

CAMBRIDGE ROAD ESTATE – PLANNING APPLICATION 20/02942/FUL
DESIGN AND ACCESS STATEMENT VOL 1 THE MASTERPLAN – NOVEMBER 2020
**** TO BE READ IN CONJUNCTION WITH DESIGN AND ACCESS STATEMENT**
ADDENDUM DATED MAY 2021 AND THE ADDENDUM DATED OCTOBER 2021 **

November 2020

Design and Access Statement
Volume 1:
The Masterplan



The Applicant

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The project site

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Application forms

Covering letter

Application Form and Notices

CIL Additional Information Form

Design proposals

Planning Statement

Design and Access Statement

- Vol.1 - The Masterplan
- Vol.2 - The Detailed Component

The Masterplan

- Parameter Plans
- Illustrative Plans
- Design Guidelines

Phase 1 Architecture and Landscape

- GA Plans, Sections and Elevations

Supporting information

Statement of Community Involvement

Rehousing Strategy

Financial Viability Appraisal

Draft Estate Management Strategy

Transport Assessment
Phase 1 Travel Plan
Car Parking Management Plan
Servicing and Delivery Management Plan

Construction Logistics Plan
Construction Method Statement and Construction
Management Plan
Sustainable Design and Construction Statement
(Including Circular Economy Statement)

Environmental Statement

- Non Technical Summary
- Vol.1 – Technical Reports
- Vol.2 – Technical Appendices
- Vol.3 - Townscape and Visual Impact
Assessment

Energy Statement (Including Overheating
Assessment and Whole Life Cycle Assessment)

Daylight and Sunlight
Internal Assessment of the Detailed Component
External Assessment of the Illustrative Masterplan

Extraction and Ventilation Strategy
Noise Impact Assessment

Arboricultural Report and Tree Conditions Survey
Arboricultural Impact Assessment & Method
Statement
Preliminary Ecological and Bat Survey Report
Biodiversity Net Gain Assessment

Archaeology and Heritage Assessment
Ground Conditions Assessment

Utilities Report

Flood Risk Assessment
Phase 1 Drainage Statement

Fire Strategy Report

Accessibility Audit
Health Impact Assessment
Equalities Impact Assessment

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Townscape Impact Assessment

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Preface

Overview

Regeneration history:

In August 2016 the London Borough of Kingston Upon Thames commissioned a study to test 14 potential redevelopment options for the Cambridge Road Estate. These ranged from a mixed strategy retaining current homes and building new ones through to fully redevelopment of the whole Estate.

Three options were short-listed and residents were consulted at a range of drop ins and via a survey of all residents. The preferred option was for comprehensive regeneration and replacement of all homes.

Further consultation with residents in Spring 2017 on the Strategic Development Brief shaped the vision and objectives for the regeneration of the Cambridge Road Estate, which included:

- Putting the community at the heart of the regeneration;
- Provision of a new model of family living;
- Delivery of a public realm led, high quality living environment;
- Promotion of sustainable forms of travel and healthy living; and
- Transformation of the neighbourhood with high quality architecture and urban design.

A competitive tender process was undertaken in 2017/2018 and in October 2018, Countryside were selected as the preferred bidder. Since then, the Council and Countryside have undertaken comprehensive engagement and consultation with resident's and the wider community. This culminated in the publication of the "Landlord Offer" in February 2020 and the subsequent ballot vote in March 2020 as to whether residents on the Estate wanted the regeneration to proceed or not. From the 820 eligible voters, a turnout of 86% was achieved, with 73% voting in favour.

Since the positive ballot result, the Applicant has continued to consult with residents, the wider community, Councillors, the Local Planning Authority and statutory and non-statutory consultees to inform this Hybrid Outline Planning Application.

This application

This Hybrid Planning Application with some matters reserved is being submitted by Cambridge Road (RBK) LLP- "**The Applicant**") for the redevelopment of the **Cambridge Road Estate; Plots A:Q ("The Proposed Development")**.

Approach

Holistic placemaking:

The Applicant and design team are firm believers in the transformative power of design in the built environment.

The Architect, Patel Taylor, works almost exclusively in London and has been the lead designer behind many of the largest urban regeneration projects in the city, creating successful places with the challenges of dense urban living.

"Placemaking defines our work. Our integrated approach to architecture, landscape and urban design proposes a framework that helps repair and reinforce a sense of place.

From the careful analysis of site, brief and cost, we create bespoke architectural responses that add value for the client and heightened delight for the communities that we serve.

In essence, we believe that architecture should be clear and logical; spaces should be suited to their purpose, enhanced by material and craft, light and shade."

Objectives

The Proposed Development sets out to:

- Create a successful place in which people will want to live, work and visit;
- Create an inclusive place designed to be enjoyable in use for everyone;
- Significantly improve the quality of housing and environment for current residents;
- Address the specific housing needs of current residents and an appropriate variety of new homes;
- Deliver additional affordable and market homes to help address local and strategic housing needs;
- Deliver a step change in the quality and accessibility of the public realm (public spaces, parks and play spaces) available to residents and the wider community to access and enjoy;
- Reconnect The Site with the wider community;
- Provide a new community centre alongside new commercial/retail facilities and workspace;
- Create short term and long term employment opportunities;
- Promote sustainable forms of transport alongside appropriate car parking provision;
- Connect to and help to mobilise the Kingston District Heating Network; and
- Transform the neighbourhood into a high quality place that everyone is proud of.

Description of Development

The description of the Proposed Development is:








Hybrid Planning Application for a mixed use development, including demolition of existing buildings and erection of:

- up to 2,170 residential units (Use Class C3);
- 290sqm of flexible office floorspace (Use Class E);
- 1,395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis); and
- 1,250sqm community floorspace (Use Class F2);
- new publicly accessible open space and associated access, servicing, landscaping and works.

Detailed permission is sought for Phase 1 for erection of:

- 452 residential units (Use Class C3);
- 1,250sqm community floorspace (Use Class F2);
- 290sqm of flexible office floorspace (Use Class E);
- 395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis); and
- new publicly accessible open space and associated access, servicing, parking, landscaping works including tree removal, refuse/recycling and bicycle storage, energy centre and works.

Outline permission (with appearance and landscaping reserved) is sought for the remainder of the development ("the Proposed Development")."

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Executive summary

The regeneration of the Cambridge Road Estate (CRE) is a significant opportunity to deliver on the potential of this large residential site, and to rebuild an urban community around green streets and open spaces, and with key infrastructure improvements.

The Proposed Development, located in Norbiton within the Royal Borough of Kingston-upon-Thames, will be a residential-led development as identified in the 2017 CRE Strategic Development Brief and the framework of the 2012 LDF Core Strategy.

Based in the largest extant Estate in the borough, the Development will replace and increase the current Council housing stock, providing larger, more efficient modern dwellings, as well as much-needed new Shared Equity and Private Market homes, increased community uses, workspace and local shops.

Recognising the role of Estate regeneration at a London level, the proposals balance increased density with transformative greening of the public realm, transforming the Estate into a new place, stitched into its surroundings to deliver wider benefits.

The Applicant proposes an attractive, well connected, sustainable place for people to live, work and socialise helping to regenerate the surrounding area and create a step-change in the perception of Cambridge Road.

The combination of new homes, commercial uses, community uses and public spaces will make this an important connecting place within the local area. The community offer and public realm will support a wide variety of activities, and will develop over time with a Community Board to ensure a specific local sense of place and identity.

The massing and architectural detail of the buildings have been developed in relation to the public realm. Specific building typologies contribute to the experience of the public spaces and each address a specific setting, whether it be lining the new Gardens, defining the different hierarchy of streets, establishing a varied skyline, or marking key space within the masterplan.

Together with varying landscape treatment, the different architectural treatments will create a collection of setting and unique places to live.

The existing site & open space

The 21.9 acre Site sits in the Centre of the Norbiton Ward of the Borough, defined by Cambridge Road, Hawks Road and Bonner Hill Road. The primary existing use is residential, with 832 existing homes, including 675 tenanted Council homes.

The Proposed Development contains the following as a percentage of the site area:

- 74% open space at grade and podium level
- 34% publicly accessible amenity space

Roads and open space

The Proposed Development will deliver a network of streets and gardens including significant improvements to the public realm.

The reconfiguration of vehicle access will create multiple car-free and step-free connections through the site to benefit people and nature.

Development amount

- Up to 2,170 new homes
- Up to 2,935sqm (GEA) of flexible commercial, leisure, community, educational and workspace.

Phasing

- The Development will be phased in five key stages, the first of which (Phase 1) includes Plots B, C and E, the Detail Component of this application.
- The remaining plots and open spaces will then be delivered sequentially in Phases 2:5.



Figure 1: Sketch visualisation of the proposed bioswale rain garden in the east of the site

November 2020



1.0 Masterplan design

1.1 Vision

This document describes proposals for the regeneration of the Cambridge Road Estate in Norbiton, Royal Borough of Kingston-upon-Thames

Our vision for Cambridge Road is to transform this existing Estate into a new, connected neighbourhood which delivers a fantastic place to live, work and play for the existing residents, welcomes new people, and opens up to the wider neighbourhood.

The proposals will transform the existing Estate to provide homes for a whole range of people, a new community centre, new shops and workspace. It will be home to a strong, diverse and resilient community that is inclusive, innovative and that builds on the foundations of Cambridge Road's existing community.

1.2 The planning application

This report forms part of a Planning application for permission to redevelop the site. Approval for this application must be sought from the Local Planning Authority (LPA); the Royal Borough of Kingston-upon-Thames (RBK), having consulted with a wide range of stakeholders including local residents and the Mayor of London.

This is a **Hybrid Planning Application** with **Detailed** designs provided for the first phase and **Outline** designs provided for the remainder, with a number of technical and design matters reserved or later consideration.

The application consists of a number of technical and design documents which are submitted for formal approval, or in support of the application to allow the LPA to make an informed decision.

Key documents prepared by the Architect include:

- The Design and Access Statement (Volume 1 and Volume 2);
- The Design Guidelines;
- The Parameter Plans
- The Illustrative Masterplan
- The Detailed Component Application Drawings.

A full schedule of Architectural documentation is included in the Appendix of this report. The **Planning Statement** lists the full suite of documents submitted as part of this application.

1.3 The Design and Access Statement (DAS)

The DAS has been prepared in two volumes to describe the different components of the application:

Volume 1: The Outline Component
(This document)

The Outline Component describes the overall site and masterplan, and the strategies which have been developed to shape the design response across the whole site.

Volume 1 establishes the baseline for the development of Detailed building and landscape proposals, including the Detail Component of this Hybrid Application.

Volume 2: The Detailed Component

The second volume of this DAS describes Detailed design proposals for development Plots B,C and E within the Detailed Component of the Application.

