

SURREY HEATH

MARCH 2017

RESIDENTIAL DESIGN GUIDE

REGULATION 13 CONSULTATION DRAFT



Great Place • Great Community • Great Future

INFORMATION ON CONSULTATION

This document is a consultation draft of a residential design guide for Surrey Heath. It is intended that the Guide will eventually be adopted as a Supplementary Planning Document.

The public and other stakeholders are now invited to submit comments and views on the proposed content of the Residential Design Guide.

The draft Guide is out for consultation for 5 weeks. Comments can be returned via:

- E-mail to planning.policy@surreyheath.gov.uk;
- or by post to The Planning Policy and Conservation Team, Surrey Heath Borough Council, Surrey Heath House, Knoll Road, Camberley GU15 3HD .

All comments must be received by 5pm Tuesday 18 April 2017

If you have any questions regarding this document please contact Planning Policy at planning.policy@surreyheath.gov.uk

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I INTRODUCTION

- 1.1** Surrey Heath Borough Council recognises that the design of the residential environment has a significant impact on people's quality of life. Poorly designed dwellings and neighbourhoods can contribute to poor physical and mental health in residents whilst well designed good quality residential areas can generate wellbeing and pride in the people who live there.
- 1.2** The Council is therefore committed to ensuring that the design of residential development contributes to making distinctive, sustainable and attractive places in the Borough which provide for better health and wellbeing and a high quality living environment for all residents.
- 1.3** The preparation of this design guide has been undertaken to help secure the high quality, well designed living places which are vital if the Council is to deliver a **Great Place • Great Community • Great Future** vision for all.

Purpose

- 1.4** This Residential Design Guide Supplementary Planning Document (Residential Design Guide) supports Local Plan design policies by setting out what the Council considers to be good residential design. Its purpose is to provide guidance to the development industry, the Council and the public on how to ensure that the Borough's future housing development has the required high quality and inclusive design to help deliver the great place, community and future desired for Surrey Heath. The Guide sits alongside, and should be read in conjunction with, other Borough design guidance documents relating to local character.

Scope

- 1.5** The Guide relates to all new residential development in the Borough. This includes:
- New housing units in the form of infill through to new neighbourhoods;
 - Conversions and residential intensifications of existing buildings;
 - Householder improvements (e.g. extensions & curtilage developments).
- 1.6** The Guide only addresses those areas of residential design where there are specific Surrey Heath requirements. It does not provide guidance on matters already addressed by national Building Regulation requirements (e.g. energy and water efficiency and disabled access).
- 1.7** The Borough benefits from a number of specific and detailed local area character documents in the form of supplementary planning documents (SPD) and conservation area appraisals. This Residential Design Guide sits alongside these documents and should be read in conjunction with them.

Status

- 1.8** This document is a draft Residential Design Guide for Surrey Heath that has been prepared for consultation purposes. Its primary purpose is to seek public views on the scope and content of the draft Design Guide. The responses received during the consultation period will inform the final version of the Design Guide.
- 1.9** Once adopted developers will be expected to take the Guide into account, along with the requirements of any specific character based SPD's when designing any form of new residential development in the Borough. Where Design and Access statements (DAS) are required to be submitted as part of a planning application they will be expected to set out how the standards detailed in this Guide have informed the design of the residential scheme.
- 1.10** The Residential Design Guide will be a material consideration taken into account by the Council when considering pre-application proposals, determining residential planning applications, and at appeals.
- 1.11** It is recognised that the principles set out in this Guide may not be applicable in all situations. It is also recognised that innovative, high quality design solutions may come forward that do not fully comply with the requirements of the Guide. In order to provide for a flexible approach in applying the Guide, where applications depart from the Guide's principles, the Council will look to applicants for robust design justification for this departure. This justification will be taken into account as a material consideration when considering the design merits of such proposals.

2 BACKGROUND

Planning Policy context

National Planning Policy Framework (NPPF)

- 2.1** The National Planning Policy Framework (NPPF) sets a clear agenda for Local Planning Authorities to ensure that new development is of good design and contributes positively to making places better for people.
- 2.2** The need for high quality and inclusive design is seen as embracing all forms of development including individual buildings, public and private spaces and wider area development schemes (Paragraph 57).
- 2.3** Good design is seen as going beyond just aesthetic considerations and is expected to also address the connections between people and places and the integration of new development into the natural, built and historic environment. (Paragraph 61)

- 2.4** Local Planning Authorities are expected to ensure that development:
- functions well and adds to the overall quality of an area;
 - establishes a strong sense of place;
 - optimises the potential of the site to accommodate development;
 - creates and sustains a mix of uses and support local facilities and transport networks;
 - responds to local character and history;
 - creates safe and accessible environments;
 - is visually attractive.
- 2.5** Paragraph 64 of the NPPF states that permission is expected to be refused for development of poor design that fails to take the opportunities available for improving the character and qualities of an area and the way it functions.

Local Policy

- 2.6** Local design policies can be found in the Surrey Heath Local Plan which currently consists of the Core Strategy & Development Management Policies DPD 2012 (CS&DMP DPD) and the Camberley Town Centre Area Action Plan 2014.
- 2.7** This Guide has been prepared to provide detailed guidance for residential development in relation to these design policies, particularly DM9 of the CS&DMP DPD.
- 2.8** The Residential Design Guide is intended to be read and used as a companion document to other Council design publications. At the time of writing this included:
- Western Urban Area Character SPD 2012
 - Camberley Town Centre Masterplan and Public Realm Strategy SPD 2015
 - Lightwater Village Design Statement 2007

- West End Village Design Statement 2016
- Yorktown Landscape Strategy 2008
- Local Heritage Assets SDP 2012
- Various Conservation Area Appraisals

Up to date details of the Council's design publications can be found at <http://www.surreyheath.gov.uk/design-surrey-heath>

Strategic Environmental Assessment

2.9 The Council undertook a screening assessment under Regulation 9(1) of the Environmental Assessment of Plans and Programmes Regulations 2004 on whether or not a Strategic Environmental Assessment was required for this SPD. The Council concluded from this assessment that an environmental assessment was not required.

