



Cream and yellow brick



Shades of red brick

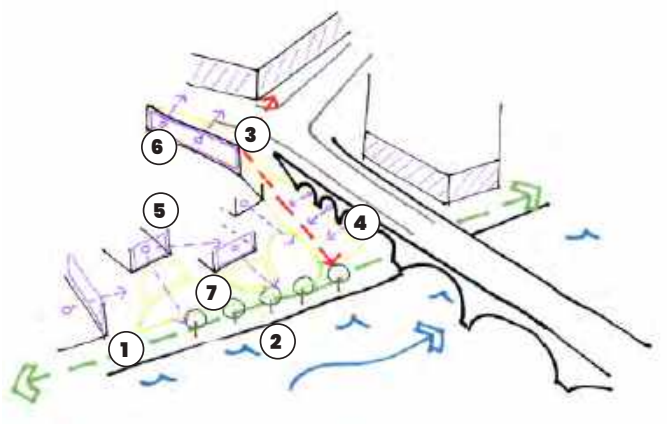


White render

KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Thames Path running through space
2. Additional tree planting along frontage
3. Accessible connection between Clarence St and River Thames frontage
4. Opportunity for commercial reuse of bridge arches, with associated spill-out public realm
5. Active frontages at lower level facing river, with associated spill-out public realm
6. Active frontage at street level facing Bridge Street, with associated spill-out public realm
7. Open space with a mix of planted, treed and hard landscape



Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.



Providing spill-out space in the public realm through materials, planting, surface finishes and retractable canopies.



Creative use of existing heritage assets, frontages and spaces to bring back life and activity.



Creating new incidental spaces such as courtyards within development off main streets.

MEMORIAL GARDENS IMPROVING AND RESPECTING THE RIVER THAMES FRONTAGE



DESIGN AIMS

New development in this area of the Thames frontage will face the river, relate to and help to animate the green open space, and create new connections to the rest of the town centre. Any development will be of exceptional architectural quality and enhance the existing townscape.

Existing Context & Place Identity

The River Thames, and the bridge across it, is the primary reason for the existence of Staines-upon-Thames, and is a much valued asset.

Historically, the town 'turned its back' on the river, primarily seeing it as a location for industry and other marginal uses, and it has only been in the latter stages of the 20th century that its value as a leisure and recreation asset has been recognised, with the creation of Memorial Gardens and the Thames Path national long-distance footpath running through the town.

DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

The Street & Ground Floor

- Building line to be continuous along Thames Street. Setback from plot edge of at least 2m to provide additional public realm for use as spill-out space or planting
- Extend the Thames Path along the full extents of river frontage from Memorial Gardens to the railway bridge
- Planting and trees accommodated along Thames St in areas of extended public realm.
- Ground floor retail and flexible commercial useswhere this frontage type is specified.
- Frontages to activate Memorial Gardens

Scale & Massing

- Heights to comply with the maximum heights plan and key principles in Sections 1 and 2 on the following pages
- Building widths of 10-25m
- Appropriate development typologies include Villas and linear blocks

Open Spaces

- Buildings to face Memorial Gardens
- Extend Memorial Gardens onto the existing car park, design requirements set out under 'Key Open Space Requirements' on following page.
- Extend the green open space network from Memorial Gardens towards the northwest

Detail & Richness

- Roofs to contribute to townscape with pitched form, and with variation when viewed from a distance.
- Building frontage grain of 10-15m, with wider buildings visually subdivided
- Marker buildings at key locations to provide legibility and townscape interest. See coding plan.
- 3-4 storey landmark mixed-use building opportunity adjacent to Memorial Gardens, anchoring the extended space

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.



Section location

Allocated site in Local Plan

THE STREET & GROUND FLOOR

Building Line

New Active Frontage

Retail / Flexible Commercial Ground Floor

Key Overlooking Location

Existing path or active travel street to connect to

New active travel street connection

OPEN SPACES

New green open space

Extension to public realm

Street Planting & Greening

DETAIL & RICHNESS

Marker Building

Landmark Building

BUILDING HEIGHTS PLAN



Heights typically up to:

3-4 storeys

5-6 storeys

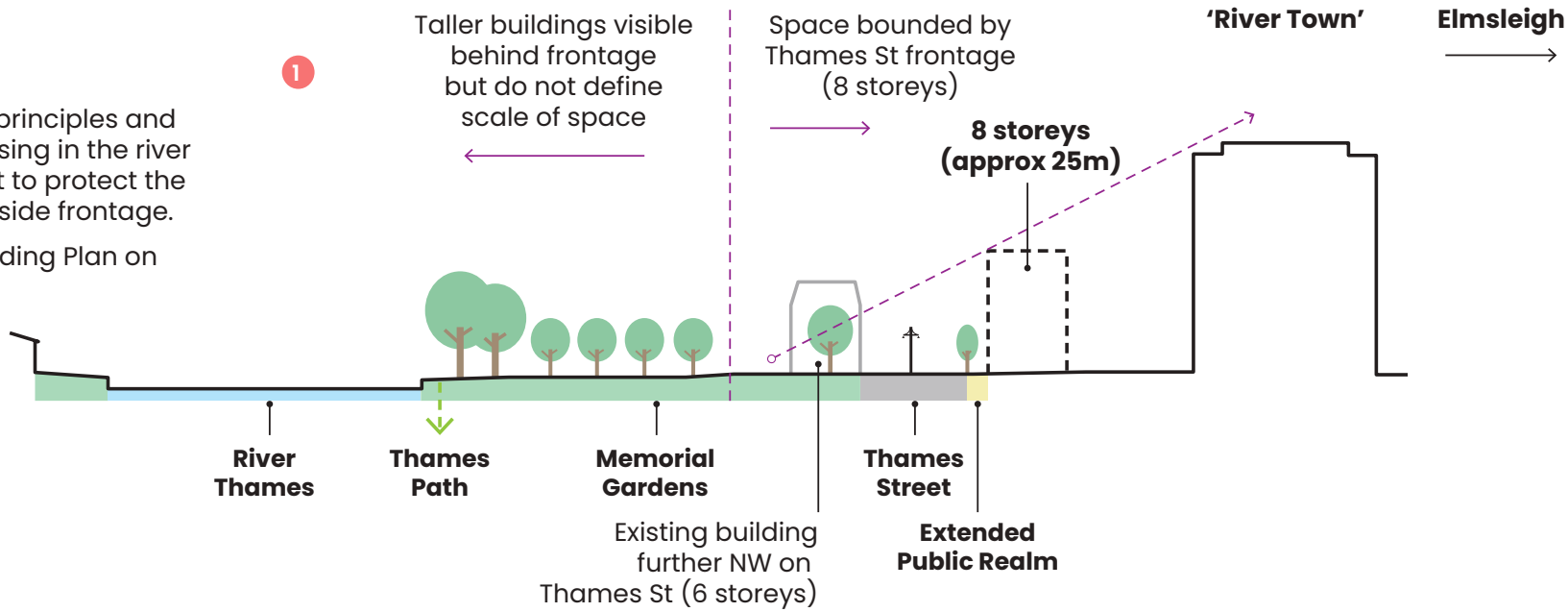
8 storeys

See Sections 1 and 2 on following page for explanation and key principles on heights.

HEIGHTS AND SCALE PRINCIPLES

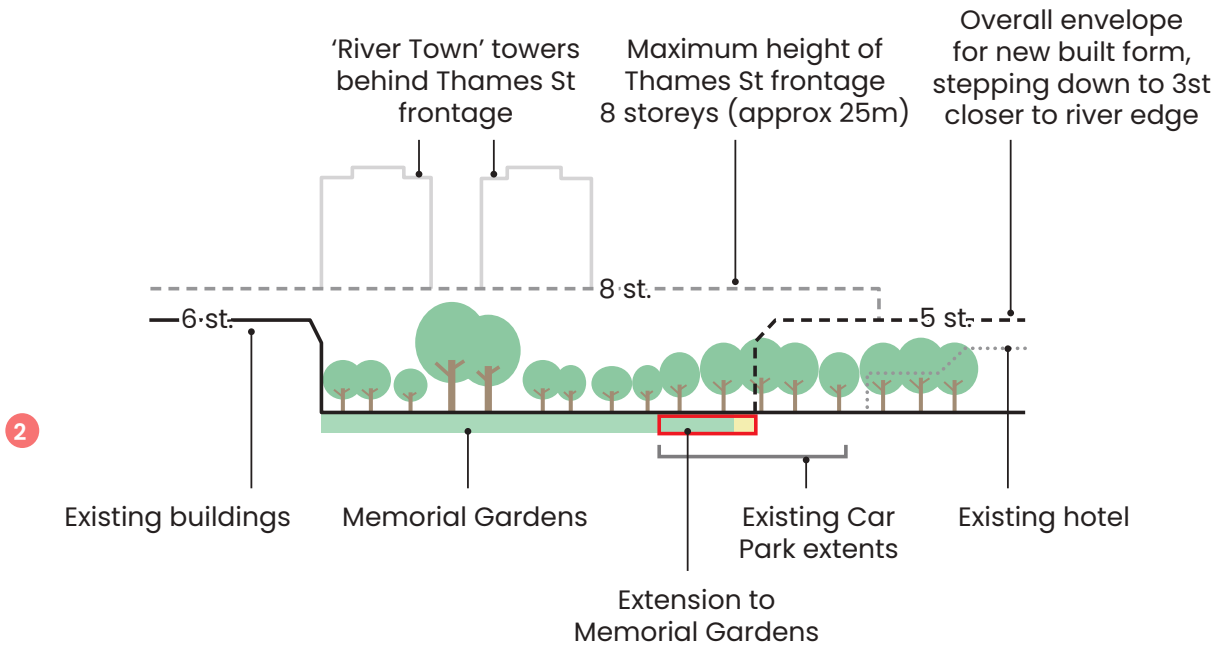
This diagram illustrates overall principles and rationale for the scale and massing in the river frontage area. These are set out to protect the scale and character of the riverside frontage.

For locations of sections see Coding Plan on previous page.



Key principles for massing are that development **must**:

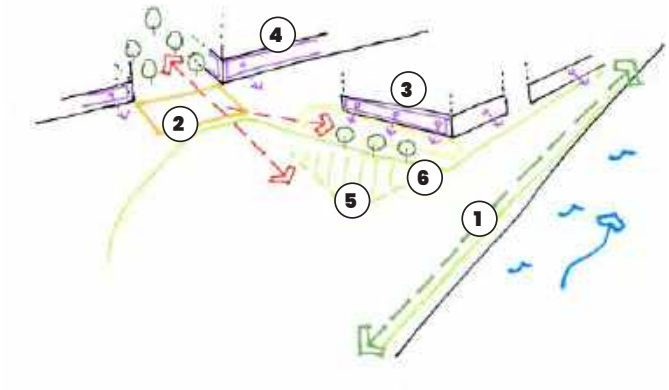
- Have a frontage along Thames Street should at a maximum of 8 storeys to retain an appropriate scale to Memorial Gardens, and to reduce the impact of taller buildings set back behind Thames Street
- Have maximum heights on the river side of Thames Street should be similar to those already in existence (up to 6 storeys immediately adjacent to Thames Street)
- Have maximum heights on the river side of Thames Street should step down towards the river frontage, at a maximum of 3 storeys if immediately adjacent to the river
- Have building mass that is broken up with variety in heights, roofscape and articulation of facades



KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Thames Path running through space, extended along river front with overlooking from built form
2. Accessible connections and improved crossing across Thames St
3. West or Southwest facing active frontage facing river and green open space with associated spill-out public realm
4. Active frontage on Thames St
5. Extension of existing green open space
6. Additional tree planting



Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.



