# Stoneleigh and Auriol

## Design Guidance and Codes

**Final Report**
**July 2022 (Amended in February 2023)**

**Prepared for the Stoneleigh and Auriol Neighbourhood Forum**

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## Quality information

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## Revision History

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| 2 | 1st July 2022 | Final Draft Report for Locality Review | Yanny Tsang | Senior Planner |
| N/A | 18th July 2022 | Locality Review | Annabel Osborne | Neighbourhood Planning Officer |
| 3 | 18th July 2022 | Final Report | Yanny Tsang | Senior Planner |
| 4 | 10th February 2023 | Final Report (Amended) | Yanny Tsang | Senior Planner |

# Contents

# Introduction

# 01

# 1. Introduction

**Through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Stoneleigh and Auriol Neighbourhood Forum. The support is intended to provide design guidance and codes based on the character and local qualities of the area.**

## 1.1 Objectives and Structure of this Report

This report aims to provide a high-level baseline character area assessment of the Stoneleigh and Auriol Neighbourhood Area and develop general area-wide design guidelines to ensure future development will conserve and enhance the local character of Stoneleigh and Auriol.

The preparation of this report has been informed by an initiation meeting with the Stoneleigh and Auriol Neighbourhood Forum and an accompanied site visit in February 2022. This is complemented by a detailed review of the adopted and emerging Epsom and Ewell Local Plan context and their relevant supporting studies. A summary of the evidence base review is presented in **Chapter 1.3 Planning Policy and Guidance** of this report.

Our baseline analysis, presented in **Chapter 2 Neighbourhood Area Context Analysis** and **Chapter 3 Character Area Analysis**, identifies two key character areas within the Stoneleigh and Auriol Neighbourhood Area. The first is the local centres including Stoneleigh Broadway and Kingston Parade, which provide most of the local amenities in the area and the second is the suburban residential area which is predominantly made up of 1930s semi-detached housing in the 'Stoneleigh Chalet' typology.

Building on the baseline character analysis, **Chapter 4 Design Guidance and Codes** sets out the key design principles for the Neighbourhood Area on local character, access and movement, green infrastructure, built form, public realm and sustainable design.

**Chapter 5 Character Area Design Codes** then outlines the proposed character of the two character areas and how the area-wide design guidance could be applied.

**Chapter 6 Delivery** summarises how key stakeholders in the development process should use and apply the design guidelines presented in this report.

## 1.2 Area of study

Stoneleigh and Auriol Neighborhood Area covers an area of around 180 hectares, and is located in the Borough of Epsom and Ewell in the county of Surrey. It is a landlocked neighbourhood located in close proximity to Hogsmill River and the Hogsmill Local Nature Reserve, as well as Nonsuch Park (a Grade II Registered Parks and Gardens) – where the scheduled monument of Nonsuch Palace is located.

The neighbourhood area mostly comprises of suburban residential streets laid out in a linear and gridlock pattern. It is home to 8741 residents according to the 2011 Census. Stoneleigh and Auriol is around a 10-minute drive from Epsom and a 25-minute drive from Wimbledon. The area is accessible via the A240 (Kingston Road/ Ewell By-pass) running along the western border of the neighbourhood, and the A24 which is along the area's southern border. Stoneleigh Station located in the heart of the neighborhood is serviced by South Western Railway, which provide direct trains towards London Waterloo, Guildford and Dorking. There are also several bus routes that connect Stoneleigh and Auriol with nearby centres – such as Epsom and Morden.

Stoneleigh and Auriol is home to a wide range of key community facilities supporting the neighbourhood, including Stoneleigh Community Library, three local churches and two scouts hall.

Auriol Park is the key amenity open space serving the neighbourhood, which also include a playground. The area is also in close proximity to Nonsuch Park to the south, Hogsmill Riverside to the west and Cuddington Recreation Ground to the northeast. Public Right of Ways weave through the area, connecting residential roads and cul-de-sacs with nearby open spaces – such as Auriol Park and Hogsmill Riverside, whilst providing connections between the neighbourhood and surrounding built up areas.


F.1

**Figure 01:** Photo of the Station Pub located on the Broadway.

F.2

**Figure 02:** Photo of the entrance arches on Briarwood Road.


F.3 **Figure 03:** Map showing Stoneleigh and Auriol Neighbourhood Area, the study area for this report, and its surroundings. (Basemap Source; Google Earth)

# 1.3 Planning policy and guidance

## 1.3.1 National policy and guidance

As the National Planning Policy Framework (paragraph 126) notes, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

National and local policy documents can provide valuable guidance on bringing about good design by ensuring development is both fit for purpose and able to build sustainable, thriving communities, as well as by providing specific design guidance to inform design codes and masterplanning activities. Developers should refer to these key documents when planning future developments in Stoneleigh and Auriol.

The following national policy documents and best practice guidance have informed the design guidance within this report.

**2021 - National Planning Policy Framework**

DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, Chapter 12: Achieving well-designed places of the NPPF stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of design principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.

**2019 - National Design Guide**

DLUHC

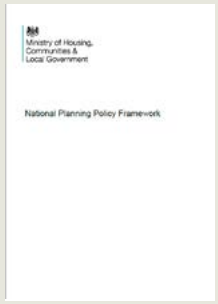
The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

**2021 - National Model Design Code**

DLUHC

The National Model Design Code provides guidance on the production of design codes, guides and policies to promote successful and good quality design. It expands on the ten characteristics of good design set out in the National Design Guide and should be referred to in the development of design codes at the local and site masterplan level.



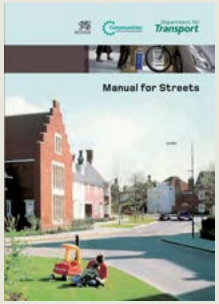


**2020 - Building for a Healthy Life**
Homes England

Building for a Healthy Life is the government-endorsed industry standard focused on twelve design considerations for creating a successful built environment that promotes wellbeing.

**2007 - Manual for Streets**
Department for Transport

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 and encourage active travel.


## 1.3.2 Local planning policy context

All Neighbourhood Development Plan policies must be in general conformity with the strategic policies of the adopted Local Plan and should have regard to emerging Local Plan policies.

Local planning policies can provide design parameters tailored to the context of the development and supported by local analysis. Therefore, it is vital that both the adopted and emerging local planning policies are considered in the event of future development in the Stoneleigh and Auriol Neighbourhood Area.

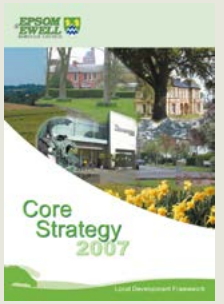
The following local planning policy documents and evidence base have informed the design guidance within this report.

**2007 - Core Strategy 2007**
Epsom & Ewell Borough Council

Adopted in July 2007, the Epsom and Ewell Core Strategy identifies the social, economic and environmental objectives and broad policies for future development of the Borough up to 2022.

Policy CS5 states that high quality and inclusive design will be required for all developments. In particular, development should create attractive, functional and safe public and private environments; reinforce local distinctiveness and complement the attractive characteristics of the Borough; and, make efficient use of land and have regard to the need to develop land in a comprehensive way.

Policy CS6 also sets out the design requirements to conserve natural resources, minimise waste and encourage recycling for new developments.



## 2015 - Development Management Policies Document

### Epsom & Ewell Borough Council

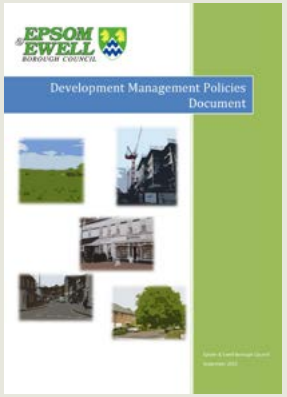
The Epsom and Ewell Development Management Policies Document (adopted September 2015) sets criteria by which planning applications and site allocations will be considered and determined to deliver the Spatial Strategy.

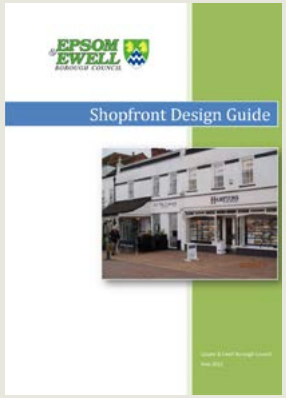
Policy DM10 Design Requirements for New Developments sets out the key design requirements for new developments (including household extensions).

Policy DM11 Housing Density states that in most cases the density of new housing development in Epsom and Ewell will not exceed 40 dwellings per hectare (dph), although exceptions may be considered where it can be demonstrated that the site enjoys good access to services, facilities and amenities via existing public transport, walking and cycling networks; and the surrounding townscape has sufficient capacity to accommodate developments of higher density.

Policy DM13 Building Heights states that buildings higher than 12m (defined as the distance between ground level and the building's eaves) will be inappropriate in all areas of the Borough except the identified areas within the Epsom Town Centre Boundary. It also requires development proposals to respect the character and context of the surrounding locality particularly in relation to existing building heights and roofscapes; the impact on the streetscene and views; designated heritage assets and topography.

Policy DM14 Shopfront Design sets out the key design considerations for new or replacement shopfronts.




## 2012 - Shopfront Design Guide

### Epsom & Ewell Borough Council

The Shopfront Design Guide (adopted May 2012) sets out the design requirements for creating attractive shopfronts that are suited to the character of the Borough.

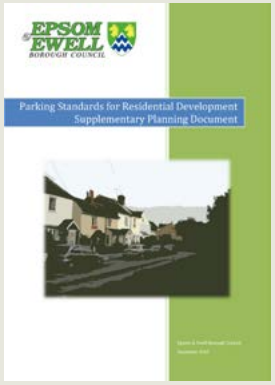
In particular, it seeks to create shopfront frames proportionate to the building with the architectural mouldings and details preserved. Fascias and cornices should be used to provide continuity with the use of pilasters or columns to separate shopfronts from one another. Pilasters are required to be painted in a single colour to create a unified appearance. Other design requirements in relation to the use of materials, design and colours for the actual shopfront, signage and advertising and security features are also set out in the adopted Shopfront Design Guide.

## 2015 - Parking Standards for Residential Development SPD

### Epsom & Ewell Borough Council

The Parking Standards for Residential Development SPD (adopted December 2015) provides local parking standards for residential and non-residential developments in Epsom & Ewell.

It sets out the minimum off-site vehicular parking standards for residential development in Epsom and Ewell. The cycle parking requirements and the vehicular parking requirements for all other forms of development will be in line with the Surrey County Council Vehicular and Cycle Parking Guidance.




## 2016 - Sustainable Design SPD

### Epsom & Ewell Borough Council

Adopted in February 2016, the Revised Sustainable Design SPD sets out specific requirements of sustainable design in development proposals. The key sustainability elements to be considered include the minimisation of energy requirements of construction; waste management; air quality, noise and light pollution; and, water consumption, quality and reducing flood risk (such as through SuDs).


## 2008 - Epsom & Ewell Borough Council Environmental Character Study

### Epsom & Ewell Borough Council

The Epsom & Ewell Borough Council Environmental Character Study forms part of the evidence base supporting the adopted Local Plan. It provides an assessment of existing townscape character in Epsom & Ewell based on desktop and field surveys.

The Neighbourhood Area falls within Character Area 3: Stoneleigh Park Road and Character Area 5: Stoneleigh Park Estate.

## Emerging - Epsom and Ewell Local Plan 2022-2040

### Epsom & Ewell Borough Council

Epsom & Ewell Borough Council is currently preparing a new Local Plan up to 2040 to ensure that the Borough will continue to evolve as a modern market borough which offers a special and unique place to live, work, learn and enjoy. The Borough Council is at an early stage of preparation and no draft plans have been published for consultation as of May 2022.

## Emerging - Draft Epsom & Ewell Masterplan

### Epsom & Ewell Borough Council

The draft Epsom & Ewell forms part of the emerging Evidence Base in support of the Epsom and Ewell Local Plan 2022-2040. It sets out the growth strategy to deliver housing, employment, retail and infrastructure within the Borough. The draft Masterplan has not been finalised and approved as of May 2022 but its content is expected to be used as part of the Regulation 18 Local Plan consultation.

Stoneleigh Broadway is identified as a secondary centre to provide a vibrant commercial and community hub with the capacity to support greater levels of growth.

The draft Masterplan also proposes higher density multipliers at Stoneleigh Broadway (95 dwellings per hectare (dph)) and areas within walking distances to key services and facilities (80dph for areas within 5-minute walking distances from services and facilities and 65 dph for areas within 10-minute walking distances from services and facilities).

F.4

**Figure 04:** Lozenge shaped greens along residential streets in Stoneleigh and Auriol


# Neighbourhood Area Context Analysis

# 02

# 2. Neighbourhood Area Context Analysis

**This section provides a high level analysis of the existing characteristics of Stoneleigh and Auriol.**

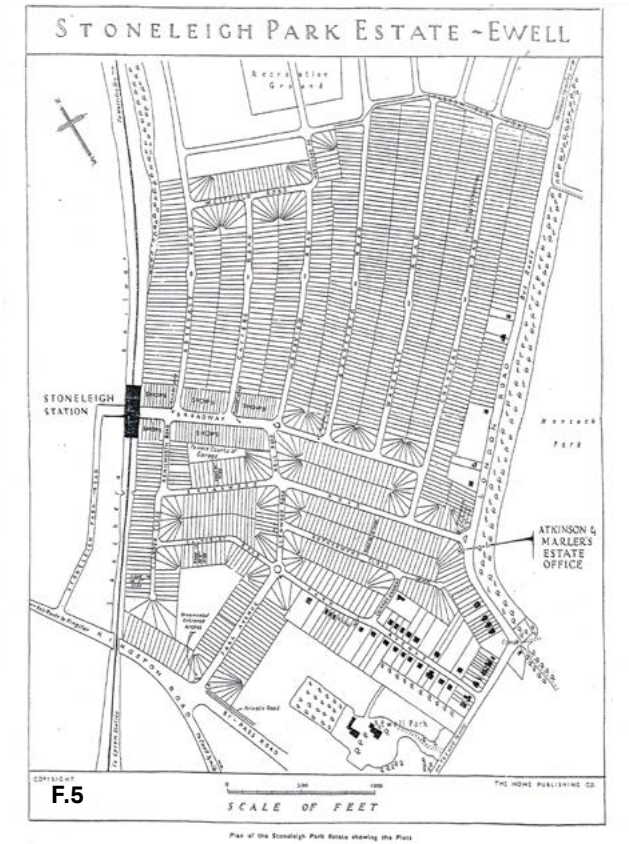



**Figure 05:** Historic map of Stoneleigh Park Estate (Source: Atikinson and Mahler Estate Brochure, Stoneleigh Community Library)

## 2.1 Historic Development and Built Character

Stoneleigh was historically part of the Great Park (now known as Worcester Park) of Nonsuch Palace, a Tudor royal palace, in the 17th century. It was later sold off predominantly for agricultural use to John Jeffries Stone in 1860.

The majority of housing in Stoneleigh and Auriol was built in the 1930s during the building boom as part of a comprehensive development by the Stone Trust and Epsom District Council, following the opening of the Stoneleigh train station in 1932, with its first shops opened in Stoneleigh Broadway in 1933.

The Stoneleigh residential area is characterised by the long straight or sweeping streets with lozenge-shaped roundabouts and a strong continuous building line. The existing housing stock mainly consists of 2-storey semi detached and detached dwellings in the 'Stoneleigh Chalet' typology.

An area bordered by the A24 and Nonsuch Park at the Bluegates was built during the 1980s as an enclosed housing development. The properties are typically 2-storey semi-detached housing, characterised by concrete gable roofs and timber-framed windows.

Stoneleigh Broadway acts as a key secondary centre in the Borough, providing day-to-day services including convenience shops, restaurants, industrial and commercial uses, as well as key community services. It is supported by smaller local parades at key junctions in the Neighbourhood Area.

The primary retail frontages at Stoneleigh Broadway are under additional planning control through the Article 4 Direction which removes permitted development rights of the area to protect its visual amenity.

## 2.2 Heritage Assets

The Neighbourhood Area includes four Grade II listed buildings and structures which are valued for their special historic interest at the national level. These are:

- The Station Public House (formerly the Stoneleigh hotel) (List UID: 1427779)
- Milestone outside No. 225 (List UID: 1277168)
- 79-85, London Road (List UID: 1231898)
- Ivy Cottage (List UID: 1232226)

The Neighbourhood Area is also adjacent to Nonsuch Park, a Grade II Registered Parks and Garden, and the scheduled monument of Nonsuch Palace. It is also opposite the Ewell Village Conservation Area.

Together these heritage assets contribute to the rich historic character of Stoneleigh which would need to be conserved and enhanced as appropriate.

## 2.3 Access and Movement

Stoneleigh enjoys a strategic location on the national rail and road networks with excellent connectivity to London and other main centres in Surrey. While it is envisaged to benefit from faster and more frequent services to London as part of Crossrail 2, the scheme is at very early stages of planning with the funding plan for its delivery shelved as of May 2022. A large proportion of the Neighbourhood Area is within a 10-minute walking distance from the station.

The main railway, however, physically dissects the wards of Stoneleigh and Auriol and is a major movement barrier. Due to the limited east-west connections available, movements of all modes often rely on the national road network outside of the Neighbourhood Area, exacerbating noise and air pollution from the A24 and A240. The pedestrian bridge at Stoneleigh Station is not accessible for all at present.

Stoneleigh is served by a relatively extensive but infrequent bus network. There are limited cycle infrastructure to encourage active travel in the Neighbourhood Area.

## 2.4 Green and Blue Infrastructure

Stoneleigh benefits from a variety of high quality public open spaces, including Nonsuch Park (also a Site of Nature Conservation Interest), Auriol Park and Cuddington Recreation Ground. The residential area of Stoneleigh presents opportunities for linking key green infrastructure in the Borough, through the introduction of wildlife corridors along the continuous verges of existing pavements and long gardens. Running parallel to the Hogsmill River Corridor (also a Local Nature Reserve), this helps extend the ecological network in the Borough as 'green fingers'.

The Ewell Court Stream runs east-west of the Neighbourhood Area. It is almost entirely culverted but remains to present flood risks on properties in Briarwood Road, Stoneleigh Park Road, Preston Drive and Manor Drive following the path of the stream from Nonsuch Park to the Hogsmill.


**F.6** **Figure 06:** Contextual Analysis of the Stoneleigh and Auriol Neighbourhood Area showing key heritage and environmental designations, open space and movement corridors


F.7


F.8

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F.10

**Figure 07:** Stoneleigh Railway station

**Figure 08:** The Station public house, Stoneleigh Broadway. Sitting at a prominent corner location just outside of the railway station, the Station Pub is a key landmark of Stoneleigh and provides a sense of arrival. It is richly decorated and presents an excellent example of the 'Brewers' Tudor' style. Its grand brick chimneys can be seen from neighbouring roads.