Habitats Regulation Assessment

2.10 Assessment was also undertaken under the Habitats Regulations to determine whether an Appropriate Assessment was required. It was concluded that as the SPD will not set the framework for future plans or projects there is no pathway (either direct or indirect) for significant effects to arise. As such it was considered that an Appropriate Assessment of the Residential Design Guide was not required.

3 HOW TO USE THE GUIDE

3.1 This guide sets out design considerations for all scales and types of residential development. It works from strategic issues down to detailed matters and reflects the sequence by which successful places are designed. **Particular attention should be paid to the specific guidelines set out in the orange boxes in Chapters 4 - 10.**

3.2 All developments will need to be designed in light of the Council’s overarching design principles set out in Chapter 4. Table 3.1 should also be used to determine which of the specific guidelines in Chapters 5-10 are likely to be applicable to a particular development.

Residential Design Checklist

3.3 Developers must also refer to the residential design checklist contained in Section 11 of this document. The checklist will be used by the authority to assess residential planning applications and it is strongly recommended that developers use it at the early stages of the design process to help guide and inform the development of the project.

Table 3.1: How to use the Residential Design Guide

Design Issue	Householder	Small development (1-9 units)	Medium development (10-49 units)	Large Schemes	
				Large development (50-100 units)	New neighbourhoods & settlements
Strategic design themes	X	X	X	X	X
Design Process					
Need for Vision	X	X	X	X	X
Concept Plans		X	X	X	X
Master and plot plans			X	X	X
Community involvement	X	X	X	X	X
Layout					
Connectivity		X	X	X	X
Street design & enclosure		X	X	X	X

Design Issue	Householder	Small development (1-9 units)	Medium development (10-49 units)	Large Schemes	
				Large development (50-100 units)	New neighbourhoods & settlements
Defining Public Private Space		X	X	X	X
Density		X	X	X	X
Creating mixed neighbourhoods		X	X	X	X
Plots		X	X	X	X
Parking	X	X	X	X	X
Built form					
Building positioning	X	X	X	X	X
Building scale massing & form	X	X	X	X	X
Architectural detailing	X	X	X	X	X
Amenity					
Privacy	X	X	X	X	X
Outlook	X	X	X	X	X
Daylight and sunlight	X	X	X	X	X
Private amenity space	X	X	X	X	X
Curtilage development					
Boundary treatments	X	X	X	X	X
Provision for cycles, bins & meter cabinets	X	X	X	X	X
Hardstanding & vehicle crossovers	X	X	X	X	X
Specific householder development					
Extensions	X				
Roof alterations	X				

4 STRATEGIC RESIDENTIAL DESIGN THEMES FOR SURREY HEATH

4.1 Drawing upon national and local policy context, this Guide is underpinned by the following broad residential design themes:

Putting PEOPLE first

Our homes and neighbourhoods are where we spend much of our time and they are important to us to maintain physical, emotional and mental wellbeing. They provide us with shelter and opportunities for rest, sanctuary, recreation and social interaction. Poor quality housing has a considerable negative impact on quality of life, life chances and sense of community. It is important that the design of residential developments is human scale and focussed around the needs of people and communities, rather than cars.

Creating a sense of PLACE

Every development should draw on the opportunities presented by the local context to create a sense of place. This will involve using landscape, streets, open spaces buildings and fine details to create or re-inforce places of strong positive identity. In Surrey Heath, the heathland, extensive tree coverage and military heritage will be particularly important assets in the creation of place identity.



Delivering SUSTAINABLE places

Residential developments are an opportunity to help people live in a more sustainable manner. This includes establishing mixed communities and creating places where walking and cycling are the preferred means of getting around for short trips. It also means providing mixes of uses within walking distances to support communities, maximising opportunities to reap the benefits of passive solar designs and ensuring that housing supports biodiversity and protects important ecosystems.

Improving QUALITY

Improving the quality of life for the residents of Surrey Heath is one of the key priorities of the Council. Improving residential design quality in the Borough is part of this priority. All new residential development will therefore be expected to deliver high quality design and should aim to deliver excellence and innovative in design wherever possible. Developments will also be expected to support the maintenance of existing good quality design in the locality of a site and take opportunities to improve design quality where it is lacking.

Principle 4.1

Designers will be expected to demonstrate how their residential design has addressed the Council's 4 strategic themes of:

- **Putting people first**
- **Developing a sense of place**
- **Creating sustainable places**
- **Improving quality**

The remainder of the SPD sets out specific areas of detailed design which designers should give particular attention to.



5 DESIGN PROCESS EXPECTATIONS

5.1 Surrey Heath will expect development proposals seeking planning permission to have evolved through an iterative design process. Larger schemes (50+ net new units) will be expected to follow all of the steps identified in Table 5.1.

5.2 For larger schemes (50+ net new units) the Council requires the design of the project to have been subject to review at pre-application stage by Design South East. Further information on this process can be found on the Council's website at <http://www.surreyheath.gov.uk/design-surrey-heath>

The need for Vision

5.3 Successful developments are underpinned by a guiding design vision. Once established and adopted by all parties, the vision anchors and guides the design team and enables it to communicate clearly and simply what the development is seeking to be and achieve.

