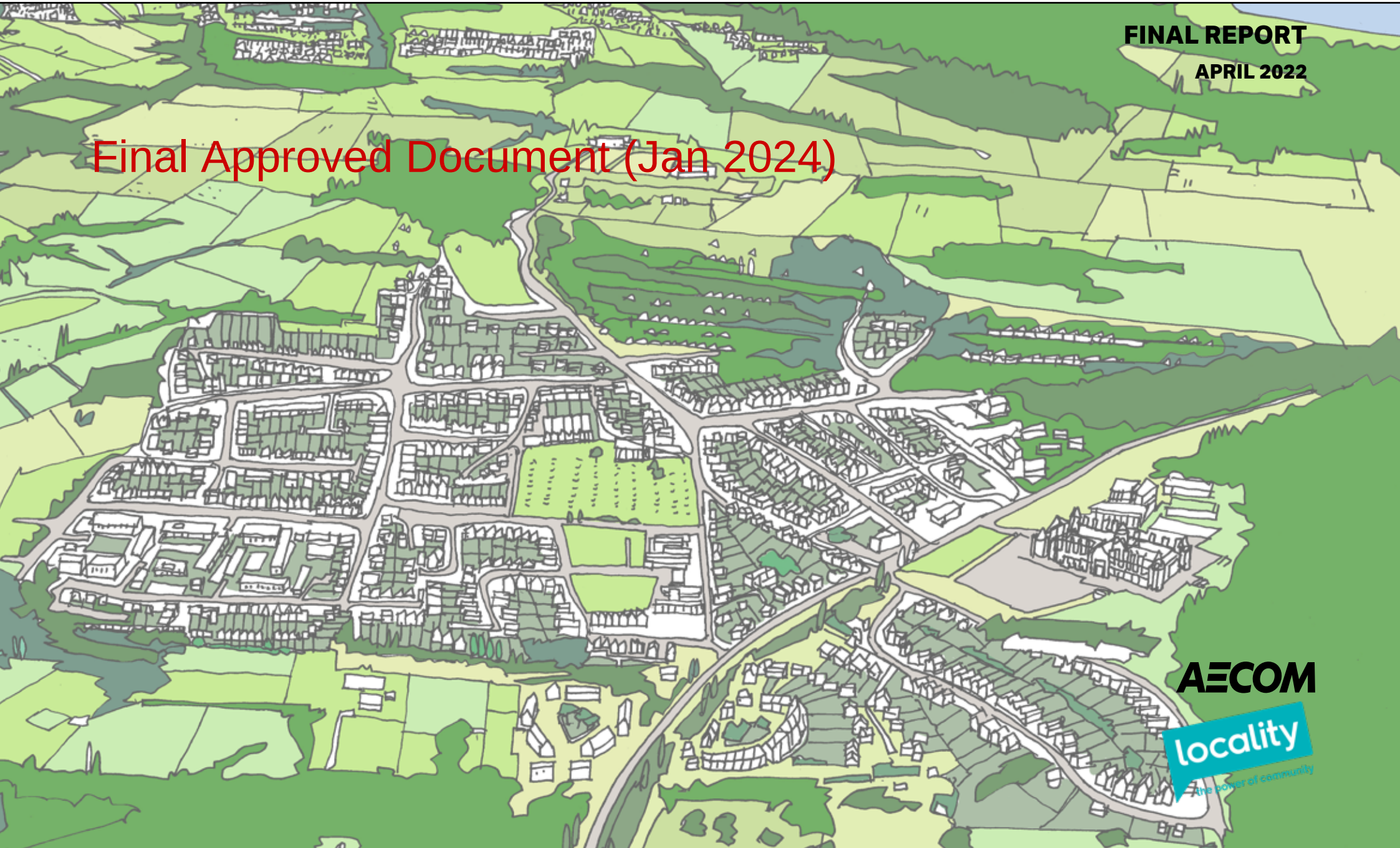
ENGLEFIELD GREEN VILLAGE NEIGHBOURHOOD AREA
Masterplans



Quality information

Project role	Name	Action summary	Organisation	Date
Qualifying Body	Mike Kelly	Draft Report Submitted for comments	The Neighbourhood Forum Steering Committee	01/04/22

Project role	Name	Position	Action summary	Signature	Date
Director / QA	Mark Hughes	Technical Director	Revision and approval of Final Report	Mark Hughes	05/04/22
Researcher	Jessie Watson	Associate Director	Structure, research, drawings	Jessie Watson	17/02/22
Researcher	Holly McMahon	Graduate Urban Designer	Research, drawings	Holly McMahon	17/02/22

Glossary of terms

The following terms and abbreviations will be consistently used across the document, they are included here for clarity:

- 'Area': Neighbourhood Area
- 'RHUL': Royal Holloway University of London
- 'Urban Area': village of Englefield Green
- 'RBC' = Runnymede Borough Council
- 'Local Plan': RBC Adopted Local Plan 2030

Contents

INTRODUCTION

A

1. OVERVIEW OF BRIEF

Introduction

Through the Ministry of Housing, Communities and Local Government Neighbourhood Planning Programme led by Locality, following the preparation of the Design Codes for Englefield Green, AECOM has been commissioned to provide masterplans for two key sites in the Neighbourhood Area.

The Steering Group has requested professional advice and design guidance for these two key sites within the Area. This document should be read as part of the Neighbourhood Plan policies that guide the assessment of future development proposals and encourage high-quality design, along with the Design Code.

This document provides a vision for how the two sites in the Neighbourhood Area could come forward, via site concepts and layouts. These design concepts are high level and illustrative, prepared to demonstrate how the design principles that the Neighbourhood Forum wishes to promote could be applied on the sites. We have not undertaken technical studies on topics such as ecology, ground conditions, traffic or drainage. It is expected that full co-design exercises are undertaken by applicants on the sites. This report is just a step in that direction, enabling stakeholders to progress from an informed position.

Objectives

The main objective of this document is to develop masterplanning guidance that will inform any future development on the two identified sites. These proposals gather the objectives from the Design Code and relevant policies.

This will be undertaken by the following steps:

- **Review of relevant policy and documentation.** The existing policy and planning guideline documents constitute the base to understand the objectives and aims for the Area, incorporating the Local Plan, RBC's supplementary guidance documents and Character Area Appraisal, the draft Neighbourhood Plan and the Design Codes.
- **Extraction of Design Codes.** The overarching design principles are distilled from the review of the relevant policy documentation and Design Codes.
- **Production of Masterplans.** The masterplans comprise a design response for each site, along with key design principles, which any future proposed development will need to adhere to.

Process

Following an inception meeting, AECOM and the members of the Neighbourhood Plan Steering Group carried out a high level assessment of the two sites. The following steps were agreed with the group to produce this report:

- Initial meetings.
- Preparation of an overview of work undertaken thus far via the Design Codes.
- Urban design analysis of the sites.
- Preparation of masterplan concept and layout for the two sites.
- Draft report.
- Final report.

2. OVERVIEW OF WIDER CONTEXT

Runnymede Borough

Runnymede is located in north west Surrey, on the edge of Greater London. It is twenty miles from Central London and is strategically located at the junction of the M25 and M3 motorways. It has excellent road and rail connections to the capital and by road to Heathrow Airport. There is good access to the wider South East Region by the motorway network and the Reading – Waterloo and Weybridge – Waterloo railway lines.

The borough is named after the Runnymede Meadows (located adjacent to the River Thames), where the Magna Carta was sealed by King John in 1215.

It is a small Borough, measuring only eight miles from north to south. Approximately 79% (Runnymede Local Plan 3.2) of its area lies within the Metropolitan Green Belt, which makes the area an attractive location to live, work and visit.

Its character is influenced by its location next to Greater London. Its urban areas are to the east of the Borough, in close proximity to the M25. The M3 travels through the borough, connecting up to the M25 at junction 11. The River Thames forms the eastern edge of the Borough, to the north of Addlestone, and the River Bourne meanders east west through the southern part of the Borough.

The built-up areas of the borough are well defined and sit alongside the Green Belt, which comprises a mix of golf courses, woodland and private estates. The Borough has three main towns: Egham, Chertsey and Addlestone.

Englefield Green is located in the north of the borough, to the west of Egham and north of Virginia Water.

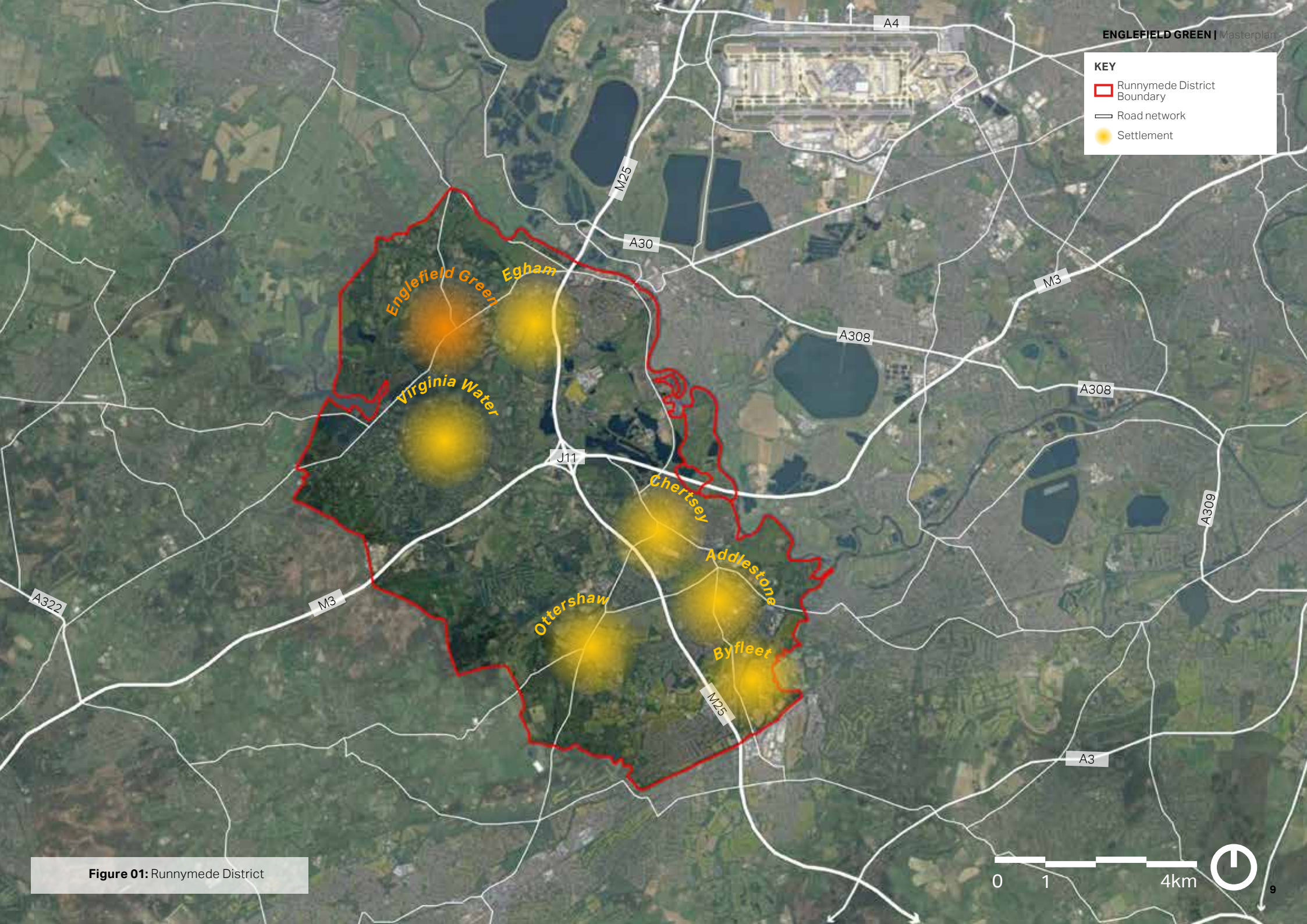


Figure 01: Runnymede District

3. OVERVIEW OF STUDY AREA

Englefield Green

The Area comprises the village of Englefield Green (the Urban Area) and its surrounding natural open spaces. The Area is located circa 30 km west of central London.

The Urban Area grew from the combination of a hamlet and medieval farm land in the former Great South West Road and the neighbouring land known as Egham Hill.

Most of the Urban Area boomed in the 19th century, consequence of the public sale of a large portion of the Great Park in the Crown Estate. Parts in the west remain property of the Crown Estate.

Nowadays, the Urban Area has grown to encompass a mixed rural-urban character, set in a steeply undulating landscape surrounded by green belt. It is included in the wider context of Coopers Hill, Windsor Great Park and the River Thames Basin, well-connected by a network of key traffic routes.

To the north, the green that gives the Urban Area its name is included as part of a Conservation Area. Larger properties and estates are characteristic of the northern edge of the settlement.

The central portion of the Urban Area, developed in the XIX century, includes late Victorian residential examples. It contains shops, the church, the cemetery and a number of public houses.

Surrounding the historic core to the east and west, post-war extensions of different styles complete the residential infrastructure of the Urban Area.

The Royal Holloway College campus is located to the south of the Urban Area. Its Founder's Building has been described by The Times as "one of Britain's most remarkable university buildings", largely for its elaborate architecture.

According to the 2011 census, Englefield Green has 10,607 residents plus approximately 5,000 students (approximately 2000 of those are in residential accommodation and 3000 in halls of residence).

The Sites

This masterplanning document sets out design proposals for two key sites within the Area. The sites are located on the diagram, right.

Site 1 - This site is located in the south of the Area, off Wick Road.

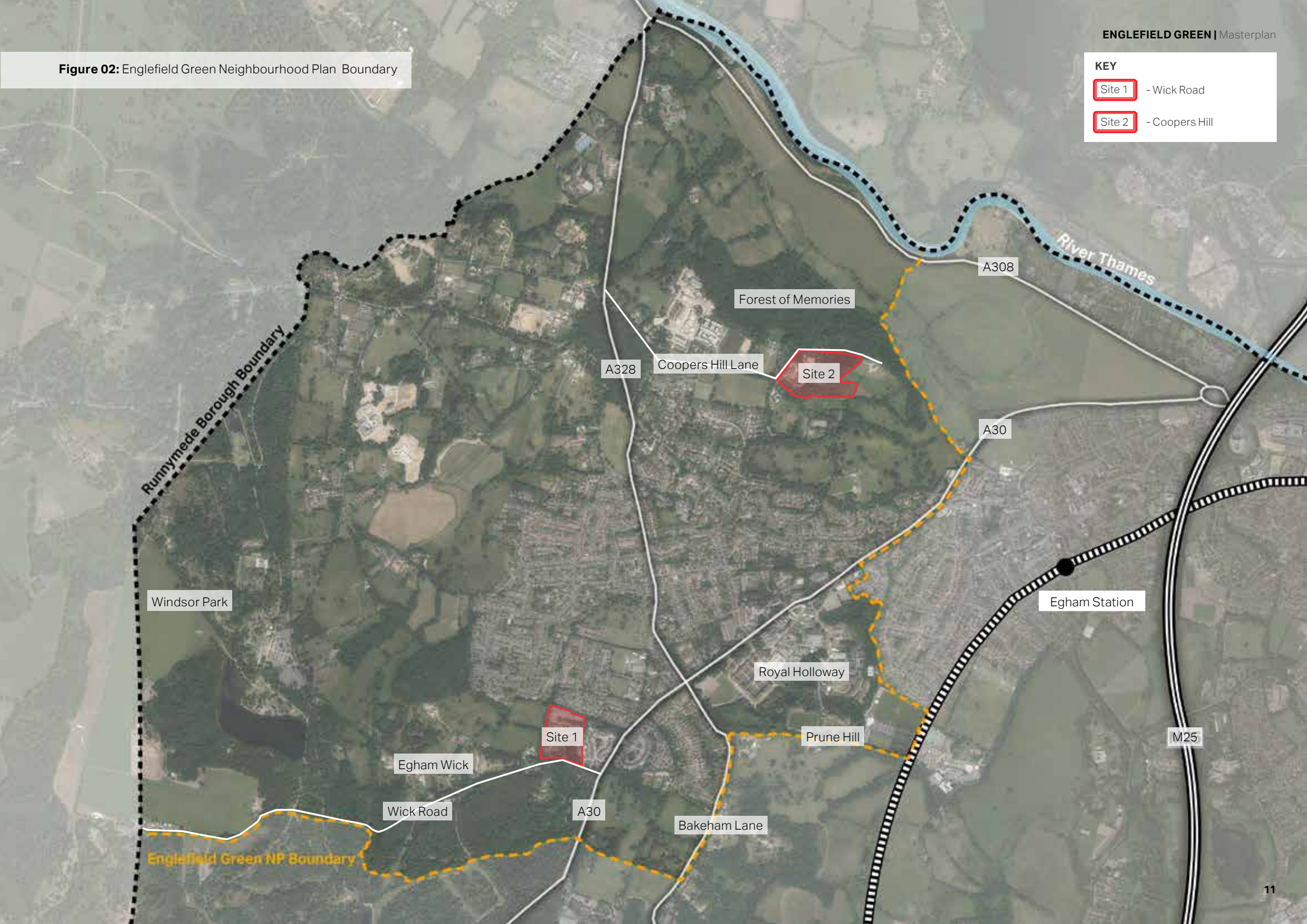
It benefits from an allocation in the Runnymede Borough Council 2015-2030 Local Plan (ref: policy SL5).

Site 2 - This site is located in the north of the Area, off Coopers Hill Lane.

This site is currently being considered for the RBC 2025-2040 Local Plan, however this plan is in the early stages of development.

More information is provided about both sites later on in this document.

Figure 02: Englefield Green Neighbourhood Plan Boundary



4. OVERVIEW OF RELEVANT POLICY AND GUIDANCE

The following documents have informed the Current Document. These guidelines have been produced at national, district or village level.

Any new masterplan and planning application should be familiar with these documents and make explicit reference to how each of them is taken into account in the proposal.

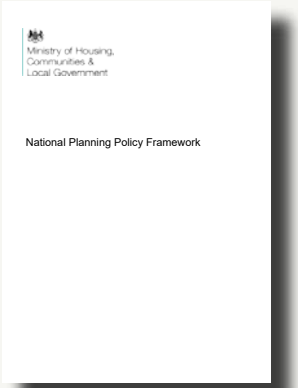
NATIONAL LEVEL

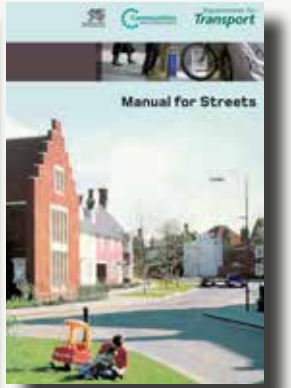
National Planning Policy Framework
Department for Levelling Up, Housing and Communities (2021)

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

National Model Design Code
Department for Levelling Up, Housing and Communities (2021)

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide.





National Design Guide
Department for Levelling Up, Housing and Communities (2019)

The National Design Guide (NDG) underlines that creating high quality buildings and places is fundamental to what any planning and development process should achieve.

Building for a Healthy Life
Homes England (2021)

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.

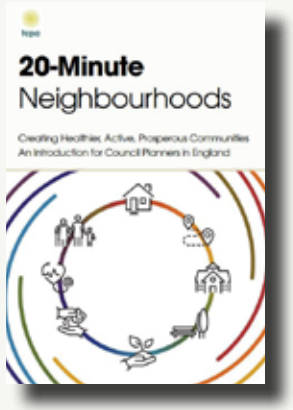
The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

Manual for Streets
Department for Transport (2007)

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

20 Minute Neighbourhoods
Town and Country Planning Association (2020)

This guide picks up on the concept of walkable communities and peritonitises pedestrians and proposes that 'most of people's daily needs can be met within short walk or cycle'.



REGIONAL LEVEL

Local Plan 2030
Runnymede Borough Council (2020)

The Runnymede 2030 Local Plan is the key framework document that guides the future development in the Borough of Runnymede over the period to 2030.

The policies in this plan provide an understanding of where growth is directed and how development will be encouraged, whilst recognising the need to safeguard historic and natural environments.

The design principles in the Current Document are based on the broad objectives of RBC.

Design SPD
Runnymede Borough Council (2020)

The Design SPD provides design guidance to supplement policies within the Local Plan and clarifies the RBC's expectations for development and high quality design.

More information on the Design Guide is set out on the following spread.

Landscape Character Appraisal
Runnymede Borough Council (2020)

The Surrey Landscape Character Assessment is one of Runnymede Borough Council's Supplementary Planning Documents (SPD) and sets out the general characteristics of Runnymede's townscape/ landscape and how development can be sympathetic to and/or mitigate its impact. Runnymede's landscape assets include ancient woodland, areas of archaeological potential and built heritage and environmental assets important to nature conservation.

DISTRICT LEVEL

Draft Neighbourhood Plan

Englefield Green Neighbourhood Plan Group (2020)

The history section of the emerging neighbourhood plan outlines the main architectural features and characters of the village.

The character areas included in the history section have informed the delineation of character areas and the different design codes in the Current Document.

Ecology Study

Surrey Wildlife Trust (2022)

The Surrey Wildlife Trust have prepared a report as part of the Neighbourhood Plan, which summarises the biodiversity requirements for the local area and the opportunities for enhancements.

Housing Audit

Englefield Green Village Resident's Association (2020)

The Housing Audit is a summary of the types and styles of buildings in subdivisions of our Area. It has assisted in guiding the provisions of the Design Codes.

During the second half of 2020, the Steering Committee conducted a photographic Survey of every street in our Area, recording where the photographs were taken on maps. This created a record of the type, style and architecture of the buildings in our Area, and provided the basis for the Housing Audit.

Village Plan

Englefield Green Village Resident's Association (2008)

This report is the predecessor of the current Neighbourhood Plan under preparation.

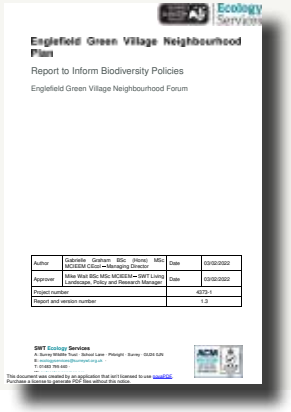
This document presents the views and concerns of residents about the Urban Area.

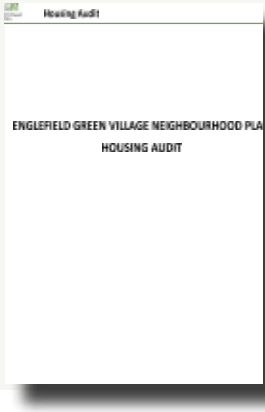
It includes a list of actions to be undertaken from the period between its production to the completion of the emerging Neighbourhood Plan.