Use of hard landscape public realm to support active ground floor uses on the edge of Memorial Gardens, with trees for shade and to provide a transition to greener open space in Memorial Gardens.



Fine-grained, varied frontages that address the river, open up views and connections, and provide overlooking to Memorial Gardens without overwhelming the scale of the space.







Use of gable-end and set back roofs to provide interest and variety to building tops, and usable private outdoor space facing the river.

Activating open space with play and landscape features to encourage the use of Memorial Gardens as a destination, with play, seating and other activities available.

STATION PATH IMPROVING CONNECTIONS AND INTEGRATING DEVELOPMENT SENSITIVELY



DESIGN AIMS

New development in this area will realise the potential of the sustainable location close to the railway station. It will benefit the surroundings by enhancing the Station Path, providing safe and attractive links between the path and Kingston Road, and reducing areas of severance and discontinuity. It will relate respectfully in scale and massing to the residential area to the north.

Existing Context & Place Identity

The Station Path is an important gateway to the town and has an attractive green character, but is bordered by car parks and underused spaces that can make it feel unsafe.

Community and commercial uses, along with apartments, are located on Kingston Road. A mix of Victorian and Edwardian homes are interspersed with more modern, less well-integrated development and surface parking.

DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

The Street & Ground Floor

- Match and repair existing building lines.
- Provide a setback along Station Path for seating and planting.
- Provide passive surveillance of Station Path, particularly the railway underpass and surrounding area
- Pedestrian and cycle links between Kingston Road and the Station Path
- Street network to respect and connect to existing street grid and characteristic blocks of 55-75m width

Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan and key principles in Section 1 on following pages
- Building widths or frontage grain of between 7-15m to reflect existing built form
- Appropriate development typologies include terraces, mews, linear blocks, villas and occasional towers on podiums.

Open Spaces

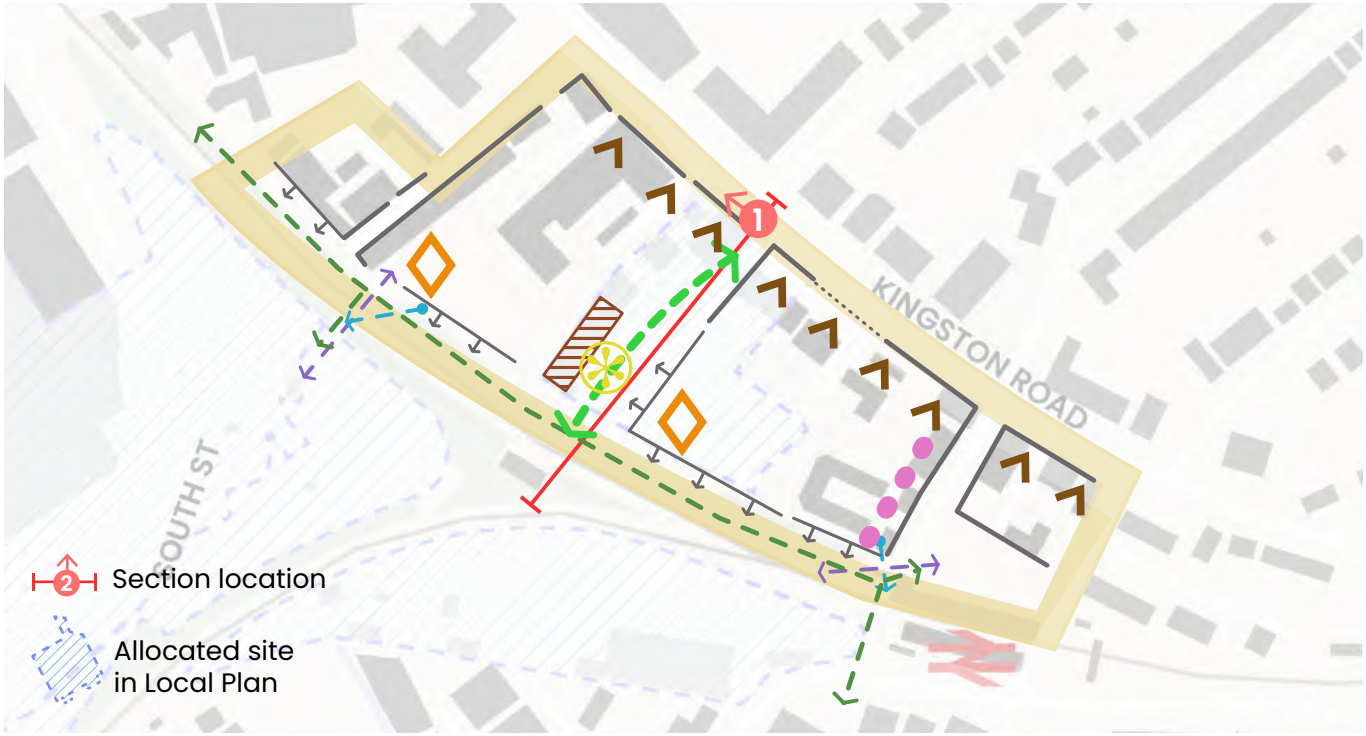
- Create a square in front of the Oast House which provides an appropriately-scaled space for this building. Requirements are set out under 'Key Open Space Requirements' on following page.

Detail & Richness

- Roofs up to 5 storeys to be pitched with gable ends and dormers acceptable.
- Roofs of taller buildings to provide visual interest with distinctive form, and with variation when viewed from a distance.
- Marker buildings at key locations to provide legibility and townscape interest. See coding plan.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.



THE STREET & GROUND FLOOR

- Building Line
- New Active Frontage
- Key View to Retain
- Retail / Flexible Commercial Ground Floor
- Repaired Building Line
- Key Overlooking Location
- Existing path or active travel street to connect to
- New active travel street connection

SCALE & MASSING

- Sensitive Edge

OPEN SPACES

- Public realm enhancements

DETAIL & RICHNESS

- Marker Building
- Heritage Asset to define edge of new public realm

TRANSITIONAL EDGES PLAN



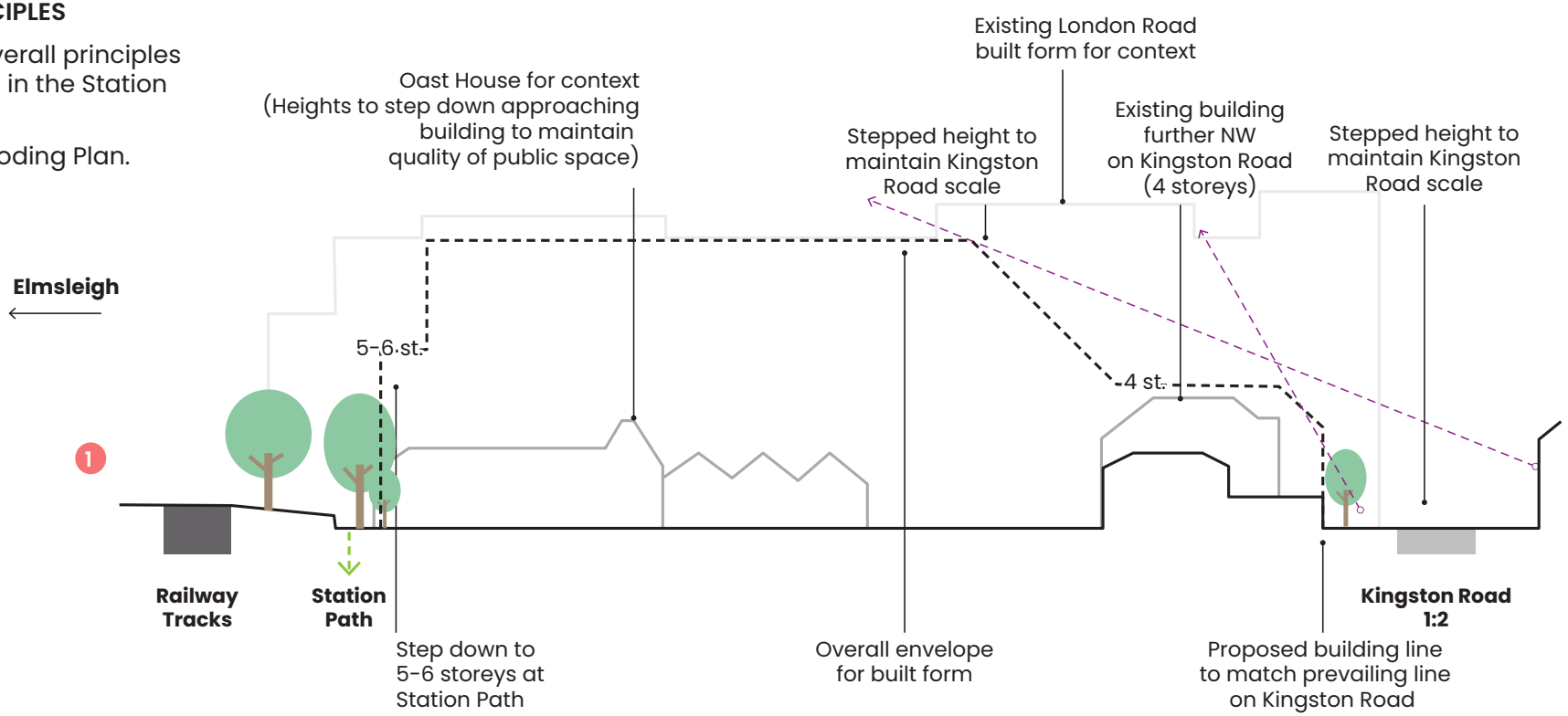
Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

See Section 1 on following page for explanation and key principles on transitional edges.

HEIGHTS AND SCALE PRINCIPLES

This diagram illustrates overall principles for the scale and massing in the Station Path area.

For section location see Coding Plan.