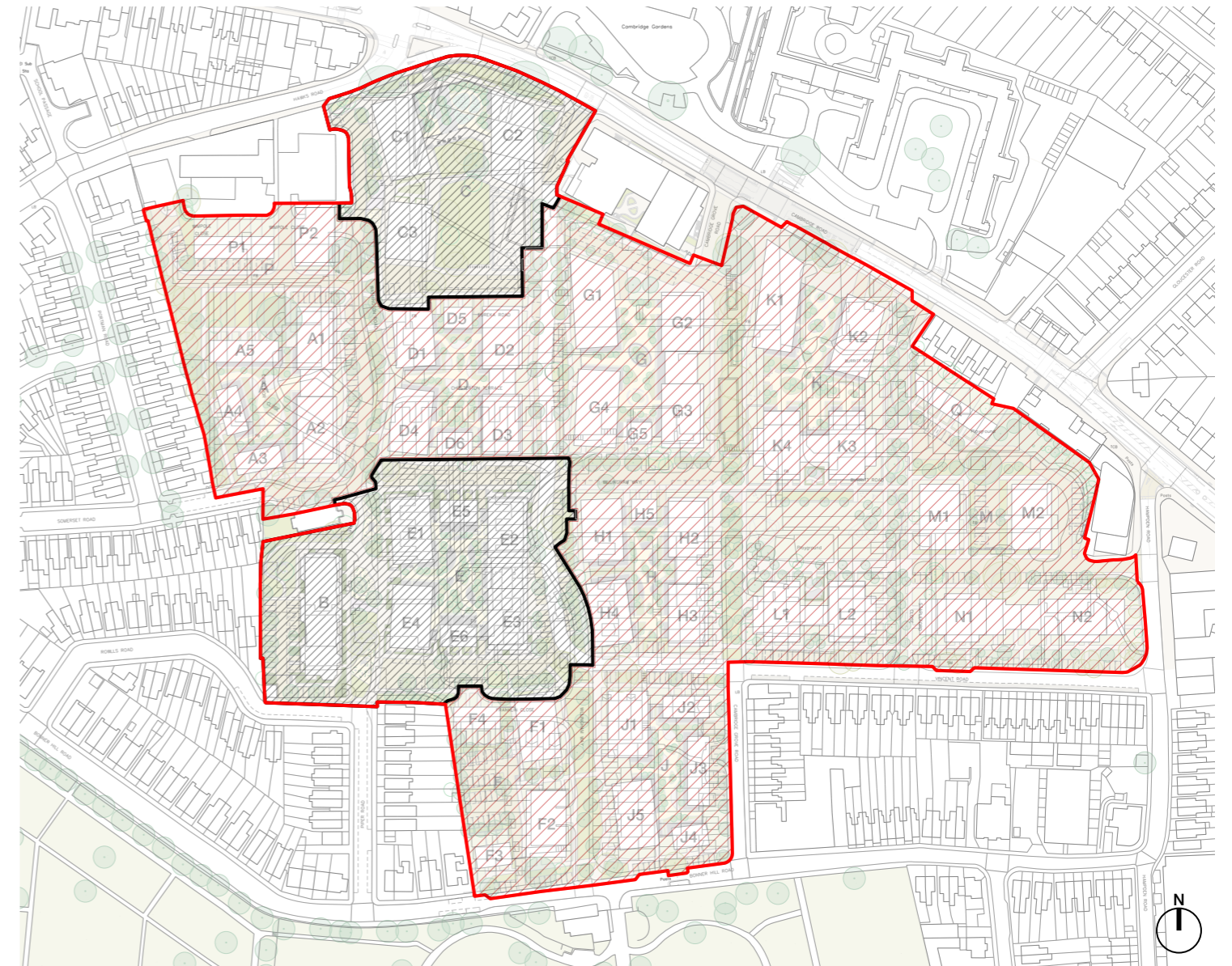
This volume, along with the Application Drawings for Approval, provide sufficient detail about the proposals for Plots B, C and E to allow the LPA to determine an application.

1.4 The Design Guidelines

This masterplan has been prepared with a view to the delivery of up to 2,170 homes over a period of around 15 years. It sets out a strategy for the creation of a new place with a sense of identity and neighbourhood

To ensure that the masterplan can deliver this holistic vision for the site, it is necessary to control the way buildings and landscape areas are designed and steer the amount of development by scale and massing as well as materials and articulation.

The Design Guidelines, which accompany this DAS and the Parameter Plans, provide a set of guidelines to allow the LPA to be confident that the masterplan can be realised as the design intent, and to create a framework for future Designers to work within.



- Cambridge Road Estate (CRE) planning application boundary
- Detailed component of the Hybrid Planning Application containing Plots B, C & E
- Outline component of the Hybrid Planning Application containing Plots A, D, F, G, H, J, K, L, M, N, P & Q

Figure 1: Application boundary showing the masterplan and highlighting Plots B, C and E within the Detailed Component

Introduction and assessment	Structure	Chapter 1	
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	Executive summary		
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	Process	Involvement	Chapter 3
		Evaluation	Chapter 4
	Design	Design	Chapter 5
			Chapter 6
		Proposal	Layout
	Use		
	Amount		
	Landscape		Chapter 8
Access and phasing	Typologies	Chapter 9	
	Access	Chapter 10	
	Phasing & Meanwhile Added Social Value	Chapter 11	
Appraisal	Compliance and benchmarking	Chapter 12	

1.5 Structure of this document

The DAS has been prepared having regard to Government guidance entitled 'Guidance on Information Requirements Validation' (2010), Regulation 9 of the Town and Country (Development Management Procedure) (England) Order 2015, and guidance published by the Commission for Architecture and Built Environment (CABE).

The DAS contains the following information:

Introduction and assessment

- **Structure**; the composition of this document
- **Team**; the client and consultants who have contributed to this application
- **Executive summary**; a brief summary of this document with the key facts
- **Assessment**; an examination of the existing site

Design

Process

The physical characteristics of the scheme have been informed by a rigorous process which includes the following steps:

- **Assessment**: description and analysis of the physical, social, economic and planning context.
- **Involvement**: description of the community involvement and consultation process and how this has helped shaping the scheme.
- **Evaluation**: evaluation of the information collected to identify constraints and opportunities, develop a brief for the proposals
- **Design**: evaluation of design options and description of the rationale behind the scheme.

Proposal

- **Layout**: description of the layout of the proposals and how it will work and fit with its surroundings.
- **Use**: what land uses are included in the scheme, why are they appropriate, and how well they work together.
- **Amount**: amount of development for each of the land uses described.
- **Landscape**: description of all treatments of outdoor spaces including soft and hard materials as well as planting.
- **Typologies**: description of what the buildings and the place will look like.

Access and phasing

Site access

The DAS includes two aspects of access:

- **Vehicular and transport links**: description of access routes and points, why they have been chosen and how the site responds to road layout and public transport provision.
- **Inclusive access**: description of how everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

Phasing & Meanwhile

As a large masterplan development, the scheme will be built and occupied over an extended time:

- **Phasing**: description of the illustrative demolition and construction sequence time-line
- **Meanwhile**: other uses of buildings and landscape which might happen alongside the main development to help foster the place.
- **Added Social Value**: The strategy for phasing also considers community outreach in the long and short term.

Appraisal

Compliance and benchmarking

As an Estate Regeneration project on a significant site in London, the proposals for Cambridge Road are an important project for the Mayor and the GLA.

The final chapter of the DAS appraises the proposals against key metrics of **Good Growth by Design** and the **Building for a Healthy Life** assessment.

1.0 Introduction

1.6 Glossary of Terms

Building

A volume comprising one or more Blocks, contained within a Development Plot.

Building Block

A single building volume defined by the ground, external walls, and the roof. Blocks can be stand-alone or joined with other Blocks.

Building Line

The outer face of a building's external façade thermal and waterproofing envelope, not including projecting elements.

Common Façade Line

A line on plan describing the alignment of Building lines along a street or terrace of buildings.

Development Plot

A Parameter Envelope which sits within and is defined by the horizontal and vertical Parameter Boundaries of the Development Zone and contains a single Building Plot.

Development Zones

A Parameter Envelope, defined by the horizontal and vertical Parameter Boundaries and which contains one or more Development Plots.

The Guidance

The collective term for the Design Guidance contained within and which comprises this report.

Should

Used in Advisory Guidelines; strongly recommended guidance to deliver the masterplan design intent.

Must

Used in Mandatory Guidelines; obligatory guidance that must be cited in a statement of conformity.

Parameter Boundary

A 2D plane described in level Above Ordnance Datum (AOD), setting out by Northing and Easting coordinated, and scale by dimensions, which limits the extent of development.

Parameter Envelope

A 3D object defined by multiple Parameter Boundaries, which limits the extent of development.

Projecting Elements

Façade and roof components such as balconies, sills, copings, roof eaves, canopies, guardrails and flues which are typically outside of the Building Line and Roof Line but must be within the Parameter Envelope.

Reserved Matters Application (RMA)

A future application to be submitted for areas within the Outline component of the Planning Application which are not included within the Detailed Component of the Application.

The Roof Line

The uppermost face of a building's external roof thermal and waterproofing envelope, not including projecting elements.

Typology

The classification of buildings into groups or types subject to their defining characteristics. Building typologies within the illustrative scheme include Linear typologies, Podium typologies and House typologies,

Linear typology

The typology is predominantly orthogonal in form and characterised (at typical levels) by a central corridor with apartments wrapping the building perimeter. Linear buildings are oriented N:S along their long axis.

Podium typology

Podium typologies are characterised by a collection of buildings organised around a central, raised communal garden which is accessible to the adjacent buildings only. Car parking, ancillary residential functions and non-residential uses are situated under the communal garden.

Courtyard typology

The Courtyard is a sub-typology of the Podium typology. Combining four broadly parallel North:South Linear buildings across a raised landscaped podium, the Courtyard Typology addresses both the public realm and a more private shared Courtyard garden. The typology defines the heart of The Site around the NESW central crossroads.

Mansion typology

The Mansion typology is defined as having a cluster of apartments organised around a central core and a common, shared entrance. Apartments within this typology benefit from dual aspect, typically corner positions to maximise the benefit of view, aspect and daylight.

The mansion typology is typically composed of paired blocks running east:west, the typology is heavily articulated in plan and in height.

House typologies

House typologies comprise either of Townhouses or Terraced houses and comprise of 2 or more individual dwellings in a run. Access is provided at ground level from the public realm and not through shared communal circulation.

Townhouse typology

Typically pairs of 4-storey Townhouses sit on the north and/or south sides of the Courtyard blocks. Each house is an individual dwelling across the height of the mass.

Terrace typology

Longer Linear terraces of townhouses are arranged at the margins of The Site where scale steps down to meet the existing residential streets. Terraces can be free-standing, with grade-level back gardens, or engaged onto a shared podium garden.

Washington:Piper

Is used herein to describe the westerly North:South route which runs along Piper Way and Washington Avenue and link the existing Piper Road with Hawks Road.