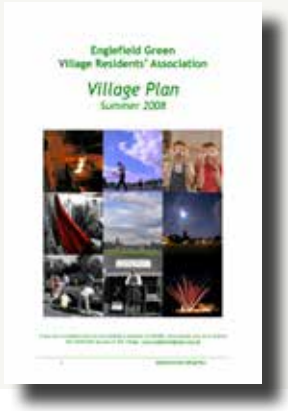
Design Codes

Englefield Green Village Resident's Association (2021)

Design codes have been produced to guide developers and householders wishing to alter their properties so that the design of new developments are in keeping with their surroundings.







Policy & design guidance (cont'd)

The Runnymede Design SPD was adopted in July 2021. It draws upon and supersedes the Council's Urban Area Character Appraisal (2009) and Householder Guide (2003). The SPD provides design guidance to supplement policies within the adopted Runnymede 2030 Local Plan for applicants making development proposals in the borough of Runnymede.

The SPD is used by the Council to assess development proposals; provide applicants a greater clarity about design expectations and the process to follow for achieving high quality design; and provide a means of assessing whether planning proposals meets the Council's design vision and expectations.

The document provides a high-level design guide, relating to urban design and architecture, and embeds good design at the outset of the design process. It Is written as a general design guidance document for the entire Borough of Runnymede, with limited information about Englefield Green, specifically.

The Design Guide defines a set of aspirations for new developments within the borough, which should protect and enhance the special qualities of the borough, whilst working towards:

- The creation of healthier and safer communities with greater emphasis on walking and cycling;
- The provision of 'inclusive' people friendly places delivering a wide range of high quality homes and new developments across the borough;
- Regeneration of our town centres to provide more robust, vibrant and attractive high quality centres where people will want to live, work and play;
- The need to address sustainability and climate change in all of our thinking;
- An ambition to respect and enhance historic environments;
- Strengthening our network of green spaces and infrastructure for our benefit and for local biodiversity
- The importance of gaining and building support amongst our local communities for new developments, and
- The future proofing of development and encouraging more flexible design and use of buildings.

The Guide then goes on describe the four influences of good design process (planning policy, the site and context, the design brief and community involvement) and the four stages of the design process (contextual analysis; design concept; masterplanning; and detailed design). This information contains generally well known best practice guidance.

It then sets out twenty five specific design standards, which are as follows:

1. Strengthening Runnymede's Character
2. Making People-Friendly Places
3. Placemaking and Creating Character
4. Achieving Sustainable Design
5. Respond positively to site character
6. Creating a permeable and legible structure
7. Reflecting plot rhythm
8. Designing the built form and roofscape

9. Developing a masterplan or site strategy
10. Making good connections
11. Creating a permeable and legible structure
12. Reflecting plot rhythm
13. Designing the built form and roofscape
14. Using building heights positively
15. Designing good buildings
16. Using landmarks, gateways, focal points and corners to create variety
17. Patterns of activity
18. Reinforcing landscape character and biodiversity
19. Addressing the settlement edges
20. Providing and managing recreational open space and landscape
21. Designing the space between buildings
22. Protecting and enhancing ecology and biodiversity
23. Providing for vehicle and cycle parking
24. Ensuring residential amenity
25. Remembering 'forgotten' elements

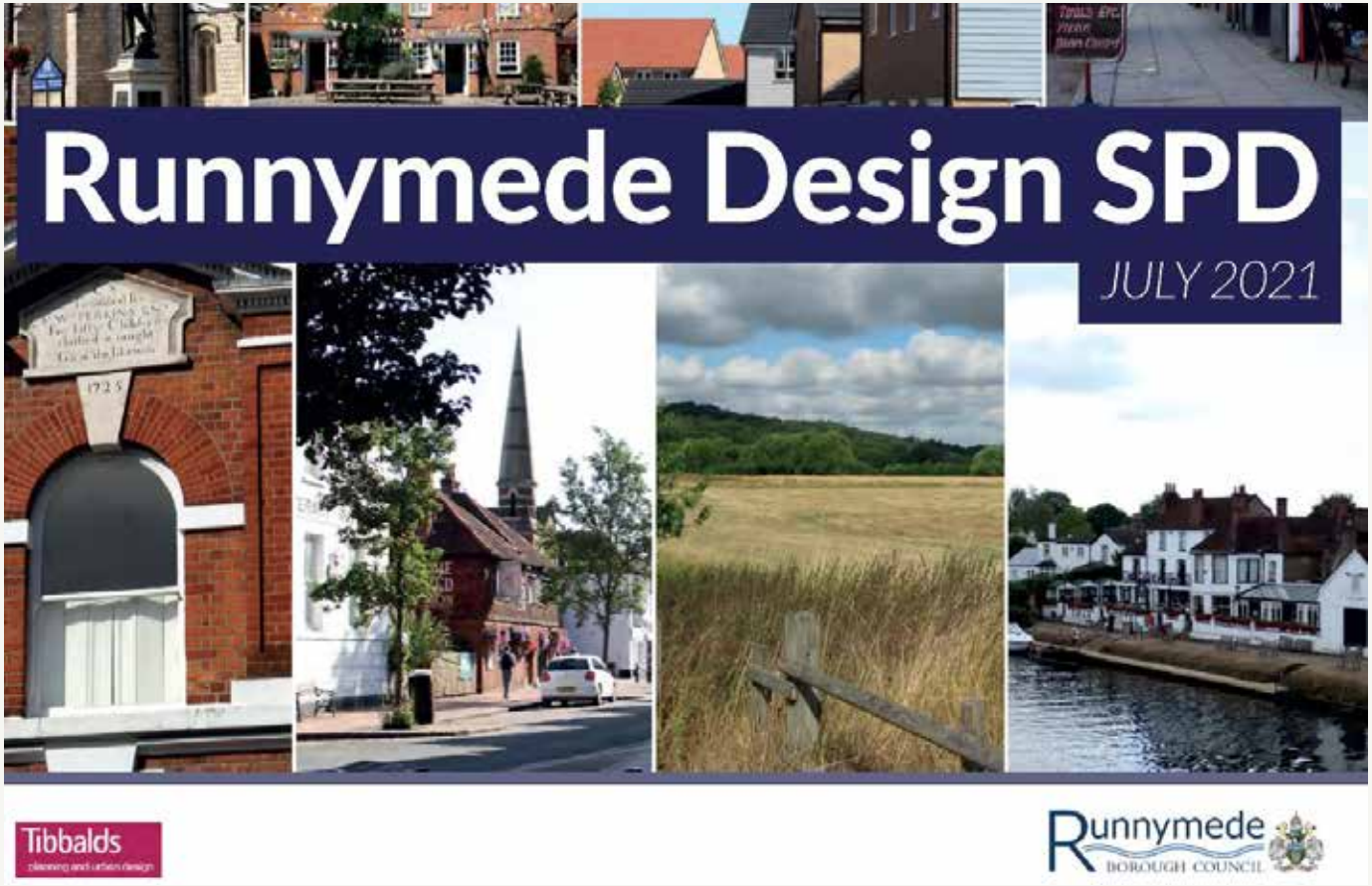
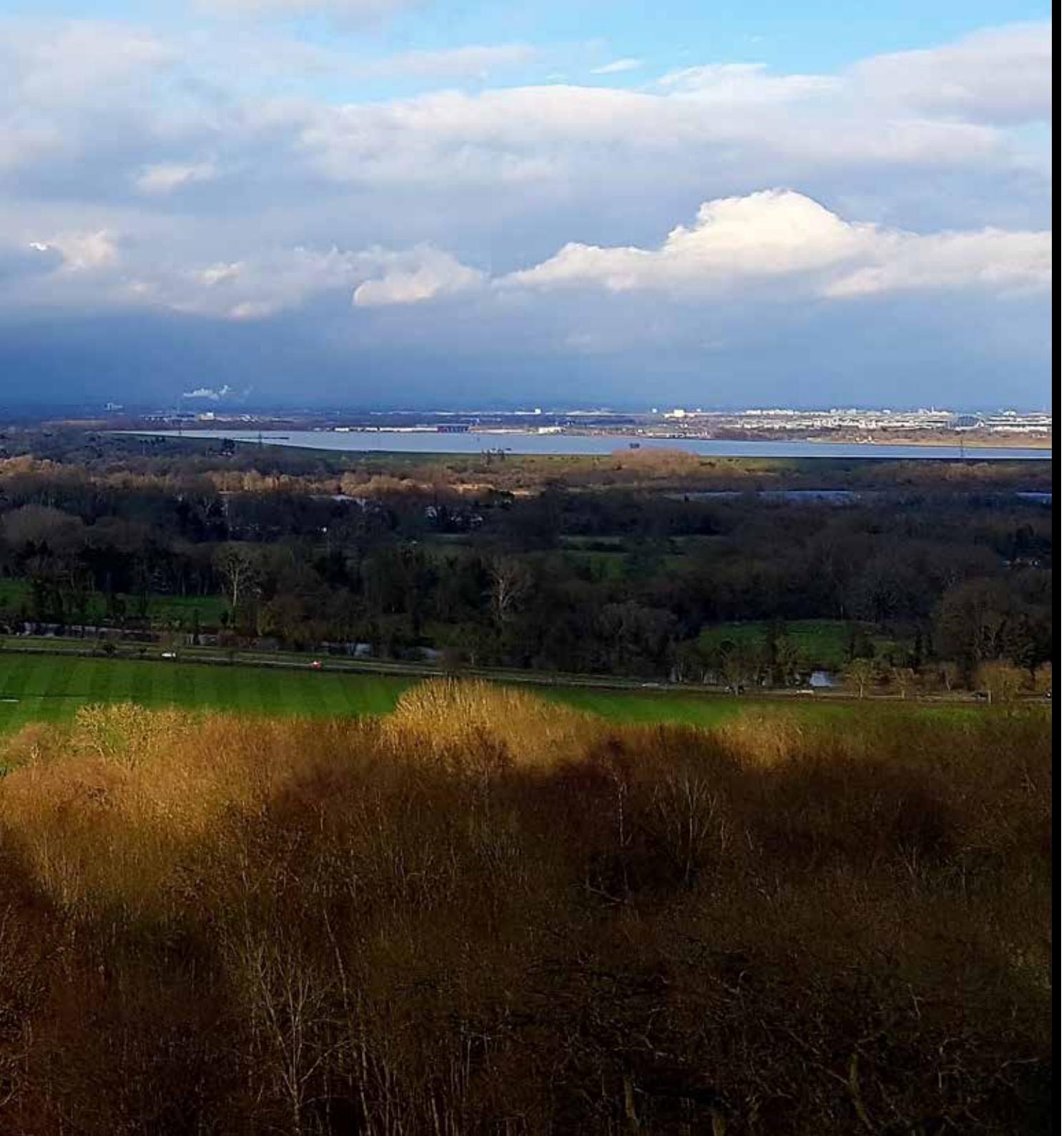


Figure 03: RBC Design SPD Front Cover



VILLAGE WIDE BASELINE CONTEXT

B

5. VILLAGE WIDE BASELINE CONTEXT

Transport & mobility

The Area has a well connected road network.

The A328 runs north-south through the Urban Area, acting as one of the main routes connecting the Urban Area to Old Windsor to the north and to the A30 to the south.

The A30 separates the Urban Area to the north from the Royal Holloway University campus to the south, this road runs south west and connects the Urban Area to Virginia Water to the south-west and to Staines to the east.

The M25 is a major motorway situated to the east of the Urban Area, past Egham. The nearest rail station is Egham Station, located within Egham.

There are many walking routes connecting the Urban Area to the surrounding countryside. There is also an off-road cycle route running east west (north of the green) that links to the A30.

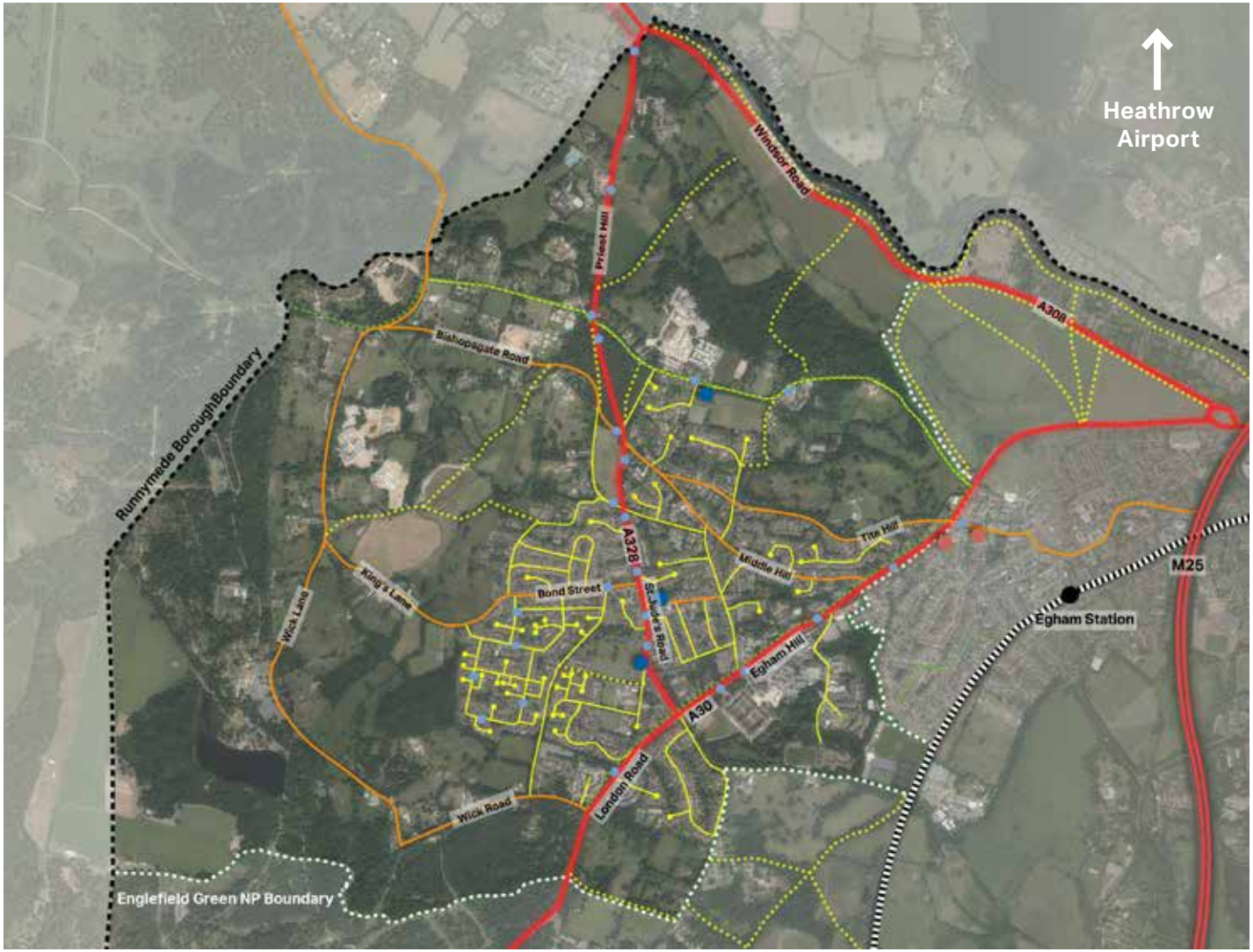


Figure 04: Transport and Mobility

The following section provides a overview of the village wide baseline context, extracted from the Design Code.

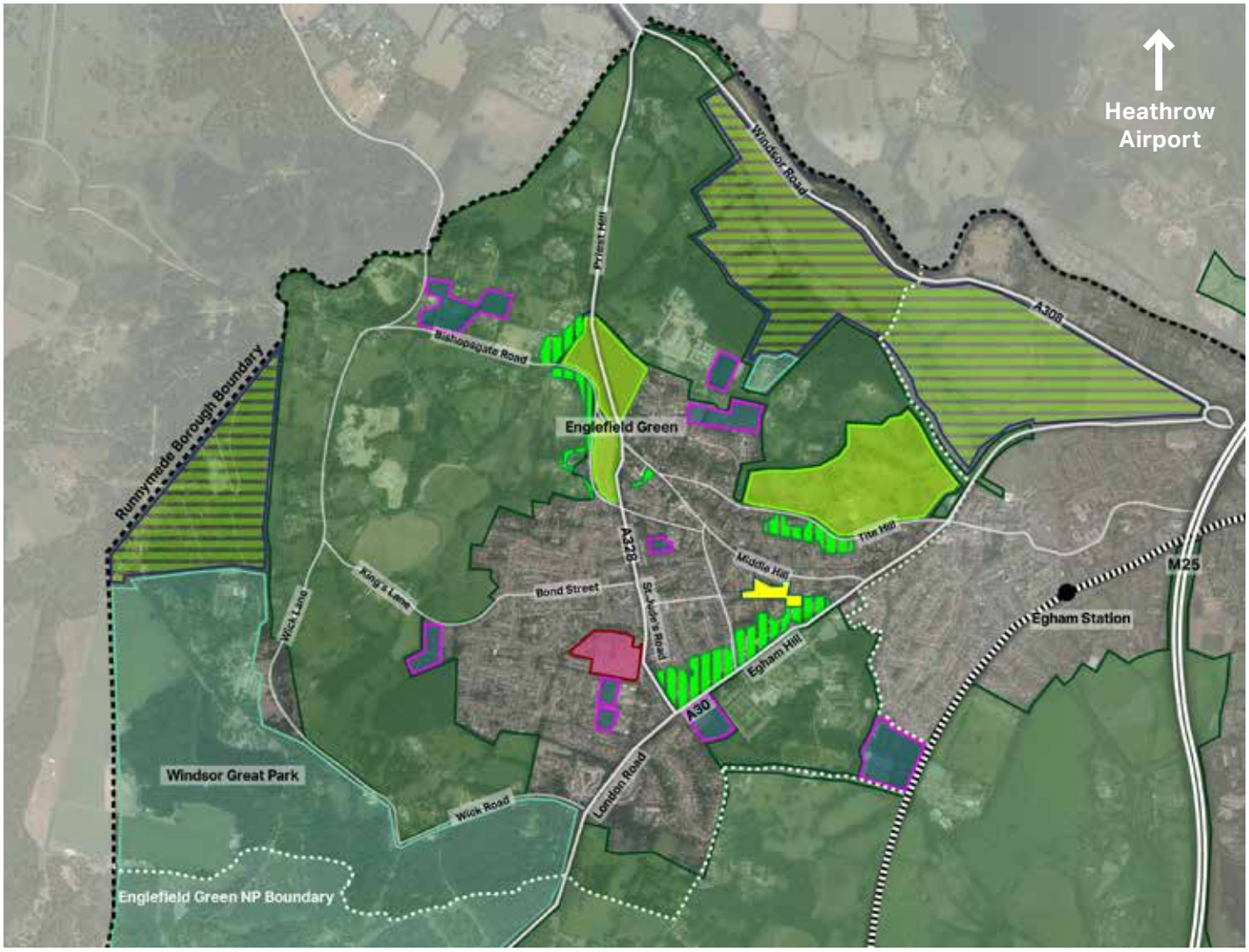


Figure 05: Environment and Landscape

KEY

- Borough Boundary
- Neighbourhood Plan Boundary (in white)
- Green Belt
- Parks and Gardens
- Outdoor Sports Facilities
- Amenity Green Spaces
- Natural and Semi Natural Green Space
- Tree protection order (large groupings)
- Local green spaces
- Cemeteries and churchyards
- Railway Line
- Rail Station
- Roads

Environment & landscape

The Urban Area can be understood as a built centre inserted in a context of open green spaces, as much of the land to the west and south of the Area is designated as Green Belt.

Windsor Great Park lies to the north and east of the Area. The portion of the park inside the Area boundary to the south west displays a number of gardens and a lake. There are a number of outdoor sports facilities in different locations around the Area, accessible for residents and visitors.

The most significant green space within the Urban Area is the green. Located along St. Jude's Road to the north of the settlement, it lies within the Conservation Area and it is an important landscape and historic feature of the village.

The cemetery is located centrally in the core of the Urban Area next to the church and opposite the local shops and services. As a local open space, it is important to the character of the Urban Area and provides vital amenity and services for the residents.

Water, air quality and SPA

This plan shows areas subject to flooding. The north east corner of the Area is in flood zone 3 due to its proximity to the River Thames. There are two small areas in zone 3, which could be affected by surface water flooding to the south. For the majority of the Urban Area flooding is not a major consideration.

There is an Air Quality Management Area surrounding the M25 to the east of the Area. If a local authority finds any places where the objectives for air quality are not likely to be achieved, it must declare an Air Quality Management Area. The air quality conditions along the motorway are unlikely to have any relevant effect on the eastern edge of the Area.

The Thames Basin Heath Special Protection Area (TBH SPA) was designated in 2005 and is part of a European-wide network of sites of international importance for nature conservation. The TBH SPA is a lowland heath habitat supporting important populations of Dartford Warbler, Nightjar and Woodlark, which are vulnerable ground nesting birds.

No development is permitted within 400m of the SPA. Within 400m to 5km of the SPA boundary, some residential development may be possible if accompanied with sufficient mitigation measures. Within 5km to 7km from the SPA boundary, large scale residential development (50 units or more) will be assessed on an individual basis to understand if the proposal would have a significant adverse impact on the protection area.

As most of the Urban Area lies within the 5km to 7km zone, any new development will need to consider mitigation measures to protect the Thames Basin Heath habitat. The allocated Wick Road site is located within the 400m-5km zone.