5.4 The applicant's team should develop their design vision early in the development process and then clearly articulate it to the local authority.

Table 5.1 Design Process Steps

STEP 1	Site analysis	Site & its context
		Opportunities and constraints
		Understanding of policy environment
STEP 2	Interpreting the brief	Vision setting
		Concept plan
STEP 3	Engagement	Community and neighbour engagement
		Local authority pre-application discussions
		D:SE Panel Review process (where applicable)
		Statutory consultee engagement
STEP 4	Detailed design	Concept refinement
		Masterplanning
		Plot plans
		Preparation of Design and Access Statements
		Detailed design
		Further pre-application discussions
STEP 5	Submission	Planning application

The Concept Plan

5.5 For medium and larger schemes the vision should be supplemented by a high level concept plan. The aim of the concept plan is to show in a simple and clear way the key design principles that underpin the layout of the proposed development. It should include an indicative layout and illustrate key components such as access points, focal points, broad street and green space layouts and key site features to be retained. A concept plan is a higher level strategic document than a masterplan.

5.6 Together the vision and concept plan can sum up what kind of place is being created. This allows the developer, local authority and the local community to discuss how the basic structure of the proposals can be evolved and improved.

Principle 5.1

All non-householder developments will be expected to set out the guiding vision for the development. Medium and larger sized developments should also provide a concept plan in the Design & Access Statement.



Figure 5.1: Illustration of a Concept Plan
Example reproduced with permission of Thakeham Homes & Barton Willmore

Providing masterplans and plot plans

5.7 More detail of the design will be provided in masterplans. For medium and large sized development, developers will also be expected to provide plot plans (sometimes referred to as conveyancing or platting plans) showing the extent of public and private ownership and all plot boundaries as part of their application.

Principle 5.2

Developments of 10 or more dwellings will be required to provide plot plans to clearly identify ownership boundaries and public/private spaces.



Cadastral Plan showing plot and road boundaries along with buildings

Community involvement

5.8 It is recommended that developers and designers seek the views and opinions of the local community to inform preparation of proposals. For householder developments this will be

neighbours. The extent of community involvement in larger developments will depend on the project's scale and complexity of issues.

5.9 Details of the community engagement process and results should form part of the Design and Access Statement (DAS).

6 LAYOUTS

6.1 The large structural elements of a residential development are vital in terms of setting whether it functions well and looks good. These structural elements (or bones) include landscape, street and open space networks, use mixes, plot and building layouts. Carefully thought out layouts create the permanent ‘bones’ upon which great places can be created and maintained. Poor layouts create poor places which are difficult to correct going forward.

6.2 Designers should pay particular regard to the following layout matters to ensure that great places can be created:

Connectivity

6.3 Woven through both the urban and rural areas of Surrey Heath is a network of public spaces made up of streets, parks, public open spaces and paths. This framework allows people to get to where they want to go and to spend time outdoors.

6.4 Some parts of Surrey Heath have dense networks of connected spaces and routes for pedestrians, cyclists and vehicles that are easy to understand and navigate. Other areas are poorly connected and less permeable with streets and estates isolated by cul de sac layouts and lack of connections to surrounding areas (Fig 6.1). Developers may find local character guidance set out in other SPD’s useful in identifying whether the development site lies in an area of good or poorly connected streets.¹

6.5 New development will be expected to connect into and extend the surrounding route and space network in a high quality, safe and legible way. Although the Council does not wish to create vehicular rat runs through residential areas, cul de sac layouts will generally be resisted unless connectivity to surrounding areas can be introduced via open space or footpath/cycle links. New footpaths/cycleways should be high quality, acting as corridors for green infrastructure and generally lit by low level solar powered lighting. Designers should also look for opportunities to improving existing poorly connected places.

¹ Up-to-date details of local character guidance can be found on the Council’s website at <http://www.surreyheath.gov.uk/design-surrey-heath>

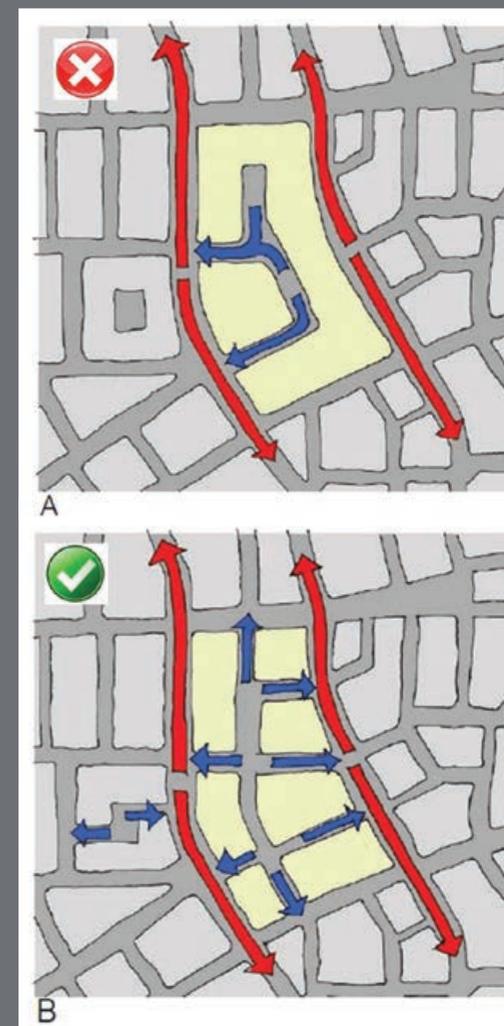


Figure 6.1: Illustration of a poorly connected layout (A) and well connected streets (B)