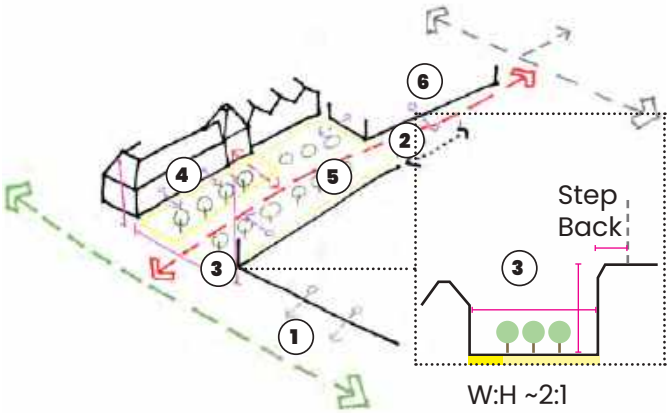
Key principles for massing are that development **must**:

- Step down to 3-4 storeys to meet Kingston Road towards the east, preserving its scale and views from the street and buildings to the north
- Step down to 5-6 storeys to meet Kingston Road towards the west, closer to London Road
- Step down to 5-6 storeys create a human scale adjacent to Station path
- Step down to meet the public space in front of the Oast House as set out in the Key Open Space Requirements on the following page

KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Improved overlooking of Station Path
2. Walking and cycling connection between Kingston Road and Station Path
3. Public space created in front of Oast House with new surrounding built form scaled and set back at taller heights, as shown in section inset.
4. 'Spill-out' public realm immediately in front of Oast House
5. Tree planting within public realm to provide shade and character to space
6. Overlooking and active frontages to all spaces from new built form



Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.



Streets that prioritise people and limit vehicle speeds, and reflect the existing structure and key dimensions of blocks and streets in the surrounding context.



Use of artwork in the public realm to provide legibility and a distinctive character to this area, particularly on new pedestrian links past the Oast House.



Use of mews streets to ensure high densities within blocks whilst maintaining a mix of house types in developments.

LONDON ROAD A NEW GATEWAY NEIGHBOURHOOD FOR THE TOWN CENTRE



DESIGN AIMS

New development in this area will create new high-quality green spaces and public realm for residents and the public that provide a setting for higher-density buildings, and maximise connectivity through to the suburbs and green spaces to the north.

Existing Context & Place Identity

On the north-eastern side of the railway tracks, under the Iron Bridge, the London Road area is an extension of the High Street. It has some secondary and local retail and service uses, as well as being a focus for a number of larger high-density residential schemes, with associated ground floor retail uses.

London Road is an important gateway location for the town and is a major new neighbourhood for Staines-upon-Thames.

DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

The Street & Ground Floor

- Building line to be set back from plot edge along London Road to provide additional public realm, planting and spill-out space.
- Retail and commercial ground floor uses to be located along London Road frontage

Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan and key principles in Section 1 on following pages
- General presumption of high residential densities and Floor Area Ratio of 3.0 or above.
- Appropriate development typologies include occasional podiums and towers, villas and linear blocks.

Open Spaces

- Create a linear green open space from London Road/Kingston Road towards the north. Requirements are set out under 'Key Open Space Requirements' on following page.

Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.
- Marker buildings at key locations to provide legibility from London Road towards other developments further north. See coding plan.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.



THE STREET & GROUND FLOOR

- Building Line
- New Active Frontage
- Key View to Retain
- Retail / Flexible Commercial Ground Floor
- Key Overlooking Location
- Existing path or active travel street to connect to
- New active travel street connection

SCALE & MASSING

- Sensitive Edge

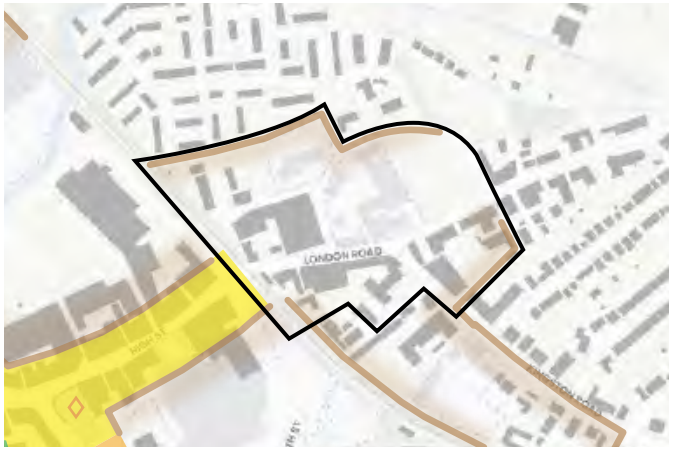
OPEN SPACES

- New green open space
- Public realm enhancements
- Street Planting & Greening

DETAIL & RICHNESS

- Marker Building

TRANSITIONAL EDGES PLAN



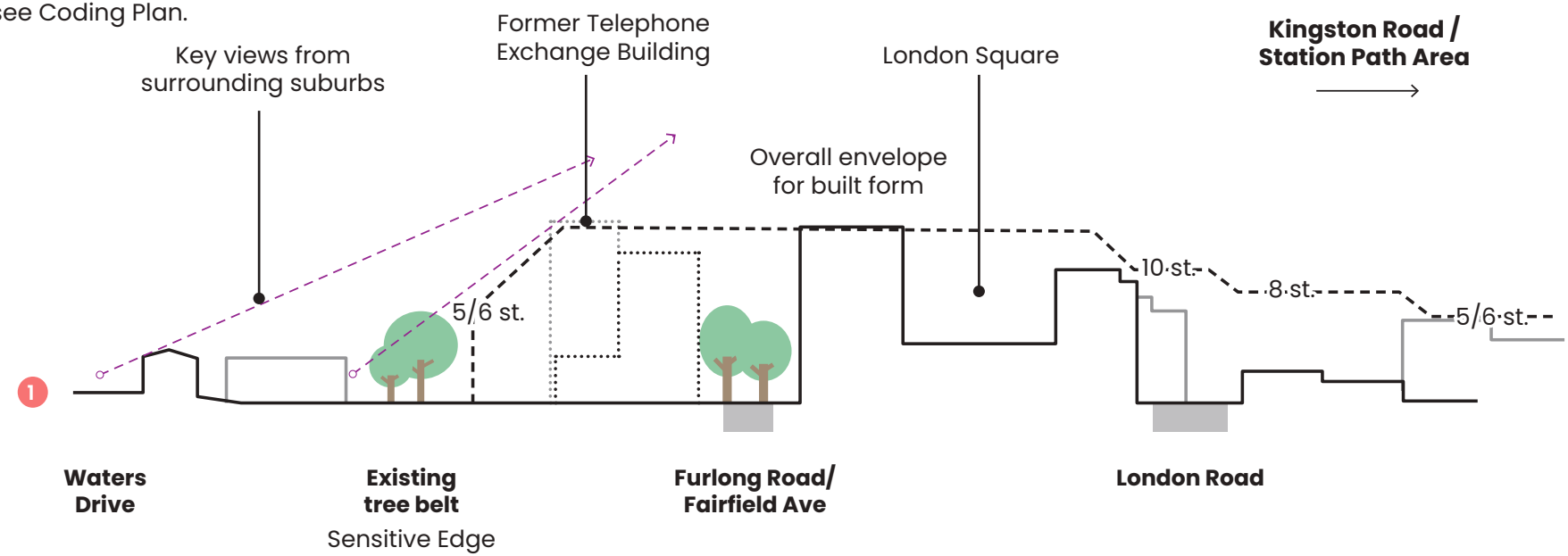
Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

See Section 1 on following page for explanation and key principles on transitional edges.

HEIGHTS AND SCALE PRINCIPLES

This diagram illustrates overall principles for the scale and massing in the London Road area.

For section location see Coding Plan.



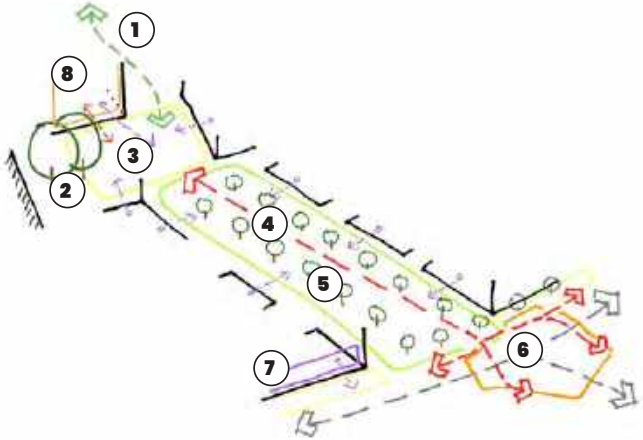
Key principles for massing are that development **must**:

- Step down towards the northern edge bordering Waters Drive to approximately match the heights of the existing tree belt (5/6 storeys)
- Heights to peak in the centre of the neighbourhood at 12 storeys
- Heights on London Road to be no higher than the currently prevailing heights of recent developments (approx 10 storeys / 32m)
- Be generally lower in height on the south-western side of London Road to transition to this lower-rise existing residential area

KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Connections to wider open spaces and neighbourhoods to the north
2. Retention of existing trees
3. Overlooked public realm at key node
4. Connection from London Road to former Telephone Exchange site and public realm
5. Overlooked linear green open space
6. Improved pedestrian and cycling connections at London Road / Kingston Road junction
7. Retail frontage and associated 'spill-out' public realm on London Road
8. Marker building to terminate views along linear green open space



Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.



Well-overlooked green open spaces with trees, seating and a choice of walking routes.



Active commercial ground floors that have a strong relationship with a pedestrian-friendly public realm.



Urban character of public realm with trees, cycle parking and hard landscape at key nodes, such as along London Road or at the public realm square opportunity set out on the coding plan.

TWO RIVERS A NEW NEIGHBOURHOOD WITH ACCESS TO NATURE



DESIGN AIMS

New development in the Two Rivers area will create a new, integrated primarily residential neighbourhood strongly related to the watercourses running through it. Opportunities to reflect the grain or character of the historic industrial uses of the site are supported.

Existing Context & Place Identity

To the north-west of the core of the historic town centre sits the Two Rivers Retail Park, which occupies land previously used for the linoleum industry. The area is dominated by a large surface car park and associated highway infrastructure and edged by modern retail and leisure units. The retail park integrates well with the core High Street and strengthens the overall town centre offer.

DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

The Street & Ground Floor

- New street layouts designed on 'superblock' principles to prioritise active travel, with vehicle movement limited to parking and service access to buildings
- New streets to connect to and extend the street grid of the town centre from the southeast
- Enhance the safety of the existing pedestrian bridge towards the west by locating of built form with active frontages facing it
- Connect new streets to existing footpaths along River Wraysbury corridor
- Retention and extension of retail, leisure and other commercial uses along key NW-SE axis. See Coding Plan.

Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan and key principles in Section 1 on following pages
- Massing led by creating a comfortable street scale with the tightest width:height ratio of around 1:1. Heights that would break this street aspect ratio are permitted through the use of a 'shoulder' where heights step back from the street edge.
- General presumption of high residential densities and Floor Area Ratio of 3.0 or above.
- Terraces and linear blocks to be used close to sensitive edges.
- All development typologies may be appropriate in other locations

Open Spaces

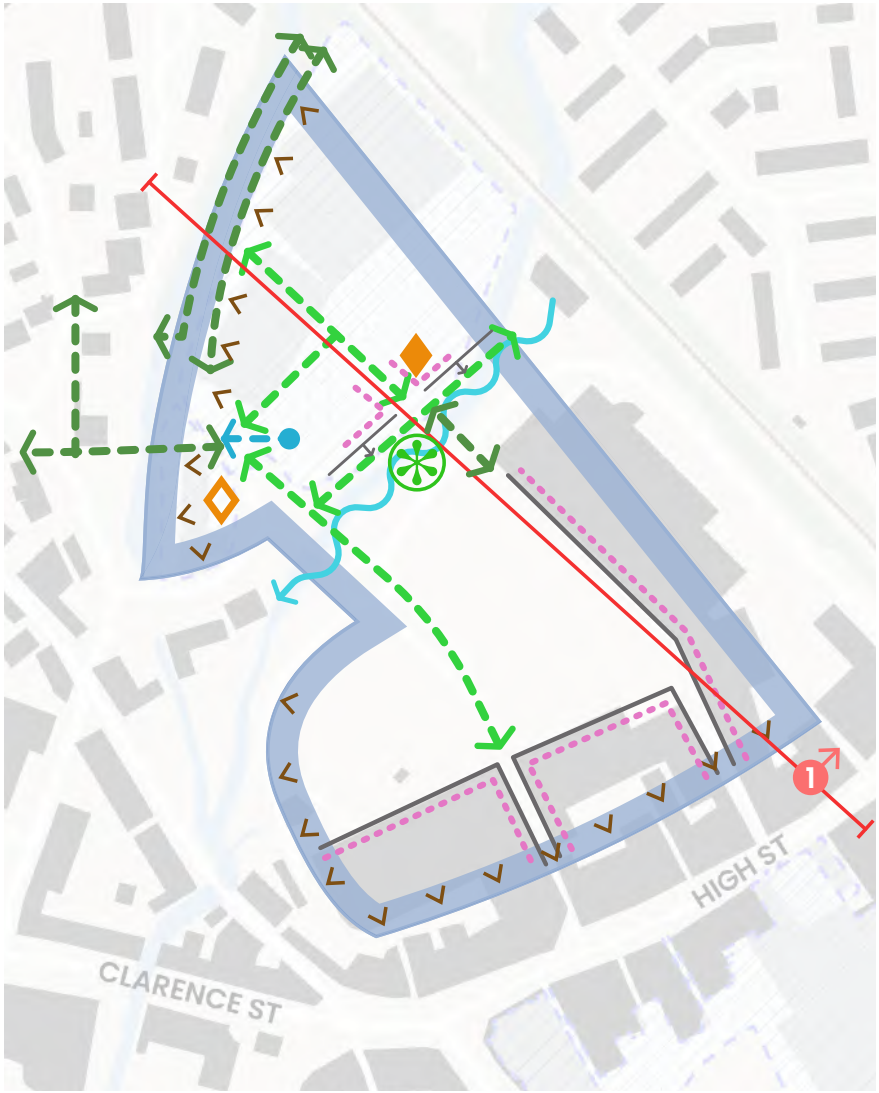
- Create a new linear park and public spaces along a restored River Colne. Requirements are set out under 'Key Open Space Requirements' on following page.
- Enhancement of the habitats and watercourses of the Rivers Wraysbury and Colne, including potential for river restoration approaches along the Colne.

Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.



Section location

Allocated site in Local Plan

THE STREET & GROUND FLOOR

Building Line

New Active Frontage

Retail / Flexible Commercial Ground Floor

Key Overlooking Location

Existing path or active travel street to connect to

New active travel street connection

SCALE & MASSING

Sensitive Edge

OPEN SPACES

New green open space

River restoration opportunity

DETAIL & RICHNESS

Marker Building

Landmark Building

TRANSITIONAL EDGES PLAN

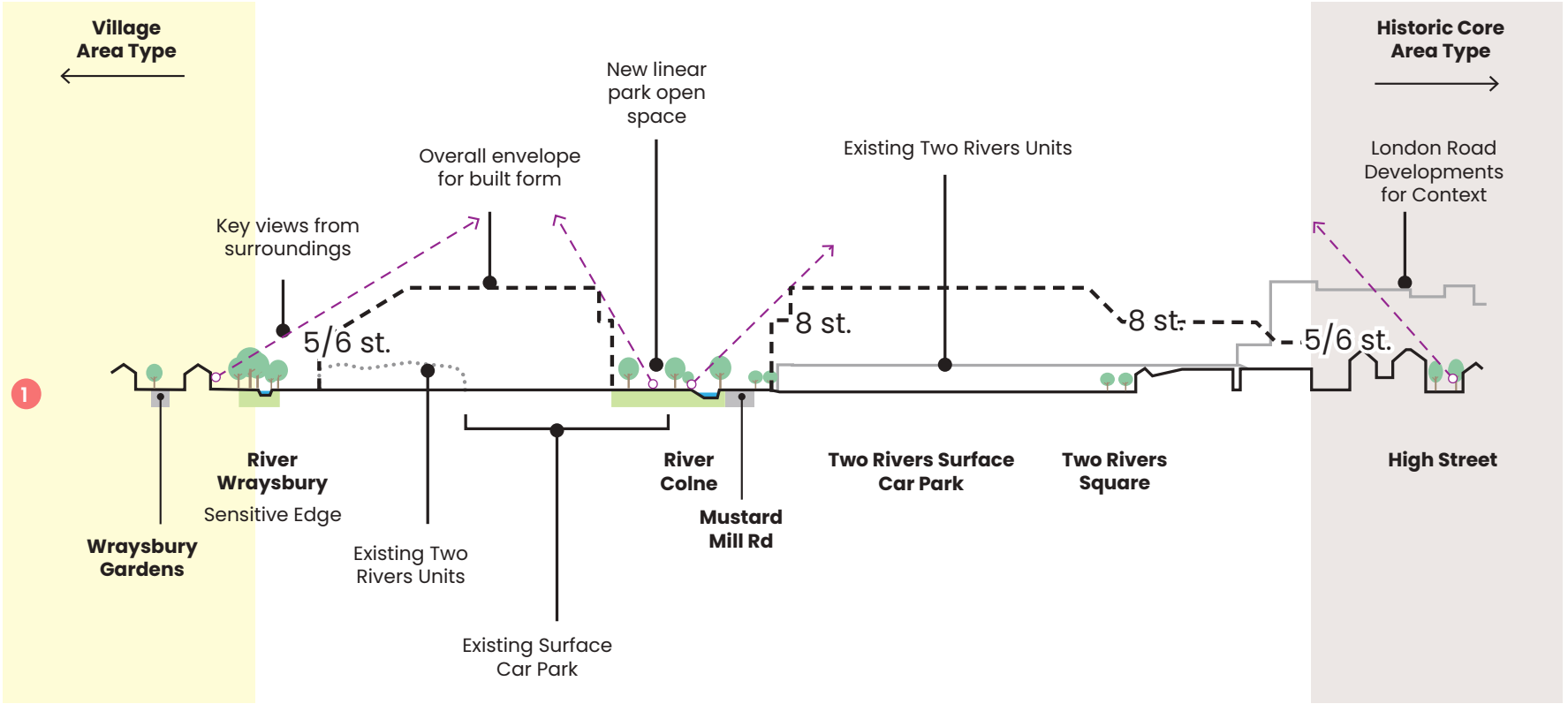


Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

See Section 1 on following page for explanation and key principles on transitional edges.

HEIGHTS AND SCALE PRINCIPLES

This diagram illustrates overall principles for the scale and massing in the Two Rivers area. For section location see Coding Plan.



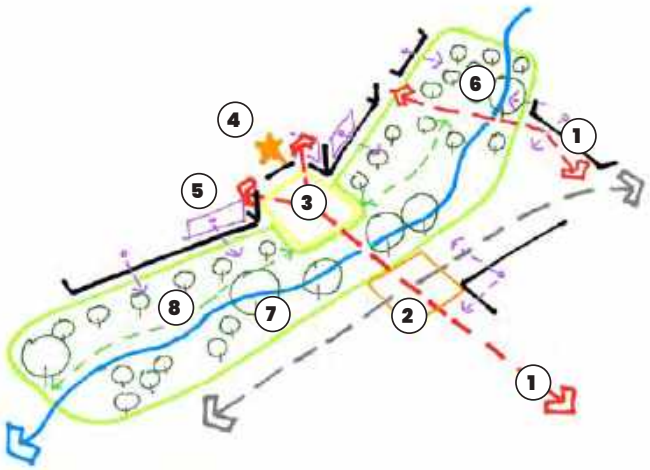
Key principles for massing are that development **must**:

- Step down towards the neighbouring residential area to the northwest, with heights at the edge approximately as high as the existing tree belt on the River Wraysbury (~15-18m, 5-6 storeys)
- Have heights of up to 8 storeys immediately adjacent to the new linear park, with taller heights set back with a 'shoulder'

KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Connections across existing bridges to town centre streets into open space and towards the north and west
2. Crossing point to provide walking and cycling access to open space
3. Overlooked, activated public realm at node
4. Marker building to terminate view from town centre
5. Retail active frontage around key node and overlooking of open space from built form
6. Strengthening of existing trees and planting to create varying landscape character Accessible green open space around river
7. Walking and cycling links through open space



Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.



Views maintained through development to provide a visual connection to surrounding areas and natural spaces.



Using the design and materiality of bridges as important connection points and features.



Use varied and attractive landscape and public realm features to make use of the River Colne as the heart of a new open space, reactivating this area for both nature and people.

ELMSLEIGH A BUSTLING TOWN CENTRE NEIGHBOURHOOD FOR ALL



DESIGN AIMS

New development in the Elmsleigh area will create a new, integrated mixed-use town centre neighbourhood, progressively changing the existing monolithic, inward-facing built form to one of streets, open spaces and individual buildings, with much better connections to the river frontage and surrounding neighbourhoods and facilities.

Existing Context & Place Identity

The area to the south-east of the High Street is a covered 1970s shopping centre with a large multi-storey car park and service entrances on main streets. It is a part of the town's retail offer.

This part of the town centre is also an important gateway for public transport users, arriving by rail or bus, and for those walking or cycling, as the majority of homes in Staines-upon-Thames located within walking or cycling distance of the town centre are located to the south-east.

DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

The Street & Ground Floor

- New street layouts designed on 'superblock' principles to prioritise active travel, with vehicle movement limited to parking and service access to buildings. South Street to become a multi-modal street (chapter 4).
- Retain existing NW-SE High St to bus station connection as a pedestrian priority street
- Retention and extension of existing retail, leisure and other commercial uses along key NW-SE axis, connecting to High Street and bus station. See Coding Plan.
- Mix of retail and commercial unit sizes to provide opportunities for smaller and independent businesses
- Create new NE-SW pedestrian priority connection towards river frontage
- Active frontage onto South Street and bus station

Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan and key principles in Section 1 on following pages
- Massing led by creating a comfortable street scale with the tightest width:height ratio of around 1:1. Heights that would break this street aspect ratio are permitted through the use of a 'shoulder' where heights step back from the street edge.
- General presumption of high residential densities and high Floor Area Ratio of 3.0 and above.
- Appropriate development typologies include podiums and towers, villas and linear blocks closer to edges.

Open Spaces

- New green open space at heart of new neighbourhood, where streets cross. Requirements are set out under 'Key Open Space Requirements' on following page.

Homes & Practicalities

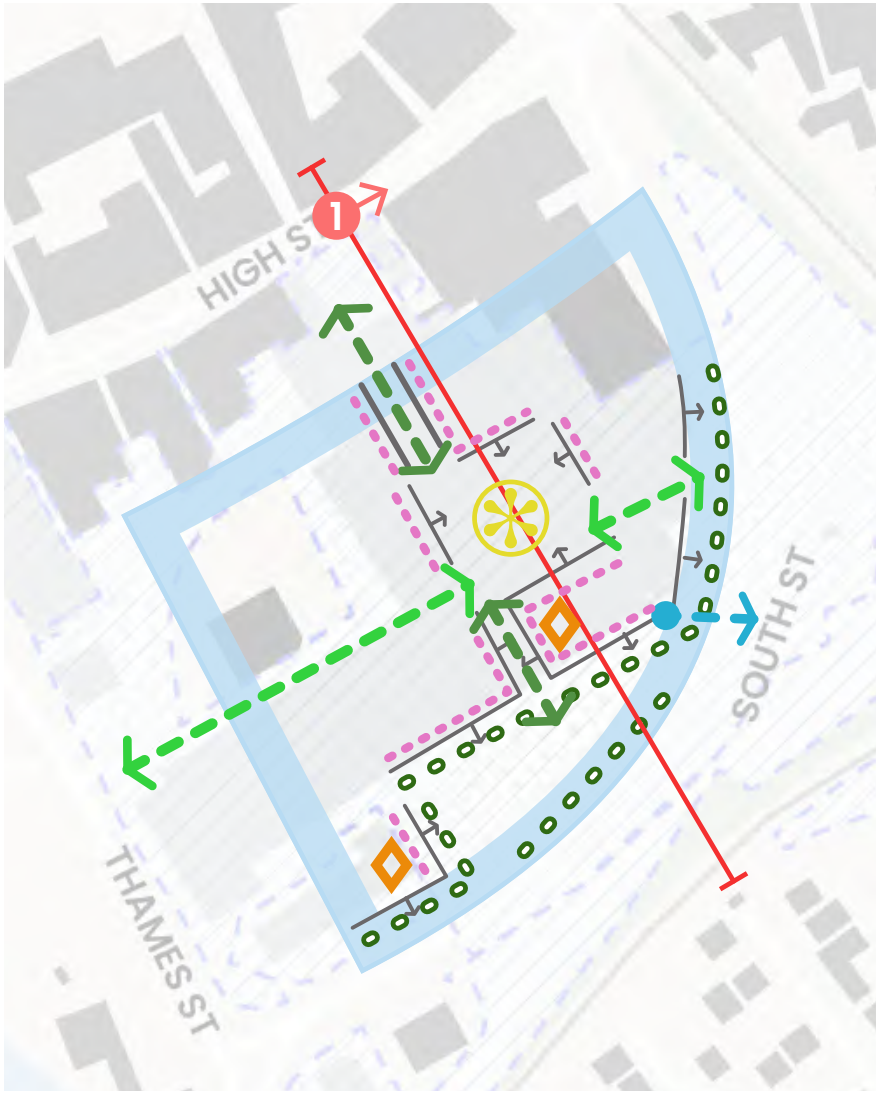
- Retain existing public car parking provision within consolidated deck structures, with attractive facades or sleeved by other development

Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.



2 Section location

Allocated site in Local Plan

THE STREET & GROUND FLOOR

Building Line

New Active Frontage

Retail / Flexible Commercial Ground Floor

Key Overlooking Location

Existing path or active travel street to connect to

New active travel street connection

OPEN SPACES

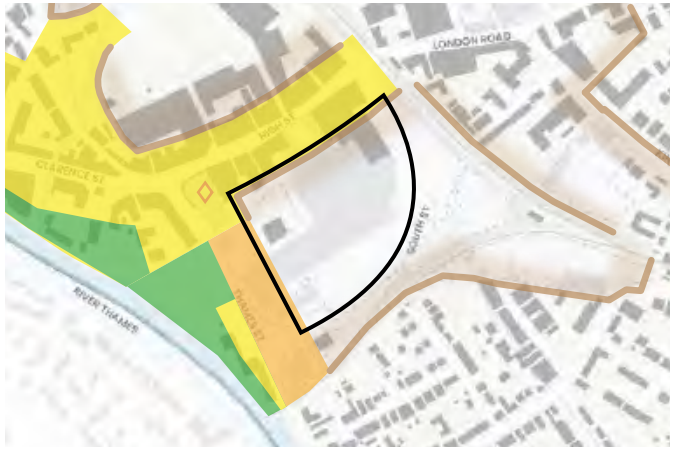
New open space/ public realm

Street Planting & Greening

DETAIL & RICHNESS

Marker Building

TRANSITIONAL EDGES PLAN



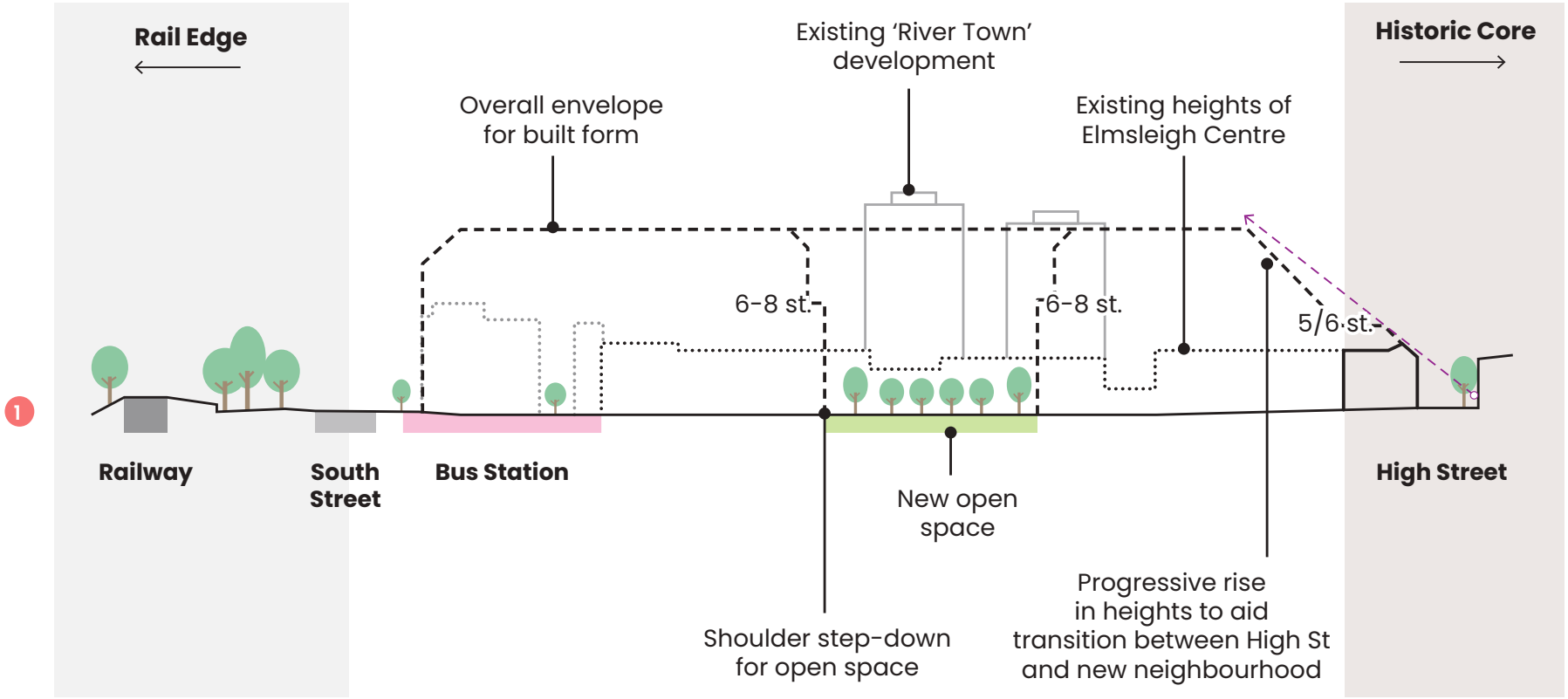
Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

See Section 1 on following page for explanation and key principles on transitional edges.

HEIGHTS AND SCALE PRINCIPLES

This diagram illustrates overall principles for the scale and massing in the Elmsleigh area.

For section location see Coding Plan.



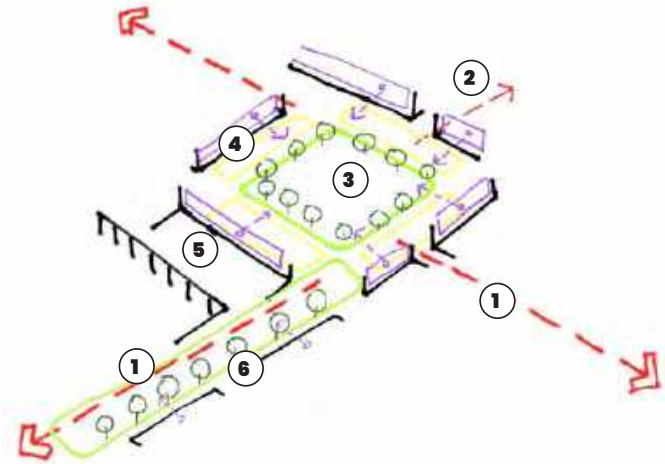
Key principles for massing are that development **must**:

- Step down towards the permitted heights in the High Street (5-6 storeys)
- Ensure that views from street level in the High Street are not interrupted by new built form in the Elmsleigh Area
- Have a podium or base facade of up to 8 storeys surrounding any new public open spaces, with taller buildings set back above a 'shoulder'

KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Key connections to High Street, Bus Station and Memorial Gardens
2. Potential secondary connection to the northeast
3. Green open space or new public realm with trees and planting
4. Retail active frontages facing space with associated 'spill-out' public realm
5. Built form to create active edge along southwestern frontage
6. Tree-lined, overlooked connection towards the river and Memorial Gardens



Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.



Variety in materials, architecture and roof types to provide variation while maintaining fine grain, human-scale streets.