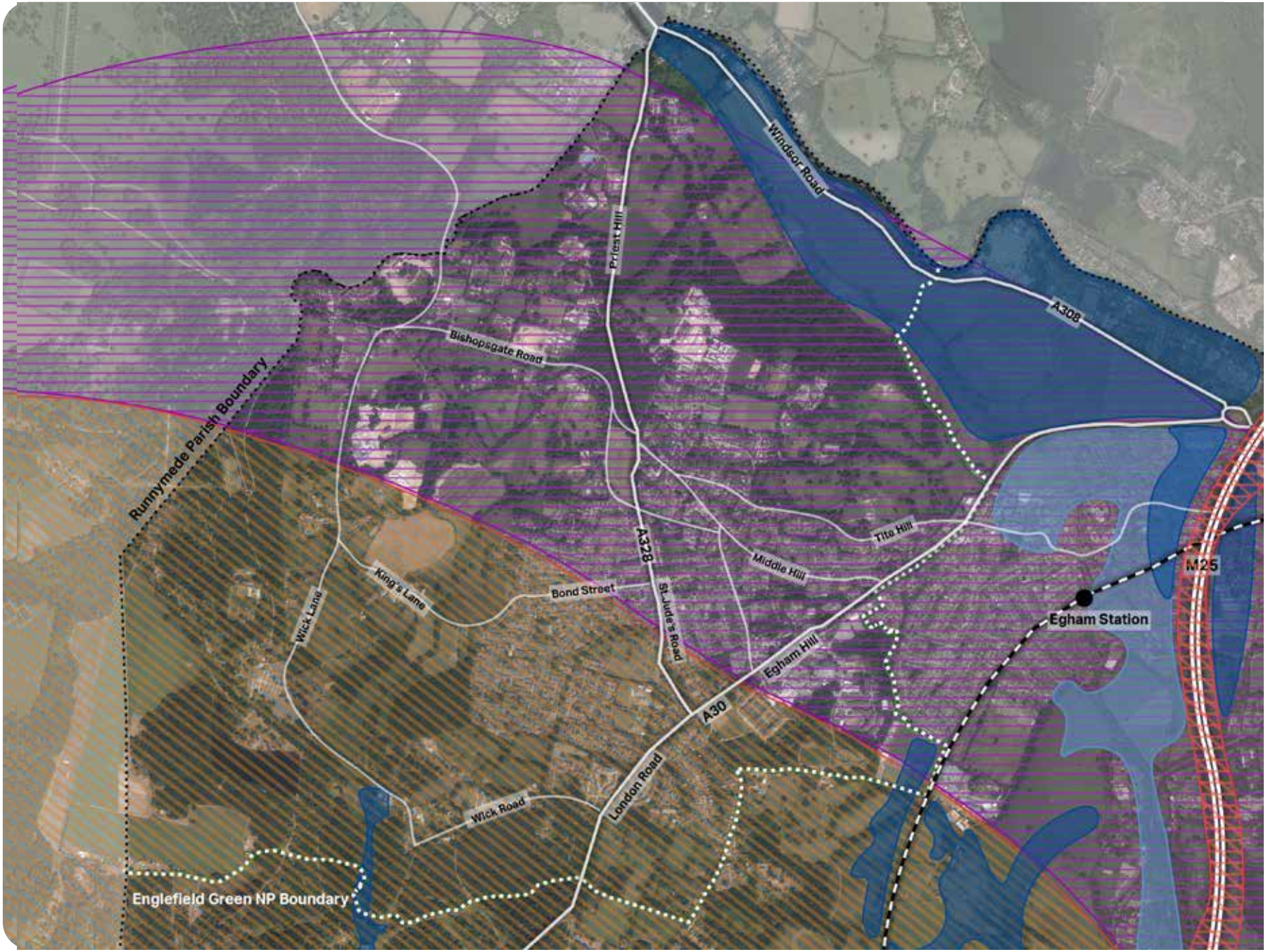


Figure 06: Water, Air Quality and SPA

Built character

The built character within the Urban Area Character Area of Englefield Green is mixed, owing to its historic evolution. As described in the Design Code, the extent of the Urban Area Zone is composed by a heterogeneous mix of housing ranging from:

- **Character Area North East:** Housing in mainly detached, with generous sized gardens. Houses 3 to 4 bedroom on average.
- **Character Area North Edge:** Housing is detached and the largest in the area, with generous gardens and curtilage. The new Royal 'Magna Carta Park' development on the old Brunel university site adds to the typological variety of the character area.
- **Character Area West:** Composed of Victorian semi detached and terraces, through to post war bungalows, to different 50s, 60s, 70s and 80s housing estates, including some blocks of flats. Houses 2 to 3 bedroom on average.
- **Character Area South:** Housing typologies are mixed and tend to be 3 to 4 bedroom with generous gardens and a leafy street character.
- **Character Area University North:** This area is formed by the bulk of student residential development integrated within the Urban Area. This area features pockets of planted trees, many of them protected.

Figure 07: Victorian property with feature bay windows, Harvest Road

Figure 08: On plot parking, Alderside Walk

Figure 09: Pantile tiles and dormer window, Blay's Lane

Figure 10: Commercial core, Victoria Street

Figure 11: Feature corner building, corner of Victoria Street and St Jude's Road

Figure 12: View of historic properties overlooking Englefield Green

Heritage

The Urban Area features a Conservation Area within its boundary and a number of listed buildings. Historically, the Area's proximity to Windsor and the Royal Court along with a good quality connections made it an ideal location for grand houses north and west of the green.

Englefield Green Conservation Area was first established in 1970 to protect the open green and the buildings immediately adjoining the open land as this area was considered to be subject to the greatest visual impact. In 1978, the Conservation Area was extended to include the wooded section of the green and the surrounding Victorian and turn of the century buildings. The extension of the designation aimed to protect the local character of these buildings and open spaces.

The majority of the listed buildings within the Area are grade II listed. The listed buildings are clustered in the historic parts of the Urban Area. There are two grade I listed buildings, which include Royal Holloway College, which is located towards the southern boundary of the Area.

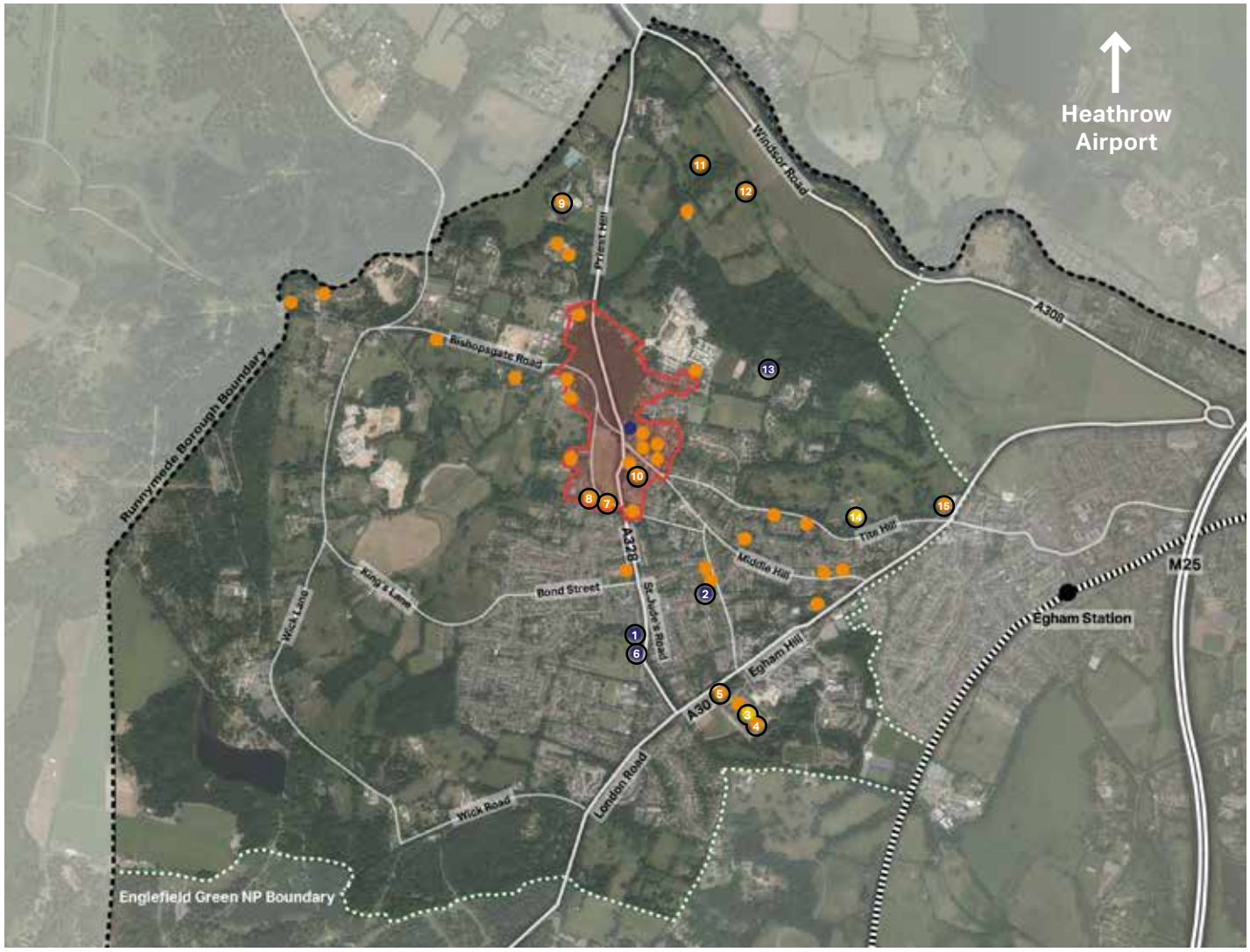


Figure 13: Heritage

KEY

- Borough Boundary
- Neighbourhood Plan Boundary
- Englefield Green Conservation Area
- Grade I Listed Buildings
- Grade II Listed Buildings
- Grade II* Listed Buildings
- Railway Line
- Rail Station
- Roads

Figure 14: St Simon & St Jude, Listed Grade II

Figure 15: Methodist Church, Listed Grade II

Figure 16: Royal Holloway College, Listed Grade I

Figure 17: Royal Holloway College Statue in South Quadrangle, Listed Grade II

Figure 18: Royal Holloway Entrance Gates, Listed Grade II

Figure 19: Pair of Mausolea, Listed Grade II*

Figure 20: The Barley Mow Pub, Listed Grade II

Figure 21: Englewick and the Coach House, Listed Grade II

Figure 22: St John's Beaumount School, Listed Grade II

Figure 23: Bulkeley House, Listed Grade II

Figure 24: John F Kennedy Memorial, Listed Grade II

Figure 25: Magna Carta Monument, Listed Grade II

Figure 26: Commonwealth Air Forces Memorial, Listed Grade II*

Figure 27: Tite Hill, Runnymede Park, Listed Grade I

Figure 28: Tower Garage, Listed Grade II

DESIGN CODE OVERVIEW

C

6. DESIGN CODE OVERVIEW

Design code zones

The zones detailed on the map to the right show the extent of the different design codes proposed in the Englefield Green Design Code Document. The different design code zones target different conditions of the Area and are defined as:

- Urban Area
- Historic Core
- Green Belt
- University South

The two sites relevant to this document are both located within the Urban Area Design Code.

Urban Area Design Code Zone

The design codes for this zone cover the conditions that any new development proposed within the Urban Area should comply with.

The design codes for this zone also include conditions for extensions and refurbishments on existing properties within the consolidated housing developments in the Urban Area.

Additionally, the design codes for this zone give conditions for new developments of student accommodation within the Urban Area. These are likely to come forward in the portion of the Urban Area Design Code Zone that matches the extent of the University North Character Area (refer to plan Character Area Plan in preceding pages), however these conditions cover any educational/student residential scheme that is proposed in the whole of the Urban Area Design Code Zone.

Which Design Codes apply to the site?

		Urban Area DCZ
MO	**Mobility**	
MO.01	Transport & infrastructure	
MO.02	Active & sustainable travel	
CH	**Character**	
CH.01	Townscape & landscape quality	
EN	**Environment & Landscape**	
EN.01	Green & blue Infrastructure	
EN.02	Environmental protection	
EN.03	Air quality	
EN.04	Noise	
EN.05	Land contamination	
EN.06	Light	
EN.07	Natural environment	
EN.08	Biodiversity, geodiversity & nature conservation	
EN.09	Thames Basin Heaths Special Protection Area	
EN.10	Flooding	
EN.11	Green Belt	
CO	**Community**	
CO.05	Older People	
CO.06	Students	
HO	**Housing**	
HO.05	Housing	

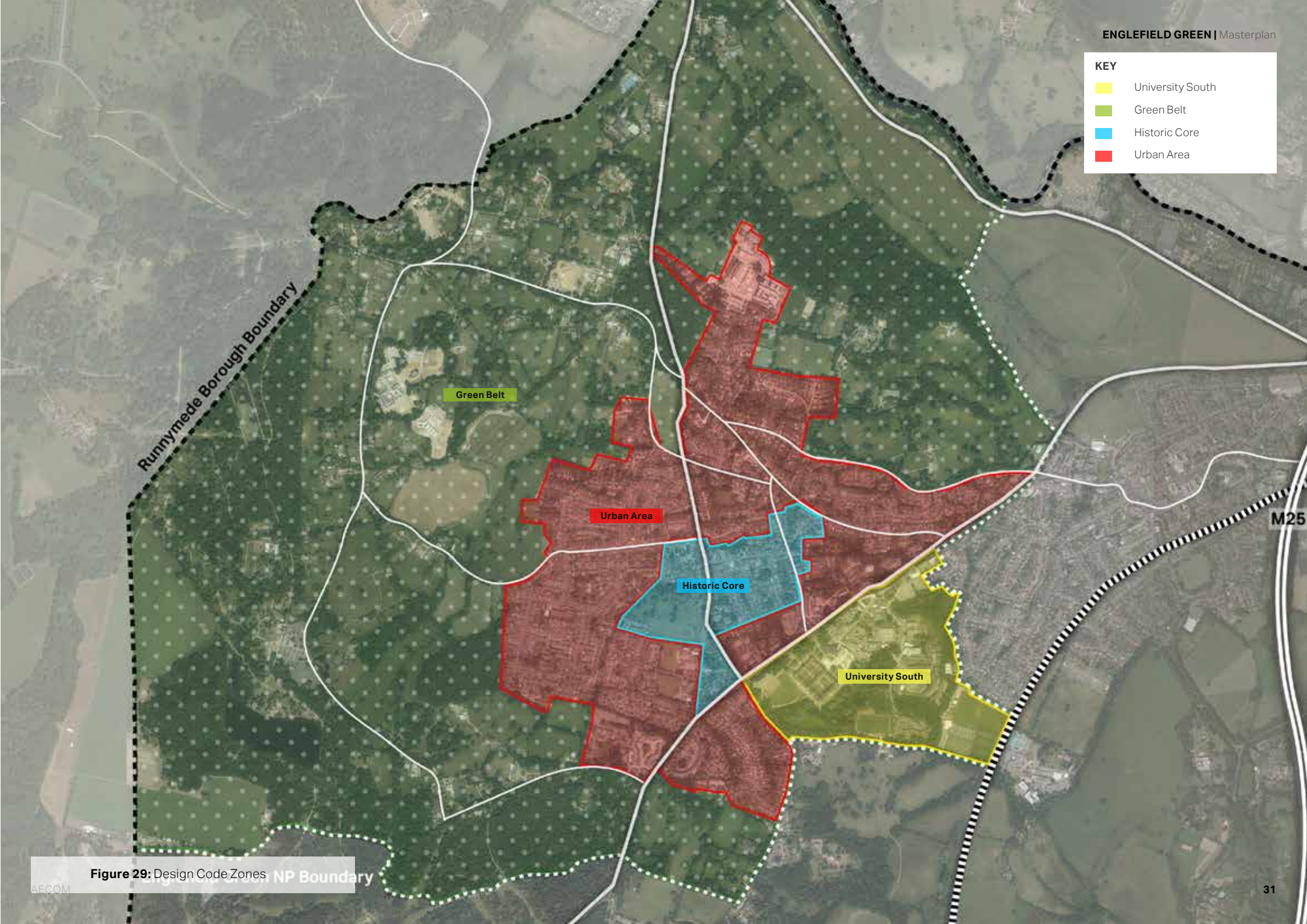


Figure 29: Design Code Zones

MO.01. Transport & infrastructure

The following section provides a summary of the each of the relevant Design Codes for the Urban Area Zone.

Street Typologies (I)

Main Access Street

This street provides the main access spine of a new development. It connects the development to the rest of the settlement. Connecting to the village centre by bike, e-bike, e-scooter and walking should be a priority for new developments.

Actions:

- Provide generous front gardens and street planting that contribute to the general feeling of openness.
- Locate parking to the side of properties and consider using garages to mitigate the impact of cars on the streetscape.
- Main street serves as the access to the new development and that can be acknowledged by providing planting in the junction with the existing road. Buildings in the access and ending can have special features to provide interest to the main spine.
- Local open spaces can ease way-finding as planting in corners, intersections with other streets and end of views, but also as separate open spaces in their own right. Provide those local green spaces, that are made accessible by being on the main structuring spine of the development.

Street Typologies (II)

Residential Street

Actions:

- Provide generous front gardens that contribute to the general feeling of openness.
- Locate parking to the side of the property to mitigate the impact of cars on the streetscape.
- Residential streets branch out from the main street, it is good practise to stager branching streets organically to avoid excessive long views.
- It is also advisable to stagger opposing buildings along the street so they are not directly facing each other, and therefore reduce the monotony along the streetscape.

Street Typologies (III)

Cul-de-sac Street

Actions:

- It is generally acceptable to increase the density and decrease the spacing of buildings in cul-de-sacs to favour activity and prevent them from becoming isolated, parking can be at the front of properties in this case. Garages separate from dwellings are not acceptable and neither are parking courtyards.
- Cul-de-sacs should have pedestrian paths that connect them to surrounding areas and increase their connectivity access and overlooking. Careful consideration should be given to the landscaping and lighting of these paths to increase the perception of safety.
- Cul-de-sacs are typically backing onto the open land in Englefield Green. This is generally not advisable, as rear gardens become exposed. It is generally advisable to back onto gardens of other properties. A side dwelling typology is suggested here as an alternative when properties back onto the open countryside. It provides distant views to the open land from the street.

Street Typologies (IV)

Edge Street / Lane

Actions:

- Edge lanes are a suitable way of fronting the surrounding countryside making it accessible to most users.
- These streets can have gentle meandering, providing interest and evolving views while helping with orientation.
- Carefully consider landscaping as a buffer between development and the open countryside. This buffer future-proofs the development against potential development that might front to the edge lane in the future.
- Connect the edge lane to paths and other public rights of way.

Car parking solutions

Car parking design should be safe and should not undermine the quality and amenity of the streets.

On-plot parking

Actions:

- On plot parking can be either in garages or car ports and/or on the driveway. If parking is proposed at the driveway, it is preferable to place it at the side of the building to minimize the presence of cars on the street.
- Driveway parking at the front of the building will only be allowed if it is combined with high quality and well designed soft landscaping.
- Quality landscaping and boundary treatment is the key element in getting attractive streets, which can be achieved by using elements such as hedges, trees, flower beds, low walls and high quality paving materials between the private and public space.
- Front gardens must dominate the fronts of properties, paved surfaces for driveways will never constitute more than 50% of the front curtilage. Hard standing driveways must be constructed from porous materials to minimise surface water run-off.

On-plot garages / car ports

Actions:

- Garages should preferably be designed as forms linked to the main building, rather than free-standing structures. In both situations, they should reflect the architectural style of the main building.
- Garages should be in line or recessed from the main building line, and not dominate the street.
- Integrate bicycle parking and/or waste storage into garages.

On-street parking

Actions:

- Provide parking for residents on plot and provide visitor parking on the street adjacent to public open spaces and on other streets only if the width of the road allows for it.
- Visual impacts from visitor parking on the street scene can be ameliorated by the use of high quality landscaping and planting.

Other forms of parking

- Generally, parking courtyards and flat-over-garages are not desirable in residential areas.

On-plot parking on driveway

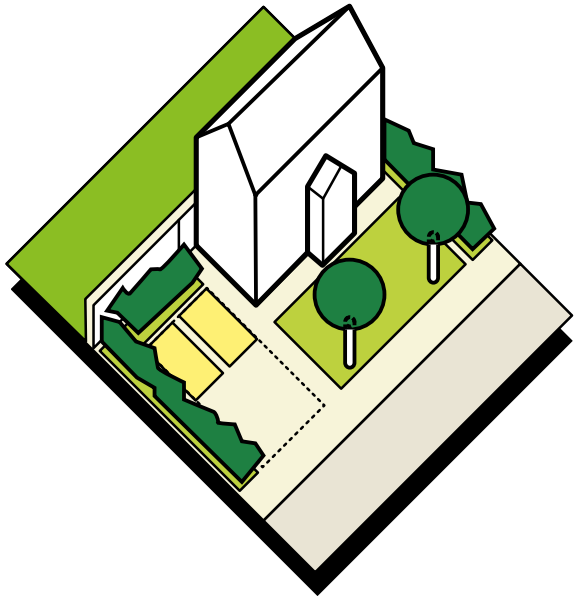


Figure 30: King's Lane. *On-plot parking on driveway*

On-plot parking on garage

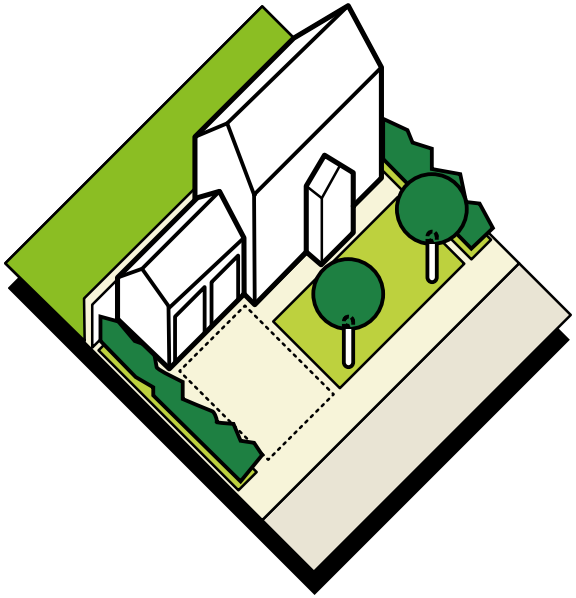


Figure 31: Alderside Walk. *On-plot parking on garage*

On-street parking adjacent public open space

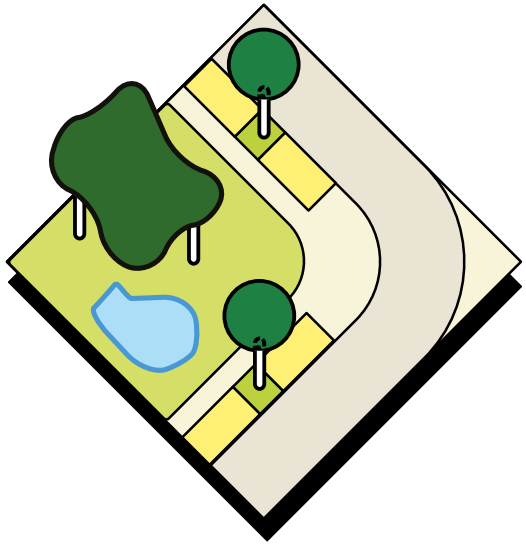


Figure 32: *On-street parking should be limited to public open space locations*

MO.02. Active & sustainable travel

Links to the countryside

Actions:

- Create better links with the countryside. In edge locations, consider connecting all streets to the network of public pathways and rights of way.
- Retain approach routes and perceptions of a settlement. If the new development serves as the access point to the village or an area of distinct character, new developments should visually acknowledge that fact.
- Maximize connectivity to high quality natural areas and the open countryside, to valuable listed and non-listed assets and buildings and other settlements, hamlets and isolated buildings.

Connected developments

Creating new walking routes which are well connected to existing ones is a prerequisite for any new development. Connecting to the village centre by bike, e-bike, e-scooter and walking should be a priority for new developments.

Actions:

- Generally, lay out walking routes so that they follow the shortest and straightest distance between two points. However, take into consideration landscape and visual interest in the journey, to reduce monotony and increase interest along the trip.

Bicycle infrastructure

The manner in which the public road network is designed, built and managed can have a significant effect on the utility and safety of cycling. The cycling network may be able to provide the users with direct, convenient routes minimizing unnecessary delay and effort in reaching their destinations and foster leisurely trips.