**Figure 09:** Auriol Park

**Figure 10:** Stoneleigh Broadway


## Character Area Analysis

# 03

# 3. Character Area Analysis

## 3.1 Defining the Character Areas

Following on from the analysis set out above and engagement with the Neighbourhood Steering Group, this section identifies two character areas within the Stoneleigh and Auriol Neighbourhood Area for the purpose of this Design Code. The two Character Areas are:

- CA1- Stoneleigh Broadway and Neighbourhood Centre
- CA2- Stoneleigh Residential

The Character Areas vary in terms of their primary land uses, public realm, streetscape, built form and architectural details.

This approach complements the 2008 Epsom & Ewell Council Environmental Character Study which identifies two character areas within the Neighbourhood Area by key physical boundaries, namely Stoneleigh Park Road (Stoneleigh Ward) and Stoneleigh Park Estate (Auriol Ward).

**1 Stoneleigh Broadway & Neighbourhood Centre**

**2 Stoneleigh Residential**


F.11 **Figure 11:** Map showing the character areas in Stoneleigh and Auriol. (Basemap Source: Google Earth)

# 1 Stoneleigh Broadway & Neighbourhood Centre


This Character Area consists of the vibrant local centres of Stoneleigh Broadway and Kingston Parade. It is characterised by the strong presence of two to three storeys mixed use buildings with ground floors in retail, commercial and community use and residential flats above.

| | |
|---|---|
| **Land Use** | This Character Area mainly consists of mixed use buildings with ground floors in retail, commercial and community use and residential flats above. Both Stoneleigh Broadway and Kingston Parade act as key focal points of social life in the Neighbourhood Area, providing a range of day-to-day services for people who live, work and visit Stoneleigh and the wider Borough.<br><br>To the rear of the local centres are industrial yards and car parks supporting the function of the local centres. |
| **Built Form and Boundary Treatment** | The majority of properties in this Character Area are two to three storeys high. Owing to their main functions as local centres, there is often limited setback. The area is characterised by a hard continuous building line. The built form and building mass in this area are consistent but with varying plot sizes.<br><br>There is a strong presence of decorated corner buildings in this Character Area which addresses both streets and provides natural surveillance. They also act key gateways to the high street while reflecting the local vernacular. |
| **Development Pattern and Streetscape** | The development pattern of this Character Area reflects the original masterplan from the 1930s. Streets in this Character Area benefit from the continuous active frontages on both sides with wide pavements occasionally used for al fresco dining and festivals. The area is open in character with a street width to building height ratio of 1:5.<br><br>Due to its location close to key transport infrastructure including Stoneleigh Station and major roads, the area is heavily characterised by on-street parking which impacts its legibility and townscape quality. Permeability and legibility across the eastern and western part of the Neighbourhood Area are also poor. There is currently limited cycle infrastructure in this Character Area. |
| **Green Infrastructure** | The consistent use of quality flower beds in this Character Area successfully contributes to its attractiveness and biodiversity. It also helps soften the built form. There are some mature street trees in this Character Area. |
| **Historical and Architectural Features** | The Station Public House, a Grade II listed building, is a key landmark in this Character Area, providing a sense of arrival to Stoneleigh Broadway. The use of brick detailing and decorative columns in this area also contributes to the identity of Stoneleigh. |



**Figure 12:** Stoneleigh Broadway where shops, restaurants, cafés, services and the post office is located in the neighbourhood.

**Figure 13:** Kingston Parade, a neighbourhood centre located along the primary route of Kingston Road with shops and services serving nearby residents.

**Figure 14:** The Station public house, a key historic landmark to the area located on Station Approach.

**Figure 15:** Corner units located on Stoneleigh Broadway, with double aspect onto the street and continuous active frontages to - offering passive surveillance for pedestrians.

**Figure 16:** Industrial yards found in the backland of retail and residential units.



# 2 Stoneleigh Residential


This Character Area includes the attractive residential dwellings in Stoneleigh and Auriol and covers the majority of the Neighbourhood Area. It is characterised by the aligned 2-storey Stoneleigh Chalet along long linear or sweeping streets with lozenge-shaped roundabouts.

| | |
|---|---|
| **Land Use** | This area is predominantly in residential use. The majority of properties in this Character Area were built in the 1930s during the building boom as part of a comprehensive development, with the exception of the Bluegates development which was built during the 1980s. |
| **Built Form and Boundary Treatment** | Properties in this character area are typically two-storey semi-detached or detached housing in the 'Stoneleigh Chalet' typology, featuring a consistent but long setback from the pavement. An area bordered by the A24 and Nonsuch Park at the Bluegates provides two-storey semi-detached dwellings with a less continuous building line. These properties are of gable roofs with concrete tiles and wooden framed windows. Many of the houses in this Character Area have had extensions built onto them.<br><br>The Character Area is of a typical suburban residential density of approximately 25 to 30 dwellings per hectare (dph).<br><br>The use of low brick walls and hedges as boundary treatment in this area helps define public-private space and soften the built form while encouraging informal social interactions. |
| **Development Pattern and Streetscape** | The Stoneleigh Residential Area is characterised by its long linear or sweeping streets with lozenge-shaped roundabouts which contribute to its residential setting. The topography in this area varies, with the western side of the Character Area (Auriol) sitting on an undulating hill with a ridge that runs east-west, providing long views to Epsom. The presence of continuous grass verges and mature street trees on pavements promote biodiversity and contribute to Stoneleigh and Auriol's leafy residential identity. |
| **Green Infrastructure** | Auriol Park is the key amenity open space serving the Neighbourhood although existing properties do not look out over them. The area is also in close proximity to Nonsuch Park. There is otherwise limited open space for a range of users dispersed within the Neighbourhood. |
| **Historical and Architectural Features** | There are a number of Grade II listed buildings within the Character Area. It is also adjacent to Nonsuch Park which helps reveal the unique historic identity of Stoneleigh. Archways at Briarwood Road help provide a suburban gateway to the residential area. The consistent use of a variety of brick and timber detailing enhances the townscape quality of this Character Area. |


F.17


F.19

**Figure 17:** Example of a typical semi-detatched chalet style house with hipped roof and off-white render and red brick facade found in Stoneleigh, with generous front and back gardens and low brick wall boundary treatment.

**Figure 18:** Semi-detached red brick houses with pitched roofs and timber detailing that arranged on a less regular building line in Bluegates.

**Figure 19:** The hilly topography of Stoneleigh's suburban residential streets provide long views towards Epsom.

**Figure 20:** Red brick archways at Briarwood serve as unique landmarks in the character area.

**Figure 21:** Lozenge shaped greens are typical landscaping features as part of Stoneleigh's residential streetscape.


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## Design Guidelines

# 04

# 4. Design Guidelines

**This section describes a set of design principles to influence the design of potential new development and inform the retrofit of existing properties in Stoneleigh and Auriol.**

**Where possible, local images are used to exemplify the design guidelines and codes. Where these images are not available, best practice examples from elsewhere are used.**

## 4.1 The importance of good design

As the NPPF (paragraph 126) notes, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, The Value of Good Design[1]) has shown that good design of buildings and places can:

- Improve health and well-being
- Increase civic pride and cultural activity
- Reduce crime and anti-social behaviour
- Reduce pollution.

This report seeks to harness an understanding of how good design can make future development as endearingly popular as the best of what has gone before.

## 4.2 Placemaking and design guidelines

The design guidelines described in this report are underpinned by a set of placemaking principles that should influence the design of future development areas, public realms, homes and green spaces, and the interfaces between them.

'Placemaking' is about creating the physical conditions that people who live, work, visit and enjoy Stoneleigh and Auriol would find attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals. These key principles should be considered in all cases of future development as they reflect positive place-making and draw on the principles set out

in many national urban design best practice documents including the National Design Guide, Building for a Healthy Life and the Urban Design Compendium.

The guidelines developed in this report focus on mixed-use and residential environments in the local context of Stoneleigh and Auriol. However, new development should not be viewed in isolation, but considerations of design and layout must be informed by the wider context and embody a 'sense of place'. This includes contemporary solutions that are in harmony with the surroundings.

The local pattern of lanes and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of the Stoneleigh and Auriol Neighbourhood Area.


F.22

**Figure 22:** The 10 characteristics of well-designed places. (Source: National Design Guide, page 8).

## 4.3 Structure of the design guidelines

Building on the context and character analysis in **Chapter 2 Neighbourhood Area Context Analysis** and **Chapter 3 Character Area Analysis**, this section of the report sets out a range of design guidelines for the whole Stoneleigh and Auriol Neighbourhood Area. It sets out how development should be designed and delivered in accordance with good design practice.

The design guidelines are divided into **4 themes** in relation to local character, access and movement, green infrastructure, built form, public realm and sustainable design. All principles are summarised in the table overleaf and numbered (e.g. LB.01) for ease of reading.

The design guidelines set out in this report should be read in conjunction with the national and local policy and guidance outlined in **Chapter 1.3**.

**LB** Local Character and Built Form

**AM** Access and Movement

**PR** Public Realm

**GS** Green and Blue Infrastructure and Sustainable Design

| Theme | Guideline | Title |
|---|---|---|
| **Local Character and Built Form** | LB.01 | Pattern of Development |
| | LB.02 | Heritage Assets |
| | LB.03 | Building Lines and Boundary Treatments |
| | LB.04 | Corner treatment |
| | LB.05 | Enclosure |
| | LB.06 | Building heights |
| | LB.07 | Architectural details, materials and colour palette |
| | LB.08 | Infill development |
| | LB.09 | Backland development |
| | LB.10 | Household extensions |
| **Access and movement** | AM.01 | People friendly streets |
| | AM.02 | Vehicular and cycle parking |
| | AM.03 | Legibility and wayfinding |
| **Public Realm** | PR.01 | Public realm, materials and street furniture |
| | PR.02 | Shopfronts |
| **Green and Blue Infrastructure and Sustainable Design** | GS.01 | Create a green network |
| | GS.02 | Open spaces |
| | GS.03 | Street trees and vegetation |
| | GS.04 | Biodiversity |
| | GS.05 | Water management |
| | GS.06 | Sustainable Buildings |
| | GS.07 | Adaptability |
| | GS.08 | Minimising construction waste |
| | GS.09 | Recycling materials and waste |

## LB 01. Pattern of Development

The development pattern of Stoneleigh and Auriol mostly follows the 1930s Masterplan, with local centres located at the railway station and key junctions, and residential properties located along long linear or sweeping streets. The provision of a variety of uses that respect the character of Stoneleigh and Auriol is crucial in reinforcing the vibrant and suburban character of the place.

The following guidance should be considered when looking at the location and levels of development:

- New developments must demonstrate an understanding of the street network, building scale, massing, orientation, enclosure, and facade rhythm of the surrounding built environment to create sympathetic places that respect the existing morphology of Stoneleigh and Auriol;
- Owing to the rolling topography of the Neighbourhood Area, particularly in the ward of Auriol, buildings should be carefully positioned to maximise views and privacy. The form, massing and roofscapes of buildings should complements the sloping topography;
- Housing density varies throughout Stoneleigh and Auriol, with higher densities and buildings of greater mass located in Stoneleigh Broadway and lower densities at 25-30 dwellings per hectare (dph) in the residential area. It is anticipated that the development density at Stoneleigh Broadway is likely to increase if Crossrail 2 is delivered (to 95dph as outlined in the draft Epsom and Ewell Masterplan) but future development at the residential area should look to follow the existing density to retain the suburban character. It should also consider Policy DM11 Housing Density of the adopted Epsom and Ewell Development Management Policies Document and the emerging Local Plan;
- Mixed-use development should be encouraged at Stoneleigh Broadway and local centres, to add variety and aid active travel by clustering activities and services in close proximity, reducing local car journeys; and,
- Any proposals that would give rise to an unacceptable increase in the amount of traffic, noise or disturbance would be inappropriate. Furthermore, layouts that prioritise private car use over active travel and public transport should be avoided.

# LB 02. Heritage Assets

The Stoneleigh and Auriol Neighbourhood Area includes several Grade II listed buildings and structures. It is also adjacent to Nonsuch Park, a Grade II Registered Parks and Gardens, and has a strong historic association to Nonsuch Palace.

These designated heritage assets are protected and any proposed development should be sympathetic to their architectural and historical significance. Particular consideration shall be given to maintaining their role in framing, punctuating or terminating key views through, out of and into Stoneleigh and Auriol. There are also opportunities to improve walking routes to Nonsuch Park and elevating the role of the Station Pub as a landmark on Stoneleigh Broadway.

New development will also need to respect and respond to the historical context of the designated and non-designated heritage assets.



**Figure 23:** The main access from Stoneleigh and Auriol to Nonsuch Park is through the busy A24 London Road. The route has strong historic significance as a Roman Road, however, flying traffic in this area and the lack of safe and accessible crossing facilities means that pedestrian and cycle access to the park is often perceived as less inviting. There are also limited signage from Stoneleigh and Auriol which direct residents and visitors to Nonsuch Park.

**Figure 24:** View to the Station Pub, a Grade II listed building, from Stoneleigh Broadway

## LB 03. Building Lines and Boundary Treatments

The presence of strong continuous building lines is a key feature of the Stoneleigh and Auriol Neighbourhood Area. In Stoneleigh Broadway, buildings are generally not set back from the street which creates a linear and consistent strong building line. The residential area of Stoneleigh and Auriol is characterised by the wide pavements and medium-sized front gardens with a long continuous building line along linear or sweeping streets.

New development should maintain a consistent building line with existing properties to form a unified whole. However, subtle variations in the form of recesses and protrusions, such as the introduction of lozenge-shaped roundabouts in Stoneleigh and Auriol, are encouraged to provide variety and movement along the street.

The use of low hedges and brick walls is common in the residential area of Stoneleigh and Auriol, which provides continuity and uniformity to the streets. Boundary treatments also help define public and private domains.

Existing boundary trees and hedgerows should be retained and reinforced with native species.

New developments must identify existing boundary treatments in the context of the site and select appropriate boundaries to ensure integration with the existing context. The proposed boundary treatments must reflect locally distinctive forms and materials. In the context of Stoneleigh and Auriol, this includes low brick walls, hedgerows and decorated stone walls.

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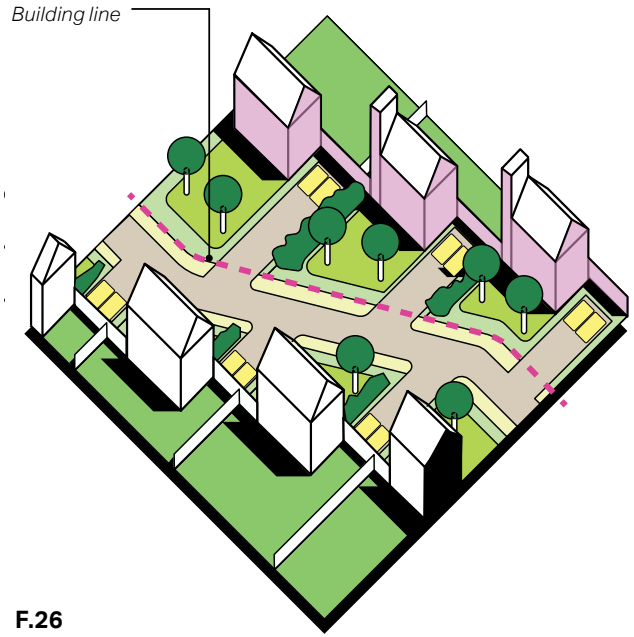


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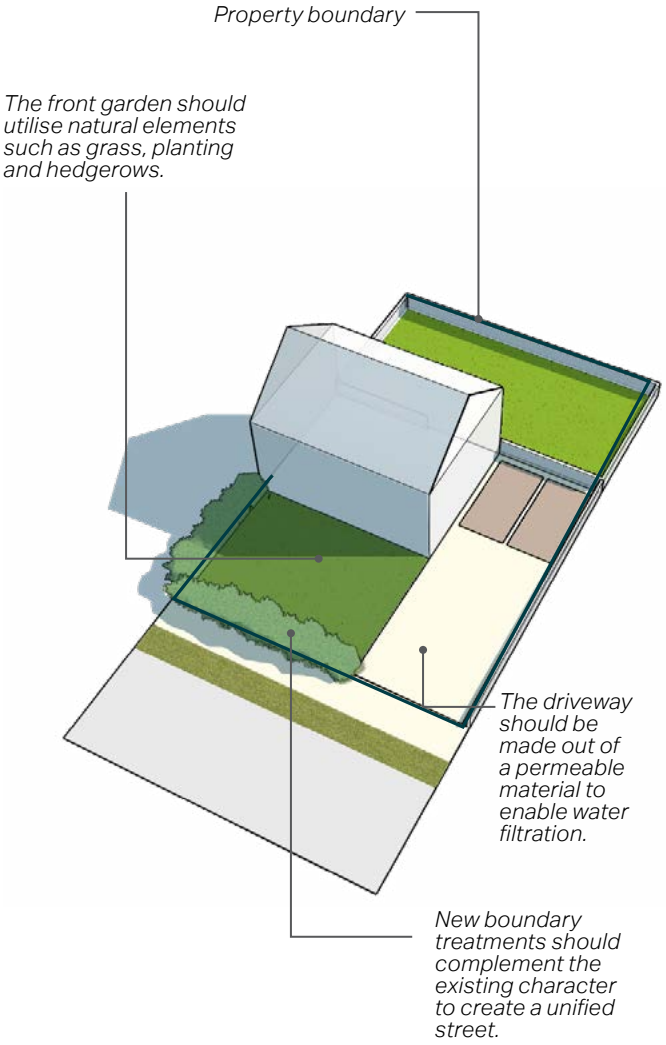


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**Figure 25:** Local example which shows a continuous building line and the use of boundary treatments to define public and private realm.

**Figure 26:** Diagram showing a continuous building line

**Figure 27:** Local example of a low stone wall with decorative detail and hedgerow rounded to follow the corner of the pavement.