Principle 6.1

Residential developments should:

- **Connect into and complement the local existing network of routes and public open spaces.**
- **Ensure that the internal network of routes and public open spaces is well connected, legible, direct and safe.**
- **Ensure connections for pedestrians, cyclists and public transport are given the highest priority.**
- **Look for opportunities to create connections into/ through neighbouring land so that a well connected network can be created in the event of future land release and development.**

Street design and enclosure

6.6 Streets are the bedrock of places and make up the greater part of the public spaces within Surrey Heath. They allow people access in, out, and through places, are spaces of social interaction and are vital in creating the character of an area. Street quality has a significant impact on how those living, working and visiting Surrey Heath experience the Borough and it is important that they are legible, safe and attractive places to be in.

6.7 Many of Surrey Heath's existing streets have a strong green character reflecting the heavily treed nature of the Borough and its links to the heathland. The council wishes to perpetuate and enhance this soft green character in its streets to re-inforce the special characteristics and identity of the Borough. Designers will be encouraged to make use of green infrastructure in the form of street trees, planted verges, green walls and gardens in new residential development to help maintain the strong green character of the Borough.



Camberley streets with a very soft green character

6.8 Residential streets should have building height to street width ratios that provide for a good sense of enclosure without overwhelming people who are using the streets. Street design should fall within the following height to width ratios.²

	MAXIMUM	MINIMUM
Mews	1:1.5	1:1
Streets	1:3	1:1.5
Squares	1.5	1:4

² Street widths should be measured from the front of the building on one side of the street to the front of the building on the other side of the street. This will mean front gardens, pavements, cycle lanes, verges and road carriageways are included in the street width



An example of poor street design. The space is dominated by provision for cars and garages, and has an unattractive townscape



Buildings, boundary treatments and trees have been used to enclose this street successfully



Poor street enclosure resulting from a wide street and lack of tall buildings or trees

Principle 6.2

Residential developments should:

- Be based on streets designed as places primarily for people. Particular attention will need to be given to streets needing to carry high levels of vehicle movement.
- Create a legible hierarchy of streets based on street character and form. Street layouts dominated by cul de sac type layouts will be resisted.
- Use street layouts that make walking and cycling more attractive and convenient for short trips than using the private motor car. Distances by foot and cycle should be shorter and more direct than by car.
- Create animated and active streets by using fine grain development and designing strongly active frontages on the network of streets and other routes. Blank or poorly active frontages (including buildings that turn their side or backs onto the street) will be resisted.
- Not contain overly engineered streets led by highway requirements.
- Use focal points, enclosure, setbacks, pressure vacuums, deflections and other townscape features to create visually interesting streets. Street will be expected to be visually rich and create a sense of excitement and drama for people using them.
- Use trees, vegetation, gardens and open spaces to create a strong soft, green character to streets.
- Design in spaces within the street to facilitate social interaction. This could include pause points, small amenity spaces, seating and squares.
- Ensure streets are safe places by considering the needs of vulnerable users and providing active frontages, good lighting, clear, obstacle free routes for pedestrians and designing in traffic calming measures to restrict vehicle speeds.

Shared spaces

6.9 Shared spaces are streets and areas of public realm in which all uses have equal status. They involve the introduction of features which influence driver behaviour to reduce vehicle speeds and create places that encourage a high level of social interaction between residents. They work best in short residential streets such as mews, cul de sacs and rural lanes.

6.10 Shared streets are increasingly being promoted in Surrey Heath. Although the Council welcomes this approach it is important that the design is carefully considered to ensure that the needs of all road users (including vulnerable groups such as children, elderly and disabled) are catered for.

Principle 6.3

Principles governing the design of shared spaces in Surrey Heath:

- **Motorists should be treated as 'guests', who will be expecting to find other people walking, playing and cycling in the street space.**
- **Shared spaces should generally be restricted to short lengths of streets. Developments of over 80 dwellings should contain a mixture of shared space and zones where the movement of vehicles takes a higher priority.**
- **Long stretches of surface with no refuge areas for vulnerable road users should be avoided.**
- **Materials and form should encourage safe play and social interaction between residents.**
- **Provision for car parking needs to be effectively integrated into the street in a safe and attractive manner.**



Example of a good shared surface and pedestrian friendly street

Density

- 6.11** Surrey Heath has a limited supply of land for housing and thus it is important that this important resource is used efficiently to deliver the new residential development that the borough needs. This will involve intensifying the urban fabric both in terms of numbers of houses or bedrooms(density) and in the amount of built mass.
- 6.12** Building at higher density creates a more intense environment which can be visually and socially exciting. It can also allow for additional populations to help maintain and support vital local facilities such as public transport systems, local shops and community centres. High quality, denser development at locations which are sustainably located will be encouraged, provided they are supported by adequate green infrastructure. This could include pocket parks, roof gardens, green walls, community gardens and communal amenity space. Such locations are likely to include Camberley Town Centre and the string of town and neighbourhood centres along the B3411.

- 6.13** This Council considers it important to not prescribe acceptable maximum densities for the borough, instead relying on good design to improve living standards and reflect the character of the area in the face of intensification.

Principle 6.4

Housing development should seek to achieve the highest density possible without adversely impacting on the amenity of neighbours and residents or compromising local character, the environment or the appearance of an area. Residential developments in higher intensity locations (Camberley town centre and centres along the B3411) will be expected to be supported by generous green infrastructure provision.