Actions:

- Consider what type of cycling infrastructure is most adequate to the size and type of development considering widened roads, bike paths, bike lanes, cycle tracks, rail trails and, where permitted, sidewalks.

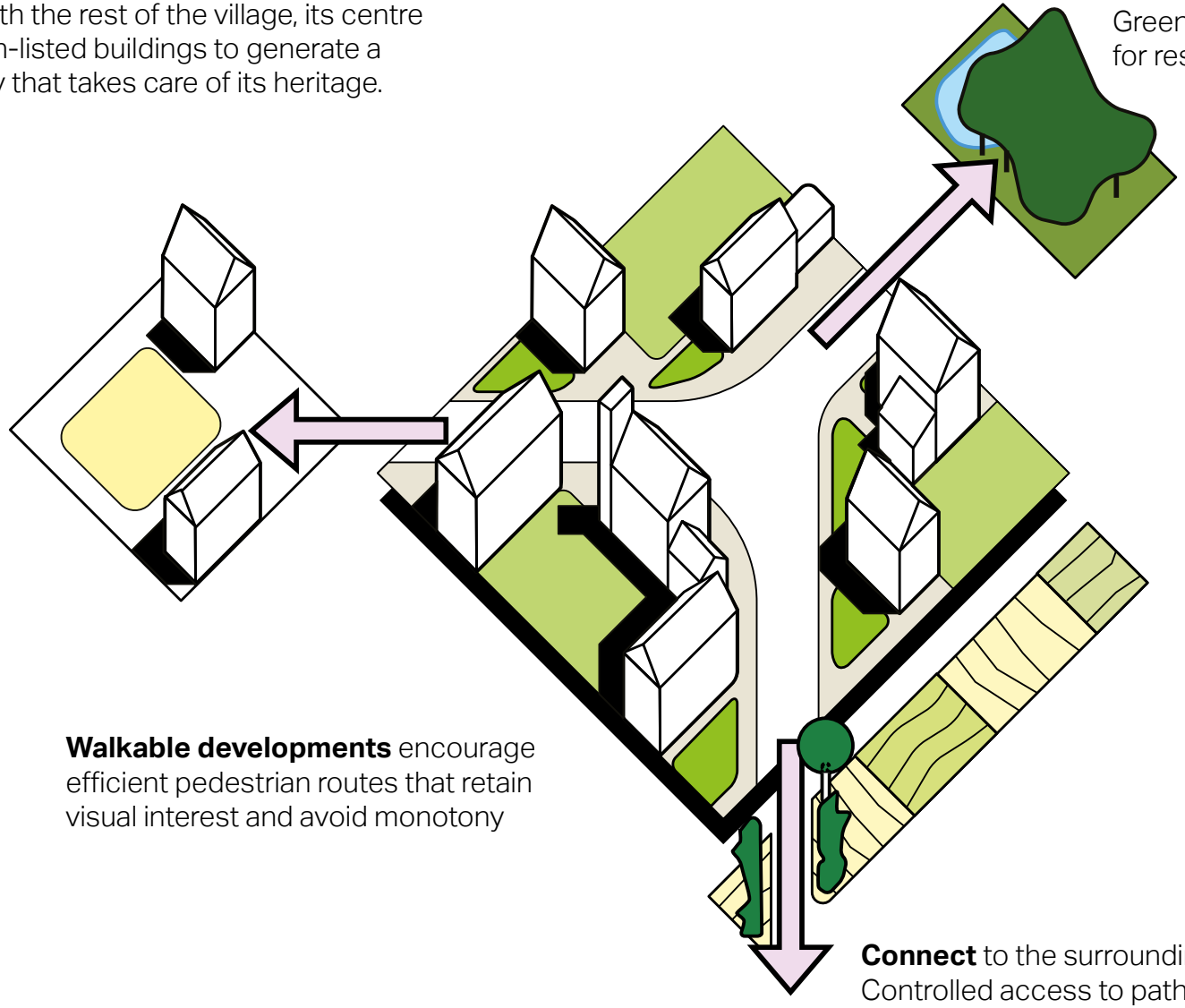
Bicycle storage

Actions:

- A straightforward way to encourage cycling is to provide secured spaces for bicycles within all new residential developments and publicly available cycle parking racks in the public realm.
- For residential units, covered and secured cycle parking should be provided within the domestic curtilage. The most appropriate location to avoid clutter on the streetscape is to provide space for bicycles within garage sheds or in secure bike storage boxes on the rear gardens.
- Access from the street to rear gardens should be provided via secured gates. Bulky bike storage on front gardens should be avoided.

Connect to valuable assets in Englefield Green and the historic landscape of Windsor Great Park. Join the new development with the rest of the village, its centre and its listed and non-listed buildings to generate a cohesive community that takes care of its heritage.

Connect to high quality natural areas and the open countryside and the Green Belt, creating natural corridors for residents to enjoy



Walkable developments encourage efficient pedestrian routes that retain visual interest and avoid monotony

Connect to the surrounding agricultural land. Controlled access to paths along fields helps maintain hedgerows and wild flora and fauna and enhances the appeal of traditional agricultural and horticultural practices

CH.01. Townscape & landscape quality

Sites facing existing streets / rear sites

When development is likely to impact existing streets by facing directly onto them or if it is located in rear sites, guidance detailed in the Historic Core Design Code Zone should be taken as reference.

- *Actions:* Refer to code CH.01 in the Urban Area Design Code Zone for guidance on how to approach the conditions above.

Street planting

Flower beds, bushes and shrubs

Flower beds, bushes and shrubs contribute to the livelihood of the streetscape. Normally planted within the curtilage boundary, ornamental species add interest and colour to their surroundings and become an identity and expressive feature of each dwelling.

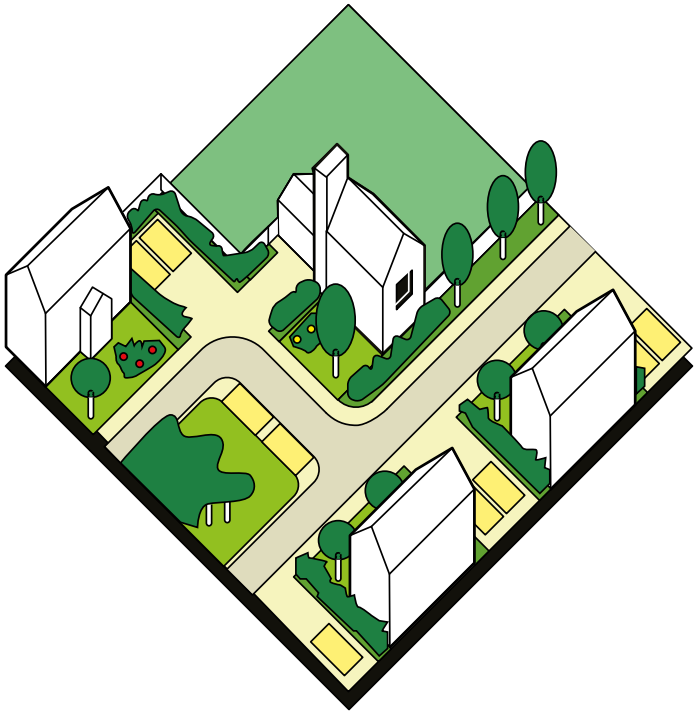
Hedges

Hedgerows are normally used to mark property limits, they can also be planted in front of bare boundary walls to ease their visual presence. They can be used to conceal on-plot car parking and driveways within curtilages. They can also be used as protective barriers on gable ends facing windows onto the street.

Trees

Trees can normally be used to mark reference points and as feature elements in the streetscape. When planted in intersections and key locations and help with privacy whilst enhancing the wayfinding and distinctiveness of the area. These tend to be within property curtilages.

Trees should also be present in any public open space, green or play area to generate environmental and wildlife benefits.

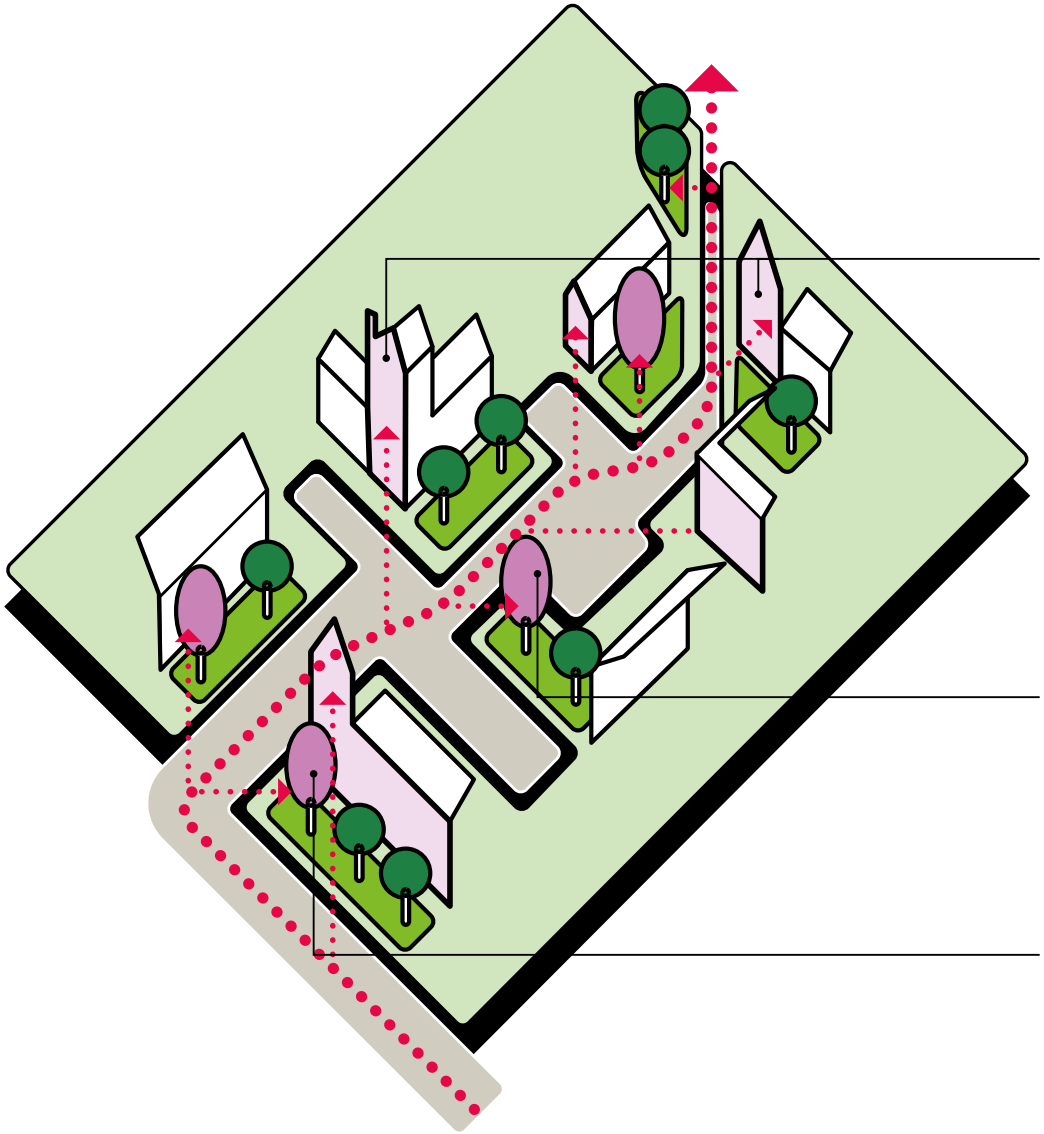


Planting standards

The British Standard 5837: 2012 'Trees in relation to construction- Recommendations' should be the principal reference document when considering new and existing trees on proposed development sites.

Actions:

- Existing trees should be retained as much as possible.
- Retained trees should be considered at the earliest design stage to ensure that any retained trees will be able to grow and mature in the future without outgrowing their surroundings;
- The success of tree planting is more likely to be achieved when it has been carefully planned to work in conjunction with all parts of the new development, parking, buildings, street lights,etc.
- In each new plot of a single dwelling there should be planted at least two new trees.



Local landmark buildings or distinct building features -such as towers, chimneys, or porches- at key nodes and arrival points help orientation

Utilise high quality trees and landscaping to help with the wayfinding along the main desired pathway

Make the best use of mature trees to mark the entrance to a development or distinct area within it

Wayfinding & perception

Wayfinding

A way of making walking and cycling easier is to ensure that routes are direct as well as memorable.

Actions:

- Create places that have a clear identity and that are easy to navigate.
- Local landmark buildings or distinct building features -such as towers, chimneys, or porches- and clear, direct routes can aid legibility. Clear signage should be placed at key nodes and arrival points to aid orientation.
- Use landscape and feature trees as both wayfinding aids and as elements that provide enclosure and attractiveness to the street. Trees can be a great design tool to mark the access to new developments and distinct parts of an area.

Serial vision

Actions:

- Subtle variations in alignment and small setbacks of buildings can have a powerful effect of discovery and drama as one moves through a development.
- This effect can be achieved through delivering developments that allow free movement from one place to another, movement to the enclosed space of a square or courtyard where people meet, and to the

focal point where people go to.
- This process can be described as the interplay between 'here' and 'there', in sequences of focal buildings and building features, landmarks and vistas.

Building lines

The way buildings sit in relation to the street can affect the feel of a development.

Actions:

- The building line should have subtle variations in the form of recesses and protrusions but should generally form a unified whole.
- Boundary treatments should reinforce the sense of continuity of the building line and help define the street.
- Boundary treatments should not impair natural surveillance.

Setbacks

Actions:

- A coherent street frontage should be achieved by coordinating the setback between buildings and the street. Large differences in setbacks for adjacent properties should be discouraged.

Overlooking

Safe and lively spaces

Designing out crime and designing community safety is essential to the creation of successful, safe and attractive developments. The following guidelines are in line with the latest manual endorsed by the police 'Secured by Design Homes 2019'.

Actions:

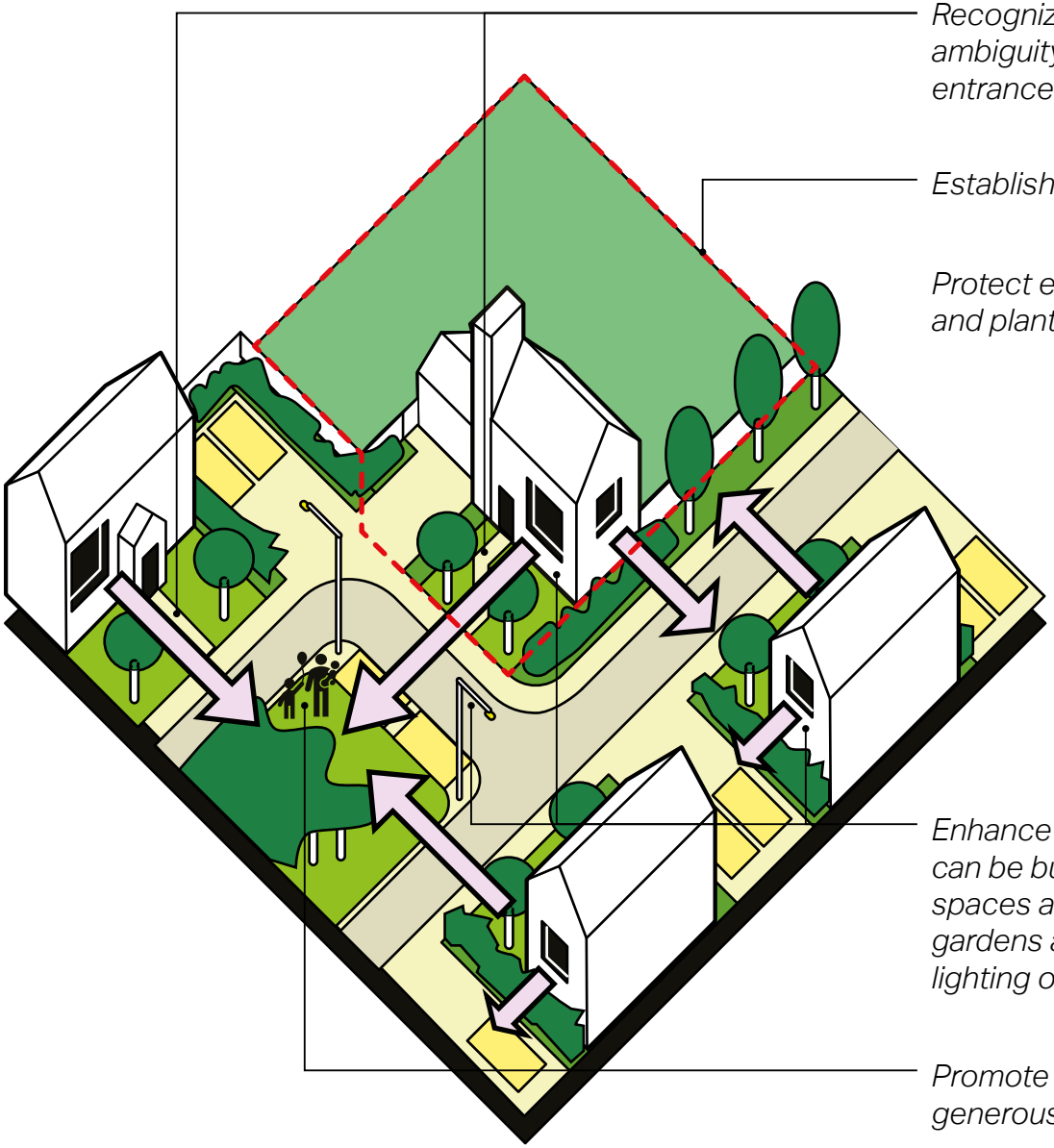
- *Access and movement:* design places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.
- *Structure:* design places that are structured and easy to read, so that different uses do not cause conflict.
- *Activity:* design places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
- *Surveillance:* design places where all publicly and privately-owned open spaces (such as front gardens and driveways) are overlooked. Provide adequate levels of street lighting.
- *Ownership:* design places that promote a sense of ownership, respect, territorial responsibility and community-compromising well defined dwelling boundaries;
- *Physical protection:* design places that include necessary, well-designed security features, such as boundary walls and party fences.
- Management and maintenance: design places that are designed with ease of management and maintenance in mind, to discourage crime in the present and the future.

Buildings turning a corner

Streets with active frontages provide visual attractiveness and enhance the streetscape, but also provide high levels of natural surveillance.

Actions:

- Animate both façades on a corner buildings with doors and/or windows. Consider decorative architectural feature elements for these building types, given their prominence and their ability to create local character.
- As well as relating carefully to existing heritage features, landmark buildings should also be innovative and interesting. Promote good architecture and ensure that places are distinct and memorable.
- In any case, privacy measures should be taken into account from the early design stage. Issues such as overlooking from streets, private and communal gardens should all be considered. Setback from the street, front garden landscaping and detailed architectural design should help in balancing privacy to front living spaces with the need for overlooking of the street.



Recognizable entrances and routes improve wayfinding and reduce ambiguity on the street, generating a feeling of security. Clear pathways to entrances are particularly relevant in areas with large front gardens

Establish clear ownership boundaries

Protect exposed gardens with brick or stone walls. Consider landscaping and planting to balance their bareness and to shelter them further.

Enhance overlooking by designing safe windows to the street. They can be buffered with planting to increase privacy. Make sure public spaces and privately-owned spaces to the street, such as front gardens and driveways are well-overlooked. Provide good levels of lighting on the public realm.

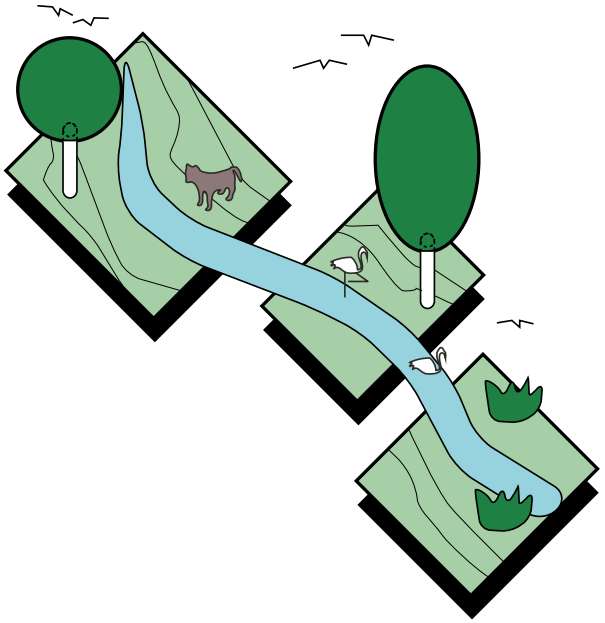
Promote activity on the street, by providing public open spaces, generous pavements and accessible street furniture

EN.01. Green & blue infrastructure

The existing green & blue infrastructure should be protected, maintained and enhanced to deliver multiple benefits and services for biodiversity, recreation and landscape.

Actions:

- New development should not hinder the continuity of green and blue infrastructure.
- New development should not culvert watercourses or result in the loss of river banks.
- New development should make appropriate provision to protect, enhance, improve and maintain accessible networks of Blue Infrastructure, including through de-culverting and re-naturalisation of hard banks if appropriate;
- Where appropriate, new development should enable public access to blue infrastructure.
- Include measures to allow for the natural movement of fish within the watercourse where barriers to fish movement (e.g. weirs) are present.
- New development should make use of SuDS strategies to create/improve Blue Infrastructure.

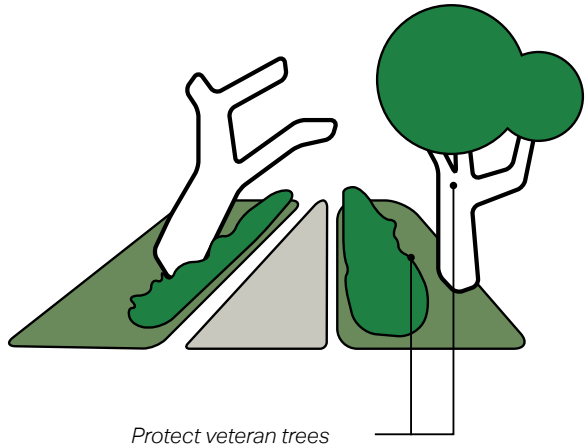


EN.02. Environmental protection

Nature Conservation

Actions:

- Identify priority habitats where richness of wildlife has been identified as a contributing factor in its designation, such as Ramsar sites, Special Protection Areas and Special Areas of Conservation, Sites of Special Scientific Interest and National Nature Reserves and Ancient Woodland, ancient or veteran trees.
- Propose new areas that may be in future identified as a Nature Improvement Area
- Retain and conserve important trees and hedgerows and protect veteran trees with new TPOs.