Madingley:Willingham

Is used herein to describe the principal North:South route which runs along Madingley Avenue and Willingham Way.

Zone of articulation

An area within the Parameter Envelope which can be filled by the Building Block or contain permanent building fixtures and projecting elements.

Where an inset balcony extends for the full length of a façade, it can be considered a projecting element.

1.0 Introduction

1.7 Place names

The proposals for the Cambridge Road Estate include the reconfiguration of vehicle and pedestrian access, and the creation of new routes and open spaces

Throughout both volumes of the Design and Access Statement (“**DAS**”) and Design Guidelines, we refer to these new routes and spaces by names for ease of understanding and avoidance of confusion.

For example, **Madingley Avenue**

Description:

The primary north:south vehicle accessible route running to the east of Plots C, D and E, and to the west of Plots G and H.

Existing condition:

In the north, St Peter’s Road is a dead-end road joined from Cambridge Road, providing access to parking by Grantchester and the Madingley tower, and to the Europcar car rental garage below the Vibe student housing building. There is no planting on St Peter’s Road.

In the south, Willingham Way is a no-through road connecting to a number of culs-de-sac serving existing buildings. The road runs north until the centre of the site before turning east towards Burritt Road.

New condition:

The new route runs north:south and sits partly on the site of St Peter’s Road and partly on a section of Willingham Way. It is a through-route, connecting to Vincent Way and is a broad, tree lined Avenue with pavements and planting on either side.

Status of place names

Names have been suggested by the Design Team based on a similar naming convention as the existing roads and buildings, but permission for these names is not being applied for as part of this application.

Naming of routes and spaces will be subject to further detailed consultation and approval by Highways.



Figure 2: Sketch visualisation of Madingley Gardens

1.0 Introduction

1.8 Client and professional team

Client team

The Applicant is Cambridge Road (RBK) LLP and is a Limited Liability Partnership formed by the Royal Borough of Kingston-upon-Thames (RBK) and Countryside Properties (UK) Ltd (“Countryside”).

Countryside has unrivalled experience in delivering complex, large-scale regeneration projects in partnership with both public and private organisations, having undertaken more than 45 to date. Company procedures and specialist resource has evolved over the past 35 years being a specialist in regeneration projects.

The key outcomes of Countryside’s Joint Venture partnership with Kingston were identified at the bid stage:

1. Sustainable homes and communities where people will be happy and safe;
2. Additional housing for the Council;
3. Improved physical character – a great place to live or visit;
4. Greater opportunities for residents to prosper;
5. Both short and long-term positive environmental impact; and
6. Improving the council’s HRA and the local economy.

The consultant team

Working with the Architect Patel Taylor, a team of built environment professional consultants have provided support, expertise and input into the design of the proposals and the production of the planning documentation.

A full list of the consultant team and their roles are listed on the inside covers of each report submitted in support of this application.

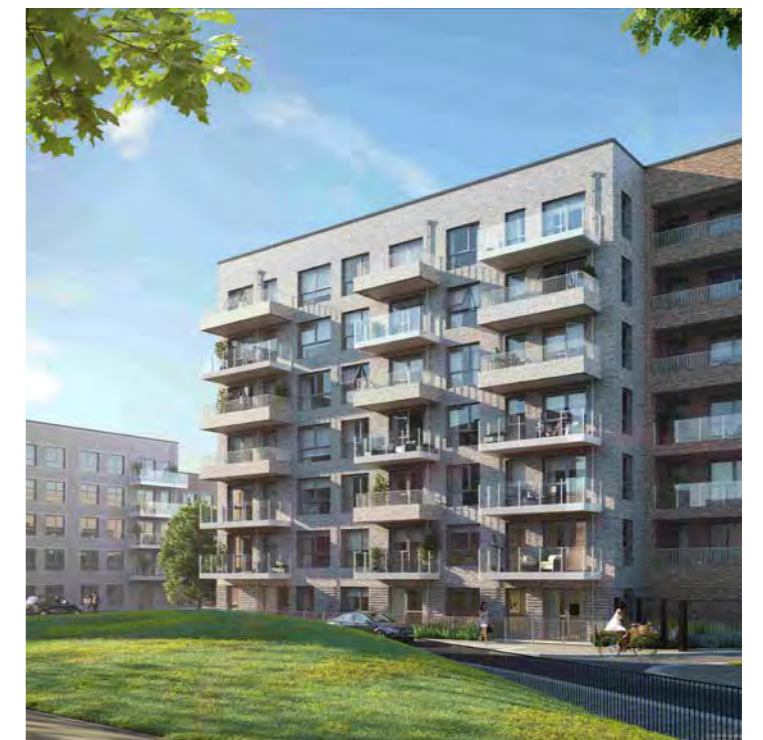


Figure 3: Developer and design team key projects

1.0 Introduction



The Architect

Patel Taylor have demonstrated a strong commitment to delivering the highest quality places. The team at Patel Taylor have the resources and track record to help deliver a project on the scale of Cambridge Road working closely and collaboratively with the residents and the wider community. Patel Taylor understand urban planning, and design places for homes which incorporate the public realm and landscape.

History

Patel Taylor was founded by Pankaj Patel and Andrew Taylor in 1989. Based in Clerkenwell, London, the office is structured to tackle a host of different projects while maintaining consistent quality and the personal involvement of the founders throughout.

Experience

The practice is currently engaged with urban regeneration projects across London which will be responsible for the delivery of almost 10,000 new homes over the next 10 years. Each of these projects, ranging from post-industrial brownfield to Estate regeneration, starts with a genuine investment in the public realm.

Working as landscape architects within their own masterplans, Patel Taylor have also delivered standalone parks such as the award-winning Eastside City Park in Birmingham and Thames Barrier Park in Newham.

Approach

Patel Taylor transforms buildings and places, believing every project deserves a bespoke design response, with an approach born out of a careful analysis of the relationship between the site, client aspirations and cost. This is then translated into the physical form to generate extra cultural, social, educational and economic value as appropriate.

Patel Taylor's ethos is that design should be clear and logical; spaces should be suited to their purpose, and enhanced by material and craft, light and shade. Designs for places and buildings reflect an approach which integrates Architecture, Landscape and Urban Design. This reconciles physical, economic and social issues; it also helps find solutions that bring added value and heightened delight for users

The founding directors Pankaj and Andrew are active on the UK architectural scene, lecturing across the country, examining at architecture schools and serving on juries for both the Civic Trust and RIBA Awards. Both directors are members of CABE's national design review committee and additional London design review panels.



Figure 4: Patel Taylor key projects

1.0 Introduction

1.9 London housing context

This application is brought forward in the context not just of the Borough's needs, but a national housing crisis which is particularly keenly felt.

The current Mayor of London, Sadiq Khan, has expressed a priority to help enable the delivery of large numbers of homes across the city boroughs, including ambitious targets for “*genuinely affordable homes*”¹.

In addition to the current version of the London plan (March 2016), following a period of examination and consultation, in late 2019 the Mayor issued the “Intend to Publish” Draft New London Plan (DNLP).

At around the same time, more specific guidance for Estate Regeneration was published in February 2018, setting out the Mayor's three key objectives²:

- Safe and better quality homes for local people;
- Increased supply of new and affordable homes; and
- Improved quality of the local environment.

Applying Mayoral guidance to Cambridge Road

As an Estate Regeneration project which involves the demolition of existing buildings, the Proposed Development sits on public land, and must “*optimise site capacity*”³ and “*deliver an uplift in affordable housing*”⁴ through a design-led approach.

The Applicant and design team have considered the Development in both the Borough and London context and have made proposals which balance local and wider needs and objectives.

An appraisal of the scheme against key metrics in the Good Growth by Design SPG is included in **Chapter 12** of this report.



Figure 5: Selected reference documents by the Mayor of London / GLA



Figure 6: The Estate in the 1970s

1. Multiple sources including foreword to the DNLP December 2017
2. Better Homes for Local People February 2018
3. DNLP amendments July 2019 Policy D1B
4. DNLP amendments July 2019 Policy H10

November 2020



2.0 Site assessment

2.1 Site location

The Cambridge Road Estate, (**The site**) is located in south-west London within the Royal Borough of Kingston upon Thames (**RBK**).

The site sits along Cambridge Road / Kingston Road (A2043) which links Kingston town centre to the A3.

Norbiton Railway Station is within 600m of the site centre. South Western Railways provide regular commuter train links into London Waterloo, Shepperton and Twickenham.

2.2 Site boundary and dimensions

The Application site boundary is:

- To the north defined by Cambridge Road and Hawks Road;
- To the south defined by Bonner Hill Road, Cambridge Grove Road and Vincent Road. Kingston Cemetery and Crematorium lies directly to the south of the site;
- To the east partly defined by Hampden Road and partly defined by the rear of buildings lining Cambridge Road and Hampden Road;
- To the west partly defined by Washington Road and partly defined by the backs of buildings from Portman Road, Somerset Road and Piper Road.

The site is broadly shaped as an irregular pentagonal, with maximum lengths of 370m (north-south) and 380m (east west). The site area measures 88,557sqm, or 8.86 Hectares (21.9 Acres).

2.3 Site ownership and management

The Application site, Cambridge Road Estate, is predominantly under Council freehold.

There are some apartments held on leasehold, and some buildings held on freehold arrangements by a variety of individuals.



Figure 1: Site location (Google).