**Figure 28:** Local example of the use of low red brick wall and hedges as boundary treatments in Auriol.

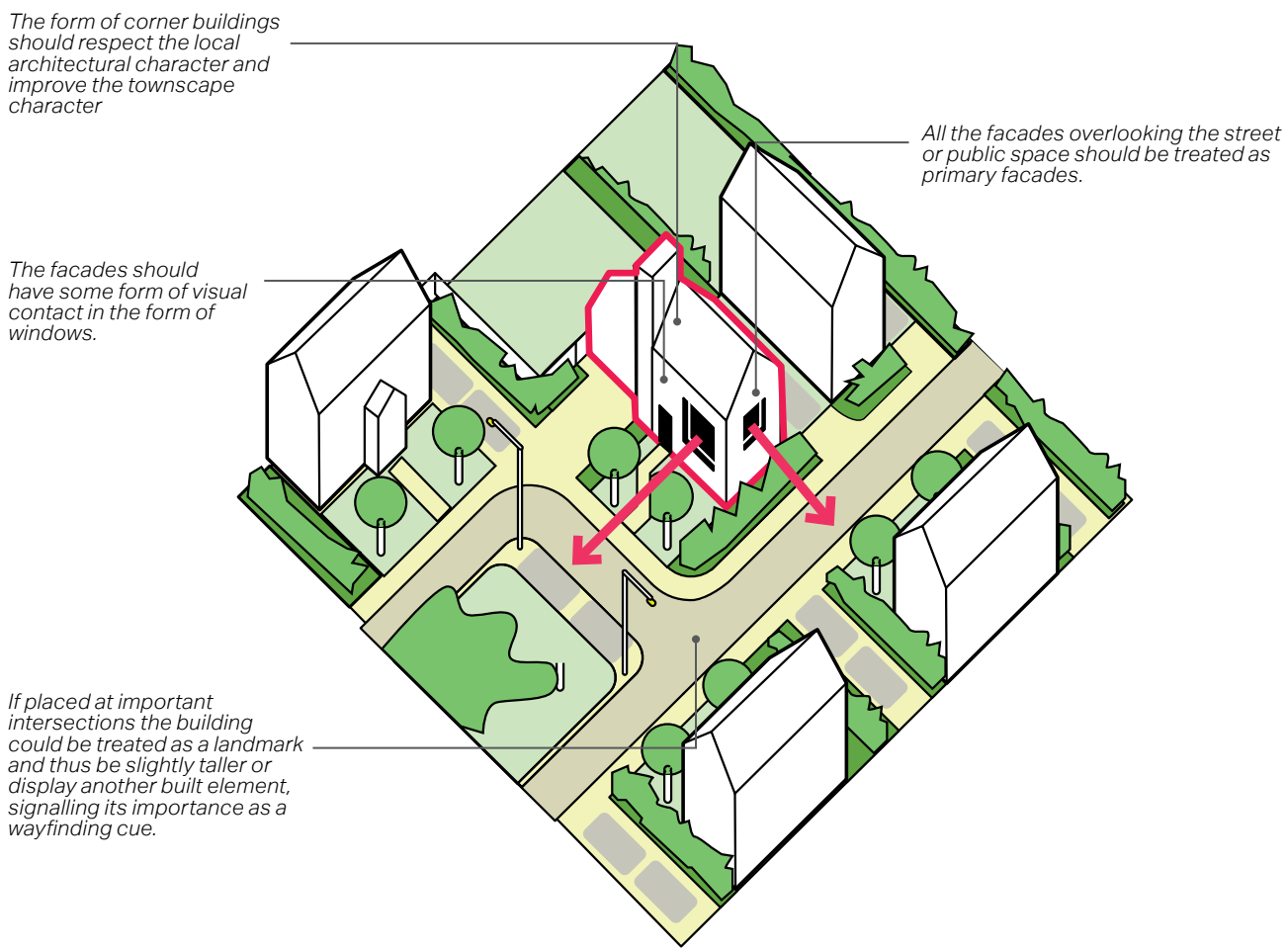
**Figure 29:** Digram showing a low hedge as a boundary treatment. New boundary treatments should complement the existing character to create a unified street.

# LB 04. Corner treatment

Well-designed corner buildings provide increased natural surveillance and street activity.

Corner buildings should have active frontages on all street facing facades. For residential buildings, this means having habitable room windows on all street-facing facades and if possible, multiple entrances from the building that lead directly to the street. For mixed-use buildings, this means having inviting active frontages on street-facing facades if possible.

Corner buildings can also be articulated with a taller or distinctive architectural elements to enhance legibility and way finding.




**F.30** | **Figure 30:** Illustrative diagram of a corner building in the residential context


F.31


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**Figure 31:** Local example of corner treatments (the Station Pub)

**Figure 32:** Local example of corner treatments (Rosedale Road)

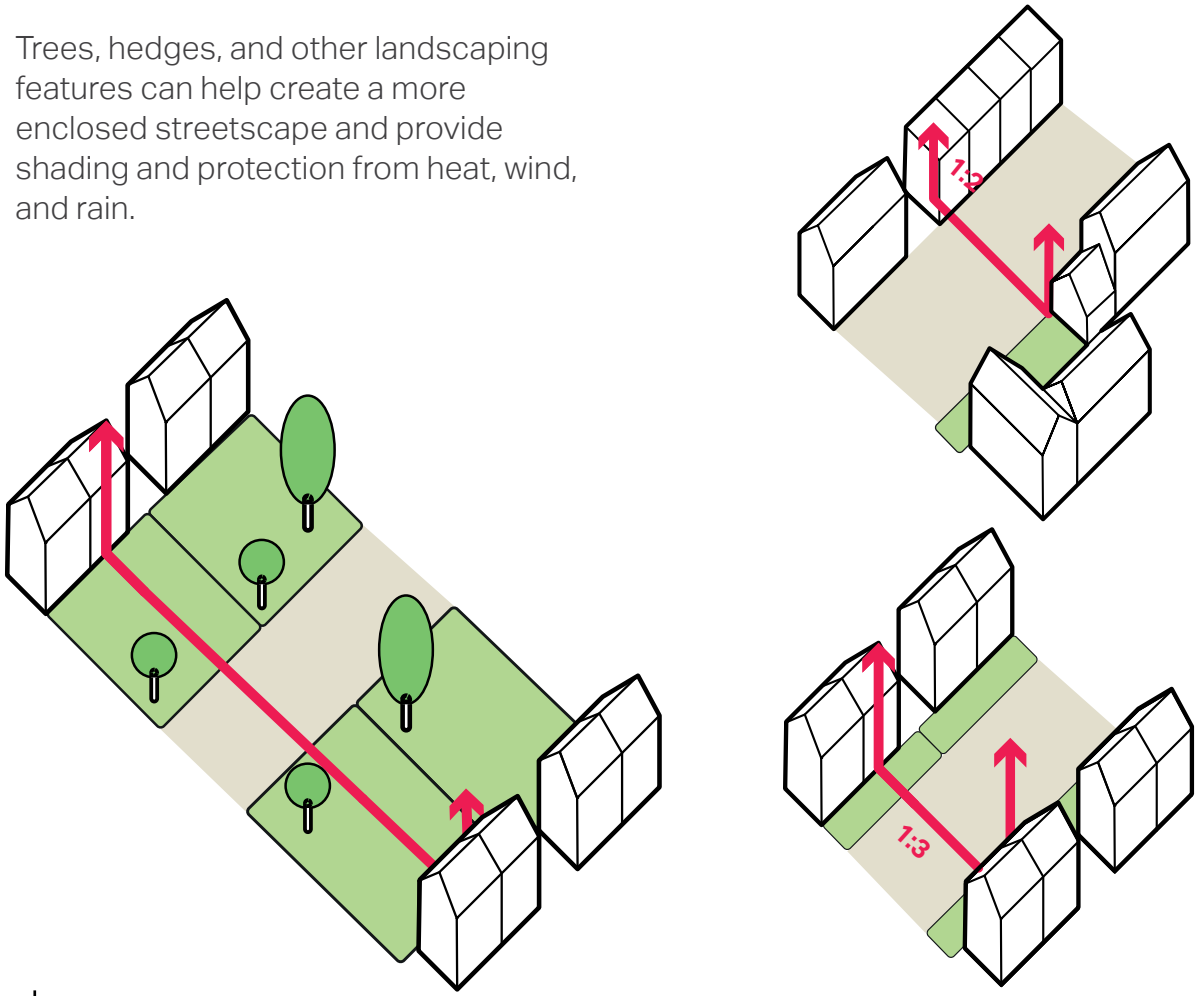
**Figure 33:** Local example of corner treatments (Royal Dry Cleaners)

**Figure 34:** Local example of corner treatments (June 8 Cafe and Bistro)

# LB 05. Enclosure

Enclosure refers to the relationship between public spaces and the buildings that surround them. A more cohesive and attractive urban form is achieved when this relationship is in a suitable proportion appropriate to the street character. The following guidance should be considered to achieve the desired level of enclosure:

- The level of enclosure of a street should be proportionate to its hierarchy, for example, primary streets should generally have an open character while residential streets should have a more enclosed character;
- In case of building setback, façades should have an appropriate ratio between the width of the street and the building height;
- Narrow gaps between buildings must be avoided. Buildings should either be detached, semi-detached or properly attached; and,
- Trees, hedges, and other landscaping features can help create a more enclosed streetscape and provide shading and protection from heat, wind, and rain.




**F.35** | **Figure 35:** Illustrative examples showing different building heights to width ratios.

## LB 06. Building heights

The majority of buildings in Stoneleigh and Auriol are two to three storeys high, reflective of its suburban residential character. Building heights in Epsom and Ewell are controlled under Policy DM13 Building Heights of the adopted Epsom and Ewell Development Management Policies Document, which states that buildings higher than 12m (which generally equates to three storeys) will be inappropriate in the Neighbourhood Area.

New development should respect this existing context. The height of new buildings should respond to the surrounding building heights, roofscapes and topography. They should not be overbearing or dominant in the existing street scene.

Subtle variation in height is encouraged to add visual interest, such as altering eaves and ridge heights. The bulk and pitch of roofs, however, must remain sympathetic to the tree canopy and local vernacular.


**Figure 36:** Three storey buildings on Stoneleigh Broadway. The use of gables and chimneys add variations to the roofscape.


**Figure 37:** Two-storey residential properties in Stoneleigh and Auriol

## LB 07. Architectural details, materials and colour palette

Stoneleigh and Auriol has varied architectural styles although the existing residential properties are predominantly built in the Stoneleigh Chalet typology. Its townscape character is greatly enhanced by its architectural details which creates visual connections throughout different parts of the Neighbourhood Area.

Gabled roofs are the predominant roof type in Stoneleigh and Auriol along with instances of hipped roofs. Both pantiled and concrete roofs are common and are mostly of a red or grey colour palette. In addition, the roofs tend to be steep pitched with brick or stone chimneys. This should be considered for future development.

Facades are also varied though different coloured bricks, such as red and beige, and white and off-white renders are seen in Stoneleigh and Auriol. Facade materials can vary within a single building and this is a common feature in Stoneleigh and Auriol. This is especially seen with extensions.


F.38 **Figure 38:** Examples of roof materials and colour palette in Stoneleigh and Auriol.

Detailings are varied with common colours for detailing include red, black and brown. The use of brick, timber and tile detailing and decorative columns contributes to the identity of Stoneleigh and Auriol.

The detailing, materials and fenestration of windows along building facades also vary within the Neighbourhood Area. The following design principles should be considered:

- Windows should match the general orientation, proportion, and alignment of other windows in the same building as well as those on adjacent properties, reinforcing the continuity of the streetscape; and,
- Window subdivisions should be arranged symmetrically about the horizontal and vertical areas of the openings. Large panes of glass that are not subdivided should be avoided, as they can distort the visual scale of the building.

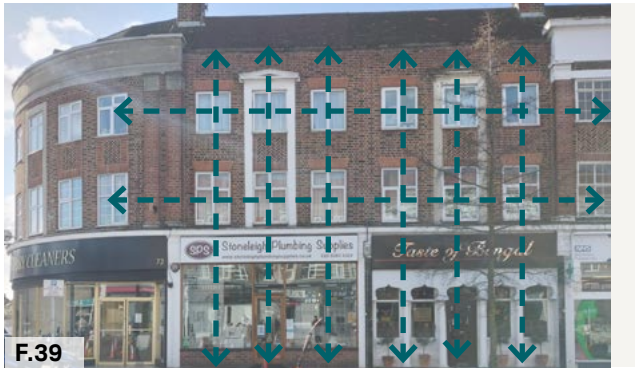




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**Figure 39:** Fenestration that relates well with shop fronts on ground floor and adjacent buildings along Stoneleigh Broadway.

**Figure 40:** A well proportioned house with adequately aligned windows, typical of the residential streets across Stoneleigh and Auriol.

**Figure 41:** The use of timber, tile and brick detailing in Stoneleigh and Auriol creates visual connections across the Neighbourhood Area

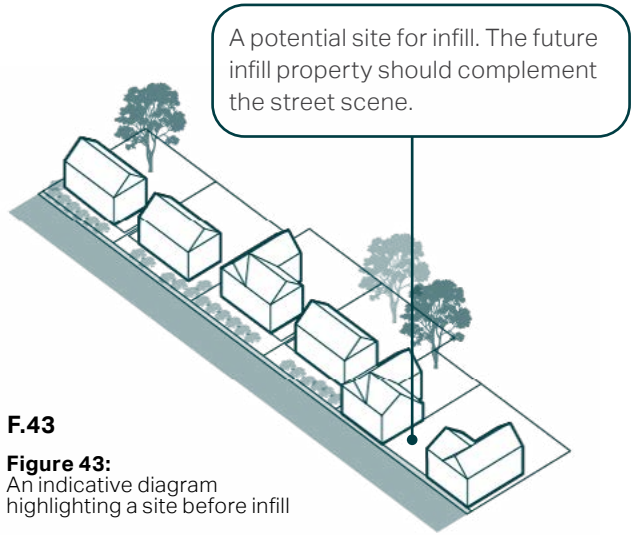
F.42

**Figure 42:** Residential street in Stoneleigh where dwellings have a distinctive architectural style. This includes larger dormers with Tudor-style white render and timber detailing.

# LB 08. Infill development

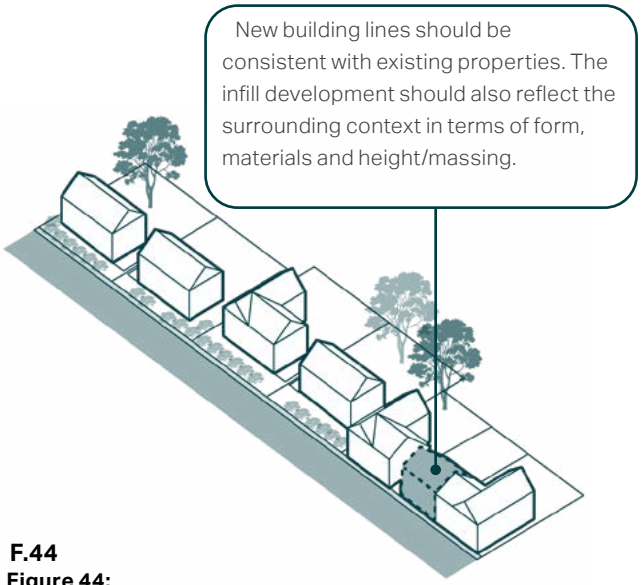
Infill development plays an important role in delivering new homes in Stoneleigh and Auriol. Infill sites can vary in scale, context and location, and may have significant impacts on the character and appearance of the built environment. This section sets out the design principles to be considered when proposing new infill developments in Stoneleigh and Auriol, with the following section focusing on additional considerations for non-street facing infill developments (i.e. backland development):

- Sufficient private amenity for residents of existing buildings should be retained;
- The height of development should take into consideration the surrounding context. Where appropriate, the first floor can be set back from the street frontage to reduce the impact of the building on the streetscene;
- The density of any new infill development should reflect the character of the immediate surroundings. The optimum density will respond to surrounding densities, whilst making efficient use of land. For example, higher densities may be appropriate in Stoneleigh Broadway;
- Development fronting an existing street should comply with the existing building line and should have its primary aspect and windows facing the street, particularly if aspect in all other directions is constrained due to overlooking of neighbouring properties;
- The materials and detailing of the infill development should look to provide a contemporary design that complements the existing; and,
- Where appropriate, green roofs can be considered to ensure no net loss of green cover and to enhance biodiversity and urban greening.




**F.43**

**Figure 43:**
An indicative diagram highlighting a site before infill




**F.44**

**Figure 44:**
An indicative diagram highlighting a site after infill

# LB 09. Backland development

Owing to the suburban character of Stoneleigh and Auriol, development opportunities with non-street facing conditions are common. Backland development could include:

- Intensification of backland sites behind commercial areas
- Backland infill development on vacant or underused site
- Redevelopment of garage sites

Development behind main frontages often produce additional design challenges in relation to movement, residential amenity and townscape character, which would need to be addressed:

## Movement

The provision of vehicular, cycle and pedestrian access to backland development should be of adequate width and follow the same principles of creating safe access elsewhere as stated in Code AM.03.

Most backland development would have limited visibility from main frontages. Its legibility may be improved through:

- Where possible, the provision of multiple access points (including pedestrian accesses) connected to the main movement network
- Use of entrance signs that are in keeping with the character of the area
- Introduction of corner buildings with at least two principle facades

## Residential Amenity

At constrained backland sites, development may be in close proximity to the rear elevations of neighbouring properties where the typical separation distances may not be achieved, negatively impacting the privacy and access to sunlight and daylight of existing and future residents. A range of design measures may be introduced to mitigate these impacts, including:

- Orientating new homes so that their principal habitable rooms are directed from existing dwellings
- Screening windows of habitable rooms and amenity spaces to avoid direct overlooking
- Introduce courtyards to bring in daylight and additional greenspace

## Built Form and Character

New development at backland sites would need to respect the existing form and character of the surrounding area.

In particular, building heights and forms should be subservient in relation to the surrounding properties to maintain a sense of openness and prevent overshadowing.

Where backland sites are of a larger scale, building heights could be in line with the predominant surrounding building height provided that existing long views are maintained. This could be achieved through the innovative use of lower roof profile or stepping rooflines, such as through designing monopitch and sandbox roofs with their lower side facing the surrounding development. The use of mews and mid-size maisonette  at backland developments may be appropriate within the Stoneleigh and Auriol area.