Uses and mix

- 6.14** Mixed and balanced communities are seen as being important in delivering the sustainable, high quality great places for Surrey Heath's residents. Mixes of densities and dwelling types, sizes and tenures are seen as being vital in the creation of attractive neighbourhoods and the borough will actively pursue this in all non-householder applications. It is also expected that developments over 100 net new units will incorporate a range of non-residential uses such as shops, schools, community and health facilities, as well as employment uses.
- 6.15** Details of the Council's housing mix need in terms of housing size, tenure and specialist accommodation types are outlined in the latest SHMA. Designers are encouraged to discuss with the Borough at an early stage the specific nature of the mixes that a residential development site should look to deliver.

Principle 6.5

All non-householder residential development should contribute to the provision of balanced communities through the provision of a mix of residential densities, housing forms, sizes and tenures. Larger residential development sites will also be expected to deliver a mix of uses.

Plots

6.16 Plots are important elements in the character of an area. Their sizes, especially the widths along a street frontage are key determinants of the rhythm of buildings and spaces along a street, how active it will be and the grain of development in an area.

6.17 Streets with regular, clearly defined plot rhythms that are fine grain create the most interesting and attractive street scenes. Development that disrupts the rhythm of existing plots can create unattractive, inactive streetscenes (Fig 6.2).

Principle 6.6

New residential development will be expected to respond to the size, shape and rhythm of surrounding plot layouts.

Fine residential plot divisions will be supported and encouraged, particularly in intensifying urban areas. Loss of fine grain plots layouts will generally be resisted.

Plot boundaries to the front, side and rear will be expected to be clearly and strongly defined. Proposals with weak or absent plot definition and plot layouts that are out of context with the surrounding character will be resisted.



Fig 6.2: Examples of acceptable and unacceptable plot rhythms

Parking

6.18 Space to park cars places a significant burden on the design of residential layouts. Balancing the expectations of residents and visitors for adequate parking spaces near to properties with the need to ensure parking does not unduly impact on the street scene and safety and amenity of people is a key consideration.

6.19 In order to create attractive and well-functioning layouts it is important that the space to park vehicles is carefully considered at the early stages of the design process.

high quality hard and soft landscaping to provide appealing and functional parking spaces will be required. Developers will be expected to use porous surfacing for parking areas and encouraged to use different materials and colours to delineate parking bays and road carriageways.

6.22 Parking can be provided in a number of ways:

- On plot;
- In communal mews/parking courts;
- On street.

6.23 The Council accepts that different parking layouts are likely to be required in different locations and developments may need a mix of solutions. Low density schemes, for instance will find it easier to predominantly accommodate parking on-plot whilst higher intensity schemes in more urban locations may need to use solutions involving undercrofts or on street provision. Whatever solution is used, it is important that it is high quality and that the residential layout is not visually and functionally dominated by parked cars.

General standards

6.20 Surrey Heath is a borough dominated by its heathland and tree assets and it will be expected that parking solutions will reflect this nature with significant use of soft green landscaping. Parking solutions involving large areas of hard surfacing will be resisted.

6.21 It is also expected that the quality of parking solutions will be high. Use of



Use of different materials to delineate parking bays creates a high quality solution

Principle 6.7

Parking layouts should be high quality and designed to:

- Reflect the strong heathland and sylvan identity of the borough. All parking arrangements should be softened with generous soft landscaping and no design should group more than 3 parking spaces together without intervening landscaping;
- Ensure developments are not functionally and visually dominated by cars;
- Maintain activity in the street without adversely affecting the attractiveness of the streetscene;
- Minimise impact on the amenity of residents;
- Be safe, overlooked and convenient for users;
- Be spaces that are visually and functionally attractive in the street scene.



Domination of the frontages by car parking leading to a loss of enclosure and green character



On-plot frontage parking that does not dominate the street scene and provides space for softening vegetation

Parking space standards

6.24 For details on the number and sizes of parking spaces in residential schemes developers should contact County Highways at Surrey County Council to ascertain the adopted standards.

On-plot parking

6.25 On-plot parking can occur to the front, side or rear of dwellings. It may include integral or stand-alone garages and carports.

6.26 The Council's preference is for parking to be to the side or rear where adverse impacts on the street scene and amenities can be more effectively managed. Where parking has to be provided to the front it is important that the visual impacts are mitigated as far as possible. Potential solutions include landscaping, staggered buildings, separation and use of boundary treatments. It is also important that buildings are set back far enough from the road to enable cars to be comfortably parked in front. Enclosure of front on-plot parking areas with vegetation will be strongly encouraged.

6.27 On-plot parking generally requires many crossovers onto the highway. In heavily treed landscapes the landscape screen along plot boundaries is a key element of local character. In such locations a single shared drive may be required from the street to serve dwellings with on plot parking.

Principle 6.8

On-plot parking should generally be provided to the side or rear. Where front of plot parking is proposed this should be enclosed with soft landscaping and not:

- **Dominate the appearance of the plot or the street scene with extensive hard surfacing or multiple or over wide vehicle cross overs.**
- **Result in vehicles overhanging the pavement or lying hard up against habitable rooms.**

Parking Courts

6.28 Communal parking courts are private car parking areas, typically positioned either to the front or rear of dwellings. Parking courts are used for flats and intense terraced housing.



A front parking with a variety of surface treatments and enclosed with soft landscaping

6.29 Parking courts should be designed as attractive, busy, safe spaces in their own right.

Principle 6.9

Car parking courts should be designed with active frontages and to be multi-purpose.

Parking courts should be attractive places with high quality hard and soft landscaping.