Protect veteran trees and important trees and hedgerows

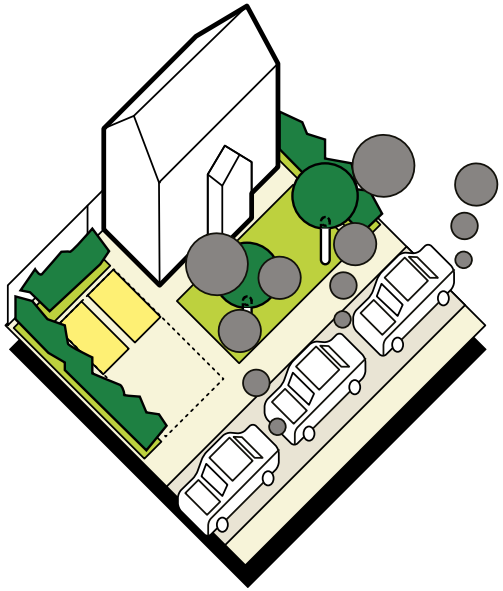
EN.03. Air Quality

Air pollution mitigation

Even if air quality across the RBC is generally good, road traffic is the major source of pollution in Runnymede, the main air pollutants are nitrogen dioxide and fine particulates.

Actions:

- New schemes should take action to reduce road congestion and follow the recommendation in relation to bike infrastructure and storage outlined in these design codes.



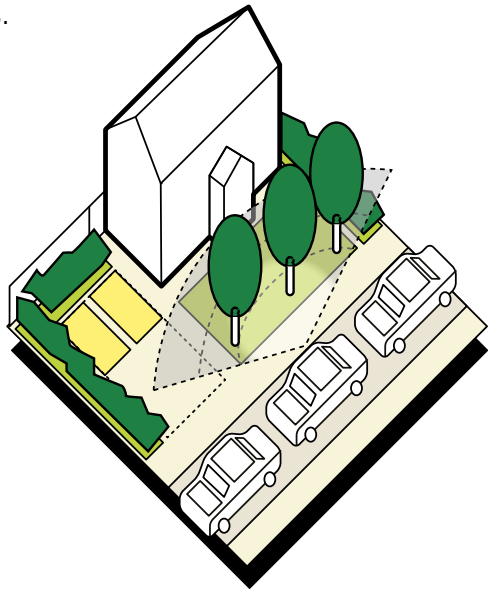
EN.04. Noise

Noise mitigation

Where new development could result in significant adverse effects on the landscape and on visual amenity, appropriate mitigation measures should be provided. Conversely, effects of existing infrastructure, traffic noise and pollution on the new homes should be mitigated.

Actions:

- Encourage tree planting and landscaping along the development limits for visual appeal, recreation, to reduce traffic noise and to mitigate pollution effects.
- Create a safeguarded buffer area between the development and the open countryside and existing infrastructures that could result in inappropriate levels of noise on the new homes.



EN.05. Land contamination

Land contamination

Contamination, in most cases, is likely to arise from a previous use of the site, or an adjacent site, that had an industrial activity on it at one time or another.

Actions:

- Establish former uses of the site and adjacent buildings.
- Undertake site walk-over survey.
- Identify contaminants of concern.
- Develop site-specific conceptual model.
- Compile conclusions and recommendations, if a detailed site investigation is needed, design a sampling strategy, take samples and undertake a corresponding risk assessment.

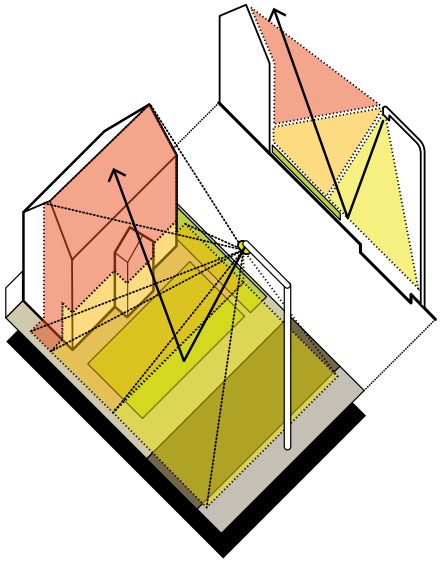
EN.06. Light

Artificial light

For maximum benefit, the best use of artificial light is about getting the right light, in the right place and providing light at the right time.

Actions:

- Ensure that lighting schemes will not cause unacceptable levels of light pollution particularly in intrinsically dark areas of the countryside.
- Lighting schemes should minimise nuisance to residential dwellings.
- Consider lighting schemes that could be turned off when not needed
- Minimise impact on sensitive wildlife receptors throughout the year.
- The needs of particular individuals or groups should be considered where appropriate (e.g. the safety of pedestrians, cyclists, drivers or older users).



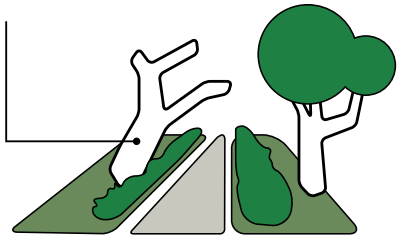
EN.07. Natural environment

Impacts of new development to trees/ hedgerows

Actions:

- Loss of trees and hedgerows are only justifiable if trees constitute a hazard and are at risk of falling because of old age and/ or disease, or if they intrude into roads and paths and can result in an accident.
- Any loss of hedgerow habitat or important trees should be compensated for through new habitat creation including new native species planting in keeping with the historic landscape character. Plant replacement trees of appropriate species in keeping with the historic landscape character.
- Where impacts to trees and hedgerows are unavoidable the strategy should be to minimise these impacts, such as: removal of only necessary sections of important hedgerows, and minimising the number of breaches.

Loss of trees is only justifiable if they constitute a hazard to visitors

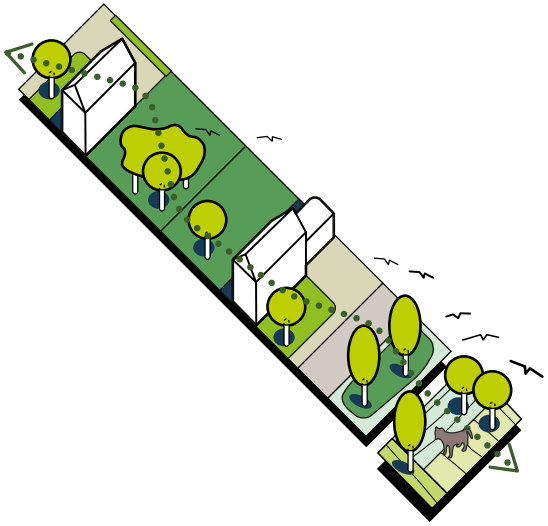


EN.08. Biodiversity, geodiversity & nature conservation

Wildlife corridors

Actions:

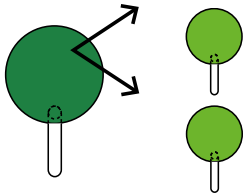
- Provide a connected network of private and public green spaces that includes generous and vegetated back and front gardens, public green spaces, fields and natural open spaces.



Replacement trees

Actions:

- Existing trees should be replaced on a minimum 1:2 ratio if affected by a new development and there are strong reasons to not retain them. New trees should be equivalent in size and quality to the one they are replacing.

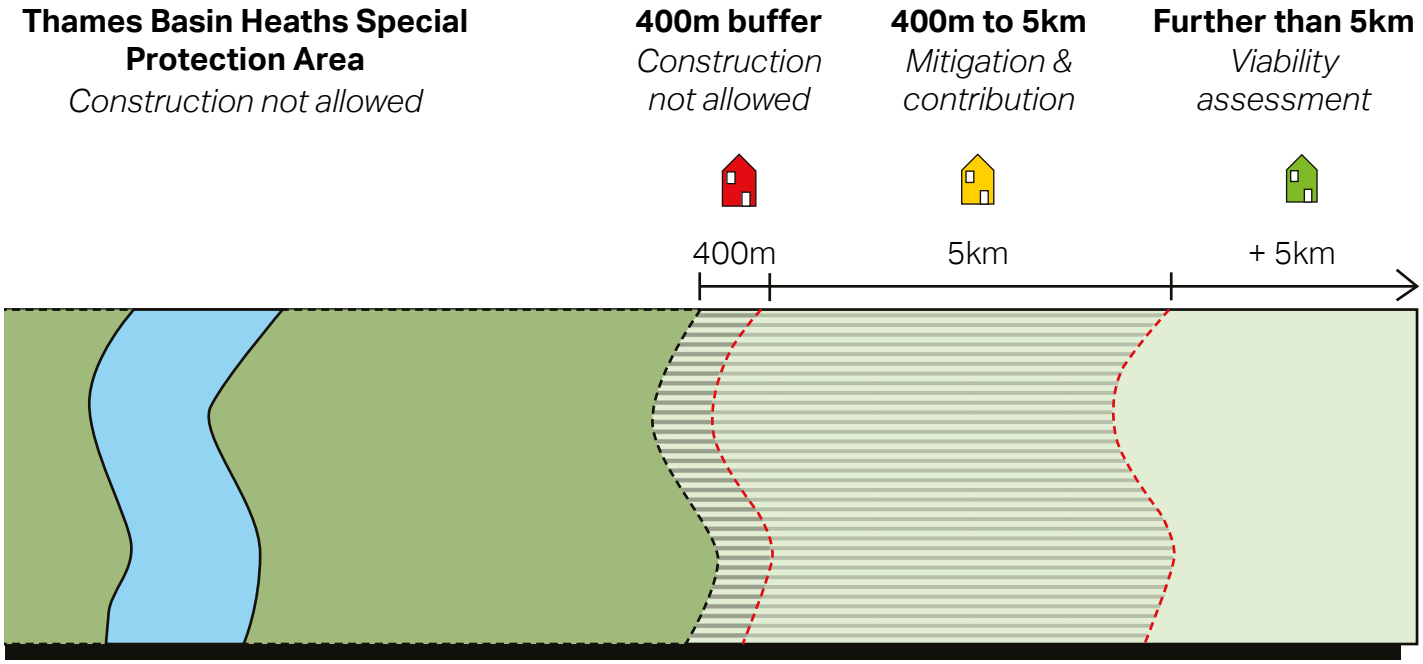


EN.09. Thames Basin Heaths Special Protection Area

The impact on the Thames Basin Heaths Special Protection Area of new development should be carefully assessed, taking consideration of the site's relative location in relation to the protection area.

Actions:

- No new residential development will be permitted within 400m of the boundary of the Special Protection Area.
- New development beyond the 400m Special Protection Area exclusion zone, but within 5km of the Special Protection Area boundary, will need to put in place adequate measures to avoid and mitigate potential effects. Such developments will need to provide financial contributions and satisfy special conditions.
- For sites beyond the 5km zone of influence, a specific viability assessment may be required under the Habitats Regulations Assessment.



EN.10. Flooding

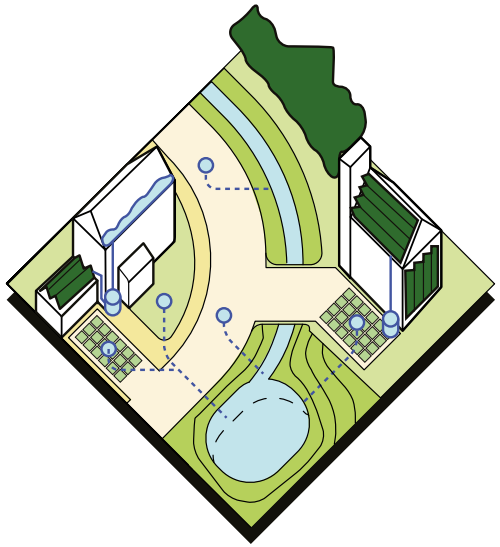
SuDS

Sustainable Drainage Systems cover a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits. Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network

Actions:

- Make the best use of rainwater harvesting systems, rain gardens, swales, permeable paving, green roofs/walls and ponds to provide the necessary resilience against flooding in new developments.



EN.11. Green Belt

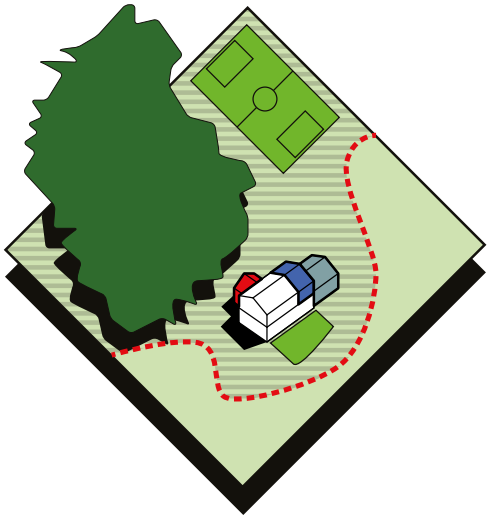
Development on the Green Belt

New development on the Green Belt is not allowed. Inappropriate development, including the construction of new buildings, is harmful to the Green Belt and should not be approved unless very special circumstances exist which outweigh the harm.

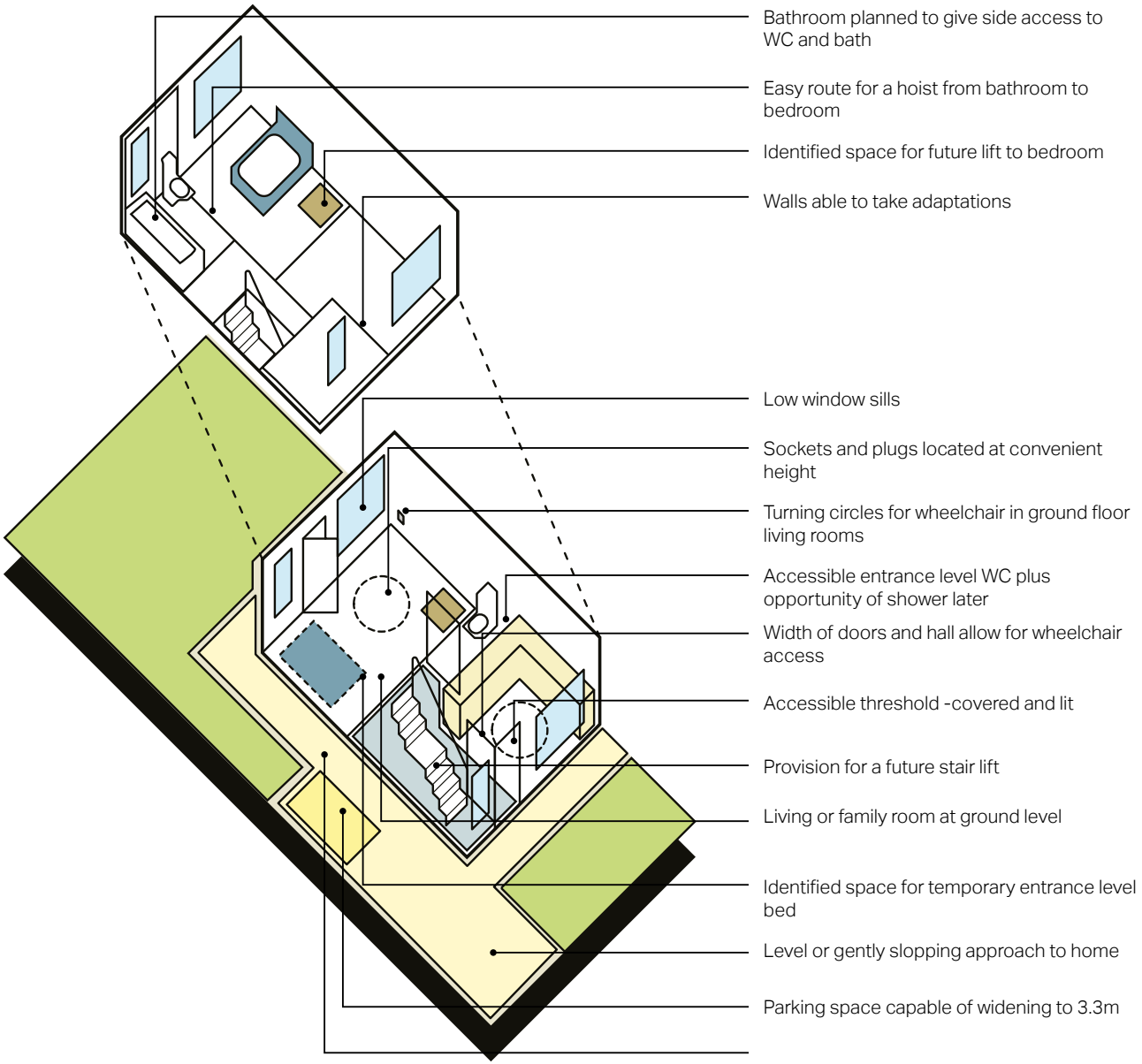
The only operations allowed in the Green Belt are:

- Extensions and Alterations to and Replacement of Buildings.
- Re-use of Buildings.
- Outdoor Sport and Recreation
- Infilling or Redevelopment on Previously Developed Land

Only specific uses are allowed within Green Belt boundary



C0.05.Older People



Houses for a lifetime

Houses should be designed to meet the differing and changing needs of households and people's physical abilities over their entire lifetime. One way to achieve this is to incorporate Lifetime Homes Standards design criteria in the design of new homes and to assess whether they can be retrofitted in existing properties.

The diagram to the left illustrates the main principles of inclusivity, accessibility, adaptability and sustainability.

CO.06. Students

The following design code CO.06 is of application in the Urban Area Design Code Zone when university developments and/ or student residences are proposed. Such developments are likely to be proposed on the area matching the extent of the Character Area University North, but the codes still apply if such developments are proposed anywhere within the Urban Area.

The design code CO.06 can be used as guideline if development of similar characteristics is proposed in the University South Design Code Zone. However, as new designs in that area don't have a great potential to negatively impact the existing urban tissue, the code C0.06 should be applied flexibly and taking into consideration the input that RHUL stakeholders might have on design.

Accessibility

Gated campus and student residences sites within the Urban Area should be avoided. As part of the Urban Area, university and student residences should be integrated within the built environment in the area.

- New educational developments should aim to create permeable networks of connections within development sites as well as connecting to the wider locality and to any existing cycle lanes and public footpaths. In case of creating new links, barriers to vehicle movement should be kept to a minimum.
- Connect to existing streets, roads and rights of way and create new ones, favouring direct connections to the centre of the town and key existing amenities in Englefield Green.
- Avoid the creation of gated educational communities, where students are physically segregated from the rest of the population. Avoid using fences, or walls of any type that prevent the free movement of people from and to the new educational site.
- Maximise walkable and pedestrian-friendly pavements that connect permeable access to existing pavements.

Bicycles

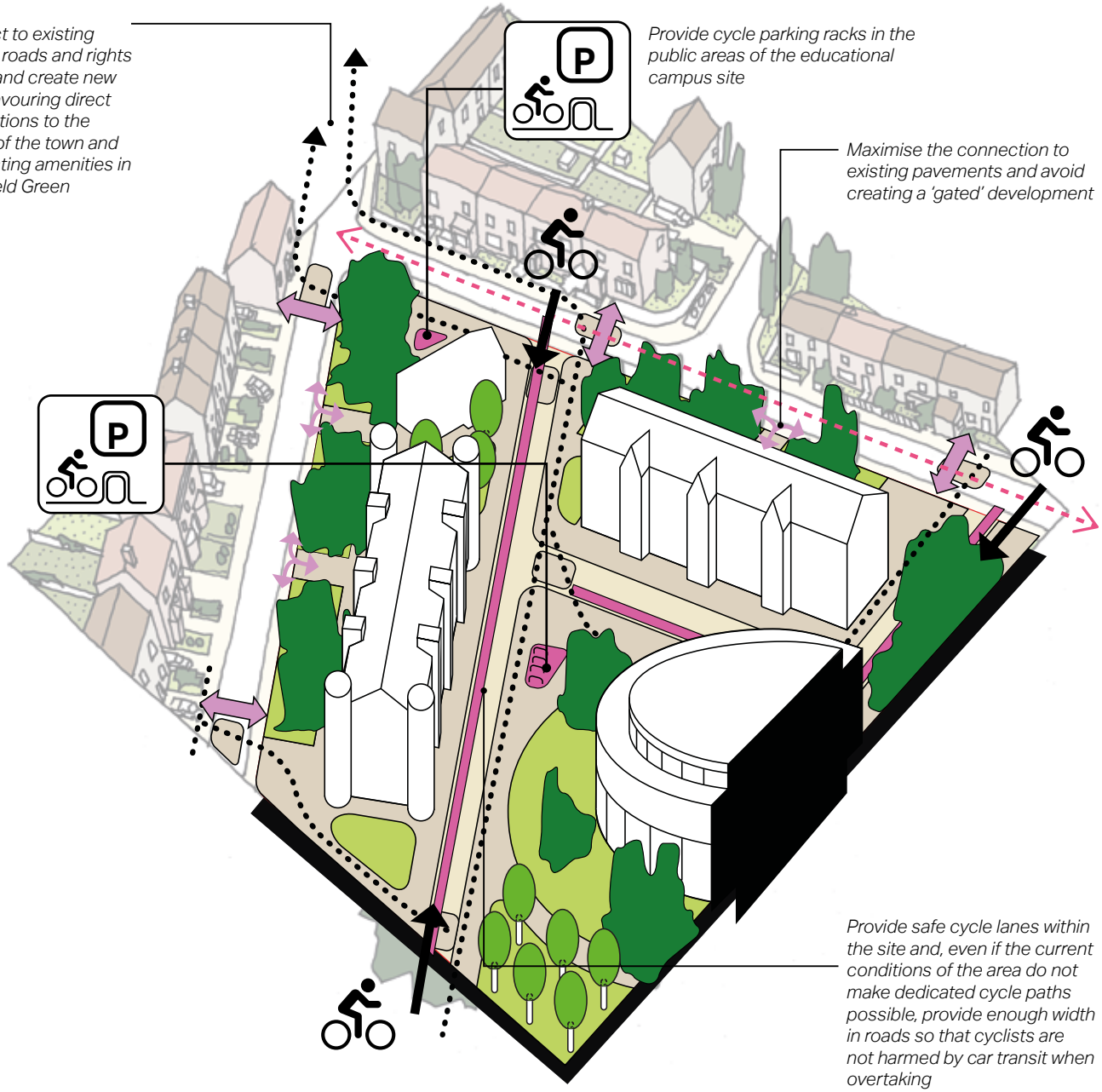
Actions:

- Provide safe cycle lanes within the site and, even if the current conditions of the area do not make dedicated cycle paths possible, provide enough width in roads so that cyclists are not harmed by car transit when overtaking.
- A straightforward way to encourage cycling is to provide publicly available cycle parking racks in the public areas of the educational campus site. Attractive design solutions for racks can encourage its use.
- Within student residences, covered and secured cycle parking should be provided. The most appropriate location to avoid clutter on the streetscape is to provide space for bicycles within garage sheds or in secure bike storage rooms within the building.