Creation of an open space with a distinct urban character, variety of spaces and uses within.



Use of patterns, materials and detailing in the public realm to create attractive pedestrian-priority streets that lead people through the neighbourhood.

RAILWAY EDGES IMPROVING THE QUALITY OF STREETS AND SPACES



DESIGN AIMS

New development in these locations will ensure that noise levels and quality of spaces next to the railway line are acceptable for residents. They should create good quality street environments and ensure that any existing or new connection points across the railways are safe, overlooked and become part of the wider street network.

Existing Context & Place Identity

Two busy railway lines divide Staines-upon-Thames town centre from its surrounding suburbs. On the river/town centre side of these lines are a series of car parks and other areas where new development is proposed. There is little existing built form but on the other side of the railway lines are primarily existing suburbs.

DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

The Street & Ground Floor

- Create a strong street edge with a podium or continuous base building to limit impact of railway on wider town centre neighbourhoods. See following pages for principles.
- Safeguard potential new link across Egham railway tracks towards railway station. See Coding Plan.
- Incorporate new street trees and planting along main roads, particular South St to aid transformation to multi-modal street.

Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan
- Massing led by creating a comfortable street scale with the tightest width:height ratio of around 1:1. Heights that would break this street aspect ratio are permitted through the use of a 'shoulder' where heights step back from the street edge.
- General presumption of high residential densities and high Floor Area Ratio of 3.0 and above, particular close to major roads such as South St.

Open Spaces

- Create a gateway space at edge of Elmsleigh neighbourhood. Requirements are set out under 'Key Open Space Requirements' on following page.

Homes & Practicalities

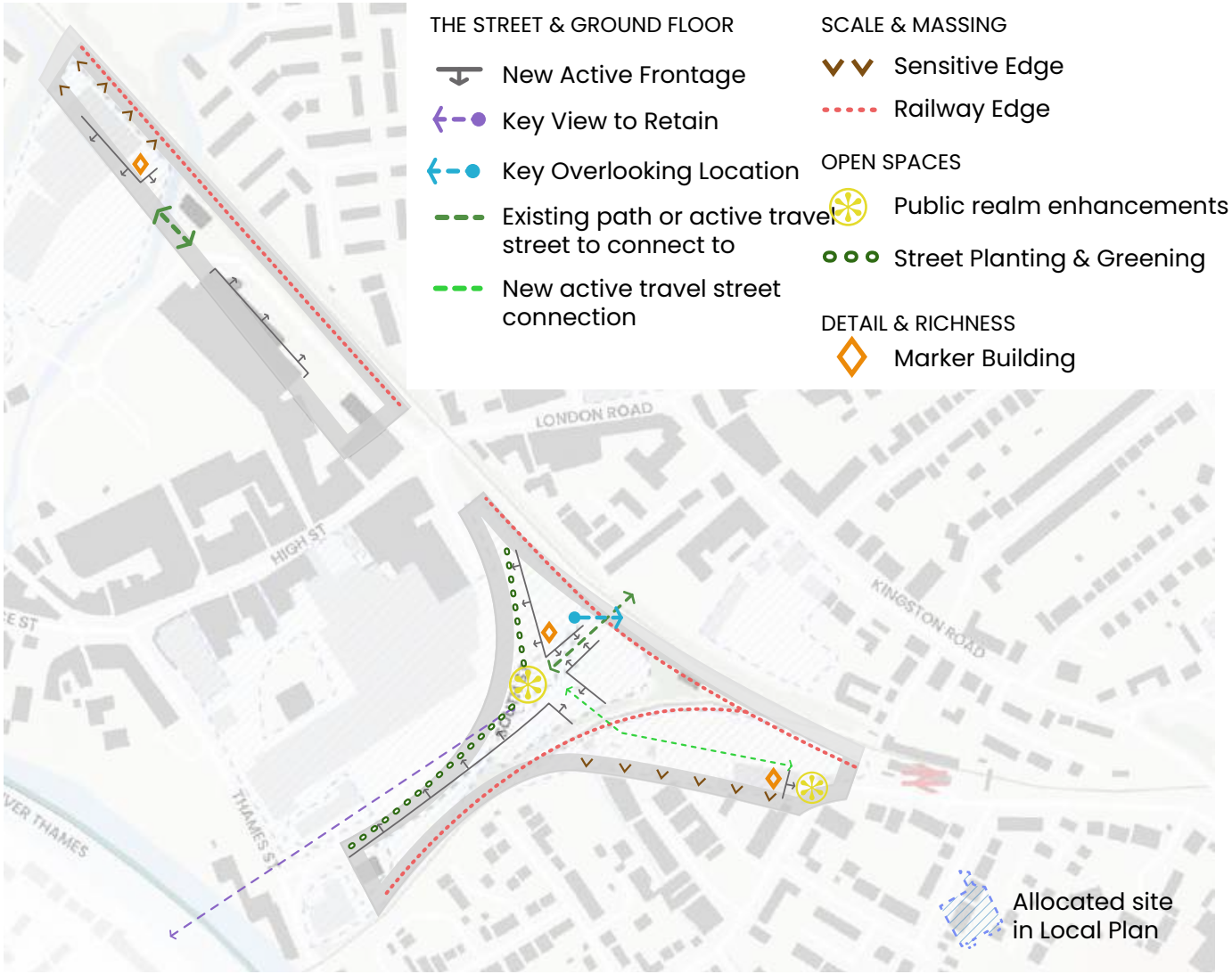
- Retain existing public car parking provision within consolidated deck structures, with attractive facades or sleeved by other development

Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.



TRANSITIONAL EDGES PLAN



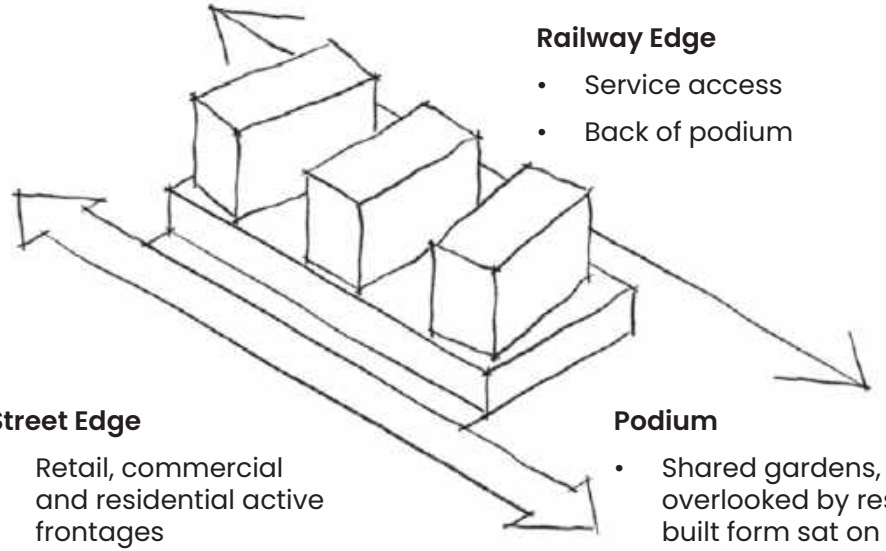
Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

RESPONDING TO A RAILWAY LINE

This diagram sets out overall principles and an illustrative example for arranging built form along a railway edge.

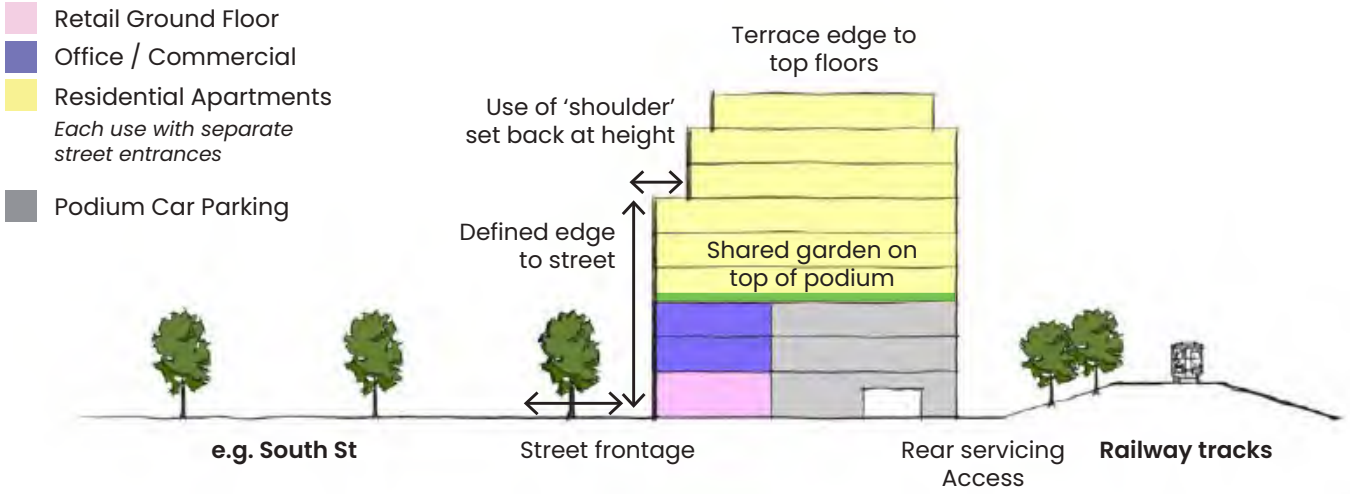
Key principles for massing are that development **must**:

- Have a continuous podium, plinth or base building along the street edge that provides good enclosure and active frontage to the street
- Arrange taller massing above this in a way that provides residents with a variety of views to both town centre and across surrounding areas and the railway lines



CREATING A STREET EDGE

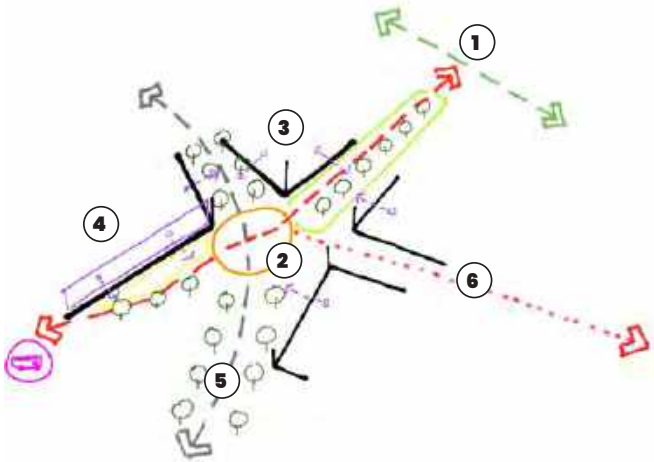
This diagram sets out overall principles for how the use of a base podium with active frontage can create an attractive street environment, vertical integration of different uses, and how massing should relate to the street and the railway lines.