**Figure 45:** Example of successful backland development at Foundry Mews, London (Source: Project Orange)

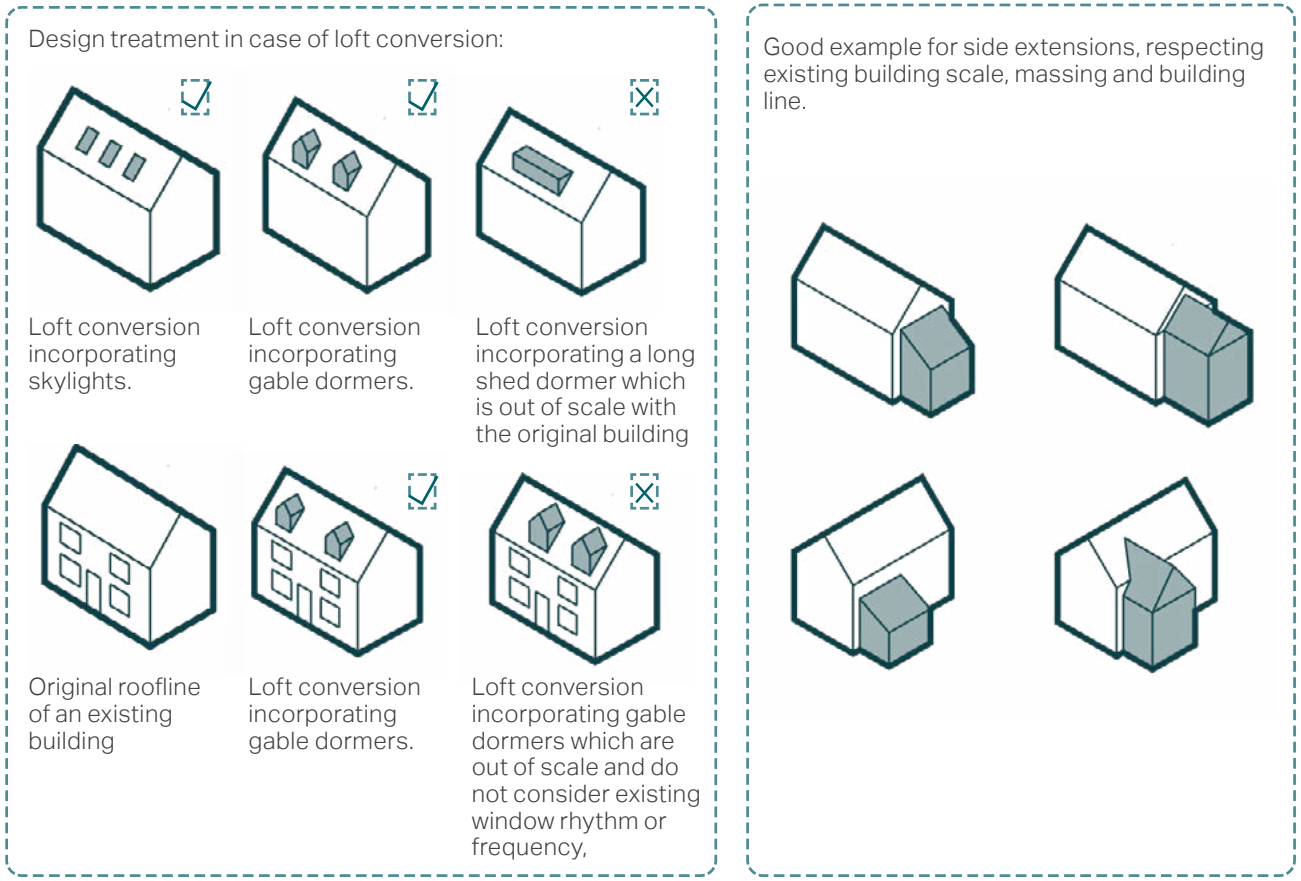

**Figure 46:** Areas proposed for backland development in Stoneleigh and Auriol


**Figure 47:** Example of the use of entrance signs to improve legibility at Foundry Mews, London (Source: Google Earth)

## LB 10. Household extensions

There are a number of principles that residential extensions and conversions should follow to maintain character:

- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;
- Extensions should not result in a significant loss to the private amenity area of the dwelling;
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided; and
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate;

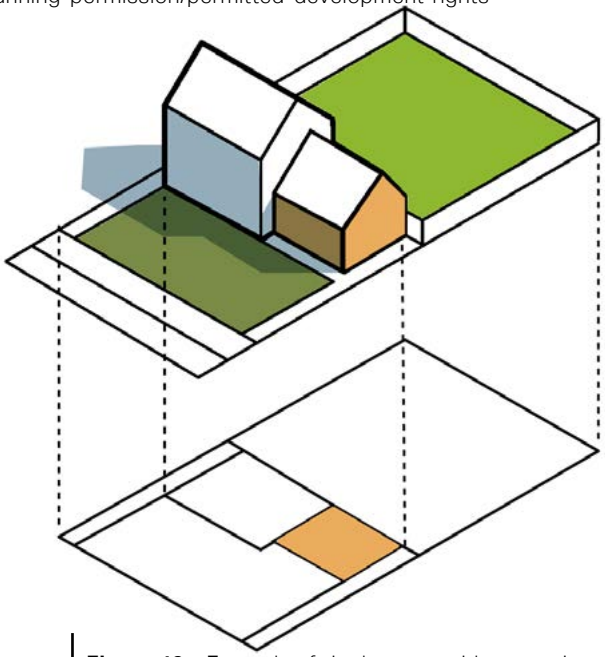



F.48

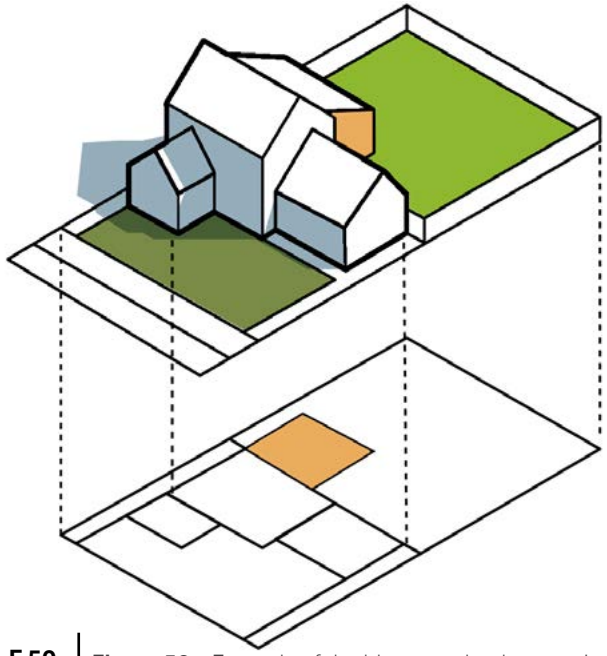
**Figure 48:** Design treatments for building extensions

- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and respect these elements to design an extension that matches and complements the existing building;
- In the case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new;
- In the case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overlooking or privacy issues;
- Any housing conversions should respect and preserve the building's original form and character; and
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials should be sustainable and be used on less prominent building parts.
- Many household extensions are covered by permitted development rights[1] , and so do not need planning permission. These rights do not apply in certain locations including areas under Article 4 Direction;

1. Planning Portal's Guide on Permitted Development Rights: https://www.planningportal.co.uk/permission/responsibilities/planning-permission/permitted-development-rights



F.49 **Figure 49:** Example of single storey side extension.



F.50 **Figure 50:** Example of double storey back extension.

# AM 01. People friendly streets

It is essential that the design of new development includes streets that promotes active and sustainable travel and considers the needs and safety of a variety of users. Some guidelines for future development include:

- Streets must meet the technical highways requirements, as well as being considered a 'place' to be used by all;
- Routes should be laid out in a permeable pattern, allowing for multiple choices of routes, particularly on foot and cycle. Any cul-de-sacs should be relatively short;
- Streets must incorporate opportunities for street trees, green infrastructure, and sustainable drainage;
- Walking and cycling routes must be strategically planned to connect key destinations including public transport stations, strategic open space and key amenities so that all residents could fulfil their daily needs within the 'walkable neighbourhood';
- Crossing points must be placed at frequent intervals on pedestrian desire lines and at key nodes;
- Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines;
- Sufficient width of footway should be provided to facilitate a variety of mobilities, such as young family with buggies, mobility scooter, wheelchairs, etc. The Department for Transport Manual for Streets (2007)[1] suggests that in lightly used streets, the minimum width for pedestrians should generally be 2m;
- Within the development boundaries, streets should not be built to maximise vehicle speed or capacity. A range of traffic calming measures could be introduced by design using landscaping, street parking and building layout, and avoid using the traditional forms of engineered traffic calming like humps, cushions and chicanes;
- Avoid designing barriers to movement including gates to new developments or footpaths between high fence; and,
- Any new development should provide well-connected streets of varied character to filter traffic and speed. A legible street hierarchy should include primary, secondary, tertiary roads. The spreads overleaf present illustrations examples of those street typologies.

1. Manual for Streets (2007). Available at: https://www.gov.uk/government/publications/manual-for-streets

F.51

**Figure 51:** Public footpaths providing safe, car-free connections across the neighbourhoods in Stoneleigh and Auriol.

F.53

**Figure 53:** Footpath within a residential area that creates alternative routes for pedestrians and cyclists

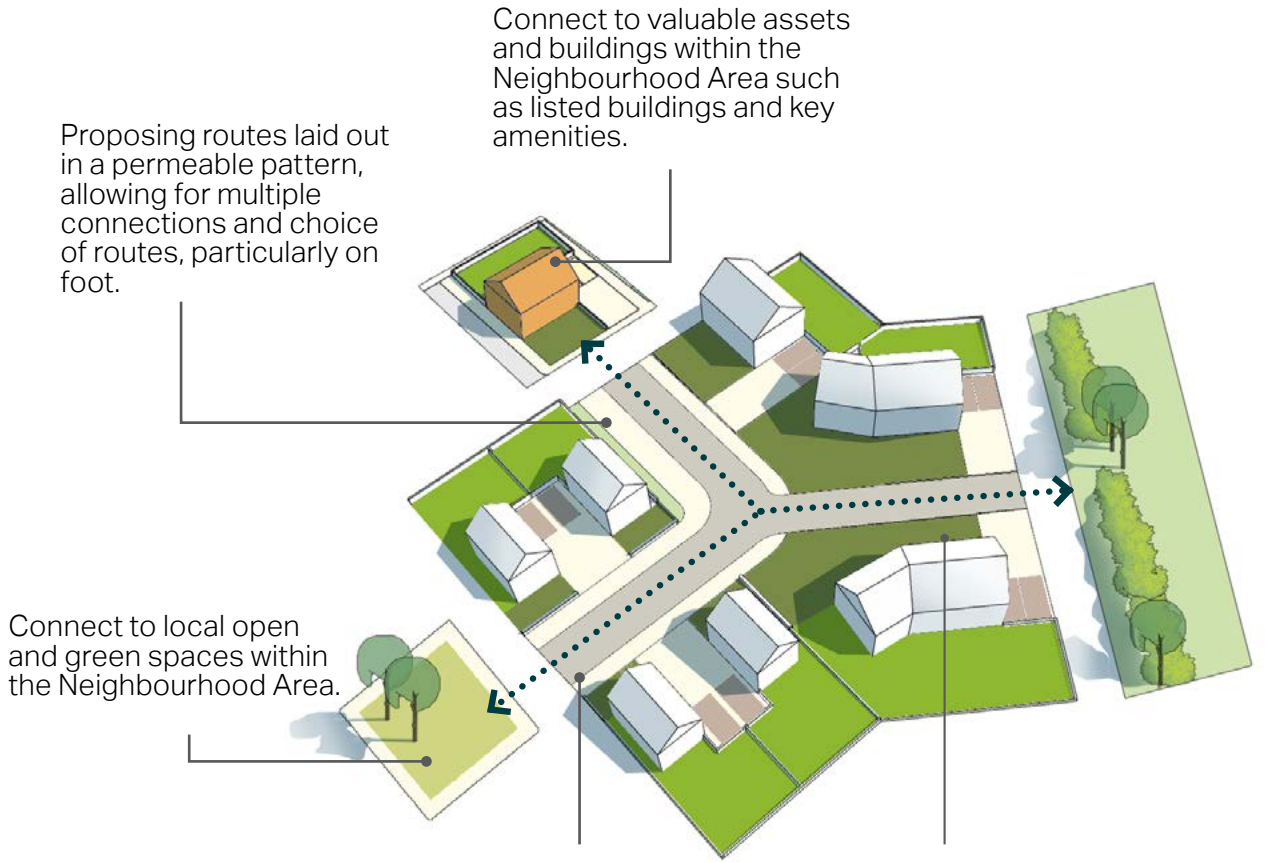



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**Figure 52:** Diagram illustrating well-designed people-friendly streets

## Primary streets

- Primary streets are the widest neighbourhood roads and also the main routes used for utility and emergency vehicles, as well as buses;
- Primary streets must be defined by strong building lines. Primary frontages alongside the road should include taller and more dense developments; and
- Street trees and/or green verges along the road should be provided to contribute to the suburban identity, local biodiversity, and provide cooling and shading.

## Secondary streets

- Secondary streets should accommodate carriageways wide enough for two-way traffic. On-street parking may be on or accommodated on the street or inset into green verges;
- Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced; and
- Where possible, secondary streets should be tree-lined on both sides.

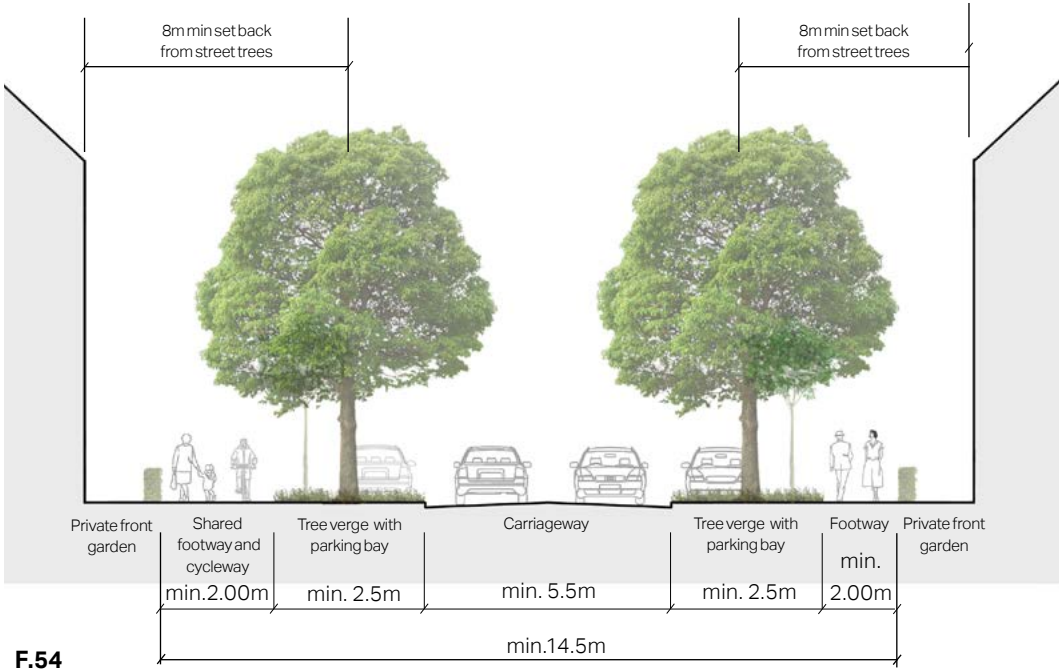



**Figure 54:** Cross-section to illustrate typical dimensions for primary streets.

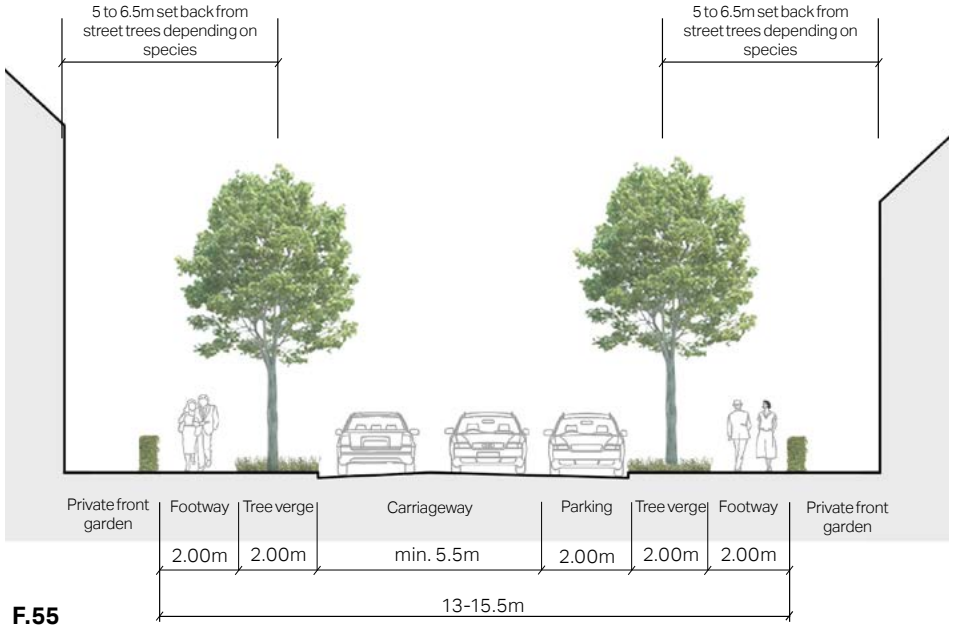
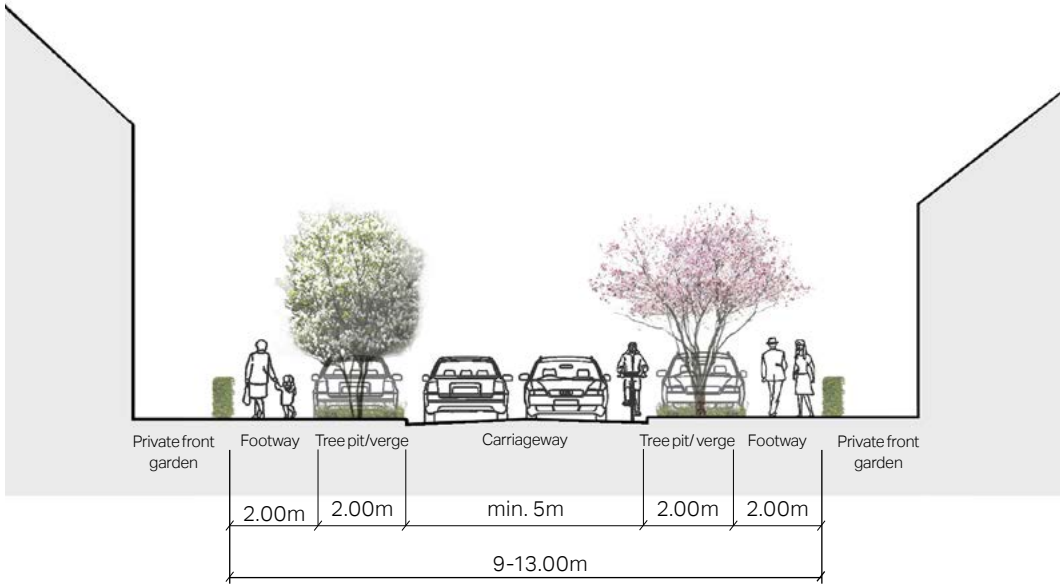



**Figure 55:** Cross-section to illustrate typical dimensions for secondary streets.

## Tertiary streets

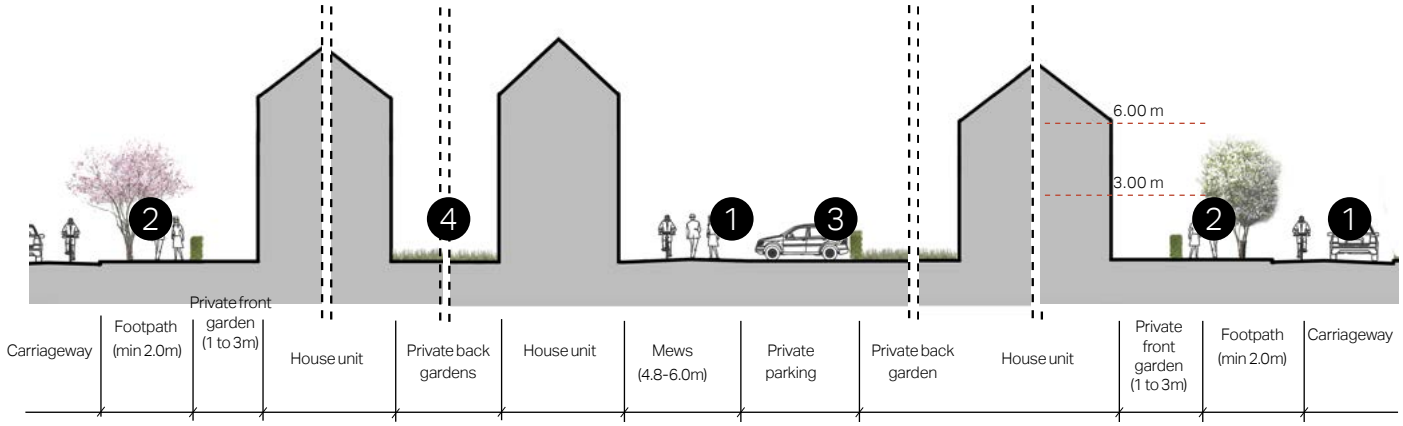
- Tertiary streets have a strong residential character and they should be designed for low traffic volumes and low speeds, ideally 20 mph, traffic calming features such as raised tables can be used to prevent speeding;
- Tertiary streets should be formed with a high degree of built form enclosure, with consistent building lines and setbacks; and
- Street trees should be provided with suitable gaps wherever possible.