Dwellings with frontages onto streets should not have their main frontage to rear parking courts.

Where parking courts are provided to the front of development they should be enclosed with strong soft landscape screens and not be dominant elements in the streetscene.

On-street parking

6.30 If well designed on-street parking can add to the vibrancy and variety of a street scene. The Council's preference is for visitor and non-allocated parking to be provided on-street where possible and appropriate to local character.

6.31 Where on-street parking is proposed, then the street must be purposefully designed to accommodate it. Parking bays may accommodate parallel, perpendicular or angled spaces.

Principle 6.10

Where provided, on-street parking will be expected to be high quality in terms of layout and materials.

On-street parking should not dominate the street scene and must be integrated with other street features. Positioning of on-street parking should not dominate adjoining plots and residential uses.

Street car parking will be expected to be placed in a landscaped street setting utilising hard and soft features of a high quality.

Where bays are provided, they should accommodate no more than a cluster of 3 cars.

Where the width of the road has been increased to accommodate on-street parking designers will be expected to employ features such as increasing building height, street trees or other planting to ensure that the street is well enclosed.



A lack of space for on-street parking, no marking of parking bays and lack of softening landscaping creates an unattractive, poor street environment that is unsafe for pedestrians



Attractive on-street parking solutions in a landscaped setting

Defining Public/private space

6.32 It is important that the boundaries between public and private space are clearly defined. Poorly defined spaces create confusion as to ownership and use. This can lead to spaces becoming neglected, avoided and unattractive.

Principle 6.11

Boundary treatments of at least 1m in height will need to be provided in residential environments to clearly define the boundaries of public and private space.

Developments that leave space with unclear ownership will be resisted.



Poor definition makes it unclear what space is in private ownership and what is public



Good definition of public/private spaces

7 BUILT FORM

Building positioning

Building lines

- 7.1 Front building lines help to define the street and the degree of street enclosure. Rear building lines are important in protecting neighbour amenity, especially at 2 storey levels. Where dwellings are detached or semidetached, building lines along the side walls can help maintain visual gaps and protect the amenities of neighbours.
- 7.2 The Council will expect new developments to give careful consideration to all forms of setbacks.
- 7.3 Occasional variation from a common front building line may provide opportunities to add visual interest to townscapes. Developers may consider using this as a design feature where positive opportunities arise and no adverse impact on neighbour amenity would be likely to arise.

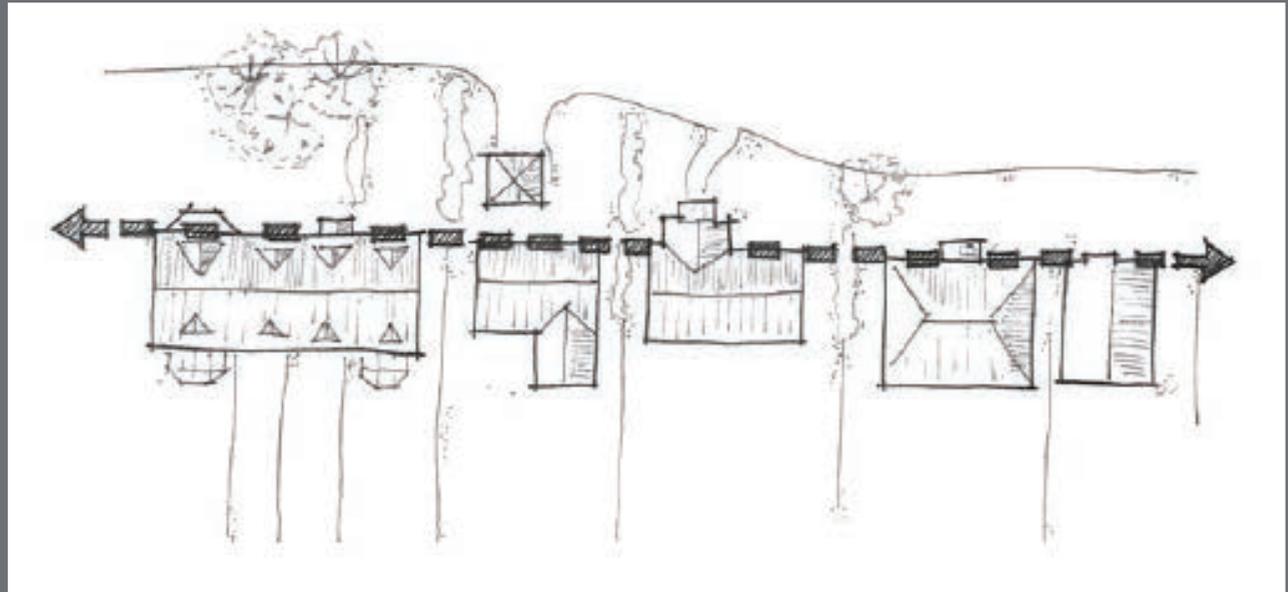


Figure 7.1: A common front building line

Principle 7.1

Setbacks in new developments should complement the streetscene, avoid impacting on neighbour amenity and allow for suitable landscaping and open

space. Setbacks that erode character, street enclosure and amenity of neighbours will be resisted.