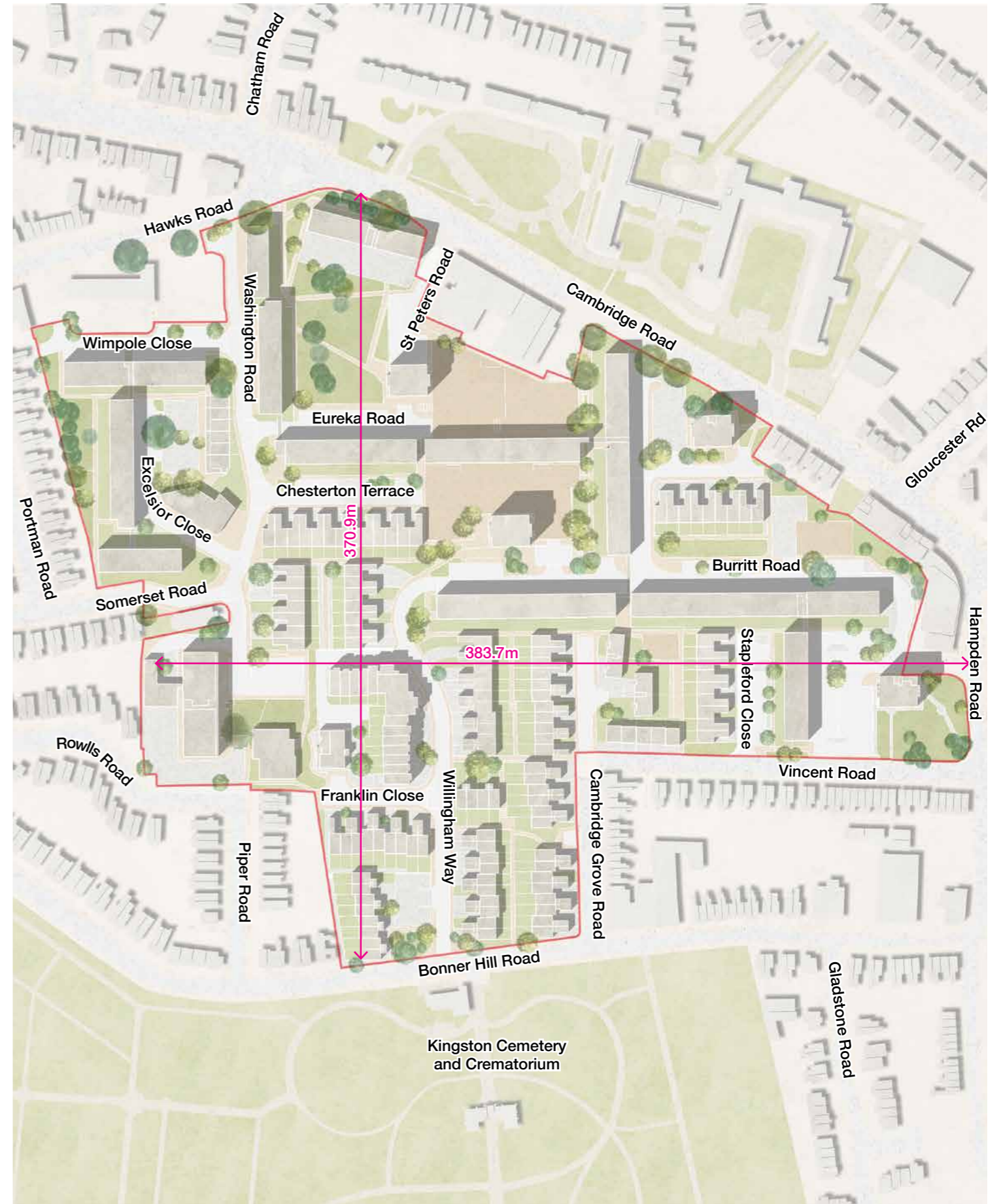


Figure 2: Site boundary in local context.

2.0 Site assessment

2.4 Site history

The Cambridge Road Estate was designed and built during the 1960s and 70s replacing the existing Victorian street patterns and terraced housing.

Pre 1950

Before World War I, the Estate layout was organic, characterised by streets that curved in and around the site responding to the topography, with Cambridge Grove Road as a legible spine north-south through the Estate.

The Parish Room in the west was located on the curve of a winding, but deliberate route.

Post 1970

A few decades later, the urban grain shifted significantly with the development of the Estate. A more rigid street pattern was developed with linear blocks, towers and hard courts. Low rise single-family housing was developed following the Radburn model of pedestrian accessible footpaths to front doors and road access to rear parking areas and private gardens.

Early 21st Century

At the south of the site, Ely Court was demolished in 2008 and redeveloped with low-rise flatted blocks along Willingham Way and Franklin Close.

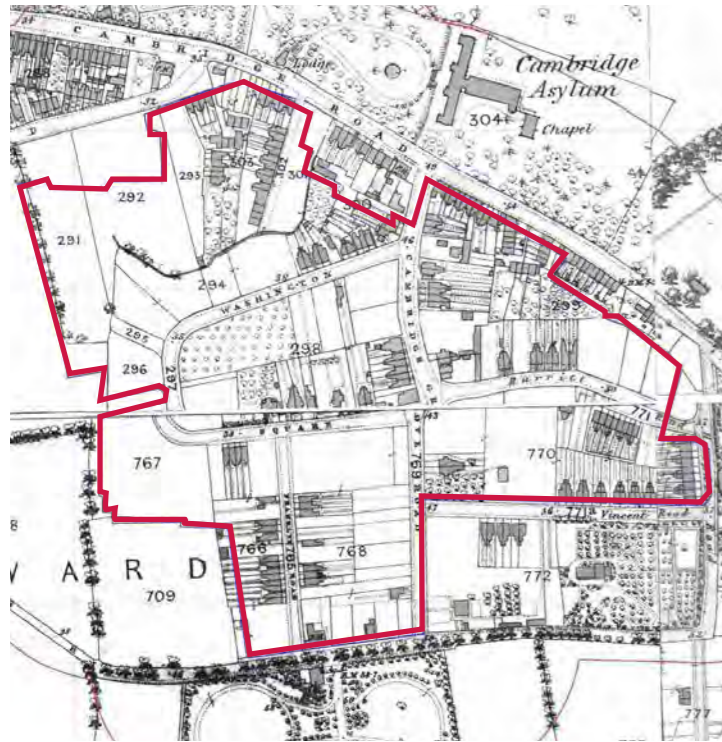


Figure 3: Site plan - 1860's.

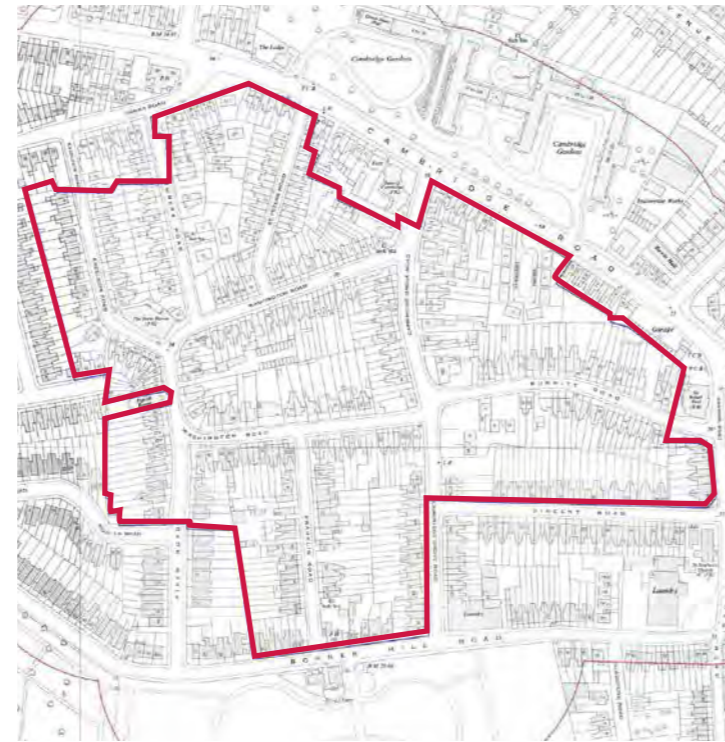


Figure 4: Site plan - 1940's.

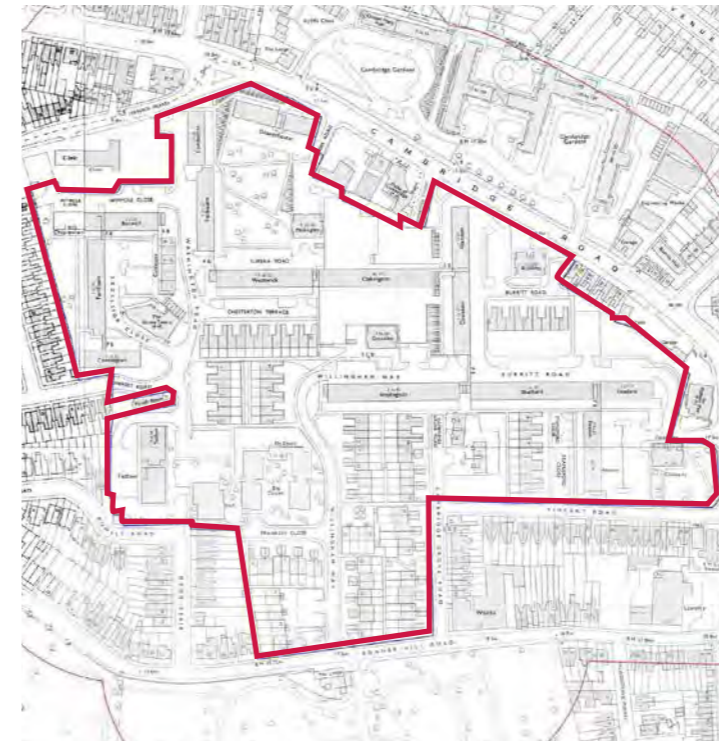


Figure 5: Site plan - 1970's.



Figure 6: St Peters Road - VE day 1940.



Figure 7: Cambridge Road Estate - 1970s.



Figure 8: Ely Court - 2010s.



Figure 10: Cambridge Road Estate - 1970s.



Figure 9: Brinkley - 1970s.



Figure 11: Franklin Court - 2010s.

2.0 Site assessment

2.5 Existing site photography: Built form

The numbered site photographs in this section, and key plan adjacent, illustrate the general existing character of the Estate.

Additional photography of areas more relevant to the Detailed Component are illustrated in the relevant sections of both volumes of the DAS.

Built character

The built form of the Estate can be characterised into the following categories.

Tower building character

Four tower buildings exist in the Estate, with a maximum height of 15 storeys+ground. These are: Madingley, Graveley, Brinkley and Childerley towers.

These buildings are predominantly located in the northern and eastern quadrants of the site.

Access to these buildings is via an independent and enclosed ground floor lobby with lift and staircase.

Linear low-rise buildings

The majority of the housing stock within the Estate is located within low-rise residential buildings. These are generally 4 storeys+ground.

These low-rise buildings are mainly located in the northern, eastern and western quadrants of the site.

The ground floor of these buildings have a mixture of duplex homes with direct access to the street, and private garages with no active frontage.

The upper floors are characterised by open deck access with communal lifts and staircase located at the ends of each block. Several elevated bridges and passageways create links between different blocks.

Townhouses buildings

The southern quadrant of the site contains most of the townhouses. These are predominately 2 storey terraced housing with front garden, driveways, enclosed private garages, and enclosed private back-gardens.

Other buildings

Whilst most building within the Estate are residential in use, there are several standalone non-residential buildings, including:

- Piper Hall. A 1-storey building used for community gatherings; and
- The Bull and Bush Hotel Kingston. A 2-storey Pub and independent hotel.



Figure 12: Existing photography keyplan.



Figure 13: Brinkley tower.



Figure 20: Childerley tower.



Figure 14: Westwick building - typical linear low-rise buildings.



Figure 15: Shelford building - elevated passageway.



Figure 16: Comberton building - ground floor garages.



Figure 17: Cambridge Grove Road - typical townhouses, low-rise building and towers.



Figure 18: Piper Hall.



Figure 19: Townhouses (foreground) and The Bull and Bush (background).