Connect to existing streets, roads and rights of way and create new ones, favouring direct connections to the centre of the town and key existing amenities in Englefield Green

Provide cycle parking racks in the public areas of the educational campus site

Maximise the connection to existing pavements and avoid creating a 'gated' development



Provide safe cycle lanes within the site and, even if the current conditions of the area do not make dedicated cycle paths possible, provide enough width in roads so that cyclists are not harmed by car transit when overtaking

Retained and replacement trees

Trees and hedgerows should be conserved. Loss of trees and hedgerows are only justifiable if trees constitute a hazard and are at risk of falling because of old age and/or disease, or if they intrude into roads and paths and can result in an accident. Where impacts are unavoidable to ensure the viability of the development, the following actions should be taken.

Actions:

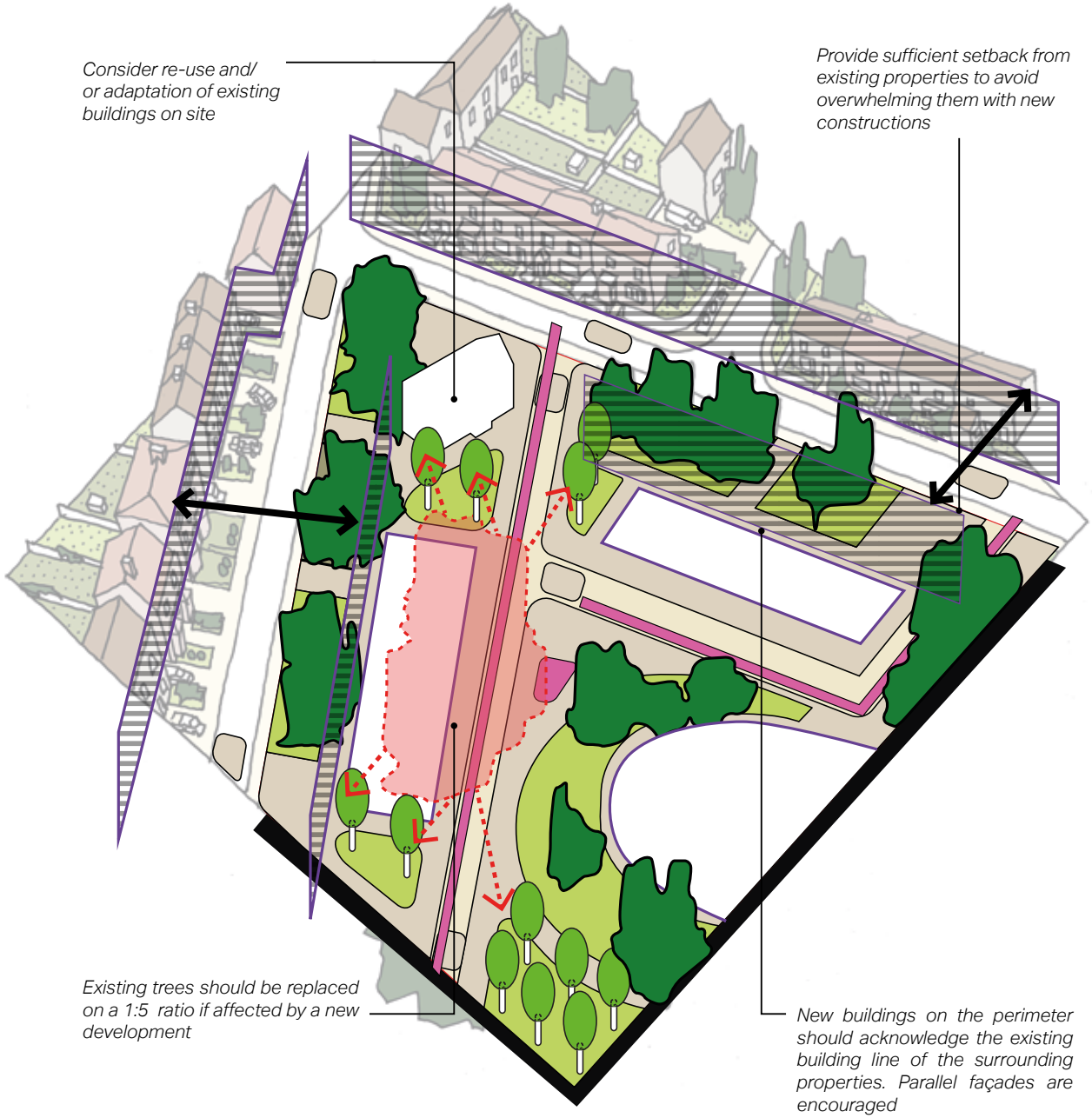
- Plant replacement trees of appropriate species in keeping with the historic landscape character.
- A tree planted to replace a tree removed due to development will take decades to achieve the biodiversity and amenity value of what has been lost. Existing trees should be replaced on a 1:5 ratio if affected by a new development.

Setbacks, layout and screening

Proposed development should be respectful to existing dwellings in the vicinity.

Actions:

- On the perimeter, new buildings should respect the existing building line of dwellings facing the site, by proposing façades that are parallel to the existing ones.
- The layout should draw parallels with the settlement pattern of the vicinity. A 'peppering' layout, with buildings sprinkled on site is not in keeping with the settlement patterns and should not be encouraged.
- Provide sufficient setback from existing properties to avoid overwhelming them with new constructions.
- Retain any trees on the perimeter of the site to guarantee sufficient screening from the existing built areas to the new constructions. Consider supplementing the buffer with additional planting if necessary.

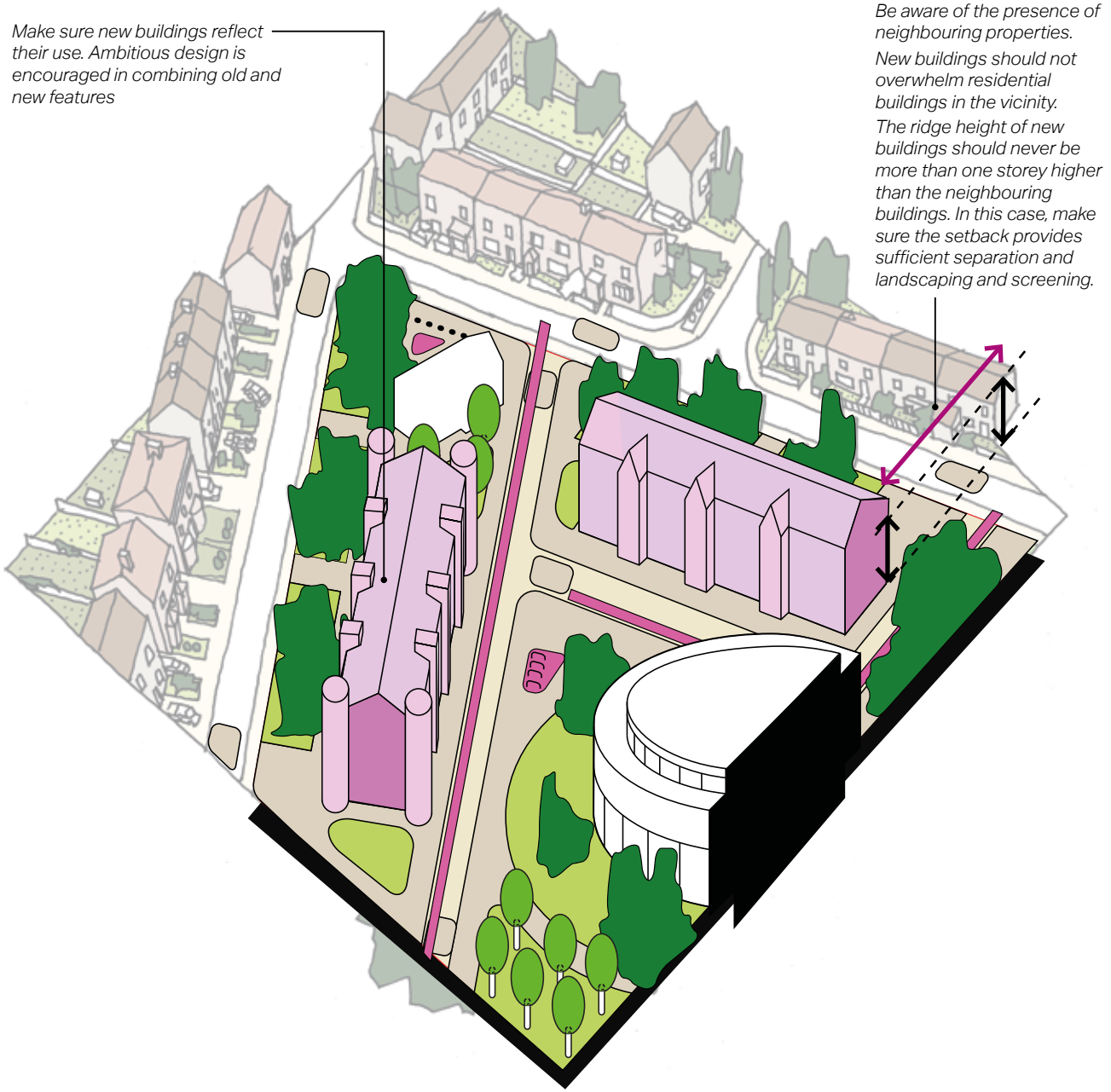


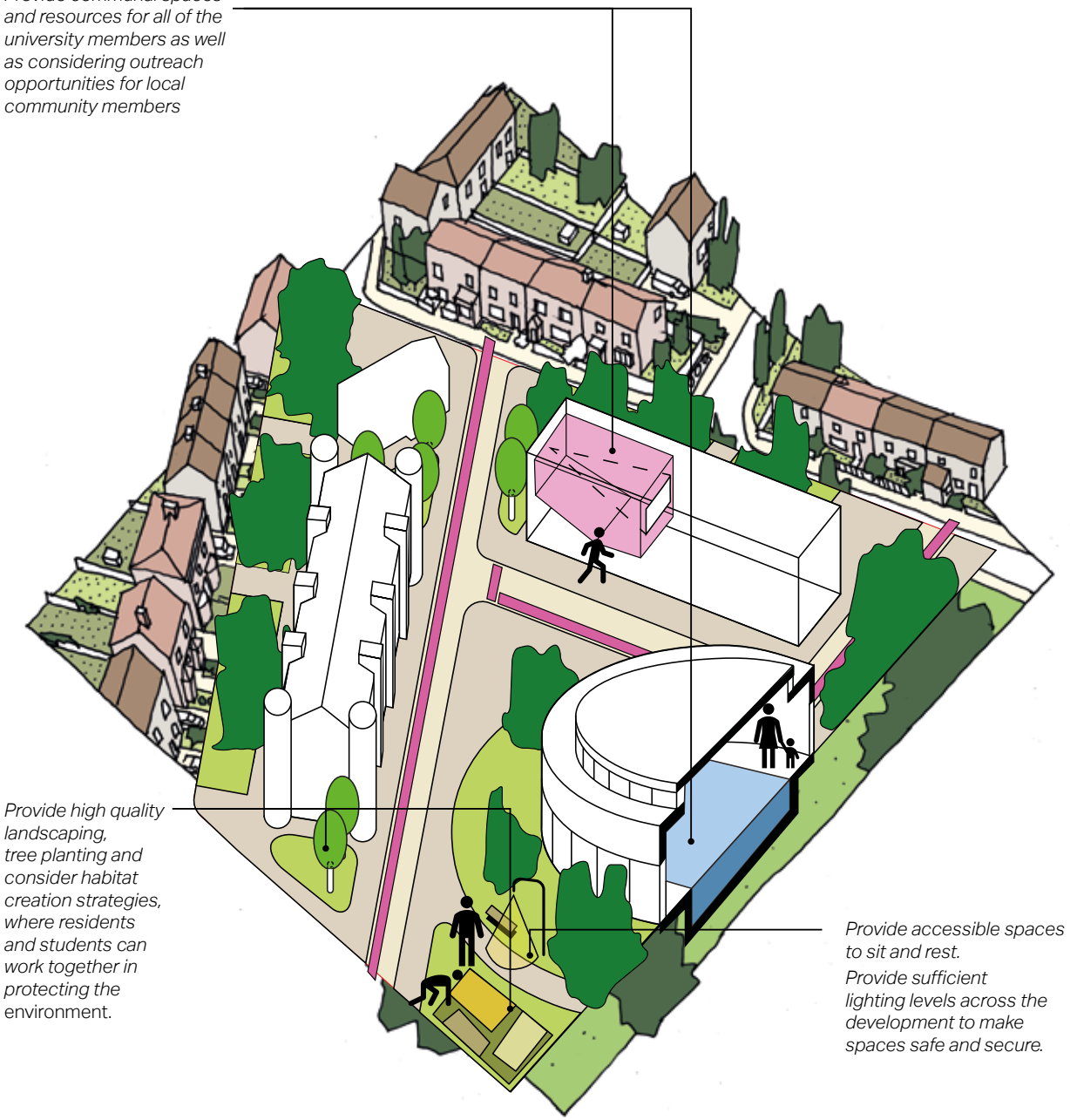
Architecture

Royal Holloway College, originally a women-only college, was founded by the Victorian entrepreneur Thomas Holloway in 1879 on the Mount Lee Estate in Egham. Sir Nikolaus Pevsner called the original college "the most ebullient Victorian building in the Home Counties", and noted that together with its sister building the Holloway Sanatorium, it represents "the summit of High Victorian design".

Actions:

- Draw on the character of the original buildings, reflecting the striking north and south towers and two large quadrangles and its distinct features to provide a special 'sense of place' that comes from the past but can be added to in a contemporary way to combine the best of the old and the new.
- Ambitious design in keeping with the settlement pattern is encouraged, university buildings should not necessarily match the external appearance of terraced and semi-detached properties, however they need to be respectful of the existing construction in the vicinity.
- Make sure new constructions do not overwhelm existing properties in the vicinity. The ridge height of roof of new buildings should ideally match that of neighbouring properties and, in all cases, not be more than a storey higher than that of neighbouring properties. In that case, they need to provide generous setbacks and appropriate planting and tree screening.





Shared facilities

A good strategy to integrate the academic development into the community is to consider sharing the access to key proposed educational, leisure and sport facilities with the residents. The specific management and/ or any potential cost of the agreement will need to be addressed separately and is not part of these design codes.

Actions:

- Provide communal spaces and resources for all of the university members as well as considering outreach opportunities for local community members of sport facilities, libraries, classrooms,etc.
- Consider the creation of joint opportunities where residents and students can share mutual experience, learning and knowledge in a well-designed setting.

Shared open spaces

Linked to the provision of sufficient amenities for students and residents, open spaces can act as a favourable meeting point where to realise this relationship.

Actions:

- Provide high quality landscaping, tree planting and consider habitat creation strategies, where residents and students can work together in protecting the environment. Consider bird and bat boxes, small allotments and orchards, and gardens.
- Provide spaces to sit and rest that are accessible to the widest range of mobility and age groups.
- Provide sufficient lighting to make open spaces feel safe and secure.

Figure 33: Royal Holloway, University of London

GENERAL BASELINE TYPOLOGIES

D

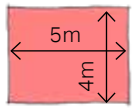
7. GENERAL BASELINE TYPOLOGIES

Typologies for new housing

The following examples summarise the minimum room dimensions and spatial requirements for new house typologies in the area. This section illustrates the versatility of a base dwelling of 10x6m footprint, which is later used in the masterplans.

The plans in this section illustrate how the 10x6m footprint accommodates generously the following minimum dimensions for rooms:

- Living room



20 sqm GIA (Gross internal area)

- Kitchen

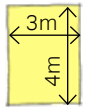
9 sqm GIA

- Single bedroom

9 sqm GIA

Every bedroom should have built-in storage provision, (on top of the 9 sqm provision)

- Double Bedroom



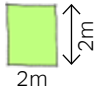
12 sqm GIA

Every bedroom should have built-in storage provision, (on top of the 12 sqm provision)

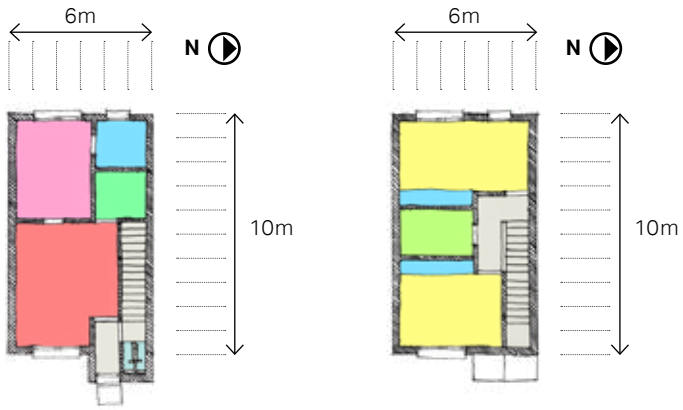
- Single bathroom

3 sqm GIA

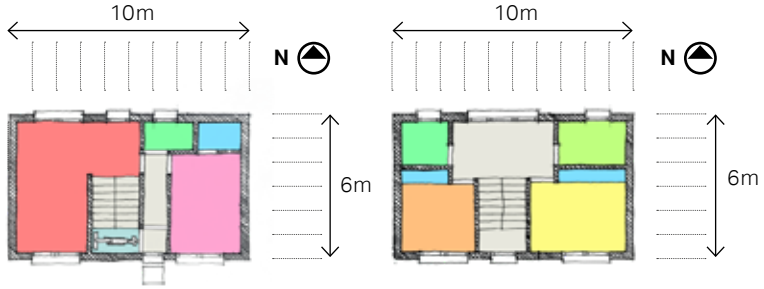
- Double bathroom



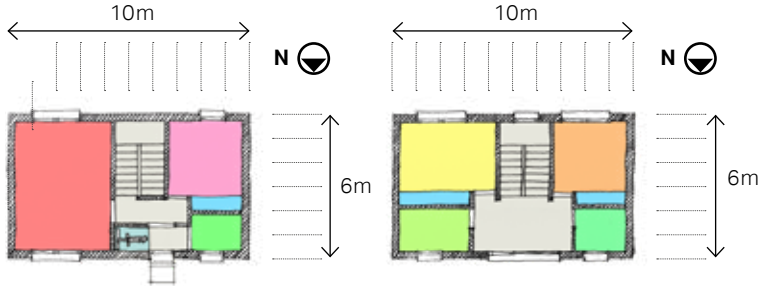
4 sqm GIA



A. Rectangular 2 bedroom house, with its short side facing the street - 2 storeys

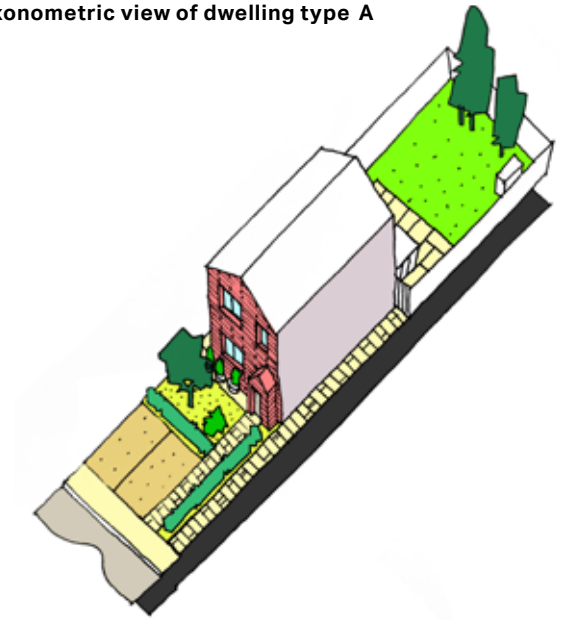


B1. Rectangular 2 bedroom house, with its long side facing the street and street access on the main solar incidence facade - 2 storeys

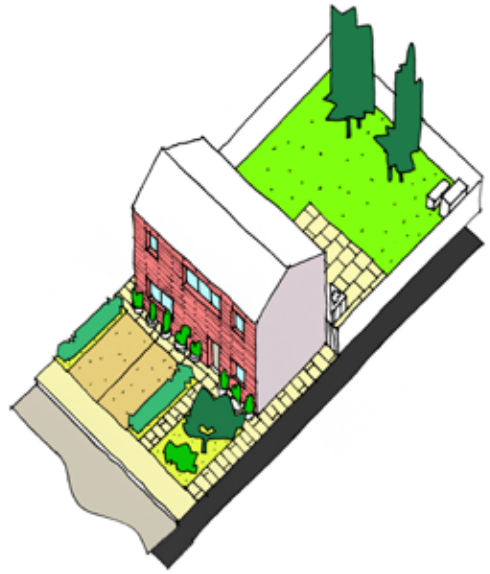


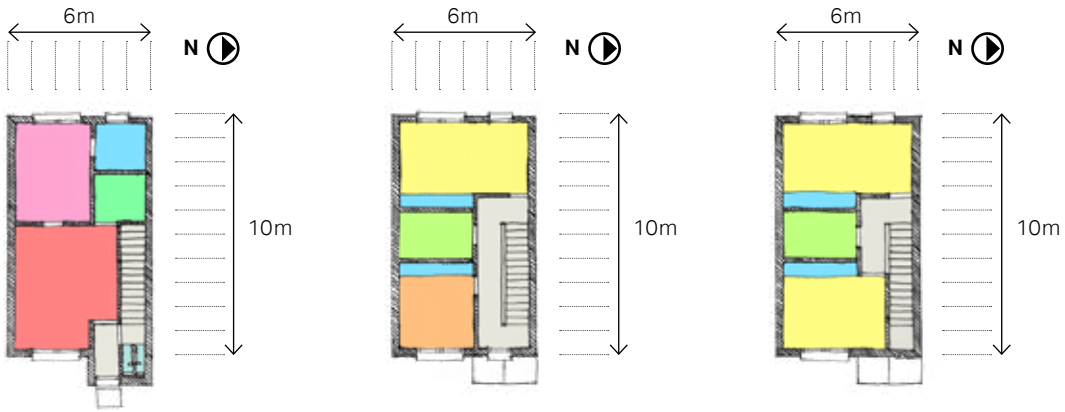
B2. Rectangular 2 bedroom house, with its long side facing the street and street access on the opposite facade to the main solar incidence facade - 2 storeys