Solar & sustainable design

- 7.4** The Council strongly encourages designers to design buildings to minimise energy consumption by taking advantage of the sun's energy. This opportunity should be considered at the early stages of the design process.
- 7.5** Passive solar design involves orientating buildings to maximise the entry of low winter sun for passive solar heating. Facades with generous fenestration with no overshadowing need to be orientated buildings within 30 degrees of due south to gain from solar heating (Fig 7.2). When employing passive solar design designers will also need to consider how to maximise solar collection during winter and minimise overheating during summer months.
- 7.6** Active Solar Gain –uses building facades and roofs to collect solar energy for conversion into electricity or hot water. Any aspect within 30 degrees due south is ideal (Fig 7.3). The Council is supportive of active solar micro renewable technologies where they do not have a detrimental impact on the appearance of the building and street scene.

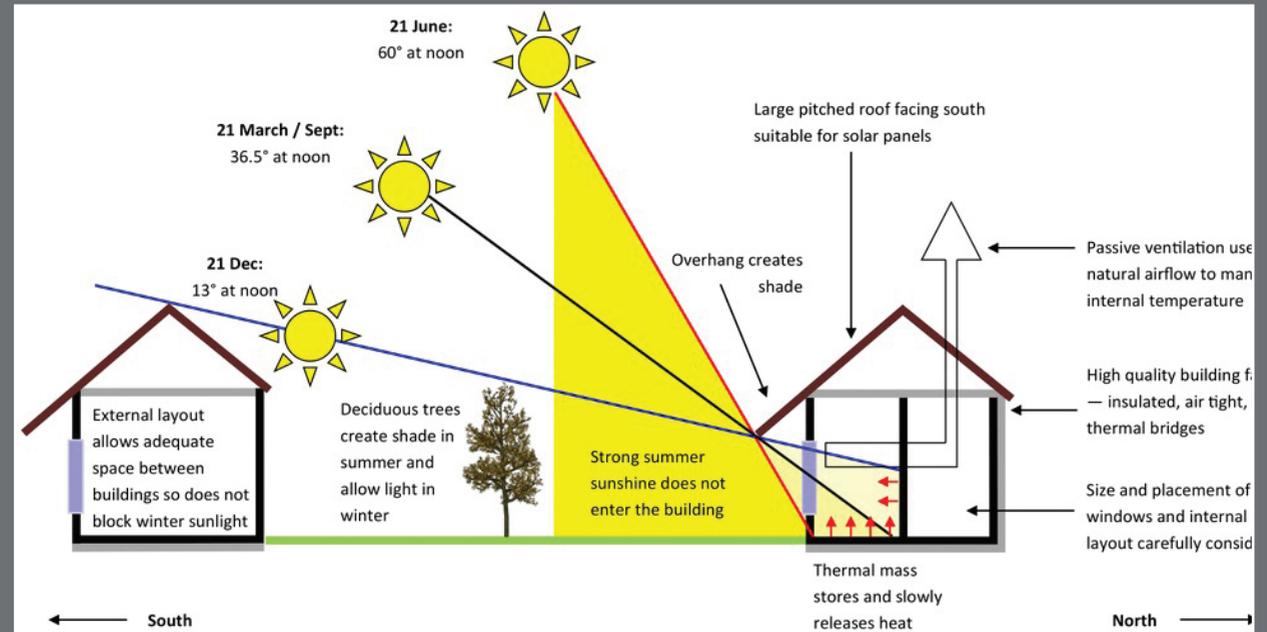


Figure 7.2: Principles of passive solar design

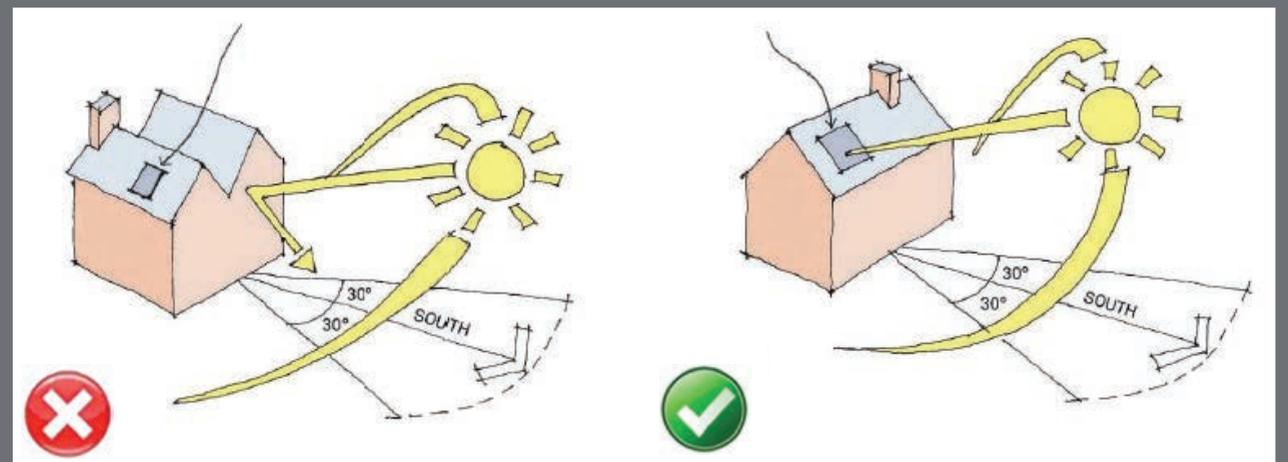


Figure 7.3: Active solar design principles

Principle 7.2

The Council will expect new residential developments to make optimal use of natural light and warmth so as to minimise the use of energy for lighting and heating.

Proposals that fail to incorporate passive solar design will be resisted unless there is strong justification for not integrating it into a building or site.

Developments that overshadow existing light dependant micro-renewal technologies (e.g. photovoltaics, and solar hot water panels) on neighbouring properties will be resisted.