**F.56** **Figure 56:** Cross-section to illustrate typical dimensions for tertiary roads.

## Mews

- Mews serve residential buildings within residential blocks. They are designed for local vehicle access only and prioritise pedestrians and cyclists over cars
- Opportunities to include any type of green infrastructure must be maximised;
- Traffic calming can be self-enforcing as a result of the placement of buildings and street layout; and
- Footpaths can be integrated and bordered with rich vegetation and plantation.




**F.57** **Figure 57:** Cross-section to illustrate typical layout for mews

# AM 02. Vehicular and Cycle Parking

Local vehicular and cycle parking standards for residential and non-residential development in Epsom and Ewell are set out in the adopted Parking Standards for Residential Development SPD and the Surrey County Council Vehicular and Cycle Parking Guidance.

This section sets out the key general design principles and specific considerations for common parking typologies.

Parking areas should make a positive contribution to the design and setting of a development, taking account of its townscape character. A good mix of parking typologies should be deployed, depending on, and influenced by; location, topography and market demand.

Parking areas and driveways should be designed to minimise impervious surfaces, for example through the use of permeable paving. When placing parking at the front, the area should be designed to minimise visual impact and to blend in with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings by means of walls, hedging, planting, and use of differentiated quality paving materials.

Cycle parking should be integrated into all new development to encourage active travel. Cycle racks should be provided in public spaces and key destination hubs such as key community facilities, train stations, bus stops and local centres.

## On street parking

On-street parking is common in Stoneleigh Broadway and the residential area despite the provisions of on-plot or garage parking, and could impact the legibility and visual amenity of the walking environment during peak hours. The use of on-street parking as the only typology should be avoided in future development wherever possible.

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function. Limited on-street parking can have a traffic calming function but too much will impede flow of pedestrians, cyclists and vehicles.;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays integrated with trees can be clearly marked using changes in paving materials instead of road markings; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in the public and private realm.

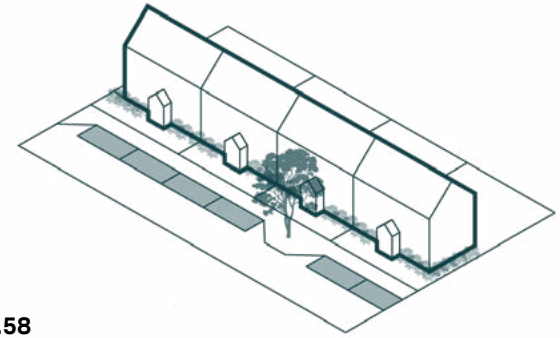


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**Figure 58:** Illustrative diagram showing an indicative layout of on-street parking

F.59

**Figure 59:** On-street parking on Broadway Stoneleigh creating a car dominant public realm

F.60

**Figure 60:** Example of an inset on-street parking with electric vehicle charging points

## On- plot side or front parking

- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Front gardens should be a minimum depth of 6m to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling; and
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 3m should be provided.

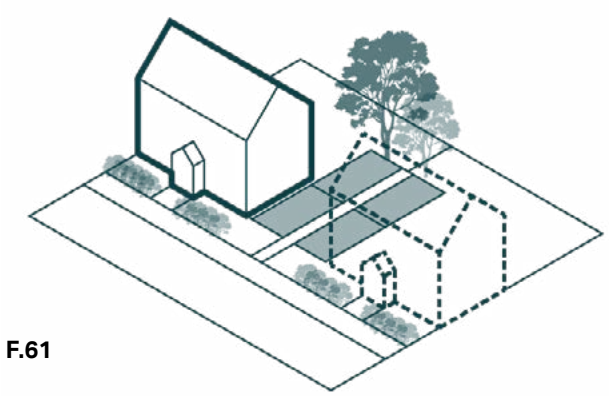



**Figure 61:** Illustrative diagram showing an indicative layout of on-plot side parking

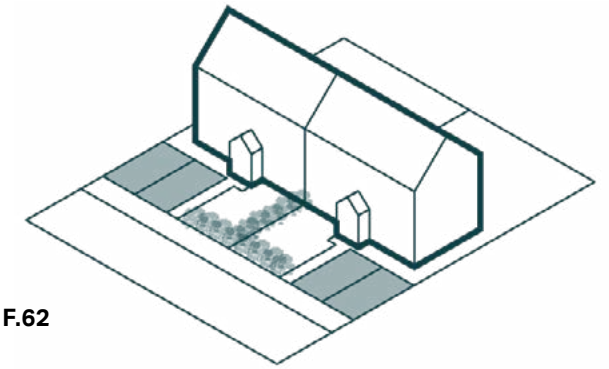



**Figure 62:** Illustrative diagram showing an indicative layout of on-plot front parking


**Figure 63:** Local example of on-plot side parking, Stoneleigh and Auriol.


**Figure 64:** Local examples of on-plot front parking, Stoneleigh and Auriol.

## Garage parking

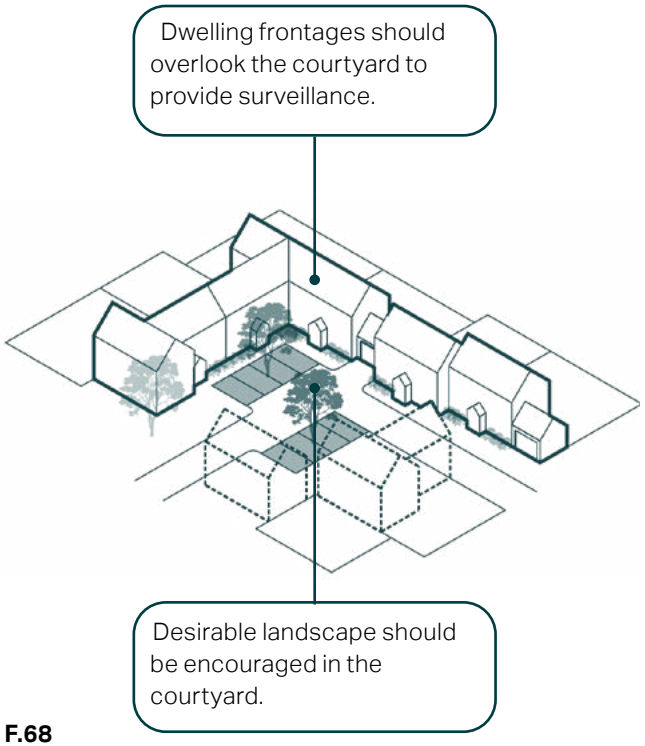
Parking being provided in a garage to the side of a dwelling should be in line with, or slightly set back from the frontage line of the existing dwelling, which is in keeping with the character of the existing Neighbourhood Area and will reduce the visual impact of cars on the street. Garages should also provide sufficient room for cars to park inside them as well as providing some room for storage.


**Figure 65:** Illustrative diagram showing an indicative layout of on-plot garage parking


**Figure 66:** Local example of on-plot garage parking, Stoneleigh and Auriol.

## Parking courtyard

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Ideally all parking courtyards should benefit from natural surveillance;
- Parking courtyards should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.




F.68

**Figure 68:** Illustrative diagram showing an indicative layout of parking courtyards


F.69

**Figure 69:** An example of parking courtyard on Dell Road. This type of parking could benefit from soft landscaping elements.

## Low car development

Low car developments provide less car parking provision for both residents and visitors than standard developments. This approach may be suitable for development in Stoneleigh Broadway, subject to consultation with Epsom and Ewell Borough Council and Surrey County Council, particularly for infill sites as they benefit from being within close proximity to most services and amenities.

- The car parking ratios should be less than for a standard development, for example houses should have between 1-1.2 parking spaces per dwelling and flats 0.5-0.7 per unit to encourage walking and cycling over car use;
- Schemes should be designed to minimise the presence of parked cars to ensure the street is not car dominated; and
- Schemes should be designed with high levels of permeability for pedestrians with services in close proximity to encourage walking and cycling.


**Figure 71:** Pedestrian and cycle permeability.


**Figure 70:** Shared surface with limited car parking along mews street.


**Figure 72:** Car parking court with greenery and trees.

## Electric vehicle charging points

New development should cater for electric vehicles on both on-street and off-street car parking spaces. Some guidelines for each typology are:

### On-street car parking

- Car charging points should be provided next to public open spaces;
- Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point, for a wheelchair user and a pedestrian to pass side-by-side; and
- Charging points should be located in a way that are not blocked by petrol or diesel vehicles.

### Off-street car parking

- Mounted charging points and associated services should be integrated into the design of new developments; and
- Cluttered elevations, especially main façades and front elevations, should be avoided.


**Figure 73:** Examples of on-street car charging points.


**Figure 74:** Examples of off-street mounted car charging points.

## Residential Cycle Parking

### Houses without garages

- Cycle storage must be provided at a convenient location with easy access to get the bikes in and out.
- The parking should be secure, covered, preferably constructed from the same materials as the main structure.
- As a minimum requirement, doors should be secured by mortice locks. Where more than two bicycle spaces are required some form of stand should be provided. Cycle parking should be secure, covered and it should be well integrated into the streetscape if it is allocated at the front of the house.
- The use of planting alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.

### Houses with garages

- Where possible cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage.
- The design of any enclosure should integrate well with the surroundings.
- The bike must be removed easily without having to move the vehicle.
- These features also apply for small blocks of apartments.

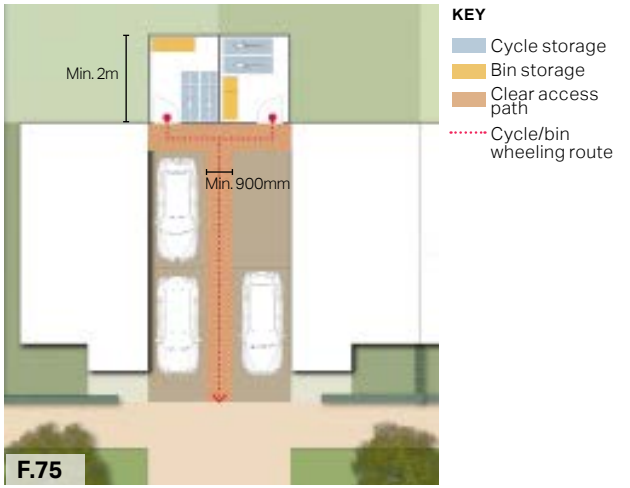


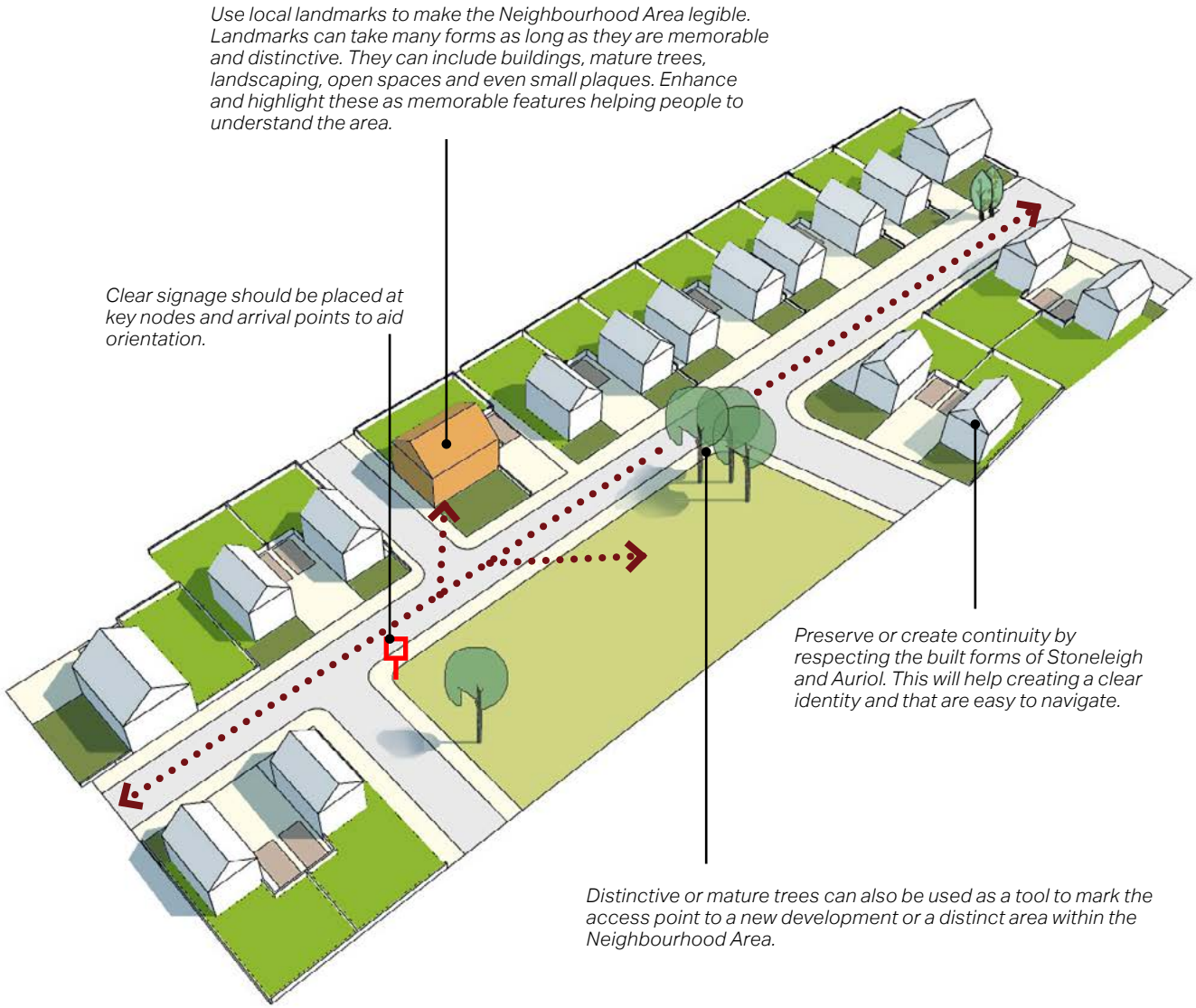

**Figure 75:** Indicative layout of a bicycle and bin storage area at the back of semi-detached properties.


**Figure 76:** Example of cycle storage in the front garden.

## AM 03. Legibility and wayfinding

Signage and wayfinding techniques are an integral part of encouraging sustainable modes of transport, as they make walking and cycling easier by ensuring that routes are direct and memorable. In Stoneleigh Broadway and key neighbourhood centres, the use of distinctive and appropriate street signage could also enhance its identity.

- Places should be created with a clear identity and be easy to navigate;
- Local landmark buildings or distinctive building features such as towers or chimneys can aid legibility; and
- Landscape features, distinctive trees and open spaces can also be used as wayfinding aids as well as providing an attractive streetscape.




F.77 | **Figure 77:** Diagram illustrating wayfinding measures.

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F.82

**Figure 78:** Distinctive wayfinding signage, London

**Figure 79:** Distinctive entrance sign, Brighton

**Figure 80:** Clear signage for cyclists

**Figure 81:** Combined lighting and signage solution

**Figure 82:** Advertising on building facade

# PR 01. Public realm, materials and street furniture

This section describes the elements that contribute to the quality of Stoneleigh and Auriol's public realm, including the use of soft and hardscaping, shopfront design and street furnitures.

Streets are the most important components of public space. Successful public realm design is particularly important for local centres in Stoneleigh and Auriol to maintain a vibrant and attractive streetscape. The following design principles should be taken into account:

- Active frontages should be encouraged to add to the vitality and vibrancy of the streets and public realm;
- High level of natural surveillance should be encouraged in local centres. Use of larger well-proportioned windows or floor to ceiling windows on the ground floors help achieve adequate overlooking;
- Paving materials should be carefully chosen to help define spaces in public realm. High quality materials such as stone, gravel and brick can provide a durable and attractive hard surface, although there is an extensive range of modern materials that can contribute positively to the quality of outdoor spaces if chosen with care. The cohesive use of paving materials could help reinforce the identity of the street. Permeable paving should be preferred to contribute to rain water infiltration;
- Traffic calming measures are highly important to improve pedestrian flow. They aim to encourage safer, more responsible driving and potentially reduce traffic flow. Examples of traffic calming measures are speed bumps / humps and cushions, speed tables or raised pedestrian crossings. In Stoneleigh Broadway, the introduction of pedestrian-priority streets may be appropriate;
- In local centres, spill out spaces for al fresco dining are encouraged. Businesses like restaurants, cafés and shops could have seating or display on the street within well-organised spaces that do not impede pedestrian movement. Those are recommended to be located on wider pavements. Street clutter shall be avoided at all times; and,
- Streets must incorporate opportunities for street trees and flower beds to soften the built form.


**Figure 83:** Onstreet landscaping and street trees to help soften the predominantly hardscaped Kingston Road.


**Figure 84:** June 8 Cafe & Bistro - a positive example of the use of spill-over space to add vitality to the street by encouraging more activity, Broadway Stoneleigh .