KEY OPEN SPACE REQUIREMENTS

Proposals for a new open space **must** include:

1. Connection to Station Path through underpass, with improved overlooking and attractive green space environment
2. Improved crossing point and public realm for walking and cycling
3. Built form to overlook streets and public realm
4. Retail and activated frontage facing towards bus station and railway station connection, with associated 'spill out' public realm
5. Street tree planting and progressive change of South Street to a 'boulevard'
6. Consideration of potential future connection across railway tracks to the southeast



Illustrative approach to applying the key design requirements

EXAMPLES AND PRECEDENTS

Development in this area **could** implement the following design features, character and opportunities.



Rear/railway side to provide quality amenity space for residents through changes in levels.



Multi-storey car parks with facade treatments, ideally located above active commercial ground floors.



Activated street edge with balconies and more distinctive built form to mark corners.

Sunbury Cross

OVERVIEW

This section sets out detailed Design Requirements and guidance for development in Sunbury Cross town centre.

EXTENT AND CONTEXT



- High Streets
- Town Centre Neighbourhoods
- Suburban
- Business Park
- Light Industrial
- Retail Park

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

Personal and road safety, air quality and quality of life are priorities for the community in Sunbury Cross.

DEVELOPMENT CONTEXT

Sunbury Cross could see significant change in coming years. The Local Plan allocates around 1,000 new homes to be built, mostly at higher densities and resulting floor area ratios than the prevailing built form, and on sites that are poorly connected within a challenging location. Some new homes will be on sites that are currently undeveloped. The Design Code sets out the requirements for all these areas, and also sets out a vision of how to transform the area over time.



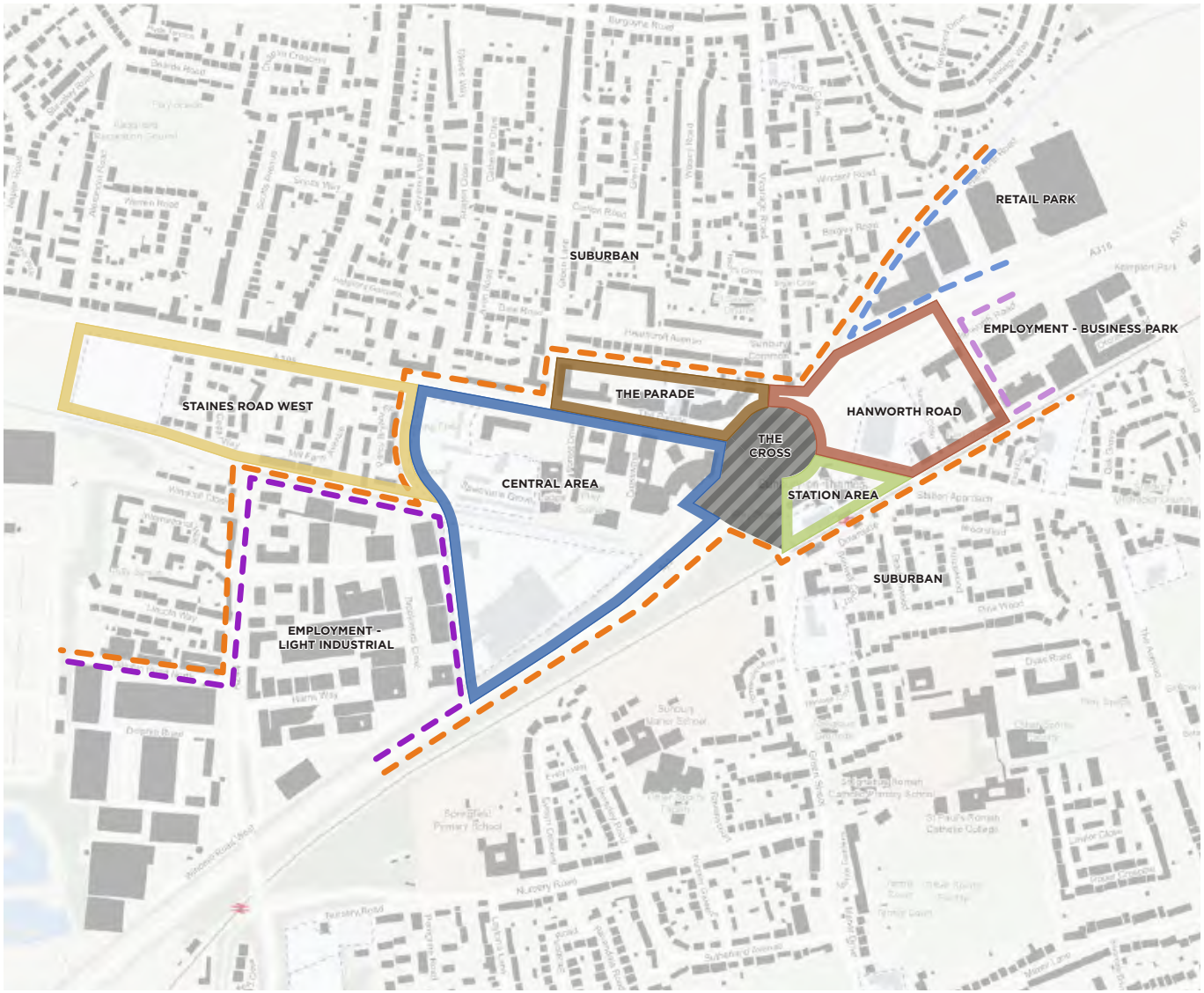
The varied existing context of low and high-rise development in Sunbury Cross

DESIGN AIMS

New development in Sunbury Cross town centre **will**:

- Create connections between areas of new development and the core of Sunbury Cross
- Improve the road safety and personal security of the public realm and streets
- Reduce severance created by infrastructure
- Link the railway station to the main shopping area
- Create a more human-scale place and street environment
- Create much-needed green open spaces for residents and the community

Area Types



Within the Area of Change, more detailed requirements are set out by finer-grain Area Types. Each Area Type in the town centre is considered by whether it will largely retain its existing character and contribution to overall place identity, or whether it is likely to change substantially in character.

Incremental Change

Retaining existing character and place identity
Design requirements strongly reflect context.

THE PARADE

General requirements for the High Street Area Type (Chapter 4) apply.

STAINES ROAD WEST

General requirements for Suburban Area Type (Chapter 4) apply.

STATION AREA

HANWORTH ROAD

CENTRAL AREA

General requirements for the Town Centre Neighbourhoods Area Type (Chapter 4) apply.

Transformative Change

Defining a new character and place identity
Design requirements set key parameters only.

THE CROSS

The Cross itself, now the M3 junction, lies mostly outside of the scope of the Design Code. It requires substantial **transformative change** in line with the spatial vision set out.

A FUTURE VISION FOR SUNBURY CROSS

Sunbury Cross is a place negatively impacted by a complex mix of major roads, railways and water supply infrastructure. It was transformed in the late 1960s and early 1970s by the M3 flyover and junction, which continues to detract from its quality as a place, and causes noise, safety and air quality issues.

Sunbury Cross can be more than a motorway junction with hard edges, railway and road severance, aqueduct edges, wedges of land, a retail mall and section of frontage shops and disconnected residential neighbourhoods. The spatial vision sets out the possibilities that could be pursued through wider work as well as individual schemes.

The Design Code sets out how new development can help to make this happen through incremental change. Major change at Sunbury Cross requires further work and co-ordination amongst all parties to move towards a transformative masterplan.

The vision's key aims are:

- Connect existing and new neigbourhoods with each other
- Connect the centre with the railway station
- Create new green spaces and links

Many of the key changes at Sunbury Cross will be beyond the scope of individual applications, requiring wider co-ordination on changes to infrastructure. Designs **should** respond to the potential for change in the future and make appropriate provision.



Concept



Key Themes and Projects

Short Term

- Linking the centre and the station

Medium Term

- Transforming Staines Road West
- New links between neighbourhoods
- Human-scale built form
- New green spaces and networks

Long Term

- M3 junction reconfiguration

Re-imagining how people could move through Sunbury Cross, with lighting, artwork, planting and surface street crossings



Short Term

Linking the centre and the station





Top: Phoenix Flowers, M8, Glasgow (7N Architects)

Bottom: Toronto Gardiner Freeway Park

Providing an attractive, safe and clear surface route through existing space under the M3 would improve the ease of walking and cycling movement for all between Sunbury Common / the centre and Lower Sunbury / the station.

Medium Term

Transforming Staines Road West



Exchange St 'Grey-to-Green' transformation, Sheffield

Staines Road West is currently a major dual carriageway and a barrier for moving between shops and neighbourhoods. New green infrastructure, public realm changes and a transformation to a 'boulevard'-style environment would create a healthier, more attractive street environment.

Medium Term

New green spaces and networks





Mayfield Park, Manchester

The Staines Aqueduct is a major piece of infrastructure severing links between neighbourhoods. Although access to the aqueduct may need to remain restricted, it could form the basis of a future green network linking neighbourhoods together and contributing to a greener, healthier Sunbury Cross.

Long Term

M3 junction reconfiguration





Masshouse Circus transformation to Masshouse Plaza, Birmingham

The M3 junction and flyover dominate Sunbury Cross today. Long-term, this may change, following precedent from other cities across the world who have successfully reconsidered the need for urban motorways

THE PARADE THE HISTORIC LINK TO THE PAST IN SUNBURY CROSS



DESIGN AIMS

New development in this area will respond to the strong existing building line and low-rise built form, with some intensification along Staines Road West.

Existing Context & Place Identity

The Parade, a row of shops and commercial buildings, is one of the few areas of Sunbury Cross that retains its more traditional built form. To the north it borders a largely post-war suburban area, and it thus forms an important transitional area from the Centre to the south.

DESIGN REQUIREMENTS

General requirements for the **High Streets Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Building Heights

- Heights of up to 4 storeys, plus 1 dormer/ mansard storey integrated in roof, in compliance with maximum heights plan

Building Line

- Match existing building line along Staines Road West

Building Grain

- Typical building frontage grain of 6-10m

Vertical Mix of Uses

- Ground floor commercial space
- Apartments located aove ground floor uses

Public Realm

- Incorporate new street trees and planting along Staines Road West
- Future-proof designs for potential removal of frontage service access road
- Rear parking courts overlooked by built form
- Minimise access points to rear parking courts through main frontage
- Entrances to dwellings from the street

Facades, Detail & Richness

- Pitched roofs facing the street or gable-end, to reflect adjacent buildings
- Windows on frontage to match surrounding rhythm and characteristics
- Materials and architectural detailing to respond to prevailing form

BUILDING HEIGHTS PLAN



Heights typically up to:

5 storeys

STAINES ROAD WEST CONNECTING NEW DEVELOPMENT TO THE SURROUNDINGS



DESIGN AIMS

New development in this area will front onto Staines Road West and address the Sports Club fields to the west. Intensification of densities and built form over the prevailing area is supported, provided there is a transition in built form to existing areas within and adjacent to the area.