2.0 Site assessment

2.6 Existing site photography: Landscape and play spaces

The adjacent plan highlights the main soft landscaped areas within the Estate. The main public areas are located predominately to the north adjacent to the apartment buildings.

To the south of the Estate, the soft landscaped areas are predominately private front gardens and private back gardens.

Within the Estate there are also several large hard landscaped areas which are used as informal play spaces.

At the edges of the Estate, there are areas of residual greening with ecological benefit but low amenity.

Madingley Gardens

Located to the north of the site, this space is the largest and main open space within the Estate. It is predominately characterised by low maintenance soft landscaping with several mature trees. This space is defined by low-rise building to the north, south and west and by Madingley Tower to the east.

Childerley Green

Located at the western edge of the Estate, this space is defined by Vincent Road, Hampden Road, Burritt Road and Childerley Tower. This space is mostly characterised by low maintenance soft landscaping and includes a space with outdoor gym equipment.

Piper Green

Located at the south-western edge of the Estate, this space contains low maintenance soft landscape and a mature Willow tree.

Fordham Gardens

Located along the western boundary of the Estate, this space is defined by low maintenance soft landscaping, shrubs along the boundary edge and some mature trees. This space also contains children's play equipment. Given its location, this space has poor supervision throughout the day.

Madingley Carpark roof

Located to the north of the site, this space is a hard surfaced area with some informal play equipment and tables.

Play spaces and basketball court

Within the Estate there also exist two small equipped play spaces and one enclosed open air basketball court.



Figure 21: Existing photography keyplan.



Figure 22: Madingley Gardens.



Figure 23: Piper Green.



Figure 27: Childerley Green.



Figure 26: Fordham Gardens.



Figure 24: Madingley Carpark roof.



Figure 25: Townhouses (foreground) and The Bull and Bush (background).

2.0 Site assessment

2.7 Existing site photography: Landscape character and qualities

The landscape of the Estate can be characterised into the following categories:

1. Public hard landscaping;
2. Public soft landscaping;
3. Secondary soft landscaping;
4. Front garden - predominantly soft landscape;
5. Front garden - predominantly hard landscape; and
6. Private back gardens.

Within each category the quality, usability and design varies. The adjacent images categorise each from good to poor.

Existing trees

Arboricultural surveys and appraisals were undertaken during the preparation of the design proposals, and are submitted in support of the application.

While largely sited in hard landscaped areas, or in private back gardens, there are more than 200 existing trees and small dense groups of young trees within the site.

Notable exceptions include mature tree planting within soft landscaping at Madingley Gardens, Childerley Gardens and Fordham Gardens.

A young tree, planted in memorial and significant to residents, is located at the eastern edge of the site adjacent to an open air ball court.

Further analysis of existing trees can be found in **Chapter 8** of this report.

- Public hard landscaping
- Public soft landscaping
- Secondary soft landscaping
- Front garden - predominantly soft landscape with fence
- Front garden - predominantly soft landscape without fence
- Front garden - predominantly hard landscape
- Private back gardens

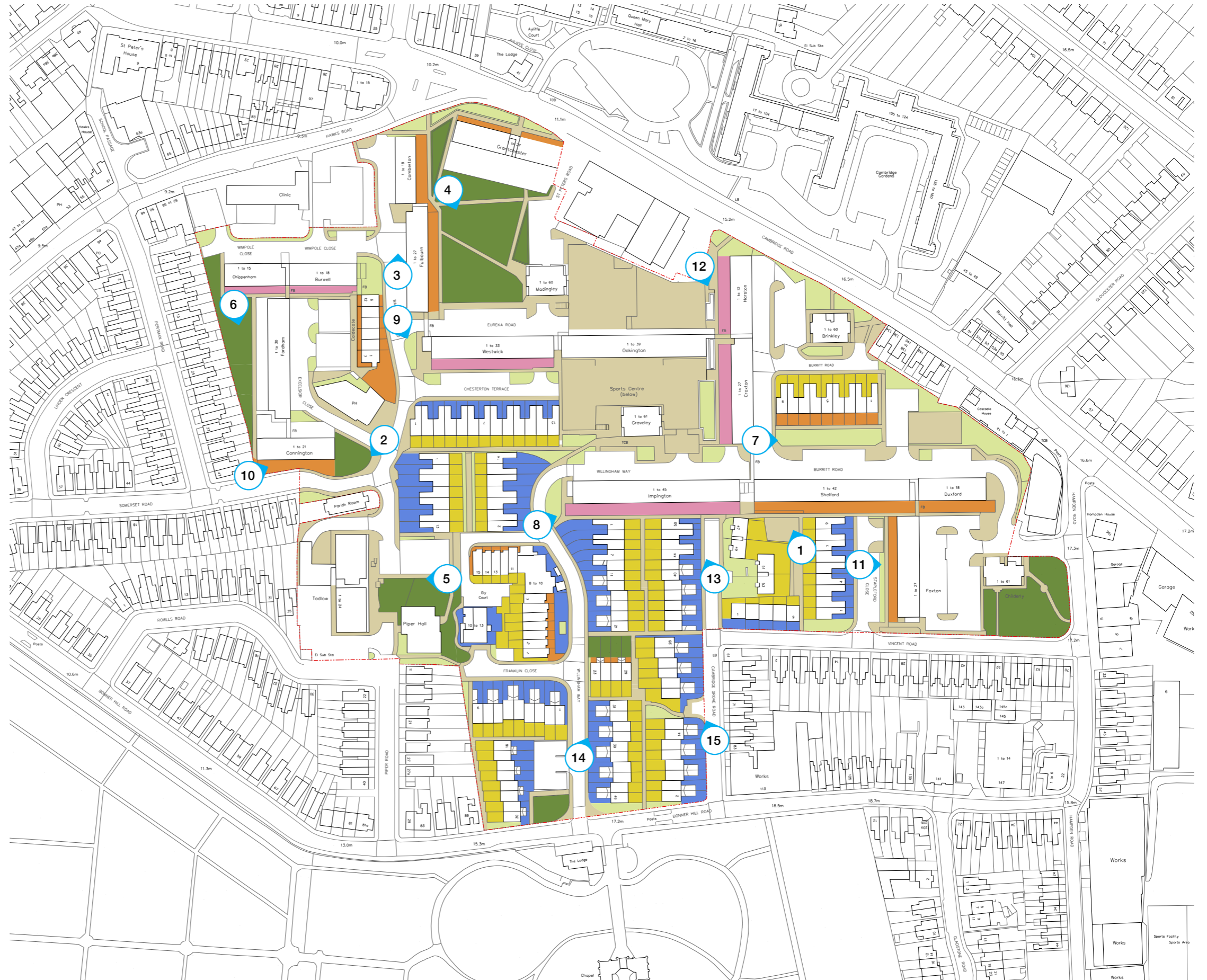


Figure 28: Existing landscape character zones and photography keyplan.

Public hard landscaping

Public soft landscaping

Secondary soft landscaping

Front garden
Predominantly soft landscape

Front garden
Predominantly hard landscape

GOOD



Figure 29: Communal play spaces with good supervision.



Figure 32: Communal green spaces.



Figure 35: Green open spaces at ground floor.



Figure 38: Fenced front gardens with soft landscape.



Figure 41: Fenced front gardens with mix of hard surfaces.



Figure 30: Wide footpaths with front gardens or green spaces.



Figure 33: Communal play spaces. Benches facing onto roads.



Figure 36: Green open spaces at ground. Refuse bins located within space.



Figure 39: Mixed-fenced front gardens with soft landscape.



Figure 42: Fenced front gardens with mix of hard surfaces.

POOR



Figure 31: Footpaths without active frontages.



Figure 34: Communal play spaces. Poorly supervised.



Figure 37: Residual green spaces located between road and gable wall.



Figure 40: Unfenced front gardens with soft landscape.



Figure 43: Fenced front gardens with mix of hard surfaces.

2.0 Site assessment

2.8 Existing site photography: Immediate local context

The adjacent images illustrate the general existing character of the buildings surrounding the Estate.

Northern edge

The northern edge of the Estate is characterised primarily by:

1. The Hawks Road Clinic and car-park along Hawks Road. This is a two storey brick building;
2. The recently built ViBe student housing building forms an edge to the application boundary; and
3. The Cambridge Gardens Estate (CGE). Built in the 70's, CGE is comprised of brick U shaped blocks of 6 storeys.

Eastern edge

The eastern edge of the Estate is characterised primary by:

4. A row of existing terraced buildings fronting onto Cambridge Road, which have windows facing onto the Estate;
5. A recently build residential scheme of 7 storeys;
6. Two storey light industrial buildings along Hampden Road; and
7. Two storey residential housing and front gardens along Vincent Road and Cambridge Grove Road.

Southern edge

The southern edge of the Estate is characterised primarily by:

8. The Kingston Cemetery and Crematorium. The edge of the cemetery along Bonner Hill Road is defined by a high brick wall, dense hedge planting and tree canopy.

Western edge

The western edge of the Estate is characterised primarily by:

9. Victorian two storey housing along Piper Road, Portman Road, Somerset Road, Rowlls Road and back gardens.

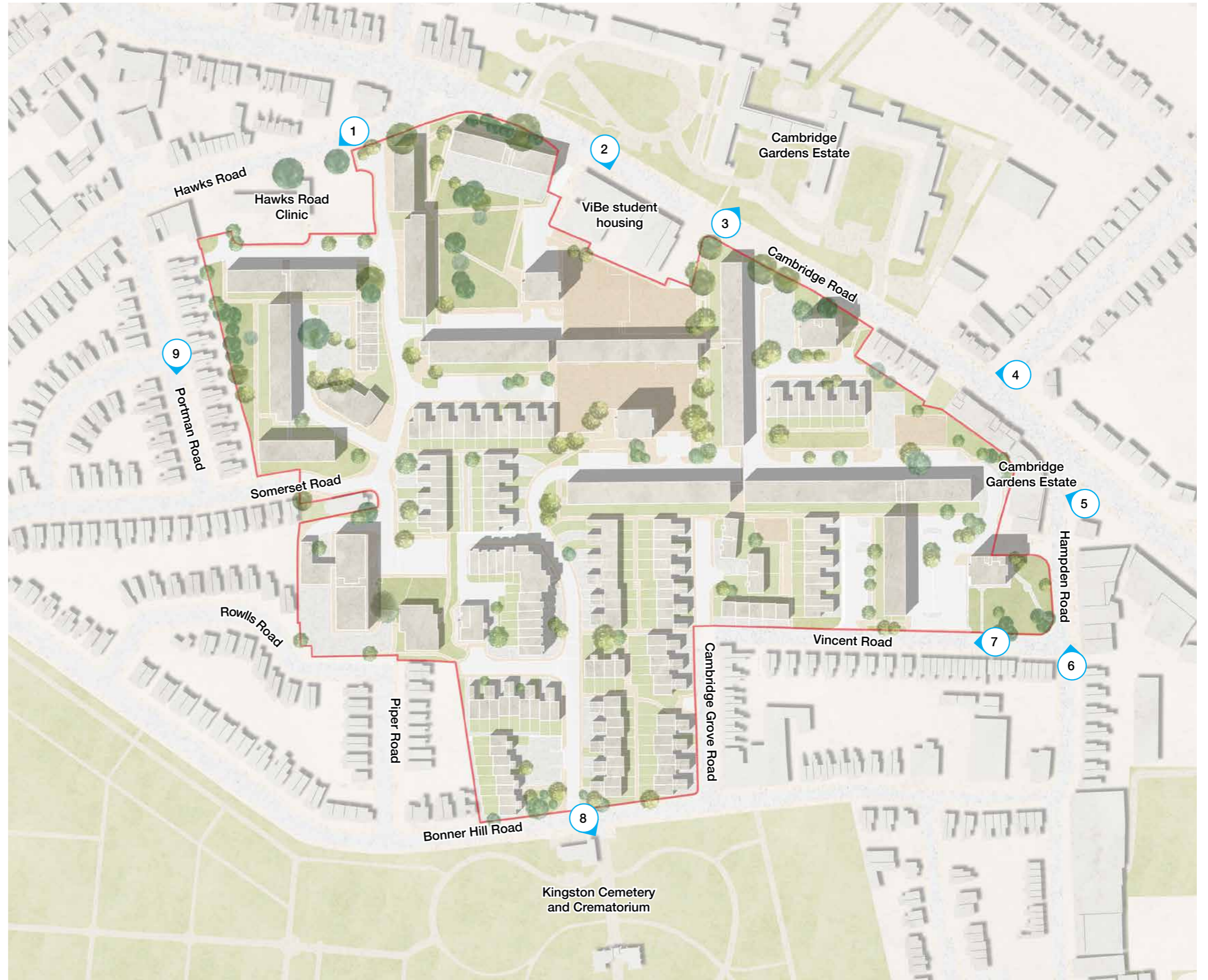


Figure 44: Existing photography keyplan



Figure 45: Hawks Road - Hawks Road Clinic.



Figure 48: Cambridge Road - Local shops.



Figure 51: Vincent Road - Residential housing.



Figure 46: Cambridge Road - ViBe student housing.



Figure 49: Cambridge Road - Residential development.



Figure 52: Bonner Hill Road - Kingston Cemetery and Crematorium.



Figure 47: Cambridge Road - Cambridge Gardens Estate.



Figure 50: Hampden Road - Light industrial buildings.



Figure 53: Portman Road - Residential housing.

2.0 Site assessment

2.9 Existing site photography: Local character areas

Referencing the Council's Character Area study of Norbiton, and walking around the surrounding neighbourhood, it is possible to cluster the streets into definable character areas based on the architectural style, uses and condition of buildings and landscaping.

The numbered site photographs in this section and adjacent key plan, illustrate the general character of the areas surrounding the Estate.

Linden Crescent

- Semi detached homes;
- Leafy street;
- Heavy use of red contrast brick;
- Low level brick walls of varying quality with contrast coping;
- Contrast red brick on all sides of fenestration;
- Low level brick walls of varying quality; and
- Tiled entrances.

Hampden Road

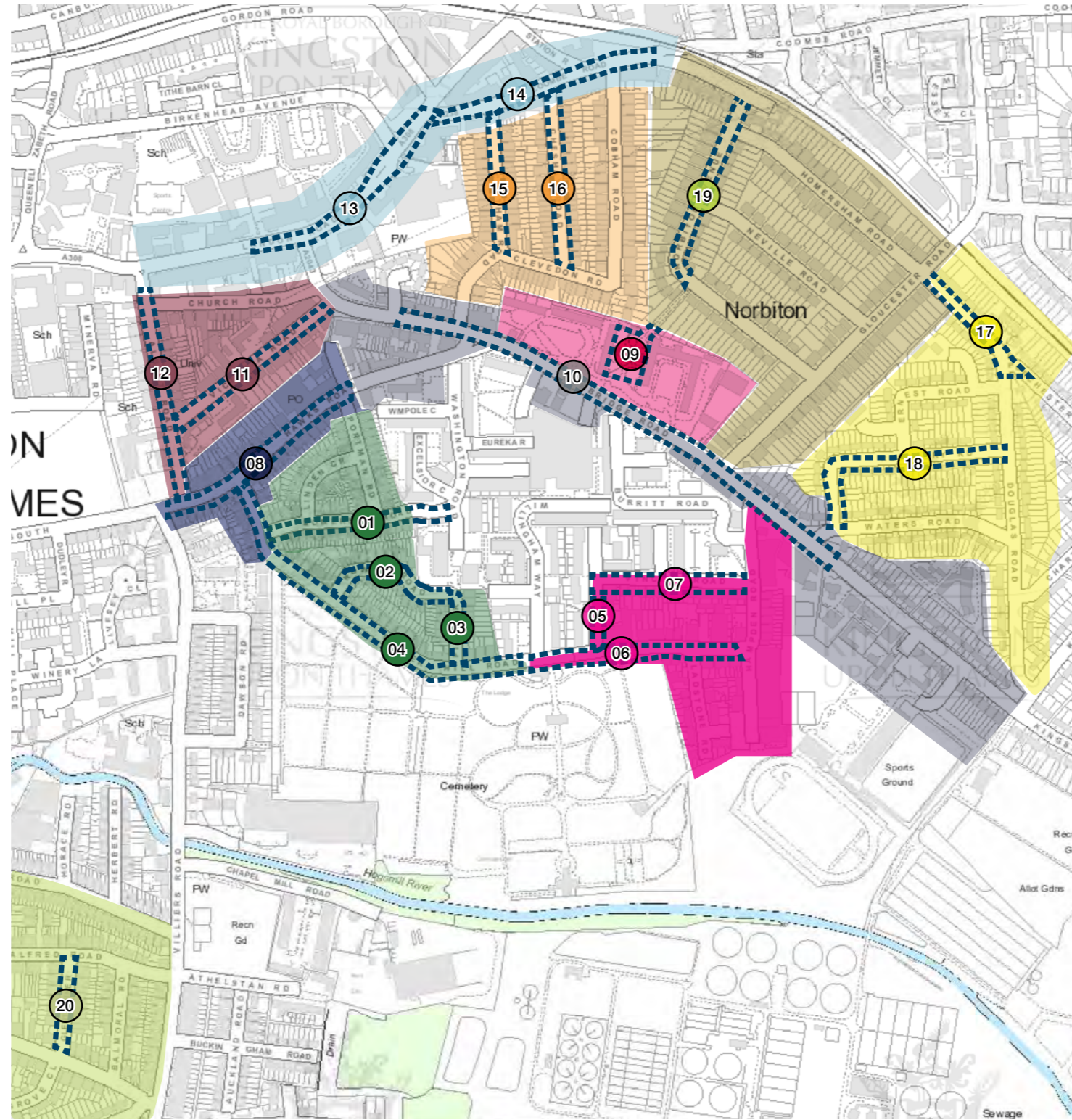
- Mix of styles and condition;
- Mix of terrace and semi-detached houses; and
- Undefined defensible space and entrance surface.

Hawks Road

- Red brick is the predominant facade colour;
- Low level brick walls of varying quality;
- Tiled entrances;
- Front entrances poorly kept;
- Contrast brick entrances; and
- Busy street dominated by vehicular movement.

Cambridge Gardens

- Major east-west route, lined with independent shop frontages and Estate housing; and
- Forms a key route from the site to the train station.



Green	Linden Crescent	High quality	Red	Victoria Road	Local Area of Special Character
Pink	Hampden Road	Mixed use / industrial bias	Light Blue	London Road	Urban with landmarks
Dark Blue	Hawks Road	Busy route with shops	Orange	Cleverdon Road	High quality
Light Pink	Cambridge Gardens	Estate	Yellow	Douglas Road	Suburban semi detached
Grey	Cambridge Road	Cambridge Road	Brown	Gloucester Road	Semi-suburban semi detached
			Light Green	Glenthorne Road	Local Area of Special Character

Figure 54: Local Character Areas as defined in RBK Character Area Study of Norbiton



Figure 55: Somerset Road - street view.



Figure 56: Typical elevation.



Figure 57: Typical elevation.



Figure 58: Rowlls Road - street view.



Figure 59: Typical elevation.



Figure 60: Typical elevation.



Figure 61: Piper Road - street view.



Figure 67: Cambridge Grove Road - street view.



Figure 73: Vincent Road - street view.



Figure 79: Cambridge Gardens Estate - street view.



Figure 62: Typical elevation.



Figure 63: Typical elevation.

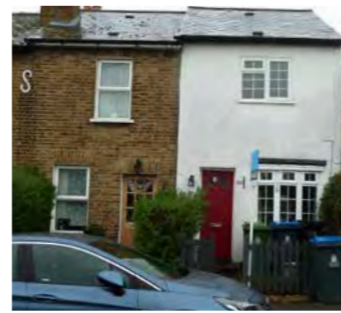


Figure 68: Typical elevation.



Figure 69: Typical elevation.



Figure 74: Typical elevation.



Figure 75: Typical elevation.



Figure 80: Typical elevation.



Figure 81: Typical elevation.



Figure 64: Bonner Hill Road (west) - street view.



Figure 70: Bonner Hill Road (east) - street view.



Figure 76: Hawks Road - street view.



Figure 82: Cambridge Road - street view.



Figure 65: Typical elevation.



Figure 66: Typical elevation.



Figure 71: Typical elevation.



Figure 72: Typical elevation.



Figure 77: Typical elevation.



Figure 78: Typical elevation.

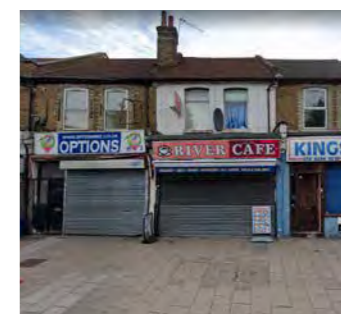


Figure 83: Typical elevation.



Figure 84: Typical elevation.

2.0 Site assessment

Victoria Road

- Local Area of Special Character;
- Heavy use of red brick contrast decoration;
- Areas of the street dominated by neighbouring council buildings;
- Low brick walls in good condition defining entrances; and
- Grand tiled entrances. Porticoes or contrast brick defining entrances.

London Road

- Contrast stock brick;
- Dominated by road with poor public realm; and
- Little green space.