Axonometric view of dwelling type A

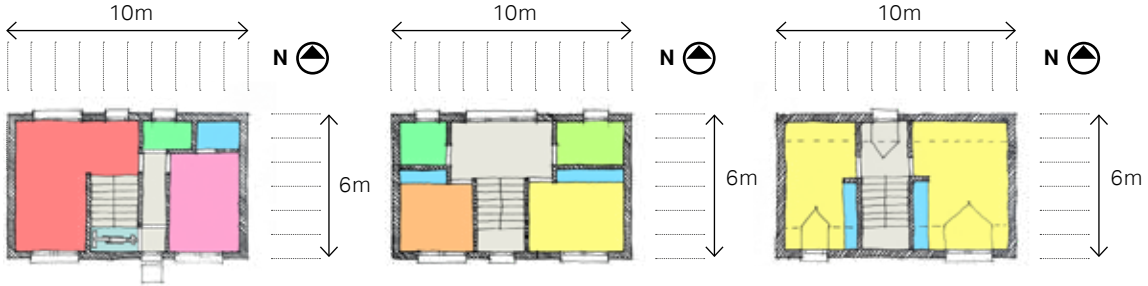


Axonometric view of dwelling type B2

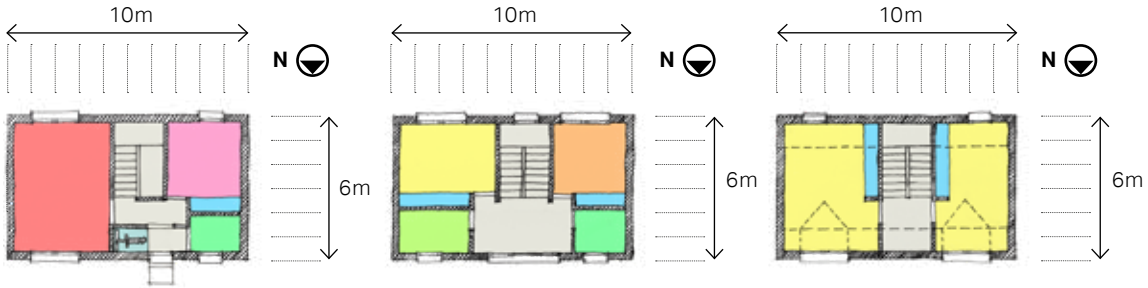




C1. Rectangular 4 bedroom house, with its short side facing the street - 3 storeys

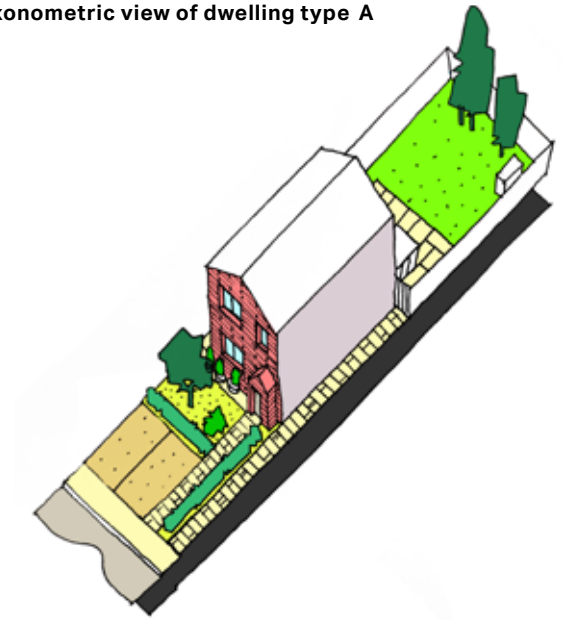


D1. Rectangular 2 bedroom house, with its long side facing the street and street access on the main solar incidence facade - 3 storeys

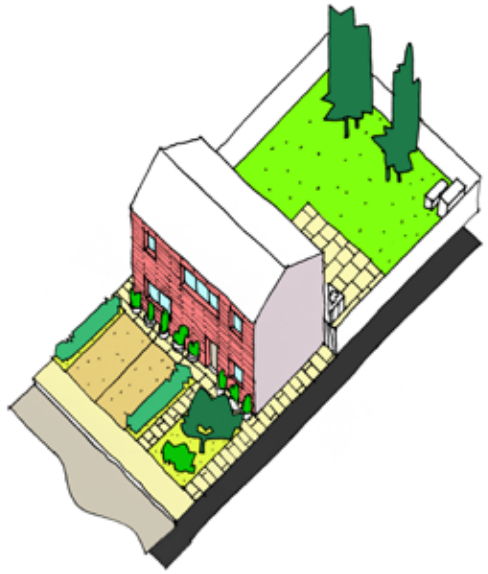


D2. Rectangular 2 bedroom house, with its long side facing the street and street access on the opposite facade to the main solar incidence facade - 3 storeys

Axonometric view of dwelling type A



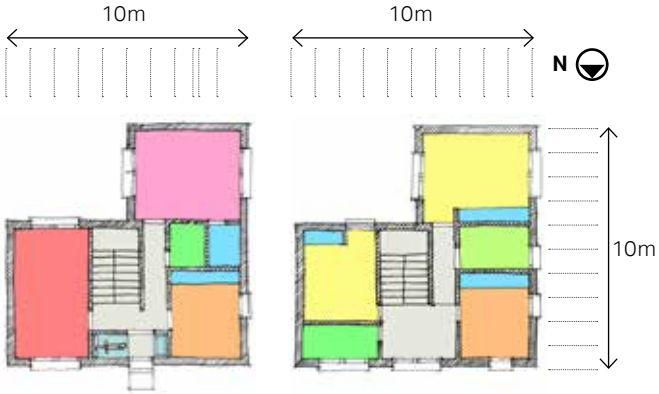
Axonometric view of dwelling type B2



C1. L-shaped 3 bedroom house
Either as a corner building or as an one-storey extension of the type B1

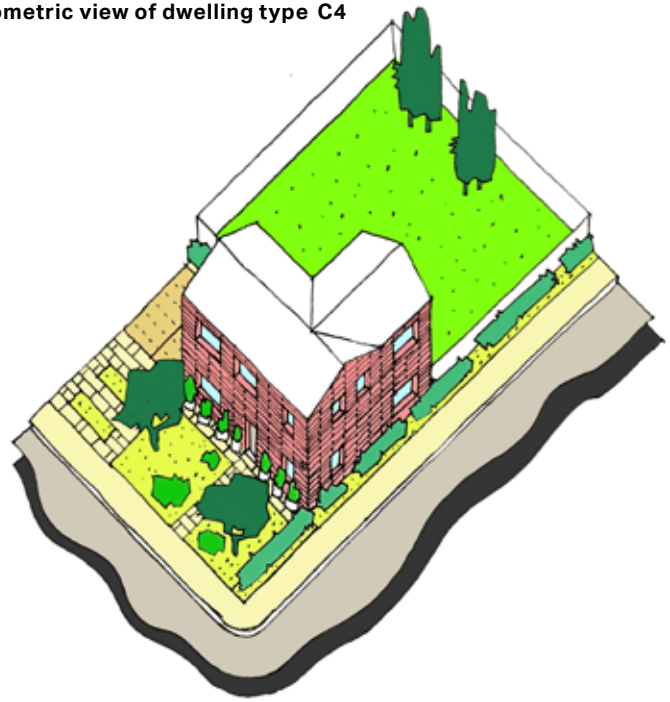
C2. L-shaped 3 bedroom house
Either as a corner building or as an one-storey extension of the type B2

C3. L-shaped 4 bedroom house
Either as a corner building or as a two-storey extension of the type B1



C4. L-shaped 4 bedroom house
Either as a corner building or as a two-storey extension of the type B2

Axonometric view of dwelling type C4



Orientation

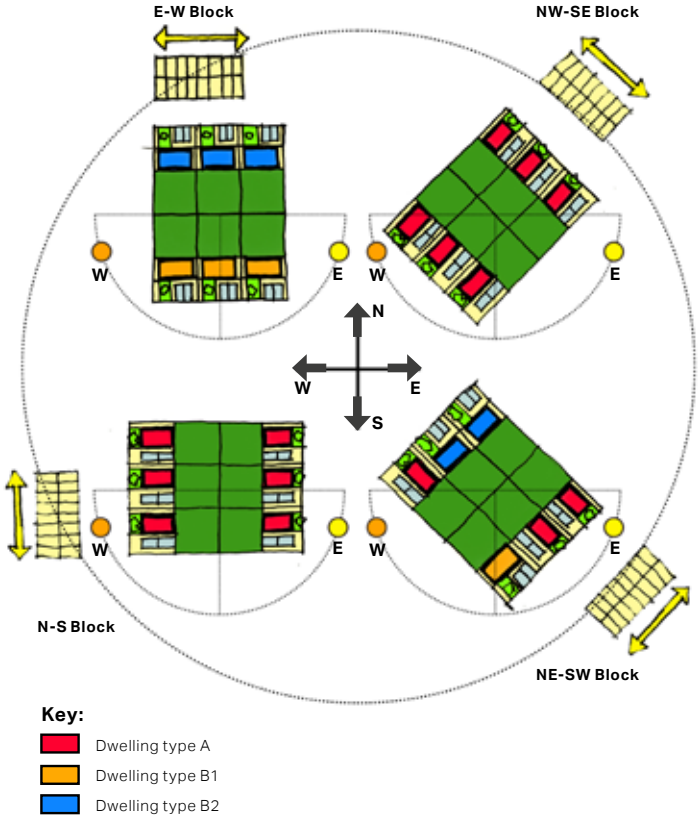
This plan shows areas subject to flooding. The north east corner of the Area is in flood zone 3 due to its proximity to the River Thames. There are two small areas in zone 3, which could be affected by surface water flooding to the south. For the majority of the Urban Area flooding is not a major consideration.

There is an Air Quality Management Area surrounding the M25 to the east of the Area. If a local authority finds any places where the objectives for air quality are not likely to be achieved, it must declare an Air Quality Management Area. The air quality conditions along the motorway are unlikely to have any relevant effect on the eastern edge of the Area.

The Thames Basin Heath Special Protection Area (TBH SPA) was designated in 2005 and is part of a European-wide network of sites of international importance for nature conservation. The TBH SPA is a lowland heath habitat supporting important populations of Dartford Warbler, Nightjar and Woodlark, which are vulnerable ground nesting birds.

No development is permitted within 400m of the SPA. Within 400m to 5km of the SPA boundary, some residential development may be possible if accompanied with sufficient mitigation measures. Within 5km to 7km from the SPA boundary, large scale residential development (50 units or more) will be assessed on an individual basis to understand if the proposal would have a significant adverse impact on the protection area.

As most of the Urban Area lies within the 5km to 7km zone, any new development will need to consider mitigation measures to protect the Thames Basin Heath habitat.



Plots for houses

Minimum plot dimensions & conditions

In order to achieve the general separation and openness in the area, new plots in the masterplan layouts follow these general conditions. They determine the extent of the property boundary.

- Building height: maximum building height is 3 levels.
- Parking spaces do not develop beyond the main building line, unless they are provided as part of the front garden.
- The main frontage of the dwelling faces the front garden.
- Access to back garden corridor: minimum width of the corridor is 1m. Access to back gardens should be provided with a secure door.

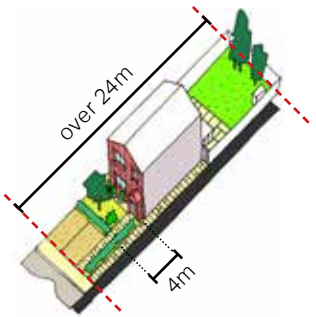
Specific conditions for plots with parking to the front

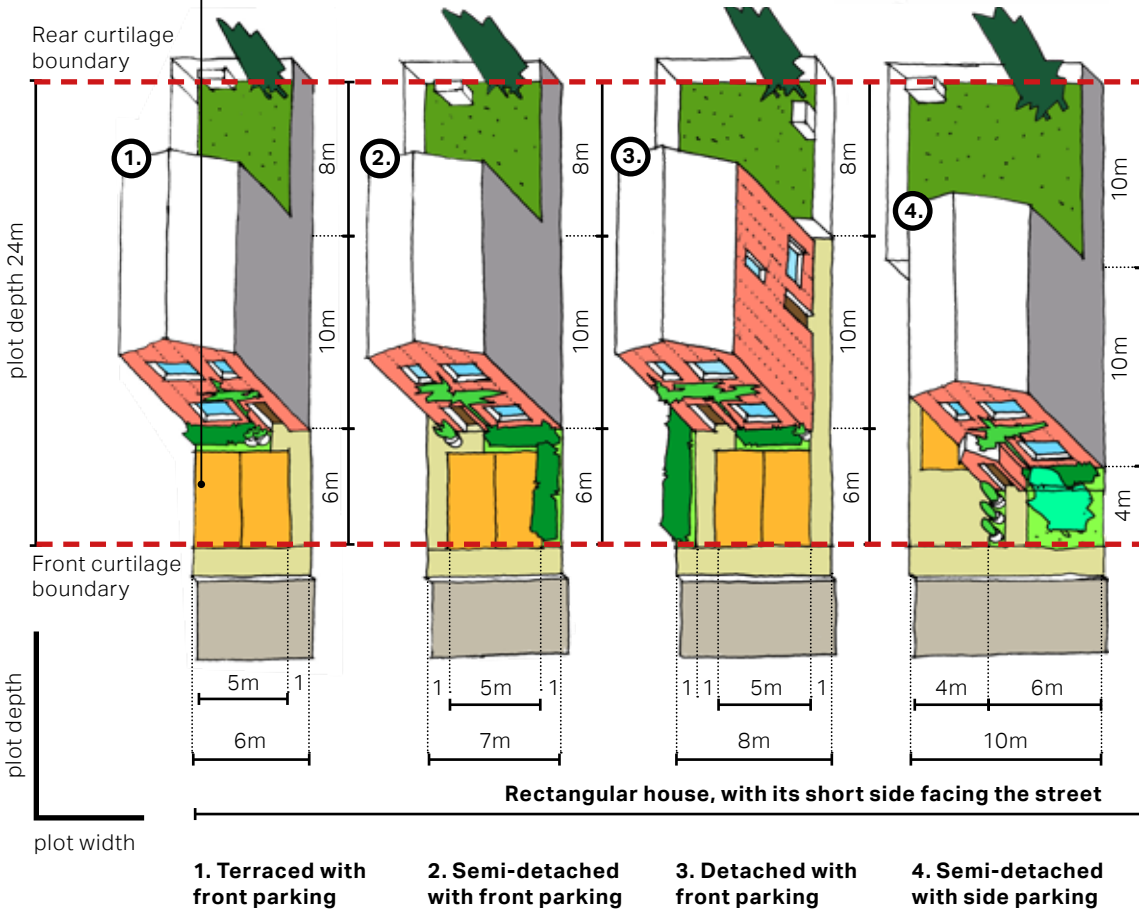
- Front garden: the minimum depth of front gardens is 6m.
- Overall plot width: the preferable plot width is 12m, narrower plots should be used only on constrained sites.
- Overall plot depth: the minimum plot depth is 24m.

Specific conditions for plots with parking to the side

- Front garden: minimum depth of front gardens is 4m.
- Overall plot width: the minimum plot width is 12m, narrower plots should be used only on constrained sites.
- Overall plot depth: the minimum plot depth is 24m.

As the curtilage depth is limited to 24m across options to make them comparable and usable in the standard block detailed, options 1,2 and 3 display a poor frontage to the street. It is advisable to use options 1, 2 and 3 only in half blocks backing onto the perimeter of a site. In those instanced the curtilage depth of 24m could be increased by adding greenery on the front of the house as shown on the image to the right.

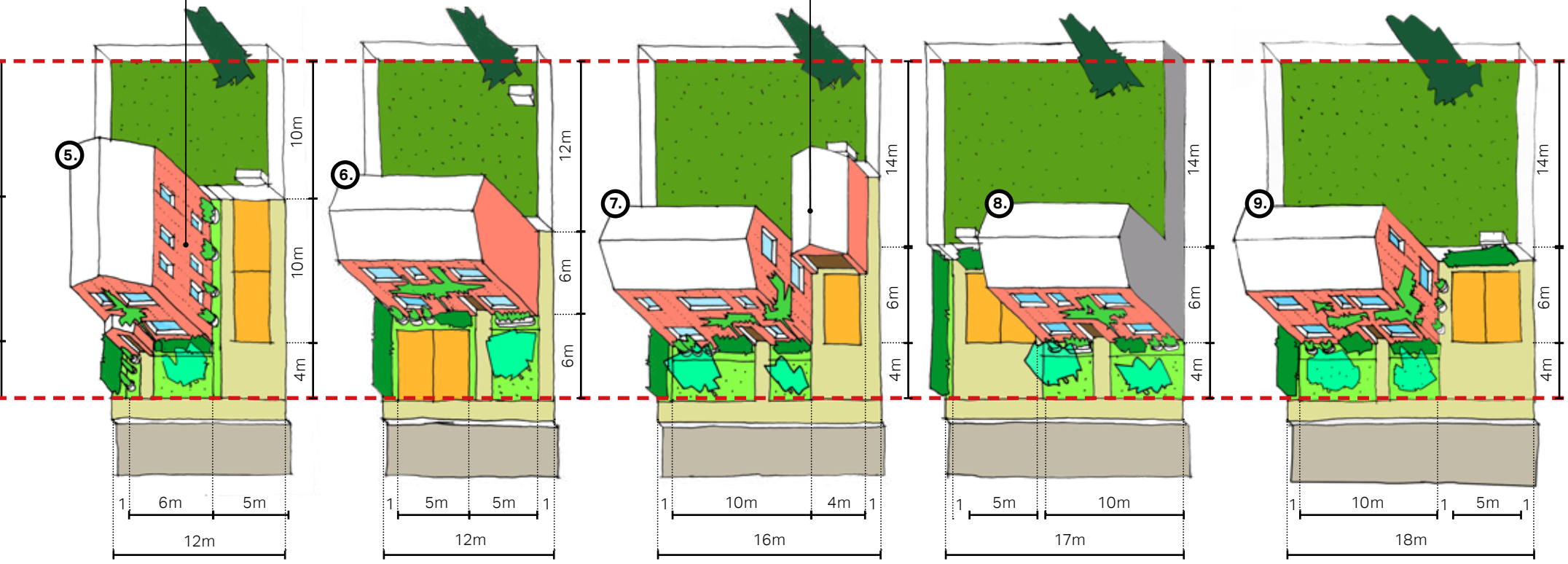




1. Terraced with front parking | **2. Semi-detached with front parking** | **3. Detached with front parking** | **4. Semi-detached with side parking**

Parking spaces on the side of the dwelling should be overlooked. It is advisable to open windows on the facade looking at the spaces. The arrangement of typologies should be such that overlooking between dwellings is avoided. A good idea is to concentrate most windows on the east facade (in these cases) and almost none on the west, so the dwelling is overlooking just its own parking but the neighbouring facade is mostly blank.

Option 7, and also 4 and 5, are well suited to include garages. The minimum dimensions for an individual garage is 7x3m.



Rectangular house, with its long side facing the street

5. Detached with side parking

6. Detached with front parking

7. Detached with side parking (possible garage)

8. Semi-detached with side parking

9. Detached with side parking

WICK ROAD SITE BASELINE CONTEXT

E

8. WICK ROAD SITE BASELINE CONTEXT

Site context

This chapter sets out the baseline context for the Wick Road site. It presents the planning context, along with an high level site analysis, which sets out the main constraints and opportunities to development.

The Wick Road site is 2.86ha and is located on the southern edge of Englefield Green.

It is bordered by Blay's Lane to the west, Wick Road to the south, Larksfield to the north and the recent development of Queenswood Crescent to the east.

The site is accessed from Wick Road and Blay's Lane and currently features a number of commercial buildings and associated areas of car parking, along with natural features such as trees and green space. These features are described in more detail in the site analysis on the following page.

Figure 34: Wider Location of Site

Figure 35: Site Boundary

Policy SL5

This site is allocated for housing development in the RBC Local Plan under Policy SL5: Blays House, Blays Lane and will be removed from the Green Belt, as part of the site allocation. The policy states the following:

This 2.86ha site will deliver a high quality development that will:

a) Make provision for a minimum of 100 net additional C3 dwellings;

b) Take account of site boundary vegetation in the design, layout and landscaping of the site especially fronting Wick Road and the north boundary of the site; This will need to be demonstrated and implemented through an appropriate landscaping strategy;

c) Safeguard biodiversity at the Windsor Great Park SNCI in the design and layout of the site through an appropriately designed green infrastructure buffer and through provision of boundary vegetation and landscaping take account of the objectives and targets for Biodiversity Opportunity Area TV01. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;

d) Ensure that the Locally Listed Park House and its setting is maintained and enhanced;

e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and improve the pedestrian footway between the site and London Road;

f) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);

g) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;

h) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities and allotments will be required. Beyond this it is expected that the applicant will provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

Figure 36: Policy SL5 Site Allocation

Site analysis

- **Access and movement:** The main site access is via Wick Road, which provides access to a number of car parking areas servicing the commercial units. A secondary site access via Blay's Lane is a single track rural lane.
- **Connectivity:** The site is accessed from Wick Road and Blay's Lane.

  There are no formal PROW in close proximity to the site. A number of local footpath routes (not PROW) provide walking and cycling routes surrounding the site. St Cuthbert's and St Jude's Schools, and the local centre beyond, can be accessed via a footpath linking Blays Lane to Larksfield, to the north of the site.
- **Topography:** The landscape slopes gently towards the south from 59m to 55m.
- **Natural features:** The site's current Green Belt designation will be removed by RBC as part of the 2015-2030 Local Plan.

  The site has a wooded setting on the edge of the settlement. An area of Ancient Woodland is located directly south of Wick Road, within Windsor Great Park.
  There are a number of trees within the site - which provide enclosure and structure - as well as along the site boundaries; many of which are Ancient Oaks and protected via Tree Preservation Orders. A small watercourse runs through the southern part of the site.
- **Built features:** There are a number of existing buildings on site: Incubon House, Blays House and Park House, along with some smaller ancillary buildings associated with Park House. Park House is locally listed.
- **Enclosure:** The site is well enclosed, via a brick wall which runs along the length of Blay's Lane (associated with Blay's House), high fencing along Wick Road. Trees and hedge planting along all sides further enclose the site. Some glimpsed views eastwards through the site are possible through trees at the site access, off Blay's Lane.

Figure 37: Entrance to the site from Blay's Lane, with the Gatehouse in the foreground and Park House in the distance

Figure 39: Blay's House viewed from the car park to the south

Figure 38: Parking to Stable Blocks

KEY

- Site boundary
- Road network
- Deciduous woodland
- Ancient woodland
- High priority woodland network
- Green open space
- Registered park & garden
- Green belt
- Existing tree on-site
- Tree Preservation Order
- Footpath
- Grade II listed building
- Locally listed building
- Bus stop
- 2 storey building
- 3 storey building
- Site access
- Car parking
- Watercourse

Figure 40: Site Features

Figure 41: Park House

Figure 42: New housing along Queenswood Crescent backing onto the eastern boundary of the site

Figure 43: The Gatehouse

Figure 44: Site exit from car park in northern part of site

Figure 45: Trees play an important role in enclosing and screening the built development on site.

Figure 46: Extensive grounds with mature trees setting to the south of the site

WICK ROAD SITE DESIGN PROPOSALS

F

9. WICK ROAD DESIGN VISION

The vision for the site is for new, much needed housing set within an interconnected multi-functional, semi natural setting, which will benefit both people and wildlife. This green infrastructure will mitigate recreational impacts on nearby designated sites, such as Windsor Great Park and the Ancient Woodland, protected and notable flora and fauna and will seek to deliver Biodiversity Net Gain on-site. The site has the potential to boost biodiversity in the area via a series of existing and proposed woodland belts, grassland, wetlands and open spaces, characterised by naturalistic planting.