Existing Context & Place Identity

This area type runs between Staines Road West and the Staines Aqueduct. It contains two low-rise cul-de-sac style developments divided by Windmill Road, and the eastern boundary is an inactive frontage onto Escot Road.

DESIGN REQUIREMENTS

General requirements for the **Suburban Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Edges

- Active frontage facing onto Staines Road West following 'Dual Carriageways, Urban Road' edge type (Chapter 4)
- Active frontage overlooking sports field to the west following 'Open Spaces' edge type (Chapter 4)
- Active frontage facing aqueduct to south, following 'Watercourses' edge type (Chapter 4)
- Built form on allocated site backing onto existing residential gardens to the west following 'Residential, Backing Onto' edge type (Chapter 4)

Streets

- New streets to comply with street types set out under 'New Residential Neighbourhoods' (Chapter 4)
- Continuous grid of new streets within allocated site, no use of cul-de-sacs
- Connections from new development to existing streets and cul-de-sacs

Open Spaces

- At least one new open space within allocated site, within homes
- Potential for new open space adjacent to aqueduct at southern edge of allocated site

Built Form

- Heights to comply with the maximum heights plan
- Observe building line on Staines Road West
- Pitched roofs on all buildings

BUILDING HEIGHTS PLAN



Heights typically up to:

- 3-4 storeys
- 6 storeys

STATION AREA IMPROVED LINKS TO PUBLIC TRANSPORT



DESIGN AIMS

New development in this area will enable better accessibility of the station for pedestrians and cyclists, provide frontage to surrounding roads, and create a more consistent built form. Significant intensification is possible here in the context of the railway station as an important public transport link.

Existing Context & Place Identity

The area around Sunbury Station is a small pocket of development cut off from its surroundings by the M3, railway line and the feeder roads to Sunbury Cross roundabout. Land uses are largely commercial with no consistent architectural style, building line or grain.

DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

The Street & Ground Floor

- Provide walking and cycling access to the station from Green Street and Staines Road East.
- No on-street and frontage parking on Station Road to make it a safer, more welcoming space for walking and cycling.
- Limit the number of vehicle accesses across footways from Station Road.
- Provide more pedestrian public realm along Station Road
- A consistent building line on Station Road with no 'leftover' spaces
- Incorporate new street trees and planting along Station Road
- Active frontages and passive surveillance facing Green Street and Staines Road East

Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan
- Grain of Station Road frontage 6-10m wide

Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

TRANSITIONAL EDGES PLAN



Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

Gateway Edge, where heights step up to meet The Cross or provide an edge to the M3

HANWORTH ROAD CHANGING USES AND THE QUALITY OF SPACES AROUND



DESIGN AIMS

New development in this area will improve connections to the rest of Sunbury, and create more attractive and inspiring places for people to live. High-density development fronting onto the roundabout will make efficient use of land in a well-connected location.

Existing Context & Place Identity

The area to the north of Staines Road East is bounded by the railway line and the M3. Early 2000s apartment buildings and other coarse-grain development is changing the use of a former commercial and industrial area, but the area is severed from the surroundings by major infrastructure, and is dominated by surface car parking.

DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

The Street & Ground Floor

- Active frontage to face Staines Road East
- Active frontage to face Hanworth Road
- Planting and street trees on Staines Road East and Hanworth Road
- Direct pedestrian access from new development to Sunbury Cross roundabout

Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan, with heights greatest near the roundabout
- Building typologies of linear block, villas and podiums with towers

Open Spaces

- Open space to be screened from the M3 and Sunbury Cross roundabout by interposed built form

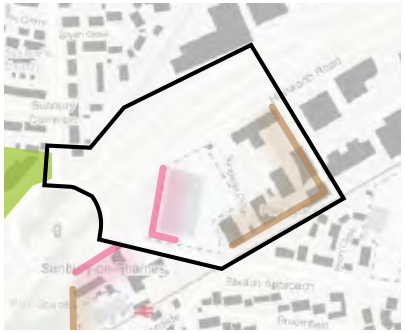
Homes & Practicalities

- Podium or shared rear courtyard car parking, accessed from Hanworth Road

Detail & Richness

- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

TRANSITIONAL EDGES PLAN



Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

Gateway Edge, where heights step up to meet The Cross or provide an edge to the M3

CENTRAL AREA NEW AND RENEWED CONNECTED NEIGHBOURHOODS



DESIGN AIMS

New development in this area will create new connections, improve the quality surveillance and road safety of the public realm. It will create a more human-scale place with fewer opportunities for crime or unused leftover space. New homes will have access to safe green open spaces on their doorsteps.

Existing Context & Place Identity

The Central Area of Sunbury Cross contains a wide mix of uses and built form, with a number of taller towers and a poor, car-dominated and broken-up street environment. To the northeast, the shopping centre is designed for access by car and turns its back on surrounding streets. To the south, a large supermarket sits within surface parking and with poor, pedestrian accessibility that feels unsafe. In the northwest, a number of residential developments are bounded by infrastructure and lack connectivity sand quality open space.

DESIGN REQUIREMENTS

General requirements for the **Town Centre Neighbourhoods Area Type** (Chapter 4) apply. Development in this area type **must** comply with the following additional design requirements.

Where design requirements have a spatial requirement (e.g. location of key frontages) these are set out on the Area Type coding plan on the following page.

The Street & Ground Floor

- Street trees on Staines Road West
- New development to provide active frontages and passive surveillance along all streets, particularly at locations highlighted on plan
- Repair building line along Staines Road West (see diagram below)

Scale & Massing

- Heights to transition to surrounding built form as set out on the transitional edges plan, with heights greatest near the roundabout and M3
- Building typologies of linear block, villas and podiums with towers

Open Spaces

- Relocate existing open space in Spelthorne Grove to be surrounded and overlooked by built form, providing public pedestrian link through to supermarket
- Small overlooked green open space to provide connection from supermarket to shopping centre

Detail & Richness

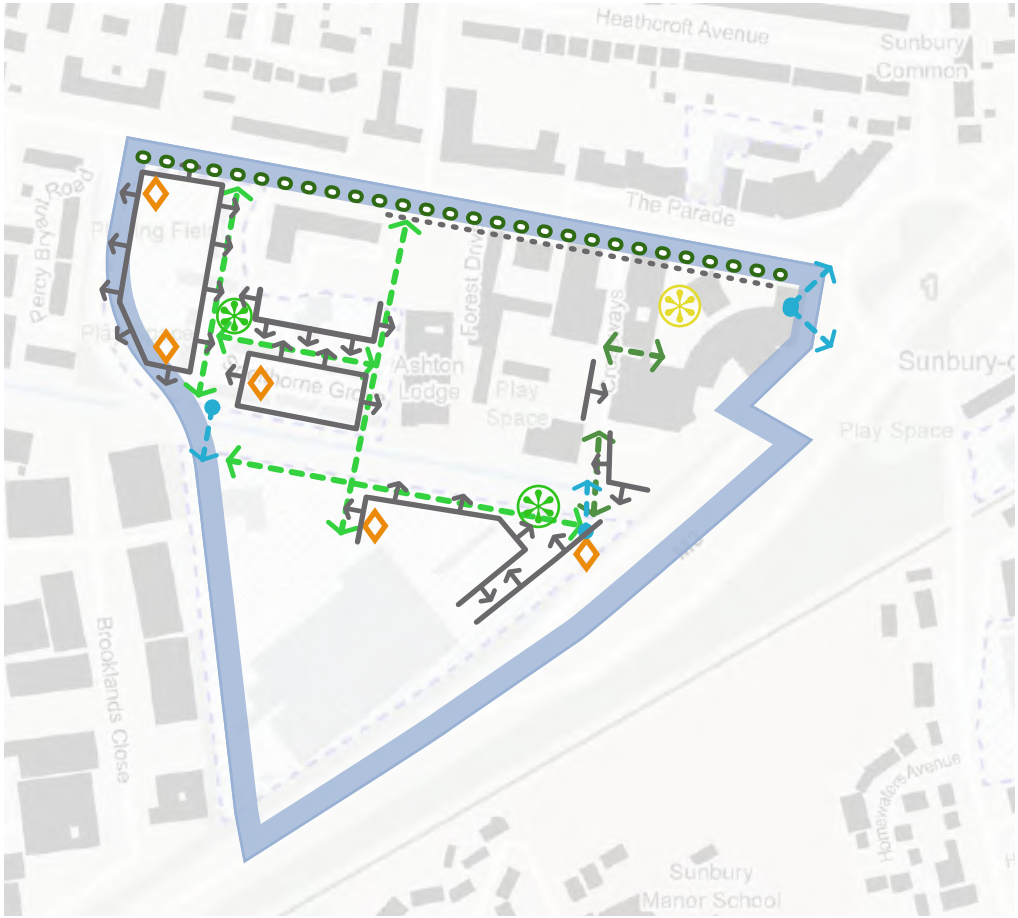
- Use marker buildings to terminate views as noted on plan and provide legibility
- Roofs of taller buildings should provide visual interest with distinctive form, and with variation when viewed from a distance.

Comparison of existing building lines on Staines Road West. Broken up building line with tall buildings to the south overlooking creates spaces that lack passive surveillance or are unused 'leftover' spaces, creating opportunities for anti-social behaviour and a poor public realm. Continuous building line to the north creates a 'High Street' type environment.



AREA TYPE CODING PLAN

This plan sets out where design requirements apply within this Area Type.



Allocated site in Local Plan

THE STREET & GROUND FLOOR

- New Active Frontage
- Repaired Building Line
- Key Overlooking Location
- Existing path or active travel street to connect to
- New active travel street connection

OPEN SPACES

- New green open space
- Public realm enhancements
- Street Planting & Greening

DETAIL & RICHNESS

- Marker Building

TRANSITIONAL EDGES PLAN



Transitional Edge, where heights step down to blend with prevailing built form and preserve street scale.

Gateway Edge, where heights step up to meet The Cross or provide an edge to the M3


6

Preparing your Application

What you need to do now

IN DRAFT

This section to include:
What SBC expect from applications

- Design and Access Statement, to include: design narrative, contextual studies, design development and evolution, vision, clear plans, sections and elevations, visualisations of impact on areas of importance, heights/densities in context, strategies for sustainability, stewardship, health/wellbeing, drainage, GI, access, parking (cars/bikes), safety/security
- Requirements scaled for different types of application [major/minor/householder]
- Validation requirements

FOR DETAILED DISCUSSION AND AGREEMENT WITH DEVELOPMENT MANAGEMENT TEAM

How to get further help

IN DRAFT

This section to include:

What SBC can offer as support

- Pre-application – making the most of the process
- Design review panel/workshops

Further Guidance and Resources

- Signposts to other relevant guidance, standards and stakeholders

Design Code Checklist

IN DRAFT

This section to include:

Checklist for all must/should/could requirements within the Code, arranged by Area Type

Prepared for Spelthorne Borough Council by



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