Cleverdon Road

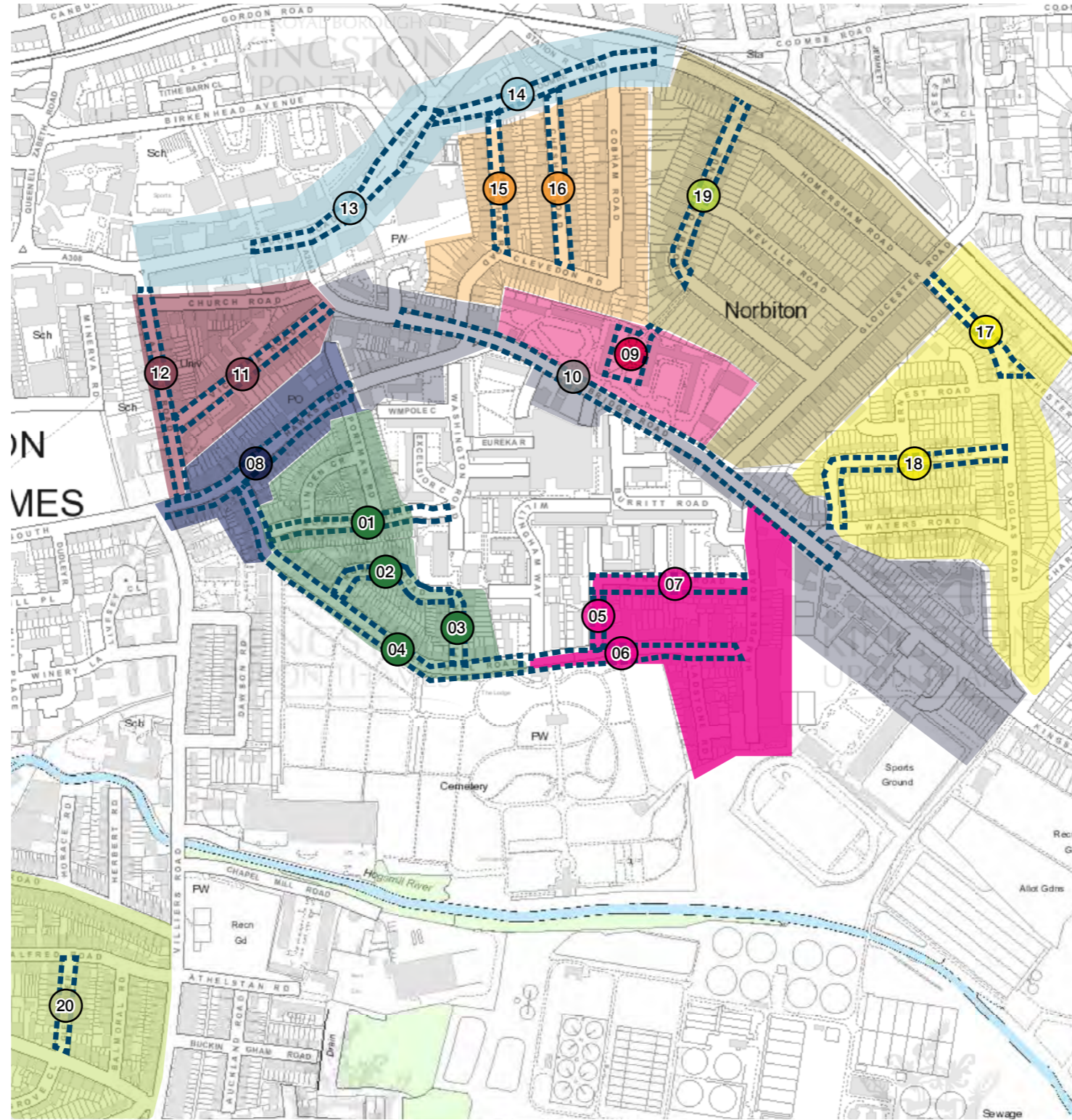
- Dominated by late Victorian villas;
- Detached;
- Designated for potential future conservation area;
- Low, detailed brick walls defining front gardens;
- Grand tiled entrances;
- Fish tail tiles; and
- Multiple contrast bricks.

Gloucester Road

- Suburban feel;
- Mix of styles and quality;
- Semi-detached;
- Off street parking with paved driveways;
- Heavy decoration; and
- Little/no stock brick.

Douglas Road

- Semi detached homes;
- Suburban feel;
- Off street parking with large driveways;
- Little/no stock brick;
- Render is a prominent feature; and
- Low quality with numerous extensions.



■ Linden Crescent	High quality	■ Victoria Road	Local Area of Special Character
■ Hampden Road	Mixed use / industrial bias	■ London Road	Urban with landmarks
■ Hawks Road	Busy route with shops	■ Cleverdon Road	High quality
■ Cambridge Gardens	Estate	■ Douglas Road	Suburban semi detached
■ Cambridge Road	Cambridge Road	■ Gloucester Road	Semi-suburban semi detached
		■ Glenthorne Road	Local Area of Special Character

Figure 85: Local Character Areas as defined in RBK Character Area Study of Norbiton.



Figure 86: Vincent Road - street view.



Figure 87: Typical elevation.



Figure 88: Typical elevation.



Figure 89: Albert Road - street view.



Figure 90: Typical elevation.



Figure 91: Typical elevation.



Figure 92: London Road - street view.



Figure 95: Chatham Road - street view.



Figure 96: Porchester Road - street view.



Figure 110: Norbiton Avenue - street view.



Figure 93: Typical elevation.



Figure 94: Typical elevation.



Figure 100: Typical elevation.



Figure 105: Typical elevation.



Figure 101: Typical elevation.

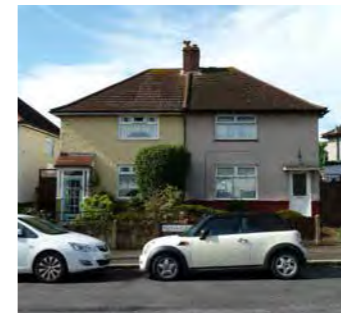


Figure 106: Typical elevation.



Figure 111: Typical elevation.



Figure 112: Typical elevation.



Figure 99: Coombe Road - street view.



Figure 98: Chesham Road - street view.



Figure 97: Rosebery Road - street view.



Figure 113: Glenthorn Road - street view.



Figure 104: Typical elevation.



Figure 109: Typical elevation.



Figure 103: Typical elevation.



Figure 108: Typical elevation.



Figure 102: Typical elevation.



Figure 107: Typical elevation.



Figure 114: Typical elevation.



Figure 115: Typical elevation.

2.0 Site assessment

2.10 Surrounding land uses

Surrounding residential uses

Surrounding land use around the development site is predominantly residential. The area is characterised by Victorian terraced town houses and post WW1 residential housing.

Surrounding commercial uses

A small collection of commercial uses can be found along the northern edge of the site along Cambridge Road. These are mostly independent local shops.

There is a small number of light industry buildings located along Hampden Road to the east of the site.

Along London Road and around Norbiton Station, further independent shops, restaurants and supermarkets can be found. These are predominately ground floor retail spaces.

Kingston town centre, which is 20 minute walk from the centre of the site, represents the largest collection of retail and commercial in the wider area.

Surrounding open space

The local area is well served by public open green spaces:

- Fairfield Recreational Ground**
 Located to the north-west of the site, it provides a large expanse of open grass, football pitches and occasional community events;
- Athelstan Recreational Ground**
 Located to the south-west of the site, it provides a large expanse of open grass and children play equipment;
- Kingston Road Recreation Ground and Kingstonian Football Club Ground & AFC Wimbledon**
 Located to the south-east of the site, the spaces contain football pitches, athletic track and local community outdoor activity spaces;
- Kingston Cemetery and Crematorium**
 Located directly to the south of the site, this space contains a mixture of mature trees, grasses and walking paths. The Mortuary Chapels located within are Grade II listed buildings; and
- Hogsmill River and Hogsmill Nature Reserve**
 Whilst not open to the public at all time, these space form an important part of local ecology.



Figure 116: Surrounding land use plan.

2.0 Site assessment

2.11 Community infrastructure & socio-economics

The local community is well served to the west by community facilities, including healthcare, education, cultural and childcare. Good connectivity to the west is provided by either public transport, pedestrian and vehicle links.

Local context

The adjacent plan shows the location of key community uses in the local context, including:

- Healthcare;
- Higher education facilities;
- Primary and secondary schools;
- Community spaces;
- Sport facilities;
- Faith centres;
- Childcare and nurseries; and
- Other relevant spaces.

Environmental Statement

A Population and Human Health study has been prepared and forms part of the Environmental Statement submitted in support of this application. This study considers the existing situation and rates of, for example, health / employment / crime / income / education, and looks at the potential impact of the Development.

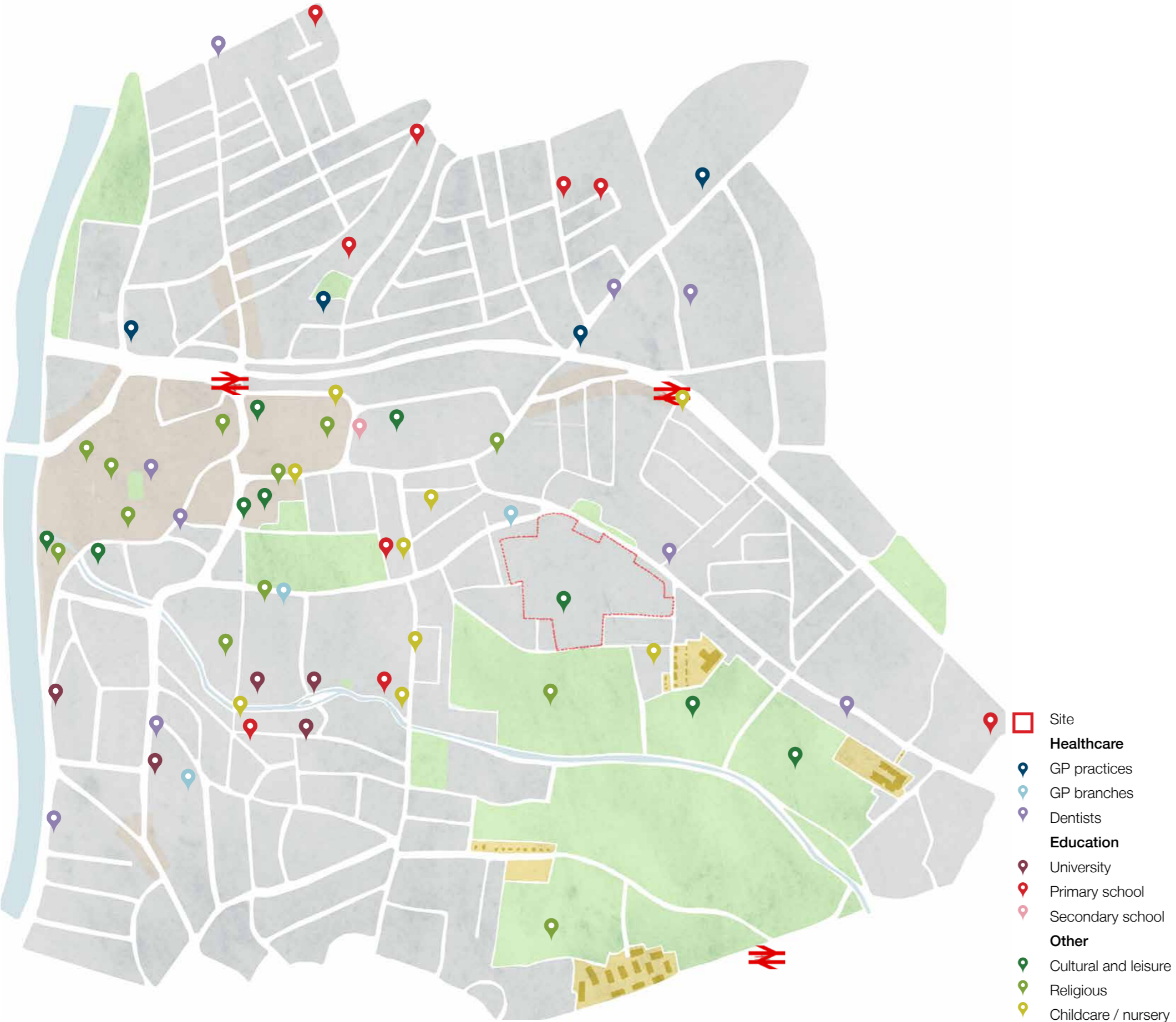


Figure 117: Surrounding key community infrastructure.