Figure 47: Marshland habitat (Watercolour, Redhill)

Figure 49: Well integrated marshland (Watercolour, Redhill)

Figure 48: Housing overlooking wildflower meadow, (Cane Hill Park)

Figure 50: Broadleaved woodland, such as that on the site and nearby)

"Development should enhance the natural as well as the built environment. Nature is good for health and wellbeing, for biodiversity, shading and cooling, noise mitigation, air quality and mitigating food risk as well as contributing to tackling the climate emergency. Nature is also central to the creation of beautiful places."

National Model Design Code, paragraph 57

"All new development needs to use, retain and improve existing habitats or create new habitats to achieve measurable gains for biodiversity. This includes landscaping and tree planting."

National Design Guide, paragraph 82.

Figure 53: Habitats for wildlife (bird/bat boxes).

Figure 54: Overlooked play area for children

Figure 55: Marginal reedbeds

Figure 52: Wildlife meadow planting.

Figure 51: Wildlife friendly ponds in gardens

Figure 56: Planting for wetlands within an residential setting

10. WICK ROAD OPPORTUNITIES AND DESIGN CONCEPT

Masterplan concept

As stated earlier in this document, this masterplan concept represents one way in which the site could come forward, in response to high level site analysis. Applicants will need to prepare full technical appraisals and will be expected to broadly align with the following design principles.

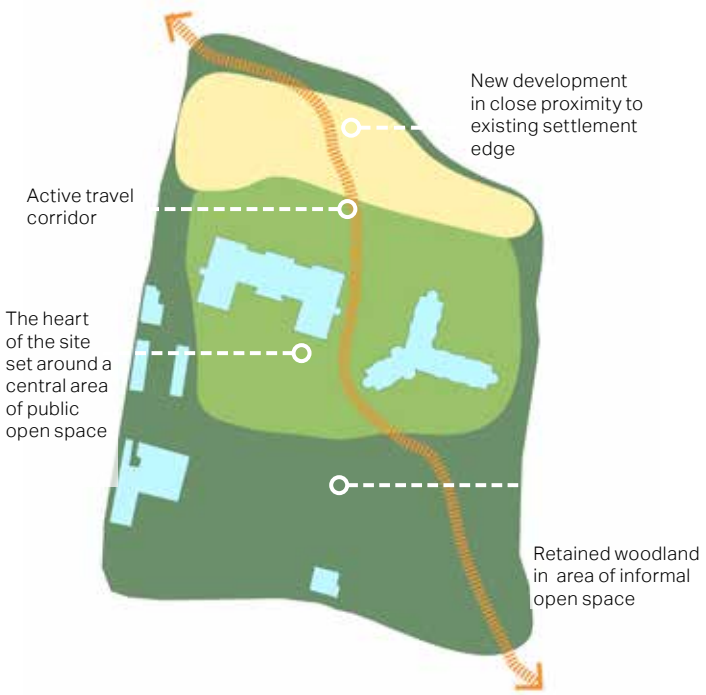


Figure 57: Site Opportunities

Development areas: New residential is proposed along the north-western and northern perimeter of the site, on roughly the same footprint of the current car parks and backing onto the rear gardens of neighbouring properties. This positions new housing within close proximity to existing housing, and retains the southern part of the site as natural open space.

Quantum: The layout provides at least 100 dwellings, in keeping with the requirements of the Local Plan. More detailed information on quantum and mix is included on the following page, which covers layout.

Access and movement: A vehicular access point at the existing access point off Wick Road is proposed, connecting up to a main street (the street is 6m wide to allow for overtaking if one car or refuse collection truck is stopped to a side and to facilitate manoeuvring to perpendicular parking). A secondary street (5m) and tertiary street off this, provide localised access to dwellings and car parking areas.

A 2m wide looped footpath / cycleway is provided throughout the site, to encourage active travel. This will allow residents to cycle to the local centre within Englefield Green, via Blay's Lane.

Building frontages and lines: The layout of the buildings follows the street pattern, whilst building façades front onto the streets to create active frontages and informal surveillance. Buildings at the corners are treated as landmarks and focal points and they should, therefore, stand out in terms of scale of architecture.

Green infrastructure: Existing vegetation along all sides is preserved and integrated into the design. All existing trees are retained, to maintain the attractive woodland setting and the sense of enclosure.

New trees are proposed throughout, to provide further structure within the public realm.

Open space is integral to the setting of the site and is used to structure the layout. A formal, central green is overlooked by new housing to the north and central parts of the site. Informal open space, comprising extensive broadleaved woodland and natural habitats such as wetlands (along the existing watercourse) and marshland, is located to the south and wraps around the site boundaries, providing valuable space for wildlife. This retained space in the south of the site provides a gentle transition to the woodland and open space beyond the site, to the south and west.

A green corridor is proposed to the northern boundary, connecting up with the area of open space to west and east of the site. This will also provide sufficient setback from existing properties along Larksfield.

Two potential areas of play space for children are proposed, both of which are well overlooked by residential areas.

Figure 58: Masterplan Concept

Compact neighbourhoods

It is important that the new neighbourhood meets the day to day needs of its residents as well as the neighbouring communities of Englefield Green, and is well connected and accessible.

The TCPA's 20 minute neighbourhood model recommends that a place can readily become a 20 minute neighbourhood, if it is 'complete, compact and connected'. A compact neighbourhood is described in the report as: *"one in which land is used efficiently so that buildings are distributed appropriately for their uses."*

The impact of Covid has made the 20-minute neighbourhood even more pertinent, with access to local facilities and green and natural space being so important for wellbeing.

The benefits of this approach are many; creating complete places with safe routes, encourages people to stay local, increasing active travel. Diversity caters for a wide range of people and therefore encourages residents to stay in a neighbourhood for longer, adapting to respond to their changing lifestyle, over time.

Compact neighbourhoods can often be best achieved in low-mid rise developments and the key issue is housing coverage, not necessarily scale. Terraces, for example have an efficient plot footprint and therefore encourage walking and create a friendly, compact neighbourhood.

Masterplan layout

The masterplan layout to the right demonstrates one way in which the site could be developed. It includes a mix of proposed houses and flats and features the following elements:

- 112 new dwellings in total, comprising 19 houses
  and 93 flats, and including the conversion of Park House into 6 new flats;
- No extension to Park House, as recommended in RBC's Policy SL5 (d);
- Housing typologies are in line with the guidance in the Design Codes;
- The majority of dwellings are double aspect;
- The layout is based around a strong green network and its attractive wooded setting; and
- Two car parking spaces are provided per property, in keeping with Neighbourhood Plan policy.

Housing mix

Dwelling Type	Dwelling Number	Parking spaces
Houses	19	38
Flats (including Park House conversion)	93	124
TOTAL	**112**	**162**

Figure 59: Site Layout

COOPERS HILL SITE
BASELINE CONTEXT
G

11. COOPERS HILL BASELINE CONTEXT

Figure 60: Site Boundary

Site context

This chapter sets out the baseline context for the Coopers Hill site. It presents the planning context, along with an high level site analysis, which sets out the main constraints and opportunities to development.

The Coopers Hill site is 6.7ha ha and is located on the northern edge of Englefield Green.

It is bordered by Coopers Hill Lane to the west and north, and open countryside to the east and south.

The site is accessed from Coopers Hill Lane and currently features accommodation for approximately 400 students housed in a collection of historic and more recently constructed buildings.

Figure 61: Site Location

Figure 62: Air Forces War Memorial pavilion

Figure 63: Air Forces War Memorial entrance

Figure 64: The Forest of Memories

Site analysis

- **Access and movement:** The main site access is via Cooper's Hill Lane, which is a narrow track and provides access to a large car park on the northern side of the site, servicing several student residential blocks. A secondary site access further south provides access to a small staff car park.
- **Connectivity:** There are good walking routes surrounding the site. A PROW along Coopers Hill Lane provides connectivity with the town centre to the south via Kingswood Rise, and to Coopers Hill, The Thames Path and the Magna Carter Memorials, to the north.

  A private bus service provides students access to/from HOK student residences. There is no public bus service in the area.
- **Topography:** The site slopes steeply towards the east, ranging from 82m to 52m.
- **Natural features:** The site is located in the Green Belt and sits within a wooded setting on the northern edge of the settlement.

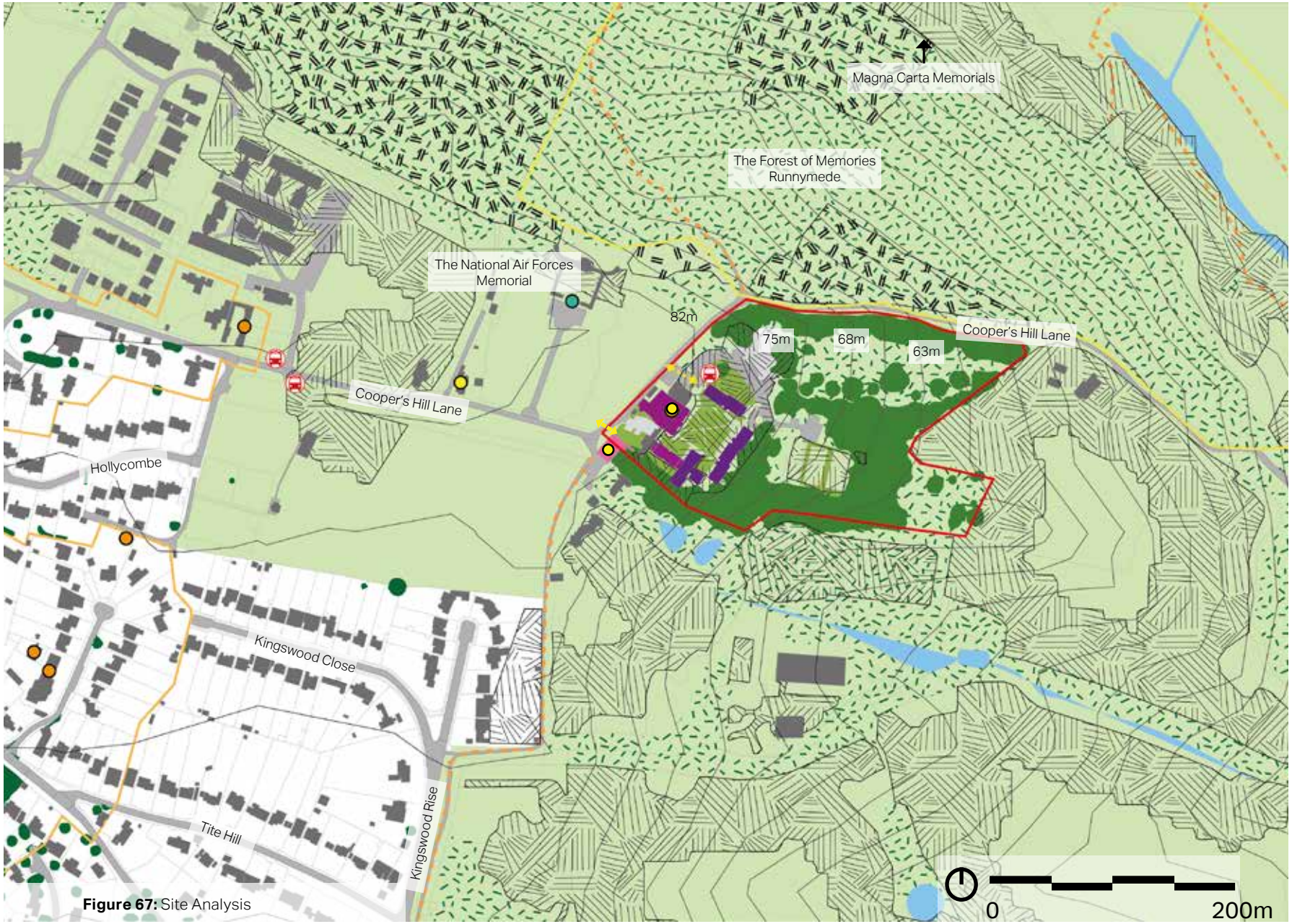
  None of the trees on site are protected by Tree Preservation Orders.

  An area of Ancient Woodland is located directly north of the site, in Coopers Hill, which is part of the Forest of Memories (which is also a SSSI).
- **Enclosure/views:** There are a number of trees within and along all of the boundaries of the site, which provide a pleasant, private setting and a strong structure.

  These trees also filter and screen views into and out of the site, provided a strong sense of enclosure. The site is not visible from Runnymede Meadows.
- **Built features:** There are a number of existing buildings on the site providing student accommodation, including a Locally Listed building, along with a number of more recently constructed blocks (dated 1960's - 80's). The National Air Forces Memorial, which is Grade II* Listed, is located to the west of the site.

Figure 65: Extensive grounds to the south of the site

Figure 66: Glimpse of the Gatehouse from Cooper's Hill Lane



KEY

- Site boundary
- Road network
- Deciduous woodland
- Ancient woodland
- High priority woodland network
- Green open space
- Registered park & garden
- Green belt
- Existing tree on-site
- Tree Preservation Order
- Public right of way
- Grade II listed building
- Grade II* listed building
- Locally listed building
- Bus stop (student service only)
- 2 storey building
- 3 storey building
- Site access
- Car parking
- Watercourse

Figure 67: Site Analysis

Figure 68: Site entrance, Cooper's Hill Road

Figure 74: Staff car park and entrance to Kingswood and adjoining Halls

Figure 69: Change in level on site

Figure 70: 1960's block of Halls

Figure 71: Halls of Residence, Blocks 1,2,3

Figure 72: Gateway Coach House building, with Kingswood beyond, Cooper's Hill Lane

Figure 73: Eastern elevation of Kingswood

COOPERS HILL SITE DESIGN PROPOSALS

H

12. COOPERS HILL DESIGN VISION

The vision for the site is for a discrete new community, enclosed within an attractive woodland setting. The development will be rooted in, and shaped by is landscape context.

It will respect the architectural heritage of the site, retaining the magnificent Kingswood and Coach House buildings and incorporating new, high-quality built form that reflects the existing vernacular of the site and surrounding area.

It will provide of a range of new areas of green open space will reflect the pleasant amenity of the surrounding area and will provide opportunities for existing and future residents to spend time outdoors and will create an attractive setting for new homes.

Figure 76: Semi private courtyard

Figure 75: The Coach House

Figure 77: Kingswood building

Figure 78: Low density housing enclosed within a woodland setting

Figure 79: Enclosed central area of green space for residents

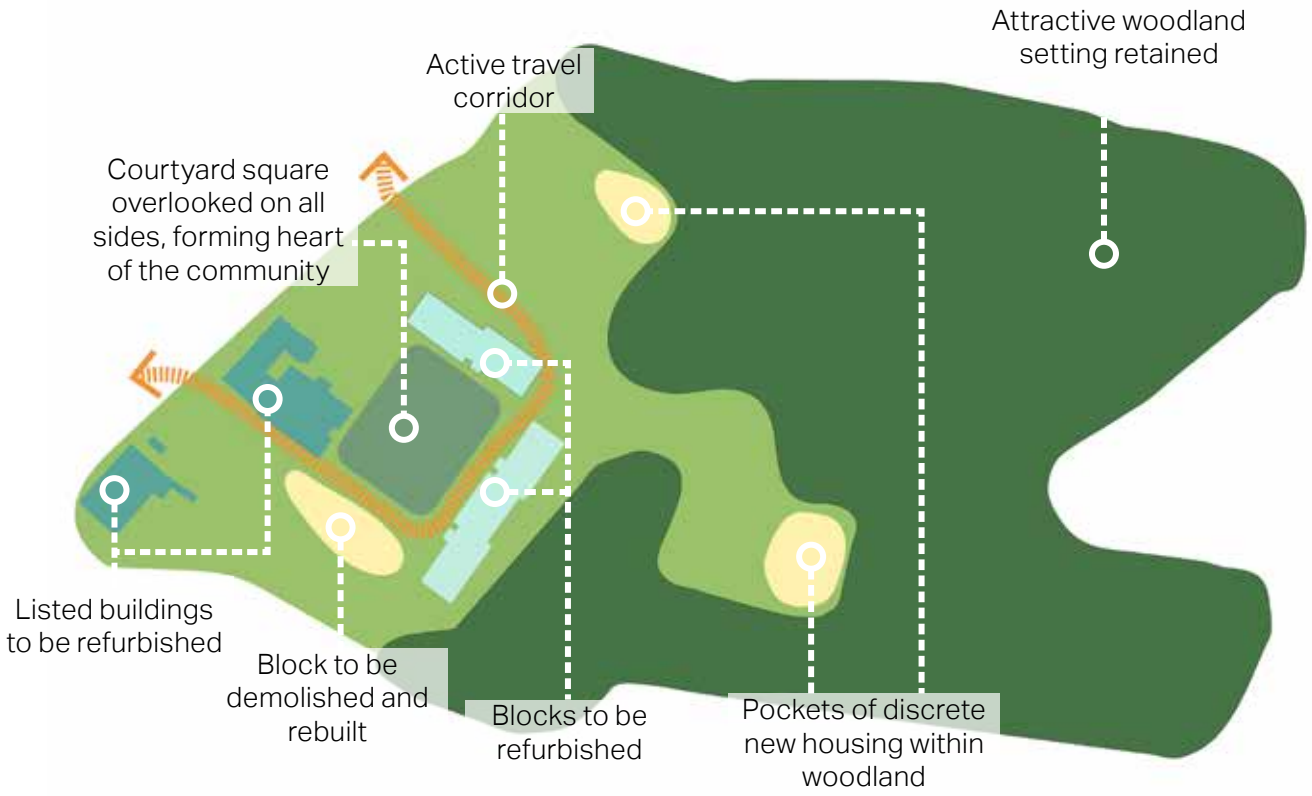
Figure 80: Play / exercise trail in woodland

Figure 81: High density housing enclosed within a woodland setting

Figure 82: Natural play area with wet play

13. COOPERS HILL OPPORTUNITIES AND DESIGN CONCEPT

Masterplan concept



Development areas: New residential is proposed within the same quadrant layout of the previous site layout, with four buildings on all sides of the main site overlooking a formal central greenspace. Three buildings are retained, along with one new building to the south (labelled 'new wing' on the diagram, far right) on a slightly smaller footprint. The corner Coach House building is also retained.

Quantum: The layout provides at 84 new dwellings,comprising a mix of houses and flats, The emphasis within the quantum is on flats, in keeping with the previous student housing provision and in response to the building footprints.

More detailed information on quantum and mix is included on the following page, which covers layout.

Figure 83: Site Opportunities

Access and movement: A vehicular access point at the existing access point off Coopers Hill Lane, beyond Kingswood, is proposed, connecting up to a looped street through the site. The narrow access into the site is considered a key factor in the design, which promotes minimal new build with an emphasis on refurbishment of existing built assets.

Secondary routes (5m maximum street width) are proposed throughout the rest of the site, providing access to residential car parking areas.

A discreet separate access to car parking for the New Wing is provided off Coopers Hill Lane, in between Kingswood and the Coach House.

Footpath connectivity is provided throughout, with emphasis on the ability for residents to walk from each block and access the greenspace and play areas throughout.

Building frontages and lines: The building line follows the previous layout and therefore forms a formal, gridded layout, with emphasis on linearity. Where possible, flats are double aspect to provide overlooking, but the emphasis is on overlooking onto public green space.

Buildings at the corners will be landmarks and focal points and they should, therefore, stand out in terms of scale of architecture, in keeping with Kingswood.

Green infrastructure: The attractive wooded setting of the site is preserved. It is important that no trees will be removed, to maintain the strong sense of privacy and enclosure, and not impact on the setting of the surrounding heritage and landscape assets, such as the Air Force Memorial and Runnymede Meadows. All new buildings should not be visible from Runnymede Meadows.

New trees are proposed throughout, to provide further structure within the public realm and screening between the public realm and car parking areas.

The layout is centred around the formal, central green, which is overlooked by new housing on all sides. This will become the hive of activity for the new development and provides valuable green space for residents, particularly for those living
in flats.

The sensitive landscape setting of the site comprises a large area of informal open space, which features extensive broadleaved woodland, providing valuable space for wildlife. This is a key area for biodiversity and must be retained and enhanced.

This area also provides a private space for two clusters of new houses to the north and east of the main square.

Two potential areas of play space for children are proposed, both of which are well overlooked by residential areas.

Figure 84: Masterplan Concept

Figure 85: The Coach House

Masterplan layout

The masterplan layout to the right demonstrates one way in which the site could be developed. It includes a mix of proposed houses and flats and features the following elements:

- 84 new dwellings in total, comprising 11 houses
  and 73 flats (this includes the conversion of the Coach House into three townhouses with integral parking);
- Housing typologies are in line with the guidance in the Design Codes;
- The layout is structured around the retention of the woodland on the site and the main formal central square.
- The retention and refurbishment of the two listed buildings along the public face of the site, comprising Kingswood, which will form a row of three 5 bedroom houses, set across three stories and the Coach House, which will comprise three townhouses. Both will front onto Coopers Hill Lane, forming an attractive new gateway into the site.
- A further quadrant of new 1 and 2 bedroom flats within the southern wing of Kingswood, set across three floors.
- A new building to the south west of the main central square, forming twenty two new 1 and 2 bedroom new flats.
- A new refurbished wing to the east of the square, providing twenty four 1, 2 & 3 bedroom flats and set over four stories.
- A new refurbished wing to the north of the square, providing fifteen 1 and 2 bedroom flats and set over three stories.
- Two clusters (five in total) of four bedroom detached houses in an Arcadian setting, within the woodland.
- Two car parking spaces are provided per property, in keeping with Neighbourhood Plan policy.

Housing mix

Dwelling Type	Dwelling Number	Parking spaces
Houses	11	22
Flats	73	107
TOTAL	**84**	**129**

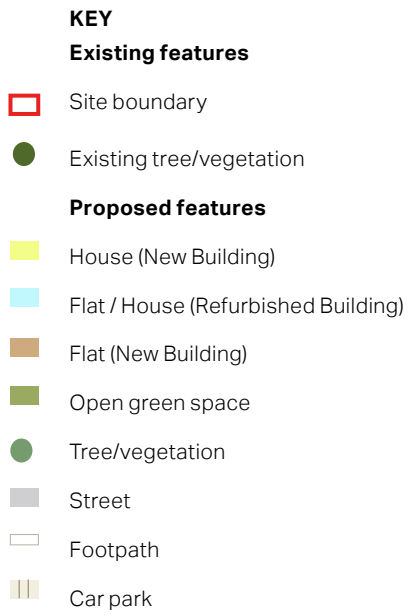


Figure 86: Site Layout

NEXT STEPS

14. SUMMARY

Good design is not an additional cost to development and good placemaking can result in uplifts in value.

This Masterplanning report will be a valuable tool in securing context-driven, high quality development in Englefield Green. The design concepts constitute place making principles which interpret and apply the statutory policies within the Neighbourhood Plan.

Actors	How they will use the this report
Applicants, developers, and landowners	As a guide to the community and the Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the design guidelines and principles in this report, as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The design guidelines and concepts should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the design guidelines and concepts are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

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