**Figure 85:** Examples of quality materials and visually pleasing layout patterns that could be considered for public realm surfacing.


**Figure 86:** Example of speed cushion.

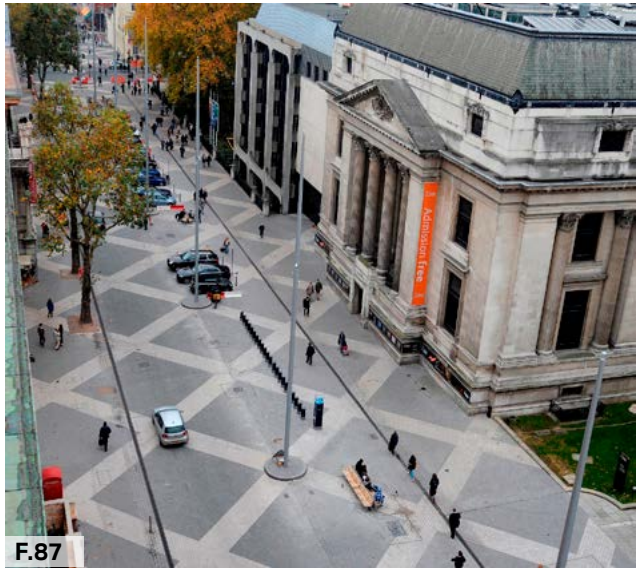




**Figure 87:** Example pedestrian-priority street, Exhibition Road

**Figure 88:** Example pedestrian-priority street, Exhibition Road. This shows how pedestrians are encouraged to cross the street and visit different ground floor shops.

# PR 02. Shopfronts

The design of shop frontages can play a vital role in contributing to the streetscape and vibrancy of local centres in Stoneleigh and Auriol, including Stoneleigh Broadway and Kingston Parade.

The adopted Epsom and Ewell Shopfront Design Guide sets out a range of design requirements for creating attractive shopfronts that are suited to the character of the Borough. In particular, it seeks to create shopfront frames proportionate to the building with the architectural mouldings and details preserved. Fascias and cornices should be used to provide continuity with the use of pilasters or columns to separate shopfronts from one another. Pilasters are required to be painted in a single colour to create a unified appearance. Other design requirements in relation to the use of materials, design and colours for the actual shopfront, signage and advertising and security features are also set out in the adopted Shopfront Design Guide.

This section sets out additional key design considerations for shopfront designs in Stoneleigh and Auriol:

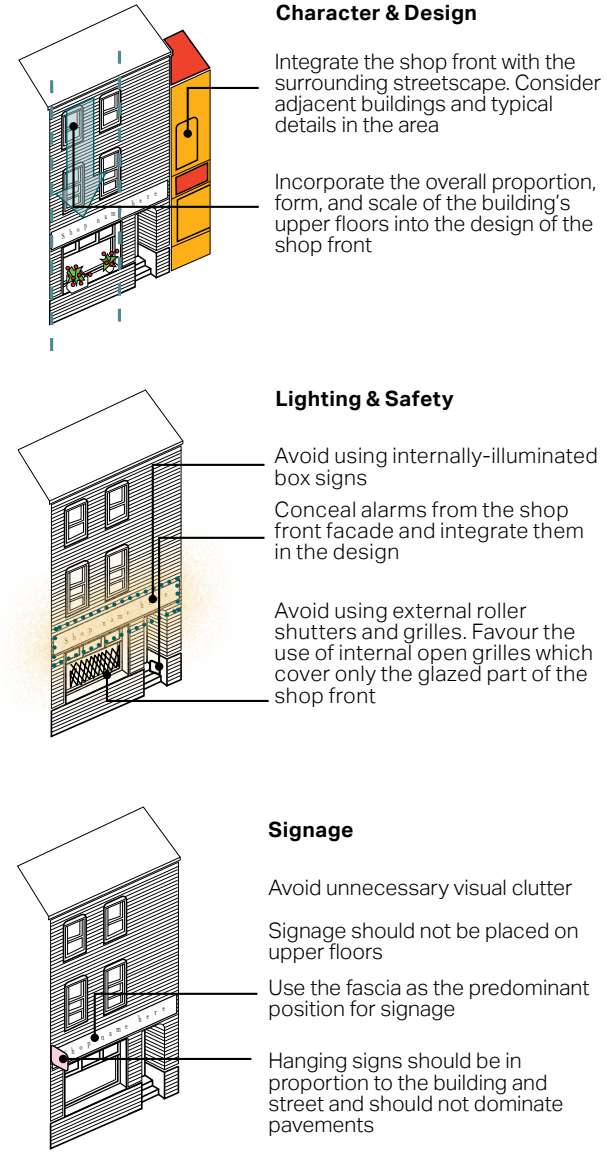
- Consider the overall proportion, form, and scale of the building's upper floors when alterating and designing new shopfronts. Unnecessarily large shop-fronts or signage can detract from or even cover historically valuable architecture and, more generally, create a disjointed appearance;
- Reflect the street and historic styles. Integrate the shop front with the established streetscape, introducing a sense of variety but responding to the overall character of the high street. This includes using the right materials, responding to a dominant scale and proportion, and following an established pattern;
- Respond to and enhance the existing conditions of the public realm. Street elements and furniture should be considered when designing shopfronts. This will help improve the overall user experience in the commercial cores of the neighbourhood;
- Unnecessary visual clutter should be avoided. This includes reducing unnecessary advertisements, plastic foliage or other elements stuck onto the shopfront, and removing general detritus such as visible AC units, wires and intrusive roller shutter boxes;
- Incorporate traditional elements such as fascia boards, cornices, pilasters, appropriately sized uninterrupted stall risers and avoid large expanses of unbroken glazing. These elements create an appropriate architectural frame that results in a well proportioned shopfront;


F.89

**Figure 89:** Several local examples of well-laid out shopfronts, with white, grey and black painted timber finished window and door frames, and clear signage positioned on fascia, Broadway Stoneleigh.


F.90

**Figure 90:** There is a generally a good amount of active frontages achieved via shopfronts with large windows to provide natural surveillance on the streets of Stoneleigh and Auriol's commercial core, Station Approach.



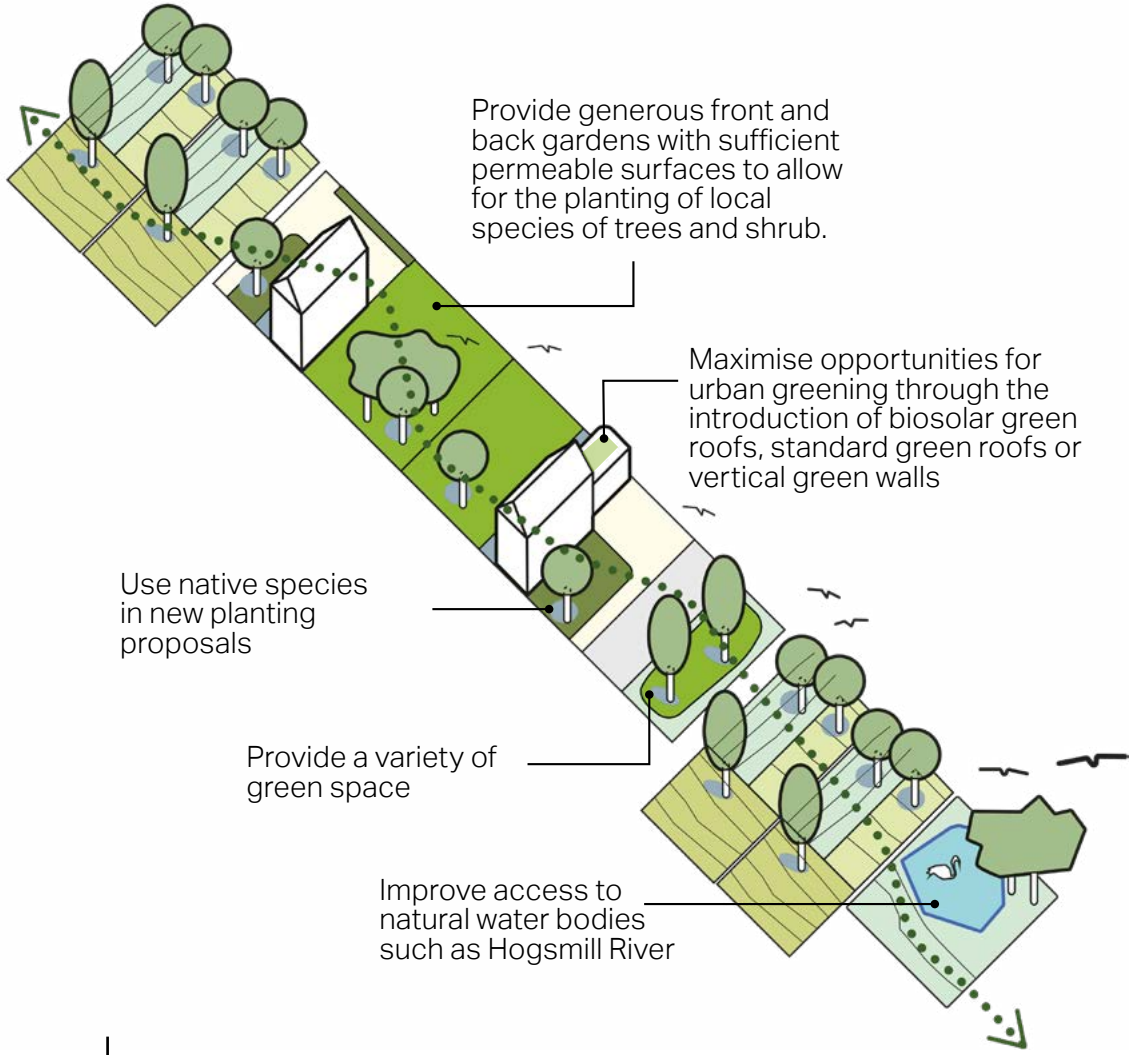

F.91 **Figure 91:** Diagram illustrating well-designed shopfronts

# GS 01. Create a green network

Stoneleigh and Auriol is connected to a rich green and blue infrastructure network. It is home to a variety of public open spaces (including allotments) and is in close proximity to Nonsuch Park and the Hogsmill River.

New development should create additional green and blue infrastructure that connects wildlife sites and incorporates water management features. The following pages introduce a number of potential measures, including the provision of new open spaces and wildlife-rich streets that connect communities with nature from the doorstep to key green infrastructure.

The residential area of Stoneleigh and Auriol presents opportunities for linking key green infrastructure in the Borough. Running parallel to the Hogsmill River Corridor, this helps extend the ecological network in the Borough as 'green fingers'.




F.92 **Figure 92:** Illustrative diagram showing a green and blue network

# GS 02. Open spaces

Green and open spaces play a key role in promoting the wellbeing of people who live, work, visit and enjoy Stoneleigh and Auriol. It can promote biodiversity and create a positive and lively neighbourhood.

Auriol Park is the key open space within the Neighbourhood Area, supported by a network of strategic open space in close proximity including Nonsuch Park, Hogsmill Riverside and Cuddington Recreation Ground. There is limited open space designed for younger age residents in the eastern part of the Neighbourhood Area. These existing open spaces should be protected and enhanced.

New development should provide a variety of accessible open spaces that serve different needs of the community in line with Local Plan standards. Design of new green spaces should aim to maintain and enhance habitat connectivity within and beyond the site.

New open spaces should be accessible and connected to a wider pedestrian network, with clear signs to direct and invite users. It should be carefully positioned and overlooked by residential properties.

New development should not occur on existing public open spaces and should with connections to existing open spaces where possible. Proposals for allotments, community gardens and flexible spaces for events will be encouraged.


**Figure 93:** Auriol Park - a well-maintained key open space in Stoneleigh and Auriol that contributes significantly towards the character of the neighbourhood.


**Figure 94:** Footpath across Auriol Park, providing a pedestrian connection between Salisbury Road and Thorndon Gardens.


**Figure 95:** Play area in Auriol Park

## GS 03. Street Trees and Vegetation

Street trees and flower beds are important contributors to the character of Stoneleigh and Auriol and bring many benefits, such as supporting biodiversity, improving air quality and improving people's well-being. It also helps soften the built form and reinforce Stoneleigh and Auriol's leafy suburban character. There are many mature trees protected under the Tree Preservation Order in Stoneleigh and Auriol, along with deciduous woodlands near the railway and Nonsuch Park.

Existing mature trees should be preserved and incorporated into any new landscape design and can be used as landmarks, where appropriate.

New development should incorporate existing native trees and shrubs and avoid unnecessary loss of flora. Any trees that are lost to the new development should be replaced.

The introduction of new street trees and vegetation should be tailored to the function and character of different street types. New trees can be added in strategic locations to strengthen vistas and focal points while retaining clear visibility of amenity spaces. The species of plants and trees used should be carefully considered, avoiding large blocks of single-species planting and consider climate change adaptation. In particular, nature species that are best able to absorb airborne pollutants, attenuate surface water run-off and provide shade and shelter should be prioritised.

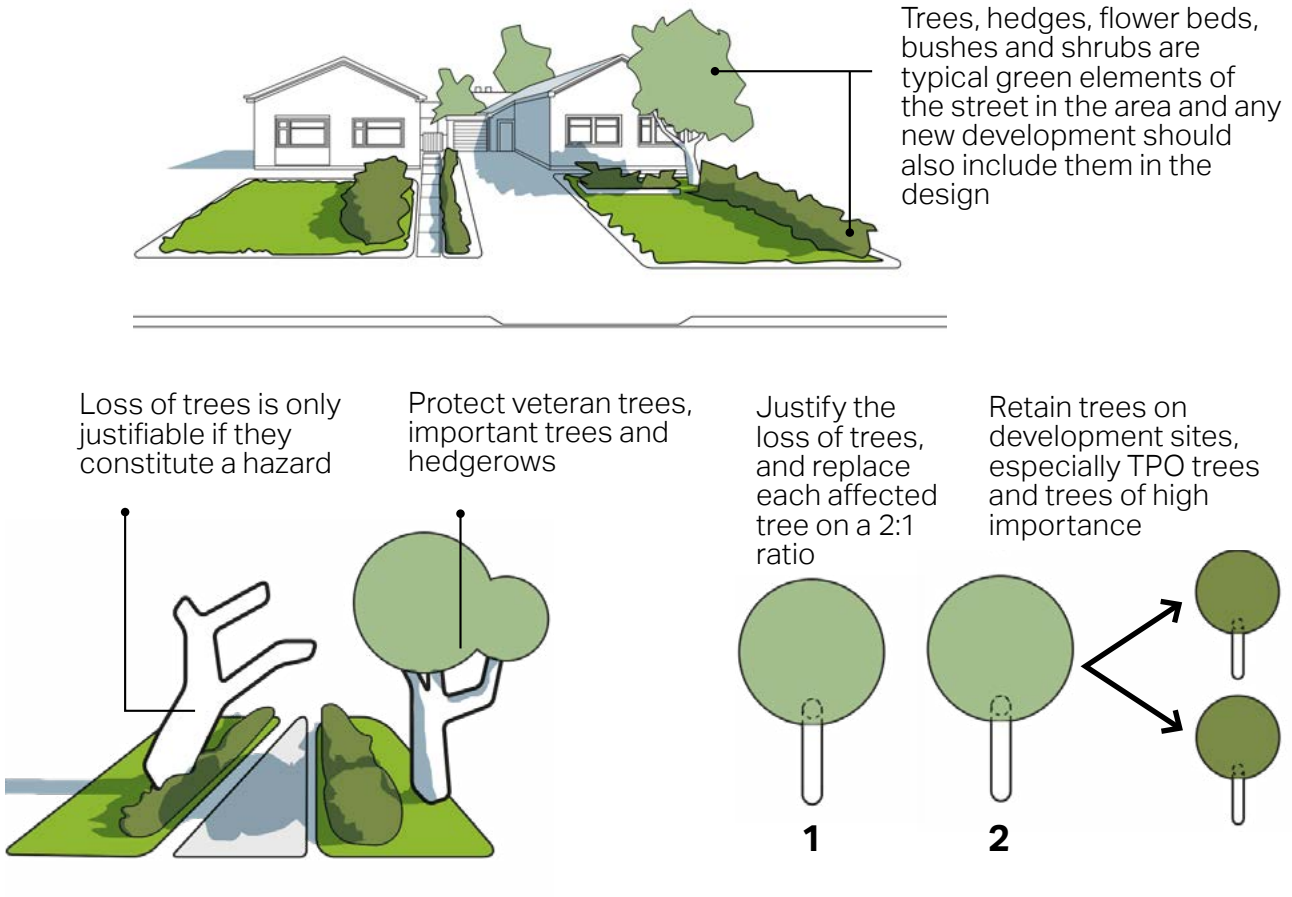
New trees and vegetation should be integrated into the design of new developments from the outset and can be coordinated with sustainable drainage systems to provide an integrated approach.


**Figure 96:** Trees along a residential street in Stoneleigh and Auriol


**Figure 97:** Large landmark tree on roundabouts in Stoneleigh and Auriol


**Figure 99:** Planting along Station Approach


**Figure 100:** Cherry is a common trees species in Stoneleigh and Auriol




F.98

**Figure 98:** Diagram to highlight some guidelines related to tree preservation.

## GS 04. Biodiversity

Stoneleigh and Auriol has many natural features and assets, such as trees, woodlands, hedgerows, verges, front and back gardens. They all contribute to provide habitats for biodiversity to flourish The following design guidance should be considered:

- Development should seek to achieve biodiversity net gain in accordance with government regulations and provide new habitats and wildlife corridors;
- Woodlands, hedges, trees and road verges should be protected and enhanced, where possible. Natural tree buffers should also be protected when planning for new development;
- A comprehensive landscape buffer should be implemented as the development edge to create a soft edge. Hard or abrupt edges with little vegetation of landscaping should be avoided;
- Align back gardens to ensure a continuous wildlife corridor;
- Ensure existing habitats are buffered based on specific ecological function; and,
- New development should show that it has considered opportunities to incorporate domestic-scale features to support wildlife in all buildings, such as bird boxes, bat roost and invertebrate boxes, bee bricks, bug-houses, swift bricks or ponds.


F.101

**Figure 101:** Example of a swift brick under an eave.


F.102

**Figure 102:** Example of a hedgehog corridor within in a garden fence.


F.103

**Figure 103:** Local example of a wild flower bed, Stoneleigh Broadway

## GS 05. Water Management

Part of the residential area of Stoneleigh and Auriol are subject to fluvial and surface water flooding. Appropriate water management and the use of sustainable drainage system is therefore crucial.