2.0 Site assessment

2.12 Transport and movement

The existing Cambridge Road Estate is served by public connection via London buses, National Rail and cycle routes.

Buses

TFL currently operate 2 two routes which pass by the site:

- **Route 131**
Fairfield Bus Station to Tooting Broadway Station; and
- **Route N87 (night bus)**
Fairfield Bus Station to Lambeth Bridge.

Both of these route pass along Cambridge Road (northern edge of the site). Two bus stops (one each direction) are found directly adjacent to the site.

Additional bus services pass along London Road. These are within 400m of the centre of the site.

- Routes 57, 85, 213, 371, K2, K3, K4 and K5
Central Kingston / Fairfield Bus Station to Wimbledon / Putney / Sutton / Kew.

National Rail

Norbiton Railway Station, to the north of the site is within 600m / 11min walk from the site centre. South Western Railways provide regular commuter train links into London Waterloo, Shepperton and Twickenham.

Berrylands Railway Station, to the south of the site is within 1km / 25-30min walk from the site centre. South Western Railways provide regular commuter train links into London Waterloo, Hampton Court and Woking.

Public Transport Accessibility Level (PTAL)

PTAL is a measure which rates locations by distance from frequent public transport services. The PTAL rating of any given location ranges from 0 (worst) to 6b (best).

The current PTAL rating varies across the development site, from areas to the north currently rated 4, while the centre of the site is rated at 0 and 1b in the south, east and western areas.



Figure 118: Local transport network.



Figure 119: Local cycle network.

Pedestrian movements

The existing Estate allows for good pedestrian connectivity through the core of the site, with pedestrian footpaths found on most roads.

Small pedestrian only routes provide links between the many cul-de-sacs and parking bays within the site. These however suffer from poor maintenance and poor passive surveillance.

Overall, within the site, and especially in the core, there is a general lack of legibility and wayfinding within the site itself.

Roads

The network of roads within the site is poor and lacks clarity. Distributing roads lead into parking courts and cul-de-sacs with no through connections.

Uncontrolled parking on the site historically led to challenging circulation by road. Whilst the immediate surrounding roads have introduced Controlled Parking Zones (CPZ), the Estate itself doesn't not have a CPZ.

Cambridge Road, along the northern boundary of the site provides good connections to the wider area. However this road can become congested during peak times. Concerns of rate-running within the Estate and adjacent roads have meant the introduction of barriers by the Local Council to address this - such as the removable barriers located at Bonner Hill Road.

Once beyond the site boundary, wider road connections are good from the site, with good access to central Kingston to the west and the A3 to the east.

Cycle routes

The Go Cycle programme is a major £32M infrastructure transformation project. It is designed to upgrade Kingston's major highway routes to accommodate the latest cycling infrastructure, while improving the flow of road users, cyclists, and pedestrians, and enhancing the environments through which they travel.

The Kingston to Kingston Vale section, which is currently under construction, will pass along London Road (400m to the north of the site).

The Kingston to New Malden section is currently under revision and public consultation. This section is currently proposed to pass along Cambridge Road (directly north of the application boundary).

Within the site there are no dedicated or proposed cycle route.

2.0 Site assessment

2.13 Local planning context

Built Environment Heritage

The Victoria Road local area of special character lies north west of the site and the Fairfield / Knights Park conservation area lies further west.

Kingston Cemetery lies to the south of the site where two Grade II listed structures lie; a tomb and a chapel. The cemetery falls within the wider Hogsmill Valley Key Area of Change.

An **Archaeology and Heritage Assessment** was prepared during the preparation of design proposals and is submitted in support of this application.

Metropolitan Open Land

To the south of the site, two cemeteries, the sewage works and athletics ground all form part of a large area of Metropolitan Open Land ("MoL").

Industrial land

There is a Locally Significant Industrial Site, ("LSIS") the Kingston Industrial Estate, directly to the east of the Site, hosting a range of businesses with a bias to vehicle repair and servicing.

Emerging Area of Opportunity

In the October 2016 Direction of Travel ("DoT") report, the Council and Mayor of London identified the Cambridge Road Estate as part of an Emerging Area of Opportunity for significant intensification.

Strategic links

A strategic cycling and walking network route runs along Cambridge Road and Hogsmill River.

2.14 Planning history

There are no recent significant planning applications relating to the site.

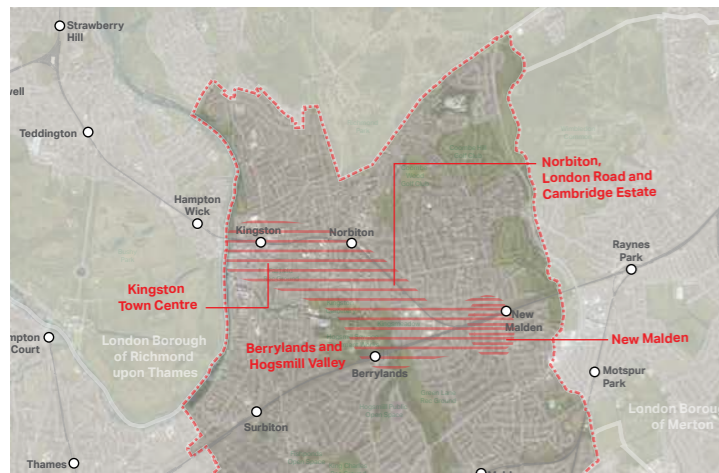


Figure 120: Emerging Area of Opportunity. extract from 2016 DoT report.

- Site
- Conservation Area
- Local area of special character
- KTC Area of special character
- Metropolitan Open Land
- Industrial land
- 📍 Listed buildings in close proximity to the Site
- 📍 Locally Listed buildings in close proximity to the Site

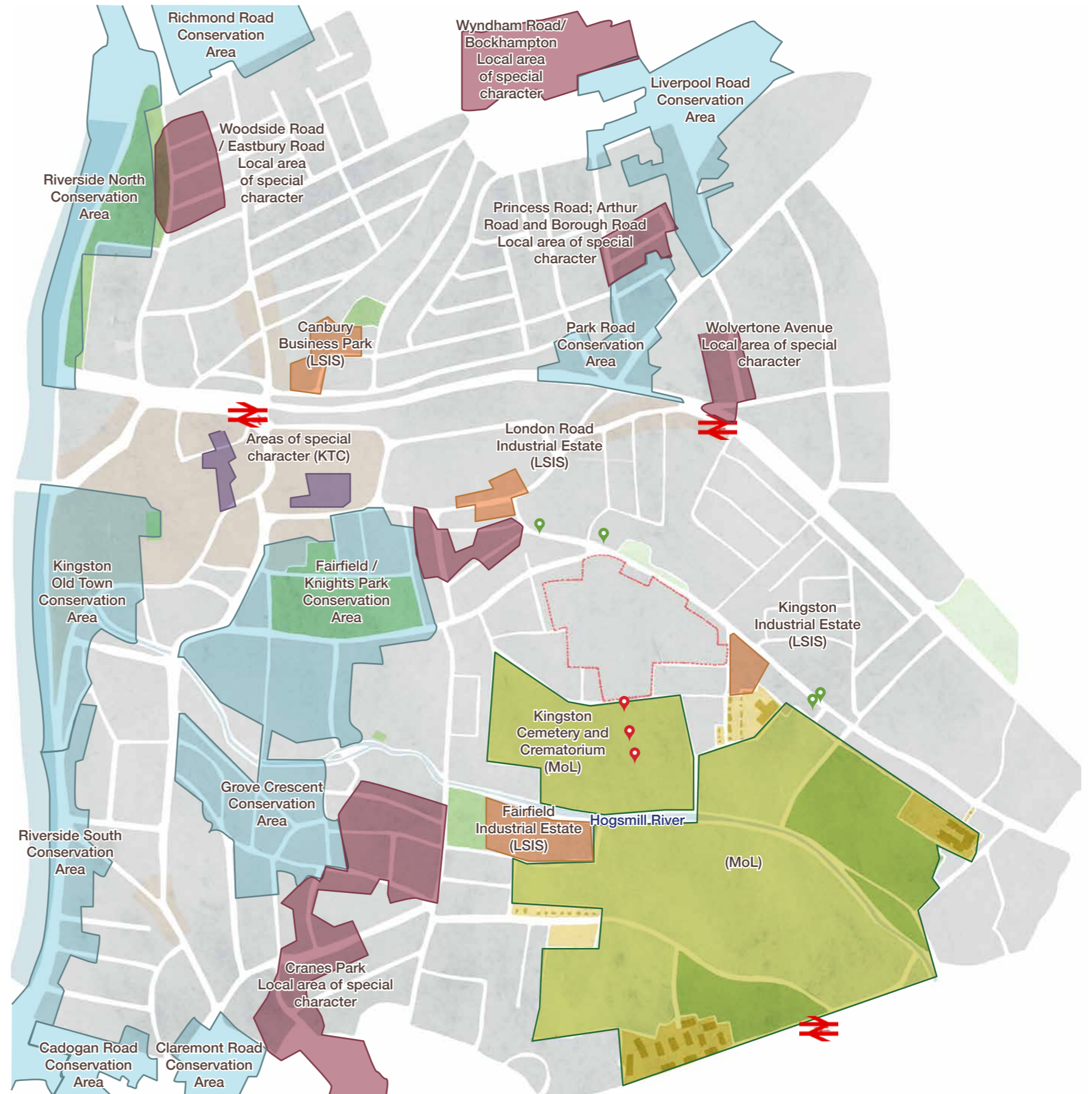


Figure 121: Local planning context plan