Building scale, massing & form

Height

- 7.7** The height of a building has an important impact on the character and enclosure of a streetscene. Buildings that are too low in relation to the width of a street provide low levels of enclosure and unsatisfying street scenes, whilst buildings that are too high in relation to the width of a street create dark, overwhelmed spaces that do not feel human scale.
- 7.8** Buildings that are out of context with their neighbours in terms of height may also create unsatisfactory visual and physical relationships. There is also a greater likelihood of an overly tall building having adverse impacts on residential amenity.
- 7.9** In general, the more rural and suburban areas of the borough tend to have building heights of 2 storey with ridge heights of around 7.5 – 8m with occasional 3 storey status or focal point buildings. This low height is a strong defining element in the character of these lower density areas and the Council will seek to maintain this.



Two storey suburban residential accommodation in Surrey Heath



Taller residential development in a tighter Surrey Heath environment

7.10 Building heights are more varied in tighter urban environments and can often be in excess of 3 storeys. In urban local and town centre locations³ residential buildings of 3 storeys or more will be encouraged, subject to impacts on street and residential amenities being satisfactorily resolved.

7.11 Where there is concern that a buildings height could adversely impact on the street or neighbour amenities designers should consider setting the upper floor/s back from lower storeys (Fig 7.4)

³ Urban local and town centre locations are defined as Camberley, Bagshot, Frimley, Watchetts & Frimley Green

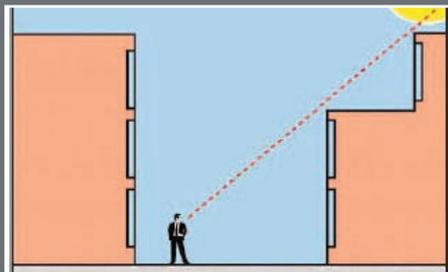


Fig 7.4: Use of upper floor setback to maintain light to public and private realm

7.12 Developers may need to supply details of the street widths to building height ratios along with information on topography and the scale of neighbouring properties to enable the Council to assess how a proposal's height may fit into the street scene and impact on neighbour amenities.

Principle 7.3

The Council will expect buildings heights to help enclose the street without overwhelming it.

In suburban and rural areas building heights will generally be expected to be lower with occasional taller buildings acting as visual focal points. Higher buildings will be more acceptable in tight urban locations such as local and town centre environments.

Building heights should not result in adverse impacts on residential amenities and will be expected to enable a building to integrate well into its surrounding context.

Scale & massing

7.13 The footprint that a building makes on the ground, along with its height, and the amount of space around it determines the mass of a dwelling and the impact it has on the street scene.

7.14 Most existing residential areas have discernible patterns of massing and it would be expected that new development would reflect this pattern. Strong juxtapositions in bulk and massing are unlikely to be acceptable because of their damaging impact on neighbour amenity and the quality of the streetscene.

Principle 7.4

New residential development should reflect the spacing, heights and building footprints of existing buildings, especially when these are local historic patterns.



Street with an interesting & rich roofscape



A richness in new townscape can also be achieved through the use of strong roof rhythms along with some variation to provide visual interest

Roofscapes

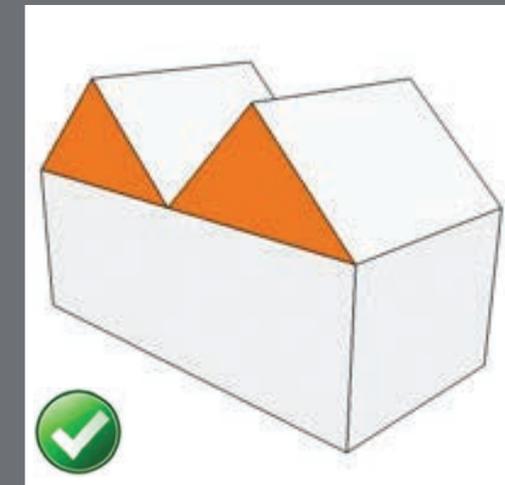
7.15 Rooflines, roof shapes and chimneys can have an important influence on the character of a street scene. Designers should consider this aspect of their proposals carefully and look to use the roofscapes they create to enhance buildings and townscales. In higher intensity developments, developers will be expected to consider using roof spaces to provide green infrastructure.

7.16 In Surrey Heath traditional residential roof forms are based on pitches with hips and gables with various forms of dormers. More contemporary styles have explored flat and curved roof forms.

7.17 Buildings that are overly deep were historically bridged with a double pitched roof. More contemporary approaches have been to propose a large element of flat roof behind short pitched to span the depth, often leaving unattractive and contrived roof forms.



Corner plots are particularly good locations to consider opportunities to introduce variations in roofscapes for visual interest and the creation of focal points.



Historic double pitch form



An overly deep building with an awkward roof form

Principle 7.5

Proposals to introduce roof forms on residential development that diverge from the prevailing character of residential development will be resisted unless it can be demonstrated that the proposals would make a positive contribution to the streetscape.

Where a building has been designed to reflect traditional forms and styles flat roof should not be used to span overly deep buildings.

Active frontages

7.18 There should be a strong relationship between the street and the buildings and places that frame it. Buildings should front onto the street and animate it with 'active' frontages to provide interest, life and vitality to public realm.

7.19 Active frontages mean:

- Frequent doors & windows, with few blank walls;
- Narrow frontage buildings, giving vertical rhythm to the streetscene;
- Articulation of facades, with projections such as bays and porches;
- Key habitable rooms fronting onto the street so that lively internal uses are visible from the public realm.



Example of a place with frequent doors and windows onto the street



An inactive frontage with a largely blind façade at street level