The term sustainable drainage system (SuDS) covers a range of approaches to surface water management that reduce flood risk and improve water quality in a more sustainable way. Collecting water for reuse is the most sustainable option and has the added benefit of reducing pressure on important water sources. Where reuse is not possible the most effective type of SuDS depend on site-specific conditions, such as the underlying ground conditions or topography. However, a number of overarching principles can be applied:

- Manage surface water as close to where it originates as possible;
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water so that it does not overwhelm water courses or the sewer network;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

Further design guidelines on water management is provided in the adopted Epsom and Ewell Sustainable Design SPD.

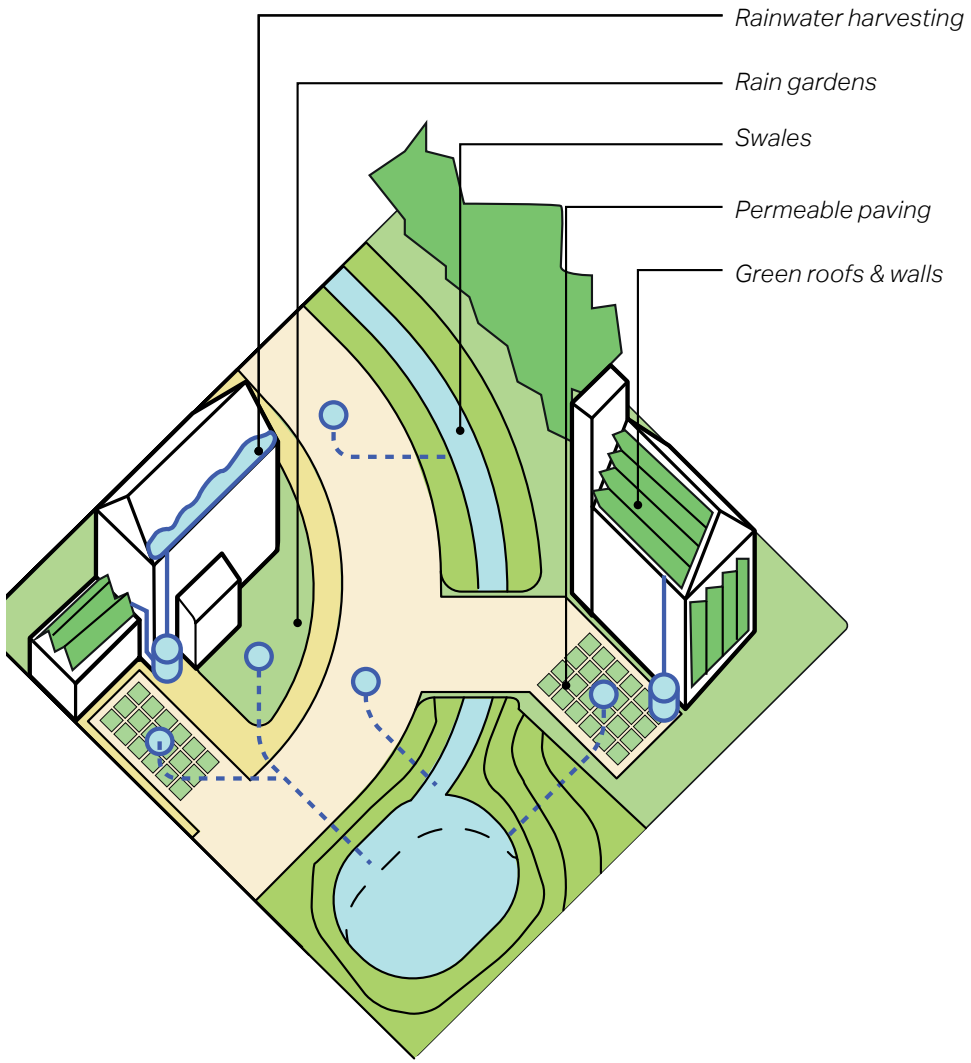
## Sustainable Drainage Systems

Any development should seek to reduce flood risk overall through the creation of multi-functional green infrastructure and sustainable drainage systems. It is essential to demonstrate that the development will be safe and it does not increase the flood risk elsewhere.

It is important to challenge the traditional approach to managing flood risk and change to one that recognises the value of water as a resource and maximises the benefits through the design process.

New developments should consider the amenity and aesthetic value of surface water in the urban environment alongside long term environmental, biological and social factors in the context of climate change and urbanisation.

SuDS should be considered as a key design tool to achieve those wider goals and not a mere functional requirement.




F.104 **Figure 104:** Diagram showing a comprehensive system of green and blue infrastructure.

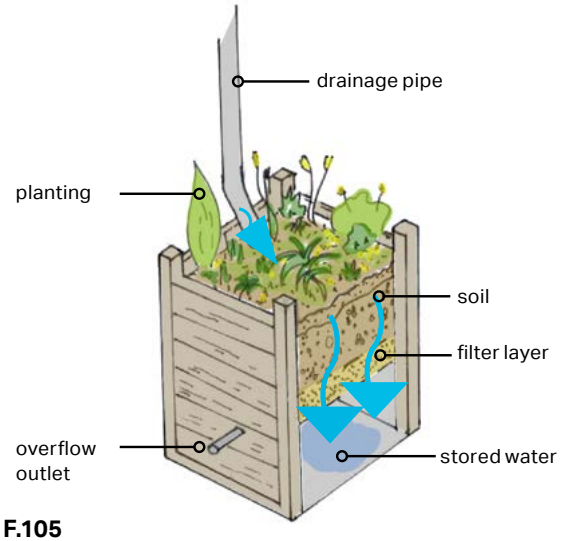
## Storage and slow release

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater, as well as those enabling the reuse in-site of grey water. Simple storage solutions, such as water butts, can help provide significant attenuation. To be able to continue to provide benefits, there has to be some headroom within the storage solution. If water is not reused, a slow release valve allows water from the storage to trickle out, recreating capacity for future rainfall events.

New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it.

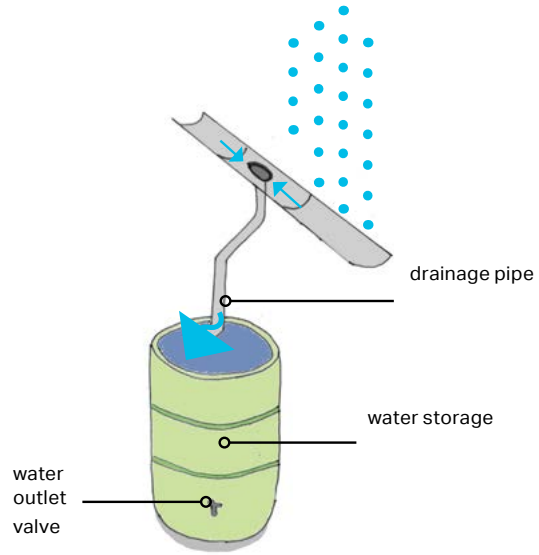
These systems involve pipes and storage devices that could be unsightly, if added without an integral vision for design. Therefore, some design recommendations would be to:

- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Underground tanks; and
- Utilise water bodies for storage.




F.105

**Figure 105:** Diagram showing how a stormwater planter.




F.106

**Figure 106:** Diagram showing how a water butt works.

F.107

**Figure 107:** Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire.

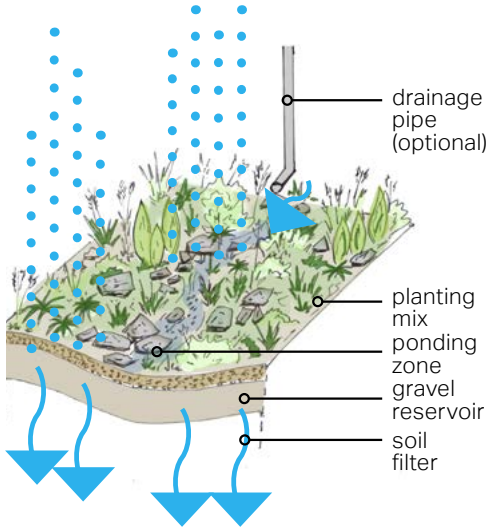
## Bioretention systems

Bioretention systems, including soak away and rain gardens, can be used within each development, along verges, and in semi-natural green spaces. They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the town. Vegetation must reflect that of the surrounding environment.

They can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bioretention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.

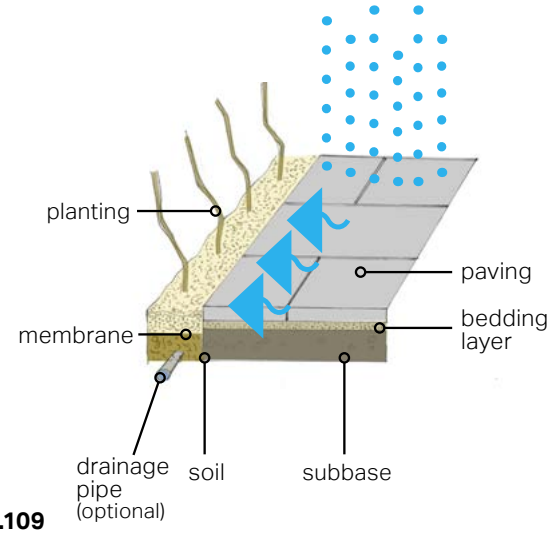
These planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system. The UK Rain Garden Design Guidelines provides more detailed guidance on their feasibility and suggests planting to help improve water quality as well as attract biodiversity.[1]

The use of permeable paving in will also reduce risks of surface water flooding. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.




F.108

**Figure 108:** Diagram showing how a rain garden works.




F.109

**Figure 109:** Diagram showing how a soak away garden works.

F.110

**Figure 110:** Example of a permeable paving that could be used from driveways.

1 UK Rain Gardens Guide. Available at: https://raingardens.info/wp-content/uploads/2012/07/UKRainGarden-Guide.pdf

# GS 06. Sustainable Buildings

This section introduces examples of energy efficient technologies and strategies that could be incorporated into new and existing buildings. Although these do not constitute a policy requirement, new development would be highly encouraged to embed these guidelines into their proposals. It should be read in conjunction with the adopted Epsom and Ewell Sustainable Design SPD which outlines specific requirements of sustainable design in development proposals.

Energy efficient or eco design combines all-round energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

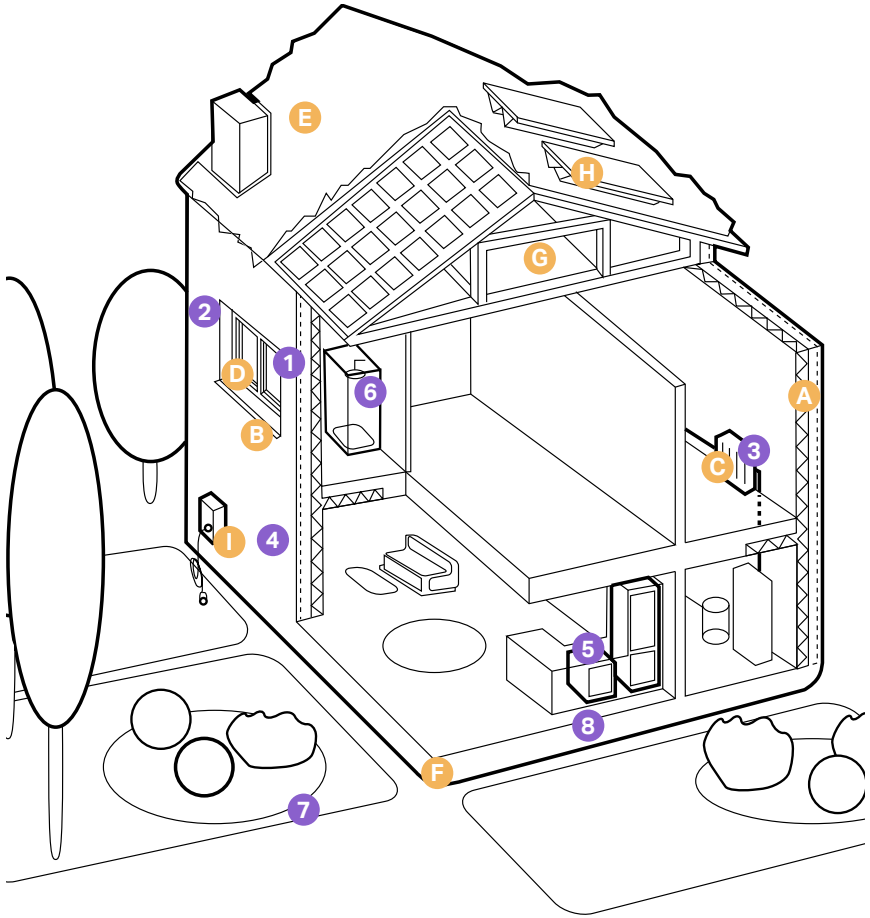
Starting from the design stage, there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions. The retrofit of existing buildings with eco design solutions should also be encouraged.

The aim of these interventions is to reduce overall home energy use as cost effectively as the circumstances permit. The final step towards a high-performance building would consist of other on site measures towards renewable energy systems.

It must be noted that eco design principles do not prescribe a particular architectural style and can be adapted to fit a wide variety of built characters. A wide range of solutions is also available to retrofit existing buildings, included listed properties, to improve their energy efficiency[1] to the heritage significance.

The illustration overleaf sets out the an example of a low carbon home.

**1** Historic England. https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/




F.111

**Figure 111:** Diagram showing low-carbon homes in both existing homes and new builds.

## Existing homes

1 **Insulation** in lofts and walls (cavity and solid)

2 **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)

3 **Low- carbon heating** with heat pumps or connections to district heat network

4 **Draught proofing** of floors, windows and doors

5 **Highly energy-efficient appliances** (e.g. A++ and A+++ rating)

6 **Highly waste-efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats

7 **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating

8 **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

## Additional features for new build homes

A **High levels of airtightness**

B **Triple glazed windows and external shading** especially on south and west faces

C **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest

D **More fresh air** with mechanical ventilation and heat recovery, and passive cooling

E **Water management and cooling** more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls

F **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden

G **Construction and site planning** timber frames, sustainable transport options (such as cycling)

H **Solar panel**

I **Electric car charging point**




**Figure 112:** Example of residential dwellings fitted with solar panels in Stoneleigh
**Figure 113:** Example of mixed-use buildings fitted with solar panels in Stoneleigh
**Figure 114:** Many properties in Stoneleigh are fitted with skylights to maximise natural light to maximise energy efficiency.

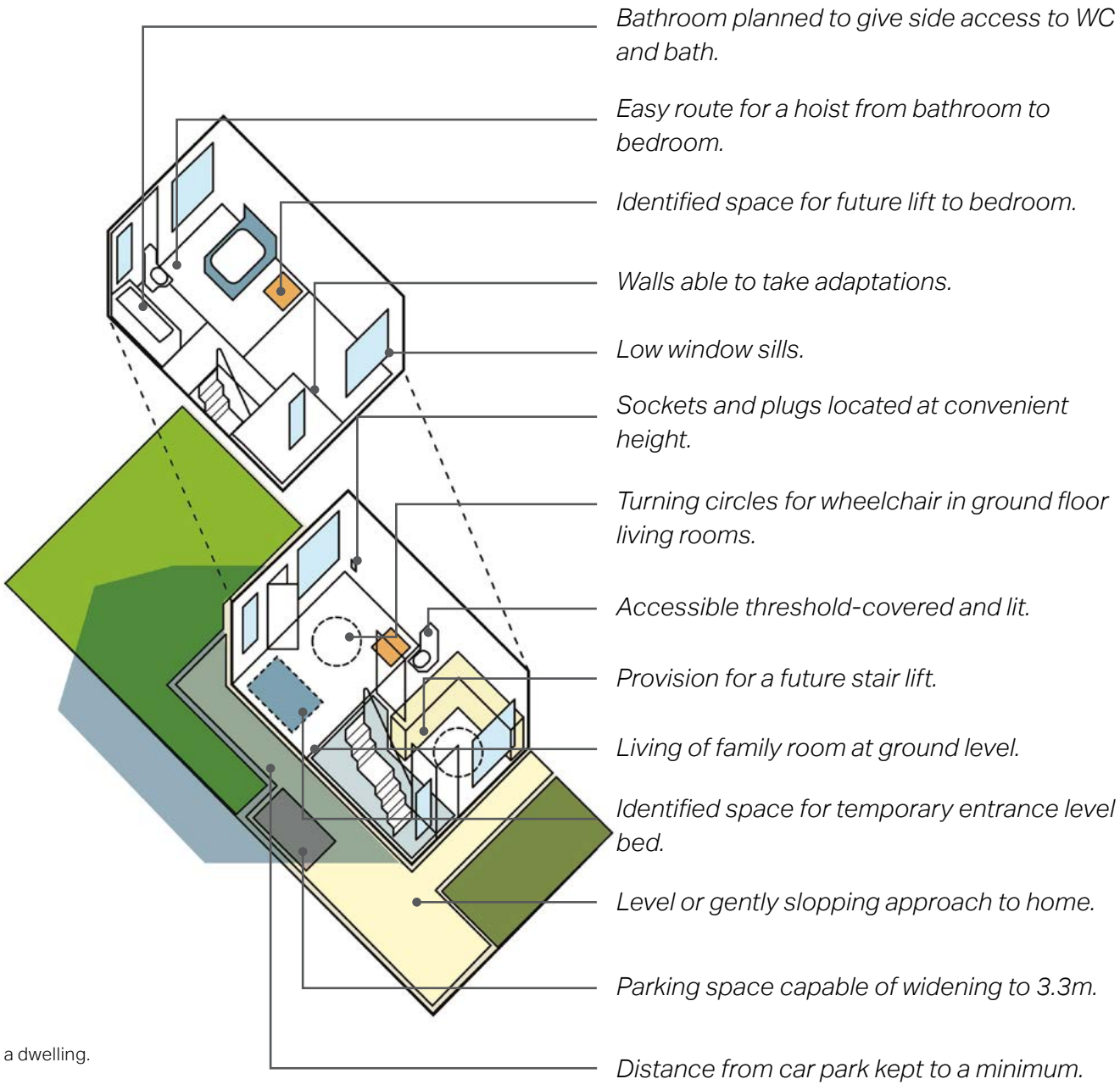
GS

## 07. Adaptability

Houses should be designed to meet the differing and changing needs of households and people's physical abilities over their entire lifetime. This is an important aspect of making homes sustainable and durable.

One way to achieve this is to incorporate all the standards- M4(1), M4(2) and M4(3)- of the approved document M4 of the Building Regulations in the design of new homes and to assess whether they can be retrofitted in existing properties.

The diagram to the right illustrates the principles of inclusivity, accessibility, adaptability and sustainability in a dwelling.



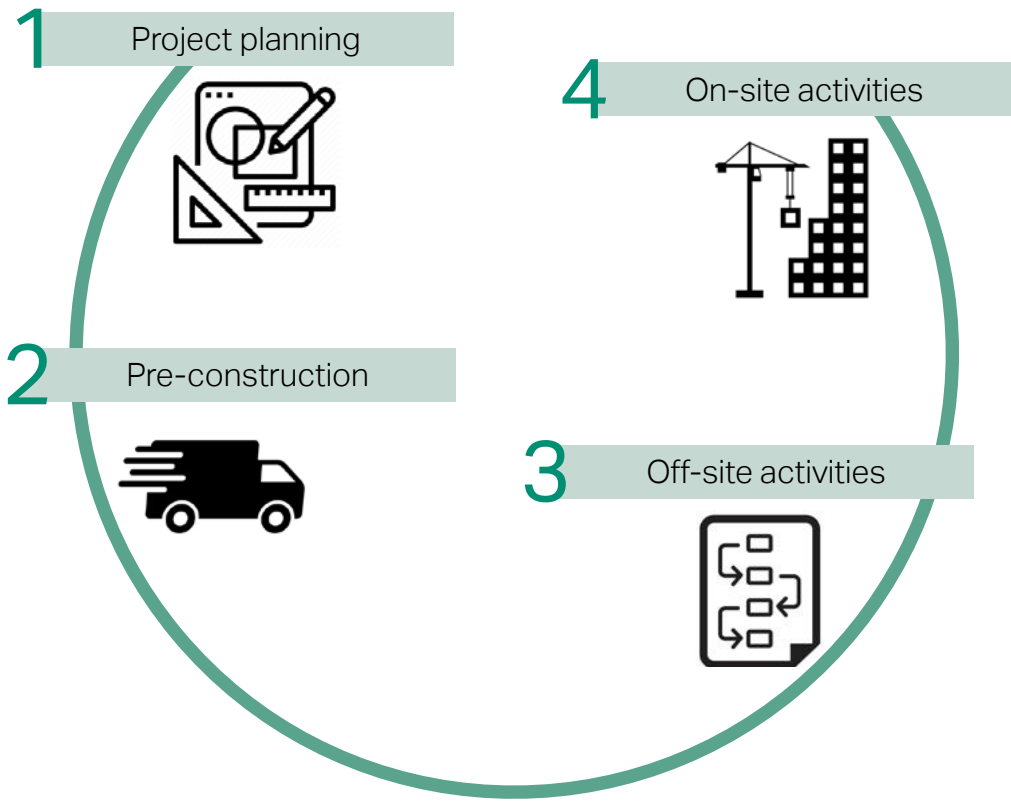

F.115 **Figure 115:** Diagram illustrating adaptability traits within a dwelling.

## GS 08. Minimising construction waste

As part of the environmental management system it is important that the waste generated during construction is minimised, reused within the site or recycled.

Developers should plan to re-use materials by detailing their intentions for waste minimisation and re-use in Site Waste Management Plans. The actions that this plan will include are:

- Before work commences, the waste volumes to be generated and the recycling and disposal of the materials will be described;
- On completion of the construction works, volumes of recycled content purchased, recycled and landfilled materials must be collated;
- Identify materials used in high volumes; and,
- The workforce should be properly trained and competent to make sure storage and installation practices of the materials is done under high standards.




F.116

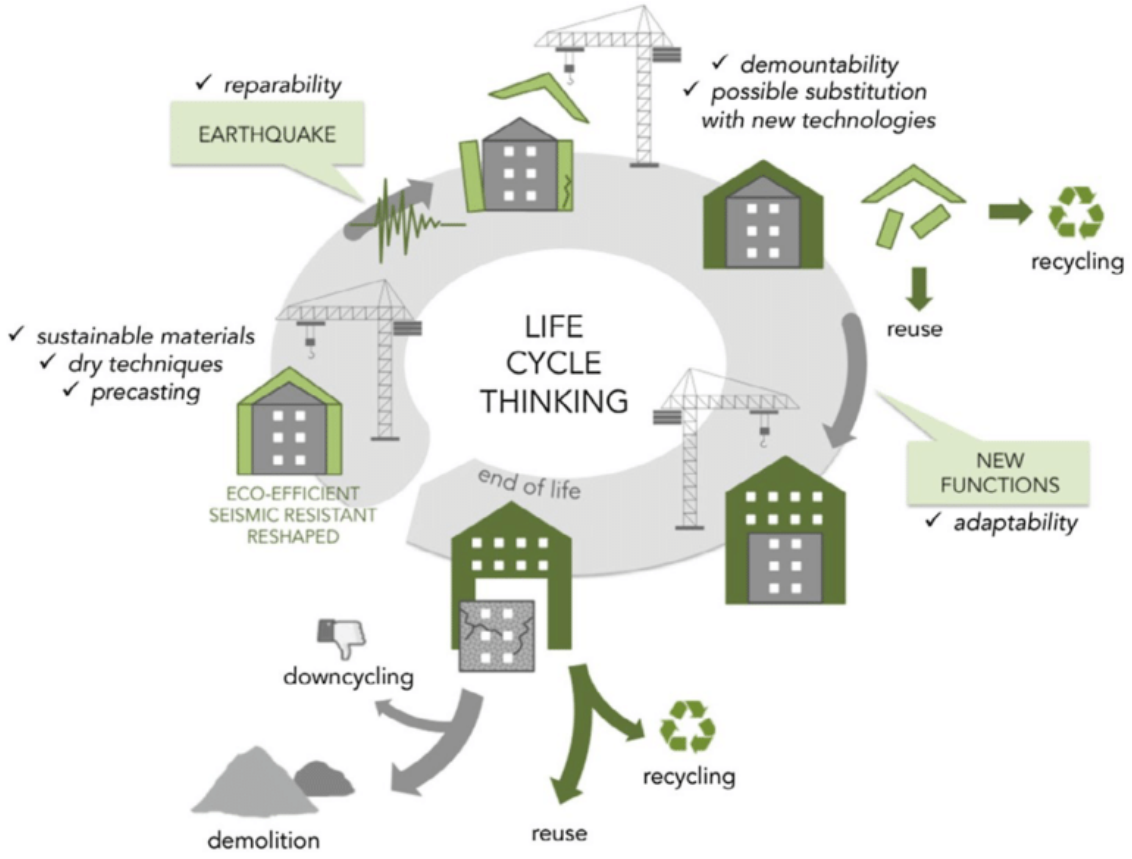
**Figure 116:** Diagram to illustrate the 4 main stages where waste management practices can be implemented.

GS

## 09. Recycling materials and waste

To meet the government's target of being carbon neutral by 2050, it is important to recycle and reuse materials and buildings. Some actions for new development are:

- Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction;
- Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials; and
- Development should also maximise the re-use of existing buildings (which often supports social, environmental and economic objectives as well.




F.117

**Figure 117:** Diagram to illustrate the life cycle thinking for recycling materials and buildings. (Source: https://www.researchgate.net/publication/319464500_Combining_seismic_retrofit_with_energy_refurbishment_for_the_sustainable_renovation_of_RC_buildings_a_proof_of_concept)

## 4.4 Checklist

As the design guidelines and codes in this document cannot cover all design eventualities, this section provides a number of questions based on established good practice against which the design proposal should be evaluated.

The checklist can be used to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

# 1

## General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

# 2

## Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

# 3 (continues)

## Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?

# 3

## Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

# 4

## Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

# 5 (continues)

## Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5

## Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

## Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

## Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

# 8

## Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

# 9

## Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

# 9

## Building materials & surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

# 10

## Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place and street scene?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Are electric vehicle charging points proposed?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?


# Character Area Design Code

# 05

# 5. Character Area Design Code

This chapter sets out the proposed character of the two Character Areas and provides specific guidance building on the character analysis undertaken in **Chapter 3 Character Area Study**. It seeks to build upon and apply the general design guidelines set out in **Chapter 4 Design Guidance** (guideline reference indicated in the rectangular box as **XX 00** in this chapter).

The codes addressed for each Character Area seeks to highlight the key features with the area with opportunities for enhancement. It should be read in conjunction with the general design guidelines set out in other parts of this report.


**Figure 118:** Stoneleigh Broadway


**Figure 119:** Residential Area in Stoneleigh

## CA1 - Stoneleigh Broadway & Neighbourhood Centre

## CA2 - Stoneleigh Residential

# 1 – Stoneleigh Broadway & Neighbourhood Centre

The codes in the following pages address the Stoneleigh Broadway & Neighbourhood Centre Character Area.


**Figure 120:** Map showing the Stoneleigh Broadway & Neighbourhood Centre Character Area

## PROPOSED CHARACTER

- Act as two key vibrant and inclusive local centres for all, including those who live, work, visit and enjoy Stoneleigh
- Stoneleigh Broadway and Kingston Parade should be complementary to each other in function, with a defined and understandable local centre hierarchy
- Provide a range of local amenities and community facilities within walking distance of the majority of homes in Stoneleigh
- Opportunities to improve the existing streetscape by prioritising pedestrians and encouraging movements across two sides of the ground-floor active frontages (such as through the use of shared surfaces)
- Provide a high-quality public realm that is flexible and can be used for multiple activities at different times, including spaces for street festivals and places to play, relax and socialise
- Connect Stoneleigh to the wider region with a sustainable travel network by improving the walking environment and introducing cycle and electric charging infrastructure
- Protect historic assets such as the Station Pub and enhance their role as key landmarks in the area to better reveal the identity of Stoneleigh and Auriol and aid orientation
- Provide adequate car parking for both residents and visitors without it dominating the streetscape

- Introduce new planting, such as flower beds, and street trees where possible to promote biodiversity
- Improve legibility by introducing distinctive signage
- New development should be of exceptional quality and reinforce the local vernacular at a scale appropriate to the suburban character of Stoneleigh. It could offer a more contemporary identity but should respect and reference the historic built features of the area.

F.121


F.122


F.123

**Figure 121:** Pedestrian-prioritised centre which facilitate vibrant activities and movements across ground floor shops at Warwick Street, Worthing

**Figure 122:** Visualisation of Tiverton Town Centre Regeneration showing how key heritage assets could be revealed as a landmark (Source: Mid Devon District Council)

**Figure 123:** Public Realm outside of Kings Cross Station as part of a comprehensive redevelopment. The flexible area is used for a range of activities day to night, including market street stalls, festivals and playspaces. (Source: Network Rail)

## STONELEIGH BROADWAY & NEIGHBOURHOOD CENTRE CODES

**AM01** Opportunities to introduce pedestrian-priority streets to encourage movements across active frontages

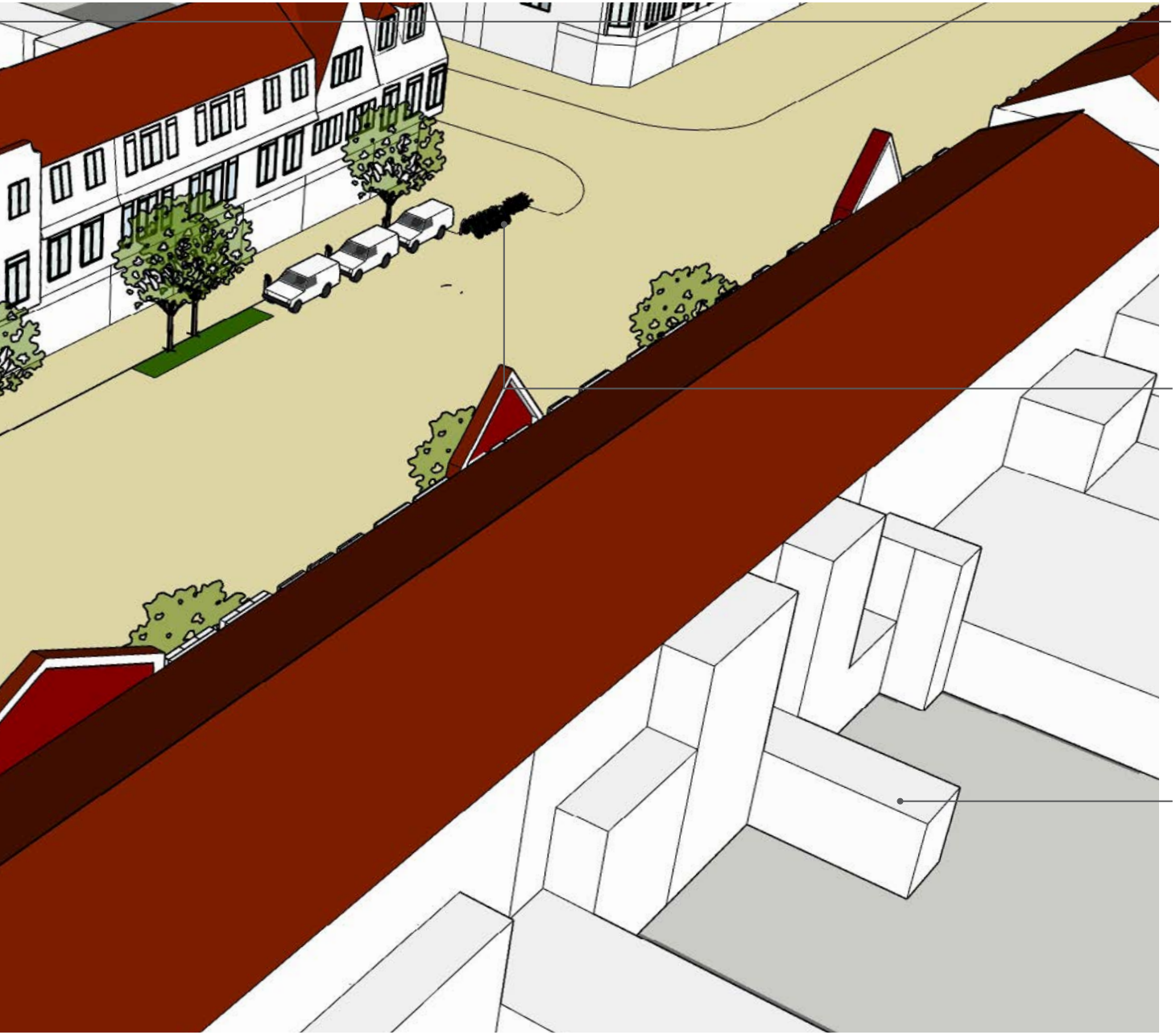
**AM03** Opportunities to introduce distinctive signage

**LB04** Corner buildings should positively address both streets with high quality facades

**LB07** New development should respect and reference the architectural features of the area

**GS01** Introduce new planting, such as flower beds, and street trees

**Figure 124:** High-level illustrative drawing of the Stoneleigh Broadway and Neighbourhood Centre Character Area



**PR01** Provides continuous active frontages on both sides with attractive public realm to be used for a range of activities including al fresco dining and festivals

**PR01** Use consistent and characterful street furniture and pavement materials to reinforce the identity of the Character Area

**AM02** Introduce new cycle and electric vehicle infrastructure to promote sustainable travel

**PR02** New shopfronts should be carefully designed in relation to the proportions of the building and add quality to the streetscape. It should not undermine the uniformity of a group composition.

**LB09** Backland development behind main frontages should be carefully designed in relation to movement, residential amenity and townscape character

# 2 Stoneleigh Residential

The codes in the following pages address the Stoneleigh Residential Character Area.


**Figure 125:** Map showing the Stoneleigh Residential Character Area

## PROPOSED CHARACTER

- Retain the long straight and sweeping streets with the lozenge-shaped roundabouts which marks the suburban residential character of this area
- The residential area of Stoneleigh presents opportunities for linking key green infrastructure in the Borough, through the introduction of wildlife corridors along the continuous verges of existing pavements and long gardens. Running parallel to the Hogsmill River Corridor (also a Local Nature Reserve), this helps extend the ecological network in the Borough as 'green fingers'.
- Retain and introduce new planting, including flower beds and street trees, to promote biodiversity and mitigate air and noise pollution from the A24 and A240
- Integrate sustainable drainage systems to mitigate against flood risk
- Provide a variety of overlooked public open spaces across the Neighbourhood Area for different users
- Improve accessibility and legibility of open spaces. Entrances to some of the open space in Stoneleigh and Auriol are hidden in view at present and could be less inviting.
- New development should respond to the existing local vernacular characterised by the Stoneleigh Chalet typology and the use of brick detailing to corners and doorways. The materials and finishes of the buildings should be to a high standard.






**Figure 126:** Example of a contemporary wild flower bed used along a verge

**Figure 127:** Example of a planted verge used as part of a rain garden scheme to mitigate occasional temporary flooding

**Figure 128:** Homes in the Stoneleigh Residential Character Area in the 'Stoneleigh Chalet' style

**Figure 129:** Homes in the Stoneleigh Residential Character Area at Bluegates

**Figure 130:** The use of low brick walls as boundary treatment in the Stoneleigh Residential Character Area. This helps define private space while maintaining passive surveillance for the streets.

# STONELEIGH RESIDENTIAL DESIGN CODES

**LB01** New dwellings should face key movement corridors and public open spaces to improve natural surveillance

**LB01** Retain long straight or sweeping streets which provides extensive views out both north and south from the top of the ridge

**LB03** Buildings should be setback by between 5-8m from the edge of the plot and aligned to respond to the residential character of the area.

**LB03** Use low brick walls or well-maintained hedges to reinforce a sense of continuity of the building line. This would help define private space while maintaining passive surveillance for the streets.

**LB07** New development should make use of local materials and detailing to enhance Stoneleigh and Auriol's character and sense of place

**GS03** Retain and/or introduce street trees and vegetation to soften the built form, improve walkability and mitigate air and noise pollution


**Figure 131:** High-level illustrative drawing of the Stoneleigh Residential Character Area

**GS01** Retain long stretches of aligned front and back gardens to facilitate wildlife movement

**LB06** Buildings should be generally of 2 to 3 storeys high and should not exceed 12m (defined as the distance between ground level and the building's eaves). New developments should relate well with the surrounding building heights and roofscapes and responds positively to the rolling topography in parts of the Neighbourhood Area.

**LB10** Extensions should respect the original form of the main building

**GS01** Retain green verges on pavements which acts as a wildlife corridor

**LB04** Corner buildings should address at least two principle façades; if there is any other publicly visible facade, this will also be treated as a principle façade in terms of quality and appearance.

**AM02** On-plot parking and garages should be within curtilage. The parking space can be to the side or in front of the building, however where parking spaces are in front, it should be accompanied by landscaping.

# Delivery

# 06

# 6. Delivery

## 6.1 How to use this guide

The Design Guidelines will be a valuable tool in securing context-driven, high quality development in Stoneleigh and Auriol. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

| Actors | How they will use the design guidelines |
|---|---|
| **Applicants, developers, & landowners** | As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought. |
| **Local Planning Authority** | As a reference point, embedded in policy, against which to assess planning applications.<br><br>The Design Guidelines should be discussed with applicants during any pre-application discussions. |
| **Stoneleigh and Auriol Neighbourhood Forum** | As a guide when commenting on planning applications, ensuring that the Design Guidelines 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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